1999

JOINT APPROPRIATIONS – TRANSPORTATION

MINUTES

HOUSE AND SENATE APPROPRIATIONS SUBCOMMITTEE MEETING INDEX

The following meetings were held jointly:

February 23, 1999
February 24, 1999
February 25, 1999
March 2, 1999
March 3, 1999
March 4, 1999
March 9, 1999
March 10, 1999
March 11, 1999
March 16, 1999
March 17, 1999
March 18, 1999
March 24, 1999
March 25, 1999
March 31, 1999
April 1, 1999
April 6, 1999
April 7, 1999
April 8, 1999
April 13, 1999
April 14, 1999
May 4, 1999

The following meetings were held with House members only:

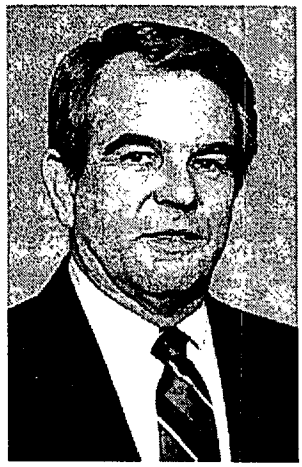
May 12, 1999	House Bill 815 and House Bill 1029 were discussed
May 20, 1999	House Bill 1029 and Senate Bill 233 were discussed
May 27, 1999	
July 1, 1999	Senate Bill 233 was discussed

The following meetings were held with Senate members only:

June 9, 1999 AM
June 9, 1999 PM
June 15, 1999

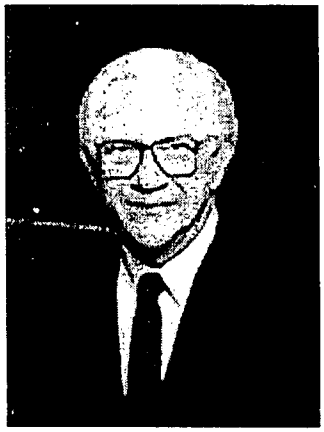
1999 - 00
APPROPRIATIONS - TRANSPORTATION SUBCOMMITTEE

Rep. Jim Crawford
Chair



Rep. Nelson Cole
Chair

Rep. Max Melton
Vice Chair

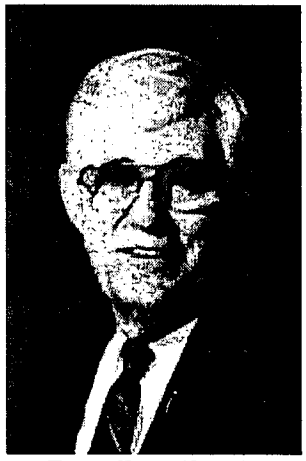


Rep. Cary Allred

Rep. Bobby Barbee

Rep. Dan Blue

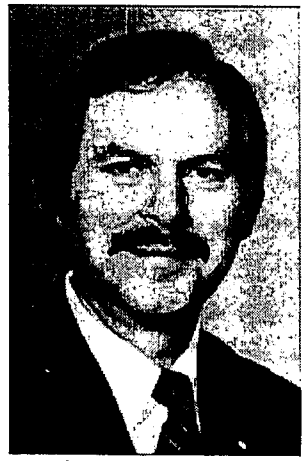
Rep. Joanne Bowie



Rep. Don Davis

Rep. Jerry Dockham

Rep. Jim Gulley



Rep. Bill Hiatt

Rep. Bill Hurley

Rep. Mary McAllister

Rep. Ed McMahan

Rep. Drew Saunders

Rep. Ronnie Sutton

Ex-Officio Members

Rep. Phil Baddour

Rep. Pete Cunningham

Rep. Andy Dedmon

Rep. Beverly Earle

Rep. Joe Hackney

HOUSE APPROPRIATIONS SUBCOMMITTEE ON TRANSPORTATION
1999-2000 SESSION

MEMBER	ASSISTANT	PHONE	OFFICE
CRAWFORD, Jim, Chairman	Linda Winstead Legislative Assist.	733-5824	1301
COLE, Nelson, Chairman	Suzanne Smith Legislative Assist.	733-5779	1218
MELTON, Max, Vice Chairman	Gerry Durant	733-5784	633
ALLRED, Cary	Jean Allred	733-5607	609
BARBEE, Bobby	Rosa Murray	733-5908	1025
BLUE, Dan	Lin Threatt	715-2528	1227
BOWIE, Joni	Sharon Gaudette	733-5877	538
DAVIS, Don	Audrey Johnson	715-0959	504
DOCKHAM, Jerry	Joanna Mills	733-5822	1106
GULLEY, Jim	Lucille Carter	733-5860	1307
HIATT, Bill	Edna Pearce	733-5862	1008
HURLEY, Bill	Melissa Riddle	733-5601	2215
McALLISTER, Mary	Annecia Norwood	733-5959	638
McMAHAN, Ed	Sharon Cram	733-5661	1019
SAUNDERS, Drew	Ruth Fish	733-5776	1219
SUTTON, Ronnie	Juanita Coley	733-5752	1321
Evan Rodewald, Staff		733-4910	619
Bob Weiss, Staff		733-4910	619

SENATE APPROPRIATIONS SUBCOMMITTEE ON TRANSPORTATION MEMBERSHIP

Senator Wib Gulley, Chair
Room 408 LOB
5-3036

Senator Charlie Albertson, Vice-Chair
Room 525 LOB
3-5705

Senator Bob Carpenter, Ranking Minority
Room 517 LOB
3-5875

Senator Dan Clodfelter
Room 622 L(OB
3-6275

Senator David Hoyle
Room 300-A LOB
3-5734

Senator Brad Miller
Room 621 LOB
3-9349

Senator Bob Rucho
Room 1113 LB
3-5650

Fiscal Staff
Evan Rodewald
3-4910

Bob Weiss
3-4910

Research Staff
Giles Perry
3-2578

Bill Drafting Staff
Ken Levenbook
3-6660

Committee Clerk
Carol Resar
5-3036

ATTENDANCE

Committee: APPROPRIATIONS SUBCOMMITTEE ON TRANSPORTATION

DATES	2/23	2/24	2/25	3/2 A	3/2 P	3/3	3/4	3/9	3/10	3/11	3/16 A	3/16 P	3/17	3/18	3/24	3/25	3/31
Senator Wib Gulley, Chair																	
Senator Albertson																	
Senator Carpenter																	
Senator Clodfelter																	
Senator Hoyle																	
Senator Miller																	
Senator Rucho																	
Representative Crawford, Chair	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Representative Cole, Chair	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Representative Allred	✓	✓	✓	✓	✓	✓	✓	✓	✓			✓	✓	✓	✓		
Representative Barbee	✓	✓	·	✓	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓
Representative Blue				✓			✓									✓	
Representative Bowie	✓	✓	✓	✓		✓	✓	✓	✓		✓	✓	✓		✓	✓	✓
Representative Davis	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓		✓	✓	·
Representative Dockham						✓		✓	✓		✓						✓
Representative Gulley	✓	✓	✓	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓
Representative Hiatt	✓			✓	✓	✓	✓	✓	✓	✓	✓		✓		✓		✓
Representative Hurley		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Representative McAllister Added 2-25				✓	✓		✓	✓	✓	✓		✓			✓	✓	✓
Representative McMahan	✓	✓	✓	✓	·	✓	✓	✓		✓		✓	✓	✓	✓		✓
Representative Melton	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Representative Saunders	✓	✓	✓	✓	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓
Representative Sutton	✓	✓	✓		·		✓	✓	✓	✓	✓	✓	✓		✓	✓	✓
EX-OFFICIO																	
Representative Baddour																	
Representative Earle																	
Representative Cunningham																	
Representative Dedmon																	
Representative Hackney																	

ATTENDANCE

Committee: APPROPRIATIONS SUBCOMMITTEE ON TRANSPORTATION

DATES	4/1	4/6	4/7	4/8	4/13	4/14	5/4										
Senator Wib Gulley, Chair																	
Senator Albertson																	
Senator Carpenter																	
Senator Clodfelter																	
Senator Hoyle																	
Senator Miller																	
Senator Rucho																	
Representative Crawford, Chair	✓	✓	✓	.	✓	✓	✓										
Representative Cole, Chair	✓	✓	✓	✓	✓	✓	✓										
Representative Allred																	
Representative Barbee	✓			✓	✓	✓											
Representative Blue																	
Representative Bowie	✓				✓	✓	✓										
Representative Davis	✓	✓	✓	✓	✓		✓										
Representative Dockham	✓					✓											
Representative Gulley	✓	✓	✓	✓	✓	✓	✓										
Representative Hiatt			✓	✓	✓												
Representative Hurley	✓	✓	✓	✓	✓	✓	✓										
Representative McAllister	✓	✓		✓	✓	✓											
Representative McMahan	✓	✓	✓	✓	✓	✓	✓										
Representative Melton	✓	✓	✓	✓	✓	✓	✓										
Representative Saunders	✓	✓	✓	✓		✓	✓										
Representative Sutton	✓		✓	✓	✓	✓											
EX-OFFICIO																	
Representative Baddour																	
Representative Earle																	
Representative Cunningham																	
Representative Dedmon																	
Representative Hackney																	

ATTENDANCE

APPROPRIATIONS Subcommittee on Transportation

1999-2000 Session

DATES	5/12	5/20	5/27	7/1											
Crawford, Chairman	✓	✓	✓	✓											
Cole, Chairman		✓	✓	✓											
Melton, Vice-Chairman	✓	✓	✓	✓											
Allred		✓	✓	✓											
Barbee	✓	✓	✓	✓											
Blue			✓	✓											
Bowie	✓	✓	✓	✓											
Davis	✓	✓	✓	✓											
Dockham	✓		✓	✓											
Gulley	✓	✓	✓	✓											
Hiatt	✓	✓	✓	✓											
Hurley	✓	✓	✓	✓											
McAllister	✓	✓	✓	✓											
McMahan	✓		✓	✓											
Saunders	✓	✓	✓	✓											
Sutton	✓		✓	✓											
Ex officio Members:															
Hackney, Speaker Pro Tem															
Baddour, Majority Leader															
Dedmon, Majority Whip															
Earle, Majority Whip															
Cunningham															

NORTH CAROLINA GENERAL ASSEMBLY

COMMITTEE SUMMARY REPORT

1999-2000 Biennium HOUSE: APPROPRIATIONS--TRANSPORTATION Valid Through 29-JUL-1999

BILL	INTRODUCER	SHORT TITLE	LATEST ACTION ON BILL	IN DATE	OUT DATE
H 815	**HENSLEY**	**LEFT TURN ON RED**	**S -REF TO COM ON RULES &**	**05-10-99**	**05-13-99**
S 233	SHAW L	ROW PLANS/TIP FUNDING ALLOCATIONS	*S -PRES. TO GOV. 07-14	05-19-99	07-08-99

NOTES- = AFTER BILL NUMBER SHOWS THAT BILL IS IDENTICAL, AS INTRODUCED, TO ANOTHER BILL.
* AFTER NUMBERS INDICATES THAT TEXT OF BILL WAS ALTERED BY ACTION ON THE BILL.
BOLDED LINE INDICATES BILL INDEXED AS AFFECTING APPROPRIATIONS.

Joint Appropriations Subcommittee on Transportation

February 23, 1999
9:00 am
Room 1228

Agenda

Chair: Senator Wib Gulley

Outline of Meetings

State Transportation Funding and Issues

Evan Rodewald *Fiscal Research Division*

Comparative Data Report on State Transportation Programs

Robert Weiss *Fiscal Research Division*

MINUTES
SENATE AND HOUSE JOINT APPROPRIATIONS
SUBCOMMITTEE ON TRANSPORTATION

The Senate and House Joint Appropriations Subcommittee on Transportation met at 8:30 am on Tuesday, February 23, 1999 in Room 1228 of the Legislative Building. Representatives Crawford, Chair, Cole, Chair, Allred, Barbee, Bowie, Davis, Gulley, Hiatt, McMahan, Melton, Saunders and Sutton and seven Senate members were present. Senator Wib Gulley, Chairman, presided.

The first meeting of the Joint Appropriations Subcommittee on Transportation was opened by the members of the Subcommittee and the staff introducing themselves. Next, Senator Gulley, Representative Cole and Representative Crawford gave their opening remarks.

Senator Gulley then reviewed the outline of the upcoming meetings (see Handout #1). Next, Senator Gulley recognized Evan Rodewald, Fiscal Analyst. Mr. Rodewald reviewed the State Transportation Funding and other Issues (see Handout #2). The 1998-99 funding sources for DOT are shown on page 2 of the handout. Mr. Wayne Stallings, Chief Financial Officer with DOT, told the Subcommittee that as of February, 1999, $320 million was in projects and the full $431 million would be obligated by June 30, 2000.

Mr. Rodewald told the Subcommittee that 85% of DOT's total budget was used for road construction and road maintenance. With regard to the Highway Trust Fund shown on page 6 of Handout, Representative Allred asked if it would take a change in the law to transfer money from the Highway Trust Fund to the maintenance fund. Mr. Rodewald replied yes, it would.

Senator Hoyle asked where the $25 million for Public Transportation in the Governor's Budget was coming from. Mr. Rodewald replied it would be transferred out of the construction fund and put into maintenance and public transportation. Senator Albertson asked what part of construction was causing the inflation in the costs. Mr. Rodewald responded that in all areas of construction. He stated that construction costs were rising about a 4% rate which is higher than the overall inflation rate of 4%.

Senator Rucho asked a question regarding the $731 million from federal aid shown on page 2 of handout. He wanted to know realistically how much the State could hope to get from the federal government and how much is for special projects. Mr. Rodewald stated that Dot estimates that $704 million would probably be received. Mr. Stallings was not sure how accurate that estimate was and he did not know if any of the federal money was for special projects.

There being no further time, the meeting was adjourned at 9:55 A.M.

Senator Wib Gulley, Co-Chair

Carol Resar, Committee Clerk

Handout #1

OUTLINE OF MEETINGS FOR JOINT APPROPRIATIONS SUBCOMMITTEE ON TRANSPORTATION

Overview

- State Transportation Funding and Issues
- Comparative Data Report on State Transportation Programs
- Revenue Forecasts for Highway Fund and Highway Trust Fund
- Summary of the Governor's Budget
- 1998-99 Highway Fund Budget Shortfall

Highway Fund Budget

- Overview of Department of Transportation
- The Transportation Improvement Program:
  - Budget
  - Highway Trust Fund, and Status of Projects
  - Transfer Authority Between the Highway Fund and Highway Trust Fund
  - Highway Trust Fund Cash Balances
  - Highway Construction Bonds
  - Equity Formula
- Maintenance
- Other Transportation Programs
  - Secondary Roads
  - Powell Bill/Aid to Municipalities
  - Discretionary Construction Funds
  - Public Transit
  - Rail
  - Ferry Division
  - Airports
  - OSHA
- Transportation Operations

- Transportation Administration
    - Management Information Systems
    - General Services/Capital Budget
- Division of Motor Vehicles
- Governor's Highway Safety Program
- Global Transpark
- Transfers and Reserves

Other Issues

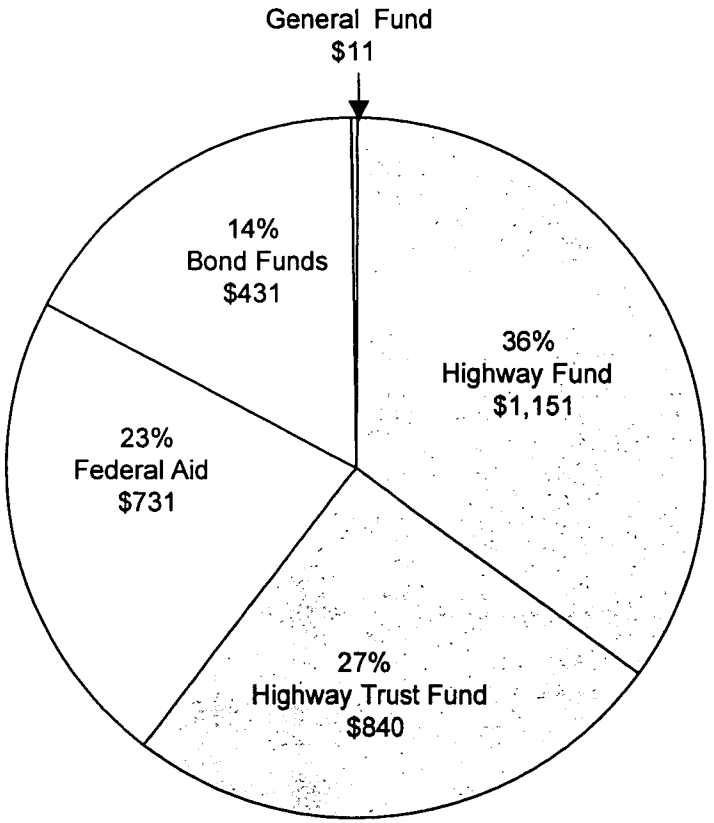
- North Carolina Railroad
- Costs of Replacing Water and Sewer Lines

STATE TRANSPORTATION FUNDING AND ISSUES

Fiscal Research Division, February, 1999

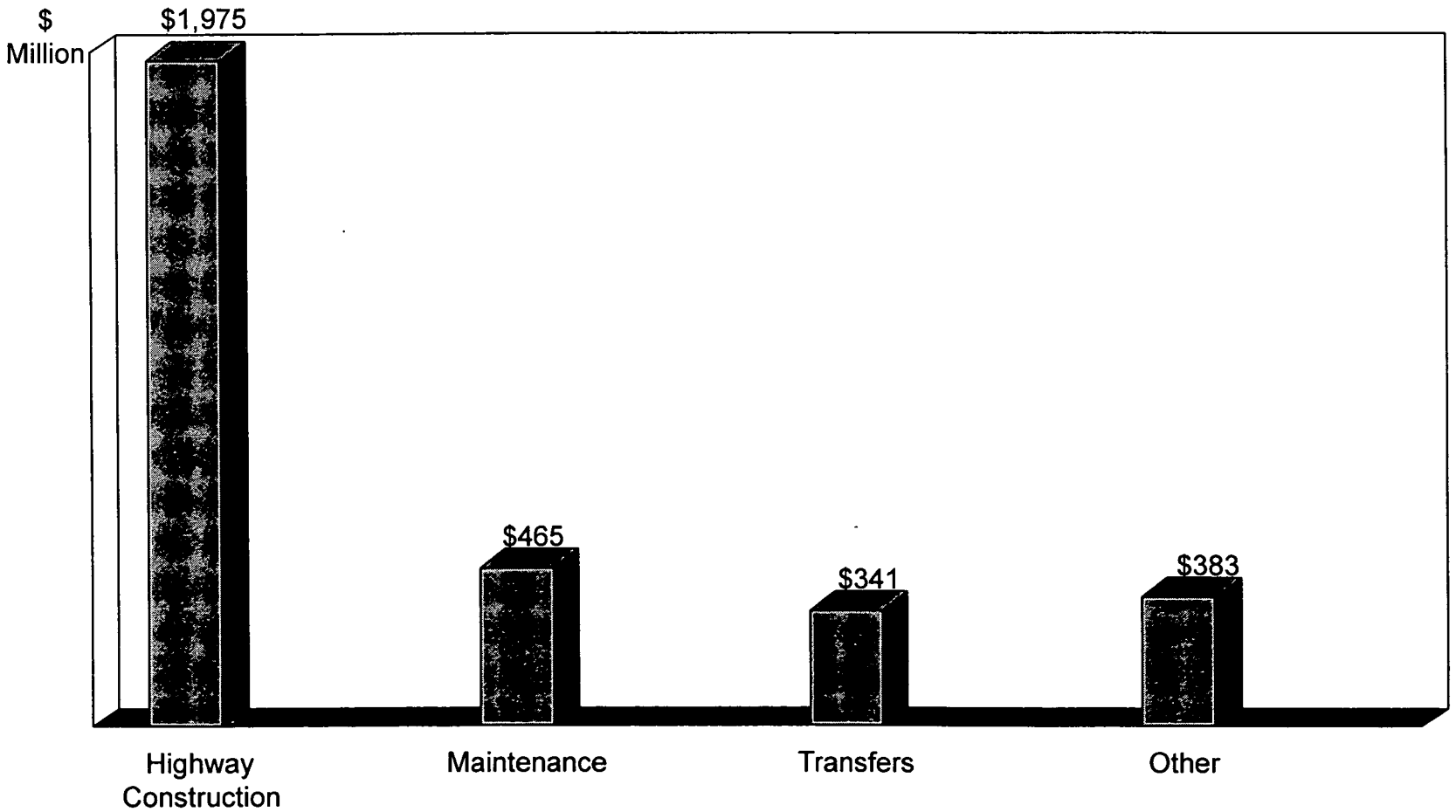
Handout #2

1998-99 FUNDING SOURCES FOR DEPARTMENT OF TRANSPORTATION ($ MILLIONS)



Total: $3.2 Billion

1998-99 USES OF FUNDS FROM ALL SOURCES (TOTAL = $3.2 MILLION)



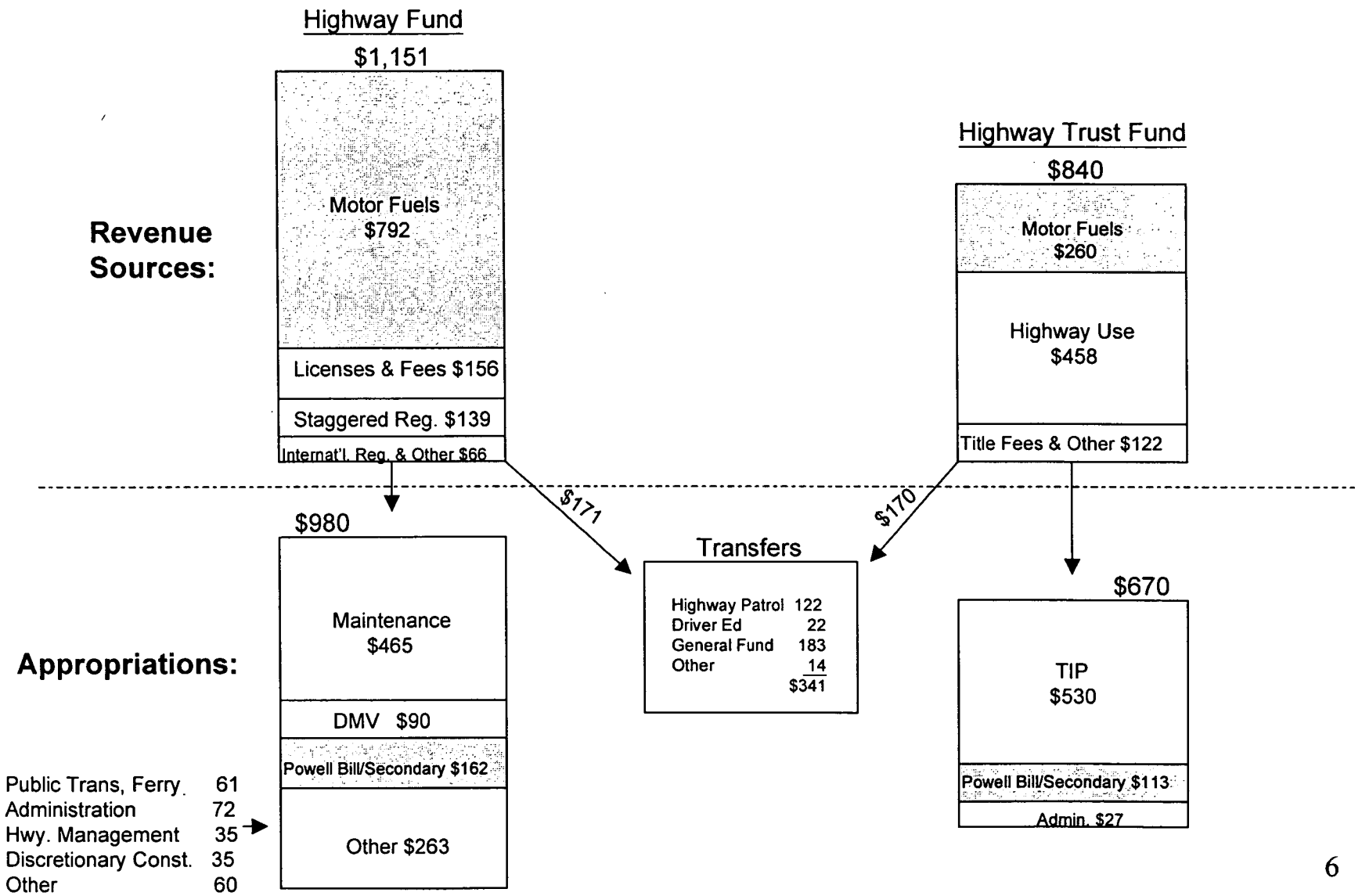
DIFFERENCES BETWEEN HIGHWAY FUND AND HIGHWAY TRUST FUND (RULES OF THUMB)

	Highway Fund	Highway Trust Fund
Major State Revenue Source	Motor Fuels Taxes ("Gas Tax")	Highway Use Tax (3% on Motor Vehicles)
Biggest Program	Maintenance	Construction
Method of Allocation	Appropriations Process	Formulas in Statutes (G.S. 136-176)

REVENUE GROWTH IN THE HIGHWAY FUND, HIGHWAY TRUST FUND AND GENERAL FUND

	Revenues ($ Millions)		
	1992-93	1997-98	% Change
Highway Fund	969	1,113	+15%
Highway Trust Fund	572	835	+46%
General Fund	8,293	11,644	+40%

HIGHWAY FUND AND HIGHWAY TRUST FUND REVENUE SOURCES AND APPROPRIATIONS ($ MILLIONS, 1998-99)



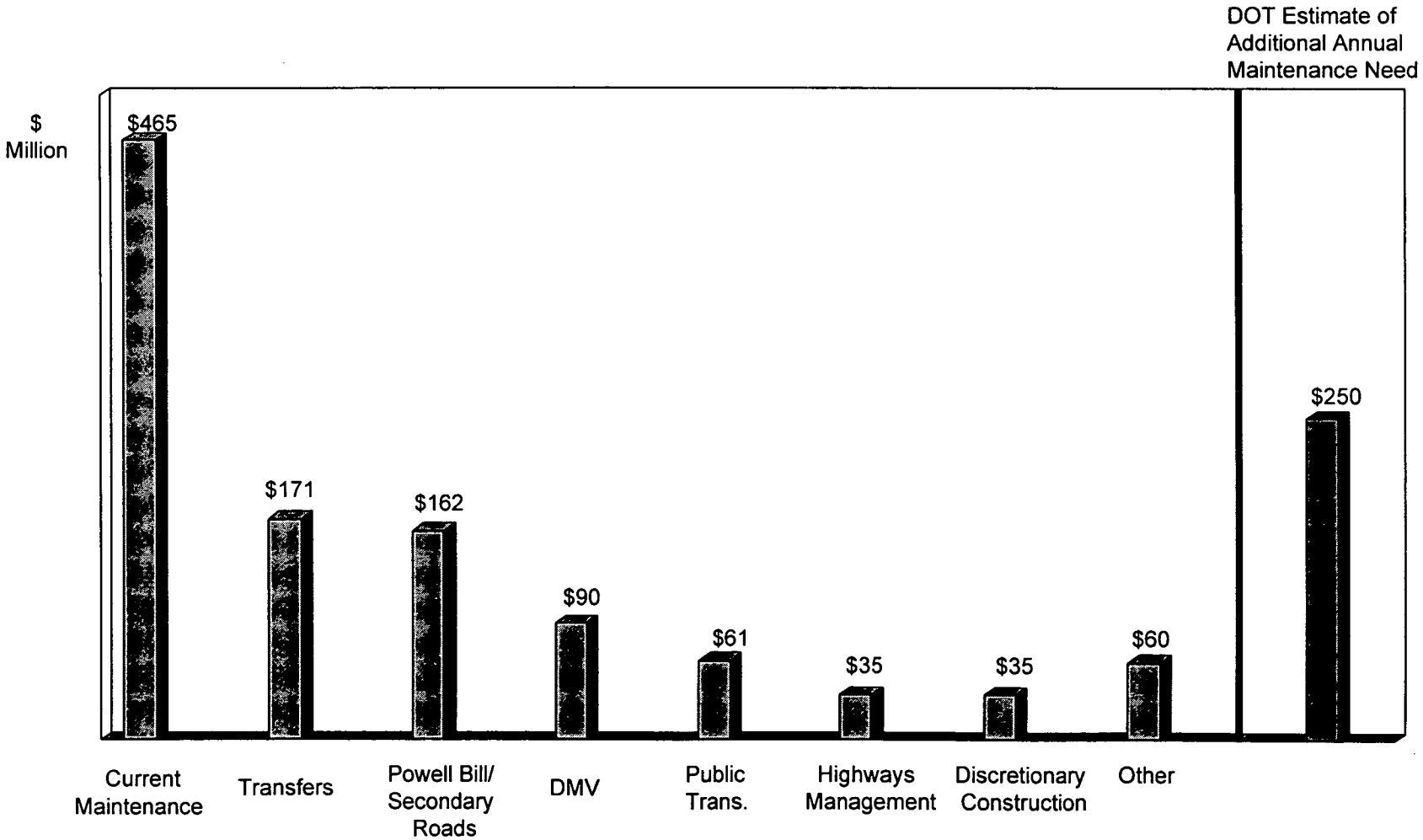
HIGHWAY TRUST FUND ALLOCATION FORMULA IN G.S. 136-176 (1998-99 BUDGET)

- $15 of each certificate of title application fee → $33,720,000 for Secondary Roads
- 4.5% of remaining revenue → $27,215,955 for Administration
- Balance is allocated as follows:
  - 61.95% → $377,292,874 for Intrastate Projects (TIP)
  - 25.05% → $152,561,525 for Urban Loops (TIP)
  - 6.5% → $39,586,823 for Powell Bill
  - 6.5% → $39,586,823 for Secondary Roads

MAINTENANCE INDICATORS AND SPENDING

	1987-88	1998-99	% Change
Lane Miles in Primary, Urban and Paved Secondary Systems	126,285	144,757	+15%
Vehicle Miles Driven (Millions):	57,784	81,893	+42%
Maintenance spending (Millions, 1999 $):	478	465	-3%

1998 HIGHWAY FUND BUDGET



HIGHWAY CONSTRUCTION

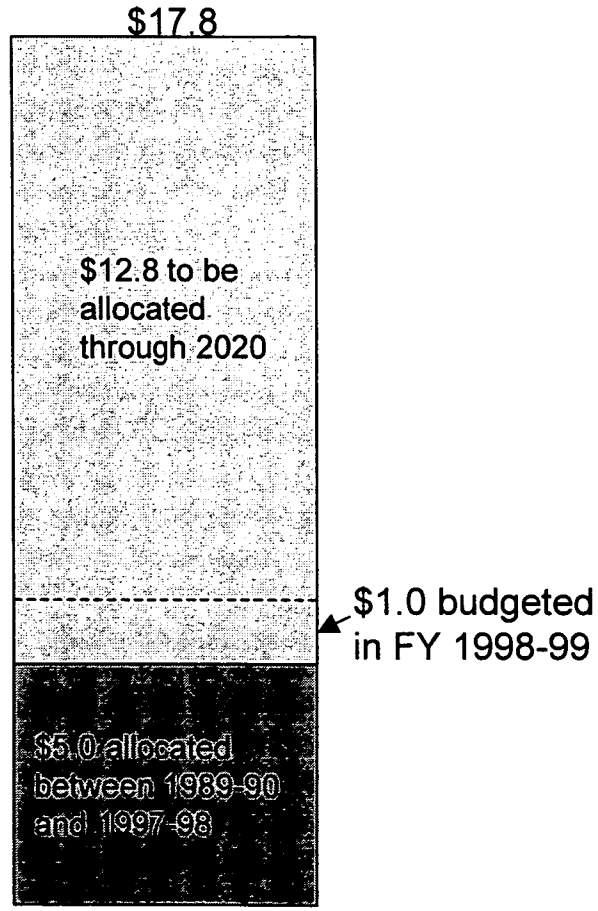
- Highway Projects are being delayed

  - Projects dropped from most recent 7-Year Transportation Improvement Program
  - Urban loops scheduled for completion in 2003 will not be completed until 2016
  - Intrastate system scheduled for completion in 2003 will not be completed until 2020

- Reasons for Delays

  - Projects costs higher than DOT originally estimated
  - Urban loops and intrastate system:
    - Originally estimated at $8.5 billion over 14 years (adjusted for inflation in construction)
    - Most recent estimate is $17.8 billion over 31 years (adjusted for inflation in construction)
  - Revenues were overestimated by $1.1 billion through 1998

ESTIMATED COSTS OF URBAN LOOPS AND INTRASTATE SYSTEM
(In $ Billions, Adjusted for Inflation in Construction)



PUBLIC TRANSPORTATION

- Historically, a small budget item relative to construction
    - 1998-99 State budget for public transportation is $36 million
    - 1998-99 State budget for TIP is $530 million
- Governor recommends an additional $25 million in funding for FY 1999-2000

VISITOR REGISTRATION SHEET

Transportation, App Sub — 2/23/99

Name of Committee — Date

~~May 22, 1996~~

VISITORS: PLEASE SIGN BELOW AND RETURN TO COMMITTEE CLERK. 2/23/99

NAME	FIRM OR AGENCY AND ADDRESS
Danny Rogers	NCDOT
[illegible]	The Capitol Group
Mac [illegible]	NC Aggregates
[illegible]	OSBM
Milton Clifford	OSBM
Meredith Benton	DOT
Wayne Stallings	NCDOT
Austin David	Legislative Intern
Gilles Perry	Leg. Staff
Ruth Salpore	NCDOT
[illegible]	Carolina Asphalt Pavement Assn.

VISITOR REGISTRATION SHEET

Trans App Sub — 2/23/99

Name of Committee — Date

~~May 22, 1996~~

VISITORS: PLEASE SIGN BELOW AND RETURN TO COMMITTEE CLERK.

NAME	FIRM OR AGENCY AND ADDRESS
VL McBride	NCTA
Robert Glasgow	NC Auto Dealers
[illegible]	NCFOC

Handout #1

Joint Appropriations Subcommittee on Transportation
February 24, 1999
8:30 am
Room 1228

Agenda

Chair: Representative Nelson Cole

State Transportation Funding and Issues – *questions continued*

Evan Rodewald *Fiscal Research Division*

Comparative Data Report on State Transportation Programs

Robert Weiss *Fiscal Research Division*

FY1998-99 Highway Fund Budget Shortfall

C. Wayne Stallings *Chief Financial Officer, DOT*

Revenue Forecasts for Highway Fund and Highway Trust Fund

Paul Zipin *Office of State Budget and Management*

Summary of the Governor's Continuation Budget
Summary of the Governor's Expansion Budget

C. Wayne Stallings

JOINT APPROPRIATIONS SUBCOMMITTEE ON TRANSPORTATION
Minutes
February 24, 1999
8:30 A. M.
Room 1228 LB

The Joint Appropriations Subcommittee on Transportation met on February 24, 1999 at 8:30 a.m. in room 1228 of the Legislative Building. Representative Nelson Cole chaired the meeting. All members of the Senate committee were in attendance. A visitor registration list is attached and made part of these minutes. The following members of the House were present:

Rep. Jim Crawford	Rep. Don Davis
Rep. Nelson Cole	Rep. Jim Gulley
Rep. Max Melton	Rep. Bill Hurley
Rep. Cary Allred	Rep. Ed McMahan
Rep. Bobby Barbee	Rep. Drew Saunders
Rep. Joanne Bowie	Rep. Ronnie Sutton

Representative Cole opened the meeting, acknowledged the pages, and turned the meeting over to Mr. Evan Rodewald, staff, to continue with the discussion from handout #3, State Transportation Funding and Issues, which was addressed at the previous meeting on February 23, 1999.

Mr. Rodewald begin by answering Sen. Hoyle's question from page 11 on handout #3 from the previous day, "What about the 26 years that was mentioned in the Pete Marwick audit?" Mr. Rodewald answered by saying the 26 years refers to the entire transportation program in the system and it would be an apples to oranges comparison. Other questions were then asked. Sen. Albertson asked how many asphalt plants are there in the state now and what is the price of asphalt per ton? Mr. Rodewald deferred to Ruth Sappie, legislative liaison for the Department of Transportation. She indicated she did not know but would provide an answer. Rep. McMahan asked staff to give the committee a report after doing research on toll roads. He wanted to know what could or couldn't be done in reference to toll roads without jeopardizing monies. Sen. Miller asked Mr. Rodewald what was the administrative funding used for on page 6 of handout #3. Mr. Rodewald wasn't sure and the chair asked him to provide a detail as to what that included. Sen. Rucho questioned the number of projects in the TIP and asked shouldn't that amount be reduced since there are less road projects. Ruth Sappie responded that there were not any projects taken out of the TIP and the number is the same. Sen. Albertson then asked for staff to get back with a list from DOT of all counties in the state that haven't received Highway Trust Fund money.

Rep. Cole brought the meeting back to the agenda, and called on Bob Weiss, staff. He passed out handout #2, Comparative Data Report on State Transportation Programs, which was prepared by fiscal research and presented at the Southern Legislative Conference in November 1998. This report was compiled from data from 16 southern states. Mr. Weiss highlighted some of the comparisons of the report. Some discussion followed concerning the report. Senator Miller asked if data is available on vehicle miles traveled by county and is that figure considered in allocations to counties. Ruth Sappie answered that the sampling process is state wide and not by

county. DOT will provide more data on this. Sen. Hoyle then asked staff to research how much local money goes into the road funds.

Rep. Cole then introduced the next presenter, Mr. Wayne Stallings, Chief Financial Officer with the Department of Transportation, who reported on the Highway Fund Budget Shortfall, handout #3, Highway Fund and Highway Trust Fund Revenue for 1998-99 Comparing the Certified Budget to Current Estimates. Sen. Gulley asked him to get figures for the end of February or first of March on revised estimate from the Revenue Department on the Highway Trust Fund. This would be a six months figure and should be more accurate than the one done in January 1999 as given in the report. He said he should have that by the first or second week of March. Discussion followed on the highway fund and highway trust fund.

Paul Zipin from the Office of the State Budget and Management presented handout #4, Highway Fund and Highway Trust Fund Revenue Forecast. Seventy-one percent of the Highway Fund comes from motor fuel taxes with 29% from fees and licenses. The Highway Trust Fund was established in 1989 to speed up urban construction projects. It has grown at a fast pace over the last five years of 7.8% but is not expected to continue at that rate. Discussion then followed.

Rep. Cole adjourned the meeting at 9:50 a.m. with the next meeting being on February 25, 1999 at 8:30 a.m.

Respectfully submitted:

Nelson Cole

Representative Nelson Cole
Committee Chairman

Suzanne Smith

Suzanne Smith
House Legislative Committee Assistant

VISITOR REGISTRATION SHEET

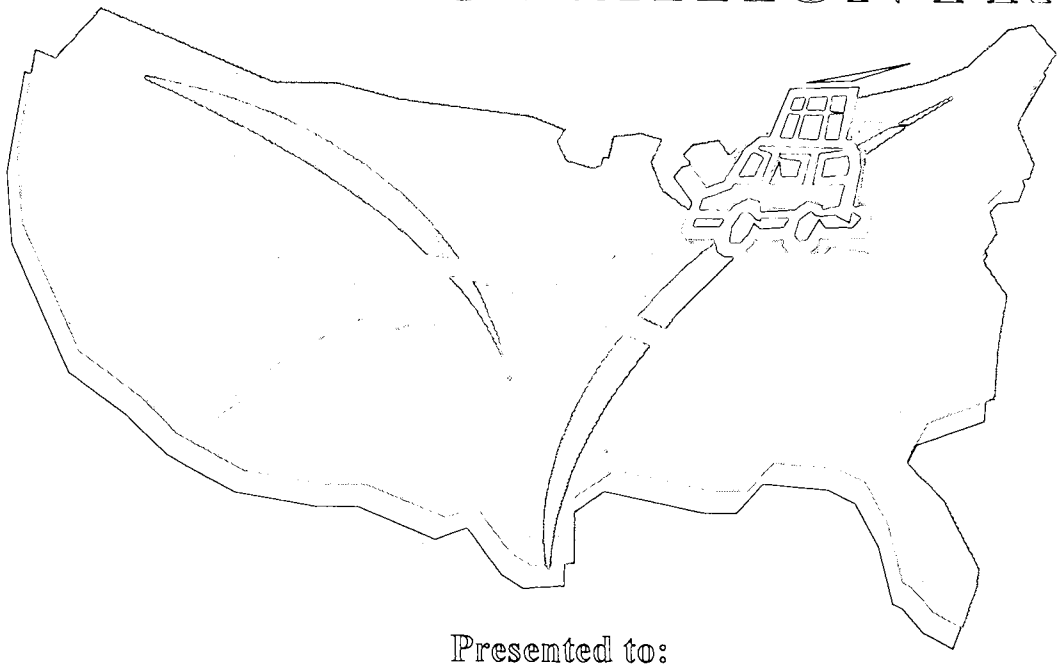
HOUSE APPRO/SUBCOMMITTEE ON TRANSPORTATION 2/24 , 1999

Name of Committee Date

VISITORS: PLEASE SIGN BELOW AND RETURN TO COMMITTEE CLERK

NAME	FIRM OR AGENCY AND ADDRESS
Wayne Stallings	NCDOT
Ruth Sappie	NCDOT
[illegible] Rogers	NCDOT
[illegible]	OSBM
Mike Tyson	County Jail, MD
Ian Rose	UNC
[illegible]	[illegible]
[illegible]	NCTA
[illegible] Beaton	DOT
KRISTIN DAVID	Legislative Intern
Walker Price	Charlotte Chamber
[illegible]	CARA
Lyman Cooper	CSX
Giles Perry	Staff
David Herlihy	State Planning
Warren Plonk	OSBM
[illegible]	REDC

COMPARATIVE DATA REPORT ON STATE TRANSPORTATION PROGRAMS



Presented to:
Fiscal Affairs and Government Operations Committee
Southern Legislative Conference
Council of State Governments
November 1998

Prepared by:
Robert Weiss
Fiscal Research Division
North Carolina General Assembly

Attachment #2

SUMMARY

The 16 states of the Southern Legislative Conference (SLC) are home to 37% of the nation's people, 39% of the nation's licensed drivers, and 44% of the registered motor vehicles. They account for the 42% of vehicle miles traveled. SLC states also received 35% of the payments from the Highway Trust Fund. States in the SLC have traditionally been donor states in regard to the Federal Highway Trust Fund, meaning they pay more taxes into the fund than they receive in apportionments. For Federal FY 1996, all SLC states except West Virginia were donor states for the purpose of formula allocations of Highway Trust Fund dollars. Texas had the lowest rate of return at 59%.

About 29% of the South's roads are state controlled compared to 20% for the nation. The South is more dependent on user taxes and bond proceeds to fund its state systems than the nation, but less dependent on tolls, Federal funds, and local government transfers. SLC states spend more on capital outlay and maintenance than the nation as a whole, but award less to local governments and highway police.

All SLC states have transportation plans that include highway and other transportation construction needs for five to ten years. Most plans are also used for short term planning purposes and are updated annually.

In nine SLC states, the Governor appoints the Secretary or Director of the Department of Transportation. In 6 of those states, this gubernatorial appointment is confirmed by the legislature. The DOT agency head in ten states is assisted by a board or commission most often appointed by the Governor.

All SLC states but Alabama support public transportation with state dollars. States continue to utilize their authority to spend Federal highway dollars on public transportation. Significant use of this authority is limited to four states: Maryland, Virginia, Missouri, and Georgia.

TABLE OF CONTENTS

I. Current Transportation Issues 1

II. Quick Facts 5

III. State Rankings and Regional Comparisons 23

IV. Administration 30

V. Highway System 39

VI. Highway Revenues 52

VII. Highway Expenditures 62

VIII. State Transportation Plan 68

IX. Highway Planning and Construction 71

X. Public Transportation 78

XI. Aviation 84

Survey Respondents 91

Internet Addresses 95

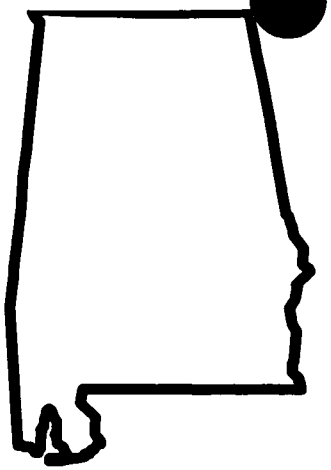
I. CURRENT TRANSPORTATION ISSUES

MAJOR TRANSPORTATION LEGISLATION ENACTED IN 1997-98

Georgia	Approved over $150 million in bond funds for rural economic development highways, the Georgia Ports Authority, rail acquisition, and a Macon to Atlanta rail feasibility study.
Maryland	Created pilot program for new graduated driver licensing system. More accurately tests skills of new drivers.
Missouri	Appropriated an additional $10.7 million for urban, rural, elderly, and disabled public transportation services.
North Carolina	Reformed Board of Transportation by reducing size and requiring certain expertise (effective 2001). Extended right of way preservation measures from highway corridors to transportation corridors.
Oklahoma	Continued funding of 3-year, $700 million road improvement program, with an additional $300 million to be spent if 3-year program is completed satisfactorily. Funds are spent on 110 projects designed by the legislature.
South Carolina	Established a State Infrastructure Bank Program. "Zero tolerance" for drunk driving for drivers under 21.
Texas	Allowed State DOT to finance certain local government transportation infrastructure projects in return for up to 30 percent of increased property tax returns due to the projects. Established a State Infrastructure Bank Program. Allowed DOT to spend funds from any source on toll facilities, impose temporary tolls to recover rehabilitation or maintenance costs, and to enter into joint public or private toll projects. The Texas Turnpike Authority was merged with the Department of Transportation.
West Virginia	Approved issuance of $220 million of bonds.

II. QUICK FACTS

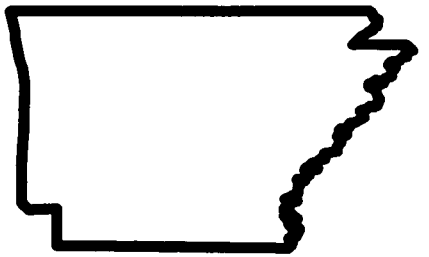
ALABAMA



TRANSPORTATION FACTS

State Population	4,319,154
Land Area	50,750 Sq. Miles
Vehicle Miles Traveled	51.4 Billion
Licensed Drivers	3,138,237
Motor Vehicles Registered	3,323,683
State Maintained Highways	11,012 Miles
All Highways	93,340 Miles
Current Gasoline Tax	18 Cents
Per Capita from Fed Hwy Trust Fund	$75.75

ARKANSAS



TRANSPORTATION FACTS

State Population	2,522,819
Land Area	52,075 Sq. Miles
Vehicle Miles Traveled	27.8 Billion
Licensed Drivers	1,752,229
Motor Vehicles Registered	1,633,343
State Maintained Highways	16,294 Miles
All Highways	77,746 Miles
Current Gasoline Tax	18.7Cents
Per Capita from Fed Hwy Trust Fund	$96.48

FLORIDA

TRANSPORTATION FACTS

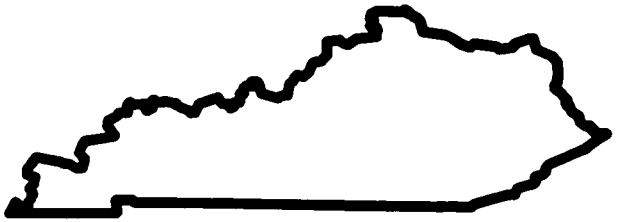
State Population	14,653,945
Land Area	53,997 Sq. Miles
Vehicle Miles Traveled	130.0 Billion
Licensed Drivers	11,399,593
Motor Vehicles Registered	10,888,596
State Maintained Highways	11,925 Miles
All Highways	114,422 Miles
Current Gasoline Tax	13.0 Cents
Per Capita from Fed Hwy Trust Fund	$52.06

GEORGIA

TRANSPORTATION FACTS

State Population	7,486,242
Land Area	57,919 Sq. Miles
Vehicle Miles Traveled	89.1 Billion
Licensed Drivers	4,966,348
Motor Vehicles Registered	6,282,672
State Maintained Highways	17,917 Miles
All Highways	111,746 Miles
Current Gasoline Tax	7.5 Cents
Per Capita from Fed Hwy Trust Fund	$69.45

KENTUCKY



TRANSPORTATION FACTS

State Population	3,908,124
Land Area	39,732 Sq. Miles
Vehicle Miles Traveled	42.6 Billion
Licensed Drivers	2,566,545
Motor Vehicles Registered	2,695,985
State Maintained Highways	27,498 Miles
All Highways	73,158 Miles
Current Gasoline Tax	16.4 Cents
Per Capita from Fed Hwy Trust Fund	$68.25

LOUISIANA

TRANSPORTATION FACTS

State Population	4,351,769
Land Area	43,566 Sq. Miles
Vehicle Miles Traveled	38.1 Billion
Licensed Drivers	2,624,131
Motor Vehicles Registered	3,318,205
State Maintained Highways	16,675 Miles
All Highways	60,667 Miles
Current Gasoline Tax	20 Cents
Per Capita from Fed Hwy Trust Fund	$55.43

MARYLAND

TRANSPORTATION FACTS

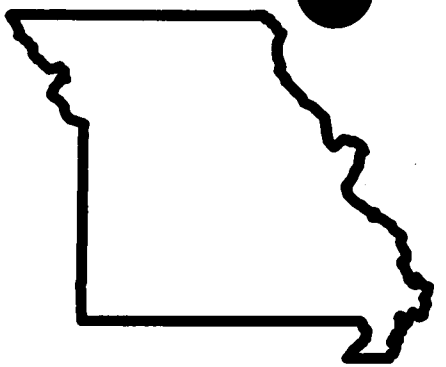
State Population	5,094,289
Land Area	9,775 Sq. Miles
Vehicle Miles Traveled	46.2 Billion
Licensed Drivers	3,377,470
Motor Vehicles Registered	3,634,579
State Maintained Highways	5,410 Miles
All Highways	29,680 Miles
Current Gasoline Tax	23.5 Cents
Per Capita from Fed Hwy Trust Fund	$52.69

MISSISSIPPI

TRANSPORTATION FACTS

State Population	2,730,501
Land Area	46,914 Sq. Miles
Vehicle Miles Traveled	30.6 Billion
Licensed Drivers	1,700,132
Motor Vehicles Registered	2,181,727
State Maintained Highways	10,688 Miles
All Highways	73,202 Miles
Current Gasoline Tax	18.4 Cents
Per Capita from Fed Hwy Trust Fund	$68.71

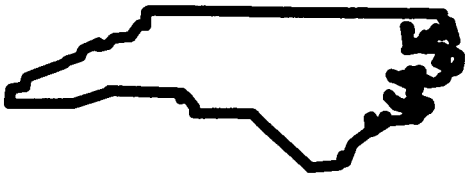
MISSOURI



TRANSPORTATION FACTS

State Population	5,402,058
Land Area	68,898 Sq. Miles
Vehicle Miles Traveled	61.2 Billion
Licensed Drivers	3,749,348
Motor Vehicles Registered	4,350,440
State Maintained Highways	32,385 Miles
All Highways	122,748 Miles
Current Gasoline Tax	17.05 Cents
Per Capita from Fed Hwy Trust Fund	$69.37

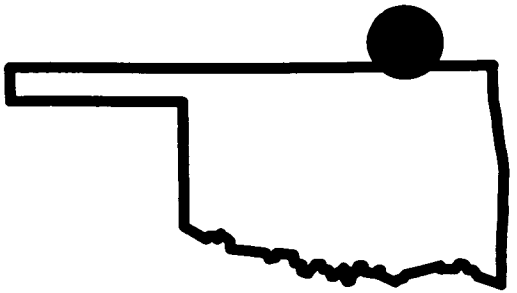
NORTH CAROLINA



TRANSPORTATION FACTS

State Population	7,425,183
Land Area	48,718 Sq. Miles
Vehicle Miles Traveled	78.9 Billion
Licensed Drivers	5,187,288
Motor Vehicles Registered	5,759,234
State Maintained Highways	78,400 Miles
All Highways	97,509 Miles
Current Gasoline Tax	21.6 Cents
Per Capita from Fed Hwy Trust Fund	$60.82

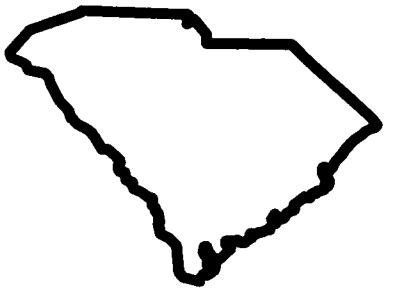
OKLAHOMA



TRANSPORTATION FACTS

State Population	3,317,091
Land Area	68,679 Sq. Miles
Vehicle Miles Traveled	39.4 Billion
Licensed Drivers	2,395,825
Motor Vehicles Registered	3,081,723
State Maintained Highways	13,104 Miles
All Highways	112,664 Miles
Current Gasoline Tax	17 Cents
Per Capita from Fed Hwy Trust Fund	$73.09

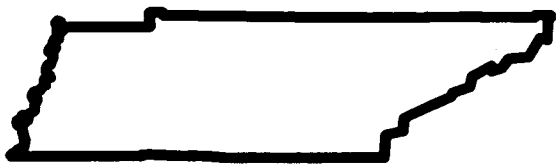
SOUTH CAROLINA



TRANSPORTATION FACTS

State Population	3,760,181
Land Area	30,111 Sq. Miles
Vehicle Miles Traveled	39.8 Billion
Licensed Drivers	2,574,575
Motor Vehicles Registered	2,790,575
State Maintained Highways	41,692 Miles
All Highways	64,359 Miles
Current Gasoline Tax	16 Cents
Per Capita from Fed Hwy Trust Fund	$64.51

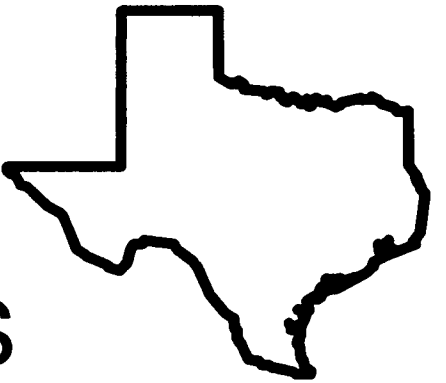
TENNESSEE



TRANSPORTATION FACTS

State Population	5,368,198
Land Area	41,219 Sq. Miles
Vehicle Miles Traveled	58.4 Billion
Licensed Drivers	3,805,600
Motor Vehicles Registered	4,830,482
State Maintained Highways	14,056 Miles
All Highways	85,795 Miles
Current Gasoline Tax	21 Cents
Per Capita from Fed Hwy Trust Fund	$61.27

TEXAS



TRANSPORTATION FACTS

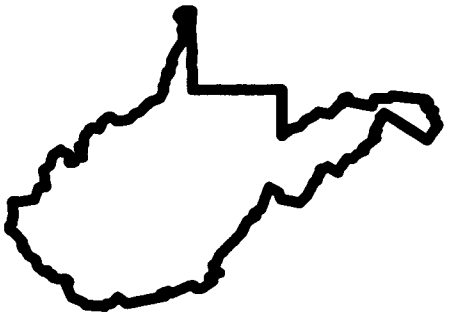
State Population	19,439,337
Land Area	261,914 Sq. Miles
Vehicle Miles Traveled	185.4 Billion
Licensed Drivers	12,569,265
Motor Vehicles Registered	13,486,868
State Maintained Highways	78,628 Miles
All Highways	296,259 Miles
Current Gasoline Tax	20 Cents
Per Capita from Fed Hwy Trust Fund	$53.17

VIRGINIA

TRANSPORTATION FACTS

State Population	6,733,996
Land Area	39,598 Sq. Miles
Vehicle Miles Traveled	71.3 Billion
Licensed Drivers	4,692,071
Motor Vehicles Registered	5,576,132
State Maintained Highways	57,128 Miles
All Highways	69,384 Miles
Current Gasoline Tax	17.5 Cents
Per Capita from Fed Hwy Trust Fund	$58.98

WEST VIRGINIA



TRANSPORTATION FACTS

State Population	1,815,787
Land Area	24,087 Sq. Miles
Vehicle Miles Traveled	17.7 Billion
Licensed Drivers	1,274,453
Motor Vehicles Registered	1,406,285
State Maintained Highways	32,151 Miles
All Highways	35,130 Miles
Current Gasoline Tax	25.35 Cents
Per Capita from Fed Hwy Trust Fund	$116.47

III. STATE RANKINGS & REGIONAL COMPARISONS

South vs. U.S. - The states of the Southern Legislative Conference make up 27% of the U.S. land area, but have 37% of the U.S. population. The SLC has 39% of the nation's licensed drivers, 44% of the registered motor vehicles, and 42% of the vehicle miles traveled. SLC states also received 35% of the payments from the Highway Trust Fund. States in the SLC have traditionally been donor states in regard to the Federal Highway Trust Fund, meaning they pay more taxes into the fund than they receive in apportionments. For Federal FY 1996, all SLC states except West Virginia were donor states for the purpose of formula allocations of Highway Trust Fund dollars. Texas had the lowest rate of return at 59%.

Rankings - Chart 2 shows state rankings for land area, population, licensed drivers, motor vehicle registrations and vehicle miles traveled. With few exceptions, population determines the rank in these categories. Chart 3 ranks SLC states by miles of state maintained roads, total road miles in state, amount paid states from Federal Highway Trust Fund, per capita Federal highway grant and ratio of apportionment from/payment into the Federal Highway Trust Fund.

Miles Traveled - Map B illustrates that southerners travel more vehicle miles per licensed driver than the national average. Vehicle miles traveled (VMT) in the SLC region has grown at a rate greater than that for the remainder of the nation.

CHART 2

STATE RANKINGS (1997)

	Land Area	Rank	Population	Rank	Licensed Drivers	Rank	Motor Vehicle Registrations	Rank	Vehicle Miles Traveled (Billions)	Rank
Alabama	50,750	7	4,319,154	10	3,138,237	9	3,323,683	9	51.4	8
Arkansas	52,075	6	2,522,819	15	1,752,229	14	1,633,343	14	27.8	15
Florida	53,997	5	14,653,945	2	11,399,593	2	10,888,596	2	130.0	2
Georgia	57,919	4	7,486,242	4	4,966,348	4	6,282,672	3	89.1	3
Kentucky	39,732	12	3,908,124	11	2,566,545	12	2,695,985	12	42.6	10
Louisiana	43,566	10	4,351,769	9	2,624,131	10	3,318,205	15	38.1	13
Maryland	9,775	16	5,094,289	8	3,377,470	8	3,634,579	8	46.2	9
Mississippi	46,914	9	2,730,501	14	1,700,132	15	2,181,727	13	30.6	14
Missouri	68,898	2	5,402,058	6	3,749,348	7	4,350,440	7	61.2	6
North Carolina	48,718	8	7,425,183	3	5,187,288	3	5,759,234	4	78.9	4
Oklahoma	68,679	3	3,317,091	13	2,395,825	13	3,081,723	11	39.4	12
South Carolina	30,111	14	3,760,181	12	2,574,575	11	2,790,575	10	39.8	11
Tennessee	41,219	11	5,368,198	7	3,805,600	6	4,830,482	5	58.4	7
Texas	261,914	1	19,439,337	1	12,569,265	1	13,486,868	1	185.4	1
Virginia	39,598	13	6,733,996	5	4,692,071	5	5,576,132	6	71.3	5
West Virginia	24,087	15	1,815,787	16	1,274,453	16	1,406,285	16	17.7	16
National	3,536,338		98,328,674		67,773,110		75,240,529			

Source: Bureau of the Census; U.S. DOT, Federal Highway Administration, "Highway Statistics, 1996"

STATE RANKINGS (1996)

State	Miles of State Maintained Roads	Rank	Total Road Miles In State	Rank	Apportionment From Federal Highway Trust Fund (1996)	2 Rank	Per Capita Federal Highway Spending	Rank	Ratio Apportionment From/ Payment Into Federal Highway Trust Fund (1996)	Rank
Alabama	11,012	14	93,340	7	$327,193	8	$75.75	3	0.67	5
Arkansas	16,294	10	77,746	8	243,407	14	96.48	2	0.77	2
Florida	11,925	13	114,422	3	762,912	2	52.06	16	0.68	4
Georgia	17,917	8	111,746	5	519,944	3	69.45	5	0.61	14
Kentucky	27,498	7	73,158	11	266,713	9	68.25	8	0.63	11(tie)
Louisiana	16,675	9	60,667	14	241,237	11	55.43	13	0.62	13
Maryland	5,410	16	29,680	16	268,408	13	52.69	15	0.73	3
Mississippi	10,688	15	73,202	10	187,609	15	68.71	7	0.65	9
Missouri	32,385	6	122,748	2	374,754	6	69.37	6	0.66	6(tie)
North Carolina	78,400	2	97,509	6	451,624	4	60.82	11	0.66	6(tie)
Oklahoma	13,104	12	112,664	4	242,441	12	73.09	4	0.66	6(tie)
South Carolina	41,692	4	64,359	13	242,584	10	64.51	9	0.63	11(tie)
Tennessee	14,056	11	85,795	9	328,921	7	61.27	10	0.60	15
Texas	78,628	1	296,259	1	1,038,661	1	53.17	14	0.59	16
Virginia	57,128	3	69,384	12	397,176	5	58.98	12	0.64	10
West Virginia	32,151	5	35,130	15	211,482	16	116.47	1	1.20	1
National	803,061		3,919,450		$17,653,510				0.80	

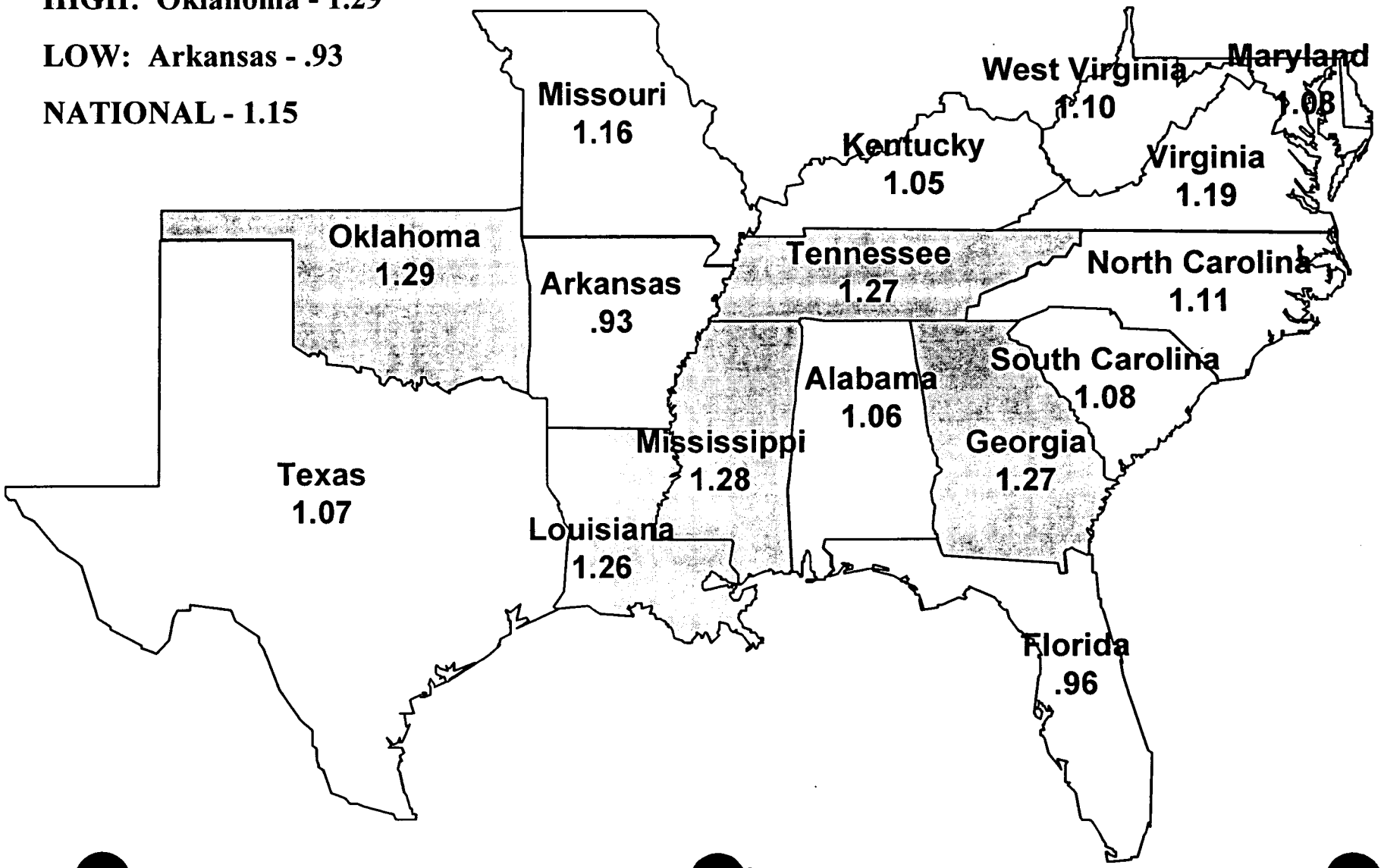
Source: Federal Highway Administration, "Highway Statistics, 1996", Table HM-10 and Table FE-221

VEHICLES PER LICENSED DRIVER MAP A

HIGH: Oklahoma - 1.29

LOW: Arkansas - .93

NATIONAL - 1.15



VEHICLE MILES TRAVELED PER LICENSED DRIVER

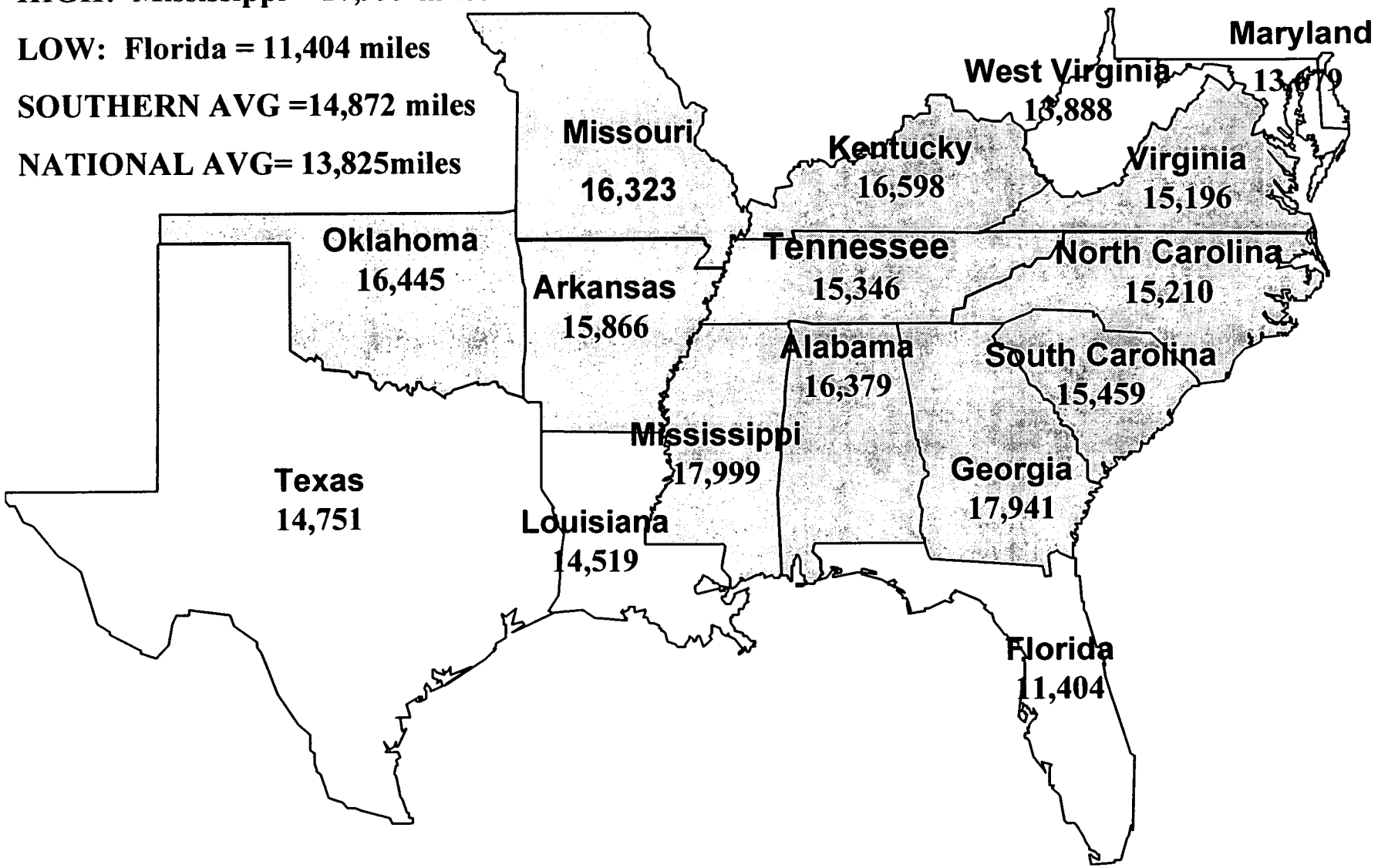
MAP B

HIGH: Mississippi = 17,999 miles

LOW: Florida = 11,404 miles

SOUTHERN AVG =14,872 miles

NATIONAL AVG= 13,825miles



IV. ADMINISTRATION

Gubernatorial Appointment - The governors of nine SLC states appoint their Secretary or director of their Department of Transportation. In six of those nine states, the gubernatorial appointment is confirmed by the legislature.

Transportation Board - Ten states in the region have Transportation Boards. With the exception of Georgia and South Carolina, these boards are chosen by the Governor. In Florida, Maryland, North Carolina, and Virginia, the Governor appoints both the board and the agency head. The average membership on these boards is 11 with a range of 3 in Texas to 25 in North Carolina. (Effective 2001, the North Carolina Board of Transportation will have 19 members, all appointed by the Governor)The primary duties of the boards are to oversee the department, review transportation plans, and control highway construction.

Transportation Department Functions - The most common functions listed for SLC transportation departments are highway and bridge construction, maintenance, rail/public transportation, plan design, vehicle regulator (DMV) and airports. The average work force of these departments is about 7,000 with construction and maintenance having the most state employees. The South has an average of 108 state transportation employees per 100,000 population with a high of 305 in West Virginia to a low of 70 in Florida. This difference is understandable given that 92% of all roads in West Virginia are state maintained, while only 10.5% of Florida roads are under state control.

CHART 4

TRANSPORTATION DEPARTMENT

	Name of Department	Governor Appointed Agency Head		Department Head Confirmed By Legislature	Department Head
Alabama	Department of Transportation	Yes		No	Jimmy Butts
Arkansas	State Highway and Transportation Department	No	1	No	Dan Flowers
Florida	Department of Transportation	Yes		Yes	Thomas F. Barry, Jr.
Georgia	Department of Transportation	No	2	No	Wayne Shackelford
Kentucky	Transportation Cabinet	Yes		No	James C. Codell, III
Louisiana	Department of Transportation and Development	Yes		Yes	Dr. Kam K. Movassaghi
Maryland	Department of Transportation	Yes		Yes	David L. Winstead
Mississippi	Department of Transportation	No	3	Yes	Kenneth I. Warren
Missouri	Highway and Transportation Department	No		No	Joe Mickes
North Carolina	Department of Transportation	Yes		No	E. Norris Tolson
Oklahoma	Department of Transportation	No	4	No	Neal McCaleb
South Carolina	Department of Transportation	No	5	No	Elizabeth S. Mabry
Tennessee	Department of Transportation	Yes		No	J. Bruce Saltsman, Sr.
Texas	Department of Transportation	No	6	No	Charles W. Heald
Virginia	Department of Transportation	Yes		Yes	Shirley J. Ybarra
West Virginia	Department of Transportation	Yes		Yes	Samuel G. Bonasso

1 Department Director hired by Arkansas State Highway Commission.
2 The Commissioner is elected by the State Transportation Board.
3 Mississippi has three elected Transportation Commissioners.
4 Director hired by Oklahoma Transportation Commission.
5 Director appointed by South Carolina Highway Commission.
6 Executive Director appointed by Texas Transportation Commission.

CHART 5

TRANSPORTATION BOARD

	Appointed Transportation Board	Name of Board	Number Of Members	Members Appointed By
Alabama	No			
Arkansas	Yes	Arkansas State Highway Commission	5	Governor
Florida	Yes	Florida Transportation Commission	9	Governor
Georgia	Yes 1	State Transportation Board	11	Legislative Caucus
Kentucky	No			
Louisiana	No			
Maryland	Yes	Maryland Transportation Commission	17	Governor
Mississippi	No			
Missouri	Yes	Missouri Highway and Transportation Commission	6	Governor
North Carolina	Yes	N.C. Board of Transportation	25	Governor/Leg 2
Oklahoma	Yes	Oklahoma Transportation Commission	8	Governor
South Carolina	Yes	Department of Transportation Commission	7	Leg/Gov 3
Tennessee	No			
Texas	Yes	Texas Transportation Commission	3	Governor
Virginia	Yes	Commonwealth Transportation Board	16	Governor
West Virginia	No			

1. Board elected by caucus of legislators from each Congressional District.

2. Governor appoints 21, Speaker of the House appoints 2 and President Pro Tem of the Senate appoints 2. Effective 2001, total of 19 members, all appointed by the Governor.

3. A district Highway Commissioner is elected to a 4 year term by the legislative delegation from each of the state's 6 Congressional districts; the Chairman is appointed by the Governor.

CHART 6

GENERAL DUTIES OF TRANSPORTATION BOARD

	Department Administration	Department Oversight	Review Transportation Plan	Advise Department Head	Control Highway Construction
Alabama					
Arkansas	X	X	X	X	X
Florida		X	X	X	
Georgia	X	X	X	X	
Kentucky					
Louisiana					
Maryland		X		X	
Mississippi [1]		X	X	X	
Missouri	X				
North Carolina		X	X	X	X
Oklahoma		X	X		X
South Carolina		X	X	X	X
Tennessee					
Texas		X	X		X
Virginia			X	X	X
West Virginia					

1 The three elected Highway Commissioners perform functions similar to other state appointed boards.

CHART 7(a)

MAJOR FUNCTIONS OF TRANSPORTATION DEPARTMENT

	Highway Construction	Bridge Construction	Highway Maintenance	Plan Design	Vehicle Regulator (DMV)	Truck Weights Measure	Enforcement
Alabama	X	X	X	X			
Arkansas	X	X	X	X		X	X
Florida	X	X	X	X		X	X [1]
Georgia	X	X	X	X		X	X [1]
Kentucky	X	X	X	X	X	X	X
Louisiana	X	X	X	X		X	X
Maryland	X	X	X	X	X	X	
Mississippi	X	X	X	X		X	X [3]
Missouri	X	X	X				
North Carolina	X	X	X	X	X	X	X
Oklahoma	X	X	X	X			
South Carolina	X	X	X	X			
Tennessee	X	X	X	X			
Texas	X	X	X	X	X		
Virginia	X	X	X	X		X	
West Virginia [2]	X	X	X	X	X	X	X [3]

1 Enforcement of truck weights and dimensions.
2 Economic Development and tourism also included.
3 Enforcement of truck weights.

CHART 7(b)

MAJOR FUNCTIONS OF TRANSPORTATION DEPARTMENT (continued)

	Toll Operations	Rail/ Public Transportation	Highway Safety	Airport Construction	Ports Funding	Airport
Alabama		X [1]	X			
Arkansas		X	X			
Florida	X	X	X		X	X [2]
Georgia	X [3]	X	X	X [2]		X [2]
Kentucky	X	X		X		X
Louisiana	X	X		X	X	X
Maryland	X	X	X	X	X	X
Mississippi		X		X [4]		
Missouri		X		X [4]	X [5]	X
North Carolina		X	X	X [4]		
Oklahoma		X				X
South Carolina		X				
Tennessee	X	X	X			X
Texas		X				X [6]
Virginia	X	[1]	X			
West Virginia	X	X	X		X	X

1 Rail Planning and Rural Public Transportation.
2 Capital Assistance for Airport Improvements.
3 Operated by State Tollway Authority.
4 Grants made for airport construction.
5 Administrative Grants
6 Involved only with airports for general aviation.

NUMBER OF STATE TRANSPORTATION EMPLOYEES 1996

	Administration	Highway Management	Highway Maintenance	Highway Construction	Motor Vehicle Regulation & Enforcement	Aviation Transit, Rail	Other	Total
Alabama	586	60	1,530	1,768		7		3,951
Arkansas	215		2,287	611	223	435		3,771
Florida	1,143	2,648 **	3,185	1,249		400	1,693 *	10,318
Georgia	239	53	2,950	1,937	326	41	549	6,095
Kentucky	497	417	2,822	1,241	522	28		5,587
Louisiana	369		2,814	1,647		776		5,606
Maryland	322 [5]	[6]	1,569	1,827	1,692	3,284 [7]	369	9,063
Mississippi	332		1,467	1,445			218 [8]	3,462
Missouri	622		3,686	1,861		26	432	6,627
North Carolina	518	770	9,577 [9]		1,807	492 [10]	12 [11]	13,176
Oklahoma	159		1,400	438		25	525	2,547
South Carolina	335	182	3,250	1,005		17	127	4,916
Tennessee	879	1,039 [13]	1,804	1,195		67	357	5,341
Texas	1,990	5,016	6,604		543	56	193 [14]	14,402
Virginia	1,534		5,513	2,664			659	10,370
West Virginia	7	336	3,572	1,156	437	31	1	5,540

1 All transportation employees are divided by the population in Chart 2.
2 State maintained center-line miles per employee involved in Highway Administration, maintenance, and construction.
3 Includes Planning and Programming, Operations System Development.
4 Air transportation (13), Transit (14), and aviation (7).
5 Administration for all modes of transportation.
6 Included in other categories.
7 Includes port administration, aviation, and transit. Excludes toll facilities.
8 Includes air, rail, transit and weight enforcement.
9 Maintenance and construction combined.
10 Ferries, Rail, Public Transit, Aviation, Bicycle.
11 Governor's Highway Safety Program.
12 Rail, aviation and transit.
13 Includes structures, materials and tests, mechanics, garage operations planning, survey and design, and information technology
14 Research, travel information, advertising and junkyard enforcement, gulf waterway, automobile theft prevention, traffic operations, and turnpike.

Florida *Other - Tolls, Turnpikes
**Includes Design, Materials and Research, Environment

V. HIGHWAY SYSTEM

State Mileage - On average, 29% of the South's roads are state controlled. The range is from 10% in Florida to 92% in West Virginia. (Map C) Texas and North Carolina have the largest state road systems.

NHS - Each state has designated principal arterial routes which serve major population centers, international border crossings, intermodal transportation facilities, major travel destinations and nation defense facilities. The roads also serve interstate and interregional travel. This new road network is called the National Highway System (NHS).

Maintenance - Generally, well over half of the road maintenance in SLC states is done by state employees, but most resurfacing and almost all construction is contracted out. The most common functions contracted out are mowing, rest are maintenance, litter collection, guard rail repair and resurfacing. Most states do not repave roads within the time schedule by their planned repaving cycle and delays appear to be similar for all sizes of roads.

Bridges - Of the South's 149,741 interstate and state bridges, 26% are substandard. For a bridge to be substandard, it must be either structurally deficient (poor condition, inadequate load carrying capacity, or be functionally obsolete (too narrow, poorly aligned, inadequate under clearance). This SLC rate is slightly above the 24% rate for the nation. West Virginia has the highest percentage of its state-maintained bridges that are substandard (42%), and Arkansas has the lowest (16 %) locally maintained bridges are in worse shape. In the South 42% of local bridges are substandard, compared to 32% for the nation.

Congestion - Of the major urban roads in the SLC region, 19% are congested, compared to a national average of 22%. Congestion is worst in Maryland, North Carolina, Virginia and Kentucky.

CHART 9

STATE AND LOCAL HIGHWAY SYSTEMS

	Interstate	Total State Maintained Miles	Total All Road Miles	State Maintained Miles As % of Total Mileage
Alabama	905	11,012	93,340	12.0%
Arkansas	542	16,294	77,746	21.0%
Florida	1,473	11,925	114,422	10.0%
Georgia	1,243	17,917	111,746	16.0%
Kentucky	763	27,498	73,158	38.0%
Louisiana	878	16,175	60,667	27.0%
Maryland	481	5,410	29,680	18.0%
Mississippi	685	10,688	73,202	15.0%
Missouri	1,178	32,385	122,748	26.0%
North Carolina	970	78,400	97,509	80.0%
Oklahoma	929	13,104	112,664	12.0%
South Carolina	809	41,692	64,359	65.0%
Tennessee	1,062	14,056	85,795	16.0%
Texas	3,233	78,628	296,258	27.0%
Virginia	1,106	57,128	69,384	82.0%
West Virginia	550	32,151	35,130	92.0%

CHART 10

NATIONAL HIGHWAY SYSTEM (NHS)

1998

	Actual Rural Mileage	Actual Urban Mileage	Actual Total Mileage	FY 1998 NHS Authorized Funding
Alabama	2,638	972	3,610	$63,629,850
Arkansas	2,301	384	2,685	38,111,629
Florida	2,753	1,544	4,297	130,573,756
Georgia	3,219	1,155	4,374	95,776,181
Kentucky	2,250	604	2,854	54,681,902
Louisiana	1,795	787	2,582	55,013,308
Maryland	785	575	1,360[1]	52,030,659
Mississippi	2,243	391	2,634	41,425,684
Missouri	3,375	978	4,353	80,862,935
North Carolina	2,749	796	3,545	83,845,584
Oklahoma	2,831	480	3,311	50,705,037[1]
South Carolina	1,937	629	2,566	49,048,010
Tennessee	2,219	947	3,166	72,909,203
Texas	8,508	4,477	12,985[2]	226,018,31
Virginia	2,189	1,253	3,442	72,577,798
West Virginia	1,508	208	1,716	4,076,283

[1] Includes intermodal connector miles
[2] Urban/rural split not provided
Source: Mileage - Survey of Southern DOTs, Funding - Federal Highway Administration

Chart 11

HIGHWAY MAINTENANCE & CONSTRUCTION 1996

	Interstate		Other NHS/Primary		Non-NHS/Secondary			Percent of	
	Scheduled	Actual	Scheduled	Actual	Scheduled	Actual		Work Done by	
	Cycle	Cycle	Cycle	Cycle	Cycle	Cycle		State Employees:	
	(Years)	(Years)	(Years)	(Years)	(Years)	(Years)	Maintenance	Resurfacing	Construction
Alabama	8	8-10	8-10	8-12	8-10	8-12	50	2	2
Arkansas	As Needed	As Needed	As Needed	As Needed	As Needed	As Needed	95	25	0
Florida	12-15	14-18	12-15	14-18	12-15	14-18	45	0	0
Georgia	8-10	8-10	8-10	8-10	8-10	10-12	85	15	0
Kentucky	10	17	12	14	13	16	77	5	5
Louisiana	10-12	14-18					90	5	2
Maryland	12-15	16-20	12	16	12	16	64	0	0
Mississippi	10	15	10	15	10	15	93		
Missouri	As Needed	12	As Needed	10	As Needed	12	90	0	7
North Carolina	8	10	10	16	15	20	68	8	5
Oklahoma	8-10	10-15	8-10	10-15	8-10	10-15	65	35	0
South Carolina	20	13	26	17	15	37	55	1	0
Tennessee	NA	10.3	12	9.8	12	9.8	67	0	
Texas	7	7	7	10	10	14	50	23	0
Virginia	8-12	8-12	8-12	8-12	4-6	4-6	48	8	0
West Virginia	10	12	12	12	12	13	98	5	5

CHART 12

DOES YOUR STATE CONTRACT OUT MAINTENANCE?

Alabama	Yes	Alabama contracts out all maintenance resurfacing and some routine maintenance activities. Items contracted out are - mowing, striping and marking, litter pickup, guardrail maintenance, tunnel maintenance, tree removal, raised pavement markers, fence repair, underwater bridge inspection, street sweeping, bridge repairs and bridge painting.
Arkansas	Yes	Contract our guard rails, litter pickup, crack sealing and right-of-way mowing.
Florida	Yes	Contract all maintenance functions to some extent.
Georgia	Yes	Contract out maintenance functions such as curb/shoulder sweeping, sign fabrication, resurfacing and pilot mowing project. Pilot rest area ground and building maintenance.
Kentucky	Yes	Mowing, litter pickup, ditching, patching, rest area maintenance, and pavement striping.
Louisiana	Yes	Litter collection, interstate mowing, miscellaneous minor work, some rest are work, and crash attentuators in metropolitan areas.
Maryland	Yes	About 38% of the maintenance budget is contracted out to private contractors.
Mississippi	Yes	Contract part of functions such as roadside mowing, traffic pavement markings, litter collection, rest area & welcome center maintenance, sweeping.
Missouri	Yes	Rest area maintenance, some surface maintenance, bridge repair, and slide repair, bridge painting, guardrail and fence repair, surface treatments (microsurf).
North Carolina	Yes	Widening and resurfacing, mowing, rest area maintenance, drawbridge operation, striping, pavement markers, other.

Missouri	Yes	Rest area maintenance, some surface maintenance, bridge repair, and slide repair, bridge painting, guardrail and fence repair, surface treatments (microsurf).
North Carolina	Yes	Widening and resurfacing, mowing, rest area maintenance, drawbridge operation, striping, pavement markers, other.
Oklahoma	Yes	Oklahoma Department of Transportation contracts part of mowing, brush cutting and tree trimming, repair and replace right-of-way fence, centerline and edgeline markings, rest area maintenance, litter control, attenuator repair, sweeping, herbicide application and crack sealing.
South Carolina	Yes	Rest area maintenance, mowing, chip-seal, signal installation, centerline painting, raised pavement markers, fence repair, catch basin repair, handicap ramp installation, sweeping, bridge replacement and rebar.
Tennessee	Yes	Mowing, guardrail, rest areas, pavement markings, bridge repair, signs, attenuator repair, litter, sweeping, vegetation removal, and resurfacing.
Texas	Yes	Contract out approximately half of the department's maintenance work for such jobs as litter control, rest area maintenance, mowing, and seal crack work.
Virginia	Yes	Resurfacing, guardrail replacement, tractor mowing, trimming and removing trees, patching, cleaning right-of-way, bush cutting, lighting, repairing superstructure. Five year interstate maintenance pilot program begun in 1997.
West Virginia	Yes	Guardrail replacement; work in rest area.

Chart 14

STATE AND LOCAL BRIDGES

	Total Interstate & State Bridges	Total Substandard	(%)	Total City/County/ Township Bridges	Total Substandard	(%)	Total All Bridges	Combined Total Substandard	(%)
Alabama	5,508	1,375	(25)	10,084	3,346	(33)	15,592	4,721	(30)
Arkansas	6,882	1,134	(16)	5,470	2,158	(39)	12,352	3,292	(27)
Florida	6,230	1,440	(23)	4,713	1,371	(29)	10,943	2,811	(26)
Georgia	5,825	969	(17)	8,528	2,568	(30)	14,353	3,537	(25)
Kentucky	8,991	2,860	(32)	4,587	1,866	(41)	13,578	4,726	(35)
Louisiana	7,924	2,437	(31)	5,818	2,605	(45)	13,742	5,042	(37)
Maryland	2,742	693	(25)	2,041	776	(38)	4,783	1,469	(31)
Mississippi	5,246	1,475	(28)	11,206	5,914	(53)	16,452	7,389	(45)
Missouri	9,575	2,711	(28)	13,357	6,412	(48)	22,932	9,123	(40)
Montana	2,541	310	(12)	1,841	621	(34)	4,382	931	(21)
North Carolina	17,077	5,918	(35)	621	187	(30)	17,698	6,105	(34)
Oklahoma	7,384	1,531	(21)	15,556	8,020	(52)	22,940	9,551	(42)
South Carolina	8,174	1,679	(21)	838	367	(44)	9,012	2,046	(23)
Tennessee	7,347	1,682	(23)	11,822	3,304	(28)	19,169	4,986	(26)
Texas	33,228	6,465	(19)	15,600	7,374	(47)	48,828	13,839	(28)
Virginia	11,200	3,450	(31)	1,089	415	(38)	12,289	3,865	(31)
West Virginia	6,388	2,707	(42)	156	116	(74)	6,544	2,823	(43)
SOUTH	**149,721**	**38,526**	**(26)**	**111,486**	**46,799**	**(42)**	**261,207**	**85,325**	**(33)**
NATION	**280,898**	**68,810**	**(24)**	**309,142**	**110,645**	**(36)**	**590,040**	**179,455**	**(30)**

Source: *Better Roads*, November 1997, p. 18.

CHART 15

CONGESTION ON MAJOR URBAN ROADS

	Miles of Roads	Miles Congested	Percentage
Alabama	1,309	141	11%
Arkansas	833	114	14%
Florida	3,565	637	18%
Georgia	2,349	500	21%
Kentucky	953	278	29%
Louisiana	1,172	248	21%
Maryland	1,341	408	30%
Mississippi	801	69	9%
Missouri	1,772	314	18%
North Carolina	1,974	566	29%
Oklahoma	1,146	118	10%
South Carolina	924	190	21%
Tennessee	1,730	379	22%
Texas	7,178	1,022	14%
Virginia	1,761	554	31%
West Virginia	304	65	21%
Southern States	29,112	5,603	19%
National	75,213	16,281	22%

Congestion = when traffic volume exceeds more than 80% of a roadway's design capacity.

Source: "Highway Statistics, 1996" Table HM-61

STATE MAINTAINED ROAD MILES AS A % OF TOTAL MILEAGE IN STATE

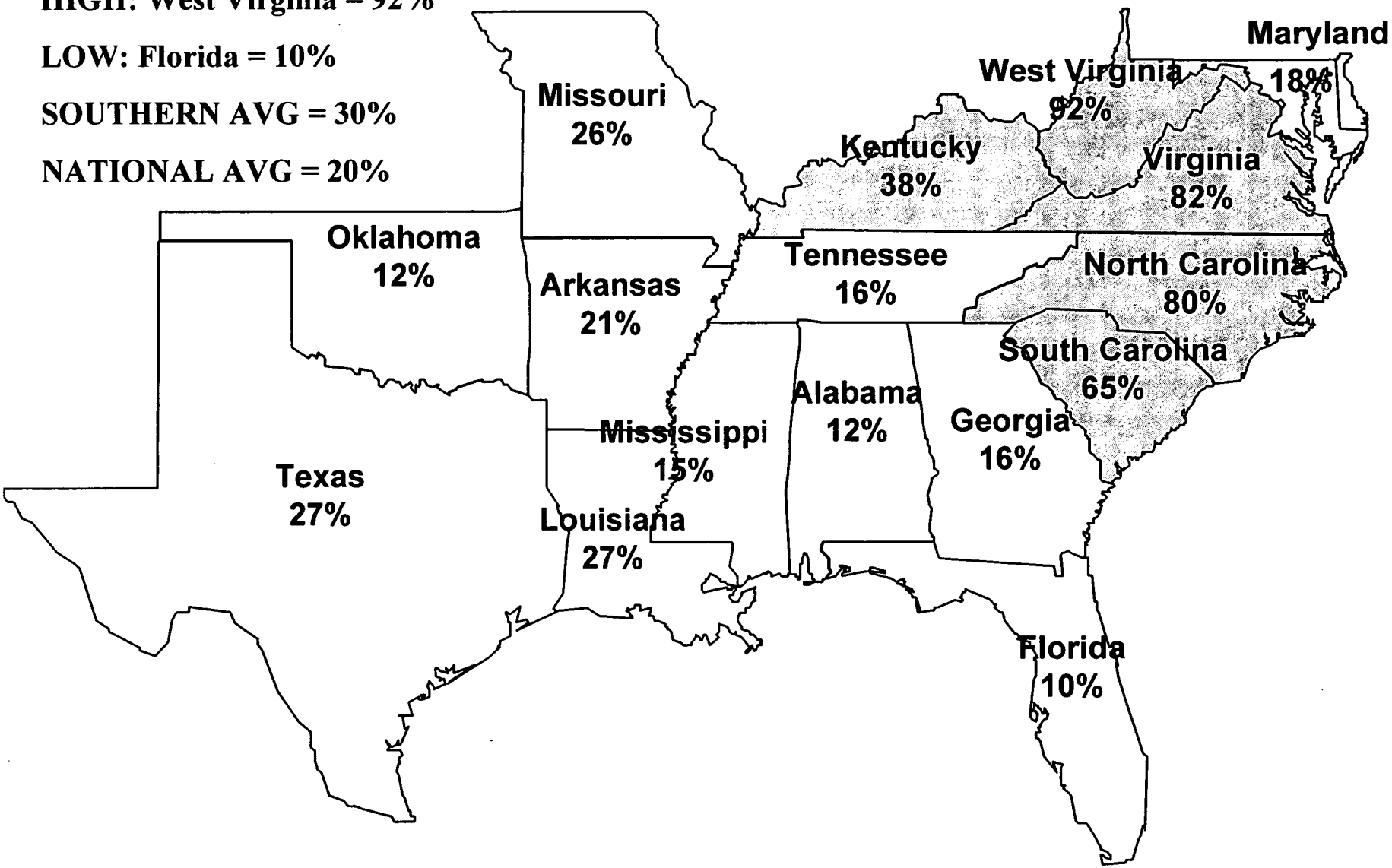
MAP C

HIGH: West Virginia = 92%

LOW: Florida = 10%

SOUTHERN AVG = 30%

NATIONAL AVG = 20%



SUBSTANDARD STATE MAINTAINED BRIDGES
1997

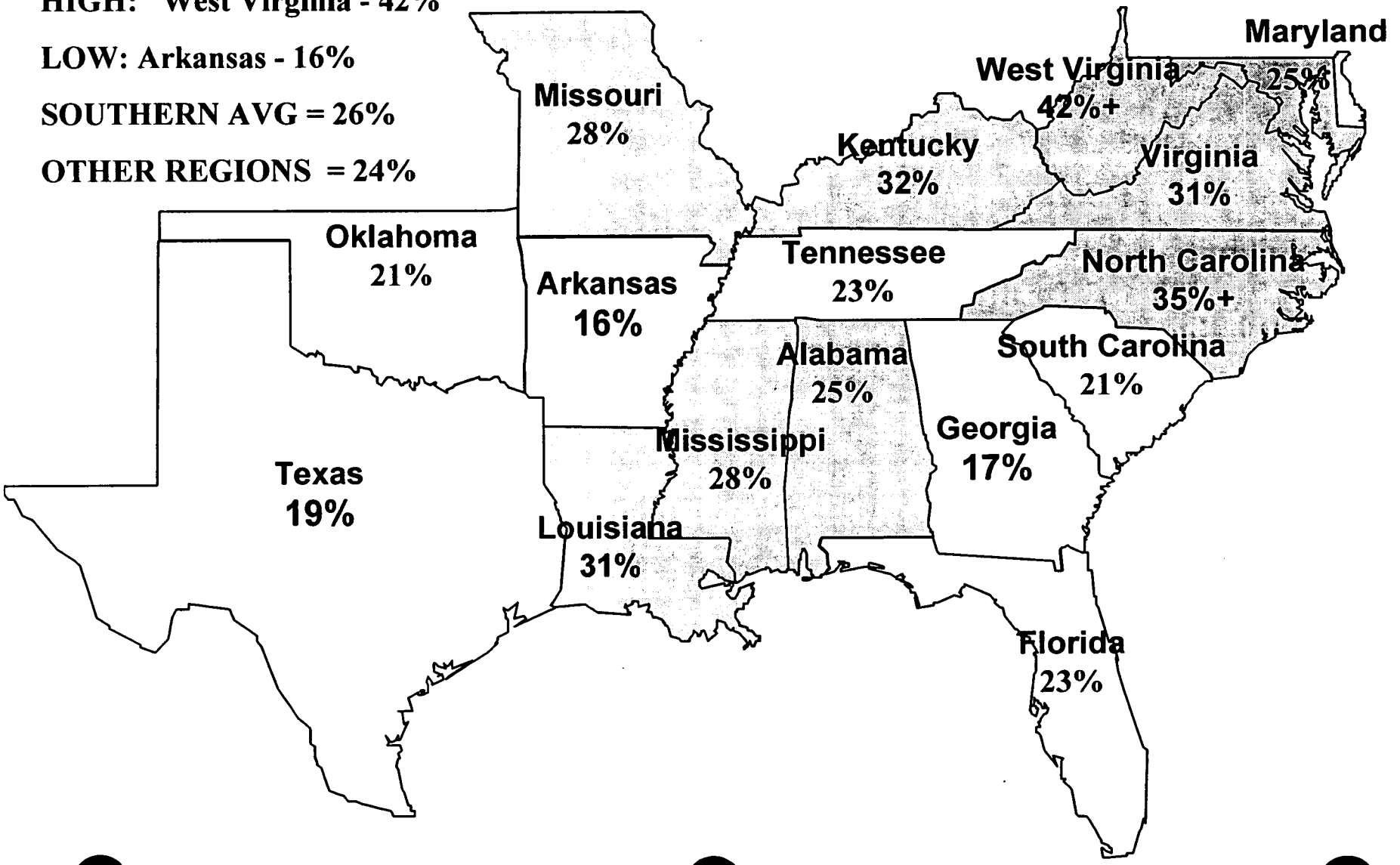
MAP D

HIGH: West Virginia - 42%

LOW: Arkansas - 16%

SOUTHERN AVG = 26%

OTHER REGIONS = 24%



PERCENT OF MAJOR URBAN ROADS THAT ARE CONGESTED

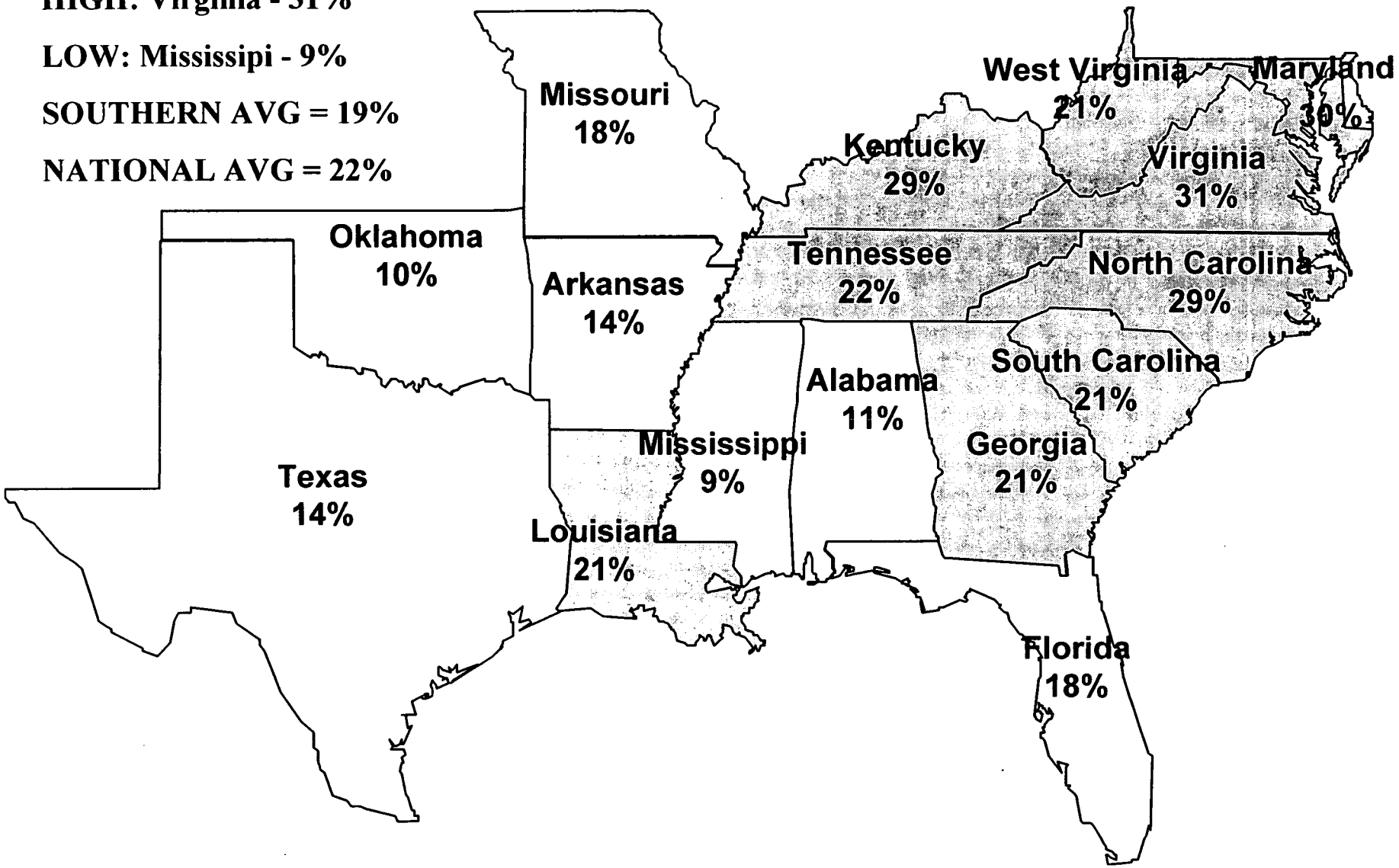
MAP E

HIGH: Virginia - 31%

LOW: Mississipi - 9%

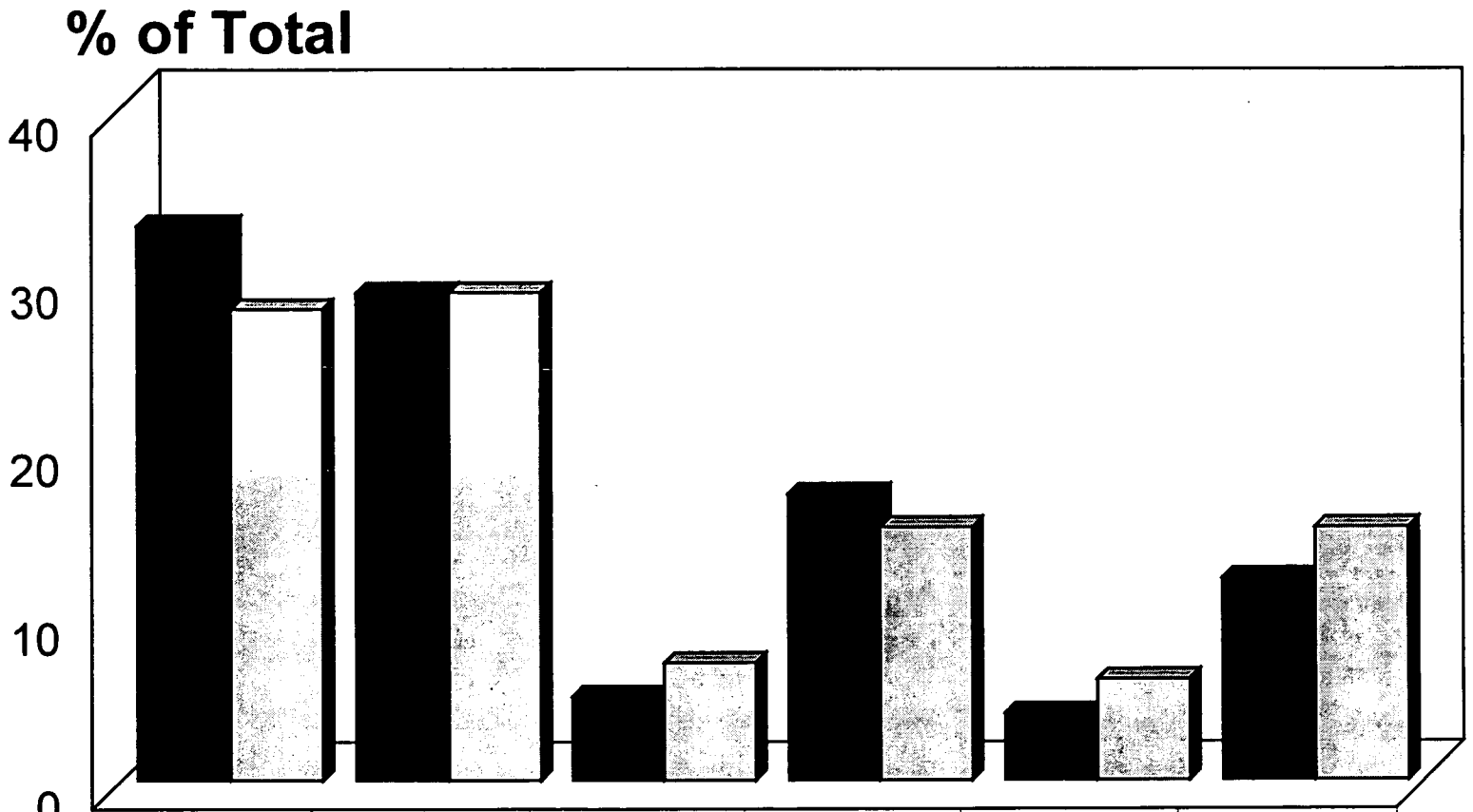
SOUTHERN AVG = 19%

NATIONAL AVG = 22%



VI. HIGHWAY REVENUES

REVENUES FOR STATE ADMINISTERED HIGHWAYS



	Motor Fuel Taxes	Federal Funds	Bonds	Motor Vehicle TAxes	Tolls	Other
SOUTH	33	29	5	17	4	12
NATION	28	29	7	15	6	15

Highway Revenues - SLC states are more dependent on motor fuel taxes and motor vehicle taxes than other regions in financing their highway system, but less dependent on tolls and bonds. Over the past few years, SLC states have become more dependent on Federal funds, and less dependent on motor fuel taxes and bond revenue to fund state highways.

Fuel Tax Uses - Most states use motor fuel tax revenues for transportation purposes other than state highways. In addition, some states share the tax with local governments, some send a share to schools (Texas), while others give a portion to the General Fund.

REVENUES FOR STATE-ADMINISTERED HIGHWAYS - 1996

($000)

State	Motor Fuel Taxes	Motor Vehicle Taxes	Tolls	General Fund Approp.	Sales/ Other Taxes	Misc.	Bonds	Federal Funds	Local Govt. Contrib.	Total Revenues
Alabama	$ 338,216	$ 126,689	$ 0	$ 14,230	$ 5,012	$ 4,885	$ 0	$ 356,437	$ 623	$ 846,092
Arkansas	228,616	86,405	0	11,094	1,299	20,280	0	264,875	10,183	622,752
Florida	845,100	533,224	373,980	0	101,299	130,659	347,408	842,644	76,568	3,250,882
Georgia	401,446	135,467	18,171	0	147,841	46,640	131,797	550,980	17,995	1,450,337
Kentucky	202,251	417,149	11,911	0	0	98,635	0	265,907	827	996,680
Louisiana	505,148	142,816	36,352	431,546	5,000	5,612	0	198,775	0	1,325,249
Maryland	194,518	299,630	128,939	0	0	37,306	0	342,228	12,178	1,014,799
Mississippi	228,718	68,335	0	0	12,343	37,121	0	204,584	0	551,102
Missouri	431,078	178,059	0	0	133,461	43,352	43,352	0	364,270	1,158,108
North Carolina	798,043	319,940	1,467	5,088	216,143	70,878	0	392,635	11,877	1,816,071
Oklahoma	185,791	39,540	111,593	0	2,469	18,618	0	281,173	16,869	656,053
South Carolina	292,173	77,090	0	0	0	16,793	30,147	236,698	825	653,726
Tennessee	402,249	163,530	77	49,215	29,213	10,163	0	344,749	24,190	1,023,386
Texas	1,671,731	659,014	52,863	0	23,747	81,912	424,664	1,248,764	93,520	4,256,215
Virginia	515,854	413,081	68,752	103,607	329,086	61,742	160,349	357,689	27,666	2,037,826
West Virginia	261,778	183,633	36,158	25,860	0	16,029	0	337,417	187	861,062
South	7,502,710	3,843,602	840,263	640,640	1,006,913	700,625	1,094,365	6,589,825	301,396	22,520,340
Total U.S.	**$16,735,920**	**$9,091,354**	**$3,588,420**	**$1,843,980**	**$1,632,075**	**$2,296,521**	**$4,482,393**	**$17,624,501**	**$353,897**	**$60,419,262**

Source: "1996 Highway Statistics", Table SF-3

CHART 16

FUEL TAX RATES - 1998

(CENTS PER GALLON)

	Gasoline	Diesel	Gasohol	Liquefied Petroleum Gas	Other	Amt. Raised Per Penny of Tax ($ MILLIONS)
Alabama	18.00[2]	19.00[3]	18.00	[4]		28.30
Arkansas	18.60	18.60	18.60	16.50	5.00[6]	19.10
Florida	13.00	25.00	13.00	16.00	6.90	82.07
Georgia	7.50	7.50	7.50	7.50		46.00
Kentucky	16.40[11]	13.40	16.40	15.00		24.80
Louisiana	20.00	20.00	20.00	16.00	3.00[8]	22.90
Maryland	23.50	24.25	23.50	23.50		25.90
Mississippi	18.40	18.40	18.40	17.00	8.00[11]	17.20
Missouri	17.00	17.00	17.00	17.00		27.3[12]
North Carolina	21.97	21.97	21.97	21.97		46.3
Oklahoma	1700	14.00	17.00	17.00		19.50
South Carolina	16.00	16.00	16.00	16.00	16.00[15]	25.60
Tennessee	20.00	17.00	20.00	14.00	1.40[16]	35.90
Texas	20.00	20.00	20.00	15.00		122.5
Virginia	17.50[19]	16.00[18]	17.50[19]	10.00		40.00
West Virginia	25.35	25.35	25.5	25.35	25.35	10.00

Source: Survey of Southern DOTs- 1998 - "Monthly Motor Fuel Reported By States" (June 1998), Table MF-121T

Chart 16 Footnotes

1. Includes a 2 cents per gallon inspection fee.
2. 3 cents goes to the Highway Department and 13 cents is divided 55% to counties and 45% to the Highway Department.
3. All goes to the Highway Department.
4. Vehicles that use LP gas purchase a permit from the state Department of Revenue. The permit costs vary by vehicle type.
5. 18.5 cents plus .2 (Petroleum Environmental Assurance Fee).
6. Alternative fuel tax imposed on CNG; assessed by graduated scale based on number of vehicles registered annually.
7. Gasoline and gasohol do not include a State Comprehensive Enhanced Transportation System (SCETS) tax that varies by county from 0 to 5.0 cents per gallon. Diesel includes statewide local option taxes of 7 cents/gallon and SCETS tax of 5.0 cents per gallon. Fuel inspection fee of .125 cent/gallon for gasoline and gasohol and environmental taxes of 2.1 cents/gallon not included in above rates.
8. Aviation fuel.
9. 7.5 cents + 4% retail. Rate set by general law with 3% to DOT and 1% to General d - no change.
10. Includes 1.4 cents per gallon for Petroleum Storage Tank Assistance funds.
11. Lubricating oil tax.
12. State share.
13. Does not include gasoline inspection fee.
14. One cent/gallon is dedicated to the Petroleum Underground Tank Release Environmental Cleanup Indemnity Fund; .08 cent is for fuel inspection. Deductions are allowed for all exported motor fuels.
15. Motor Carrier Road Use Tax.
16. Special Petroleum tax.
17. Total funds raised per penny of tax. 25% dedicated to public education, 75% to construction, maintenance and policing of highways.
18. 16 cents at pump + 3 cents on motor carrier report = 19 cents.
19. 0.2 cents/gallon to Underground Storage Tank Fund.
20. 20.5 cents/gallon + 5% wholesale price tax (4.85 cents/gallon).

ARE ALL FUEL TAXES USED FOR STATE HIGHWAYS?

Alabama	No. Used for state, city, and county highways and matching federal funds for state, city, and county highways.
Arkansas	No. Non-state highway funding from highway user fees include: 3% to the Constitutional and Fiscal Agencies Fund and 30% of the remaining funds go to cities and counties.
Florida	No. General Fund 7.3% service charges, $8.8 million/year for aquatic weed control and other boating related activities $1.5 million for urban transportation research, $14.3 million for public transportation, and $5.6 million for control of agricultural emergencies.
Georgia	No. Federal taxes in the control of DOT can be used on off system or local roads and bridges, but taxes must be used for roads and bridges. 1% of retail fuel taxes to General Fund - no change.
Kentucky	No. 1.4 cents/gallon deposited in Petroleum Storage Tank Assurance Fund.
Louisiana	No. Used for Ports, Airports, Flood Control, Drainage, State Police, and Parish Transportation Fund.
Maryland	No. Fuel tax becomes part of Transportation Trust Fund, which is used for all modes of transportation.
Mississippi	No. Counties and municipalities receive 28.3% for local road/streets and 4.1% for other minor diversions.
Missouri	No. Counties and cities receive 25% of 11 cents and 30% of 6 cents. Revenue Dept. receives a collection fee; and Highway patrol gets funding.

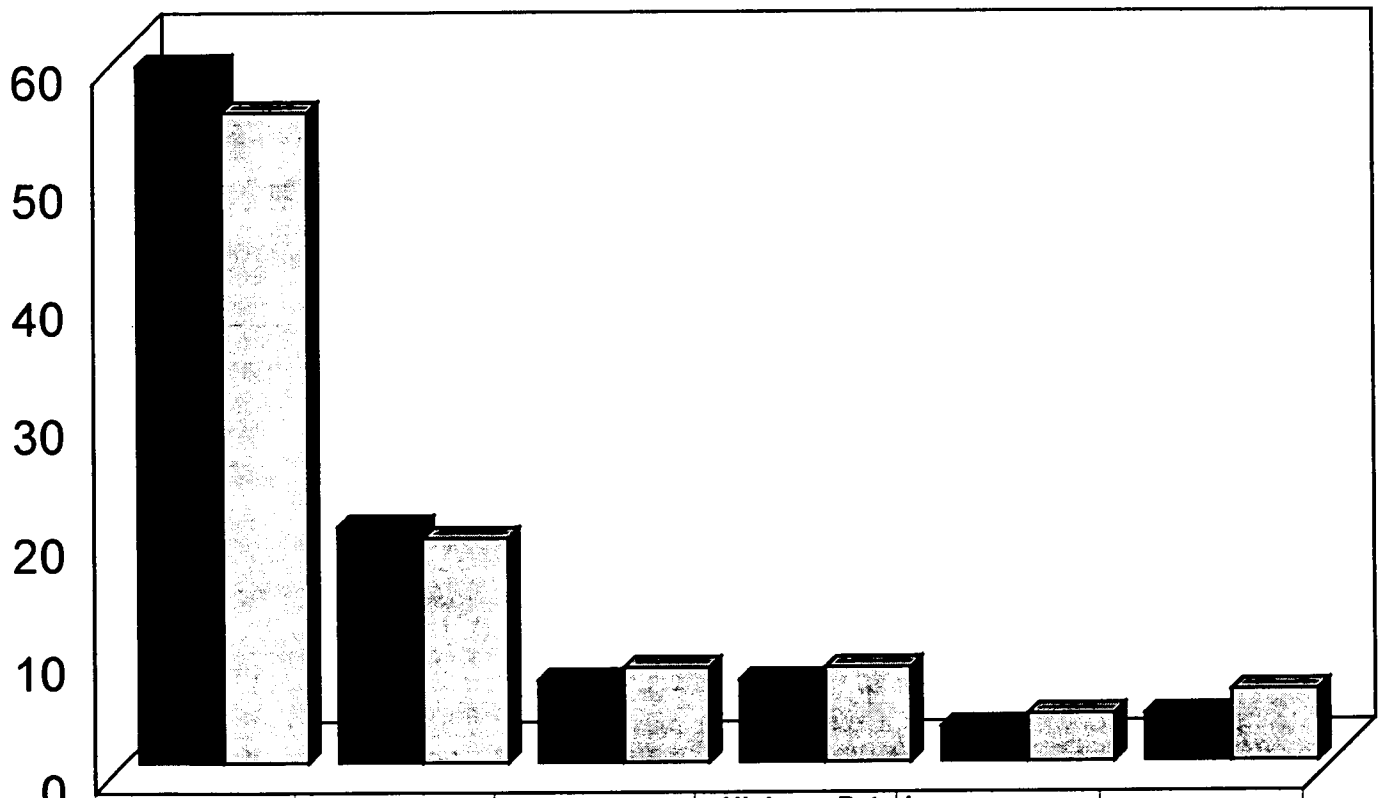
North Carolina	No. 1 ¾ cent tax per gallon plus 6.5% of Highway Trust Fund distributed to incorporate cities/town for local streets. ½ cent/gallon for Leaking Underground Fuel Tank cleanup. Small amount diverted for boating and water safety.
Oklahoma	For 1995-96, 51% to State Transportation Fund which is appropriated to Department for use on state highways.
South Carolina	1% of $.13 gallon for special water Recreation Resources Fund. $18 million goes to Department of Commerce for Economic Development.
Tennessee	No. Substantial portion distributed to cities and counties for local roads, a portion distributed to General Fund for collection expenses.
Texas	No. A portion of collections net of refunds and administrative expenses is diverted to the Lateral Road Fund for county road maintenance. Twenty-five percent of the remaining net fuel tax collected is dedicated for schools. The remaining fuel tax revenue is deposited into the state highway fund for use by a variety of agencies.
Virginia	No. Fuel taxes are used for all modes of transportation (state and local highways, transit, ports, and aviation) and small amounts are transferred to other state activities such as state police.
West Virginia	All fuel tax revenue is allocated to the State Roads Fund.

VII. HIGHWAY EXPENDITURES

Expenditures - Based on FHWA statistics, SLC states spend more on capital outlay and maintenance than other regions, but spend less on administration, highway police, and bond payments than other regions. Over the past few years, SLC states have decreased their spending on bond repayment and increased spending on construction, maintenance, and administration. Southern states spent over $9,000 in maintenance and highway services funding per road mile, but there was wide variation around this average. This variation, and that between the SLC average and that of other states, is due to several factors including weather, soil condition, scheduled maintenance cycles, and level of funding effort by the state.

DISBURSEMENTS FOR STATE ADMINISTERED HIGHWAYS

% of Total



	Construction	Maintenance	Admin.	Highway Patrol	Interest	Bond Debt
SOUTH	59	20	7	7	3	4
NATION	55	19	8	8	4	6

DISBURSEMENTS FOR STATE-ADMINISTERED HIGHWAYS - 1996

(THOUSANDS OF DOLLARS)

STATE	CAP. OUTLAY FOR ROADS AND BRIDGES	MAINTENANCE AND HIGHWAY SERVICES	ADMIN. RESEARCH & PLANNING	HIGHWAY LAW ENFORCEMENT AND SAFETY	INTEREST	BOND RETIREMENT	TOTAL DISBURS.
Alabama	469,574	239,188	67,160	72,301	3,006	18,030	869,259
Arkansas	439,680	121,943	19,531	37,916	0	0	619,070
Florida	2,140,695	463,498	193,644	158,353	202,499	37,525	3,196,214
Georgia	1,067,286	281,872	107,136	83,742	64,124	63,432	1,667,592
Kentucky	576,251	187,779	102,966	53,472	78,846	99,570	1,098,884
Louisiana	544,885	150,169	134,878	89,563	142,673	308,704	1,370,872
Maryland	611,652	198,746	48,127	119,973	24,713	62,694	1,065,905
Mississippi	453,949	66,227	34,355	47,361	319	65,636	667,847
Missouri	699,981	287,519	34,263	124,500	0	0	1,146,263
North Carolina	1,021,271	447,497	136,527	200,471	584	24,550	1,830,900
Oklahoma	385,319	127,538	62,880	53,721	39,907	11,465	680,830
South Carolina	386,001	139,534	44,895	61,842	684	0	632,956
Tennessee	627,635	216,049	94,431	68,673	149	2,540	1,009,477
Texas	2,458,767	773,737	348,275	343,368	37,475	7,250	3,968,872
Virginia	1,019,907	654,685	154,097	112,219	55,005	134,930	2,130,843
West Virginia	608,595	196,566	56,640	19,385	15,199	39,020	935,405
South	13,511,448	4,552,547	1,639,805	1,646,860	665,183	875,346	22,891,189
NATIONAL	**32,228,647**	**10,999,740**	**4,763,849**	**4,806,812**	**2,180,432**	**3,956,771**	**58,936,251**

Source: "1996 Highway Statistics", Table SF-4

MAINTENANCE SPENDING PER STATE MAINTAINED MILE

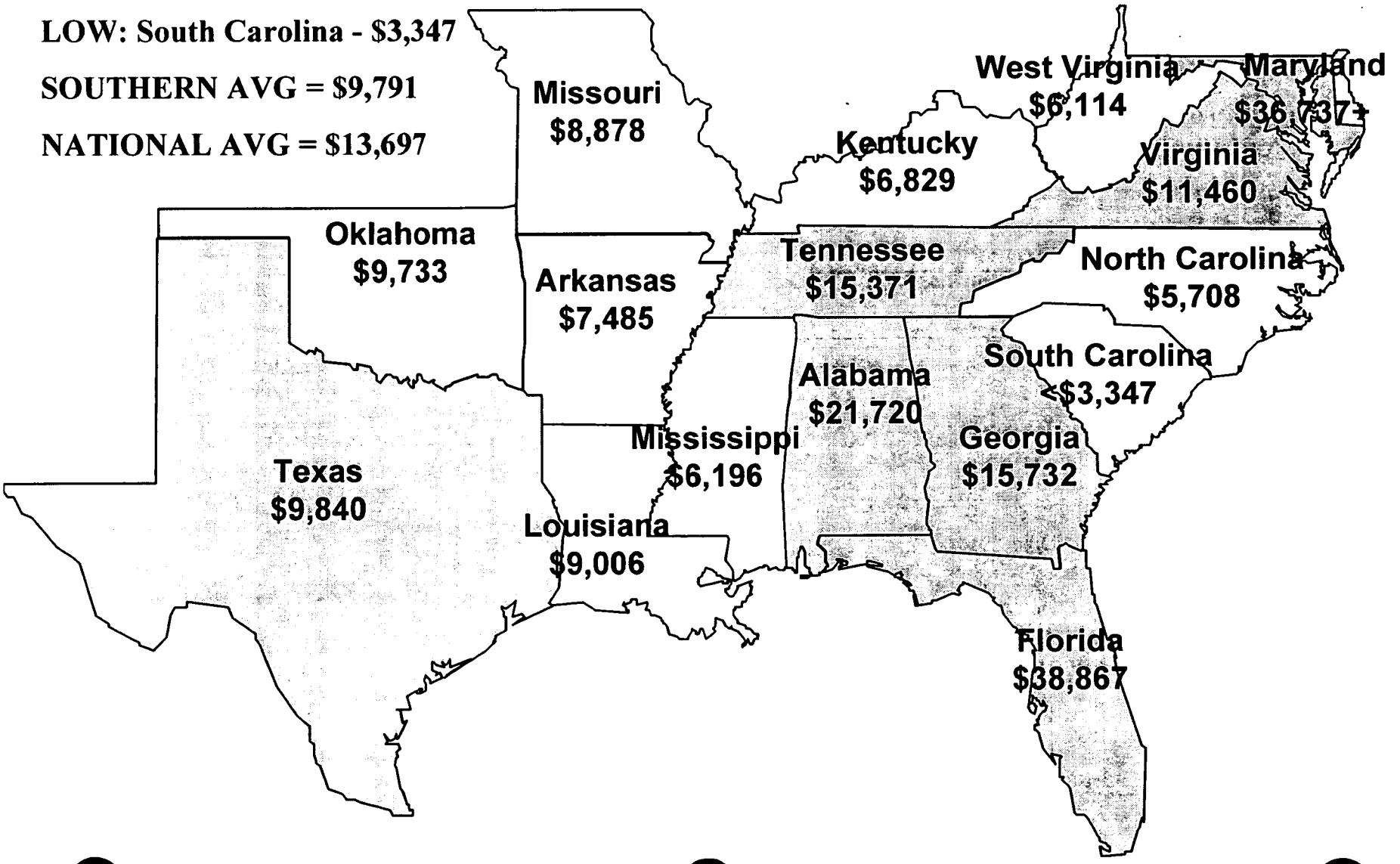
MAP F

HIGH: Florida - $38,867

LOW: South Carolina - $3,347

SOUTHERN AVG = $9,791

NATIONAL AVG = $13,697



VII. STATE TRANSPORTATION PLAN

State Plans - All SLC states either have a statewide transportation plan or are now developing plans. All plans include highways and most have bike, rail, water, air, and public transit. The type of recommendations made in the plan include intersate and principal arterial highways (all sates), minor arterial highways (all states), urban arterial and collector highways (15 of 16 states), public transit grants (15 of 16 states), and railroads (14 of 16 states). North Carolina is unique in that it includes projects for its coastal ferry operations in its transportation plan.

IX. HIGHWAY PLANNING & CONSTRUCTION

Analysis For Construction - Most states use similar methodology in developing their construction programs. The states were unanimous in using continuity of routes, traffic volume, pavement analysis and division/district office recommendations in determining construction priorities.

Traffic Volume - Overall, the major urban roads in the South are slightly less congested than the national average. Virginia has the greatest percentage of its major urban roads congested (31%) and Mississippi was the least congested (9%).

Life Cycle Cost Analysis - Nine states are using Life Cycle Analysis (LCCA) to select or evaluate projects. In simple terms, LCCA is a process for evaluating the total economic worth of one or more projects by analyzing both initial costs as well as discounted future costs, such as maintenance and user costs, over the life of the project or projects. Many of the states use LCCA for pavement type selection.

Highway Planning - All 16 SLC states have a long range planning program for highway construction. Planning periods range from 5 to 25 years. Most states also have short term plans ranging from 1-6 years that are updated annually. States vary in the criteria they use to establish priorities in their construction program.

Construction Contracts - the number of day a construction project is advertised prior to bid ranges from 14 in West Virginia to 35 in Missouri and Kentucky. All states felt contractors had ample time to obtain plans and specifications, visit the site and negotiate with subcontractors and suppliers. All states issue addenda or additional notice to bidders during the advertisement period from 1 to 21 days prior to the bid.

Contract Awards - All states open and read highway construction bids in public. The agency reviewing the bids takes between one day in Kentucky and Mississippi to 90 days in Maryland before making the award. Many states use bid review or award committees to look at the bids, but the actual contract award is generally made by the agency head or the Highway Commission. Those bids rejected by the state agencies are often readvertised with little change. A formal report is prepared on all bids and placed in the agency files in all states but West Virginia.

Construction Changes - Approval of construction changes is made by the Chief Engineer in some states, but such responsibility is delegated to field engineers in others. All states reported contract awards modified by supplemental agreements. These supplemental agreements add 15% or less to the project cost.

Minority/Women Goals Program - All SLC states participate in the Federally mandated Disadvantaged Business Enterprise (DBE) program minimum goal of 10%. Nine states have a minority/women goals program for state funded construction projects.

PLANNING STUDY USED TO ALLOCATE FUNDS OR ESTABLISH PRIORITIES OF CONSTRUCTION PROJECTS?

Alabama	No formal planning study is currently used.
Arkansas	Needs studies considering traffic volumes, conditions, and funding availability.
Florida	Program objectives are established in the Florida Transportation Plan and are supported by Florida Statutes. Resurfacing funds are allocated to the state's seven districts based on need. Bridge and Interstate program funds are programmed to meet statewide needs. Construction program funds are allocated to each district by formula.
Georgia	Allocated based on needs identified in long range plan, capital improvement program, laws, legislative and transportation board priorities. By policy, 70% of funds equally allocated between Congressional districts. Goal to resurface at least 10% of system each year.
Kentucky	Statewide review of needs every two years involving public and legislature is matched to preliminary estimates of available state and federal resources.
Louisiana	Statewide review of needs every year involving public and legislature is matched to preliminary estimates of available state and federal resources.
Maryland	Major transportation projects are usually selected from modal long range plans and placed into 6 year consolidated transportation program (CTP) for development and evaluation of alternatives. When the building alternative is selected, the project is advanced to the construction program portion of CTP.
Mississippi	Plan based on estimate of state and federal revenues. Highway Commission specifies that consideration be given to 1) completion of on-going projects and projects in the current fiscal year program, 2) bridge replacement needs and 2) minimum relocation of personnel and equipment to insure adequate support for the Federal-Aid Highway Program.
Missouri	Transportation needs, economic demand and fiscal feasibility.
North Carolina	Feasibility study.

Oklahoma	1) Statewide Intermodal Transportation Plan, 2) Corridor Studies, 3) Major Investment Studies, 4) State Highway Needs Study, 5) State Rail Plan, 6) Transit continuing planning.
South Carolina	Project priorities based on volume versus capability, accident rate, and average VMT per lane mile by Council of Governments.
Tennessee	Advance planning studies are conducted on identified deficient sections to determine the appropriate design concept, future traffic volume, cost, and environmental factors for the proposed project.
Texas	The Unified Transportation Plan is evaluated and reviewed by several different task forces continuously. Results of the evaluations are published.
Virginia	Funds allocated by statutes - 40% to Primary, 30% Secondary, and 30% Urban.
West Virginia	Funds allocated by program categories in state budget. Resurfacing funds are allocated on a district or county basis considering factors such as traffic density and geological conditions.

CONTRACT AWARDS

	Time Span Per Review	Who Makes Recommendations?	Who Makes Award?	Formal Report Part Of Files?	% of Rejected Bids Re-advertised Without Change In Plan
Alabama	30 calendar days of bid opening	Bid Review Committee	Transportation Director	Yes	90
Arkansas	2 days+ [1]	Assistant Chief Engineers	Highway Commission	Yes	5
Florida	14 days [2]	Technical Review Committee	Contracts Administration Office	Yes	66
Georgia	7 days	Estimating & Bid Review Committees	Commissioner	Yes	75
Kentucky	1 day	Awards Comm. & St. Hwy. Eng.	Secretary of Transportation	Yes	95
Louisiana	45 days	Bid Review Comm. & Chief Engineer	Secretary	Yes	50
Maryland	90 days maximum	Chief Engineer, District Engineer	Highway Administrator, Deputy Administrator	Yes	None
Mississippi	3-5 hours	Chief Engineer	State Highway Commission	Yes	5
Missouri	7 days	Design Division Engineer	Highway and Transportation Commission	Yes	10
North Carolina	14 days	Committee of Division of Highways Management	Board of Transportation	Yes	N/A
Oklahoma	10 days	Director, etc. [3]	Transportation Commission	Yes	90
South Carolina	7 days	Contracts Administrator [4]	Commission	Yes	90
Tennessee	10 days	Construction Division	Commissioner	Yes	75
Texas	2 weeks average	Construction & Maintenance Div. [5]	DOT Commission	Yes	-
Virginia	3 weeks	Chief Engineer	Commonwealth Transportation Bd.	Yes	75
West Virginia	30 days	Award Committee	Commissioner and State Highway Engineer	No	90

1 Time for review may take as long as 1 week in some cases.
2 14 days to technical committee meeting, 20 days from bid opening to award committee meeting, 28 days from bid opening to first group award, 45 days from bid opening to final group award, maximum 50 days to award by standard specification.
3 Director, Chief Engineer and Office Engineers.
4 Contracts Administrator, Director of Construction, State Highway Engineer, Commission.
5 And the applicable design division.

CONSTRUCTION CHANGES

	Construction Changes Allowed [1]	Who Approves Construction Changes?
Alabama	Yes	State Construction Engineer, Chief Engineer , theTransportation Director, & FHWA involved.
Arkansas	Yes	District Engineer up to $50,000. Assistant Chief Engineer for others.
Florida	Yes	District Construction Engineer (requires FHWA concurrence on federal oversight projects and State Director of Construction on C - A and exempt projects
Georgia	Yes	Construction Engineer, Construction Division Director, Commissioner.
Kentucky	Yes	Resident Engineer if no supplemental unit price is involved. If unit price, Commissioner of Highways.
Louisiana	Yes	Chief Engineer.
Maryland	Yes	Depending on cost/complexity - District Engineer, Chief Engineer or Highway Administrator.
Mississippi	Yes	Resident/Project Engineer - minor alterations up to $5,000; District Engineer - contract changes up to $100,000 as delegated by Executive Director; and All others by Transportation Commission
Missouri	No	Construction Division Engineer.
North Carolina	Yes	Field Engineer - some - Central staff - some.
Oklahoma	Yes	Transportation Commission on recommendation of Assistant Director of Operations.
South Carolina	Yes	Director of Construction or Chief Engineer provides signatory approval depending upon type of change.
Tennessee	Yes	Director of Construction. (Changes over $100,000 or 15% of total contract amount, otherwise Regional Director)
Texas	Yes [2]	Area engineers changes less than $25,000. District engineers changes $100,000. Construction and Maintenance Division head changes $100,000 - $250,000. Department Assistant Executive Director Field Operations changes +$250,000.
Virginia	No	Varies depending on dollar amount and highway system from Resident Engineer to Chief Engineer.
West Virginia	No	State Highway Engineer and FHWA Administrator.

1 Improper wording on this question may have prompted some states to answer no, although they allow construction changes as reflected in the next column.
2 Only after award of contract and if quality of product is not reduced.

X. PUBLIC TRANSPORTATION

Public Transportation - Every state in the SLC region except Alabama reported spending state dollars on some form of public transportation during FY 1997-98.

STATE FUNDING FOR PUBLIC TRANSPORTATION

	Urbanized Areas	Non-Urbanized Areas	Elderly & Disabled	Rideshare Program	Inter-city Rail Service	Other
Alabama						
Arkansas	$ 302,149	$ 415,144	$ 550,750			$ 55,500 1
Florida	50,435,123	121,241	26,848,242	2,814,946	11,744,762	1,214,241
Georgia	1,153,192	181,410	281,362			
Kentucky	273,271	65,113	126,016			4002
Louisiana	6,999,825	175,000				
Maryland	236,339,000	10,900,000	11,300,000	950,000	53,900,000	
Mississippi	41,512	400,0003	17,552			
Missouri	7,204,903	1,163,074	2,943,732		4,700,000	
North Carolina	18,417,619	8,594,420	4,613145	230,312	13,371,000	376,711
Oklahoma	788,848	831,503	5			
South Carolina	2,079,001	2,800,660	291,061	22,000		541,715
Tennessee	9,951,700	4,375,000	15,000	500,000		216,3006
Texas	17,620,299	32,460,933				1,610,8367
Virginia	82,060	2,089,000	400,000	400,000		2,600,0008
West Virginia	2,500	702,336				11,2742

1 Discretionary planning and technical assistance projects.
2 Section 8 match and administrative expenses.
3 Funds provided by oil overcharge contract.
4 Demonstration, apprenticeship/internship program, intercity bus service.
5 Half of the money provided to both the urbanized and non-urbanized areas must be used for transportation of the elderly.
6 Sections 8 & 26 planning matching funds; state administrative match - section 16 program.
7 Matching funds.
8 Demonstration projects and technical assistance.

Texas	$5.1 million in CMAQ for an extensive pedestrian/transit corridor project in City of Town Center/Woodlands.
Virginia	$7.6 million in CMAQ funds for a variety of purposes, including $1 million for new starts of bus service and $2.1 million for replacement of buses. $5.7 million in regional STP funds for a variety of purposes, including $1.5 million for a satellite airport facility. $8 million from Statewide STP for rail track, signal and safety improvements, and $1 million for transit cards and buses.
West Virginia	$18.5 million in STP regional funds and $11.6 million in other STP funds.

Source: 1997 Survey of State DOTs.

Use of funding flexibility allowed under ISTEA to spend Federal highway funds on transit projects during 1997-98

Alabama	$1 million in Surface Transportation Program (STP) funds for Section 18 rural transit.
Florida	$9.6 million in CMAQ funds for buses, TDM programs, transit operations, and other projects. $21 million to construct 8.2 mile exclusive busway in Dade County.
Georgia	$3,250,600 of CMAQ funds were utilized for Express Bus Routes, ITS, Transit, Incentive Program and a Cleaner Fuel Bus - $674,000 of STE funds were used for Paratransit Modifications and an ADA vehicle.
Kentucky	First $480,000 in congestion Mitigation and Air Quality (CMAQ) funds for express bus service.
Louisiana	$40,000 in STP funds for small urban transit lighting projects.
Maryland	$1.3 million of CMAQ funds for support of the Washington Metropolitan Area Transit Authority.
Missouri	$2.4 million in STP funds for Bicycle/Pedestrian improvements roadway reconstruction, bus shelters, and metro-link stations. $5.6 million in demonstration funds for the St. Louis Gateway Transportation Center.
North Carolina	$8 million in CMAQ funds for construction of a multi-modal transportation center, buses, busway project, and a major investment study.
Tennessee	$993,750 in STP funds for shuttle system and vanpools $904,000 in CMAQ for bus projects and rail extensions.

XI. AVIATION

Aviation - All states except Texas tax at least type of aviation fuel, but the amount of revenue from this source dedicated to aviation varies from 0 to 100%. Eight states place a sales tax on aviation fuel. Most states place their aviation programs in their Department of Transportation and fund these program with an Aviation Fund. Aviation program funding ranged from a low of $600,000 in Alabama to a high of $97 million in Maryland.

STATE AVIATION FUEL TAXES

	State Fuel Excise Taxes (Cents per Gallon)	% Dedicated To Aviation	State Sales Tax on Aviation Fuel	Dedicated To Aviation
Alabama				
Avgas	$0.036	100% [1]	None	-
Jet A	$0.012	100% [1]	None	-
Arkansas				
Avgas	None	-	4.5%	Yes
Jet A	None	-	4.5%	Yes
Florida				
Avgas	$0.069	100%	None	-
Jet A	$0.069	100%	None	-
Georgia				
Avgas	$0.01	0%	4%	No
Jet A	None	-	4%	No
Kentucky				
Avgas	$0.015	0%	None	-
Jet A	None	-	6%	No
Louisiana				
Avgas	None	-	3%	Yes
Jet A	None	-	4%	Yes
Maryland				
Avgas	$0.07	0%	None	-
Jet A	None	-	None	-
Mississippi				
Avgas	$0.060	100%	None	-
Jet A	$0.0525	100%	None	-

Note: Avgas = aviation gasoline; Jet A = jet fuel
Source:

STATE AVIATION FUEL TAXES

	State Fuel Excise Taxes (Cents per Gallon)	% Dedicated To Aviation	State Sales Tax on Aviation Fuel	Dedicated To Aviation
Missouri				
Avgas	$0.09	100%	None	-
Jet A	None	-	4.225%	No
North Carolina				
Avgas	None	-	6% [3]	No
Jet A	None	-	6%	No
Oklahoma				
Avgas	$0.0008	0%	None	-
Jet A	$0.0008	0%	None	-
South Carolina				
Avgas	None	0%	5%	No
Jet A	None	-	5%	-
Tennessee				
Avgas	$0.01	0%	4.5%	Yes
Jet A	$0.01	0%	4.5%	Yes
Texas				
Avgas	None	-	None	-
Jet A	None	-	None	-
Virginia				
Avgas	[2]	80%	None	-
Jet A	[2]	80%	None	-
West Virginia				
Avgas	$0.0485	100%	None	-
Jet A	$0.0485	100%	None	-

1 Funds dedicated to aviation are capped at $600,000
2 Under 100,000 gallons = 5 cent/gallon tax / Under 100,000 gallons = .5 cent/gallon tax
3 5% state; 2% local

STATE AVIATION PROGRAMS

State	State Agency	Aviation Program Funding		State Has Aviation Fund?
Alabama	Dept. of Aeronautics	600,000		Yes
Arkansas	Dept. of Aeronautics	4,000,000	1	Yes
Florida	DOT-Aviation Office	82,500,004		Yes
Georgia	DOT-Office of Intermodal Programs	37,591,866		No
Kentucky	DOT-Division of Aeronautics	2,151,300		No
Louisiana	DOT-Aviation Division	5,000,000		Yes
Maryland	Maryland Aviation Administration	97,100,000	2	No
Mississippi	DOT-Aeronautics Division	1,883,466		Yes
Missouri	Department of Transportation - Aviation Section	1,092,444		Yes
North Carolina	DOT-Aviation Division	10,674,562	3	No
Oklahoma	Aeronautics Commission	3,873,748		Yes
South Carolina	Commerce-Aeronautics Division	7,000,000		Yes
Tennessee	DOT-Aeronautics Division	11,100,000		Yes
Texas	TxDOT-Aviation Division	24,109,162		No
Virginia	Dept. of Aviation	21,000,000		Yes
West Virginia	DOT	1,069,094	4	Yes.

1 General funds.
2 Funds are paid from the Transportation Trust Fund; operations = $50.1 million and capital = $51.5 million.
3 Funds are from a Continuing Appropriations Statute based upon a set amount from the General Fund increased annually by the percentage of growth in General Fund Revenues.
4 $872,142 for Aeronautics Commission, $106,952 for Civil Air Patrol and $90,000 for Potomac Highlands Airport Authority.

OTHER STATE REVENUE SOURCES DEDICATED TO AVIATION - 1996

Alabama	Property leases of aeronautic department land (100%)
Arkansas	4.5% tax on aircraft and/or parts sales (100%)
Florida	None ((State taxes on all aircraft fuels, not just jet)
Georgia	None
Kentucky	None
Louisiana	None
Maryland	None
Mississippi	None
Missouri	None
North Carolina	Funds are from a continuing appropriations statute based on a set amount from the General Fund, increased annually by the percentage of growth in General Fund revenues.
Oklahoma	Aircraft registration fee (97%)
South Carolina	5% sales tax on aircraft sales, leases, parts, labor
Tennessee	None
Texas	Flight instruction recertification courses (100%)
Virginia	2.4%of the state Transportation Trust Fund, tax on aircraft and/or parts sales, aircraft registration, an
West Virginia	None

SURVEY RESPONDENTS

Ms. Sarah Porter
Legislative Programs Administrator
Florida Department of Transportation
605 Suwannee Street, MS #57
Tallahassee, FL 32399-0450

Mr. Jefferson Grimes
State Legislative Program
Texas DOT
Dewitt C. Greer State Highway Bldg.
Austin, TX 78701-2483

Mr. David Streb P.E.
Assistant Planning Engineer
Oklahoma DOT
200 N.E. 21st Street
Oklahoma City, OK 73105-3204

Mr. G. A. "Pat" Goff
Chief Financial Officer
Missouri Department of Transportation
PO Box 270
Jefferson City, MO 65102

Mr. Dan Flowers
Director of Highways and Transportation
Arkansas Highway Transportation Dept.
PO Box 2261
Little Rock, Arkansas 72203

Mr. Tom Payment
Department of Transportation and Development
PO Box 94245
Baton Rouge, Louisiana 70804-9245

Mr. George Ray
Transportation Planning
Alabama Department of Transportation
1409 Coliseum Boulevard
Montgomery, Alabama 36130-3050

Mr. Noel Evans
Transportation Planning Office
Tennessee Department of Transportation
Suite 900, James K. Polk Building
Nashville, Tennessee 37423-0334

Mr. John Welch
Department of Transportation
1900 Kanawha Boulevard East
Charleston, West Virginia 25305-0440

Ms. Deborah Durden
Department of Highways and Public Transportation
PO Box 191
Columbia, SC 29202

Mr. John L. Carr
Deputy State Highway Engineer
Transportation Cabinet
High and Clinton Streets
Frankfort, KY 40622

Ms. Chrissty Martin
North Carolina Department of Transportation
P.O. Box 25201
Raleigh, NC 27611-5201

Mr. Robert C. Frantz
Federal Policy Analyst
Maryland DOT
PO Box 8755
BWI Airport, Maryland 21240-0755

Ms. Toni Dunagan
State Transportation Planning Administrator
Department of Transportation
#2 Capitol Square, S.W.
Atlanta, Georgia 30334-1002

Ms. Anne Oman
Senior Policy Analyst
Virginia DOT
1401 East Broad Steet
Richmond, Virginia 23219

Executive Director
Mississippi Department of Transportation
401 Northwest Street
P. O. Box 1850
Jackson, MS 39215-1850

INTERNET ADDRESSES

Useful Internet Addresses

American Association of State Highway and Transportation Officials http://www.aashto.org/

American Association of Motor Vehicle Administrators http://www.aamva.net/

USDOT Highway Statistics http://www.bts.gov/ntda/fhwa/prod.html

USDOT http://www.dot.gov/

USDOT transportation links (including state transportation agencies) http://www.dot.gov/internet/usadots.html

Thanks to the following for providing information:

Florida Department of Transportation
Sarah Porter

Georgia Department of Transportation
Toni Dunagan
April Cardin

Maryland Department of Transportation
Robert C. Frantz

Missouri Department of Transportation
G.A. "Pat" Goff

North Carolina Department of Transportation
C. Wayne Stallings
Chrissty Martin

Oklahoma Department of Transportation
David Streb
Larry Griffin

State of Tennessee Department of Transportation
Noel Evans

Texas Department of Transportation
Jefferson Grimes

Virginia Department of Transportation
Anne Oman

West Virginia Department of Transportation
John J. Welch, Jr.

Handout #3

HIGHWAY FUND AND HIGHWAY TRUST FUND REVENUE FOR 1998-99
COMPARING THE CERTIFIED BUDGET TO CURRENT ESTIMATES

	HIGHWAY FUND			HIGHWAY TRUST FUND		
	CERTIFIED	ESTIMATED	DIFFERENCE	CERTIFIED	ESTIMATED	DIFFERENCE
GASOLINE TAX	$ 779,270,000	$ 762,720,000	$ (16,550,000)	$ 259,731,000	$ 254,600,000	$ (5,131,000)
HIGHWAY USE TAX				457,602,000	473,699,000	16,097,000
VEHICLE/DRIVER FEES	341,160,000	339,270,000	(1,890,000)	91,186,000	89,496,000	(1,690,000)
TREASURER INVESTMENTS	12,610,000	10,620,000	(1,990,000)	31,445,000	38,884,000	7,439,000
OTHER	12,810,000	12,640,000	(170,000.00)	-		
TOTAL	$ 1,145,850,000	$ 1,125,250,000	$ (20,600,000)	$ 839,964,000	$ 856,679,000	$ 16,715,000

POSSIBLE WAYS TO COVER SHORTFALL

LAPSED SALARIES	$ 11,400,000
OTHER ADMN. REVERSIONS	2,000,000
SECONDARY ROADS/POWELL BILL	950,000
MAINTENANCE AND CONSTRUCTION	6,250,000
TOTAL	$ 20,600,000

SCHEDULE OF ESTIMATED HIGHWAY FUND REVENUES AND FUNDING 1999-2004

$ IN MILLIONS

	CURRENT	CONTINUATION		ESTIMATED		
FUNDS AVAILABLE	**1998-99**	**1999-2000**	**2000-01**	**2001-02**	**2002-.03**	**2003-04**
GAS TAX	762.720	777.750	813.730	839.400	873.460	901.560
INSPECTION FEE	12.340	12.770	13.150	13.500	13.850	14.200
HWY USE REGISTRATION FEE	0.300	0.300	0.300	0.300	0.300	0.300
STAGGERED REGISTRATION	136.060	139.600	143.090	146.660	149.890	153.190
TRUCK LICENSES	54.600	55.970	57.310	58.630	59.920	61.230
INTERNATIONAL REGISTRATION	46.750	48.060	49.260	50.340	51.450	52.580
DRIVER LICENSE	71.840	73.140	74.450	75.640	76.850	78.010
OTHER	30.020	30.760	31.540	32.330	33.130	33.960
TREASURER INVESTMENTS	10.620	11.140	11.580	12.040	12.530	13.030
TOTAL REVENUE ESTIMATE	1,125.250	1,149.490	1,194.410	1,228.840	1,271.380	1,308.060
SURPLUS/REVERSIONS	5.159	-	-	-	-	-
TOTAL AVAILABLE	1,130.409	1,149.490	1,194.410	1,228.840	1,271.380	1,308.060
PROJECTED SPENDING						
LEGAL MANDATES						
TRANSFER TO HWY TRUST/DEBT		38.000	38.000	38.000	38.000	38.000
POWELL BILL	81.233	84.777	87.710	91.152	92.693	95.104
SECONDARY ROADS PAVING	81.233	84.777	87.710	91.152	92.693	95.104
REVENUE, AGRICULTURE, LUST TRUST	12.510	12.770	13.150	13.500	13.850	14.200
PAYMENT IN LIEU OF SALES TAX	13.400	13.600	13.800	14.628	15.506	16.436
TRANSFERS TO NON DOT AGENCIES						
HIGHWAY PATROL	121.626	121.284	121.745	124.745	127.745	130.745
DRIVER EDUCATION	22.398	25.926	26.202	26.726	27.261	27.806
DEHNR, CHEMICAL TEST	0.397	0.420	0.420	0.420	0.420	0.420
GLOBAL TRANSPARK	0.750	0.750	0.750	0.750	0.750	0.750
ADMINISTRATIVE BUDGETS						
DEPT. OF TRANSPORTATION ADMN	72.329	64.406	64.409	64.409	64.409	64.409
DIVISION OF HIGHWAYS MANAGEMENT	34.723	36.777	36.796	36.796	36.796	36.796
DIVISION OF MOTOR VEHICLES	90.046	92.934	92.987	93.406	94.122	94.860
GOV. HWY. SAFETY PROGRAM	0.312	0.338	0.338	0.338	0.338	0.338
HIGHWAY MAINTENANCE AND CONSTRUCTION						
PRIMARY MAINTENANCE	109.635	114.394	114.394	114.394	114.394	114.394
SECONDARY MAINTENANCE	187.394	195.248	195.248	195.248	195.248	195.248
URBAN MAINTENANCE	36.414	37.476	37.476	37.476	37.476	37.476
CONTRACT RESURFACING	131.303	107.952	107.952	107.952	107.952	107.952
OSHA SAFETY	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
DISCRETIONARY	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
SPOT SAFETY	9.100	9.100	9.100	9.100	9.100	9.100
FEDERAL AID MATCH, MTR. CARRIER SAFETY	-	0.896	0.896	0.896	0.896	0.896
FEDERAL AID MATCH, HWY RESEARCH	2.960	2.960	2.960	2.960	2.960	2.960
WASTEWATER MANAGEMENT	0.500	0.500	0.500	0.500	0.500	0.500
NON HIGHWAY MODES						
PUBLIC TRANSIT	24.047	17.347	17.347	17.347	17.347	17.347
RAIL	18.800	12.100	12.100	12.100	12.100	12.100
FERRY	18.098	19.175	19.175	19.175	19.175	19.175
LEGISLATIVE SALARY CONTINUATION	46.406	13.668	13.668	13.668	13.668	13.668
SALARY ADJ FUND(CUMULATIVE)	0.200	0.200	0.200	0.400	0.400	0.600
OTHER RESERVES	4.700	3.720	3.720	3.720	3.720	3.720
CAPITAL OUTLAY	4.070					
TOTAL BASE SPENDING	1,151.009	1,137.920	1,145.178	1,157.383	1,165.943	1,176.528
FUNDS AVAILABLE	**(20.600)**	**11.570**	**49.232**	**71.457**	**105.437**	**131.532**

SCHEDULE OF ESTIMATED HIGHWAY TRUST FUND REVENUES AND FUNDING- 1998-99 THROUGH 2003-2004

	CURRENT	CONTINUATION			ESTIMATED	
	1998-99	1999-00	2000-01	2001-02	2002-03	2003-04
AVAILABILITY:						
REVENUE:						
GASOLINE TAX	254,600,000	258,226,000	268,551,000	279,774,000	291,123,000	300,490,000
USE TAX	473,699,000	493,594,000	512,350,000	523,622,000	544,043,000	565,805,000
TITLE FEES	77,353,000	78,900,000	80,478,000	82,088,000	83,729,000	85,404,000
MISC REG	9,782,000	9,977,000	10,177,000	10,381,000	10,588,000	10,800,000
LIEN RECORD	2,361,000	2,408,000	2,456,000	2,506,000	2,556,000	2,607,000
INVESTMENT INCOME	38,884,000	36,939,000	38,048,000	39,189,000	40,365,000	41,576,000
TOTAL REVENUE	856,679,000	880,044,000	912,060,000	937,560,000	972,404,000	1,006,682,000
TRANSFER FROM HIGHWAY FUND		38,000,000	38,000,000	38,000,000	38,000,000	38,000,000
TOTAL AVAILABLE	856,679,000	918,044,000	950,060,000	975,560,000	1,010,404,000	1,044,682,000
ALLOCATIONS:						
INTRASTATE	377,292,874	424,643,481	443,215,678	457,925,640	478,156,839	498,045,534
URBAN LOOPS	152,561,525	171,708,139	179,217,962	185,166,058	193,346,712	201,388,872
MUNICIPAL STREETS	39,586,823	44,555,006	46,503,663	48,047,081	50,169,806	52,256,594
SECONDARY ROADS	73,306,823	78,369,292	80,994,234	83,227,652	86,053,663	88,858,308
PROGRAM ADMN	27,215,955	28,768,082	30,128,464	31,193,569	32,676,981	34,132,693
GENERAL FUND	170,000,000	170,000,000	170,000,000	170,000,000	170,000,000	170,000,000
TOTAL ALLOCATION	839,964,000	918,044,000	950,060,001	975,560,000	1,010,404,001	1,044,682,001
FUNDS AVAILABLE	16,715,000					

SUMMARY OF RECOMMENDED EXPANSION BUDGET
FOR THE HIGHWAY FUND AND THE HIGHWAY TRUST FUND
1999-2001 BIENNIUM

	HIGHWAY FUND		HIGHWAY TRUST FUND	
	1999-00	2000-01	1999-00	2000-01
AVAILABILITY:				
BEGINNING BALANCE	$ 11,569,167	$ 49,231,850	-	-
ENHANCEMENTS:				
REDUCE FERRY APPROPRIATION	1,000,000	1,000,000		
INCREASE USE OF HTF ADMINISTRATION	8,000,000	8,000,000		
TRANSFER TO HIGHWAY TRUST FUND	38,000,000	38,000,000	(38,000,000)	(38,000,000)
DEFER EQUIPMENT PURCHASES	6,000,000			
ADMINISTRATIVE REDUCTIONS	9,000,000			
TOTAL ENHANCEMENTS	62,000,000	47,000,000	(38,000,000)	(38,000,000)
TOTAL AVAILABLE	$ 73,569,167	$ 96,231,850	$ (38,000,000)	$ (38,000,000)
PROPOSED USES:				
LEGISLATIVE SALARY INCREASE/BONUS	14,000,000	12,000,000		
STATE HEALTH PLAN	5,000,000	7,000,000		
GLOBAL TRANSPARK	250,000	250,000		
CONTRACT RESURFACING	7,000,000	7,000,000		
GENERAL MAINTENANCE	22,319,167	24,681,850		
PUBLIC TRANSIT AND RAIL	25,000,000	31,300,000		
INTRASTATE CONSTRUCTION			(23,541,000)	(23,541,000)
URBAN LOOP CONSTRUCTION			(9,519,000)	(9,519,000)
SECONDARY ROAD CONSTRUCTION			(2,470,000)	(2,470,000)
MUNICIPAL AID			(2,470,000)	(2,470,000)
TOTAL PROPOSED USES	73,569,167	82,231,850	(38,000,000)	(38,000,000)
AVAILABLE BALANCE	-	14,000,000		

Handout #4

HIGHWAY FUND

AND

HIGHWAY TRUST FUND

REVENUE FORECAST

Office of state Budget and Management
February 23, 199

TABLE 1

GENERAL FUND TAX COLLECTIONS
1997-98
($MILLIONS)

Tax	Collections	Percentage Distribution	Five Year Average Adjusted Growth Rate
Individual Income	$6,029	54.4%	10.8%
Sales and Use	3,255	29.3%	7.5%
Corporate Income	696	6.3%	8.8%
Franchise	407	3.7%	6.1%
Insurance	284	2.6%	7.5%
Alcoholic Beverage	154	1.4%	2.2%
Inheritance	138	1.2%	9.8%
Other	129	1.2%	8.2%
TOTAL	$11,092	100.0%	8.8%

TABLE 2

HIGHWAY FUND FUND TAX COLLECTIONS
1997-98
($MILLIONS)

Tax	Collections	Percentage Distribution	Five Year Average Adjusted Growth Rate
Motor Fuels	$775	70.5%	3.2%
Staggered Registration	134	12.2%	3.7%
Driver Licenses	70	6.4%	
Truck Plates	54	4.9%	2.3%
International Registration Plan	42	3.8%	7.5%
Other	25	2.3%	2.2%
TOTAL	$1,100	100.0%	3.3%

TABLE 3

HIGHWAY TRUST FUND FUND TAX COLLECTIONS
1997-98
($MILLIONS)

Tax	Collections	Percentage Distribution	Five Year Average Adjusted Growth Rate
Motor Fuels	$255	32.1%	3.2%
Motor Vechicle Use	453	57.0%	11.1%
Title/Registrations/Lien	87	10.9%	6.8%
TOTAL	$795	100.0%	7.8%

TABLE 4

HIGHWAY FUND FORECAST
($MILLIONS)

Tax	Estimated 1998-99		1999-00		2000-01	
Motor Fuel Taxes	$775.4	0.1%	$790.8	2.0%	$826.7	4.5%
Staggered Registration Plan	137.2	2.2%	140.9	2.7%	144.5	2.6%
Driver Licenses	71.8	2.4%	73.1	1.8%	74.5	1.9%
Truck Plates	54.6	2.1%	56.0	2.6%	57.3	2.3%
International Registration Plan	46.8	11.7%	48.1	2.8%	49.3	2.5%
Other Licenses and Fees	19.5	0.0%	20.3	4.1%	21.1	3.9%
Other Revenue	9.0	4.7%	9.2	2.2%	9.4	2.2%
Investment Income	11.0	8.9%	11.1	0.9%	11.6	4.5%
TOTAL	$1,125.3	1.2%	$1,149.5	2.2%	$1,194.4	3.9%

TABLE 5

HIGHWAY TRUST FUND FORECAST
($MILLIONS)

Tax	Estimated 1998-99		1999-00		2000-01	
Motor Fuel Taxes	$254.2	-0.2%	$258.2	1.6%	$268.6	4.0%
Highway Use	473.7	4.5%	493.6	4.2%	512.4	3.8%
Title Fees and Liens	89.5	2.9%	91.3	2.0%	93.1	2.0%
Investment Income	38.9	-4.9%	36.9	-5.1%	38.0	3.0%
Subtotal	$856.3	2:5%	$880.0	2.8%	$912.1	3.6%
Amount Transferred to GF	(170.0)	0.0%	(170.0)	0.0%	(170.0)	0.0%
TOTAL	$686.3	3.1%	$710.0	3.5%	$742.1	4.5%

Joint Appropriations Subcommittee on Transportation
February 25, 1999
8:30 am
Room 1228

Agenda

Chair: Senator Wib Gulley

Summary of the Governor's Continuation Budget
Summary of the Governor's Expansion Budget

Wayne Stallings *Chief Financial Officer, DOT*

Opening Remarks

Norris Tolson *Secretary of Transportation*

Overview of Department of Transportation
The Transportation Improvement Program (TIP)

Janet D'Ignazio *Chief Planning & Environmental Officer, DOT*

Financial Issues Related to the TIP

Wayne Stallings

MINUTES
SENATE AND HOUSE JOINT APPROPRIATIONS
SUBCOMMITTEE ON TRANSPORTATION

The Senate and House Joint Appropriations Subcommittee on Transportation met at 8:30 A. M. on Thursday, February 25, 1999 in Room 1228 of the Legislative Building. Representatives Crawford, Chair, Cole, Chair, Allred, Bowie, Davis, Gulley, Hurley, McMahan, Melton, Saunders and Sutton and five Senate members were present. Senator Wib Gulley, Chairman, presided.

Senator Gulley asked Mr. Wayne Stallings, Chief Financial Officer of the Department of Transportation (DOT), to continue his presentation of the Governor's Continuation Budget which he began at the February 24, 1999 meeting (see Handout #1). Representative Allred asked if the Highway Patrol officers pay raises were automatic. It was requested that someone from Crime Control and Public Safety provide the Committee with that answer.

Next, Senator Gulley asked Department of Transportation Secretary, Norris Tolson, to give his remarks to the Committee. After his brief comments, Ms. Janet D'Ignazio, Chief Planning & Environmental Officer, DOT, was asked to give an overview of the Department of Transportation's Transportation Improvement Plan (TIP) (see Handout #2). Among several items she noted was that the Vehicle Miles Traveled (VMT) was growing three times faster than the state population growth. The population of North Carolina is growing faster than the US average, but more importantly the gas tax was only 21.45 cents per gallon. Ms. D'Ignazio also pointed from page five of Handout that 60% of the Highway Trust Fund, by statute, is used for intrastate systems and 25% for urban loops. Representative Saunders asked how long it took to build a road. Ms. D'Ignazio responded that it would take at least ten years if it was virgin territory and the Department had to start from scratch. If it was a short simple project, then perhaps three years. Senator Gulley asked if the VMT was in the dollar formula for deciding where roads are built in the state. Ms. D'Ignazio said the formula was written into law in 1989.

Ms. D'Ignazio also pointed out from page seven of Handout that the Federal Congressional "set asides" money can only be used for the stated projects, even if it will be ten years out before the projects are started. Representative Bowie voiced some real concerns about this process. Representative Allred asked if Congress was asked to look at this process and Ms. D'Ignazio replied no.

Next, Ms. D'Ignazio told the Committee that the TIP contained 2,500 projects and there were seven funding regions that the money was equally distributed among. If DOT moves a project to accelerate completion, then other projects have to be shifted as well to keep the money balanced in the various pots. Representative Hurley asked if this was a new process and Ms. D'Ignazio replied that this has been done since 1989.

Representative Cole asked where the money comes from for an emergency project like the rockslide on highway 40. Witt Webb, Manager of Program Development with DOT,

replied that federal emergency funds outside the formula can be used, but if the accident does not meet the federal emergency money guidelines, then projects would have to be adjusted.

Representative Allred asked what would happen if the Metropolitan Planning Organization (MPO) was out of touch with the area needs. Ms. D'Ignazio replied that federal law recognizes the MPO's decision rather than the public opinion.

Representative Bowie asked staff how much money had been allocated for the TEA-21 federal money to dedicated projects? Mr. Webb responded that $223 million out of the $700 million a year has been dedicated through 2003.

There being no further business, the meeting was adjourned at 9:55 A.M.

Senator Wib. Gulley, Co-Chair

Carol Resar, Committee Clerk

HIGHWAY FUND AND HIGHWAY TRUST FUND REVENUE FOR 1998-99
COMPARING THE CERTIFIED BUDGET TO CURRENT ESTIMATES

12-2-98

	HIGHWAY FUND			HIGHWAY TRUST FUND		
	CERTIFIED	ESTIMATED	DIFFERENCE	CERTIFIED	ESTIMATED	DIFFERENCE
GASOLINE TAX	$ 779,270,000	$ 762,720,000	$ (16,550,000)	$ 259,731,000	$ 254,600,000	$ (5,131,000)
HIGHWAY USE TAX				457,602,000	473,699,000	16,097,000
VEHICLE/DRIVER FEES	341,160,000	339,270,000	(1,890,000)	91,186,000	89,496,000	(1,690,000)
TREASURER INVESTMENTS	12,610,000	10,620,000	(1,990,000)	31,445,000	38,884,000	7,439,000
OTHER	12,810,000	12,640,000	(170,000.00)	-		
TOTAL	$ 1,145,850,000	$ 1,125,250,000	$ (20,600,000)	$ 839,964,000	$ 856,679,000	$ 16,715,000

POSSIBLE WAYS TO COVER SHORTFALL

LAPSED SALARIES	$ 11,400,000
OTHER ADMN. REVERSIONS	2,000,000
SECONDARY ROADS/POWELL BILL	950,000
MAINTENANCE AND CONSTRUCTION	6,250,000
TOTAL	$ 20,600,000

handout #1

SCHEDULE OF ESTIMATED HIGHWAY FUND REVENUES AND FUNDING 1999-2004

$ IN MILLIONS

	CURRENT	CONTINUATION		ESTIMATED		
FUNDS AVAILABLE	**1998-99**	**1999-2000**	**2000-01**	**2001-02**	**2002-.03**	**2003-04**
GAS TAX	762.720	777.750	813.730	839.400	873.460	901.560
INSPECTION FEE	12.340	12.770	13.150	13.500	13.850	14.200
HWY USE REGISTRATION FEE	0.300	0.300	0.300	0.300	0.300	0.300
STAGGERED REGISTRATION	136.060	139.600	143.090	146.660	149.890	153.190
TRUCK LICENSES	54.600	55.970	57.310	58.630	59.920	61.230
INTERNATIONAL REGISTRATION	46.750	48.060	49.260	50.340	51.450	52.580
DRIVER LICENSE	71.840	73.140	74.450	75.640	76.850	78.010
OTHER	30.020	30.760	31.540	32.330	33.130	33.960
TREASURER INVESTMENTS	10.620	11.140	11.580	12.040	12.530	13.030
TOTAL REVENUE ESTIMATE	1,125.250	1,149.490	1,194.410	1,228.840	1,271.380	1,308.060
SURPLUS/REVERSIONS	5.159	-	-	-	-	-
TOTAL AVAILABLE	1,130.409	1,149.490	1,194.410	1,228.840	1,271.380	1,308.060
PROJECTED SPENDING						
LEGAL MANDATES						
TRANSFER TO HWY TRUST/DEBT		38.000	38.000	38.000	38.000	38.000
POWELL BILL	81.233	84.777	87.710	91.152	92.693	95.104
SECONDARY ROADS PAVING	81.233	84.777	87.710	91.152	92.693	95.104
REVENUE, AGRICULTURE, LUST TRUST	12.510	12.770	13.150	13.500	13.850	14.200
PAYMENT IN LIEU OF SALES TAX	13.400	13.600	13.800	14.628	15.506	16.436
TRANSFERS TO NON DOT AGENCIES						
HIGHWAY PATROL	121.626	121.284	121.745	124.745	127.745	130.745
DRIVER EDUCATION	22.398	25.926	26.202	26.726	27.261	27.806
DEHNR, CHEMICAL TEST	0.397	0.420	0.420	0.420	0.420	0.420
GLOBAL TRANSPARK	0.750	0.750	0.750	0.750	0.750	0.750
ADMINISTRATIVE BUDGETS						
DEPT. OF TRANSPORTATION ADMN	72.329	64.406	64.409	64.409	64.409	64.409
DIVISION OF HIGHWAYS MANAGEMENT	34.723	36.777	36.796	36.796	36.796	36.796
DIVISION OF MOTOR VEHICLES	90.046	92.934	92.987	93.406	94.122	94.860
GOV. HWY. SAFETY PROGRAM	0.312	0.338	0.338	0.338	0.338	0.338
HIGHWAY MAINTENANCE AND CONSTRUCTION						
PRIMARY MAINTENANCE	109.635	114.394	114.394	114.394	114.394	114.394
SECONDARY MAINTENANCE	187.394	195.248	195.248	195.248	195.248	195.248
URBAN MAINTENANCE	36.414	37.476	37.476	37.476	37.476	37.476
CONTRACT RESURFACING	131.303	107.952	107.952	107.952	107.952	107.952
OSHA SAFETY	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
DISCRETIONARY	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
SPOT SAFETY	9.100	9.100	9.100	9.100	9.100	9.100
FEDERAL AID MATCH, MTR. CARRIER SAFETY	-	0.896	0.896	0.896	0.896	0.896
FEDERAL AID MATCH, HWY RESEARCH	2.960	2.960	2.960	2.960	2.960	2.960
WASTEWATER MANAGEMENT	0.500	0.500	0.500	0.500	0.500	0.500
NON HIGHWAY MODES						
PUBLIC TRANSIT	24.047	17.347	17.347	17.347	17.347	17.347
RAIL	18.800	12.100	12.100	12.100	12.100	12.100
FERRY	18.098	19.175	19.175	19.175	19.175	19.175
LEGISLATIVE SALARY CONTINUATION	46.406	13.668	13.668	13.668	13.668	13.668
SALARY ADJ FUND(CUMULATIVE)	0.200	0.200	0.200	0.400	0.400	0.600
OTHER RESERVES	4.700	3.720	3.720	3.720	3.720	3.720
CAPITAL OUTLAY	4.070					
TOTAL BASE SPENDING	1,151.009	1,137.920	1,145.178	1,157.383	1,165.943	1,176.528
FUNDS AVAILABLE	**(20.600)**	**11.570**	**49.232**	**71.457**	**105.437**	**131.532**

SCHEDULE OF ESTIMATED HIGHWAY TRUST FUND REVENUES AND FUNDING- 1998-99 THROUGH 2003-2004

	CURRENT	CONTINUATION			ESTIMATED	
	1998-99	1999-00	2000-01	2001-02	2002-03	2003-04
AVAILABILITY:						
REVENUE:						
GASOLINE TAX	254,600,000	258,226,000	268,551,000	279,774,000	291,123,000	300,490,000
USE TAX	473,699,000	493,594,000	512,350,000	523,622,000	544,043,000	565,805,000
TITLE FEES	77,353,000	78,900,000	80,478,000	82,088,000	83,729,000	85,404,000
MISC REG	9,782,000	9,977,000	10,177,000	10,381,000	10,588,000	10,800,000
LIEN RECORD	2,361,000	2,408,000	2,456,000	2,506,000	2,556,000	2,607,000
INVESTMENT INCOME	38,884,000	36,939,000	38,048,000	39,189,000	40,365,000	41,576,000
TOTAL REVENUE	856,679,000	880,044,000	912,060,000	937,560,000	972,404,000	1,006,682,000
TRANSFER FROM HIGHWAY FUND		38,000,000	38,000,000	38,000,000	38,000,000	38,000,000
TOTAL AVAILABLE	856,679,000	918,044,000	950,060,000	975,560,000	1,010,404,000	1,044,682,000
ALLOCATIONS:						
INTRASTATE	377,292,874	424,643,481	443,215,678	457,925,640	478,156,839	498,045,534
URBAN LOOPS	152,561,525	171,708,139	179,217,962	185,166,058	193,346,712	201,388,872
MUNICIPAL STREETS	39,586,823	44,555,006	46,503,663	48,047,081	50,169,806	52,256,594
SECONDARY ROADS	73,306,823	78,369,292	80,994,234	83,227,652	86,053,663	88,858,308
PROGRAM ADMN	27,215,955	28,768,082	30,128,464	31,193,569	32,676,981	34,132,6[illegible]
GENERAL FUND	170,000,000	170,000,000	170,000,000	170,000,000	170,000,000	170,000,00[illegible]
TOTAL ALLOCATION	839,964,000	918,044,000	950,060,001	975,560,000	1,010,404,001	1,044,682,001
FUNDS AVAILABLE	16,715,000					

SUMMARY OF RECOMMENDED EXPANSION BUDGET
FOR THE HIGHWAY FUND AND THE HIGHWAY TRUST FUND
1999-2001 BIENNIUM

	HIGHWAY FUND		HIGHWAY TRUST FUND	
	1999-00	2000-01	1999-00	2000-01
AVAILABILITY:				
BEGINNING BALANCE	$ 11,569,167	$ 49,231,850	-	-
ENHANCEMENTS:				
REDUCE FERRY APPROPRIATION	1,000,000	1,000,000		
INCREASE USE OF HTF ADMINISTRATION	8,000,000	8,000,000		
TRANSFER TO HIGHWAY TRUST FUND	38,000,000	38,000,000	(38,000,000)	(38,000,000)
DEFER EQUIPMENT PURCHASES	6,000,000			
ADMINISTRATIVE REDUCTIONS	9,000,000			
TOTAL ENHANCEMENTS	62,000,000	47,000,000	(38,000,000)	(38,000,000)
TOTAL AVAILABLE	$ 73,569,167	$ 96,231,850	$ (38,000,000)	$ (38,000,000)
PROPOSED USES:				
LEGISLATIVE SALARY INCREASE/BONUS	14,000,000	12,000,000		
STATE HEALTH PLAN	5,000,000	7,000,000		
GLOBAL TRANSPARK	250,000	250,000		
CONTRACT RESURFACING	7,000,000	7,000,000		
GENERAL MAINTENANCE	22,319,167	24,681,850		
PUBLIC TRANSIT AND RAIL	25,000,000	31,300,000		
INTRASTATE CONSTRUCTION			(23,541,000)	(23,541,000)
URBAN LOOP CONSTRUCTION			(9,519,000)	(9,519,000)
SECONDARY ROAD CONSTRUCTION			(2,470,000)	(2,470,000)
MUNICIPAL AID			(2,470,000)	(2,470,000)
TOTAL PROPOSED USES	73,569,167	82,231,850	(38,000,000)	(38,000,000)
AVAILABLE BALANCE	-	14,000,000		

Handout #2

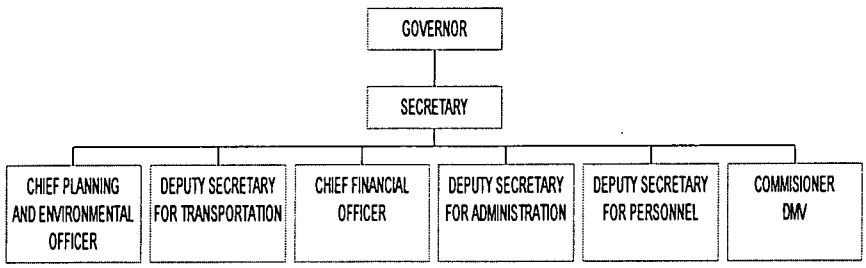
North Carolina Department of Transportation Overview

Joint Transportation Appropriation Committee

February 24, 1999

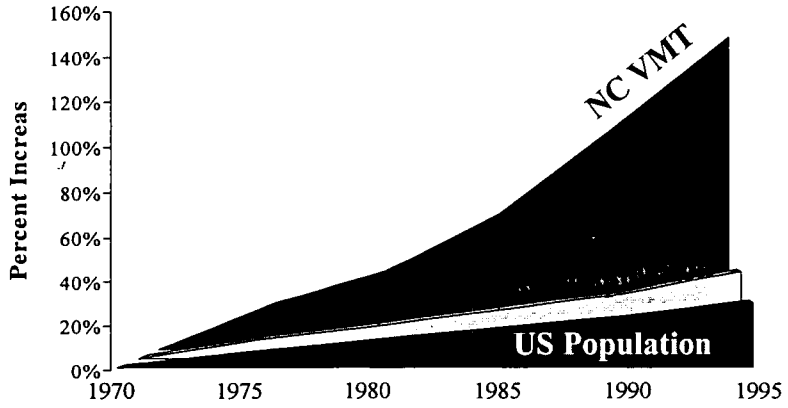
DEPARTMENT OF TRANSPORTATION

ORGANIZATION

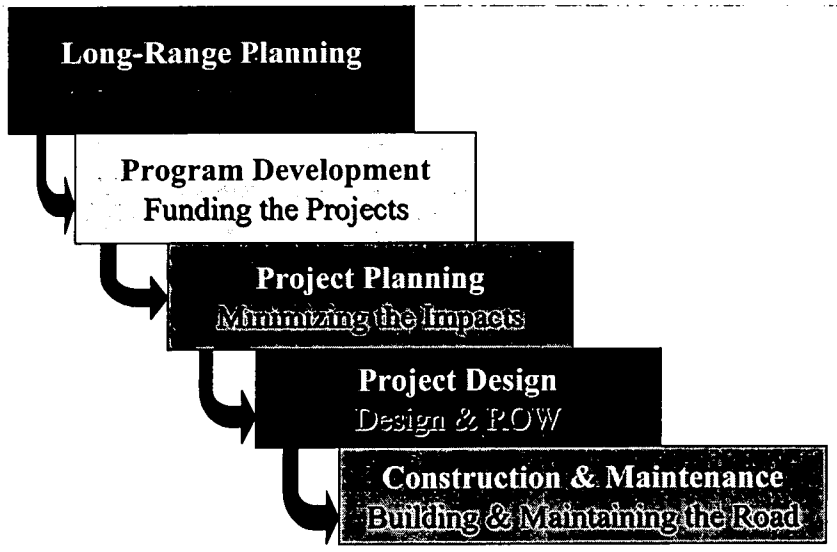


DEPARTMENT OF TRANSPORTATION

NORTH CAROLINA
Population & VMT Growth



DEPARTMENT OF TRANSPORTATION



DEPARTMENT OF TRANSPORTATION

Long-Range Planning

Determining the Need

- Cooperative with local areas
- Coordinated with local land use plans
- 20-year horizon
- Multi-modal
- Public involvement
- State and Federal requirements
- Mutually adopted
- Corridor protection

DEPARTMENT OF TRANSPORTATION

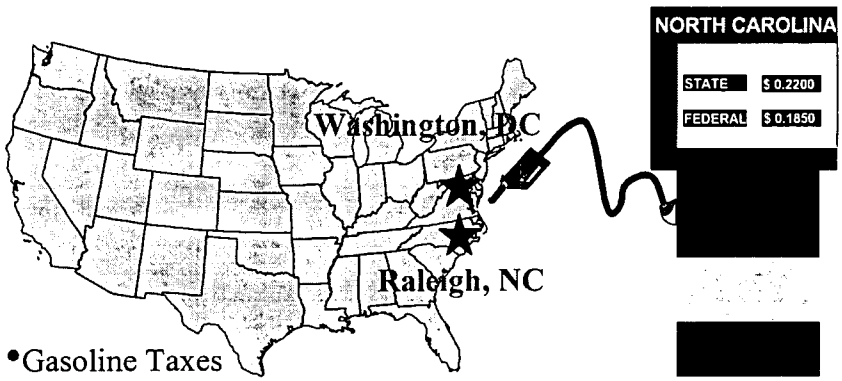
Program Development

Funding the Projects

- 7-year financial document
- Financially constrained
- Two-year Program
- Staff, MPO and Board of Transportation review
- Statewide funding distribution
- Legislative review
- Board of Transportation approval
- Sets project schedules

DEPARTMENT OF TRANSPORTATION

Transportation Revenue Sources

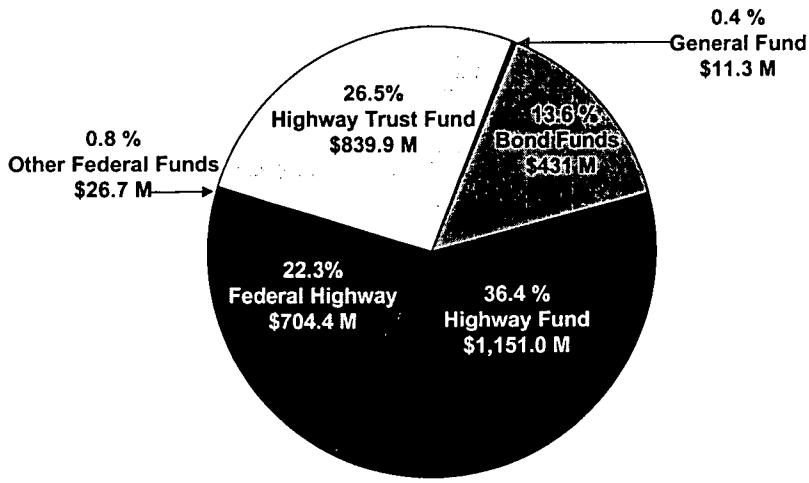


- Gasoline Taxes
- Highway Use Tax
- Fees
- Interest

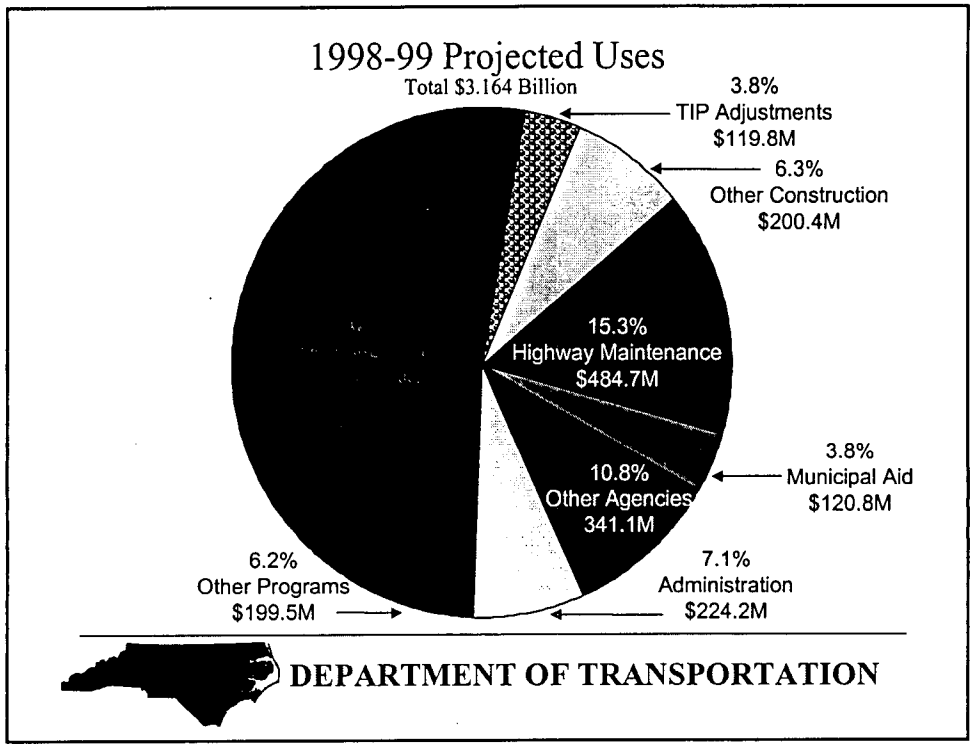
DEPARTMENT OF TRANSPORTATION

1998-99 Major Sources of Funding

Total $3.164 Billion



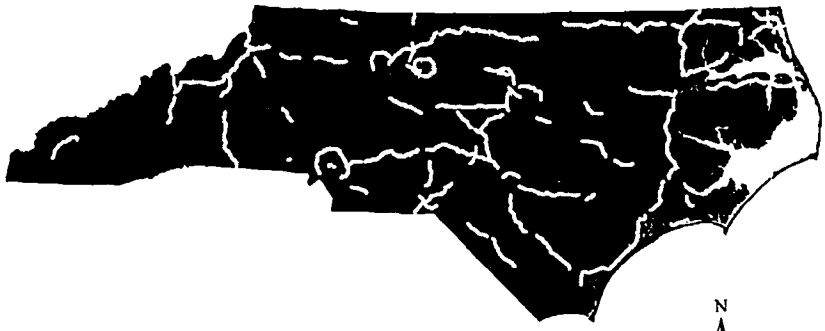
DEPARTMENT OF TRANSPORTATION



HIGHWAY TRUST FUND

- CREATED IN 1989 BY GENERAL ASSEMBLY
- INTRASTATE SYSTEM
  - COMPLETE 3,600 MILES OF FOUR-LANE SYSTEM
  - IMPROVE 113 MILES OF INTERSTATE SYSTEM
- BUILD 7 URBAN LOOPS
- ADDITIONAL FUNDS TO PAVE ALL UNPAVED SECONDARY ROADS BY 2006
- ADDITIONAL FUNDS FOR MUNICIPAL STREETS

DEPARTMENT OF TRANSPORTATION

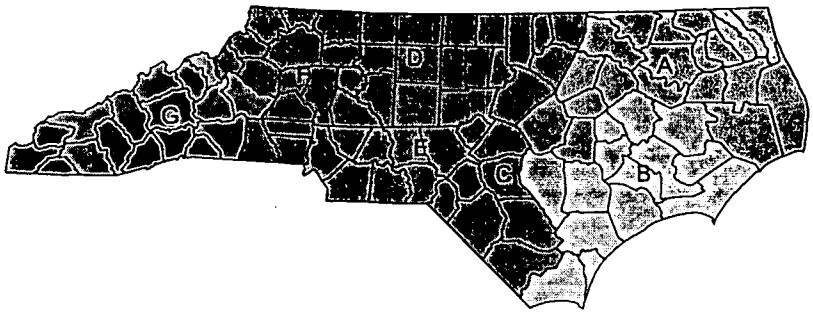


Intrastate System
TIP Projects to Complete System

N
W E
S

DEPARTMENT OF TRANSPORTATION

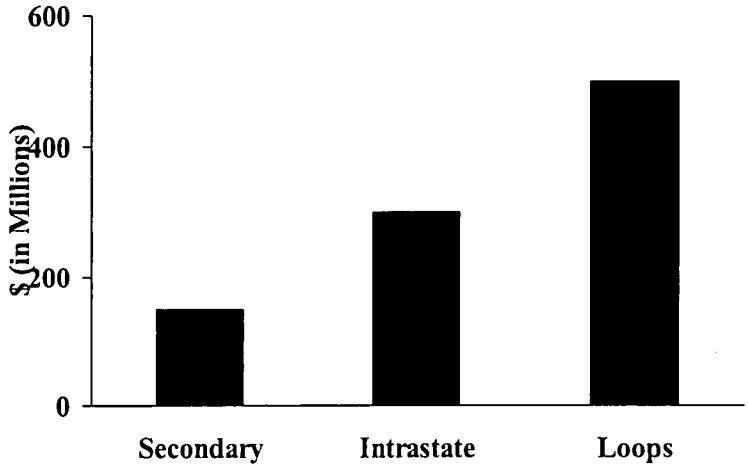
Equity Formula



50% POPULATION OF REGION AS PERCENT OF STATE	25% REMAINING INTRASTATE SYSTEM MILES	25% Equal Share

DEPARTMENT OF TRANSPORTATION

1996 Highway Bond Funds



DEPARTMENT OF TRANSPORTATION

Major Federal Funding Categories

- Interstate Maintenance
- National Highway System
- Surface Transportation Program
  - Safety
  - Transportation Enhancement
- Bridge
- CMAQ
- High Priority Projects
- Others

DEPARTMENT OF TRANSPORTATION

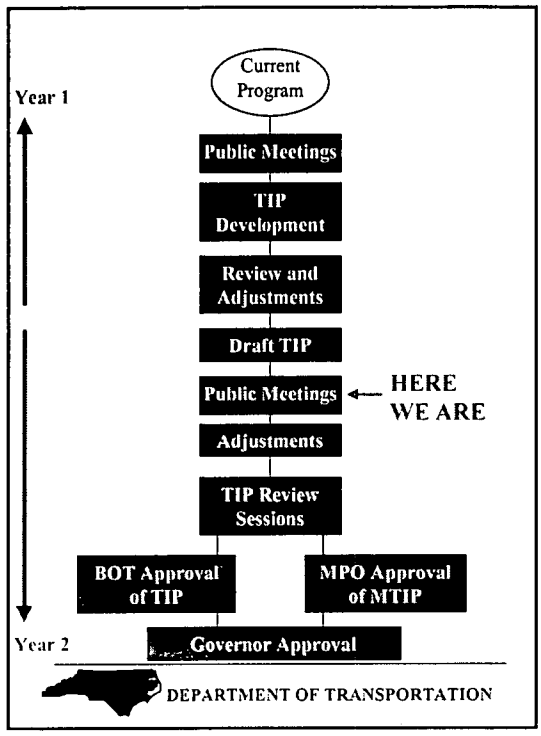
TEA-21 - Congressional Projects

DEPARTMENT OF TRANSPORTATION

Funding Balance

Year / Region	2000	2001	2002	2003	2004	2005	2006	Total
A								
B	R-0000				R-0000			
C								
D								
E								
F								
G								
Total								

DEPARTMENT OF TRANSPORTATION


Current Program
Year 1
Public Meetings
TIP Development
Review and Adjustments
Draft TIP
Public Meetings
HERE WE ARE
Adjustments
TIP Review Sessions
BOT Approval of TIP
MPO Approval of MTIP
Year 2
Governor Approval
DEPARTMENT OF TRANSPORTATION

Draft Program - Funding Overview

Credit
- Increased Federal
  $280M/year

Debits
- Cost Overruns
  $62M/year
- Inflation
  $137M/year
- Environmental Mitigation
  $25M/year
- Safety
  $17M/year
- Cost Increases
  $58M/year

DEPARTMENT OF TRANSPORTATION

DEPARTMENT OF TRANSPORTATION

PROJECT PLANNING

Minimizing the Impacts

- Identify alternative corridors
- Evaluate social, environmental, economic impacts
- Identify mitigation for adverse impacts
- Obtain environmental permits

DEPARTMENT OF TRANSPORTATION

PROJECT PLANNING

Minimizing the Impacts

ISSUES

- Large construction program
- Lengthy mitigation process
- Changing environmental regulations
- Resource agency staffing
- Cost & Schedule changes impact TIP

DEPARTMENT OF TRANSPORTATION

PROJECT DESIGN

Developing the Plans

- Detailed plans, specifications, costs and schedules
- Right-of-way acquisition
- Final determination of environmental impacts
- Public outreach
- Local coordination

DEPARTMENT OF TRANSPORTATION

PROJECT DESIGN

Developing the Plans

ISSUES

- Public outreach, local coordination, alternatives analysis, causes scope change
- Scope changes result in cost and schedule changes
- Cost and schedule impact TIP

DEPARTMENT OF TRANSPORTATION

CONSTRUCTION AND MAINTENANCE

Building and Maintaining the Road

- Construction contracted out
- NCDOT engineers provide technical oversight and contract administration
- Construction programmed through TIP
- Maintenance combination NCDOT and contracted services
- Maintenance not reflected in TIP

DEPARTMENT OF TRANSPORTATION

CONSTRUCTION AND MAINTENANCE

Building and Maintaining the Road

ISSUES

- Work zone safety
- Traffic control
- Cost overruns impact TIP
- Backlog of maintenance needs

DEPARTMENT OF TRANSPORTATION

SUMMARY

- "Doing the work" overview of NCDOT
- Long process
- Activities impact costs and schedules
- Program and fiscal management is complex
- TIP dynamic document

DEPARTMENT OF TRANSPORTATION

VISITOR REGISTRATION SHEET

Joint Appropriations Subcommittee on DOT — February 25, 1999

Name of Committee — **Date**

VISITORS: PLEASE SIGN IN BELOW AND RETURN TO COMMITTEE CLERK

NAME	FIRM OR AGENCY AND ADDRESS
JANET D'IGNAZIO	NCDOT
KHIT KEBB	NCDOT
Wayne STALLINGS	NCDOT
Mercidee Benton	NCDOT
Denny Rogers	NCDOT
DANNY DEVANE	NCDOT
[illegible]	OSBM
[illegible]	NCDOT
DUSTIN DAVID	INTERN
VL McBride	NCDOT
Giles Perry	Ly. Staff
Angie Harris	DOT
WALTER PAGE	CCT. CHAMBER
Jack Cozart	Parker Poe Adams & Bernstein

VISITOR REGISTRATION SHEET

Joint Appropriations Subcommittee on DOT — February 25, 1999

Name of Committee — **Date**

VISITORS: PLEASE SIGN IN BELOW AND RETURN TO COMMITTEE CLERK

NAME	FIRM OR AGENCY AND ADDRESS
Ruth Sappie	NCDOT
Mark Beason	The Capitol Group
[illegible]	BFI
Tommy [illegible]	Lobbyist

MINUTES
JOINT APPROPRIATIONS SUBCOMMITTEE ON TRANSPORTATION
MARCH 2, 1999

The Joint Appropriations Subcommittee on Transportation met on Tuesday, March 2, 1999 in Room 1228/1327 of the Legislative Building at 8:30 a.m. The following members were present: Chairman Jim Crawford, Representatives Cole, Allred, Barbee, Blue, Bowie, Davis, Gulley, Hiatt, Hurley, McAllister, McMahan, Melton, Saunders, Senators Gulley, Albertson, Carpenter, Clodfelter, and Miller. Evan Rodewald and Bob Weiss, staff counselors, attended. A visitor registration list is attached and made part of these minutes.

Chairman Crawford introduced the pages for the day and Janet D'Ignazio, Chief Planning and Environmental Officer, Department of Transportation, to complete her presentation on the Transportation Improvement Program (handout). Janet described the intricacies of the planning phase, project design, and construction and maintenance. She pointed out how the many factors involved could impact the projected cost. Responding to a question raised in a previous meeting, Janet showed a slide of population and vehicle miles traveled growth, indicating that VMT is growing at a faster rate than population. She also showed and explained slides on the equity formula comparison. Senator Gulley asked about the confidence level of region VMT count. Janet will get that information for the committee. Questions were raised about the breakdown of regions. Whit Webb and Janet responded that each region is made up of two DOT divisions and the formula for allocating funds includes a balance within the region.

Chairman Crawford introduced Wayne Stallings, Chief Financial Officer, DOT, to discuss financial issues related to the TIP (handout). Wayne discussed estimates of funds available for the TIP. He will bring to the afternoon meeting a financial report that is to be presented to the DOT Board this week. In discussing the shortfall versus projections, Senator Gulley asked for information on why the projections were flawed. Wayne will provide that information. Ruth Sappie, DOT, answered questions on difference in projection and actual dollar amounts. Wayne discussed the transfer of dollars from the Highway Trust Fund to the Highway Fund (handout).

Chairman Crawford adjourned the meeting at 9:50 to reconvene at 2:30 p.m.

Respectfully submitted,

Representative Jim Crawford
Chairman

Linda S. Winstead
Committee Assistant

Joint Appropriations Subcommittee on Transportation
March 2, 1999
8:30 am, and 2:30 pm
Room 1228

Agenda

Chair: Representative Jim Crawford

The Transportation Improvement Program (TIP) - Continued

Janet D'Ignazio *Chief Planning & Environmental Officer, DOT*

Vehicles Miles Traveled and the Equity Formula

Janet D'Ignazio

Financial Issues Related to the TIP

Wayne Stallings *Chief Financial Officer, DOT*

Summary of the Governor's Continuation Budget - Continued

Wayne Stallings

Summary of the Governor's Expansion Budget

Wayne Stallings

Federal Demonstration Projects in the Transportation Equity Act (TEA-21)

Evan Rodewald *Fiscal Research Division*

MINUTES
JOINT APPROPRIATIONS SUBCOMMITTEE ON TRANSPORTATION
MARCH 2, 1999

The Joint Appropriations Subcommittee on Transportation met on Tuesday, March 2, 1999 in Room 1228/1327 of the Legislative Building at 2:30 p.m. The following members were present: Chairman Jim Crawford, Representatives Cole, Allred, Barbee, Davis, Gulley, Hiatt, Hurley, McAllister, Melton, Saunders, Senators Gulley, Carpenter, and Miller. Evan Rodewald and Bob Weiss, staff counselors, attended. A visitor registration list is attached and made part of these minutes.

Chairman Crawford introduced Wayne Stallings, Chief Financial Officer, DOT. Wayne provided three handouts to further explain the morning discussion on revenue projections and shortfalls and TIP status by division. He then referred to the February 24 handout giving a brief summary of the Governor's continuing and expansion budget.

Evan Rodewald, staff counselor, discussed the federal demonstration projects in the Transportation Equity Act (handout) as requested at a previous meeting. He pointed out that unless the projects are programmed in the TIP and completed, the state does not get the funds. His handout identified projects included in part or in whole. Senator Gulley commented that since this requires rearranging state priorities perhaps the committee should ask Congressional members to unmark those not included in TIP. Evan noted that these projects do not have to be done in the six year period.

Chairman Crawford adjourned the meeting at 3:05.

Respectfully submitted,

Representative Jim Crawford
Chairman

Linda S. Winstead
Committee Assistant

VISITOR REGISTRATION SHEET

APPROP. TRANSPORTATION 3-2-99
Name of Committee Date 8:30AM

JOINT

VISITORS: PLEASE SIGN BELOW AND RETURN TO COMMITTEE CLERK.

NAME	FIRM OR AGENCY AND ADDRESS
BERRY JENKINS	CAROLINAS AGC
Al Avant	NCDOT
Mercedes Benton	NC DOT
Danny Rogers	NCDOT
Gary Walker	ALLTEL
JANET D'IGNAZIO	NCDOT
JULIETTE WHITE	NCDOT / DUKE UNIVERSITY
LYMAN COOPER	CSX CORP.
Kristin DAVID	Leg. Intern
V C McBride	NCDOT
Christina Darbee	CAPA
AB SWINDELL	3-I

VISITOR REGISTRATION SHEET

APPROPRIATION - TRANSPORTATION
Name of Committee

3-2-99 2:30PM
Date

VISITORS: PLEASE SIGN BELOW AND RETURN TO COMMITTEE CLERK.

NAME	FIRM OR AGENCY AND ADDRESS
Mark Brown	The Capital Group
J W Reel	NCOSBM
Doug Rogers	NCDOT
Walter Price	CLT. CHAMBER
Greer Crumbler	Wachovia
Jennifer Benton	NC DOT
V C McBride	NCDOT
Ruth Salapari	NCDOT
Christie Barber	CAPD
Gary Harris	NCPMA
Doug Howey	NCPMA
KRISTIN DAVID	Legislative INTERN
David Knight	NCPTA, CPT

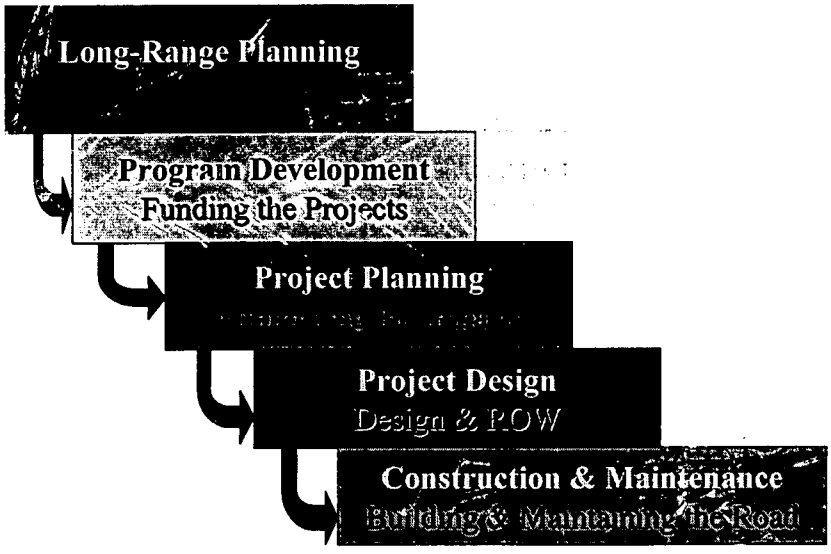
Ho 1

North Carolina Department of Transportation Overview

Joint Transportation Appropriation Committee

March 2,1999

DEPARTMENT OF TRANSPORTATION



DEPARTMENT OF TRANSPORTATION

Equity Formula

50% POPULATION OF REGION AS PERCENT OF STATE	25% REMAINING INTRASTATE SYSTEM MILES	25% Equal Share

DEPARTMENT OF TRANSPORTATION

Funding Balance

Year / Region	2000	2001	2002	2003	2004	2005	2006	Total
A								
B	R-0000				R-0000			
C								
D								
E								
F								
G								
Total								

DEPARTMENT OF TRANSPORTATION

PROJECT PLANNING

Minimizing the Impacts

- Identify alternative corridors
- Evaluate social, environmental, economic impacts
- Identify mitigation for adverse impacts
- Obtain environmental permits

DEPARTMENT OF TRANSPORTATION

PROJECT PLANNING

Minimizing the Impacts

ISSUES

- Large construction program
- Lengthy mitigation process
- Changing environmental regulations
- Resource agency staffing
- Cost & Schedule changes impact TIP

DEPARTMENT OF TRANSPORTATION

PROJECT DESIGN

Developing the Plans

- Detailed plans, specifications, costs and schedules
- Right-of-way acquisition
- Final determination of environmental impacts
- Public outreach
- Local coordination

DEPARTMENT OF TRANSPORTATION

PROJECT DESIGN

Developing the Plans

ISSUES

- Public outreach, local coordination, alternatives analysis, causes scope change
- Scope changes result in cost and schedule changes
- Cost and schedule impact TIP

DEPARTMENT OF TRANSPORTATION

CONSTRUCTION AND MAINTENANCE

Building and Maintaining the Road

- Construction contracted out
- NCDOT engineers provide technical oversight and contract administration
- Construction programmed through TIP
- Maintenance combination NCDOT and contracted services
- Maintenance not reflected in TIP

DEPARTMENT OF TRANSPORTATION

CONSTRUCTION AND MAINTENANCE

Building and Maintaining the Road

ISSUES

- Work zone safety
- Traffic control
- Cost overruns impact TIP
- Backlog of maintenance needs

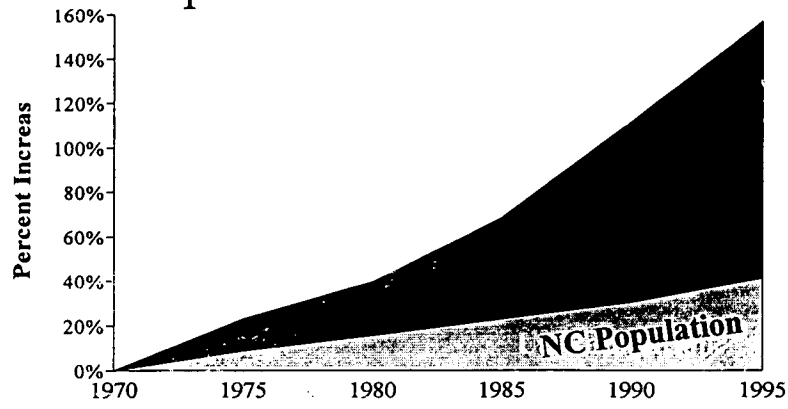
DEPARTMENT OF TRANSPORTATION

SUMMARY

- "Doing the work" overview of NCDOT
- Long process
- Activities impact costs and schedules
- Program and fiscal management is complex
- TIP dynamic document

DEPARTMENT OF TRANSPORTATION

NORTH CAROLINA
Population & VMT Growth



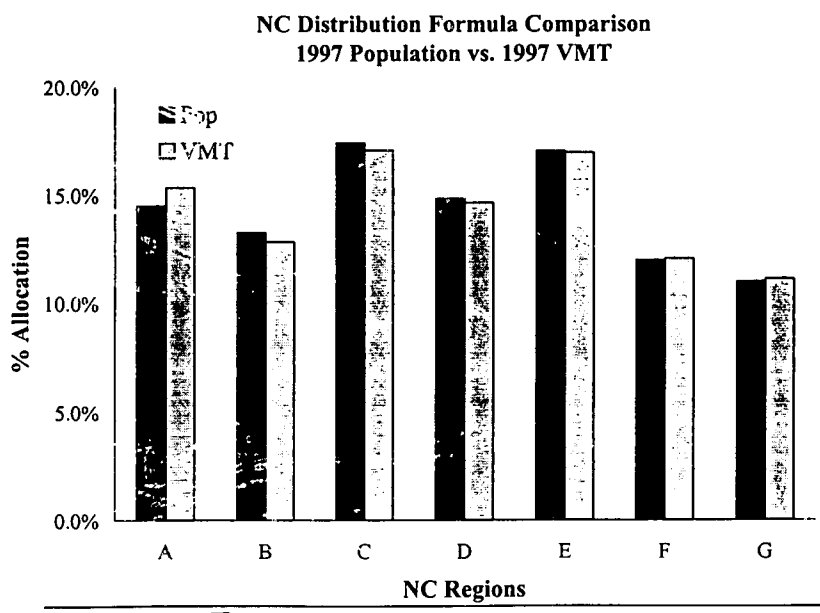
DEPARTMENT OF TRANSPORTATION

Equity Formula Comparison

For Study Purposes Only

50% VMT OF REGION AS PERCENT OF STATE	25% REMAINING INTRASTATE SYSTEM MILES	25% Equal Share

DEPARTMENT OF TRANSPORTATION



DEPARTMENT OF TRANSPORTATION

#2

HYPOTHETICAL COMPUTATION OF TIP AVAILABILITY
BASED ON DOT BUDGET/ESTIMATES
IN $ MILLIONS

	1999-00	2000-01	2001-02	2002-03	2003-04	2005-06	2006-07
INTRASTATE	$ 424.6	$ 443.6	$ 457.9	$ 478.2	$ 498.0	$ 519.8	$ 540.6
Less Debt Service	$ (5.7)	$ (12.9)	$ (12.5)	$ (12.2)	$ (11.8)	$ (11.1)	$ (10.7)
URBAN LOOPS	$ 171.7	$ 179.2	$ 185.2	$ 193.3	$ 201.4	$ 210.1	$ 218.5
Less Debt Service	$ (13.3)	$ (5.6)	$ (5.4)	$ (5.3)	$ (5.1)	$ (5.0)	$ (4.6)
HIGHWAY BONDS	$ 220.2						
FEDERAL AID	$ 722.4	$ 736.9	$ 748.3	$ 763.3	$ 778.5	$ 794.1	$ 810.0
TOTAL	$ 1,519.9	$ 1,341.2	$ 1,373.5	$ 1,417.3	$1,461.0	$1,507.9	$1,553.8

Note: Shaded areas indicate no official estimates available.

HIGHWAY TRUST FUND AND FEDERAL AID PROGRAMS
FUNDING CHART

HIGHWAY TRUST FUND AND FEDERAL AID PROGRAMS
($ in millions)

HIGHWAY TRUST FUND REVENUES

Funding Element	1989-90	1990-91	1991-92	1992-93	1993-94	1994-95	1995-96	1996-97	1997-98	1998-99	1999-00	2000-01	2001-02	2002-03	13.5 YEAR TOTALS
25% of Gas Tax Revenues	180.39	221.88	227.42	233.11	238.94	244.91	251.03	257.31	263.74	270.33	277.09	284.02	291.12	298.40	$3,465.00
Interest on Trust Fund	8.44	11.23	17.82	18.48	19.47	20.49	21.29	22.69	23.65	24.44	25.26	26.10	26.96	27.85	$287.19
Debt Service Availability						9.60	12.10	32.20	38.00	38.00	38.00	38.00	38.00	38.00	$272.40
Title Fee Increase of $30	52.50	61.80	63.65	65.56	67.53	69.56	71.64	73.79	76.01	78.29	80.63	83.05	85.55	88.11	$995.65
Miscellaneous Fees to $10	15.58	18.33	18.88	19.45	20.03	20.64	21.25	21.89	22.55	23.22	23.92	24.64	25.38	26.14	$295.38
3% Use Tax, ($1000/1500 Cap)	294.76	404.80	416.94	429.45	451.90	465.46	479.42	493.80	508.62	523.88	539.59	555.78	572.45	589.63	$6,579.07
Less General Fund Transfer	-279.40	-356.00	-170.00	-170.00	-170.00	-170.00	-170.00	-170.00	-170.00	-170.00	-170.00	-170.00	-170.00	-170.00	($2,632.90)
TOTAL REVENUES	272.26	362.04	574.73	596.06	627.87	660.64	686.75	731.68	762.56	788.16	814.50	841.59	869.46	898.13	$9,261.89

HIGHWAY TRUST FUND EXPENSES

Type	1989-90	1990-91	1991-92	1992-93	1993-94	1994-95	1995-96	1996-97	1997-98	1998-99	1999-00	2000-01	2001-02	2002-03	13.5 YEAR TOTALS
Intrastate Highway System (61.95%)	146.40	195.80	320.65	332.68	350.87	369.91	384.78	411.28	429.03	443.47	458.32	473.61	568.48	587.18	$5,325.65
Urban loops (25.05%)	59.20	79.17	129.66	134.52	141.88	149.58	155.59	166.30	173.48	179.32	185.33	191.51	208.04	214.88	$2,114.73
Powell Bill Supplement (6.5%)	15.36	20.54	33.64	34.91	36.81	38.81	40.37	43.15	45.01	46.53	48.09	49.69	53.98	55.76	$548.73
Secondary Road Supplement (6.5%)*	40.30	49.90	63.88	66.05	68.89	71.85	74.40	78.20	81.12	83.72	86.39	89.14	0.00	0.00	$853.84
5% Program Administration	11.00	16.62	26.90	27.91	29.42	30.50	31.60	32.75	33.92	35.12	36.37	37.64	38.96	40.31	$418.93
TOTAL TRUST FUND EXPENSES	272.26	362.04	574.73	596.06	627.87	660.64	686.75	731.68	762.56	788.16	814.50	841.59	869.46	898.13	$9,261.89

*(secondary roads funding projections include half of title fee increase)

MAJOR CONSTRUCTION PROGRAM

Category	1989-90	1990-91	1991-92	1992-93	1993-94	1994-95	1995-96	1996-97	1997-98	1998-99	1999-00	2000-01	2001-02	2002-03	13.5 YEAR TOTALS
Federal Aid Construction w/match	275.00	355.19	364.07	373.17	382.50	392.06	401.86	411.91	422.21	432.76	443.58	454.67	466.04	477.69	$5,533.31
State Construction Program	60.00	60.00													$120.00
Intrastate and Loops Programs	205.60	274.97	450.30	467.20	492.75	519.48	540.37	577.58	602.51	622.79	643.65	665.11	776.52	802.06	$7,440.38
Subtotal	540.60	690.16	814.37	840.37	875.25	911.55	942.23	989.49	1024.72	1055.55	1087.24	1119.78	1242.56	1279.75	$13,093.69
Less P.E.	-70.60	-80.16	-84.37	-90.37	-95.25	-96.55	-92.23	-89.49	-84.72	-75.55	-72.24	-69.78	-62.56	-54.75	($1,104.93)
TIP R/W AND CONST. BUDGET	470.00	610.00	730.00	750.00	780.00	815.00	850.00	900.00	940.00	980.00	1015.00	1050.00	1180.00	1225.00	$11,988.75

COMPARISON OF ORIGINAL HIGHWAY TRUST FUND REVENUE PROJECTIONS TO ACTUAL AND CURRENT ESTIMATED FOR FISCAL YEARS 1989-90 THROUGH 2003-03 (IN $ MILLIONS, EXCLUDES ANNUAL TRANSFER TO THE GENERAL FUND)

FISCAL YEAR	ORIGINAL PROJECTION	ACTUAL OR CURRENT ESTIMATE	OVER/(UNDER) PROJECTION ANNUALLY	OVER/(UNDER) PROJECTION CUMULATIVE
1989-90	$272.3	$243.8 (1)	($28.5)	($28.5)
1990-91	362.0	282.8 (1)	(79.2)	(107.7)
1991-92	574.7	367.3 (1)	(207.4)	(315.1)
1992-93	596.1	402.0 (1)	(194.1)	(509.2)
1993-94	627.9	473.1 (1)	(154.8)	(664.0)
1994-95	660.6	533.2 (1)	(127.4)	(791.4)
1995-96	686.8	581.7 (1)	(105.1)	(896.5)
1996-97	731.7	635.0 (1)	(96.7)	(993.1)
1997-98	762.6	703.7 (1)	(58.9)	(1,052.0)
1998-99	788.2	686.7 (2)	(101.5)	(1,153.5)
1999-00	814.5	710.0 (2)	(104.5)	(1,258.0)
2000-01	841.6	742.1 (2)	(99.5)	(1,357.5)
2001-02	869.5	767.6 (2)	(101.9)	(1,459.3)
2002-03	673.6 (3)	601.8 (2)	(71.8)	(1,531.1)
TOTAL	$9,261.9	$7,730.8	($1,531.1)	
% thru 1997-98	$5,274.6	$4,222.6	(1,052.0)	

(1) ACTUAL REVENUE TO HIGHWAY TRUST FUND
(2) OFFICIAL ESTIMATES OF THE OFFICE OF STATE BUDGET AND MANAGEMENT
(3) ORIGINAL PROGRAM INCLUDED 3/4 YEAR OF REVENUE

PREPARED BY FISCAL SECTION, DEPARTMENT OF TRANSPORTATION
PREPARED ON 22-Feb-99

ANALYSIS OF HIGHWAY TRUST FUND PROJECT COSTS
COMPARING ORIGINAL ESTIMATES TO AUTHORIZED AMOUNTS

		INTRASTATE		URBAN LOOPS
TOTAL MILES PLANNED TO CONSTRUCT		1757		212
ORIGINAL TOTAL COST ESTIMATE	$	5,325.7	$	2,114.7
ORIGINAL COST/ MILE ESTIMATE	$	3.0	$	10.0
TOTAL MILES FUNDED TO 9/30/98		538		42
PERCENT OF TOTAL MILES FUNDED TO 9/30/98		31%		20%
TOTAL AUTHORIZED FUNDING TO 9/30/98	$	2,809.2	$	979.8
AVERAGE FUNDED COST/MILE	$	5.2	$	23.3
VARIANCE BETWEEN ESTIMATED AND ACTUAL COST/MILE	$	2.2	$	13.4

HISTORY OF HIGHWAY TRUST FUND AVAILABILITY AND COMMITMENTS, 1/1/90-6/30/98
(BY FISCAL YEAR, IN MILLIONS OF $)

	1989-90	1990-91	1991-92	1992-93	1993-94	1994-95	1995-96	1996-97	1997-98	TOTAL
AVAILABLE FUNDS										
REVENUE:										
GASOLINE TAX	$ 184.9	$ 206.6	$ 213.4	$ 212.4	$ 222.0	$ 223.0	$ 232.7	$ 243.7	$ 254.6	$ 1,993.3
USE TAX	164.7	231.4	242.3	273.3	330.5	364.6	397.3	407.6	453.2	2,864.9
TITLE FEE	43.7	47.0	48.7	51.6	56.9	65.0	64.2	73	75.1	525.2
OTHER	7.8	8.4	9.8	10.6	11.2	12.1	12.8	12.6	11.9	97.2
TREASURER INVESTMENTS	7.4	20.8	23.1	24.1	22.5	28.9	32.7	35.7	40.9	236.1
TOTAL REVENUE	$ 408.5	$ 514.2	$ 537.3	$ 572.0	$ 643.1	$ 693.6	$ 739.7	$ 772.6	$ 835.7	$ 5,716.7
CASH FLOW FUNDING(NET)		137.2	(79.0)	(37.6)	45.6	35.0	15.0	86.1	(2.1)	200.2
TRANSFER TO GENERAL FUND	(164.7)	(231.4)	(170.0)	(170.0)	(170.0)	(170.0)	(170.0)	(170.0)	(170.0)	(1,586.1)
TRANSFER FROM HIGHWAY FUND						9.6	12.1	32.3	38.0	92.0
NET FUNDS AVAILABLE TO DOT	$ 243.8	$ 420.0	$ 288.3	$ 364.4	$ 518.7	$ 568.2	$ 596.8	$ 721.0	$ 701.6	$ 4,422.8
FUNDING COMMITMENTS										
STATE TRUST FUND ALLOCATIONS										
INTRASTATE	93.6	218.2	54.8	75.5	197.3	249.1	201.9	214.8	195.1	1,500.3
URBAN LOOPS	23.1	26.9	(14.3)	5.8	4.6	21.0	18.8	105.0	64.0	254.9
SECONDARY ROADS	29.5	47.0	39.7	45.0	49.5	62.8	67.0	66.9	79.4	486.8
MUNICIPAL AID		13.8	16.1	21.4	23.6	27.8	30.9	34.8	37.8	206.2
TOTAL STATE TRUST FUND	$ 146.2	$ 305.9	$ 96.3	$ 147.7	$ 275.0	$ 360.7	$ 318.6	$ 421.5	$ 376.3	$ 2,448.2
OTHER STATE PROJECTS (see note 1)										
PRIMARY		52.6	64.2	12.6	52.1	73.8	45.7	47.8	44.6	393.4
SECONDARY		7.3	6.5	3.0	5.2	3.6	7.5	7.2	6.2	46.5
URBAN		81.8	58.9	60.6	61.0	71.0	81.7	78.3	51.7	545.0
BRIDGE REPLACEMENT		3.2	4.6	4.7	1.3	2.7	1.8	8.7	7.0	34.0
RAIL		3.6	4.2	4.8	4.8	4.5	4.9	4.7	4.9	36.4
TOTAL OTHER STATE PROJECTS		$ 148.5	$ 138.4	$ 85.7	$ 124.4	$ 155.6	$ 141.6	$ 146.7	$ 114.4	$ 1,055.3
DEBT SERVICE									5.2	5.2
FEDERAL AID MATCH			22.3	75.4	68.4	63.1	65.5	183.7	134.6	613.0
ADMINISTRATION	10.2	11.1	13.2	13.2	15.7	15.1	15.9	22.0	22.8	139.2
CENTURY CENTER ACQUISITION	-	-	-	-	-	-	11.3	-	-	11.3
TOTAL COMMITMENTS	$ 156.4	$ 465.5	$ 270.2	$ 322.0	$ 483.5	$ 594.5	$ 552.9	$ 773.9	$ 653.3	$ 4,272.2
UNCOMMITTED BALANCE	87.4	41.9	60.0	102.4	137.6	111.3	155.2	102.3	150.6	150.6

NOTE:
1. Allo[illegible]ns made in 1989-90 are included in 1990-91 figures.

EXHIBIT G

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
SCHEDULE OF TRANSFERS FROM TRUST FUND
TO HIGHWAY FUND * AND ALLOCATIONS TO TRANSPORTATION IMPROVEMENT PLAN PROJECTS
AS OF JANUARY 31, 1999

	CURRENT MONTH	CURRENT YEAR	1990-1998 INCEPTION-TO-DATE
UNALLOCATED AT JULY 1, 1998		4,750,407.64	
UNALLOCATED AT DECEMBER 31, 1998	72,747,617.79		
TRANSFERS: FROM INTRASTATE	4,500,000.00	183,600,000.00	1,152,357,035.00
FROM URBAN LOOP		(25,000,000.00)***	674,810,853.00
FROM SECONDARY **			4,609,848.69
TOTAL AVAILABLE	77,247,617.79	163,350,407.64	1,831,777,736.69
LESS: ALLOCATION BY SYSTEM			
PRIMARY	12,098,580.78	30,970,831.33	424,406,610.39
SECONDARY	586,170.00	6,677,964.00	53,279,644.80
URBAN	5,941,745.69	15,568,763.48	560,509,781.11
BRIDGE REPLACEMENT	1,255,000.00	3,681,490.00	37,701,437.02
RAIL		5,000,000.00	41,454,982.00
STATE AID & OBLIGATIONS - PUBLIC TRANSP.			
MATCH FOR FEDERAL-AID - HTF	14,093,183.15	54,078,420.66	538,299,771.20
MATCH FOR FEDERAL-AID - CASH FLOW	4,500,000.00	8,600,000.00	137,352,572.00
	38,474,679.62	124,577,469.47	1,793,004,798.52
UNALLOCATED BALANCE JANUARY 31, 1999 (EXHIBIT C - CURRENT FUND)	38,772,938.17	38,772,938.17	38,772,938.17

* GS 136-176(C) AUTHORIZES THE SECRETARY OF TRANSPORTATION TO TRANSFER FROM THE HIGHWAY TRUST FUND TO THE HIGHWAY FUND TO FINANCE PROJECTS ON THE TRANSPORTATION IMPROVEMENT PROGRAM.

** PURSUANT TO THE PROVISIONS OF GS 136-44.2A THROUGH GS 136-44.5C FUNDS ARE TRANSFERRED FROM SECONDARY TRUST FUND COUNTY CONSTRUCTION WHEN REVENUES IN THE HIGHWAY FUND ARE INSUFFICIENT TO PROVIDE $68,670,000 FOR SECONDARY ROAD CONSTRUCTION PLAN IN THE HIGHWAY FUND.

***DECEMBER TRANSFER FROM INTRASTATE TO URBAN (NOT INCLUDED ON DECEMBER EXHIBIT).

North Carolina Department of Transportation
Comparison of Cash Balances to Project Obligations
Data as of January, 31, 1999

	Highway Fund	Highway Trust Fund	Highway Bond Fund	Total
Cash Balance	218,489,626	621,491,416	-	839,981,042
Obligated Funds				
General Maintenance	73,366,401			73,366,401
Resurfacing	111,786,274			111,786,274
Secondary Const.	58,145,138			58,145,138
Small Urban	17,562,778			17,562,778
Public Access Roads	2,015,410			2,015,410
Spot Safety	9,825,137			9,825,137
Contingency	7,948,415			7,948,415
Capital Projects	15,196,344			15,196,344
Intrastate		240,296,571	99,346,107	339,642,678
Urban Loops		77,275,922	101,409,461	178,685,383
Secondary		57,086,442	25,684,717	82,771,159
Other TIP Projects		229,227,338		229,227,338
Due for Municipal Aid		24,000,000		
Total	295,845,897	627,886,273	226,440,285	1,150,172,455
Net Cash less Obligations	(77,356,271)	(6,394,857)	(226,440,285)	(310,191,413)

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
ACTUAL AND PLANNED USE OF 1996 HIGHWAY BOND FUNDS

	SECONDARY	INTRASTATE	LOOPS	TOTAL	
TOTAL AMOUNT AVAILABLE	$ 150,000,000	$ 300,000,000	$ 500,000,000	$ 950,000,000	
AUTHORIZED THROUGH MARCH BOT MEETING					
RALEIGH OUTER LOOP			$ 33,415,000		
CHARLOTTE OUTER LOOP			18,630,000		
GREENSBORO OUTER LOOP			31,825,000		
WILMINGTON BYPASS			23,920,000		
ASHEVILLE LOOP			120,000		
WINSTON-SALEM BELTWAY			49,575,000		
US 17		$ 25,880,000			
US 64		$ 12,400,000			
US 264		9,255,986			
US 70		300,000			
US 74		1,845,000			
US 421		5,400,000			
I-40		55,361,001			
I-85		19,148,920			
NC 87		2,670,000			
US220		2,100,000			
TOTAL AUTHORIZED	**$ 68,149,828**	**$ 134,360,907**	**$ 157,485,000**	**$ 359,995,735**	
PLANNED FOR REMAINDER OF FY1998-99					
WILMINGTON BYPASS			8,400,000		RIGHT OF WAY
GREENSBORO SOUTHERN LOOP			41,300,000		CONSTRUCTION
CHARLOTTE EASTERN LOOP			18,000,000		CONSTRUCTION
CHARLOTTE WESTERN LOOP			82,800,000		CONSTRUCTION
NORTHERN WAKE EXPRESSWAY			12,000,000		RIGHT OF WAY
WINSTON SALEM WESTERN LOOP			34,975,000		CONSTRUCTION
I 40/US 421, GUILFORD		38,236,000			CONSTRUCTION
US 64, CHATHAM. RANDOLPH		12,200,000			CONSTRUCTION
NC 87, BLADEN, CUMBERLAND		22,000,000			CONSTRUCTION
US 220, RIGHMOND, MONTGOMERY		2,100,000			RIGHT OF WAY
US 264, WILSON, GREENE		5,600,000			CONSTRUCTION
US421, WILKES, YADKIN		700,000			RIGHT OF WAY
TOTAL REMAINDER OF 1998-99	**$ 6,850,172**	**$ 80,836,000**	**$ 197,475,000**	**$ 285,161,172**	
TOTAL PLANNED THROUGH JUNE 30, 1999	**$ 75,000,000**	**$ 215,196,907**	**$ 354,960,000**	**$ 645,156,907**	
PLANNED FOR FY1999-00					
WILMINGTON BYPASS			20,100,000		CONSTRUCTION
CHARLOTTE WESTERN LOOP			23,200,000		RIGHT OF WAY
NORTHERN WAKE EXPRESSWAY			29,810,000		RIGHT OF WAY
			27,200,000		CONSTRUCTION
ASHEVILLE LOOP			10,000,000		RIGHT OF WAY
WINSTON SALEM WESTERN LOOP			33,800,000		
NC24-87, CUMBERLAND, HARNETT, LEE		16,600,000			CONSTRUCTION
I-40/US 421, GUILFORD		13,300,000			CONSTRUCTION
US 70, WAKE, JOHNSTON		9,975,000			CONSTRUCTION
US 74, CHEROKEE, GRAHAM, SWAIN		16,700,000			CONSTRUCTION
US 74, UNION		3,000,000			RIGHT OF WAY
US 221, MCDOWELL, AVERY, BURKE		14,200,000			CONSTRUCTION
US 421, WILKES, YADKIN		2,300,000			CONSTRUCTION
TOTAL 1999-00	**$ 75,000,000**	**$ 76,075,000**	**$ 144,110,000**	**$ 295,185,000**	
GRAND TOTAL	**$ 150,000,000**	**$ 291,271,907**	**$ 499,070,000**	**$ 940,341,907**	

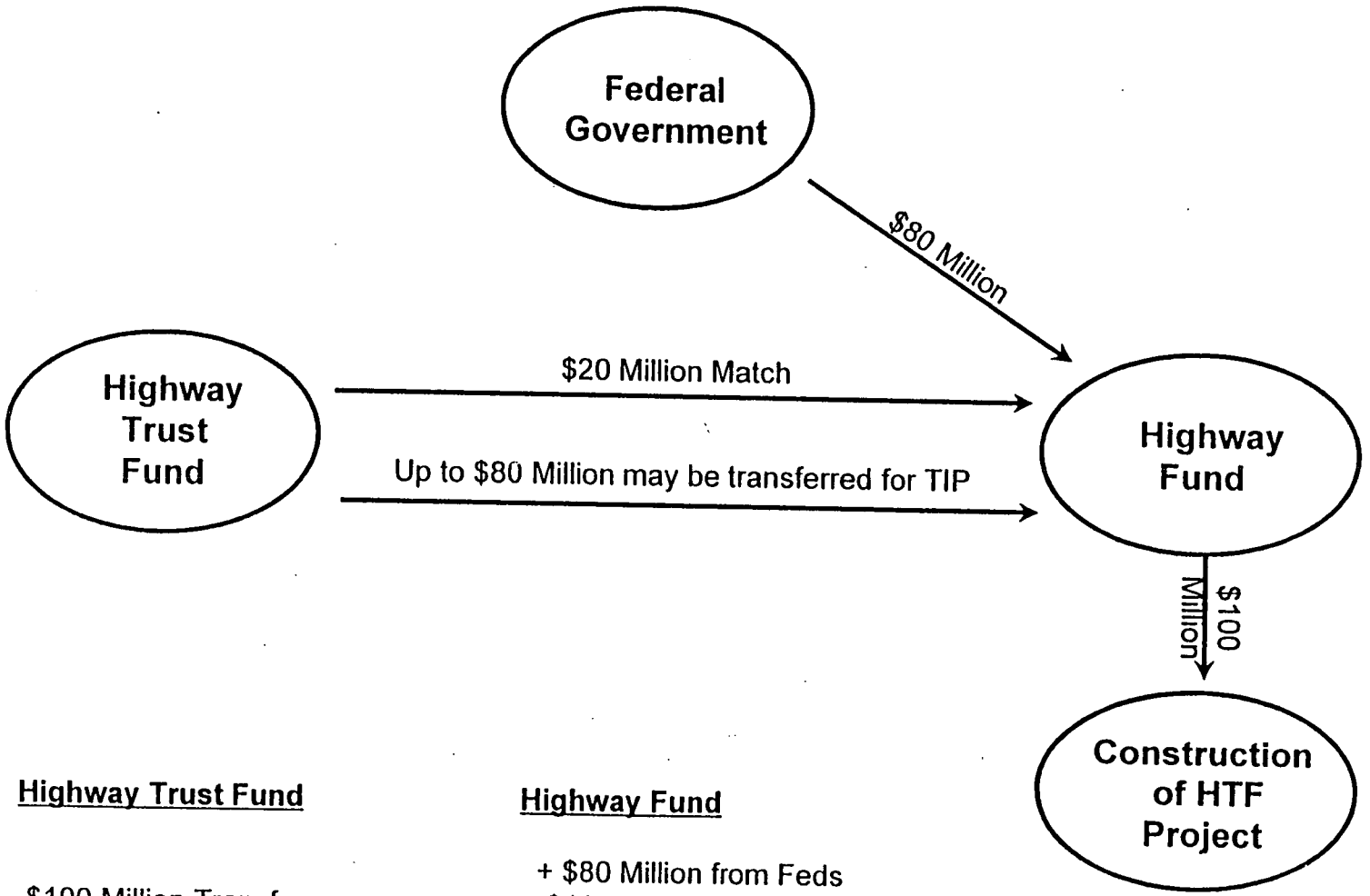
1996 HIGHWAY BOND AUTHORIZATION AMOUNTS COMPARED TO CURRENT ANNUAL APPROPRIATION AMOUNTS

	BOND AUTHORIZATION	1998-99 APPROPRIATION	"SPEED UP VALUE" (IN YEARS)
SECONDARY	$ 150,000,000	$ 154,539,823 (1)	0.97
INTRASTATE	300,000,000	377,292,874	0.80
URBAN LOOPS	500,000,000	152,561,525	3.28
TOTAL	$ 950,000,000	$ 684,394,222	1.39

(1) INCLUDES BOTH HIGHWAY FUND AND HIGHWAY TRUST FUND AMOUNTS.

Example of Transfer from Highway Trust Fund to Highway Fund

Assume federal government grants $80 million for a $100 million Trust Fund Project



Results:

Highway Trust Fund

- $100 Million Transfer
+$100 Million Project Constructed
0

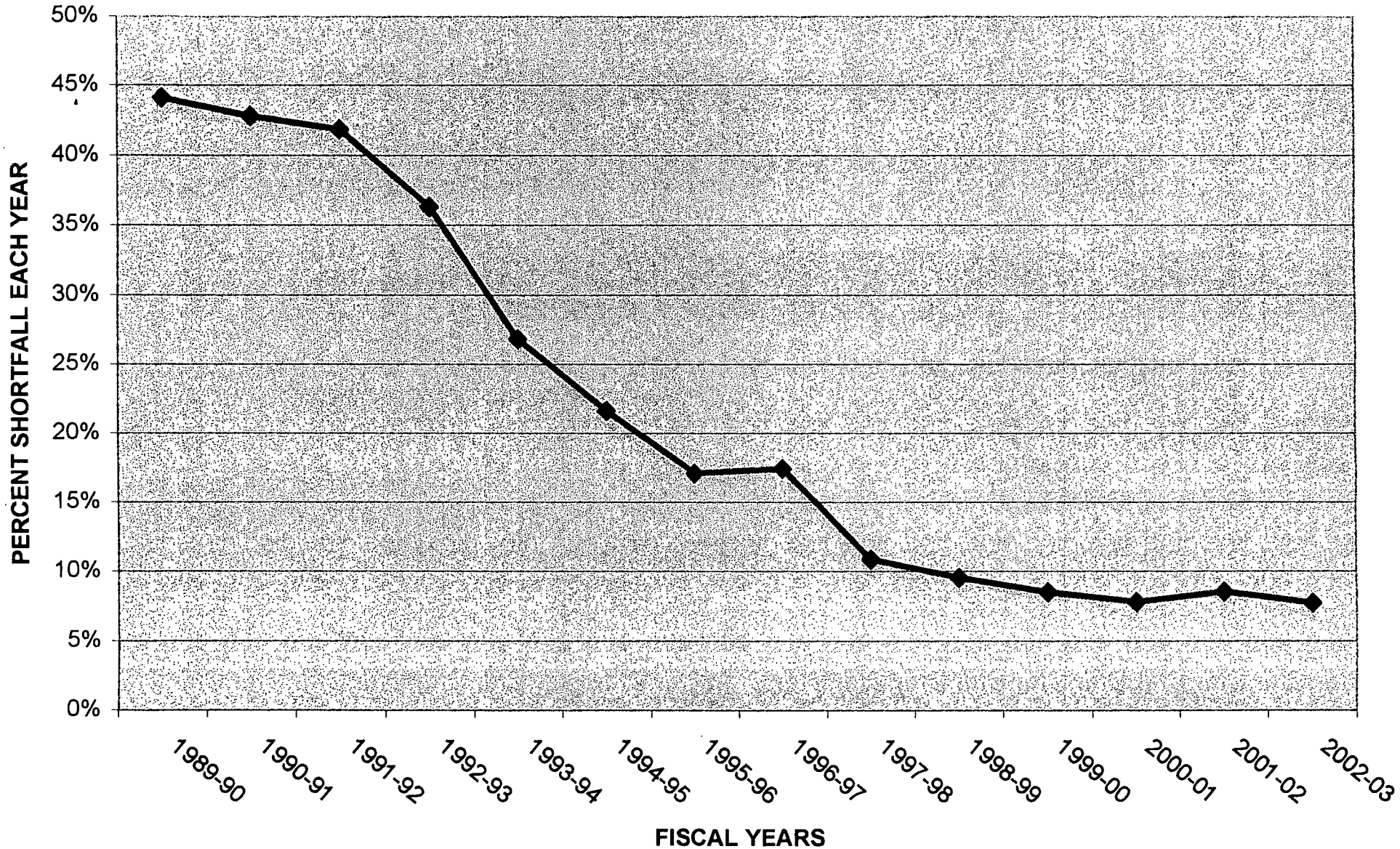
Highway Fund

+ $80 Million from Feds
+$100 Million from HTF
-$100 Million Project Constructed
$80 Million for TIP

#3

1 #

ANNUAL PERCENT SHORTFALL IN HIGHWAY USE TAX
1989-90 THROUGH 2002-03



#2

TRANSPORTATION IMPROVEMENT PROGRAM STATUS AS OF 3/4/99

	STATE CONSTRUCTION			FEDERAL AID CONSTRUCTION			TOTAL CONSTRUCTION		
DIVISION	PROGRAMMED	AUTHORIZED	DIFFERENCE	PROGRAMMED	AUTHORIZED	DIFFERENCE	PROGRAMMED	AUTHORIZED	DIFFERENCE
1	$ 20,245	$ 35,736	($15,491)	$ 56,191	$ 64,922	$ (8,731)	$ 76,436	$ 100,658	$ (24,222)
2	19,218	22,737	(3,519)	51,446	21,893	29,553	70,664	44,630	26,034
3	53,318	55,034	(1,716)	50,282	49,257	1,025	103,600	104,291	(691)
4	20,315	7,545	12,770	50,853	23,101	27,752	71,168	30,646	40,522
5	18,116	8,837	9,279	79,265	32,740	46,525	97,381	41,577	55,804
6	51,173	12,819	38,354	52,577	28,084	24,494	103,750	40,903	62,847
7	128,896	100,821	28,075	103,884	34,097	69,787	232,780	134,918	97,862
8	60,324	32,641	27,683	31,582	10,374	21,208	91,906	43,015	48,891
9	55,450	52,090	3,360	69,380	14,790	54,590	124,830	66,880	57,950
10	142,867	25,481	117,386	120,392	33,290	87,102	263,259	58,771	204,488
11	46,303	29,947	16,356	49,458	30,668	18,790	95,761	60,615	35,146
12	3,150	5,110	(1,960)	52,187	16,732	35,455	55,337	21,842	33,495
13	730	1,226	(496)	96,706	57,727	38,979	97,436	58,953	38,483
14	14,686	12,996	1,690	31,097	12,700	18,397	45,783	25,696	20,087
TOTALS	$ 634,791	$ 403,020	$ 231,771	$ 895,300	$ 430,374	$ 464,926	$ 1,530,091	$ 833,394	$ 696,697

#3

HIGHWAY TRUST FUND REVENUE 1989-90 THROUGH 1997-98
COMPARING ORIGINAL ESTIMATED TO ACTUAL AMOUNTS
($ IN MILLIONS

	1989-90	1990-91	1991-92	1992-93	1993-94	1994-95	1995-96	1996-97	1997-98	TOTAL
GASOLINE TAX										
ORIGINAL ESTIMATE	$ 180.4	$ 221.9	$ 227.4	$ 233.1	$ 239.0	$ 245.0	$ 251.0	$ 257.3	$ 263.7	$ 2,118.8
ACTUAL	$ 184.9	$ 206.6	$ 213.4	$ 212.4	$ 222.0	$ 223.0	$ 232.7	$ 243.7	$ 254.6	$ 1,993.3
ANNUAL $ DIFFERENCE	$ 4.5	$ (15.3)	$ (14.0)	$ (20.7)	$ (17.0)	$ (22.0)	$ (18.3)	$ (13.6)	$ (9.1)	$ (125.5)
ANNUAL % DIFFERENCE	2%	-7%	-6%	-9%	-7%	-9%	-7%	-5%	-3%	-6%
CUMULATIVE $ DIFFERENCE	$ 4.5	$ (10.8)	$ (24.8)	$ (45.5)	$ (62.5)	$ (84.5)	$ (102.8)	$ (116.4)	$ (125.5)	
CUMULATIVE % DIFFERENCE	2%	-3%	-4%	-5%	-6%	-6%	-6%	-6%	-6%	
USE TAX										
ORIGINAL ESTIMATE	$ 294.8	$ 404.8	$ 416.9	$ 429.5	$ 451.9	$ 465.4	$ 479.4	$ 493.8	$ 508.6	$ 3,945.1
ACTUAL	$ 164.7	$ 231.4	$ 242.3	$ 273.3	$ 330.5	$ 364.6	$ 397.3	$ 407.6	$ 453.2	$ 2,864.9
ANNUAL $ DIFFERENCE	$ (130.1)	$ (173.4)	$ (174.6)	$ (156.2)	$ (121.4)	$ (100.8)	$ (82.1)	$ (86.2)	$ (55.4)	$ (1,080.2)
ANNUAL % DIFFERENCE	-44%	-43%	-42%	-36%	-27%	-22%	-17%	-17%	-11%	-27%
CUMULATIVE $ DIFFERENCE	$ (130.1)	$ (303.5)	$ (478.1)	$ (634.3)	$ (755.7)	$ (856.5)	$ (938.6)	$ (1,024.8)	$ (1,080.2)	
CUMULATIVE % DIFFERENCE	-44%	-43%	-43%	-41%	-38%	-35%	-32%	-30%	-27%	
TITLE FEE										
ORIGINAL ESTIMATE	$ 52.5	$ 61.8	$ 63.7	$ 65.6	$ 67.5	$ 69.6	$ 71.6	$ 73.8	$ 76.0	$ 602.1
ACTUAL	$ 43.7	$ 47.0	$ 48.7	$ 51.6	$ 56.9	$ 65.0	$ 64.2	$ 73.0	$ 75.1	$ 525.2
ANNUAL $ DIFFERENCE	$ (8.8)	$ (14.8)	$ (15.0)	$ (14.0)	$ (10.6)	$ (4.6)	$ (7.4)	$ (0.8)	$ (0.9)	$ (76.9)
ANNUAL % DIFFERENCE	-17%	-24%	-24%	-21%	-16%	-7%	-10%	-1%	-1%	-13%
CUMULATIVE $ DIFFERENCE	$ (8.8)	$ (23.6)	$ (38.6)	$ (52.6)	$ (63.2)	$ (67.8)	$ (75.2)	$ (76.0)	$ (76.9)	
CUMULATIVE % DIFFERENCE	-17%	-21%	-22%	-22%	-20%	-18%	-17%	-14%	-13%	
OTHER										
ORIGINAL ESTIMATE	$ 15.8	$ 18.3	$ 18.9	$ 19.5	$ 20.0	$ 20.6	$ 21.3	$ 21.9	$ 22.6	$ 178.9
ACTUAL	$ 7.8	$ 8.4	$ 9.8	$ 10.6	$ 11.2	$ 12.1	$ 12.8	$ 12.6	$ 11.9	$ 97.2
ANNUAL $ DIFFERENCE	$ (8.0)	$ (9.9)	$ (9.1)	$ (8.9)	$ (8.8)	$ (8.5)	$ (8.5)	$ (9.3)	$ (10.7)	$ (81.7)
ANNUAL % DIFFERENCE	-51%	-54%	-48%	-46%	-44%	-41%	-40%	-42%	-47%	-46%
CUMULATIVE $ DIFFERENCE	$ (8.0)	$ (17.9)	$ (27.0)	$ (35.9)	$ (44.7)	$ (53.2)	$ (61.7)	$ (71.0)	$ (81.7)	
CUMULATIVE % DIFFERENCE	-51%	-52%	-51%	-50%	-48%	-47%	-46%	-45%	-46%	
TREASURER INVESTMENTS										
ORIGINAL ESTIMATE	$ 8.4	$ 11.2	$ 17.8	$ 18.5	$ 19.5	$ 20.5	$ 21.3	$ 22.7	$ 23.7	$ 163.6
ACTUAL	$ 7.4	$ 20.8	$ 23.1	$ 24.1	$ 22.5	$ 28.9	$ 32.7	$ 35.7	$ 40.9	$ 236.1
ANNUAL $ DIFFERENCE	$ (1.0)	$ 9.6	$ 5.3	$ 5.6	$ 3.0	$ 8.4	$ 11.4	$ 13.0	$ 17.2	$ 72.5
ANNUAL % DIFFERENCE	-12%	86%	30%	30%	15%	41%	54%	57%	73%	44%
CUMULATIVE $ DIFFERENCE	$ (1.0)	$ 8.6	$ 13.9	$ 19.5	$ 22.5	$ 30.9	$ 42.3	$ 55.3	$ 72.5	
CUMULATIVE % DIFFERENCE	-12%	44%	37%	35%	30%	32%	36%	40%	44%	

Demonstration Projects in TEA-21

8/7/98

Description of Project	TIP	App. Code	Total 6 Year Apport.	After Obligation Limitation	1998
US -64/264 in dare County	R-2551	Q92A	750,000	675,000	74,250
US-17, Elizabeth City Bypass	R-2515A	Q92B	3,375,000	3,037,500	334,125
US-17, Elizabeth City Bypass(Pasquotank)	R-2515A	Q92C	2,625,000	2,362,500	259,875
US-13 from Wilson Bypass to Goldsboro	R-1030	Q92D	2,625,000	2,362,500	259,875
New Freeway - E. of 401 to I-95 & Bridge	X-0002	Q92E	12,000,000	10,800,000	1,188,000
Charlotte Western outer Loop	R-2248	Q92F	12,000,000	10,800,000	1,188,000
I-74 between Maxton bypass & NC 710	R-513A	Q92G	1,500,000	1,350,000	148,500
I-540 from E. of NC 50 to E. of US 1	R-2000	Q92H	9,750,000	8,775,000	965,250
Segment of Raleigh outer loop	R-2000	Q92I	2,025,000	1,822,500	200,475
Segment (D) Raleigh outer loop	R-2000	Q92J	8,440,000	7,596,000	835,560
NC 24 to US 70 in Onslow & Carteret Co.	R-2105	Q92K	2,250,000	2,025,000	222,750
☆ Upgrade I-85 in Mecklenburg & Cabarrus Co.	I-3803	Q92L	19,500,000	17,550,000	1,930,500
☆ Bridge over Chockoyotte Creek (Halifax Co,)	R-3822	Q92M	1,350,000	1,215,000	133,650
US 421 from NC 194 to E. of us 221	R-529	Q92N	3,550,000	3,195,000	351,450
Upgrade US 13/NC 11 in Pitt & Edgecombe	R-218B	Q92O	3,375,000	3,037,500	334,125
☆ Upgrade US 158 in Halifax & Warren Co.	R-2582	Q92P	2,250,000	2,025,000	222,750
☆ Upgrade US 158 in Halifax & Warren Co.	R-2582	Q92Q	2,250,000	2,025,000	222,750
☆ Upgrade NC 55 between US 64 & SR 1121	R-2906	Q92R	17,250,000	15,525,000	1,707,750
☆ Upgrade US 19 from Maggie Valley to Chero.	R-2209	Q92S	15,000,000	13,500,000	1,485,000
I-85 Greensboro bypass	I-2402	Q92T	22,125,000	19,912,500	2,190,375
Upgrade US 13 in Bertie & Hertford Co.	R-2205	Q92U	750,000	675,000	74,250
US 311 (I-74) from NC 68 to US 29A-70A	R-609	Q92V	22,875,000	20,587,500	2,264,625
Improve I-95/Sr 1162 interchange	I-2704	Q92W	2,400,000	2,160,000	237,600
Relocate US 1 from N. of Lakeview to Sr 1180	R-210	Q92X	5,475,000	4,927,500	542,025
☆☆ Add lanes on I-77 between I-85 & NC 73	I-3311	Q92Y	48,000,000	43,200,000	4,752,000
TOTALS			$ 223,490,000	$ 201,141,000	22,125,510

☆ Projects not already included in TIP.

☆☆ Only part of I77 project was included in TIP. Demonstration project would require an additional $21.6 million.

#4

Joint Appropriations Subcommittee on Transportation
March 3, 1999
8:30 am
Room 1228

Agenda

Chair: Senator Wib Gulley

Introduction

Evan Rodewald *Fiscal Research Division*

Condition Assessment and Funding Needs for the North Carolina Highway System

David Allsbrook *State Maintenance Engineer, DOT*

Continuation Budget Recommendations for Maintenance (Governor's North Carolina State Budget, Transportation, Volume 6, pp. 73-75)

David Allsbrook

Expansion Budget Recommendations for Maintenance (Governor's North Carolina State Budget, Summary of Recommendations, p. 74, p. 76)

David Allsbrook

The Allocation and Distribution of Maintenance Funds

David Allsbrook

MINUTES
SENATE AND HOUSE JOINT APPROPRIATIONS
SUBCOMMITTEE ON TRANSPORTATION

The Senate and House Joint Appropriations Subcommittee on Transportation met at 8:30 A.M. on Wednesday, March 3, 1999 in Room 1228 of the Legislative Building. Representatives Crawford, Chair, Cole, Chair, Allred, Barbee, Bowie, Davis, Dockham, Gulley, Hiatt, Hurley, McMahan, Melton, Saunders and five Senate members were present. Senator Wib Gulley, Chairman, presided.

Representative Cole opened the meeting and asked Evan Rodewald, Fiscal Analyst to make some brief comments about the Department of Transportation's (DOT) Maintenance Program.

Next, Mr. David Allsbrook, DOT State Maintenance Engineer, gave a slide presentation about the condition of the North Carolina highway system and the funding needs for the system (see Handout #1). Mr. Allsbrook told the Committee that the maintenance needs for 1998-99 was $333 million and $443 million will be needed for the 1999-2000 fiscal years to reach the "should be" levels. Also, there is a maintenance backlog of $225 million prorated over the next ten years. The service levels of the roads should be levels A, B and C, which are considered "preventative" levels. A road survey shows that the roads in the state are at B, C and D levels, which cost more money to repair.

Representative Dockham asked if there had been any discussion about putting a stop to building more roads until the state can catch up on the maintenance of the existing roads. Mr. Allsbrook stated that the federal money received by the state cannot be used for maintenance. The TEA-21 money is for new construction, as well as the Highway Trust Fund money.

Next, Mr. Allsbrook reviewed the Governor's continuation budget recommendations for road maintenance and the Governor's expansion budget recommendations for road maintenance. This information is found in the Governor's North Carolina State Budget, Transportation, Volume 6, pp. 73-75 and Governor's North Carolina State Budget, Summary of Recommendations, p. 74, p. 76 respectively.

A question was raised regarding the payment for prison labor for road maintenance. Mr. Rodewald stated that the DOT Secretary and the Department of Corrections Secretary were working on this ongoing problem. Representative Bowie asked for a progress report to see how the arrangement for payment was working.

Next, Mr. Allsbrook reviewed the allocation and distribution of maintenance funds and the formula that is used to do that (see Handout #2). He stated that "road miles" equaled the number of miles traveled and "lane miles" equaled the number of road miles times the number of lanes on the road. Senator Gulley asked if the assessment of the road conditions would be more important than the formula. Mr. Allsbrook responded that the

road condition is important but a condition assessment is hard to do. Senator Gulley then stated that if the service level is C or below according to the assessment then funds should be allocated to that road rather than using a formula. Since there was no further time to discuss this issue, it was decided to discuss this further at another meeting.

The meeting was adjourned at 9:50 AM.

Senator Wib Gulley, Co-Chair

Carol Resar, Committee Clerk

Handout #1

Condition Assessment & Funding Needs For The North Carolina Highway System

By:
NCDOT State Maintenance Branch
And
Institute for Transportation Research and Education
North Carolina State University

E. Norris Tolson
Secretary of Transportation

L. A. Sanderson, P. E.
State Highway Administrator

J. D. Goins, P. E.
Chief Engineer, Operations

December 1998

1998 REPORT ON THE CONDITION OF THE STATE HIGHWAY SYSTEM

EXECUTIVE SUMMARY

Introduction

The North Carolina Department of Transportation has surveyed and evaluated the condition of the state's structures and paved roads in order to estimate the needs for routine maintenance and resurfacing. The purpose of this report is to provide the results of the survey. The report assesses the current condition of the highway infrastructure and estimates the funding needed to reach a minimum level of service.

North Carolina's highway system consists of 77,856 miles of roadway and 17,145 structures. The Division of Highways within the Department of Transportation is responsible for maintaining this system. Since 1988, the number of lane miles of North Carolina's paved highway system has increased by 14.6%; during the same time bridge deck area has grown by 14.2%. While the system continues to grow, the funds necessary to maintain it has remained relatively flat when adjusted for inflation.

Background

North Carolina General Statute 136-44.3 requires that on each even-numbered year, the NCDOT shall survey and report the condition of the state highway system. This report shall provide estimates of:

(1) the annual cost of routine maintenance,
(2) the cost of eliminating any maintenance backlog,
(3) the annual cost of resurfacing based on:
    (a) a 12-year paving cycle for the primary system, and
    (b) a 15-year paving cycle for other highways
(4) the cost of eliminating any resurfacing backlog.

On the basis of this report, NCDOT shall develop a statewide annual maintenance program for the state highway system.

Survey Results

Three comprehensive statewide surveys were used to evaluate the condition of the state highway system: (1) the Maintenance Condition Assessment Program, (2) the Bridge Element Condition Rating Program, and (3) the Pavement Condition Survey. These surveys revealed that many of the highway features, such as pavements, driveway pipes, timber bridges, signs, etc., were found to be in an unacceptable condition.

In accordance with the legislative requirements, the Department has estimated the cost to achieve a minimum acceptable maintenance condition, along with an estimate of the backlog cost. These cost are itemized as follows:

Annual Cost of Routine Maintenance

The annual cost of routine maintenance in order to provide a minimum acceptable level of service is $ 433.2 million.

Cost of Eliminating Maintenance Backlog

The cost of eliminating the maintenance backlog in order to raise the existing condition to an acceptable level is $ 225 million.

Annual Cost of Resurfacing

The annual cost of resurfacing the Primary system on a 12-year cycle and the Secondary and Urban systems on a 15-year cycle is $ 200 million.

Cost of Eliminating Resurfacing Backlog

The cost of eliminating the resurfacing backlog in order to raise existing conditions of the pavements to an acceptable level is $ 70 million.

History of Maintenance Funding

While the highway system has shown a steady increase in the last decade, the increase in total funds for maintenance has not kept pace with inflation. In fact, when adjusted by the Consumer Price Index, the total dollar amount devoted to maintenance and resurfacing in 1998-99 is essentially the same as that spent in 1987-88 as indicated in Figure 4 and 5 respectively.

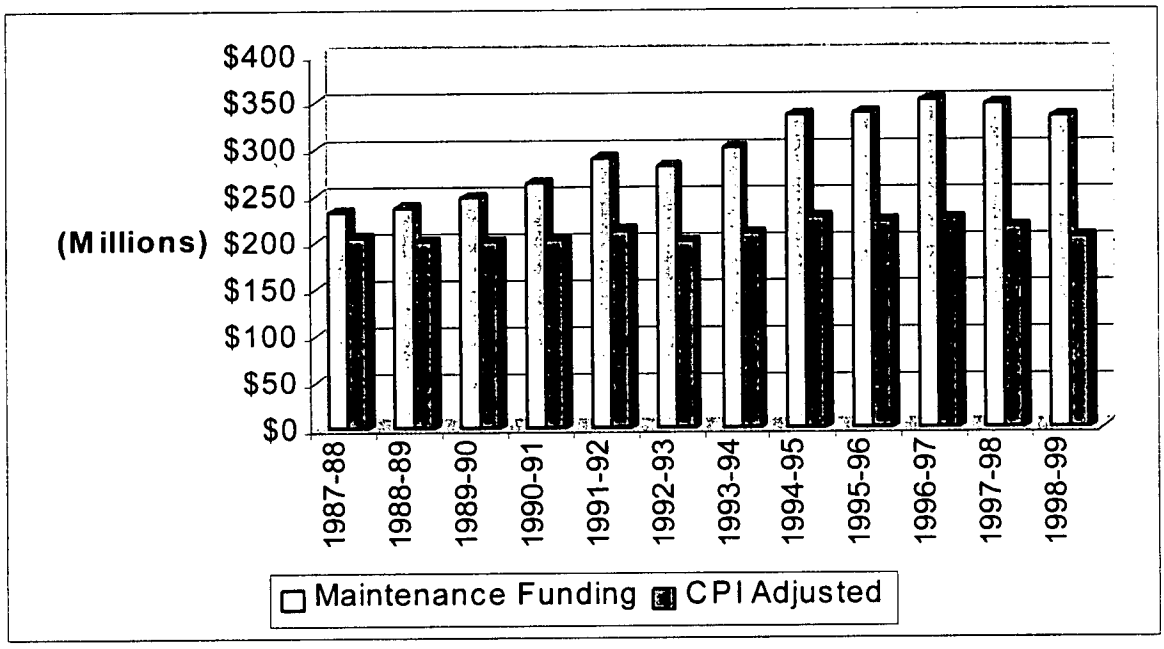


Figure 4 – Maintenance Funding, Adjusted by Consumer Price Index

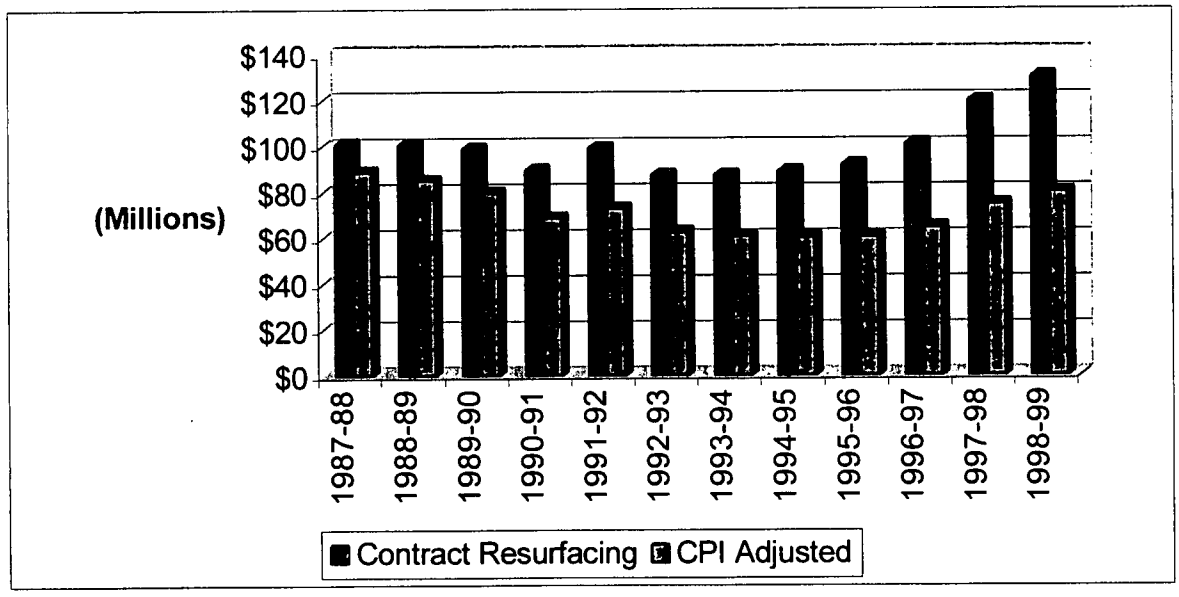


Figure 5 – Contract Resurfacing, Adjusted by Consumer Price Index

F – SUMMARY AND CONCLUSIONS

Throughout this report, the annual maintenance and resurfacing needs have been identified and described. These activities make up the Department's road and bridge maintenance operations. As required by G.S. 136-44.3, this report documents the efforts of the Department of Transportation to provide the Joint Legislative Transportation Oversight Committee with an accurate analysis of the condition of the State Highway System and the funding levels needed to provide a minimum acceptable level of service. The completion of new and wider freeways along with the paving of approximately 800-900 miles of Secondary Roads a year places an additional burden on the maintenance budget. Some popular programs and maintenance activities are already in danger of being delayed or eliminated this year due to funding constraints. Activities such as the Raised Pavement Marker Program, Vegetation Management Program, Litter and Debris removal, etc., will not be funded or will be drastically reduced this year due to this funding shortfall. The Department is also looking at reducing the number of mowing cycles, the number of unpaved road machining cycles, and the amount of pavement seals as a way to balance the budget. All programs and activities that can be reduced or eliminated without seriously jeopardizing safety are being considered.

It should be noted that this report does not take into account potential new program and funding demands, such as the NPDES, Nighttime visibility requirements for signs and pavement striping, new environmental initiatives, etc. These programs have the potential to place even greater demands on the Department's already limited highway maintenance dollars. Notwithstanding these new mandates, in order to provide for the continual maintenance of the highway system in an acceptable condition and catch-up on the maintenance and resurfacing backlogs, adequate funding levels must be provided. The chart below summarizes the funding levels needed to provide a minimum acceptable level of service as required by G.S. 136-44.3.

Category	Funding Needs
Annual Routine Maintenance	$ 433.25 million
Annual Resurfacing	$ 200.00 million
Backlog of Routine Maintenance	$ 225.00 million
Backlog of Resurfacing	$ 70.00 million

Based on this funding level, the Department would propose to develop a statewide annual maintenance funding plan similar to that shown in Appendix G. This plan would not only allow the establishment of a sound maintenance program that would provide an acceptable level of service, but would also address the backlog which continues to chip away at the condition of the highway system.

STATEWIDE ANNUAL MAINTENANCE FUNDING PLAN

		Fiscal Year									
MAINTENANCE PROGRAMS	Total Backlog	1999-2000	2000-2001	2001-2002	2002-2003	2003-2004	2004-2005	2005-2006	2006-2007	2007-2008	2008-2009
Statewide Programs		$ 10.33	$ 10.62	$ 10.91	$ 11.21	$ 11.52	$ 11.84	$ 12.17	$ 12.50	$ 12.85	$ 13.21
Disasters/Emergencies		$ 32.00	$ 5.00	$ 5.00	$ 5.00	$ 5.00	$ 5.00	$ 5.00	$ 5.00	$ 5.00	$ 5.00
Total Routine Maintenance		$ 433.25	$ 457.18	$ 479.59	$ 503.01	$ 527.50	$ 553.11	$ 579.90	$ 607.94	$ 637.27	$ 667.97
Routine Maintenance Backlog	$ 225.00	$ 22.50	$ 23.18	$ 23.87	$ 24.59	$ 25.32	$ 26.08	$ 26.87	$ 27.67	$ 28.50	$ 29.36
Total Routine & Backlog	$ 225.00	$ 455.75	$ 480.36	$ 503.46	$ 527.60	$ 552.82	$ 579.20	$ 606.77	$ 635.61	$ 665.77	$ 697.33
Total Maintenance Needs	$ 225.00	$ 498.08	$ 495.97	$ 519.37	$ 543.80	$ 569.34	$ 596.03	$ 623.94	$ 653.11	$ 683.62	$ 715.54
Contract Resurfacing		$ 200.00	$ 210.00	$ 220.50	$ 231.53	$ 243.10	$ 255.26	$ 268.02	$ 281.42	$ 295.49	$ 310.27
Contract Resurfacing Backlog	$ 70.00	$ 7.00	$ 7.21	$ 7.43	$ 7.65	$ 7.88	$ 8.11	$ 8.36	$ 8.61	$ 8.87	$ 9.13
Total Resurfacing & Backlog	$ 70.00	$ 207.00	$ 217.21	$ 227.93	$ 239.17	$ 250.98	$ 263.37	$ 276.38	$ 290.03	$ 304.36	$ 319.40
GRAND TOTAL	295.00	$ 705.08	$ 713.18	$ 747.29	$ 782.98	$ 820.32	$ 859.40	$ 900.31	$ 943.14	$ 987.98	$ 1,034.94

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

Allocation Formula for Maintenance and Resurfacing

Handout #2

How are Funds Distributed?

Maintenance and Resurfacing Funding Formula allocated by:

- Highway System
- Highway Division

Maintenance Funding Formula

	Primary	Secondary	Urban
Road Miles		90%	
Lane Miles	100%		50%
Population		10%	50%

Resurfacing Funding Formula

	Primary	Secondary	Urban
Lane Miles	37.5%	37.5%	37.5%
Population	12.5%	12.5%	12.5%
Pavement Condition	50.0%	50.0%	50.0%

VISITOR REGISTRATION SHEET

Appropriations - Transportation — 3/3/99

Name of Committee — Date

VISITORS: Please sign below and return to Committee Clerk.

NAME	FIRM OR STATE AGENCY AND ADDRESS
Kristin David	Legislative Intern
Johnny Ransdell	NCDOT
C. A. Gardner	CAPA
Wayne Stallings	NCDOT
Ruth Sappie	NCDOT
Meridel Benton	NCDOT
Doug Rogers	NCDOT
[illegible] Beason	The Capital Group
[illegible]	UNC
E. L. Peters	NC Trucking Assn
Doug Duncan	NC Forestry Assn.
Lyman Cooper	CSX Corp.
Fred Taylor	URAL-TU
Christine Barber	CAPA
Gabby Hayes	LA
[illegible] Bride	NCTA
Milton Copp	OSBM
[illegible]	OSBM

Joint Appropriations Subcommittee on Transportation
March 4, 1999
8:30 am
Room 1228

Agenda

Chair: Representative Nelson Cole

Introduction

Evan Rodewald *Fiscal Research Division*

Hot In Place Recycling

Jim Trogdon *Assistant to the Deputy Chief Engineer, DOT*

Contractor Competition

Len Sanderson *State Highway Administrator, DOT*

Secondary Roads Continuation Budget (Governor's North Carolina State Budget, Transportation, Volume 6, p. 45, p. 49)

Wayne Stallings *Chief Financial Officer, DOT*

Secondary Roads Program

Don Goins *Chief Engineer – Operations, DOT*

JOINT APPROPRIATIONS SUBCOMMITTEE ON TRANSPORTATION
Minutes
March 4, 1999
8:30 A.M.
Room 1228 LB

The Joint Appropriations Subcommittee on Transportation met on March 4, 1999 at 8:30 a.m. in room 1228 of the Legislative Building. Representative Nelson Cole chaired the meeting. Five members of the Senate committee were present. The following members of the House committee were in attendance:

Rep. Jim Crawford
Rep. Nelson Cole
Rep. Max Melton
Rep. Cary Allred
Rep. Bobby Barbee
Rep. Dan Blue
Rep. Joanne Bowie
Rep. Don Davis
Rep. Jim Gulley
Rep. Bill Hiatt
Rep. Bill Hurley
Rep. Mary McAllister
Rep. Ed McMahan
Rep. Drew Saunders
Rep. Ronnie Sutton

Representative Cole opened the meeting, acknowledged the pages, and turned the meeting over to Mr. Evan Rodewald, staff.

Mr. Rodewald begin by saying today the committee would hear about DOT's secondary road budget as well as the secondary road program. Handout #1, Hot In-Place Recycling, was first addressed by Jim Trogdon, Assistant to the Deputy Chief Engineer at DOT, to answer a question previously raised. This is the recycling process of paving roads and is more cost effective than the conventional way. Discussion followed concerning the distance from the asphalt plants to the road projects. Rep. Bowie addressed concern that there seemed to be a problem last year with difficulty in getting permits in the state for asphalt plants. The chair recognized, Ms. Christie Barbee, Executive Director of Carolina Asphalt Pavement Association, to address the issue. She said that the process becomes longer and longer to get a permit and some of the conflicts are because of environmental reasons. The chair asked staff to discuss with DENR the permit issue as there seems to be concern that the cost of paving roads are being driven up because the asphalt plants are not close enough to the paving project. The average time to obtain a permit is approximately six months, but there are always exceptions. Staff will invite DENR to come to a meeting and discuss this issue. Rep. Cary Allred asked about mixing ground rubber compound with the asphalt as other state do to cut down on cost and wear and tear. The chair asked DOT to inquire about this and get back with the committee.

Rep. Cole brought the meeting back to the agenda, and called on Len Sanderson, State Highway Administrator with DOT. He passed out handout #2, Statistics Based on the Bids Received on Highway Construction Contracts. The state now has more bidders participating in bidding per new project. Discussion followed. Sen. Carpenter asked what are the reasons as to why the

asphalt plant permits are being opposed when the permitting process is already in the process. The chair asked Ms. Christie Barbee to answer that question. She indicated that the main issue was the futitive admissions that are released from the truck when the asphalt is being dumped are more dangerous than when the asphalt is actually being made. There has been no scientific indication that this is true. The issue of cost over runs on projects was then discussed and the chair asked what penalties are assessed against contractors when the project is not completed on time. Mr. Sanderson said he would get back with the statistics when that situation happens. The chair also asked DOT to provide the statistics for the aggregate part of the asphalt process that has gone up in cost and also to have staff invite DENR to speak on that when they are at a meeting.

Rep. Cole then recognized Mr. Wayne Stalling, Chief Financial Officer with DOT, to speak on the secondary roads continuation budget, handout #3, Summary of Funding Distribution for Secondary Road Construction. These funds are made up from the highway fund, highway trust fund and bond fund.

With time being a factor, the chair asked Mr. Don Goins, chief engineer of operations with DOT, to make his presentation at the next meeting, on Tuesday, March 9th at 8:30 a.m. The meeting was then adjourned at 9:45 a.m.

Respectfully submitted:

Nelson Cole

Representative Nelson Cole
Chairman, House Committee

Suzanne Smith

Suzanne Smith
House Legislative Committee Assistant

VISITOR REGISTRATION SHEET

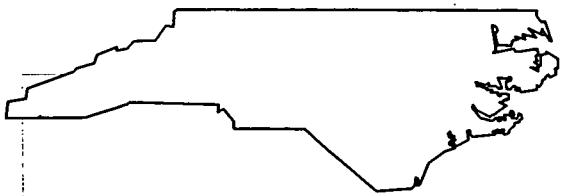
HOUSE APPRO/SUBCOMMITTEE ON TRANSPORTATION 3/4 , 1999

Name of Committee Date

VISITORS: PLEASE SIGN BELOW AND RETURN TO COMMITTEE CLERK

NAME	FIRM OR AGENCY AND ADDRESS
Wayne Stubbs	NCDOT
Ron Goins	NCDOT
Len Sanderson	NCDOT
Chris McGee	NCDOT
Ellis Ross	NCDOT
Ruth Anderson	NCDOT
Burnidge Benton	NCDOT
Don Roy	NCDOT
VL McBride	MCTA
[illegible] Sali	Bus. Journal
Christie Martin	CMDA
Ruth Sakpal	NCDOT
Helen Carpenter	NC Senate
WALTER PRICE	CLT ~~[illegible]~~ CHAMBER
Gabby Hayes	Lost Desert, NV

Hot In-Place Recycling



North Carolina
Department of Transportation

US 701 Sampson County

NC 87 Bladen County

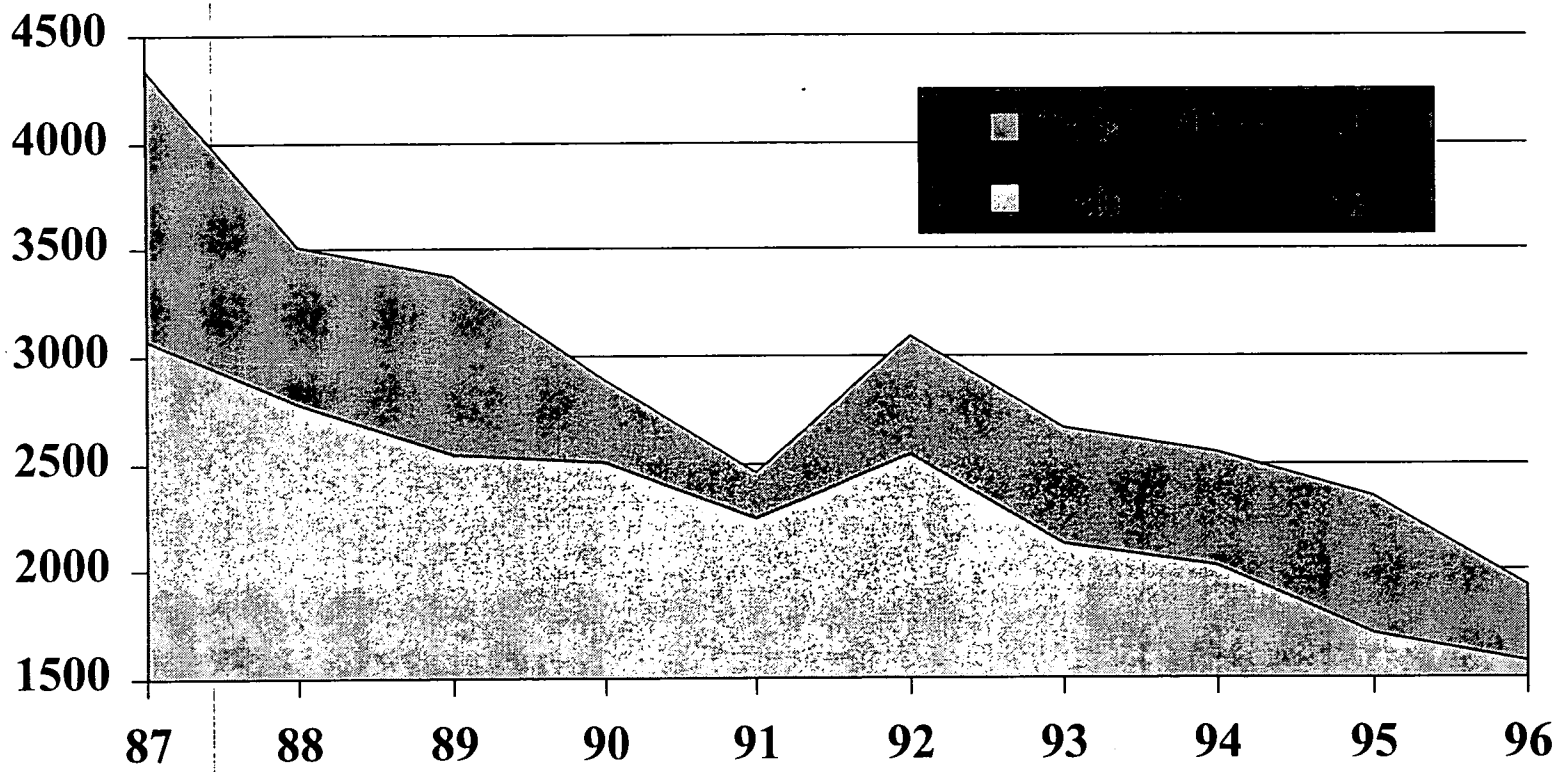
NC 152 Rowan County

US 264 Hyde County

NC 41/111 Duplin County

Handout #1

Annual Contract Resurfacing Miles



What are the Major Contributing Factors?

- Increase in Asphalt Cement Costs - 8% per year since 1992
- Increase in Aggregate Costs - 9% per year since 1992
- Higher traffic volumes and pavement distresses require thicker overlays - 47 % more tons per mile in 1996 from 1982
- Expenditures for incidental items to asphalt mix is increasing percentage of mix cost
  - trucking
  - traffic control
  - shoulder construction
  - seasonal limitations

The Paving Train

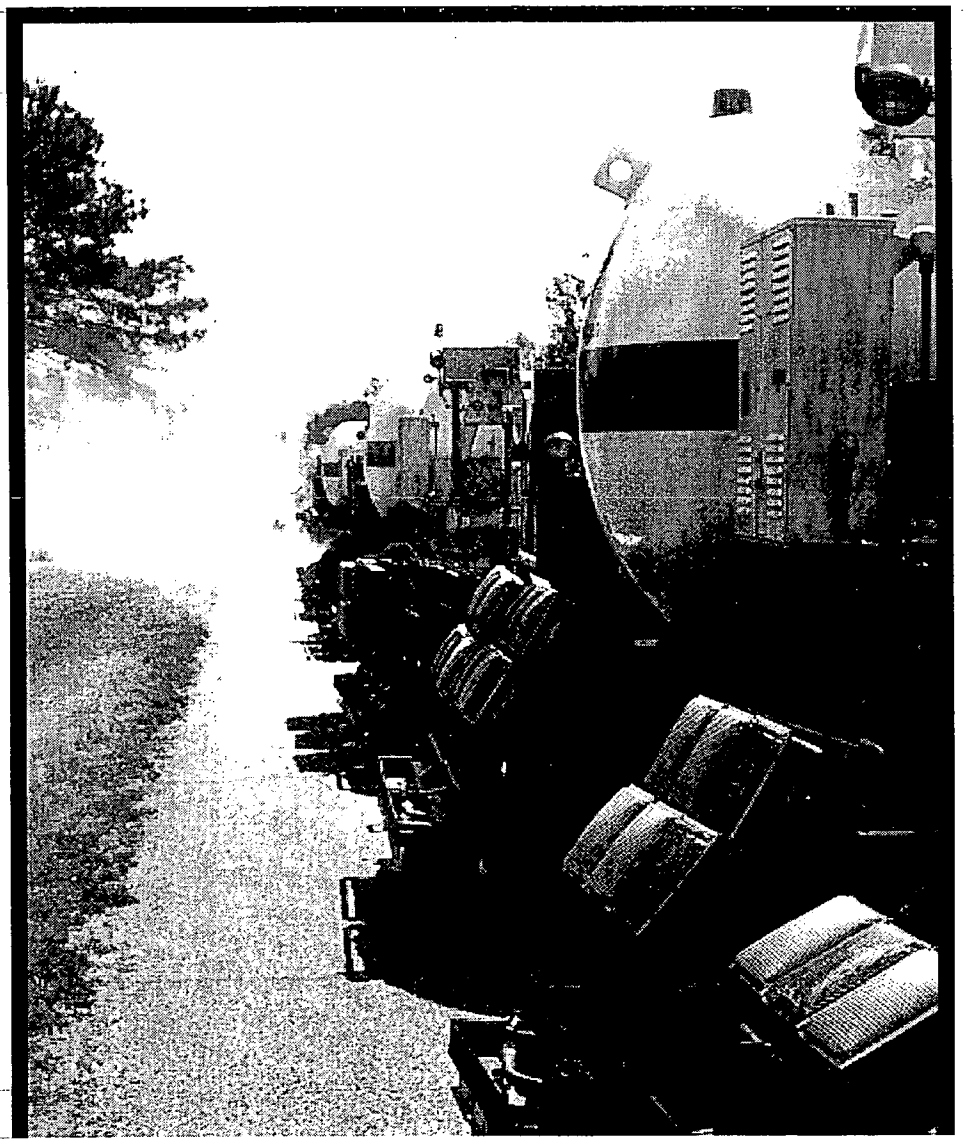
- Preheater
- Heating/Milling Units
  - Unit "A"
  - Unit "B"
- Pugmill mixer
- Conventional paver
- Conventional compaction equipment

Why Hot In-place Recycling?

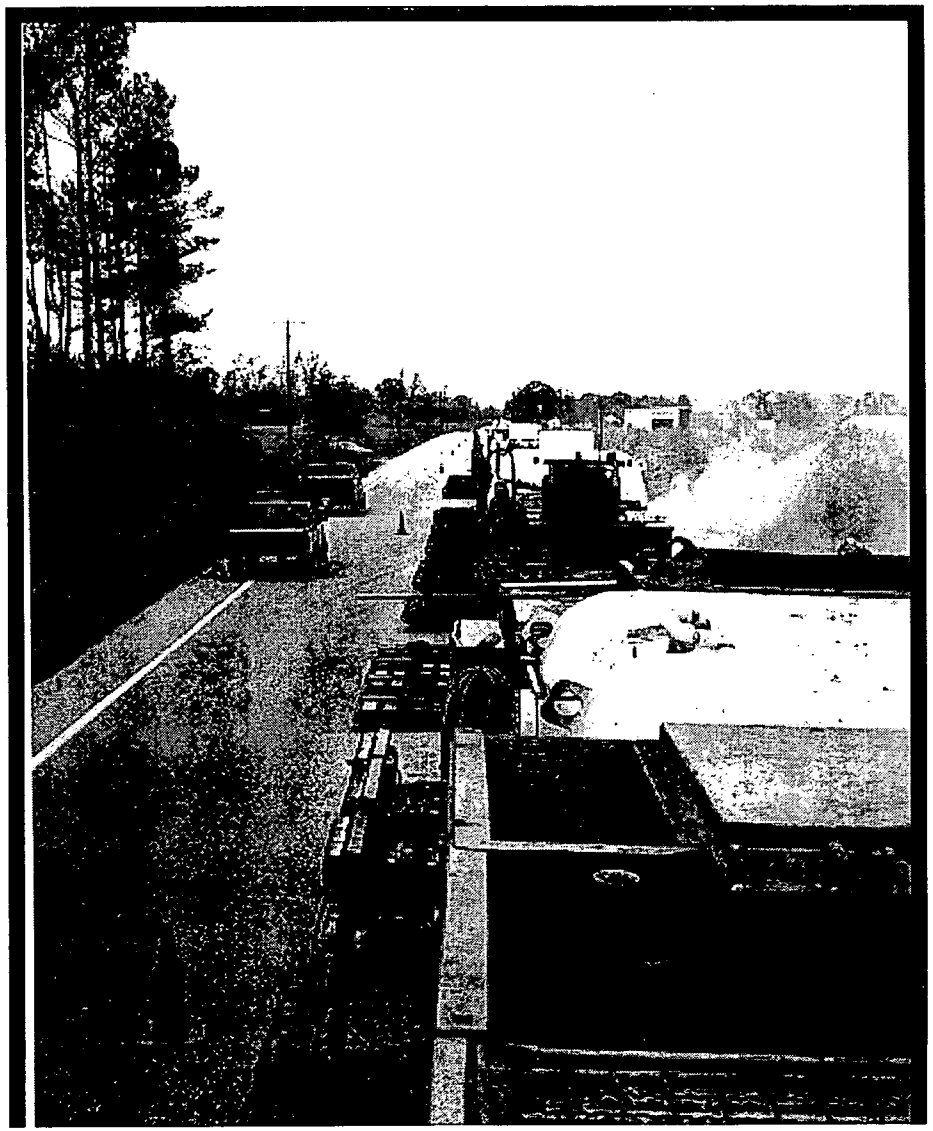
- Minimize traffic control requirements
- Minimize the impact of significant increases in trucking costs
- Eliminates requirement for shoulder reconstruction
- Addresses surface distresses only
- May have advantages to milling and replacement particularly in urban and expressway facilities
- Can extend the range of existing hot mix facilities

US 701 Existing Pavement

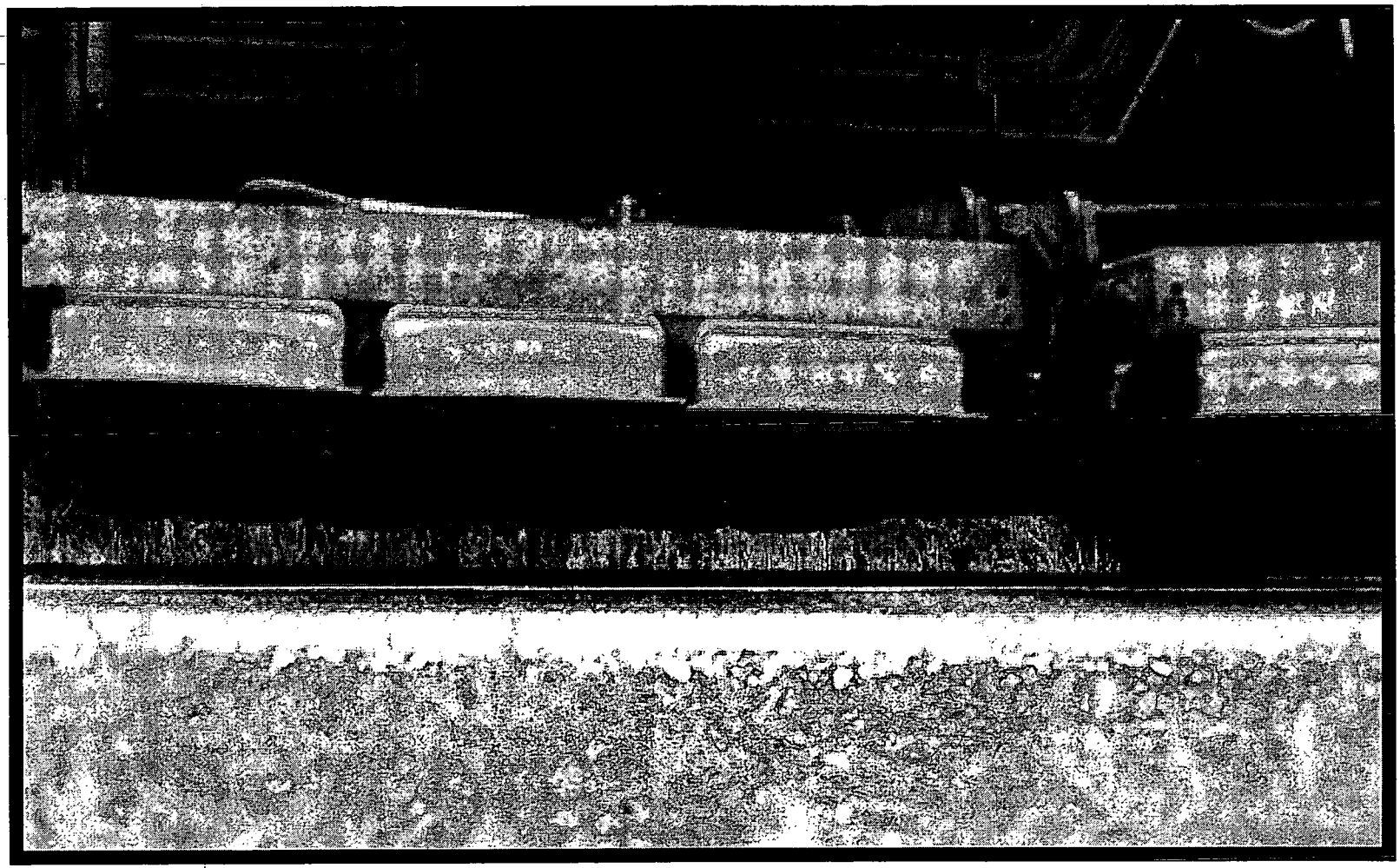
Preheaters



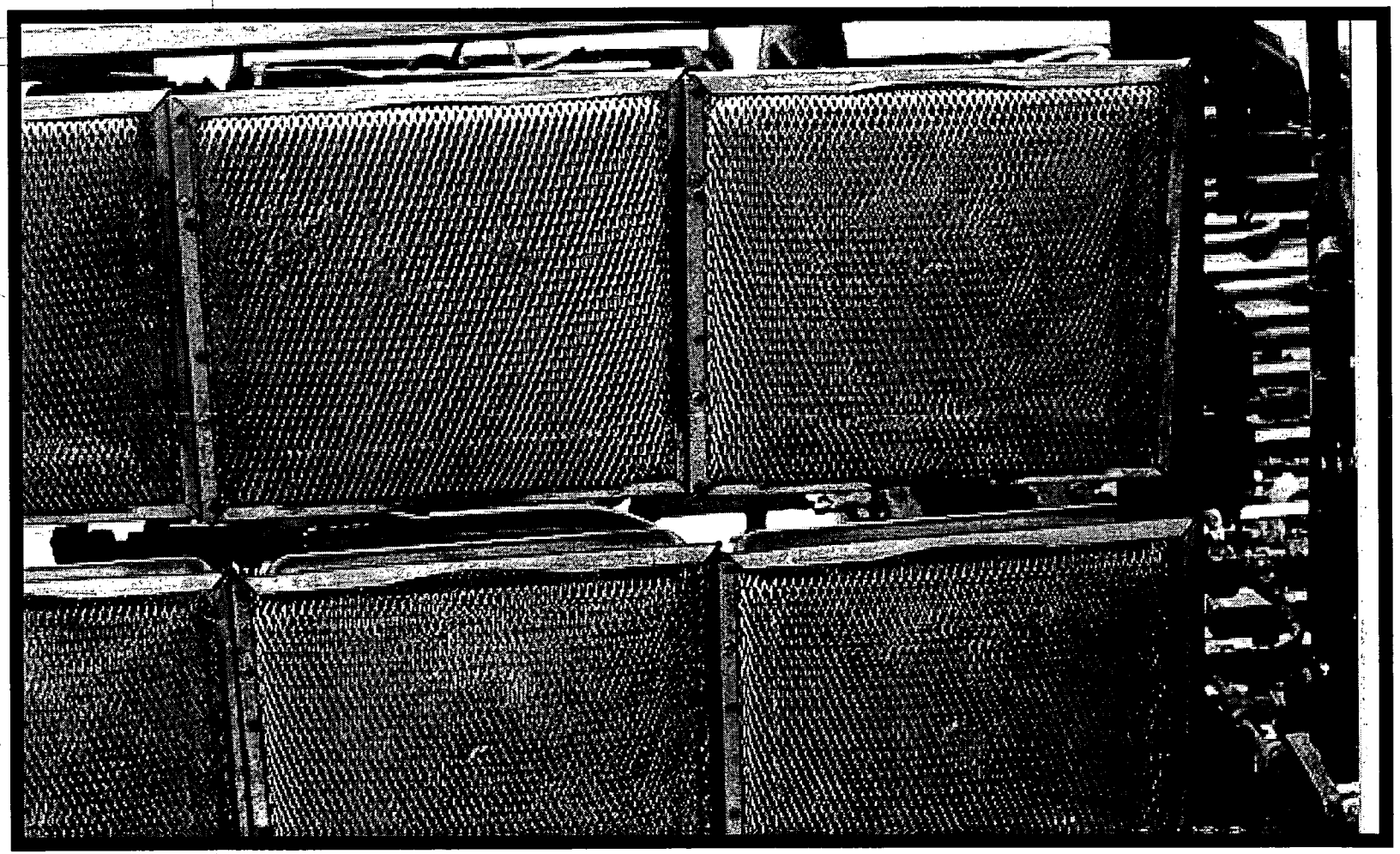
Paving Train



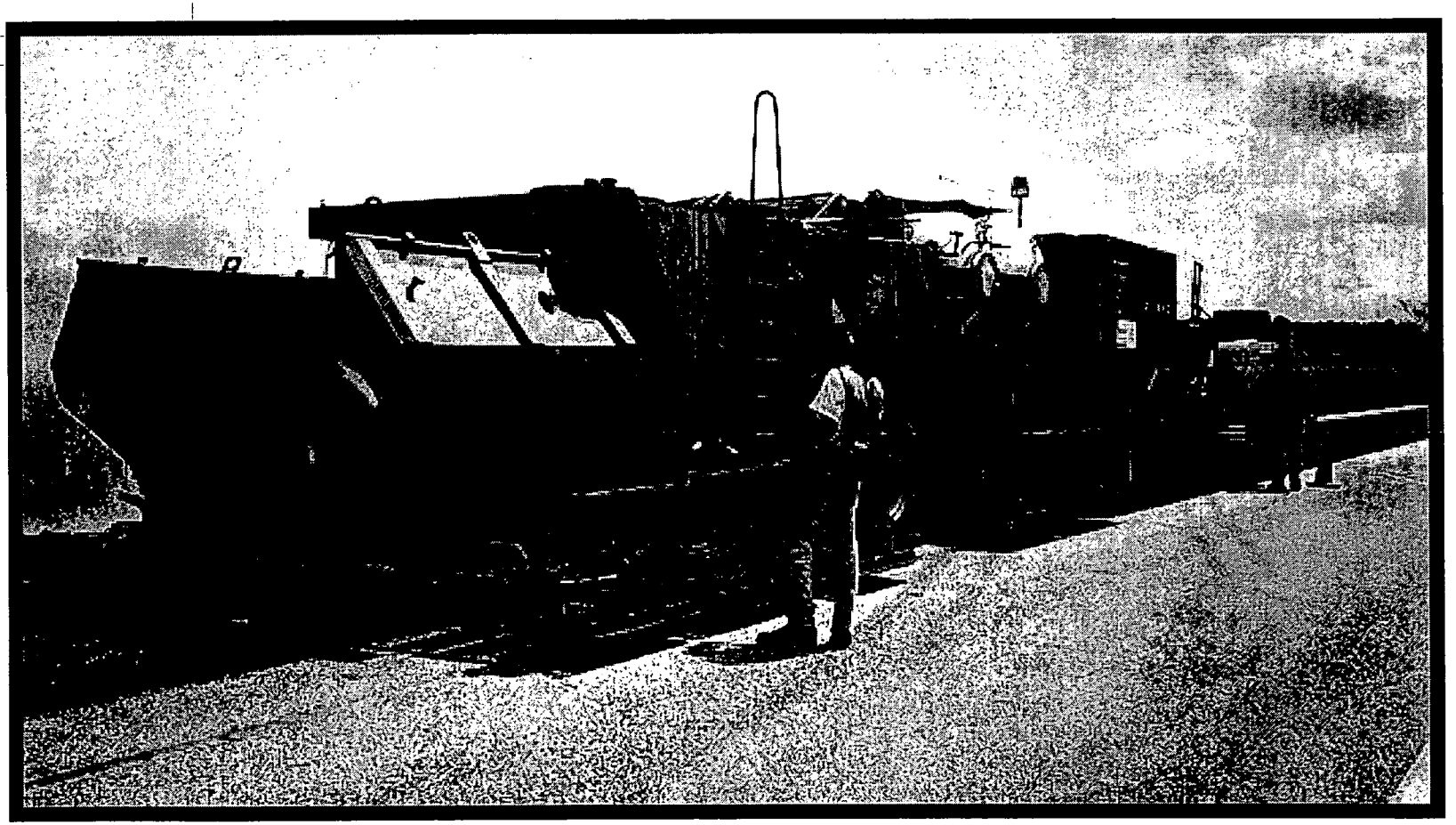
Heater Banks



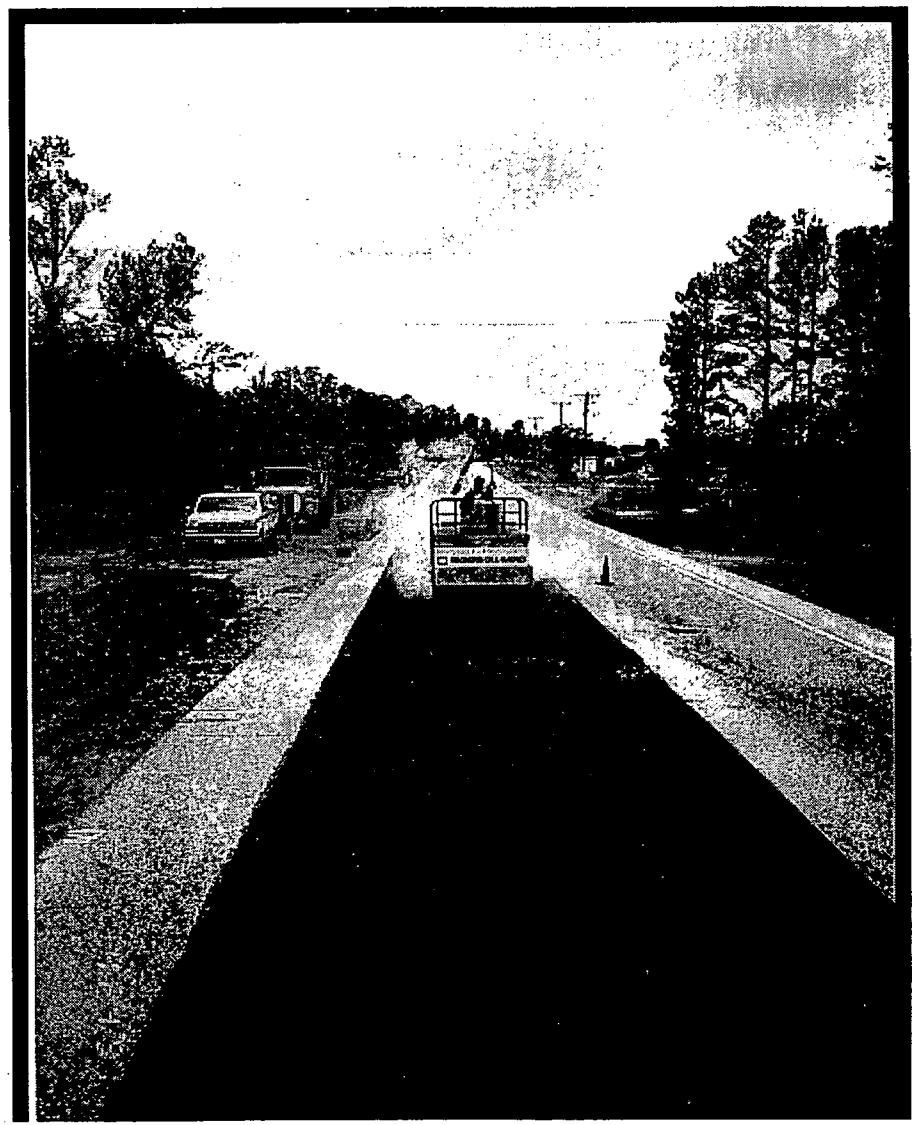
Heater Banks



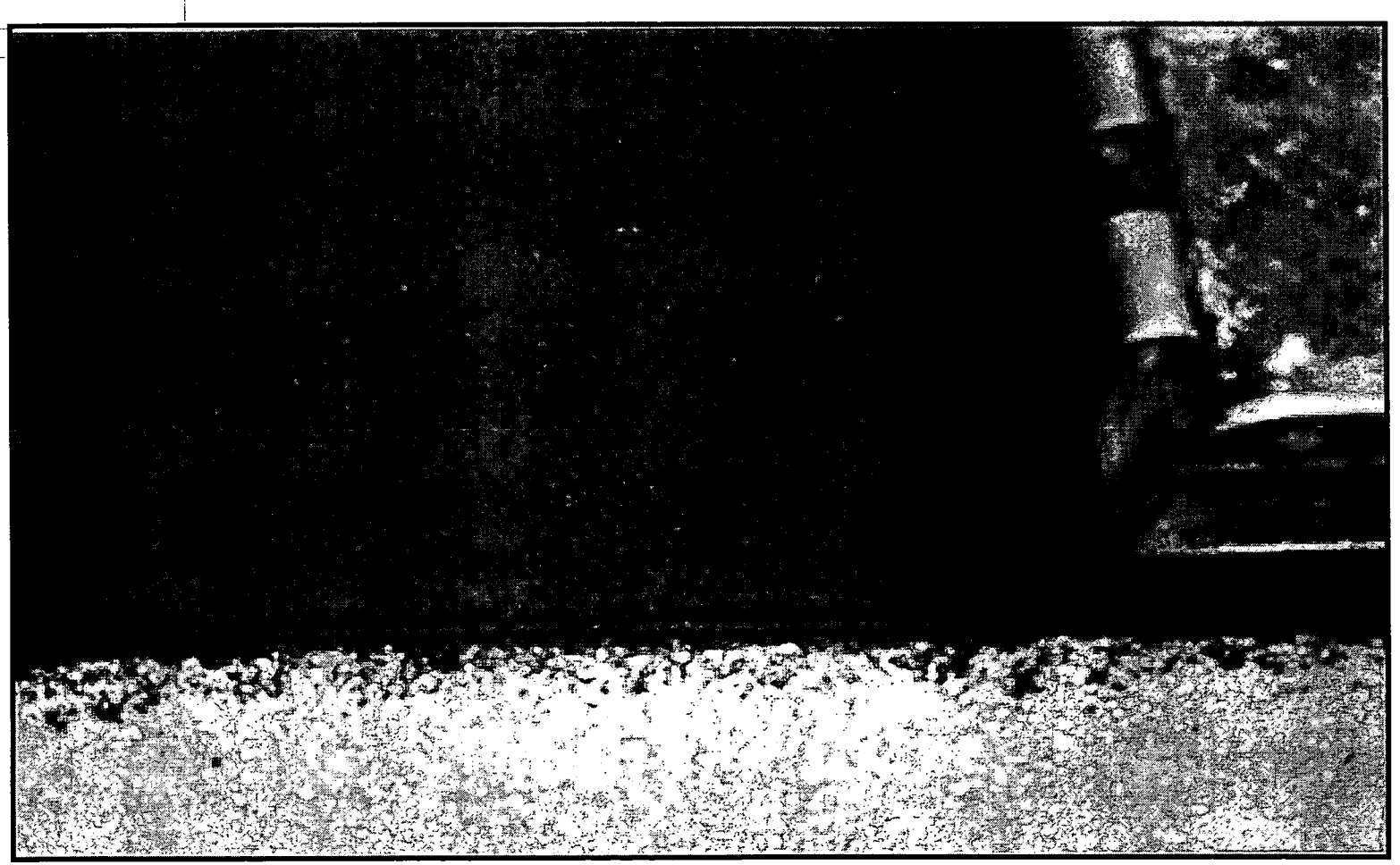
Single Unit



Conventional Compaction Equipment



Completed Mat at Longitudinal Joint



Summary of Project Costs

- **US 701/NC 87** **$66,540 per mile**
- **US 264** **$59,079 per mile**
- **NC 152** **$45,877 per mile**
- **NC 41/111 (est)** **$50,000 per mile**

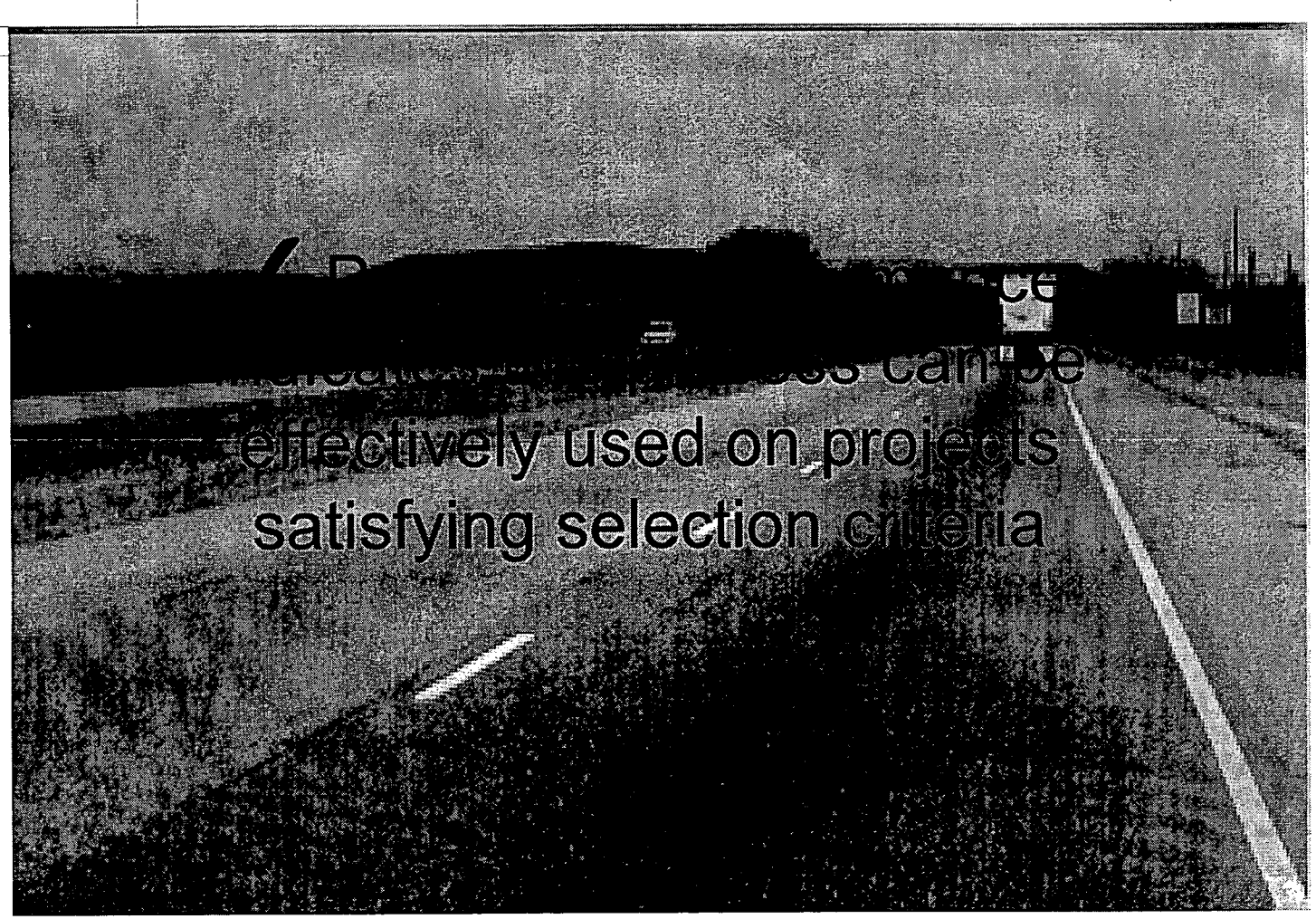
Project Selection Criteria

- Minimum 4 inches of existing asphalt
- Homogenous materials with minimal patching
- No stripping in existing pavement
- Minimum recovered pen of 18 to 20
- No fabrics or interlayers
- Light to moderate surface distress
- Minimum of 100,000 square yards
- Minimum of 22 feet of pavement width
- Minimal number of utilities in roadway.
- Adequate night parking
- Asphalt plant within 80 miles

Potential Projects Under Investigation

- US 74A Rutherford County
- US 221 McDowell County
- US 19/23 Haywood County
- US 74 Polk County
- NC 51 Mecklenburg County
- NC 87 Cumberland County

Conclusion

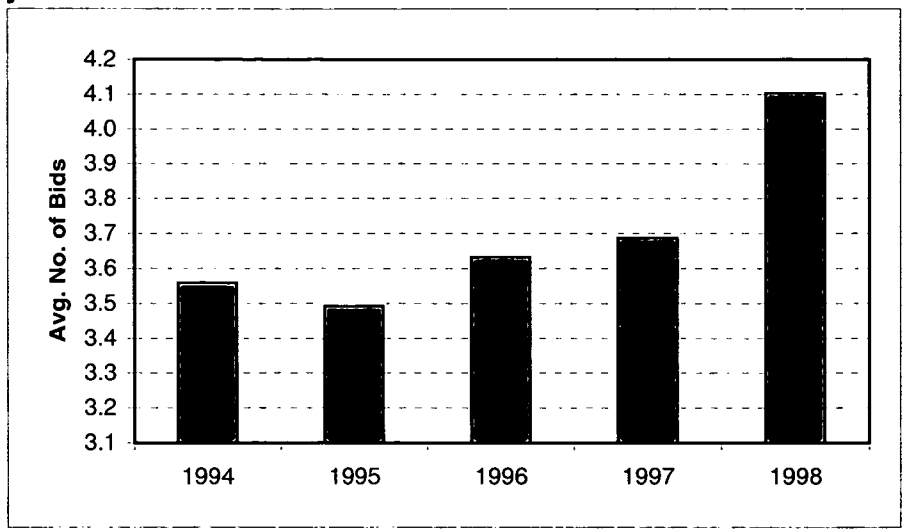

effectively used on projects
satisfying selection criteria

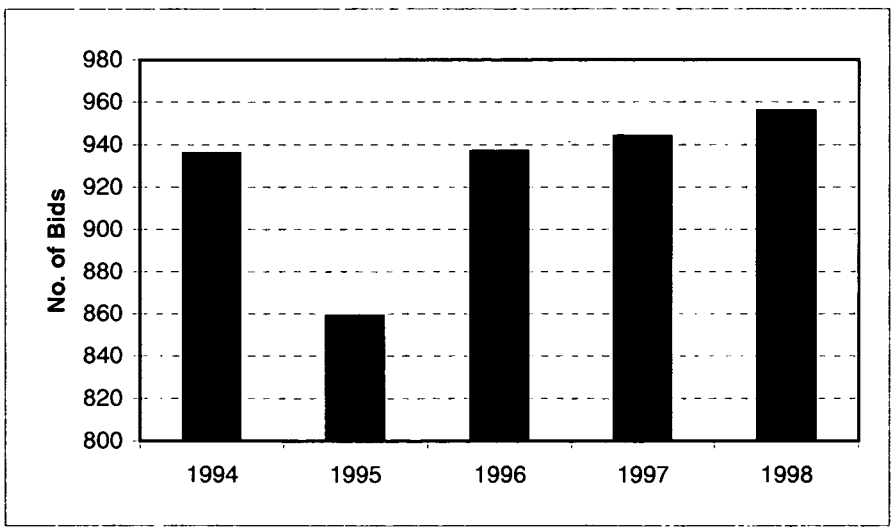
North Carolina Department of Transportation

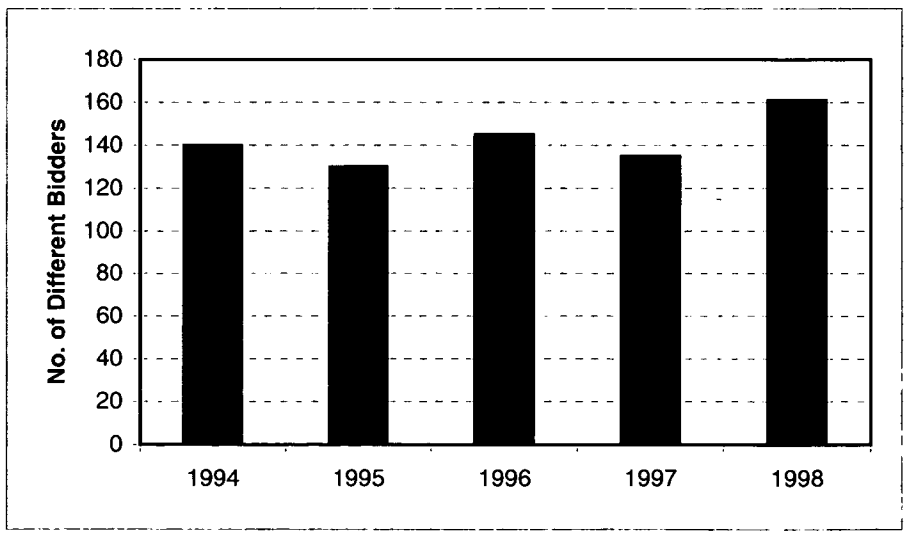
Statistics Based on the Bids Received on Highway Construction Contracts

(Statistics based on all contracts let.)

Calendar Year	No. Contracts Let	No. of Bids	Avg. No. of Bids	No. of Diff. Bidders
1994	263	936	3.6	140
1995	246	859	3.5	130
1996	258	937	3.6	145
1997	256	944	3.7	135
1998	233	956	4.1	161
Avg. '94 - '97:	256	919	3.6	138
98 vs. Avg. '94 - '97:	8.9% decrease	4.0% increase	14.2% increase	17.1% increase







Handout #2

Handout #3

SUMMARY OF FUNDING DISTRIBUTION FOR SECONDARY ROAD CONSTRUCTION

FUNDING SOURCE	FY 1998-99 AUTHORIZED BUDGET	FY 1999-00 CONT. BUDGET	FY 2000-01 CONT. BUDGET	AMOUNT OF APPROPRIATION
HIGHWAY FUND	$ 81,233,000	$ 84,777,000	$ 87,710,000	1.75 CENTS TAX ON MOTOR FUEL. GS 136-44.2A.
HIGHWAY TRUST FUND	73,306,823	78,369,292	80,994,234	$15 OF EVERY CERTIFICATE OF TITLE - GS 20.85(B). 6.5% OF OTHER HTF REVENUE AFTER PROVIDING FOR THE TRANSFER TO THE GENERAL FUND AND PROGRAM ADMIN. GS 136.176 (B).
BOND FUND	37,500,000	75,000,000	-	

ALLOCATION OF FUNDS

1) THE FIRST $68,670,000 IS ALLOCATED TO EACH COUNTY BASED ON THE PERCENTAGE OF THE COUNTY'S TOTAL UNPAVED SECONDARY ROAD MILEAGE TO THE STATEWIDE TOTAL UNPAVED SECONDARY ROAD MILEAGE. GS 136.44.5(b)

2) FUNDS IN EXCESS OF $68,670,000 ARE ALLOCATED TO EACH COUNTY BASED ON THE PERCENTAGE OF THE COUNTY'S TOTAL UNPAVED SECONDARY ROAD MILEAGE WITH AT LEAST 50 VEHICLES PER DAY TO THE STATEWIDE TOTAL OF THE SAME. GS 136.44.5(c).

HIGHWAY FUND AND HIGHWAY TRUST FUND
COMPUTATION OF SECONDARY CONSTRUCTION FUNDS AVAILABLE FOR ALLOCATION
1998-99 THROUGH 2000-01

	HIGHWAY FUND			HIGHWAY TRUST FUND		
	1998-99	1999-00	2000-01	1998-99	1999-00	2000-01
BUDGETED (CONTINUATION)	$ 81,233,000	$ 84,777,000	$ 87,710,000	$ 73,306,823	$ 78,369,292	$ 80,994,234
ADJUSTMENTS						
PRIOR YEAR SURPLUS (DEFICIT)				(2,525,534)	639,907	
TO ACTUAL REVENUE	(592,238)					
DEBT SERVICE				(10,477,830)	(8,613,556)	(8,379,439)
GOVERNORS EXPANSION BUDGET					(2,470,000)	(2,470,000)
NET ALLOCATION	80,640,762	84,777,000	87,710,000	59,663,552	67,925,643	70,144,795
UNALLOCATED				639,907		

Joint Appropriations Subcommittee on Transportation
March 9, 1999
2:30 pm
Room 1228

Agenda

Chair: Senator Wib Gulley

Introduction

Evan Rodewald *Fiscal Research Division*

Ferry Division (Governor's North Carolina State Budget, Transportation, Volume 6, pp. 86-88, and Governor's North Carolina State Budget, Summary of Recomendations, p. 74)

Jerry Gaskill *Ferry Director, DOT*

Aviation Division (Governor's North Carolina State Budget, Transportation, Volume 6, pp. 83-85)

Bill Williams *Aviation Director, DOT*

MINUTES
SENATE AND HOUSE JOINT APPROPRIATIONS
SUBCOMMITTEE ON TRANSPORTATION

The Senate and House Joint Appropriations Subcommittee on Transportation met at 2:30 P.M. on Tuesday, March 9, 1999 in Room 1228 of the Legislative Building. Representatives Crawford, Chair, Cole, Chair, Allred, Barbee, Bowie, Davis, Dockham, Gulley, Hiatt, Hurley, McAllister, McMahan, Melton, Saunders and Sutton, and five Senate members were present. Senator Wib Gulley, Chairman, presided.

Senator Gulley opened the meeting and asked Evan Rodewald, Fiscal Analyst, to give a few opening remarks regarding the agenda for the meeting.

Next, David King, Department of Transportation (DOT) Deputy Secretary, introduced Mr. Jerry Gaskill, DOT Ferry Director and Mr. Bill Williams, DOT Aviation Director. Mr. Gaskill gave an overview of the North Carolina Ferry Division. Next, Mr. Gaskill reviewed the Governor's continuation budget for the ferry division (see Handout #1). This information can also be found in the Governor's North Carolina State Budget, Transportation, Volume 6, pp. 86-88, and Governor's North Carolina State Budget, Summary of Recommendations, p. 74. The current budget for the ferry division is $18.5 million.

Mr. Gaskill next reviewed the Ferry Division Initiatives for 1999-2000 (see Handout #2). Senator Gulley noted that the M/V Hunt was to be lengthening and asked if the problem of limited space would be eliminated and Mr. Gaskill responded that the problem would be eased for six to eight years after the lengthening project.

Next, Mr. Gaskill reviewed the traffic growth of the ferry system (see Handout #3) and talked about the ferries being painted in the University of North Carolina system school colors (see Handout #4).

Representative Bowie asked how many ferries had tolls. Mr. Gaskill stated that three of the seven ferries had tolls for the local people. Representative Bowie then stated that she would like to pursue the possibility of charging tolls on all the ferries.

Mr. Gaskill finished his presentation of the North Carolina Ferry System by stated that the ferry system was the safest maritime operation in the country and it is the third largest in the country. He also stated that the system could not operate on anything less than $19 million per year.

Next, Mr. Williams spoke to the Committee about the DOT Division of Aviation (see Handout #5). The budget information can also be found in Governor's North Carolina State Budget, Transportation, Volume 6, pp. 83-85. He stated that the aviation budget was $11.5 million and a major portion of that budget comes from federal funds. He also

stated that there were some programs that could be delayed if the federal funds were held up for the Airport Improvement Program.

Representative Sutton asked if the Aviation Division was in charge of the state-owned aircraft. Mr. Williams replied that DOT had four commercial airplanes and the state has its own pilots. If a state agency used the planes, DOT was reimbursed for that use. Senator Gulley asked if the local governments always were responsible for their own matching funds for the local airports. Mr. Williams replied that no, that was not always the case. Normally the matching funds ratio for federal:state/local was 90:10. He also stated that the Aviation Division works with the local community with regard to its funding. Senator Gulley then asked Mr. Williams to get the information that was needed for the Committee so it could get a sense of the matching funding over the last two years with regard to federal/state/local funds. Mr. Williams stated he thought he could get this information within the next 90 days.

Representative Bowie then asked about the Business Aviation Standards and Mr. Williams replied that the criteria for the standards were currently being developed. Also, of the 400 airports in North Carolina, about one-third of them are open to the public or for public use.

Representative Davis asked if the cost for resurfacing of runways was the same as highways, and Mr. Williams stated yes, it is done by the yard.

Mr. Williams finished his presentation by stating that the airport system in North Carolina was a good one with a lot to do to support the economic development in the state and the airport system was a safe operation with many dedicated employees.

There being no further business, the meeting was adjourned at 9:50 AM.

Wib Gulley

Senator Wib Gulley, Co-Chair

Carol Resar

Carol Resar, Committee Clerk

Handout #2

Ferry Division 1999 – 2000 Initiatives

- **Two New River Class Ferries** - Construction is scheduled to begin in April on two new 180' River Class ferries. These ferries, when complete, will operate at the Southport/Ft. Fisher and Cherry Branch/Minnesott Beach routes. They will be completed in Spring 2000. $4.0 million in funding has come from TEA-21 and the balance has been programmed through TIP. The total cost of this project is $10.7 million dollars.

- **M/V HUNT** - The M/V HUNT will be undergoing a 30-foot lengthening and passenger lounge expansion at the Manns Harbor Shipyard during the summer 1999. This project is funded through the TIP.

- **M/V SILVER LAKE & M/V PAMLICO** - The Ferry Division will replace the existing superstructure and engines of these vessels. The Ferry Division will perform this work at the Manns Harbor Shipyard. These projects are being funded through the TIP.

✔ **Manns Harbor Synchrolift** - The refurbishment is being funded through the TIP

✔ **Hatteras Maintenance Building** - This project is being funded through the Capital Improvement Program.

✔ **Cherry Branch Bulkhead Replacement** - This project is being funded through the TIP.

✔ **Fast Ferry Study** - The Ferry Division has begun a feasibility study of establishing fast ferry service in North Carolina. We will continue to meet with professionals in this field and will provide the DOT Board our findings in Spring 1999.

✔ **Ocracoke Coast Guard Station** - The Ferry Division would like to secure use of the existing maintenance building, the existing boat docks and the land located adjacent to the building. The Ferry Division is also currently negotiating with the U. S. Park Service to obtain special use permits to be used for the construction of a new ferry operations building and increased stacking lanes.

✔ **Expansion of Ocracoke Stacking Lanes** - This project would be funded by the Ferry Division budget.

✔ **Manns Harbor Paint Building** - The total cost of this project is approximately $150,000. The cost of this project will be absorbed by the Ferry Division budget. The construction of this building will increase productivity and reduce tort claims by permitting work during inclement weather.

✔ **High Pressure Water Blaster** - The cost of the new water system is approximately $130,000 and will be paid for from the Ferry Division budget. This method of material removal will reduce the amount of hazardous material produced at the shipyard.

✔ **Paint Building at Manns Harbor** - The estimated cost of this project is $40,000 and will be paid for by the Ferry Division budget.

✔ **These projects are to be funded from the Ferry Division budget.**

	FY 92-93	FY 93-94	FY 94-95	FY 95-96	FY 97-98
EXPENDITURES	$ 18,123,520.94	$ 18,125,052.02	$ 20,095,272.49	$ 19,562,823.22	$ 18,943,943.75
TOLL RECEIPTS	$ 1,365,912.50	$ 1,419,771.00	$ 1,518,776.00	$ 1,467,333.00	$ 1,673,637.00
COST RECOVERY	7.54%	7.83%	7.56%	7.50%	8.83%
FY 94-95 ONE-TIME EXPENDITURES:					
HATTERAS PARKING LOT			$ 680,987.53		
PURCHASE OF STATE RADIOS			$ 89,231.66		
COMPUTERIZATION			$ 234,784.67		
REPLACEMENT OF DREDGE HAULING GEAR			$ 55,000.00		
FEASIBILTY STUDY RE: BUILDING FERRIES IN NC			$ 25,000.00		
NEW WATER SYSTEM AT CEDAR ISLAND TERMINAL			$ 63,470.00		
BY-FERRY ROAD SIGNS			$ 84,342.58		
TOTAL ONE-TIME EXPENDITURES			$ 1,232,816.44		
FY 98-99 PROJECTIONS					
EXPENDITURES THRU JAN 1999	$ 11,927,319.90				
AVERAGE MONTHLY EXPENDITURE	$ 1,703,902.84				
PROJECTED EXPENDITURES FOR FY 98-99	$ 20,446,834.11				
PROJECTED TOLLS FY 98-99	$ 1,723,846.00				
PROJECTED COST RECOVERY	8.43%				

NORTH CAROLINA FERRY DIVISION

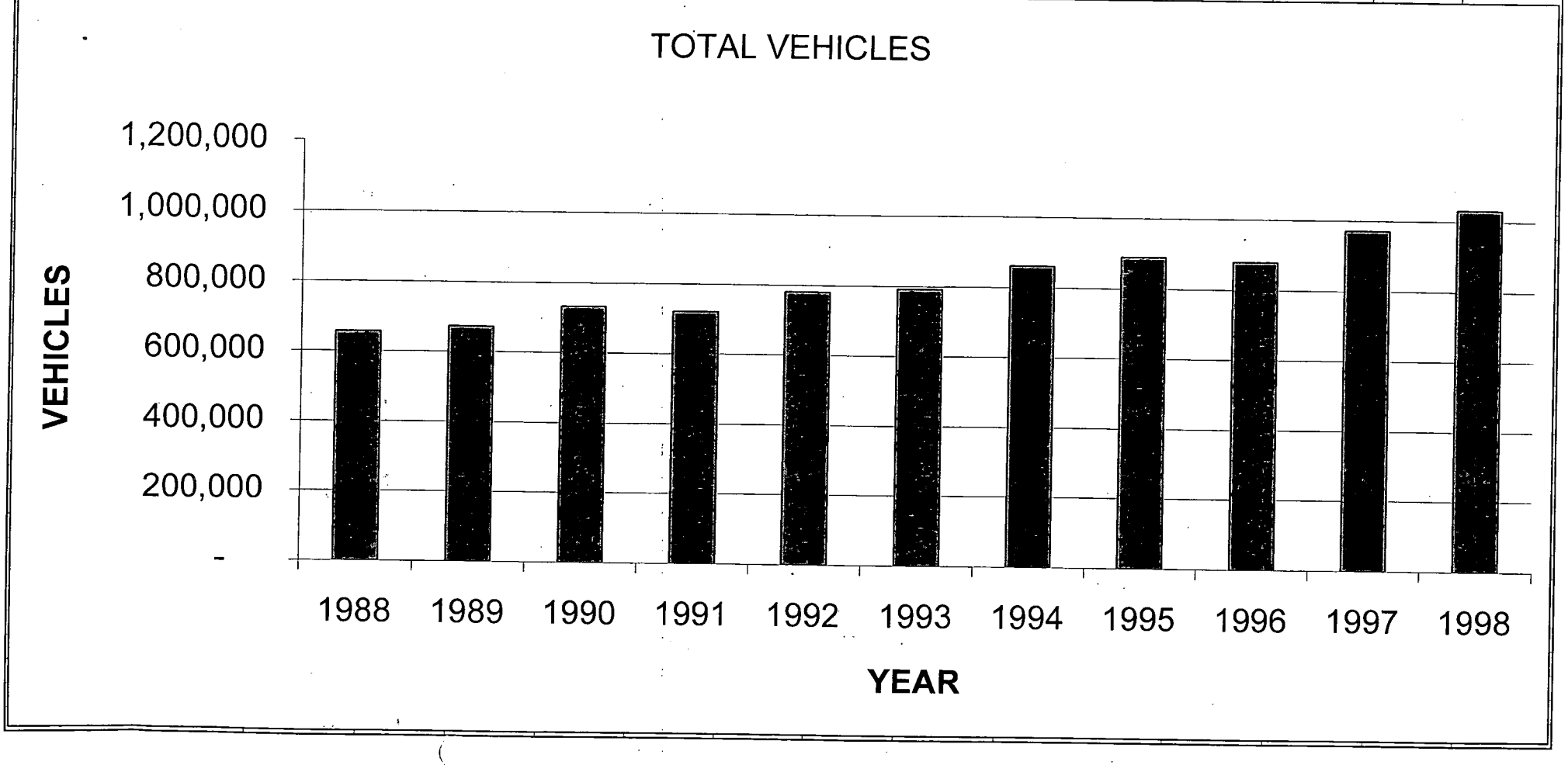
VESSEL COMPLEMENT

CLASS	VESSEL NAME	CAPACITY	AGE	LENGTH
RIVER	BEAUFORT	24 VEHICLES	32 YRS	130 FEET
	RUSSELL	42 VEHICLES	7 YRS	180 FEET
	SOUTHPORT	42 VEHICLES	3 YRS	180 FEET
	NEUSE	42 VEHICLES	1 YRS	180 FEET
	GOV. HUNT	20 VEHICLES	14 YRS	130 FEET
	SEA LEVEL	24 VEHICLES	38 YRS	128 FEET
HATTERAS	WIRTH	22 VEHICLES	28 YRS	122 FEET
	WARREN	22 VEHICLES	28 YRS	122 FEET
	OCRACOKE	22 VEHICLES	8 YRS	150 FEET
	DRINKWATER	22 VEHICLES	28 YRS	122 FEET
	BONNER	22 VEHICLES	28 YRS	122 FEET
	CAPE POINT	30 VEHICLES	8 YRS	150 FEET
	FRISCO	30 VEHICLES	9 YRS	150 FEET
	KINNAKEET	30 VEHICLES	9 YRS	150 FEET
	CHICOMICOMICO	30 VEHICLES	8 YRS	150 FEET
	FLOYD J. LUPTON	30 VEHICLES	5 YRS	150 FEET
	THOMAS A. BAUM	30 VEHICLES	4 YRS	150 FEET
SOUND	SILVER LAKE	50 VEHICLES	33 YRS	220 FEET
	PAMLICO	50 VEHICLES	31 YRS	220 FEET
	CARTERET	50 VEHICLES	9 YRS	220 FEET
	CEDAR ISLAND	50 VEHICLES	4 YRS	220 FEET
	GOV. HYDE	35 VEHICLES	20 YRS	161 FEET

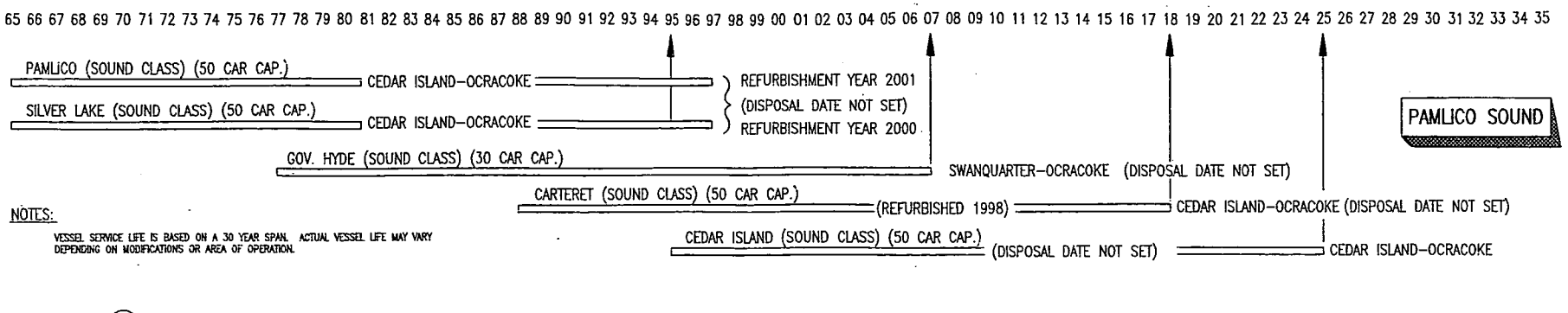
Current Average Age of Fleet (with 2 new vessels)	15.8 years
Average Age of Fleet in Year 2009	23.9 years
Average Age of Fleet in Year 2009 w/disposal of 2 oldest vessels	22.2 years

TRAFFIC GROWTH
1991 - 1998
Attachment 2

	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998
TOTAL VEHICLES	656,549	673,365	733,643	722,083	781,851	792,649	862,754	891,040	880,221	971,634	1,032,755

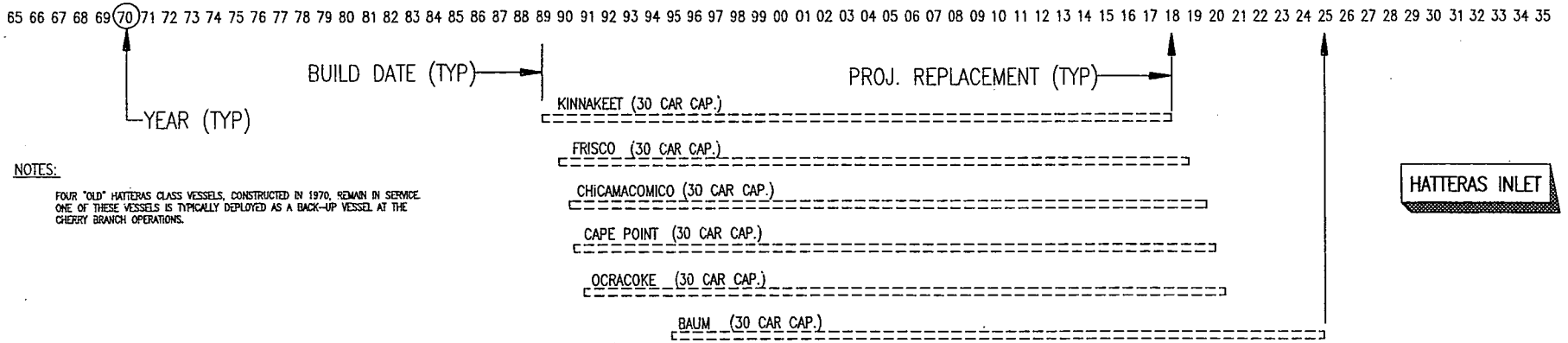


PROJECTED FERRY SERVICE LIFE — FEB. 1999



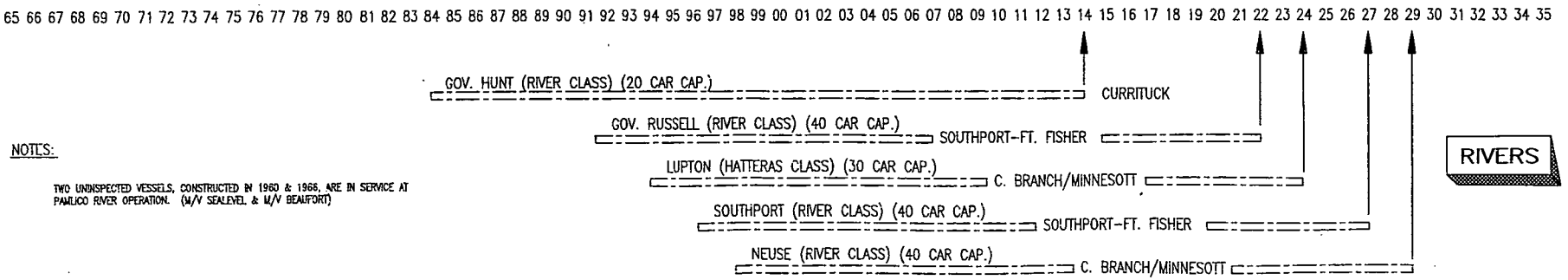
NOTES:

VESSEL SERVICE LIFE IS BASED ON A 30 YEAR SPAN. ACTUAL VESSEL LIFE MAY VARY DEPENDING ON MODIFICATIONS OR AREA OF OPERATION.



NOTES:

FOUR "OLD" HATTERAS CLASS VESSELS, CONSTRUCTED IN 1970, REMAIN IN SERVICE. ONE OF THESE VESSELS IS TYPICALLY DEPLOYED AS A BACK-UP VESSEL AT THE CHERRY BRANCH OPERATIONS.



NOTES:

TWO UNINSPECTED VESSELS, CONSTRUCTED IN 1960 & 1966, ARE IN SERVICE AT PAMLICO RIVER OPERATION. (M/V SEALEVEL & M/V BEAUFORT)

Handout #5

North Carolina
Department of Transportation
Division of Aviation

Transportation Appropriations Committee

Aviation Program Overview

By
William H. Williams, Jr.

Division of Aviation

Mission Statement

Promote the economic well being of North Carolina through air transportation system development, and improved aviation safety and education.

Vision

To be a model of public service excellence and good stewards of the public's trust.

Core Business Functions:

- Aircraft Services
- Aviation Safety and Education
- Airport Development
- Airport Maintenance and Rehabilitation
- Aviation System Development
- Aviation Grant Program Administration
- Aviation System Planning

Organizational Goals:

- Promote community support of airport/aviation development.
- Enhance the image of the state and the credibility of the Division of Aviation.
- Promote a more customer focused culture within the Division of Aviation that places a high value on the dignity of the individual.
- Improve organization efficiency.
- Promote employee development and accountability.
- Institutionalize continuous process improvement throughout Division of Aviation.

Priorities:

- Flight Safety
- System Rehabilitation
- Capacity Expansion
- Economic Development
- System Development

*Aviation is an essential block in the continued stability and the sustained growth of the economy of North Carolina.

New Initiatives:

✈Business Airport Development

✈Airport maintenance program
- Slurry Seal
- Surface Rehabilitation
- Pavement Testing Study

✈Vegetation Retardation Study

✈Non-Federal Navaid Program

✈Small Community Air Carrier Service

✈Expand Aviation Safety and Education program

✈Conduct CFR/Disaster Training/Exercise Small Airports

✈Conduct Seminar for Airport Authorities/Board Members/Commissioners, etc.

✈Establish customer service standards

✈Study alternative airport revenue sources e.g. farming, etc.

✈Conduct Regional Listening Sessions

✈2003 Centennial of Flight Celebration

✈Update State Airport System Plan

✈Expand Airport Pavement Management Program
- 60 Airport Study
- Pavement Testing Project

TIP:

- State Aviation Program is Part of the NCDOT TIP

- Estimated current total statewide GA need is $200 million. (Only $10-15 million state/federal available annually).

AIP:

- About 2/3 of total development funds come from FAA
- FAA funds are financed solely by User Fees
- Congress inaction this Year will Delay Construction by a year and may reduce federal funds to NC by 50% or more. Projects with specific delays may include:
    - Global TransPark
    - *New* New Bern Terminal
    - 3rd Parallel at Charlotte
    - FedEx Facility at Greensboro
    - Several Runway Rehabilitations

VISITOR REGISTRATION SHEET

Joint Appropriations Subcommittee on DOT — March 9, 1999 PM

Name of Committee — **Date**

VISITORS: PLEASE SIGN IN BELOW AND RETURN TO COMMITTEE CLERK

NAME	FIRM OR AGENCY AND ADDRESS
Mark Brason	The Capitol Group
Bill Hill	NCDOT Division of Aviation
[illegible]	NC DOT Ferry Div
Meredith Benton	NCDOT - Budget
Doug Rogers	NCDOT
Chuck [illegible]	NC DOT Ferry Div.
Jim Thomas	Thomas [illegible] NC
[illegible]	OSBM
Mac Boxley	N.C. Aggregates Assoc.
Giles Perry	NCGA Staff

Joint Appropriations Subcommittee on Transportation
March 10, 1999
2:30 pm
Room 1228

Agenda

Chair: Representative Jim Crawford

Introduction

Evan Rodewald *Fiscal Research Division*

State Aid to Municipalities/Powell Bill Funding (Governor's North Carolina State Budget, Transportation, Volume 6, p. 75)

Whit Webb *Manager, Programming and TIP Branch, DOT*

OSHA Program (Governor's North Carolina State Budget, Transportation, Volume 6, p. 35)

Duane Mac Entee *Director, Safety and Loss Control, DOT*

MINUTES
JOINT APPROPRIATIONS SUBCOMMITTEE ON TRANSPORTATION
MARCH 10, 1999

The Joint Appropriations Subcommittee on Transportation met on Wednesday, March 10, 1999 in Room 1228/1327 of the Legislative Building at 2:30 p.m. The following members were present: Chairman Jim Crawford, Representatives Cole, Allred, Barbee, Bowie, Davis, Dockham, Hiatt, Hurley, Melton, Saunders, and Sutton. Three senators attended. Evan Rodewald and Bob Weiss, staff counselors, attended. A visitor registration list is attached and made part of these minutes.

Chairman Crawford introduced the pages for the day. Evan Rodewald introduced Whit Webb, Manager, Programming and TIP Branch, DOT. Whit's presentation focused on state aid to municipalities/Powell Bill funding (handouts). He discussed the creation of these funds from the Highway Fund and the Highway Trust Fund and for what purposes municipalities may use the funds. The first disbursement was made in 1951. The majority of the funds are allocated by formula based on population, the remainder on mileage. Presently, there are 499 municipalities receiving state aid, with 40 not receiving any.

Rep. Crawford introduced Duane Mac Entee, Director of Safety and Loss Control, DOT, to discuss the department's safety program. Duane shared accident/injury statistics and the department's efforts to improve safety measures. Senator Gulley asked Duane to provide staff with information on what DOT is doing to reduce workers' compensation cost. Duane showed a video created for DOT to encourage safety in work zones. Rep. Cole asked about public service announcements at which time two were shown that have been developed for use in driver education classes.

Rep. Crawford recognized former Rep. John McLaughlin in the audience.

Chairman Crawford adjourned the meeting at 3:30 to reconvene at 8:30 a.m., March 11.

Respectfully submitted,

Representative Jim Crawford
Chairman

Linda S. Winstead
Committee Assistant

VISITOR REGISTRATION SHEET

APPROP. - TRANSPORTATION 3-10-99 / 2:30 PM

VISITORS: PLEASE SIGN BELOW AND RETURN TO COMMITTEE CLERK

NAME	FIRM OR AGENCY
1. ROBERTO CAHALES	NCDOT
2. DUANE MACENTEE	NCDOT
3. DEAN BENSON	NCDOT
4. WHIT WEBB	NCDOT
5. DANNY DEVANE	NCDOT
6. JOHN MCLAUGHLIN	NEWDEC AT
7. Meredith Brenton	NCDOT
8. Giles Perry	NCGA Staff
9. David Herlong	State Planning
10. JW Reel	OSBM
11. WALTER PRICE	CLT CHAMBER
12.	
13.	
14.	
15.	
16.	
17.	
18.	
19.	
20.	
21.	

POWELL BILL EXPENDITURE GUIDANCE

#1

The Powell Bill is codified in N.C.G.S. 136-41.1 through N.C.G.S. 136-41.3.

N.C.G.S. 136-41.3 provides, in part: "the funds allocated to cities and towns under the provisions of G.S. 136-41.2 shall be expended by said cities and towns only for the purpose of maintaining, repairing, constructing, reconstructing or widening of any street or public thoroughfare including bridges, drainage, curb and gutter, and other necessary appurtenances within the corporate limits of the municipality or for meeting the municipality's proportionate share of assessments levied for such purposes, or for the planning, construction and maintenance of bikeways located within the rights-of-way of public streets and highways, or for the planning, construction, and maintenance of sidewalks along public streets and highways."

I. PURPOSES FOR WHICH POWELL BILL FUNDS CAN BE USED ARE:

A. Improvements or new construction of local municipal Powell Bill streets, such as:

1. Stabilizing, grading.
2. Paving, retreatments, and seal coating.
3. Curb and gutter construction, including curb cuts for handicapped persons.
4. Construction of necessary storm drainage for protection of street.
5. Construction of bridges and culverts.
6. Grade crossing eliminations.
7. Necessary landscaping or seeding required for proper street maintenance.
8. Widening.
9. Purchase, rental, operation, and maintenance of equipment necessary for street construction.
10. Engineering, surveying, and other expenses incurred in qualifying for Powell Bill Funds provided such data is to be used as basic information for the construction and maintenance of streets.
11. Necessary legal expenses incurred in street improvement programs.
12. Acquisition of right-of-way.
13. Salaries for street labor, supervision of street labor, and engineering used exclusively in street construction. **(Maintain appropriate documentation to support expenditures.)**
14. Payments to contractors for any of the above.
15. Sidewalk construction.

B. Routine maintenance on local municipal Powell Bill streets, such as:

1. Dragging, machining, blading, or shaping.
2. Patching, sealing or crack filling.
3. Shoulder or curb and gutter maintenance and repair, including curb cuts for handicapped persons.
4. Ditching, repair or maintenance of storm drains, culverts, catch basins, inlets, bridges, fills, etc., which are necessary and essential to street maintenance.
5. Dust control treatments, calcium chloride applications.
6. Snow removal or sand and debris removal resulting from natural causes. **(Not normal garbage or refuse collection.)**
7. Mowing along and within rights of way of municipal Powell Bill streets.
8. Labor, supervision, and engineering used exclusively in street maintenance. **(Maintain appropriate documentation to support expenditures.)**

9. Purchase, rental, operation and maintenance of equipment necessary and essential for street maintenance, including computers used **exclusively** for Powell Bill street maintenance. Must prorate use of any equipment used for purposes other than eligible Powell Bill purposes. **(Maintain appropriate documentation to support expenditures.)**
10. Purchase of materials and supplies necessary for proper street maintenance and drainage.
11. Payments to contractors for any of the above.
12. Sidewalk maintenance.

C. Traffic Control Purposes Such As:

1. Purchase and maintenance of traffic control devices.
2. Purchase and maintenance of other traffic signs necessary for proper traffic control. **(Not street name signs)**
3. Purchase and application of traffic paint.
4. Construction and maintenance of computerized traffic signal system.

D. Special Street Assessments:

Payment of municipality's proportionate share of a special street assessment levy and cost incurred for improving intersections in an assessment program.

E. Bonds:

Current payment of principal or interest due on bonds outstanding, issued **exclusively** for streets and sidewalks, provided bonds were issued after enactment of Powell Bill.

F. On State System Streets:

1. G.S. 136-66.3(b) **[SMALL URBAN CONSTRUCTION PROJECTS]** "The restrictions imposed by this section on participation by municipalities in the implementation of improvements on the State highway system shall not apply to those improvements approved by the Board of Transportation which are financed by funds allocated by the General Assembly for the 'Small Urban Construction Program'. The municipality may, but shall not be required to, participate in the right-of-way and construction costs of 'Small Urban Construction Program' highway improvements."

   G.S. 136-66.3(f) **[TRANSPORTATION IMPROVEMENT PROGRAM PROJECTS]** "Municipalities having a population of less than 10,000 according to most recent annual estimates of population as certified to the Secretary of Revenue by the State Budget Officer shall not participate in the right-of-way and construction costs of any State highway system improvement project approved by the Board of Transportation under G.S. 143B-350(f)(4).

   Municipalities having a population of 10,000 or more according to the most recent annual estimates of population as certified to the Secretary of Revenue by State Budget Officer may, but shall not be required by the Department or Board of Transportation, participate up to a maximum percentage as shown below in the cost of rights-of-way of the portion of any transportation improvement project

approved by the Board of Transportation under G.S. 143B-350(f)(4) that is located within the municipal corporate limits:

Municipal Population	Maximum Participation in Right-of-Way Costs
10,000 - 25,000	5%
25,001 - 50,000	10%
50,001 - 100,000	15%
over 100,000	25%

Any participation shall be set forth in an agreement between the municipality and the Department of Transportation...."

2. Curb and gutter to tie State and Municipal systems together.

3. Municipality's proportionate share of cost of constructing street drainage facilities which may be attributed to that amount of surface water collected upon and flowing from municipal streets which do not form a part of the State Highway System.

4. Adding of lanes for automobile parking on State streets in business districts of municipalities.

G. Bikeways:

For the planning, construction, and maintenance of bikeways located within the rights-of-way of public streets and highways.

H. Sidewalks:

For the planning, construction, and maintenance of sidewalks along public streets and highways.

N.C.G.S. 136-41.3 further provides **"IT SHALL BE UNLAWFUL FOR ANY MUNICIPAL EMPLOYEE OR MEMBER OF ANY GOVERNING BODY TO AUTHORIZE, DIRECT, OR PERMIT THE EXPENDITURE OF ANY FUNDS ACCRUING TO ANY MUNICIPALITY BY VIRTUE OF G. S. 136-41.1 AND 136-41.2 FOR ANY PURPOSE NOT HEREIN AUTHORIZED. ANY MEMBER OF ANY GOVERNING BODY OR MUNICIPAL EMPLOYEE SHALL BE PERSONALLY LIABLE FOR ANY UNAUTHORIZED EXPENDITURES."**

II. PURPOSES FOR WHICH POWELL BILL FUNDS CANNOT BE USED ARE:

1. Construction, maintenance or repair on State Primary Highways and State Secondary Roads (see Item F above).
2. Street lighting.
3. Purchase or maintenance of parking meters.

4. Construction or maintenance of off-street parking areas or facilities.
5. Street name signs.
6. Leaf vacuums.
7. Street repairs necessitated by utility installation or repairs.
8. Installation, repair, removal of underground or overhead utility lines or fire hydrants.
9. Garbage or refuse collection or removal, including purchase, operation or maintenance of garbage trucks. **(Municipalities with combined street and sanitary departments should be careful with respect to separation of payrolls and purchases.)**
10. Salaries or other expenses for traffic policemen.
11. Police cars and motorcycles.
12. Construction or maintenance of streets outside corporate limits even though on municipally-owned property.
13. Thoroughfare Planning Studies or Pavement Management System Studies.
14. Construction of equipment shed for housing street equipment.
15. Indirect costs such as banking fees, budget administration, data processing, office equipment, etc.

NOTE TO ALL MUNICIPALITIES: If you are not sure whether an expenditure is Powell Bill eligible or not, please consult with your municipality's attorney; the North Carolina League of Municipalities' attorneys; your municipality's auditor; or the Powell Bill Program with the North Carolina Department of Transportation.

#2

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

JAMES B. HUNT JR.
GOVERNOR

P.O. BOX 25201, RALEIGH, N.C. 27611-5201

E. NORRIS TOLSON
SECRETARY

December 28, 1998

Attached is a copy of the 1998 North Carolina State Street-Aid Allocations to Municipalities (Powell Bill Funds).

In addition to this table of allocations, more Powell Bill information may be obtained from our website: www.dot.state.nc.us/planning/development/Enhancement/powell_bill.
Since Powell Bill information is now available on the internet, we are streamlining future distributions. If you do not have internet access and still wish to receive a hard copy of this table, please let me know.

Dean B. Benson

Ms. Dean B. Benson
Powell Bill Program Manager
NCDOT Programming and TIP Branch
P.O. Box 25201
Raleigh, North Carolina 27611
Telephone: (919) 733-2039
FAX: (919) 733-3585
Email: dbenson@dot.state.nc.us

North Carolina Department of Transportation
Programming and TIP Branch
Powell Bill

1998 North Carolina State Street-Aid Allocations to Municipalities

General Statutes 136-41.1 to 136-41.3
The Powell Bill and NC Highway Trust Fund

October 1, 1998

1998

NORTH CAROLINA

STATE STREET-AID ALLOCATIONS

TO MUNICIPALITIES

From the

North Carolina State Highway Fund

and

North Carolina Highway Trust Fund

Under

General Statutes 136-41.1 through 136-41.3

(POWELL BILL)

Prepared by

Programming and TIP Branch

North Carolina Department of Transportation

October 1998

Annually, State street-aid (Powell Bill) allocations are made to incorporated municipalities which establish their eligibility and qualify as provided by G.S. 136-41.1 through 136-41.3. The general statutes require that a sum be allocated from the State Highway Fund to the qualifying municipalities equal to the revenue for the fiscal year by 1-3/4 cents on each taxed gallon of motor fuel. In addition, the municipalities also receive an appropriation from the State Highway Trust Fund as provided by the statutes. These funds are allocated to the qualified municipalities on or before October 1, and are to be expended only for the purposes of maintaining, repairing, constructing, reconstructing or widening of local streets that are the responsibility of the municipalities.

Each municipality establishes its eligibility annually by submitting to the Department of Transportation a Certified Statement and a Certified Powell Bill Map. Each municipality is statutorily required to submit a financial statement of revenues and expenditures for the preceding fiscal year.

The first State street-aid allocation was disbursed in 1951 at a rate of one-half cent per gallon of taxed motor fuel and continued annually at that rate through 1971. The general statutes were amended and the rate changed in 1972 and in 1982. From 1972 through 1981, the rate was one cent per gallon. In 1982, it was increased to 1-3/8 cents per gallon. The 1986 General Assembly increased the State Motor Fuel Tax effective July 15, 1986, and at the same time increased the Powell Bill rate to 1-3/4 cents on each taxed gallon. The new rate became effective for the 1987 allocation. The amount of each allocation and the number of participating municipalities by year is shown below:

YEAR	*ALLOCATION	# OF MUN.	YEAR	*ALLOCATION	# OF MUN.
1951	$ 4,543,096.20	386	1975	$ 29,366,485.96	440
1952	4,948,842.30	388	1976	30,747,711.77	447
1953	5,244,203.40	394	1977	32,017,463.37	452
1954	5,391,717.41	396	1978	33,506,577.36	453
1955	5,711,978.98	399	1979	34,647,041.93	457
1956	6,219,336.82	400	1980	32,572,754.28	458
1957	6,477,032.18	405	1981	31,351,231.78	461
1958	6,477,457.37	407	1982	43,102,210.90	462
1959	6,768,363.70	409	1983	43,244,257.00	463
1960	7,018,901.72	411	1984	45,442,769.46	465
1961	7,356,135.97	415	1985	47,166,573.16	467
1962	7,640,707.92	416	1986	54,762,697.88	468
1963	8,078,232.00	419	1987	63,786,000.34	470
1964	8,324,555.39	420	1988	66,713,432.60	473
1965	8,776,008.98	422	1989	67,672,951.32	477
1966	9,325,192.43	423	1990	81,308,148.58	481
1967	9,959,054.78	424	1991	** 82,096,281.85	483
1968	10,416,425.02	425	1992	88,218,374.19	489
1969	11,232,098.33	427	1993	92,181,342.85	491
1970	11,909,265.53	428	1994	99,774,534.08	492
1971	12,523,711.14	428	1995	104,925,715.99	494
1972	27,031,936.20	429	1996	110,437,729.07	494
1973	29,295,989.31	433	1997	116,454,387.34	496
1974	29,574,960.99	439	1998	123,268,170.31	499

TOTAL: $1,805,010,047.44

*1951-1971 -- 1/2 cent per gallon
1972-1981 -- one cent per gallon
1982-1986 -- 1-3/8 cents per gallon
1987-1996 -- 1-3/4 cents per gallon

**1991 Total Allocation includes additional monies totaling $127,022.24 paid to 63 municipalities due to recertification of population.

CALCULATIONS BASED ON FISCAL YEAR 1997-98 FOR ALLOCATIONS DISBURSED ON OCTOBER 1, 1998:

Powell Bill Funds Available FY 1997-98:	$ 80,611,555.40
Plus Adjustments to 1997 Allocation:	$345,801.99
Adjusted Available Powell Bill Funds FY 1997-98:	$80,957,357.39

NOTE: A balance of $500,000.00 will be reserved on the State-Aid to Municipalities Work Order for adjustments in Fiscal Year 1998-99.

Highway Trust Funds Available FY 1997-98:	$ 42,170,199.92
Plus Adjustments to 1997 Allocation:	140,613.00
Adjusted Available Highway Trust Funds FY 1997-98:	$ 42,310,812.92

NOTE: A balance of $250,000.00 will be reserved on the State-Aid to Municipalities Work Order for adjustments in Fiscal Year 1998-99.

TOTAL 1998 POWELL BILL/TRUST FUNDS AVAILABLE: **$123,268,170.31**

Population:	75%	-	$92,451,127.73
Mileage:	25%	-	$30,817,042.58

Per Capita Rate:	$24.51
Per Mile Rate:	$1,747.22

Municipalities which are associated with the State Treasurer's Electronic Payment System (STEPS) had their allocation deposited directly to their account on October 1. For 1998, 78% of the municipalities, representing approximately 93% of the total allocation, received their allocation payment through direct deposit. For more information, please contact Ms. Brent Hamilton, Commercial Accounts Manager, NCDOT Fiscal Section, at telephone (919) 733-3624, Ext. 309.

Seventy-five percent (75%) of the funds allocated or $92,451,127.73 was divided among all qualified municipalities on the basis of relative 1997 estimated population. The $92,451,127.73 was divided by 3,772,508 (i.e., population of all eligible and qualified municipalities as estimated by the State Planning Officer) to produce a **per capita rate of $24.51**.

Twenty-five percent (25%) of the funds allocated or $30,817,042.58 was divided among all qualified municipalities on the basis of relative mileage of non-State System or local streets complying with the Act. The $30,817,042.58 was divided by 17,637.80 miles (i.e., the total length of all eligible streets as furnished by the municipalities) to produce a **per mile rate of $1,747.22**.

The 1998 allocations for the individual cities and towns are shown on the following pages.

STATE STREET AID ALLOCATIONS TO MUNICIPALITIES

– ALL PARTICIPATING MUNICIPALITIES –

			POPULATION		MILEAGE				
Municipality	County	Div. Num.	Annual Estimated Population	Increment Award (3/4)	Certified Non-system Mileage	Increment Award (1/4)	Allocation from Powell Bill Funds	Allocation from Highway Trust Fund	Total Allocation
Aberdeen	Moore	8	3648	$89,399.867	26.92	$47,035.049	$89,604.723	$46,830.193	$136,434.92
Ahoskie	Hertford	1	4370	$107,093.591	30.76	$53,744.358	$105,631.610	$55,206.339	$160,837.95
Alamance	Alamance	7	295	$7,229.430	1.20	$2,096.659	$6,124.984	$3,201.105	$9,326.09
Albemarle	Stanly	10	15962	$391,173.432	118.30	$206,695.627	$392,655.289	$205,213.770	$597,869.06
Alexander Mills	Rutherford	13	685	$16,786.982	4.81	$8,404.108	$16,544.450	$8,646.640	$25,191.09
Andrews	Cherokee	14	1797	$44,038.257	10.05	$17,559.519	$40,454.832	$21,142.943	$61,597.78
Angier	Harnett	6	2826	$69,255.489	19.62	$34,280.374	$67,998.007	$35,537.856	$103,535.86
Ansonville	Anson	10	609	$14,924.484	7.58	$13,243.896	$18,499.809	$9,668.571	$28,168.38
Apex	Wake	5	12050	$295,303.837	60.28	$105,322.168	$263,114.335	$137,511.670	$400,626.00
Archdale	Guilford/Randolph	7/8	8906	$218,255.268	36.90	$64,472.262	$185,683.568	$97,043.962	$282,727.53
Arlington	Yadkin	11	866	$21,222.666	6.45	$11,269.542	$21,339.517	$11,152.690	$32,492.21
Asheboro	Randolph	8	18935	$464,031.383	81.53	$142,450.503	$398,311.832	$208,170.053	$606,481.89
Asheville	Buncombe	13	68133	$1,669,704.262	346.47	$605,357.853	$1,494,165.252	$780,896.863	$2,275,062.12
Askewville	Bertie	1	204	$4,999.335	1.74	$3,040.155	$5,279.999	$2,759.491	$8,039.49
Atkinson	Pender	3	314	$7,695.054	4.15	$7,250.946	$9,815.905	$5,130.095	$14,946.00
Atlantic Beach	Carteret	2	2304	$56,463.074	16.28	$28,444.673	$55,763.842	$29,143.905	$84,907.75
Aulander	Bertie	1	1207	$29,579.397	6.86	$11,985.900	$27,298.342	$14,266.956	$41,565.30
Aurora	Beaufort	2	650	$15,929.253	7.81	$13,645.755	$19,423.623	$10,151.385	$29,575.01
Autryville	Sampson	3	206	$5,048.348	4.09	$7,146.113	$8,008.809	$4,185.651	$12,194.46
Ayden	Pitt	2	4486	$109,936.350	27.53	$48,100.851	$103,792.196	$54,245.004	$158,037.20
Badin	Stanley	10	1397	$34,235.640	10.12	$17,681.824	$34,097.210	$17,820.254	$51,917.46
Bailey	Nash	4	560	$13,723.664	4.62	$8,072.137	$14,314.567	$7,481.234	$21,795.80
Bald Head Island	Brunswick	3	131	$3,210.357	17.66	$30,855.831	$22,373.242	$11,692.946	$34,066.19
Bakersville	Mitchell	13	335	$8,209.692	3.20	$5,591.091	$9,063.774	$4,737.008	$13,800.78
Banner Elk	Avery	11	841	$20,610.002	9.15	$15,987.024	$24,035.390	$12,561.637	$36,597.03
Bath	Beaufort	2	183	$4,484.697	1.78	$3,110.044	$4,987.907	$2,606.834	$7,594.74
Bayboro	Pamlico	2	756	$18,526.946	4.75	$8,299.275	$17,618.335	$9,207.886	$26,826.22
Bear Grass	Martin	1	76	$1,862.497	0.91	$1,589.966	$2,267.433	$1,185.030	$3,452.46
Beaufort	Carteret	2	4039	$98,981.925	17.88	$31,240.218	$85,524.435	$44,697.709	$130,222.14
Beech Mountain	Avery/Watauga	11	271	$6,641.273	67.19	$117,395.429	$81,462.096	$42,574.605	$124,036.70

STATE STREET AID ALLOCATIONS TO MUNICIPALITIES

– ALL PARTICIPATING MUNICIPALITIES –

Municipality	County	Div. Num.	POPULATION Annual Estimated Population	POPULATION Increment Award (3/4)	MILEAGE Certified Non-system Mileage	MILEAGE Increment Award (1/4)	Allocation from Powell Bill Funds	Allocation from Highway Trust Fund	Total Allocation
Belhaven	Beaufort	2	2240	$54,894.655	16.30	$28,479.617	$54,756.721	$28,617.552	$83,374.27
Belmont	Gaston	12	8394	$205,707.918	38.04	$66,464.088	$178,751.143	$93,420.863	$272,172.01
Benson	Johnston	4	3704	$90,772.234	19.55	$34,158.069	$82,048.976	$42,881.326	$124,930.30
Bessemer City	Gaston	12	5033	$123,341.429	34.55	$60,366.305	$120,651.524	$63,056.209	$183,707.73
Bethania	Forsyth	9	294	$7,204.924	0.00	$0.000	$4,731.891	$2,473.032	$7,204.92
Bethel	Pitt	2	1742	$42,690.397	12.35	$21,578.115	$42,208.860	$22,059.652	$64,268.51
Beulaville	Duplin	3	1210	$29,652.916	11.09	$19,376.623	$32,200.542	$16,828.997	$49,029.54
Biltmore Forest	Buncombe	13	1347	$33,010.313	19.85	$34,682.233	$44,457.621	$23,234.925	$67,692.55
Biscoe	Montgomery	8	1644	$40,288.756	10.61	$18,537.959	$38,634.916	$20,191.799	$58,826.72
Black Creek	Wilson	4	709	$17,375.139	3.19	$5,573.618	$15,071.780	$7,876.977	$22,948.76
Black Mountain	Buncombe	13	7409	$181,568.974	40.97	$71,583.431	$166,259.868	$86,892.537	$253,152.40
Bladenboro	Bladen	6	2004	$49,111.111	14.26	$24,915.297	$48,617.436	$25,408.972	$74,026.41
Blowing Rock	Caldwell/Watauga	11	1334	$32,691.728	26.20	$45,777.054	$51,535.000	$26,933.781	$78,468.78
Boardman	Columbus	6	208	$5,097.361	0.00	$0.000	$3,347.733	$1,749.628	$5,097.36
Bogue	Carteret	2	482	$11,812.153	3.35	$5,853.173	$11,601.844	$6,063.482	$17,665.33
Boiling Spring Lakes	Brunswick	3	2205	$54,036.926	113.42	$198,169.214	$165,638.401	$86,567.739	$252,206.14
Boiling Springs	Cleveland	12	2875	$70,456.310	18.96	$33,127.211	$68,029.306	$35,554.215	$103,583.52
Bolivia	Brunswick	3	272	$6,665.780	1.96	$3,424.543	$6,626.900	$3,463.422	$10,090.32
Bolton	Columbus	6	535	$13,111.000	10.12	$17,681.824	$20,223.434	$10,569.390	$30,792.82
Boone	Watauga	11	14275	$349,830.895	40.94	$71,531.014	$276,732.806	$144,629.103	$421,361.91
Boonville	Yadkin	11	1218	$29,848.969	8.65	$15,113.417	$29,529.406	$15,432.979	$44,962.39
Bostic	Rutherford	13	363	$8,895.875	2.53	$4,420.456	$8,745.607	$4,570.724	$13,316.33
Brevard	Transylvania	14	6677	$163,630.184	32.15	$56,172.987	$144,357.492	$75,445.680	$219,803.17
Bridgeton	Craven	2	528	$12,939.454	4.49	$7,844.999	$13,650.356	$7,134.097	$20,784.45
Broadway	Harnett/Lee	6/8	1084	$26,565.092	7.46	$13,034.230	$26,007.172	$13,592.150	$39,599.32
Brookford	Catawba	12	451	$11,052.451	4.30	$7,513.028	$12,193.027	$6,372.452	$18,565.48
Brunswick	Columbus	6	306	$7,499.002	1.41	$2,463.574	$6,543.002	$3,419.575	$9,962.58
Bryson City	Swain	14	1106	$27,104.236	10.79	$18,852.458	$30,182.427	$15,774.268	$45,956.69
Bunn	Franklin	5	410	$10,047.682	2.93	$5,119.342	$9,961.065	$5,205.960	$15,167.02

STATE STREET AID ALLOCATIONS TO MUNICIPALITIES

– ALL PARTICIPATING MUNICIPALITIES –

			POPULATION		MILEAGE				
Municipality	County	Div. Num.	Annual Estimated Population	Increment Award (3/4)	Certified Non-system Mileage	Increment Award (1/4)	Allocation from Powell Bill Funds	Allocation from Highway Trust Fund	Total Allocation
Burgaw	Pender	3	3643	$89,277.334	17.91	$31,292.635	$79,185.292	$41,384.677	$120,569.97
Burlington	Alamance	7	43210	$1,058,927.703	211.50	$369,536.139	$938,155.060	$490,308.781	$1,428,463.84
Burnsville	Yancey	13	1570	$38,475.272	11.00	$19,219.374	$37,891.420	$19,803.225	$57,694.65
Butner (uninc)	Granville	5	4856	$119,003.771	12.80	$22,364.362	$92,844.652	$48,523.480	$141,368.13
Calabash	Brunswick	3	2039	$49,968.840	18.13	$31,677.022	$53,621.574	$28,024.289	$81,645.86
Calypso	Duplin	3	525	$12,865.935	5.55	$9,697.048	$14,818.419	$7,744.563	$22,562.98
Cameron	Moore	8	241	$5,906.077	1.94	$3,389.599	$6,105.009	$3,190.666	$9,295.68
Candor	Montgomery	8	744	$18,232.868	7.62	$13,313.784	$20,718.516	$10,828.136	$31,546.65
Canton	Haywood	14	3718	$91,115.325	30.75	$53,726.885	$95,126.281	$49,715.930	$144,842.21
Cape Carteret	Carteret	2	1240	$30,388.113	15.61	$27,274.038	$37,870.079	$19,792.072	$57,662.15
Carolina Beach	New Hanover	3	4804	$117,729.430	34.67	$60,575.971	$117,103.499	$61,201.902	$178,305.40
Carrboro	Orange	7	15133	$370,857.508	29.26	$51,123.534	$277,139.426	$144,841.615	$421,981.04
Carthage	Moore	8	1781	$43,646.152	10.03	$17,524.574	$40,174.364	$20,996.362	$61,170.73
Cary	Wake	5	80701	$1,977,702.488	302.22	$528,043.555	$1,645,668.768	$860,077.275	$2,505,746.04
Castalia	Nash	4	266	$6,518.740	1.40	$2,446.102	$5,887.732	$3,077.110	$8,964.84
Caswell Beach	Brunswick	3	286	$7,008.871	0.17	$297.027	$4,798.207	$2,507.691	$7,305.90
Catawba	Catawba	12	648	$15,880.240	6.36	$11,112.292	$17,727.561	$9,264.971	$26,992.53
Cedar Point	Carteret	2	699	$17,130.073	2.52	$4,402.984	$14,142.008	$7,391.049	$21,533.06
Cedar Rock	Caldwell	11	336	$8,234.198	6.18	$10,797.794	$12,499.413	$6,532.579	$19,031.99
Cerro Gordo	Columbus	6	216	$5,293.413	1.58	$2,760.601	$5,289.538	$2,764.476	$8,054.01
Chadbourn	Columbus	6	2049	$50,213.906	16.43	$28,706.755	$51,831.776	$27,088.885	$78,920.66
Chapel Hill	Durham/Orange	5/7	43977	$1,077,724.221	134.38	$234,790.857	$862,004.782	$450,510.296	$1,312,515.08
Charlotte	Mecklenburg	10	516341	$12,653,732.675	1822.77	$3,184,772.517	$10,402,065.043	$5,436,440.148	$15,838,505.19
Cherryville	Gaston	12	5512	$135,080.062	42.52	$74,291.615	$137,506.525	$71,865.153	$209,371.68
China Grove	Rowan	9	3928	$96,261.699	15.75	$27,518.649	$81,293.734	$42,486.614	$123,780.35
Chocowinity	Beaufort	2	795	$19,482.701	5.58	$9,749.464	$19,198.459	$10,033.707	$29,232.17
Claremont	Catawba	12	1036	$25,388.778	9.23	$16,126.802	$27,265.689	$14,249.890	$41,515.58
Clarkton	Bladen	6	751	$18,404.413	10.10	$17,646.879	$23,676.975	$12,374.318	$36,051.29
Clayton	Johnston	4	7349	$180,098.581	30.86	$53,919.079	$153,692.971	$80,324.689	$234,017.66

STATE STREET AID ALLOCATIONS TO MUNICIPALITIES

– ALL PARTICIPATING MUNICIPALITIES –

			POPULATION		MILEAGE				
Municipality	County	Div. Num.	Annual Estimated Population	Increment Award (3/4)	Certified Non-system Mileage	Increment Award (1/4)	Allocation from Powell Bill Funds	Allocation from Highway Trust Fund	Total Allocation
Clemmons	Forsyth	9	13164	$322,604.126	57.12	$99,800.966	$277,417.924	$144,987.167	$422,405.09
Cleveland	Rowan	9	866	$21,222.666	6.62	$11,566.568	$21,534.592	$11,254.642	$32,789.23
Clinton	Sampson	3	9484	$232,420.049	48.96	$85,543.685	$208,825.227	$109,138.507	$317,963.73
Clyde	Haywood	14	1138	$27,888.445	7.36	$12,859.508	$26,761.545	$13,986.409	$40,747.95
Coats	Harnett	6	1756	$43,033.489	14.38	$25,124.963	$44,763.609	$23,394.843	$68,158.45
Cofield	Hertford	1	380	$9,312.486	1.61	$2,813.017	$7,963.522	$4,161.982	$12,125.50
Colerain	Bertie	1	227	$5,562.985	0.34	$594.053	$4,043.684	$2,113.354	$6,157.04
Columbia	Tyrrell	1	847	$20,757.042	4.49	$7,844.999	$18,784.619	$9,817.421	$28,602.04
Columbus	Polk	14	882	$21,614.771	8.44	$14,746.501	$23,880.556	$12,480.716	$36,361.27
Concord	Cabarrus	10	45349	$1,111,347.197	251.92	$440,158.601	$1,018,963.850	$532,541.948	$1,551,505.80
Conetoe	Edgecombe	4	284	$6,959.858	2.25	$3,931.236	$7,152.813	$3,738.281	$10,891.09
Connelly Springs	Burke	13	1557	$38,156.687	0.00	$0.000	$25,059.709	$13,096.977	$38,156.69
Conover	Catawba	12	7015	$171,913.396	37.03	$64,699.401	$155,397.348	$81,215.449	$236,612.80
Conway	Northampton	1	772	$18,919.051	4.50	$7,862.471	$17,588.979	$9,192.543	$26,781.52
Cooleemee	Davie	9	995	$24,384.010	5.40	$9,434.965	$22,210.883	$11,608.093	$33,818.98
Cornelius	Mecklenburg	10	8967	$219,750.167	36.54	$63,843.265	$186,252.256	$97,341.176	$283,593.43
Cove City	Craven	2	583	$14,287.314	2.80	$4,892.204	$12,596.302	$6,583.216	$19,179.52
Cramerton	Gaston	12	2479	$60,751.719	11.27	$19,691.122	$52,831.480	$27,611.361	$80,442.84
Creedmoor	Granville	5	1847	$45,263.584	10.17	$17,769.185	$41,397.275	$21,635.493	$63,032.77
Creswell	Washington	1	336	$8,234.198	2.00	$3,494.432	$7,702.872	$4,025.758	$11,728.63
Crossnore	Avery	11	292	$7,155.910	3.12	$5,451.313	$8,279.895	$4,327.329	$12,607.22
Dallas	Gaston	12	3000	$73,519.628	17.43	$30,453.971	$68,285.493	$35,688.106	$103,973.60
Danbury	Stokes	9	131	$3,210.357	2.66	$4,647.594	$5,160.772	$2,697.179	$7,857.95
Davidson	Iredell/Meck	10/12	5616	$137,628.743	18.62	$32,533.158	$111,755.190	$58,406.711	$170,161.90
Denton	Davidson	9	1543	$37,813.595	11.74	$20,512.313	$38,306.007	$20,019.901	$58,325.91
Dillsboro	Jackson	14	167	$4,092.593	1.15	$2,009.298	$4,007.466	$2,094.425	$6,101.89
Dobbins Heights	Richmond	8	1115	$27,324.795	8.12	$14,187.392	$27,263.461	$14,248.726	$41,512.19
Dobson	Surry	11	1295	$31,735.973	8.31	$14,519.363	$30,378.562	$15,876.774	$46,255.34
Dover	Craven	2	456	$11,174.983	2.88	$5,031.981	$10,644.054	$5,562.911	$16,206.96

STATE STREET AID ALLOCATIONS TO MUNICIPALITIES

– ALL PARTICIPATING MUNICIPALITIES –

			POPULATION		MILEAGE				
Municipality	County	Div. Num.	Annual Estimated Population	Increment Award (3/4)	Certified Non-system Mileage	Increment Award (1/4)	Allocation from Powell Bill Funds	Allocation from Highway Trust Fund	Total Allocation
Drexel	Burke	13	1999	$48,988.579	11.86	$20,721.979	$45,782.967	$23,927.591	$69,710.56
Dublin	Bladen	6	242	$5,930.583	3.18	$5,556.146	$7,544.002	$3,942.728	$11,486.73
Dunn	Harnett	6	9831	$240,923.820	59.12	$103,295.397	$226,068.725	$118,150.491	$344,219.22
Durham	Durham	5	159053	$3,897,839.108	587.14	$1,025,860.276	$3,233,678.976	$1,690,020.408	$4,923,699.38
Earl	Cleveland	12	257	$6,298.181	0.64	$1,118.218	$4,870.780	$2,545.620	$7,416.40
East Arcadia	Bladen	6	489	$11,983.699	0.74	$1,292.940	$8,719.539	$4,557.100	$13,276.64
East Bend	Yadkin	11	682	$16,713.462	6.30	$11,007.459	$18,205.937	$9,514.984	$27,720.92
East Laurinburg	Scotland	8	284	$6,959.858	2.74	$4,787.371	$7,715.087	$4,032.142	$11,747.23
East Spencer	Rowan	9	2312	$56,659.126	13.11	$22,905.999	$52,255.033	$27,310.092	$79,565.13
Eden	Rockingham	7	15493	$379,679.863	96.38	$168,396.657	$359,953.641	$188,122.879	$548,076.52
Edenton	Chowan	1	5354	$131,208.029	22.04	$38,508.636	$111,462.778	$58,253.887	$169,716.66
Elizabeth City	Pasquotank	1	16976	$416,023.066	56.26	$98,298.360	$337,784.713	$176,536.713	$514,321.43
Elizabethtown	Bladen	6	3865	$94,717.787	22.88	$39,976.297	$88,461.418	$46,232.666	$134,694.08
Elk Park	Avery	11	493	$12,081.725	2.52	$4,402.984	$10,826.465	$5,658.245	$16,484.71
Elkin	Surry/Wilkes	11	3807	$93,296.407	28.45	$49,708.289	$93,919.479	$49,085.218	$143,004.70
Ellenboro	Rutherford	13	521	$12,767.909	5.55	$9,697.048	$14,754.040	$7,710.916	$22,464.96
Ellerbe	Richmond	8	1171	$28,697.161	13.26	$23,168.081	$34,062.913	$17,802.329	$51,865.24
Elm City	Wilson	4	1736	$42,543.358	7.65	$13,366.201	$36,719.050	$19,190.509	$55,909.56
Elon College	Alamance	7	5560	$136,256.376	20.54	$35,887.812	$113,057.074	$59,087.115	$172,144.19
Emerald Isle	Carteret	2	3187	$78,102.351	46.16	$80,651.481	$104,262.849	$54,490.982	$158,753.83
Enfield	Halifax	4	3032	$74,303.837	15.77	$27,553.593	$66,895.682	$34,961.748	$101,857.43
Erwin	Harnett	6	4299	$105,353.626	26.62	$46,510.884	$99,738.233	$52,126.278	$151,864.51
Eureka	Wayne	4	301	$7,376.469	1.25	$2,184.020	$6,278.928	$3,281.561	$9,560.49
Everetts	Martin	1	134	$3,283.877	1.45	$2,533.463	$3,820.584	$1,996.755	$5,817.34
Fair Bluff	Columbus	6	1087	$26,638.612	11.73	$20,494.841	$30,955.272	$16,178.180	$47,133.45
Fairmont	Robeson	6	2855	$69,966.179	22.01	$38,456.219	$71,207.278	$37,215.121	$108,422.40
Faison	Duplin	3	768	$18,821.025	8.15	$14,239.809	$21,712.967	$11,347.866	$33,060.83
Faith	Rowan	9	692	$16,958.527	4.99	$8,718.607	$16,863.663	$8,813.471	$25,677.13
Falcon	Cumberland/Sampson	3/6	369	$9,042.914	2.49	$4,350.567	$8,796.276	$4,597.205	$13,393.48
Falkland	Pitt	2	117	$2,867.265	0.05	$87.361	$1,940.474	$1,014.152	$2,954.63

STATE STREET AID ALLOCATIONS TO MUNICIPALITIES

-- ALL PARTICIPATING MUNICIPALITIES --

			POPULATION		MILEAGE				
Municipality	County	Div. Num.	Annual Estimated Population	Increment Award (3/4)	Certified Non-system Mileage	Increment Award (1/4)	Allocation from Powell Bill Funds	Allocation from Highway Trust Fund	Total Allocation
Fallston	Cleveland	12	521	$12,767.909	3.59	$6,272.505	$12,504.944	$6,535.469	$19,040.41
Farmville	Pitt	2	4398	$107,779.774	25.58	$44,693.780	$100,138.227	$52,335.327	$152,473.55
Fayetteville	Cumberland	6	122925	$3,012,466.740	461.01	$805,483.949	$2,507,469.671	$1,310,481.018	$3,817,950.69
Fletcher	Henderson	14	3288	$80,577.512	8.27	$14,449.475	$62,409.734	$32,617.253	$95,026.99
Forest City	Rutherford	13	7728	$189,386.561	49.53	$86,539.598	$181,216.713	$94,709.446	$275,926.16
Fountain	Pitt	2	385	$9,435.019	3.80	$6,639.420	$10,557.016	$5,517.422	$16,074.44
Four Oaks	Johnston	4	1789	$43,842.205	11.04	$19,289.262	$41,462.096	$21,669.371	$63,131.47
Foxfire Village	Moore	8	415	$10,170.215	11.85	$20,704.507	$20,277.221	$10,597.501	$30,874.72
Franklin	Macon	14	3452	$84,596.585	25.96	$45,357.722	$85,348.531	$44,605.776	$129,954.31
Franklinton	Franklin	5	2194	$53,767.354	11.67	$20,390.008	$48,703.441	$25,453.921	$74,157.36
Franklinville	Randolph	8	831	$20,364.937	5.23	$9,137.939	$19,376.250	$10,126.626	$29,502.88
Fremont	Wayne	4	1786	$43,768.685	11.51	$20,110.454	$41,953.136	$21,926.003	$63,879.14
Fuquay-Varina	Wake	5	6250	$153,165.891	33.67	$58,828.755	$139,229.181	$72,765.466	$211,994.65
Garland	Sampson	3	794	$19,458.195	10.87	$18,992.236	$25,252.628	$13,197.802	$38,450.43
Garner	Wake	5	17824	$436,804.614	68.02	$118,845.618	$364,927.737	$190,722.495	$555,650.23
Garysburg	Northampton	1	1095	$26,834.664	8.26	$14,432.002	$27,102.213	$14,164.453	$41,266.67
Gaston	Northampton	1	1047	$25,658.350	10.76	$18,800.042	$29,198.405	$15,259.987	$44,458.39
Gastonia	Gaston	12	62204	$1,524,404.971	295.69	$516,634.236	$1,340,468.834	$700,570.373	$2,041,039.21
Gatesville	Gates	1	376	$9,214.460	2.29	$4,001.124	$8,679.441	$4,536.143	$13,215.58
Gibson	Scotland	8	567	$13,895.210	4.65	$8,124.553	$14,461.656	$7,558.107	$22,019.76
Gibsonville	Alamance/Guilford	7	4343	$106,431.914	21.43	$37,442.834	$94,490.893	$49,383.856	$143,874.75
Glen Alpine	Burke	13	1059	$25,952.429	5.36	$9,365.077	$23,195.054	$12,122.451	$35,317.51
Godwin	Cumberland	6	73	$1,788.978	1.01	$1,764.688	$2,333.898	$1,219.767	$3,553.67
Goldsboro	Wayne	4	48356	$1,185,038.370	152.97	$267,271.599	$953,816.195	$498,493.774	$1,452,309.97
Goldston	Chatham	8	368	$9,018.408	3.89	$6,796.669	$10,386.678	$5,428.399	$15,815.08
Graham	Alamance	7	11725	$287,339.211	47.13	$82,346.280	$242,793.905	$126,891.586	$369,685.49
Granite Falls	Caldwell	11	3665	$89,816.478	26.84	$46,895.272	$89,786.536	$46,925.214	$136,711.75
Granite Quarry	Rowan	9	1980	$48,522.954	10.40	$18,171.044	$43,801.817	$22,892.181	$66,694.00
Green Level	Alamance	7	1793	$43,940.231	6.95	$12,143.150	$36,833.209	$19,250.171	$56,083.38

STATE STREET AID ALLOCATIONS TO MUNICIPALITIES

– ALL PARTICIPATING MUNICIPALITIES –

			POPULATION		MILEAGE				
Municipality	County	Div. Num.	Annual Estimated Population	Increment Award (3/4)	Certified Non-system Mileage	Increment Award (1/4)	Allocation from Powell Bill Funds	Allocation from Highway Trust Fund	Total Allocation
Greenevers	Duplin	3	551	$13,503.105	3.49	$6,097.783	$12,873.040	$6,727.848	$19,600.89
Greensboro	Guilford	7	204180	$5,003,745.853	843.47	$1,473,724.098	$4,254,130.231	$2,223,339.720	$6,477,469.95
Greenville	Pitt	2	55879	$1,369,401.090	187.43	$327,480.655	$1,114,440.666	$582,441.078	$1,696,881.74
Grifton	Lenoir/Pitt	2	2545	$62,369.151	13.27	$23,185.553	$56,188.737	$29,365.968	$85,554.70
Grimesland	Pitt	2	474	$11,616.101	2.52	$4,402.984	$10,520.662	$5,498.423	$16,019.08
Grover	Cleveland	12	653	$16,002.772	6.23	$10,885.154	$17,658.861	$9,229.066	$26,887.93
Halifax	Halifax	4	348	$8,528.277	3.54	$6,185.144	$9,663.163	$5,050.267	$14,713.43
Hamilton	Martin	1	538	$13,184.520	3.94	$6,884.030	$13,180.187	$6,888.373	$20,068.56
Hamlet	Richmond	8	6704	$164,291.861	47.66	$83,272.304	$162,589.747	$84,974.418	$247,564.17
Harmony	Iredell	12	570	$13,968.729	2.61	$4,560.233	$12,169.044	$6,359.918	$18,528.96
Harrells	Duplin/Sampson	3	199	$4,876.802	1.34	$2,341.269	$4,740.526	$2,477.545	$7,218.07
Harrellsville	Hertford	1	95	$2,328.122	0.54	$943.497	$2,148.661	$1,122.957	$3,271.62
Harrisburg	Cabarrus	10	2267	$55,556.332	21.86	$38,194.137	$61,571.371	$32,179.098	$93,750.47
Hassell	Martin	1	94	$2,303.615	1.69	$2,952.795	$3,452.189	$1,804.221	$5,256.41
Havelock	Craven	2	22653	$555,146.708	32.28	$56,400.126	$401,638.277	$209,908.556	$611,546.83
Haw River	Alamance	7	2238	$54,845.642	8.24	$14,397.058	$45,475.698	$23,767.003	$69,242.70
Hayesville	Clay	14	382	$9,361.499	1.78	$3,110.044	$8,190.786	$4,280.757	$12,471.54
Henderson	Vance	5	16735	$410,116.989	78.85	$137,767.965	$359,827.828	$188,057.126	$547,884.95
Hendersonville	Henderson	14	9628	$235,948.991	55.22	$96,481.256	$218,326.225	$114,104.022	$332,430.25
Hertford	Perquimans	1	2333	$57,173.764	10.15	$17,734.240	$49,196.431	$25,711.573	$74,908.00
Hickory	Burke/Catawba	12/13	34277	$840,010.758	214.64	$375,022.396	$797,982.748	$417,050.406	$1,215,033.15
High Point	Davd/Guil/Rand	7/8/9	73326	$1,796,966.737	377.57	$659,696.264	$1,613,433.087	$843,229.914	$2,456,663.00
High Shoals	Gaston/Lincoln	12	596	$14,605.899	2.37	$4,140.901	$12,312.111	$6,434.689	$18,746.80
Highlands	Jackson/Macon	14	1071	$26,246.507	17.88	$31,240.218	$37,754.877	$19,731.863	$57,486.74
Hildebran	Burke	13	1361	$33,353.404	5.46	$9,539.798	$28,170.454	$14,722.748	$42,893.20
Hillsborough	Orange	7	5145	$126,086.161	27.24	$47,594.158	$114,065.940	$59,614.380	$173,680.32
Hobgood	Halifax	4	423	$10,366.267	5.51	$9,627.159	$13,130.852	$6,862.588	$19,993.44
Hoffman	Richmond	8	456	$11,174.983	10.46	$18,275.877	$19,342.088	$10,108.772	$29,450.86
Holden Beach	Brunswick	3	850	$20,830.561	13.00	$22,713.805	$28,598.111	$14,946.255	$43,544.37

STATE STREET AID ALLOCATIONS TO MUNICIPALITIES

– ALL PARTICIPATING MUNICIPALITIES –

			POPULATION		MILEAGE				
Municipality	County	Div. Num.	Annual Estimated Population	Increment Award (3/4)	Certified Non-system Mileage	Increment Award (1/4)	Allocation from Powell Bill Funds	Allocation from Highway Trust Fund	Total Allocation
Holly Ridge	Onslow	3	758	$18,575.959	10.02	$17,507.102	$23,697.839	$12,385.222	$36,083.06
Holly Springs	Wake	5	5597	$137,163.119	25.22	$44,064.782	$119,022.874	$62,205.026	$181,227.90
Hookerton	Greene	2	515	$12,620.869	3.02	$5,276.592	$11,754.301	$6,143.160	$17,897.46
Hope Mills	Cumberland	6	10531	$258,078.399	42.24	$73,802.395	$217,965.368	$113,915.426	$331,880.79
Hot Springs	Madison	13	547	$13,405.079	7.22	$12,614.898	$17,088.828	$8,931.149	$26,019.98
Hudson	Caldwell	11	3165	$77,563.207	21.36	$37,320.529	$75,450.813	$39,432.923	$114,883.74
Huntersville	Mecklenburg	10	17519	$429,330.119	71.67	$125,222.955	$364,207.169	$190,345.904	$554,553.07
Indian Trail	Union	10	6457	$158,238.745	6.18	$10,797.794	$111,016.100	$58,020.439	$169,036.54
Jackson	Northampton	1	562	$13,772.677	4.10	$7,163.585	$13,750.057	$7,186.204	$20,936.26
Jacksonville	Onslow	3	73800	$1,808,582.838	121.42	$212,146.941	$1,327,130.455	$693,599.324	$2,020,729.78
Jamestown	Guilford	7	3042	$74,548.902	14.93	$26,085.932	$66,092.733	$34,542.101	$100,634.83
Jamesville	Martin	1	667	$16,345.864	3.81	$6,656.892	$15,107.244	$7,895.512	$23,002.76
Jefferson	Ashe	11	1425	$34,921.823	12.47	$21,787.781	$37,244.486	$19,465.118	$56,709.60
Jonesville	Yadkin	11	1660	$40,680.861	11.19	$19,551.345	$39,557.983	$20,674.222	$60,232.21
Kannapolis	Cabarrus/Rowan	9/10	35693	$874,712.022	180.07	$314,621.146	$781,104.077	$408,229.092	$1,189,333.17
Kelford	Bertie	1	194	$4,754.269	2.63	$4,595.178	$6,140.324	$3,209.123	$9,349.45
Kenansville	Duplin	3	903	$22,129.408	8.75	$15,288.138	$24,574.273	$12,843.273	$37,417.55
Kenly	Johnston/Wilson	4	1897	$46,488.911	9.87	$17,245.020	$41,857.769	$21,876.162	$63,733.93
Kernersville	Forsyth	9	13747	$336,891.440	56.30	$98,368.249	$285,860.284	$149,399.405	$435,259.69
Kill Devil Hills	Dare	1	5327	$130,546.352	58.24	$101,757.847	$152,567.642	$79,736.557	$232,304.20
King	Stokes	9	6459	$158,287.758	32.31	$56,452.542	$141,032.411	$73,707.889	$214,740.30
Kings Mountain	Cleveland/Gaston	12	10081	$247,050.455	55.63	$97,197.614	$226,087.675	$118,160.395	$344,248.07
Kingstown	Cleveland	12	1067	$26,148.481	0.00	$0.000	$17,173.224	$8,975.257	$26,148.48
Kinston	Lenoir	2	25398	$622,417.167	115.32	$201,488.924	$541,106.919	$282,799.172	$823,906.09
Kittrell	Vance	5	239	$5,857.064	1.52	$2,655.768	$5,590.870	$2,921.961	$8,512.83
Kitty Hawk	Dare	1	2445	$59,918.496	19.77	$34,542.456	$62,037.987	$32,422.966	$94,460.95
Knightdale	Wake	5	4015	$98,393.768	22.58	$39,452.132	$90,531.398	$47,314.502	$137,845.90
Kure Beach	New Hanover	3	756	$18,526.946	10.11	$17,664.352	$23,768.924	$12,422.373	$36,191.30
La Grange	Lenoir	2	3010	$73,764.693	18.26	$31,904.160	$69,398.865	$36,269.988	$105,668.85

STATE STREET AID ALLOCATIONS TO MUNICIPALITIES

– ALL PARTICIPATING MUNICIPALITIES –

			POPULATION		MILEAGE				
Municipality	County	Div. Num.	Annual Estimated Population	Increment Award (3/4)	Certified Non-system Mileage	Increment Award (1/4)	Allocation from Powell Bill Funds	Allocation from Highway Trust Fund	Total Allocation
Lake Lure	Rutherford	13	783	$19,188.623	25.68	$44,868.501	$42,070.029	$21,987.095	$64,057.12
Lake Park	Union	10	864	$21,173.653	0.18	$314.499	$14,112.516	$7,375.636	$21,488.15
Lake Waccamaw	Columbus	6	975	$23,893.879	8.96	$15,655.053	$25,974.078	$13,574.855	$39,548.93
Landis	Rowan	9	3185	$78,053.338	16.21	$28,322.368	$69,863.096	$36,512.610	$106,375.71
Lansing	Ashe	11	171	$4,190.619	1.40	$2,446.102	$4,358.720	$2,278.001	$6,636.72
Lasker	Northampton	1	148	$3,626.968	1.12	$1,956.882	$3,667.238	$1,916.612	$5,583.85
Lattimore	Cleveland	12	281	$6,886.338	1.97	$3,442.015	$6,783.229	$3,545.125	$10,328.35
Laurel Park	Henderson	14	2035	$49,870.814	31.81	$55,578.934	$69,254.966	$36,194.782	$105,449.75
Laurinburg	Scotland	8	15727	$385,414.394	89.59	$156,533.062	$355,928.329	$186,019.127	$541,947.46
Lawndale	Cleveland	12	644	$15,782.213	4.09	$7,146.113	$15,058.362	$7,869.964	$22,928.33
Leland	Brunswick	3	2213	$54,232.979	9.95	$17,384.797	$47,035.547	$24,582.228	$71,617.78
Lenoir	Caldwell	11	15881	$389,188.402	100.26	$175,175.855	$370,650.742	$193,713.514	$564,364.26
Lewiston / Woodville	Bertie	1	831	$20,364.937	2.73	$4,769.899	$16,507.505	$8,627.331	$25,134.84
Lewisville	Forsyth	9	7447	$182,500.222	40.82	$71,321.348	$166,699.348	$87,122.223	$253,821.57
Lexington	Davidson	9	19475	$477,264.916	122.20	$213,509.769	$453,671.803	$237,102.882	$690,774.68
Liberty	Randolph	8	2264	$55,482.812	21.56	$37,669.972	$61,178.837	$31,973.948	$93,152.78
Lilesville	Anson	10	436	$10,684.853	4.44	$7,757.638	$12,112.253	$6,330.237	$18,442.49
Lillington	Harnett	6	3345	$81,974.385	15.40	$26,907.123	$71,508.802	$37,372.706	$108,881.51
Lincolnton	Lincoln	12	10313	$252,735.973	57.69	$100,796.879	$232,185.530	$121,347.322	$353,532.85
Linden	Cumberland	6	170	$4,166.112	1.40	$2,446.102	$4,342.625	$2,269.590	$6,612.21
Littleton	Halifax	4	654	$16,027.279	6.58	$11,496.680	$18,076.580	$9,447.379	$27,523.96
Locust	Stanly	10	2403	$58,889.222	15.78	$27,571.065	$56,783.485	$29,676.801	$86,460.29
Long Beach	Brunswick	3	5279	$129,370.038	90.60	$158,297.750	$188,928.122	$98,739.666	$287,667.79
Long View	Burke/Catawba	12/13	4297	$105,304.613	24.61	$42,998.980	$97,399.572	$50,904.022	$148,303.59
Louisburg	Franklin	5	3500	$85,772.899	14.87	$25,981.099	$73,395.332	$38,358.665	$111,754.00
Love Valley	Iredell	12	76	$1,862.497	2.44	$4,263.207	$4,023.105	$2,102.599	$6,125.70
Lowell	Gaston	12	2606	$63,864.050	14.61	$25,526.823	$58,708.171	$30,682.702	$89,390.87
Lucama	Wilson	4	979	$23,991.905	4.31	$7,530.500	$20,702.592	$10,819.813	$31,522.41
Lumber Bridge	Robeson	6	105	$2,573.187	1.45	$2,533.463	$3,353.833	$1,752.817	$5,106.65

STATE STREET AID ALLOCATIONS TO MUNICIPALITIES

– ALL PARTICIPATING MUNICIPALITIES –

			POPULATION		MILEAGE				
Municipality	County	Div. Num.	Annual Estimated Population	Increment Award (3/4)	Certified Non-system Mileage	Increment Award (1/4)	Allocation from Powell Bill Funds	Allocation from Highway Trust Fund	Total Allocation
Lumberton	Robeson	6	20202	$495,081.172	118.85	$207,656.596	$461,528.653	$241,209.115	$702,737.77
Macclesfield	Edgecombe	4	501	$12,277.778	3.23	$5,643.507	$11,769.947	$6,151.338	$17,921.28
Macon	Warren	5	156	$3,823.021	1.22	$2,131.603	$3,910.747	$2,043.877	$5,954.62
Madison	Rockingham	7	2490	$61,021.291	16.67	$29,126.087	$59,205.012	$30,942.366	$90,147.38
Maggie Valley	Haywood	14	643	$15,757.707	0.41	$716.358	$10,819.474	$5,654.591	$16,474.07
Magnolia	Duplin	3	825	$20,217.898	9.42	$16,458.773	$24,087.697	$12,588.974	$36,676.67
Maiden	Catawba/Lincoln	12	3041	$74,524.396	20.31	$35,485.953	$72,250.177	$37,760.172	$110,010.35
Manteo	Dare	1	1721	$42,175.760	1.71	$2,987.739	$29,661.489	$15,502.009	$45,163.50
Marion	McDowell	13	5039	$123,488.468	28.67	$50,092.677	$114,000.806	$59,580.339	$173,581.14
Mars Hill	Madison	13	1573	$38,548.791	8.78	$15,340.555	$35,392.259	$18,497.087	$53,889.35
Marshall	Madison	13	857	$21,002.107	1.38	$2,411.158	$15,376.849	$8,036.416	$23,413.26
Marshville	Union	10	2780	$68,128.188	10.27	$17,943.906	$56,528.537	$29,543.558	$86,072.09
Matthews	Mecklenburg	10	18739	$459,228.100	72.59	$126,830.394	$384,898.606	$201,159.888	$586,058.49
Maxton	Robeson/Scotland	6/8	2877	$70,505.323	17.97	$31,397.468	$66,925.473	$34,977.317	$101,902.79
Mayodan	Rockingham	7	2537	$62,173.098	14.68	$25,649.128	$57,677.950	$30,144.276	$87,822.23
Maysville	Jones	2	909	$22,276.447	8.34	$14,571.780	$24,200.368	$12,647.859	$36,848.23
McAdenville	Gaston	12	813	$19,923.819	4.60	$8,037.193	$18,363.618	$9,597.393	$27,961.01
McDonald	Robeson	6	86	$2,107.563	0.78	$1,362.828	$2,279.207	$1,191.184	$3,470.39
McFarlan	Anson	10	90	$2,205.589	1.29	$2,253.908	$2,928.810	$1,530.687	$4,459.50
Mebane	Alamance/Orange	7	6337	$155,297.960	34.03	$59,457.753	$141,042.533	$73,713.180	$214,755.71
Mesic	Pamlico	2	306	$7,499.002	1.25	$2,184.020	$6,359.402	$3,323.620	$9,683.02
Micro	Johnston	4	477	$11,689.621	2.48	$4,333.095	$10,523.047	$5,499.669	$16,022.72
Middleburg	Vance	5	129	$3,161.344	2.54	$4,437.928	$4,990.883	$2,608.389	$7,599.27
Middlesex	Nash	4	960	$23,526.281	6.03	$10,535.711	$22,370.486	$11,691.506	$34,061.99
Minnesott Beach	Pamlico	2	297	$7,278.443	5.60	$9,784.408	$11,206.164	$5,856.687	$17,062.85
Mint Hill	Mecklenburg	10	16591	$406,588.047	76.38	$133,452.342	$354,675.847	$185,364.541	$540,040.39
Mocksville	Davie	9	3863	$94,668.774	27.89	$48,729.848	$94,178.193	$49,220.429	$143,398.62
Monroe	Union	10	23684	$580,412.953	134.13	$234,354.053	$535,104.752	$279,662.254	$814,767.01
Montreat	Buncombe	13	632	$15,488.135	15.41	$26,924.595	$27,854.900	$14,557.830	$42,412.73

STATE STREET AID ALLOCATIONS TO MUNICIPALITIES

-- ALL PARTICIPATING MUNICIPALITIES --

Municipality	County	Div. Num.	POPULATION Annual Estimated Population	POPULATION Increment Award (3/4)	MILEAGE Certified Non-system Mileage	MILEAGE Increment Award (1/4)	Allocation from Powell Bill Funds	Allocation from Highway Trust Fund	Total Allocation
Mooresville	Iredell	12	15230	$373,234.643	80.89	$141,332.285	$337,945.948	$176,620.980	$514,566.93
Morehead City	Carteret	2	7628	$186,935.906	38.36	$67,023.198	$166,789.674	$87,169.430	$253,959.10
Morganton	Burke	13	16260	$398,476.381	84.50	$147,639.734	$358,666.129	$187,449.986	$546,116.12
Morrisville	Wake	5	2252	$55,188.734	9.82	$17,157.659	$47,514.072	$24,832.320	$72,346.39
Morven	Anson	10	556	$13,625.638	5.12	$8,945.745	$14,823.936	$7,747.446	$22,571.38
Mount Airy	Surry	11	8514	$208,648.703	39.50	$69,015.024	$182,357.875	$95,305.852	$277,663.73
Mount Gilead	Montgomery	8	1362	$33,377.911	9.23	$16,126.802	$32,512.616	$16,992.096	$49,504.71
Mount Holly	Gaston	12	8309	$203,624.862	41.19	$71,967.818	$180,997.698	$94,594.982	$275,592.68
Mount Olive	Duplin/Wayne	3/4	4929	$120,792.748	27.74	$48,467.766	$111,163.197	$58,097.317	$169,260.51
Mount Pleasant	Cabarrus	10	1205	$29,530.384	8.18	$14,292.225	$28,780.849	$15,041.760	$43,822.61
Murfreesboro	Hertford	1	2241	$54,919.162	15.33	$26,784.818	$53,659.743	$28,044.237	$81,703.98
Murphy	Cherokee	14	1588	$38,916.390	14.84	$25,928.682	$42,587.520	$22,257.552	$64,845.07
Nags Head	Dare	1	2167	$53,105.678	33.26	$58,112.397	$73,043.361	$38,174.714	$111,218.07
Nashville	Nash	4	3939	$96,531.271	23.17	$40,482.990	$89,985.212	$47,029.048	$137,014.26
Navassa	Brunswick	3	530	$12,988.468	1.86	$3,249.821	$10,664.626	$5,573.663	$16,238.29
New Bern	Craven	2	22032	$539,928.145	114.32	$199,741.709	$485,784.096	$253,885.757	$739,669.85
New London	Stanly	10	426	$10,439.787	3.36	$5,870.645	$10,712.007	$5,598.425	$16,310.43
Newland	Avery	11	743	$18,208.361	6.77	$11,828.651	$19,727.048	$10,309.964	$30,037.01
Newport	Carteret	2	3016	$73,911.732	14.36	$25,090.019	$65,020.192	$33,981.559	$99,001.75
Newton	Catawba	12	12079	$296,014.527	69.67	$121,728.524	$274,356.092	$143,386.959	$417,743.05
Newton Grove	Sampson	3	545	$13,356.066	4.72	$8,246.859	$14,187.893	$7,415.031	$21,602.92
Norlina	Warren	5	1047	$25,658.350	9.67	$16,895.577	$27,947.632	$14,606.295	$42,553.93
North Topsail Beach	Onslow	3	1100	$26,957.197	7.12	$12,440.176	$25,874.540	$13,522.833	$39,397.37
North Wilkesboro	Wilkes	11	3856	$94,497.228	31.07	$54,285.994	$97,714.572	$51,068.650	$148,783.22
Northwest	Brunswick	3	781	$19,139.610	2.95	$5,154.287	$15,955.211	$8,338.685	$24,293.90
Norwood	Stanly	10	2478	$60,727.212	16.52	$28,864.005	$58,839.749	$30,751.468	$89,591.22
Oak City	Martin	1	380	$9,312.486	7.79	$13,610.811	$15,055.059	$7,868.238	$22,923.30
Oakboro	Stanly	10	1300	$31,858.505	14.50	$25,334.629	$37,562.049	$19,631.086	$57,193.13
Ocean Isle Beach	Brunswick	3	719	$17,620.204	10.70	$18,695.209	$23,850.438	$12,464.975	$36,315.41

STATE STREET AID ALLOCATIONS TO MUNICIPALITIES

– ALL PARTICIPATING MUNICIPALITIES –

Municipality	County	Div. Num.	POPULATION Annual Estimated Population	POPULATION Increment Award (3/4)	MILEAGE Certified Non-system Mileage	MILEAGE Increment Award (1/4)	Allocation from Powell Bill Funds	Allocation from Highway Trust Fund	Total Allocation
Old Fort	McDowell	13	999	$24,482.036	7.29	$12,737.203	$24,444.033	$12,775.206	$37,219.24
Oriental	Pamlico	2	875	$21,443.225	11.92	$20,826.812	$27,761.185	$14,508.852	$42,270.04
Oxford	Granville	5	8951	$219,358.062	34.69	$60,610.916	$183,871.867	$96,097.111	$279,968.98
Pantego	Beaufort	2	169	$4,141.606	1.88	$3,284.766	$4,877.329	$2,549.043	$7,426.37
Parkton	Robeson	6	353	$8,650.810	4.43	$7,740.166	$10,764.904	$5,626.071	$16,390.98
Parmele	Martin	1	308	$7,548.015	2.56	$4,472.872	$7,894.814	$4,126.073	$12,020.89
Peachland	Anson	10	487	$11,934.686	5.11	$8,928.273	$13,701.915	$7,161.044	$20,862.96
Peletier	Carteret	2	340	$8,332.224	0.46	$803.719	$6,000.104	$3,135.840	$9,135.94
Pembroke	Robeson	6	2687	$65,849.080	15.81	$27,623.482	$61,388.853	$32,083.709	$93,472.56
Pikeville	Wayne	4	776	$19,017.077	5.48	$9,574.743	$18,777.906	$9,813.913	$28,591.82
Pilot Mountain	Surry	11	1237	$30,314.593	7.62	$13,313.784	$28,653.286	$14,975.091	$43,628.38
Pine Knoll Shores	Carteret	2	1619	$39,676.092	11.25	$19,656.178	$38,966.943	$20,365.327	$59,332.27
Pine Level	Johnston	4	1421	$34,823.797	7.67	$13,401.145	$31,672.117	$16,552.825	$48,224.94
Pinebluff	Moore	8	979	$23,991.905	13.82	$24,146.522	$31,615.297	$16,523.130	$48,138.43
Pinehurst	Moore	8	8059	$197,498.226	99.28	$173,463.583	$243,632.137	$127,329.672	$370,961.81
Pinetops	Edgecombe	4	1558	$38,181.193	11.60	$20,267.703	$38,386.780	$20,062.116	$58,448.90
Pineville	Mecklenburg	10	3497	$85,699.379	14.05	$24,548.382	$72,406.099	$37,841.662	$110,247.76
Pink Hill	Lenoir	2	581	$14,238.301	5.69	$9,941.658	$15,880.382	$8,299.577	$24,179.96
Pittsboro	Chatham	8	2072	$50,777.556	13.12	$22,923.471	$48,403.739	$25,297.288	$73,701.03
Plymouth	Washington	1	3931	$96,335.219	21.35	$37,303.057	$87,768.007	$45,870.269	$133,638.28
Polkton	Anson	10	649	$15,904.746	12.63	$22,067.335	$24,938.468	$13,033.613	$37,972.08
Polkville	Cleveland	12	484	$11,861.167	0.34	$594.053	$8,180.065	$4,275.155	$12,455.22
Pollocksville	Jones	2	280	$6,861.832	3.25	$5,678.451	$8,235.931	$4,304.352	$12,540.28
Powellsville	Bertie	1	269	$6,592.260	1.26	$2,201.492	$5,775.367	$3,018.385	$8,793.75
Princeton	Johnston	4	1587	$38,891.883	7.00	$12,230.510	$33,575.041	$17,547.352	$51,122.39
Princeville	Edgecombe	4	2152	$52,738.080	6.86	$11,985.900	$42,507.992	$22,215.988	$64,723.98
Proctorville	Robeson	6	173	$4,239.632	1.67	$2,917.850	$4,700.734	$2,456.748	$7,157.48
Raeford	Hoke	8	4097	$100,403.305	26.55	$46,388.579	$96,406.745	$50,385.139	$146,791.88
Raleigh	Wake	5	267851	$6,564,101.922	772.74	$1,350,143.526	$5,197,744.037	$2,716,501.411	$7,914,245.45
Ramseur	Randolph	8	1579	$38,695.831	10.03	$17,524.574	$36,923.201	$19,297.204	$56,220.40

STATE STREET AID ALLOCATIONS TO MUNICIPALITIES

-- ALL PARTICIPATING MUNICIPALITIES --

Municipality	County	Div. Num.	POPULATION Annual Estimated Population	POPULATION Increment Award (3/4)	MILEAGE Certified Non-system Mileage	MILEAGE Increment Award (1/4)	Allocation from Powell Bill Funds	Allocation from Highway Trust Fund	Total Allocation
Randleman	Randolph	8	3189	$78,151.364	17.88	$31,240.218	$71,843.797	$37,547.785	$109,391.58
Ranlo	Gaston	12	2106	$51,610.779	13.67	$23,884.440	$49,582.089	$25,913.129	$75,495.22
Raynham	Robeson	6	115	$2,818.252	0.90	$1,572.494	$2,883.658	$1,507.089	$4,390.75
Red Springs	Robeson	6	3856	$94,497.228	20.88	$36,481.866	$86,021.568	$44,957.526	$130,979.09
Reidsville	Rockingham	7	14320	$350,933.689	84.56	$147,744.567	$327,510.936	$171,167.320	$498,678.26
Rennert	Robeson	6	234	$5,734.531	1.52	$2,655.768	$5,510.396	$2,879.903	$8,390.30
Rhodhiss	Burke/Caldwell	11/13	754	$18,477.933	7.87	$13,750.588	$21,166.339	$11,062.182	$32,228.52
Rich Square	Northampton	1	1060	$25,976.935	7.52	$13,139.063	$25,689.745	$13,426.253	$39,116.00
Richfield	Stanly	10	572	$14,017.742	5.93	$10,360.990	$16,010.927	$8,367.805	$24,378.73
Richlands	Onslow	3	1259	$30,853.737	6.93	$12,108.205	$28,215.600	$14,746.343	$42,961.94
River Bend	Craven	2	2752	$67,442.005	14.89	$26,016.043	$61,379.321	$32,078.727	$93,458.05
Roanoke Rapids	Halifax	4	15991	$391,884.122	85.46	$149,317.061	$355,438.208	$185,762.975	$541,201.18
Robbins	Moore	8	1123	$27,520.847	8.60	$15,026.056	$27,943.019	$14,603.884	$42,546.90
Robbinsville	Graham	14	793	$19,433.688	3.17	$5,538.674	$16,400.799	$8,571.563	$24,972.36
Robersonville	Martin	1	1928	$47,248.614	16.99	$29,685.196	$50,526.896	$26,406.915	$76,933.81
Rockingham	Richmond	8	9971	$244,354.736	51.56	$90,086.446	$219,646.922	$114,794.259	$334,441.18
Rockwell	Rowan	9	1751	$42,910.956	10.41	$18,188.516	$40,127.567	$20,971.905	$61,099.47
Rocky Mount	Edgecombe/Nash	4	57630	$1,412,312.046	254.35	$444,404.335	$1,219,413.343	$637,303.038	$1,856,716.38
Rolesville	Wake	5	755	$18,502.440	4.18	$7,303.362	$16,948.167	$8,857.635	$25,805.80
Ronda	Wilkes	11	365	$8,944.888	5.57	$9,731.992	$12,266.190	$6,410.690	$18,676.88
Roper	Washington	1	635	$15,561.655	4.59	$8,019.720	$15,487.257	$8,094.118	$23,581.37
Rose Hill	Duplin	3	1428	$34,995.343	14.37	$25,107.491	$39,473.017	$20,629.817	$60,102.83
Roseboro	Sampson	3	1521	$37,274.451	11.25	$19,656.178	$37,389.646	$19,540.983	$56,930.63
Rosman	Transylvania	14	449	$11,003.438	1.24	$2,166.548	$8,649.493	$4,520.492	$13,169.99
Rowland	Robeson	6	1102	$27,006.210	12.62	$22,049.863	$32,217.969	$16,838.104	$49,056.07
Roxboro	Person	5	8806	$215,804.613	28.81	$50,337.287	$174,790.823	$91,351.077	$266,141.90
Roxobel	Bertie	1	242	$5,930.583	2.40	$4,193.318	$6,648.953	$3,474.948	$10,123.90
Rural Hall	Forsyth	9	2684	$65,775.560	12.29	$21,473.282	$57,301.375	$29,947.467	$87,248.84
Ruth	Rutherford	13	377	$9,238.967	3.51	$6,132.727	$10,095.483	$5,276.211	$15,371.69

STATE STREET AID ALLOCATIONS TO MUNICIPALITIES

– ALL PARTICIPATING MUNICIPALITIES –

			POPULATION		MILEAGE				
Municipality	County	Div. Num.	Annual Estimated Population	Increment Award (3/4)	Certified Non-system Mileage	Increment Award (1/4)	Allocation from Powell Bill Funds	Allocation from Highway Trust Fund	Total Allocation
Rutherford College	Burke	13	1238	$30,339.100	11.07	$19,341.679	$32,628.249	$17,052.530	$49,680.78
Rutherfordton	Rutherford	13	3635	$89,081.282	31.55	$55,124.658	$94,708.405	$49,497.535	$144,205.94
Saint Helena	Pender	3	360	$8,822.355	0.25	$436.804	$6,081.027	$3,178.132	$9,259.16
Saint Pauls	Robeson	6	2176	$53,326.237	15.28	$26,697.457	$52,556.201	$27,467.492	$80,023.69
Salemburg	Sampson	3	416	$10,194.722	5.40	$9,434.965	$12,891.954	$6,737.733	$19,629.69
Salisbury	Rowan	9	26883	$658,809.383	135.81	$237,289.376	$588,520.031	$307,578.727	$896,098.76
Saluda	Polk	14	656	$16,076.292	9.01	$15,742.414	$20,897.190	$10,921.516	$31,818.71
Sandy Creek	Brunswick	3	298	$7,302.950	2.86	$4,997.037	$8,078.115	$4,221.872	$12,299.99
Sandyfield	Columbus	6	293	$7,180.417	1.27	$2,218.964	$6,173.119	$3,226.262	$9,399.38
Sanford	Lee	8	21518	$527,331.782	113.89	$198,990.406	$477,017.910	$249,304.278	$726,322.19
Santeetlah	Graham	14	44	$1,078.288	5.00	$8,736.079	$6,445.664	$3,368.703	$9,814.37
Saratoga	Wilson	4	336	$8,234.198	2.48	$4,333.095	$8,253.671	$4,313.623	$12,567.29
Sawmills	Caldwell	11	4955	$121,429.918	20.06	$35,049.149	$102,768.879	$53,710.187	$156,479.07
Scotland Neck	Halifax	4	2470	$60,531.160	15.24	$26,627.569	$57,242.193	$29,916.536	$87,158.73
Seaboard	Northampton	1	793	$19,433.688	4.32	$7,547.972	$17,720.421	$9,261.239	$26,981.66
Seagrove	Randolph	8	260	$6,371.701	3.62	$6,324.921	$8,338.608	$4,358.014	$12,696.62
Selma	Johnston	4	5679	$139,172.655	24.81	$43,348.424	$119,872.179	$62,648.899	$182,521.08
Seven Devils	Avery/Watauga	11	135	$3,308.383	13.36	$23,342.803	$17,503.380	$9,147.806	$26,651.19
Seven Springs	Wayne	4	168	$4,117.099	1.45	$2,533.463	$4,367.810	$2,282.752	$6,650.56
Severn	Northampton	1	258	$6,322.688	2.34	$4,088.485	$6,837.621	$3,573.552	$10,411.17
Shallotte	Brunswick	3	1241	$30,412.619	12.93	$22,591.500	$34,810.880	$18,193.240	$53,004.12
Sharpsburg	Edge/Nash/Wilson	4	1886	$46,219.339	8.41	$14,694.085	$40,005.379	$20,908.045	$60,913.42
Shelby	Cleveland	12	19953	$488,979.043	104.75	$183,020.854	$441,341.310	$230,658.586	$671,999.90
Siler City	Chatham	8	5559	$136,231.870	29.69	$51,874.837	$123,540.585	$64,566.122	$188,106.71
Simpson	Pitt	2	428	$10,488.800	2.77	$4,839.788	$10,067.173	$5,261.415	$15,328.59
Sims	Wilson	4	117	$2,867.265	1.04	$1,817.104	$3,076.497	$1,607.872	$4,684.37
Smithfield	Johnston	4	11194	$274,326.237	58.53	$102,264.540	$247,329.007	$129,261.770	$376,590.78
Snow Hill	Greene	2	1519	$37,225.438	8.60	$15,026.056	$34,316.587	$17,934.907	$52,251.49
Southern Pines	Moore	8	9932	$243,398.980	75.13	$131,268.322	$246,065.749	$128,601.553	$374,667.30

STATE STREET AID ALLOCATIONS TO MUNICIPALITIES

– ALL PARTICIPATING MUNICIPALITIES –

			POPULATION		MILEAGE				
Municipality	County	Div. Num.	Annual Estimated Population	Increment Award (3/4)	Certified Non-system Mileage	Increment Award (1/4)	Allocation from Powell Bill Funds	Allocation from Highway Trust Fund	Total Allocation
Southern Shores	Dare	1	1882	$46,121.313	35.81	$62,567.797	$71,382.443	$37,306.667	$108,689.11
Southport	Brunswick	3	2591	$63,496.452	18.39	$32,131.298	$62,804.290	$32,823.460	$95,627.75
Sparta	Alleghany	11	1932	$47,346.640	15.58	$27,221.622	$48,973.303	$25,594.959	$74,568.26
Speed	Edgecombe	4	85	$2,083.056	1.01	$1,764.688	$2,527.037	$1,320.707	$3,847.74
Spencer	Rowan	9	3241	$79,425.704	21.33	$37,268.113	$76,639.598	$40,054.219	$116,693.82
Spencer Mountain	Gaston	12	130	$3,185.851	0.37	$646.470	$2,516.907	$1,315.413	$3,832.32
Spindale	Rutherford	13	3945	$96,678.310	30.82	$53,849.191	$98,860.141	$51,667.360	$150,527.50
Spring Hope	Nash	4	1283	$31,441.894	8.32	$14,536.835	$30,196.899	$15,781.831	$45,978.73
Spring Lake	Cumberland	6	8579	$210,241.628	28.04	$48,991.931	$170,253.715	$88,979.844	$259,233.56
Spruce Pine	Mitchell	13	1909	$46,782.990	22.39	$39,120.161	$56,417.582	$29,485.569	$85,903.15
Staley	Randolph	8	328	$8,038.146	3.54	$6,185.144	$9,341.259	$4,882.030	$14,223.29
Stallings	Union	10	2528	$61,952.540	7.57	$13,226.423	$49,374.386	$25,804.577	$75,178.96
Stanfield	Stanly	10	961	$23,550.787	6.41	$11,199.653	$22,822.630	$11,927.811	$34,750.44
Stanley	Gaston	12	3245	$79,523.730	17.96	$31,379.996	$72,836.910	$38,066.816	$110,903.73
Stantonsburg	Wilson	4	804	$19,703.260	4.70	$8,211.914	$18,333.514	$9,581.660	$27,915.17
Star	Montgomery	8	877	$21,492.238	9.04	$15,794.831	$24,488.581	$12,798.488	$37,287.07
Statesville	Iredell	12	21868	$535,909.072	136.27	$238,093.095	$508,332.118	$265,670.049	$774,002.17
Stedman	Cumberland	6	668	$16,370.370	5.44	$9,504.854	$16,993.761	$8,881.464	$25,875.22
Stem	Granville	5	279	$6,837.325	2.15	$3,756.514	$6,957.589	$3,636.251	$10,593.84
Stoneville	Rockingham	7	1116	$27,349.301	6.78	$11,846.123	$25,741.909	$13,453.516	$39,195.42
Stonewall	Pamlico	2	276	$6,763.806	1.77	$3,092.572	$6,473.255	$3,383.123	$9,856.38
Stovall	Granville	5	451	$11,052.451	3.43	$5,992.950	$11,194.703	$5,850.697	$17,045.40
Sugar Mountain	Avery	11	142	$3,479.929	12.85	$22,451.723	$17,030.820	$8,900.832	$25,931.65
Sunset Beach	Brunswick	3	1936	$47,444.666	29.61	$51,735.059	$65,137.079	$34,042.647	$99,179.73
Surf City	Pender	3	1172	$28,721.668	13.33	$23,290.386	$34,159.333	$17,852.721	$52,012.05
Swansboro	Onslow	3	1435	$35,166.889	8.79	$15,358.027	$33,182.642	$17,342.273	$50,524.92
Sylva	Jackson	14	2303	$56,438.567	10.66	$18,625.320	$49,298.809	$25,765.079	$75,063.89
Tabor City	Columbus	6	2407	$58,987.248	19.32	$33,756.209	$60,910.008	$31,833.449	$92,743.46
Tar Heel	Bladen	6	117	$2,867.265	2.27	$3,966.180	$4,487.920	$2,345.525	$6,833.45

STATE STREET AID ALLOCATIONS TO MUNICIPALITIES

– ALL PARTICIPATING MUNICIPALITIES –

			POPULATION		MILEAGE				
Municipality	County	Div. Num.	Annual Estimated Population	Increment Award (3/4)	Certified Non-system Mileage	Increment Award (1/4)	Allocation from Powell Bill Funds	Allocation from Highway Trust Fund	Total Allocation
Tarboro	Edgecombe	4	10826	$265,307.829	56.06	$97,948.917	$238,571.775	$124,684.971	$363,256.75
Taylorsville	Alexander	12	2306	$56,512.087	9.34	$16,318.995	$47,832.396	$24,998.686	$72,831.08
Taylortown	Moore	8	742	$18,183.855	4.65	$8,124.553	$17,278.257	$9,030.150	$26,308.41
Teachey	Duplin	3	248	$6,077.623	1.96	$3,424.543	$6,240.623	$3,261.542	$9,502.17
Thomasville	Davidson	9	17543	$429,918.276	87.31	$152,549.410	$382,540.314	$199,927.372	$582,467.69
Tobaccoville	Forsyth	9	2335	$57,222.777	0.22	$384.387	$37,833.966	$19,773.198	$57,607.16
Topsail Beach	Pender	3	448	$10,978.931	5.73	$10,011.546	$13,785.664	$7,204.813	$20,990.48
Trent Woods	Craven	2	4292	$105,182.081	13.48	$23,552.469	$84,547.446	$44,187.104	$128,734.55
Trenton	Jones	2	206	$5,048.348	2.22	$3,878.819	$5,862.988	$3,064.179	$8,927.17
Troutman	Iredell	12	1868	$45,778.221	10.06	$17,576.991	$41,609.043	$21,746.170	$63,355.21
Troy	Montgomery	8	3718	$91,115.325	17.33	$30,279.250	$79,726.858	$41,667.716	$121,394.57
Tryon	Polk	14	1780	$43,621.646	18.79	$32,830.185	$50,210.351	$26,241.479	$76,451.83
Turkey	Sampson	3	293	$7,180.417	2.59	$4,525.289	$7,687.816	$4,017.890	$11,705.71
Valdese	Burke	13	4222	$103,466.623	30.92	$54,023.912	$103,433.169	$54,057.366	$157,490.53
Vanceboro	Craven	2	1031	$25,266.245	7.84	$13,698.172	$25,590.193	$13,374.224	$38,964.42
Vandemere	Pamlico	2	317	$7,768.574	4.82	$8,421.580	$10,633.013	$5,557.141	$16,190.15
Vass	Moore	8	721	$17,669.217	9.04	$15,794.831	$21,977.781	$11,486.267	$33,464.05
Waco	Cleveland	12	335	$8,209.692	3.77	$6,587.004	$9,717.848	$5,078.847	$14,796.70
Wade	Cumberland	6	457	$11,199.490	2.73	$4,769.899	$10,488.024	$5,481.365	$15,969.39
Wadesboro	Anson	10	3617	$88,640.164	22.70	$39,661.798	$84,263.341	$44,038.622	$128,301.96
Wagram	Scotland	8	822	$20,144.378	7.70	$13,453.562	$22,065.716	$11,532.224	$33,597.94
Wake Forest	Wake	5	9328	$228,597.029	33.09	$57,815.370	$188,103.635	$98,308.764	$286,412.40
Walkertown	Forsyth	9	3788	$92,830.783	12.52	$21,875.142	$75,334.034	$39,371.891	$114,705.92
Wallace	Duplin	3	3386	$82,979.153	23.00	$40,185.963	$80,889.676	$42,275.440	$123,165.12
Walnut Cove	Stokes	9	1210	$29,652.916	8.63	$15,078.472	$29,377.698	$15,353.691	$44,731.39
Walnut Creek	Wayne	4	751	$18,404.413	10.29	$17,978.850	$23,895.000	$12,488.264	$36,383.26
Walstonburg	Greene	2	240	$5,881.570	1.74	$3,040.155	$5,859.415	$3,062.311	$8,921.73
Warrenton	Warren	5	950	$23,281.215	7.07	$12,352.816	$23,402.935	$12,231.096	$35,634.03
Warsaw	Duplin	3	3000	$73,519.628	19.60	$34,245.429	$70,775.564	$36,989.493	$107,765.06

STATE STREET AID ALLOCATIONS TO MUNICIPALITIES

– ALL PARTICIPATING MUNICIPALITIES –

Municipality	County	Div. Num.	POPULATION Annual Estimated Population	POPULATION Increment Award (3/4)	MILEAGE Certified Non-system Mileage	MILEAGE Increment Award (1/4)	Allocation from Powell Bill Funds	Allocation from Highway Trust Fund	Total Allocation
Washington	Beaufort	2	9943	$243,668.552	51.55	$90,068.974	$219,184.791	$114,552.735	$333,737.53
Washington Park	Beaufort	2	477	$11,689.621	3.74	$6,534.587	$11,968.894	$6,255.313	$18,224.21
Watha	Pender	3	174	$4,264.138	0.39	$681.414	$3,248.031	$1,697.521	$4,945.55
Waxhaw	Union	10	2623	$64,280.661	14.17	$24,758.048	$58,476.885	$30,561.824	$89,038.71
Waynesville	Haywood	14	9687	$237,394.877	77.84	$136,003.277	$245,232.226	$128,165.928	$373,398.15
Weaverville	Buncombe	13	2428	$59,501.885	15.70	$27,431.288	$57,094.057	$29,839.116	$86,933.17
Webster	Jackson	14	474	$11,616.101	0.00	$0.000	$7,628.967	$3,987.134	$11,616.10
Weldon	Halifax	4	1284	$31,466.401	10.26	$17,926.434	$32,439.139	$16,953.695	$49,392.83
Wendell	Wake	5	3724	$91,262.364	18.33	$32,026.465	$80,970.926	$42,317.904	$123,288.83
West Jefferson	Ashe	11	1108	$27,153.249	11.21	$19,586.289	$30,696.566	$16,042.972	$46,739.54
Whispering Pines	Moore	8	1801	$44,136.283	26.87	$46,947.688	$59,820.127	$31,263.844	$91,083.97
Whitakers	Edgecombe/Nash	4	861	$21,100.133	5.87	$10,256.157	$20,593.494	$10,762.796	$31,356.29
White Lake	Bladen	6	373	$9,140.940	4.10	$7,163.585	$10,708.127	$5,596.398	$16,304.53
Whiteville	Columbus	6	5592	$137,040.586	34.38	$60,069.279	$129,453.481	$67,656.383	$197,109.86
Wilkesboro	Wilkes	11	3090	$75,725.216	23.88	$41,723.513	$77,135.393	$40,313.336	$117,448.73
Williamston	Martin	1	5857	$143,534.820	33.46	$58,461.840	$132,662.923	$69,333.737	$201,996.66
Wilmington	New Hanover	3	64513	$1,580,990.578	246.39	$430,496.497	$1,321,060.235	$690,426.840	$2,011,487.08
Wilson	Wilson	4	41256	$1,011,041.918	193.43	$337,963.949	$885,970.400	$463,035.468	$1,349,005.87
Wilson's Mills	Johnston	4	742	$18,183.855	0.00	$0.000	$11,942.392	$6,241.463	$18,183.85
Windsor	Bertie	1	2313	$56,683.633	21.60	$37,739.861	$62,013.385	$32,410.109	$94,423.49
Winfall	Perquimans	1	473	$11,591.595	3.54	$6,185.144	$11,675.015	$6,101.723	$17,776.74
Wingate	Union	10	3026	$74,156.798	9.95	$17,384.797	$60,120.675	$31,420.920	$91,541.59
Winston-Salem	Forsyth	9	172797	$4,234,657.029	849.37	$1,484,032.672	$3,755,795.229	$1,962,894.472	$5,718,689.70
Winterville	Pitt	2	3692	$90,478.155	22.31	$38,980.384	$85,022.932	$44,435.607	$129,458.54
Winton	Hertford	1	813	$19,923.819	6.22	$10,867.682	$20,222.565	$10,568.936	$30,791.50
Woodfin	Buncombe	13	3349	$82,072.411	13.05	$22,801.166	$68,876.561	$35,997.016	$104,873.58
Woodland	Northampton	1	742	$18,183.855	6.68	$11,671.401	$19,607.678	$10,247.578	$29,855.26
Wrightsville Beach	New Hanover	3	3196	$78,322.910	13.26	$23,168.081	$66,655.021	$34,835.970	$101,490.99
Yadkinville	Yadkin	11	2870	$70,333.777	16.06	$28,060.286	$64,621.088	$33,772.975	$98,394.06
Yaupon Beach	Brunswick	3	916	$22,447.993	11.30	$19,743.538	$27,709.626	$14,481.905	$42,191.53

STATE STREET AID ALLOCATIONS TO MUNICIPALITIES

– ALL PARTICIPATING MUNICIPALITIES –

			POPULATION		MILEAGE				
Municipality	County	Div. Num.	Annual Estimated Population	Increment Award (3/4)	Certified Non-system Mileage	Increment Award (1/4)	Allocation from Powell Bill Funds	Allocation from Highway Trust Fund	Total Allocation
Youngsville	Franklin	5	562	$13,772.677	4.29	$7,495.556	$13,968.082	$7,300.151	$21,268.23
Zebulon	Wake	5	4558	$111,700.821	15.30	$26,732.402	$90,917.127	$47,516.096	$138,433.22
TOTAL:			3,772,508	$92,451,127.73	17,637.80	$30,817,042.58	$80,957,357.39	$42,310,812.92	$123,268,170.31

Per Capita Rate: $24.51
Per Mile Rate: $1,747.22

#3

NCDOT
Safety Program Overview
March 1999

- **NCDOT Safety – The BIG Picture**
  - NCDOT Safety Philosophy
  - Leadership Commitment to Safety
  - Safety Statistics
    - ✓ Customer Safety
    - ✓ NCDOT Employee Safety
  - Safety Working Group
  - Other Safety Initiatives
    - ✓ The Secretary's Transportation Safety Roundtable
    - ✓ NCDOT Safety Steering Committee
    - ✓ 100 Safe Days of Summer Campaign
    - ✓ Joint DOT / AGC Initiatives
    - ✓ Work Zone Safety Improvements
    - ✓ Truck Safety
    - ✓ Supervisor Safety Training
- **NCDOT Safety and Loss Control Division (37 Employee positions)**
  - Employee Safety Program (16 positions)
  - Employee Health / Industrial Hygiene Program (1 position)
  - Environmental Compliance Programs (2 positions)
  - Workers' Compensation Administration (8 positions)
  - Risk Management (4 positions)
  - Safety Training and Policy / Procedure Development (1 position)
  - Administrative Support Staff and Statistical Reporting (5 positions)
  - OSHA Fund 5981

Attachments: NCDOT Safety Program Overview Report
NCDOT Safety Working Group Action Plans
NCDOT Safety and Loss Control Organization Chart
OSHA Fund (5981) Work Order Reports

NCDOT
Safety Program Overview Report
March 1999

NCDOT
Safety Program Overview
March 1999

• NCDOT Safety – The BIG Picture

- NCDOT Safety Philosophy
  1. All accidents and injuries are preventable.
  2. Managers/supervisors are responsible, and will be held accountable, for preventing injuries and occupational illnesses.
  3. Occupational safety and health is part of every employee's total job performance evaluation.
  4. Working safely is a condition of employment.
  5. All workplace hazards can be safeguarded.
  6. Training employees to work safely is essential and is the responsibility of management/supervision.
  7. Prevention of personal injuries and accidents is good business.

- Leadership Commitment to Safety: "Doing a job RIGHT means doing it SAFELY."
- Safety Statistics
  - Customers (Motor Vehicle Crashes)

	1996	*1997*	*1998**
Fatalities	1,493	1,483	1,608
Injuries	150,718	152,245	149,929
Reported Crashes	208,017	210,666	211,148
Crash Cost (In Billions)	$10.7	$10.7	$11.1

*1998 data may change slightly after delayed reports have been rectified.

  - NCDOT Employees (Injured on the job)

	1996	*1997*	*1998**
Fatalities	1	1	4
Injury Rates	6.40	5.72	4.1
WC Costs (In Millions)	$4.75	$5.14	$5.88

*1998 data may change slightly after delayed reports have been rectified.

- NCDOT Safety Working Group
  - Mission: "Enhance safety for the public and workers within our state using solutions that improve all NCDOT operations."
  - Recommendations (See Attached Action Plans for Details)
    1. Improve Railroad Safety.
    2. Review and Improve Design Standards & Policies.
    3. Create / Improve Highway Processes to Address Younger / Older Driver Issues.
    4. Create a System to Identify and Program High Frequency Crash Corridors and Spot Locations.
    5. Improve the Multi-Modal Traffic Management Programs.
    6. Improve Customer Safety in Work Zones.
    7. Instill a Culture of Management and Employee Commitment to Employee Safety that is Driven from the Top Down and is Responsive to Employee Concerns.
    8. Implement Education, Training and Awareness Programs that Communicate Expectations regarding the Workplace Safety Program and Safety Emphasis Areas.
    9. Establish Accountability Mechanisms and Incentives to Ensure DOT Operations are Conducted in a Manner that Continuously Improves Workplace Safety.
- Other Safety Initiatives
  - The Secretary's Transportation Safety Roundtable
  - NCDOT Safety Steering Committee
  - 100 Safe Days of Summer Campaign
  - Joint DOT / AGC Initiatives
  - Work Zone Safety Improvements
  - Truck Safety
  - Supervisor Safety Training

• NCDOT Safety and Loss Control (37 Employee Positions)

- Employee Safety Program (16 positions)
- Employee Health / Industrial Hygiene Program (1 position)
- Environmental Compliance Programs (2 positions)
- Workers' Compensation Administration (8 positions)
- Risk Management (4 positions)

- Safety Training and Policy / Procedure Development (1 position)
- Administrative Support Staff (5 positions)

Current Functional Support Activity

Highways

- ✓ Workzone Safety Initiatives
- ✓ Fleet Safety Initiatives
- ✓ Excavation, Trenching and Shoring
- ✓ Fall Protection
- ✓ Confined Space Entry
- ✓ Back Injury Prevention
- ✓ Wellness
- ✓ Asbestos / Lead / Silica
- ✓ Indoor Air Quality
- ✓ Groundwater / Soil Contamination at Asphalt Plants
- ✓ Hazardous Waste Disposal
- ✓ HazMat Spill Response
- ✓ Facility Safety
- ✓ Equipment Safety Enhancements
- ✓ Return to Work Initiatives

DMV

- ✓ Ergonomics - Registration
- ✓ Back Injury Prevention - Enforcement
- ✓ 3rd Party Auto Accidents - License Examiners
- ✓ Asbestos
- ✓ Indoor Air Quality
- ✓ Facility Safety
- ✓ Equipment Safety Enhancements
- ✓ Return to Work Initiatives

Ferry, Rail & Aviation (and other Divisions)

- ✓ Back Injury Prevention
- ✓ Wellness
- ✓ Hazardous Waste Disposal
- ✓ HazMat Spill Response
- ✓ Facility Safety
- ✓ Equipment Safety Enhancements
- ✓ Return to Work Initiatives

Legal and Administrative Support Activity

- ✓ OSHA Issues – Response to Formal Complaints & OSHA Inspections
- ✓ DENR Issues – Groundwater Remediation, Waste Disposal
- ✓ Automated Incident Tracking System – Safety, WC, Tort Claims

S & LC – The Organization

Organizationally, the Safety and Loss Control Division of NCDOT is primarily responsible for five program areas related to employee safety, health, environmental management, workers' compensation and risk management with supporting elements in the areas of statistical reporting and safety training & policy development. There are currently 37 employee positions within Safety and Loss Control. These positions have been designed to carry out the functional responsibilities of the division in support of department wide safety initiatives.

The Safety and Loss Control Division is organized as follows (Please refer to the attached organization chart.):

- **Employee Safety**

  This section is comprised of 16 positions consisting of one Supervisor and 15 Safety Consultants. Fourteen of these safety consultants are co-located within the geographic regions of the state corresponding with the 14 Highway Divisions. The remaining safety consultant serves as a resource in support of the major units that are Raleigh based. Their primary role and responsibility is to facilitate the department's Workplace Safety Program and address safety and health issues that affect any NCDOT operational unit or employee within their geographic area. In addition, individual consultants are called upon to work outside of their regions when there is a requirement for their specialized expertise at another location or on a statewide basis. Furthermore, the safety consultants provide specialized safety training for employees and managers as well as conducting safety audits and incident investigations as necessary.

  As an example, safety consultants have provided the following training throughout the state within the past two years.

✓	Fleet Safety Instructor Level:	Approx. 110 trained.
✓	Excavation, Trenching & Shoring:	Approx. 1,600 trained.
✓	Hazardous Waste Disposal:	Approx. 7,800 trained.
✓	Explosives Specialist:	Approx. 200 trained.
✓	Hazard Communication:	Approx. 1,550 trained.
✓	Spill Response:	Approx. 310 trained.
✓	Fall Protection:	Approx. 105 trained.
✓	Proper Lifting:	Approx. 75 trained.
✓	Respiratory Protection:	Approx. 35 trained.
✓	Asbestos Notification & Awareness:	Approx. 1,150 trained.
✓	Supervisor Safety Training:	Expect 2,100 trained by June 1999.

  The OSHA Fund (5981) has been used historically to fund the incidental costs associated with developing and conducting training initiatives such as those mentioned above. (Please refer to the attached work order reports.) In addition, it is used to fund items related to employee safety throughout the department. For instance, work orders have been established to provide personal protective

equipment for employees, make safety modifications to facilities, conduct health assessments of work areas, produce public awareness videos on workzone safety and conduct wellness programs. Examples of recently funded work orders include:

- ✓ Prescription Safety Glasses
- ✓ Personal Protection for DMV Level 1 Inspections
- ✓ Audiometric Testing for Employees in High Noise Areas
- ✓ Development of NCOSHA Training
- ✓ Division Specific OSHA Compliance Requirements
- ✓ Publication of Safety Manuals
- ✓ Implementation of Drug & Alcohol Testing Program
- ✓ Driver Awareness Videos on Workzone Safety
- ✓ Explosives Specialist Training Program
- ✓ Hazardous Waste Handling Training
- ✓ Purchase of Employee Safety Videos for Divisions
- ✓ Fleet Safety Training Program
- ✓ 100 Safe Days of Summer Campaign
- ✓ Flammable Storage Cabinets for Equipment Shops
- ✓ Facility Safety Upgrades
- ✓ First Aid Training
- ✓ Purchase Scissor Lifts for Traffic Services
- ✓ Personal Protective Equipment for Employees with Disabilities
- ✓ Ergonomics Study
- ✓ Defibrillators for use on Ferry Vessels
- ✓ Breathing Air Compressors for Ferry Division

- **Employee Health & Industrial Hygiene**

The employee health section consists of one Industrial Hygienist position. This position is responsible for developing programs that protect employees from occupational exposures to chemical, biological and physical agents that may affect their health. The major function of the industrial hygiene program is to identify, evaluate and control employee health hazards that may result from departmental operations. It should be noted that the safety consultants identified above also serve as a resource for health related matters in this context as well. The staff industrial hygienist may use safety consultants to help identify health concerns and collect data where appropriate.

Typical areas of responsibility for the NCDOT industrial hygiene program include:

- ✓ Confined Space Entry

- ✓ Asbestos
- ✓ Lead
- ✓ Silica
- ✓ Respiratory Protection
- ✓ Hearing Conservation
- ✓ Ergonomics – Repetitive Motion Disorder (Carpal Tunnel Syndrome)

- **Environmental Compliance Programs**

The environmental section of Safety and Loss Control is responsible for to two major areas. Specifically, the administration of the department's hazardous waste disposal contract and the assessment and remediation of contaminated groundwater at asphalt production plants. This section is comprised of two Environmental Engineer positions.

With regard to hazardous waste disposal, a statewide contract has been established for the disposal of routine operational wastes and non-routine orphaned waste that has been abandoned by others on state right of way. These waste products are typically in the form of paints, solvents, petroleum products and miscellaneous items such as detergents, creosote, linseed oil, contaminated soil, wastewater and unknowns. The actual disposal cost is paid for by individual highway divisions' maintenance funding. The role of Safety and Loss Control is one of contract administrator and technical consultant to the department on this issue.

The environmental section is also responsible for managing site assessments and corrective action planning for the remediation of solvent contaminated groundwater at various asphalt plants around the state. This activity is on going and in cooperation with DENR, contractors and property owners to ensure that clean-ups occur as quickly as possible. The department is currently addressing corrective action plans for the first seven of 53 sites and has entered negotiations with contractors to ensure a fair share distribution of related costs. In order to facilitate this activity, the environmental section currently oversees the activities of three environmental engineering firms that have been engaged to develop the first seven priority corrective action plans. The funding for this activity has historically been derived from the Asphalt Plant Clean-up Fund (5984). In the future, however, it is expected that the department's fair share of planning and clean-up cost will be encumbered against highway construction, as construction activity was typically the source of contamination.

- **Workers' Compensation**

The workers' compensation section is comprised of 8 positions, including one Supervisor (WC Administrator), one Administrative Assistant and six Processing Assistants. This section is responsible for the administration of the department's workers' compensation program. This consists of authorizing WC payments, adjusting claims, facilitating return to work programs, negotiating compromise settlement agreements, coordinating rehabilitation and the recovery of

third party subrogation liens. In recent years, administering workers' compensation has become dramatically more complex. This, coupled with growing medical costs, has made cost containment increasingly difficult. The total annual WC expenditure for NCDOT in 1998, including death benefits, indemnification and medical payments, was approximately $5.9 million and was distributed across the department as payroll additive.

- **Risk Management**

The risk management section is comprised of four safety officer positions located regionally across the state. These positions are responsible for providing responsive and timely case management when employees have been injured on the job. For any given case, these "risk managers" will assess the potential risk exposure to the state and intervene as necessary to ensure that injured employees receive the appropriate medical attention they deserve. In addition, consultation is given to managers and supervisors to prepare modified work plans as necessary to comply with physicians' ordered restrictions and to bring injured employees back to work as soon as possible. Furthermore, these positions are instrumental in helping the workers' compensation section make determinations of liability, assess and evaluate compromise agreements and ferret out cases of WC abuse.

- **Safety Training & Policy Development**

The development of statewide safety training programs and safety policies and procedures is accomplished and/or coordinated within Safety and Loss Control. This function is the primary responsibility of one Safety Consultant position. The development and revision of OSHA mandated programs is essential for the department to comply with the NC OSHA Act. Because of the diversity of operations within NCDOT, this is an extremely dynamic area of responsibility and is critical to maintaining program uniformity statewide.

- **Statistical Reporting and Administrative Support**

Overall management of the Safety and Loss Control Division is the responsibility of one Director position. Other supporting elements within Safety and Loss Control include four administrative/clerical positions that are responsible for general office administration and the preparation of statistical reports. The reports are used to show trend data relative to employee injuries and equipment accidents as well as to satisfy the reporting requirements of the Department of Labor and the Office of State Personnel.

NCDOT
Safety Working Group
Action Plans

Goal/Objective:	**Improve Railroad Safety**
Measures of Success:	• **Decrease in at-grade crossing collisions and incidents.** • **Increased performance of railroad crossing and train control signals.** • **Number of crossings closed or improved.** • **Decrease in reported railroad accidents.** • **Decrease in the Number of Illegal Crossing Violations**

Strategy: Establish programs and initiate projects to improve railroad and highway/railroad at-grade crossing safety through engineering, education and enforcement efforts.

Action/Tasks	Lead Agency	Team Members	Target Duration
1. Grade Crossing Consolidation/Traffic Separation Study Implementation	Rail Division	• Traffic Surveys Unit • Division and District Engineers • GHSP • Traffic Engineering & Safety Systems Branch	0-9 months
2. Test of Video Ticketing System at Crossings and Locomotive Video System	Rail Division	• ITRE • Norfolk Southern Railway (NS) • City of Salisbury Police Department • GHSP • Traffic Engineering & Safety Systems Branch	0-9 months
3. Establish Signal & Train Control, Hazardous Materials, Operating Practices, and Commuter Rail Safety Inspection Programs	Deputy Secretary for Transportation Rail Division	• Public Transportation Division • Federal Railroad Administration (FRA) • Federal Highway Administration (FHWA) • US Department of Energy	6-18 months
4. Enhanced Crossing Safety Features (Sealed Corridor, Sight Distance Enhancement,)	Rail Division Traffic Engineering & Safety Systems Branch	• Division District Engineers • FRA and FHWA • North Carolina Railroad Company and Operating Railroads (CSX, NS) • GHSP	0-25 months

Goal/Objective: **Review and Improve Design Standards & Policies**

Measures of Success:
- **Projects that Address "Real-Life" Capacity Needs**
- **Safety Needs are a "Given" Part of Project Scope From the Beginning**
- **Staff is Aware of Alternative Design Concepts that Allows for Flexibility in Overall Project Design**
- **Staff has Available Design Standard Resources that Enable Diverse Design Methods of Approach**
- **Lower Life-Cycle Maintenance Costs**
- **Higher Levels of Self Esteem and Ownership for Employees**

Strategy: Create a Process for Project Design that Prioritizes and Addresses the Functionality Needs of the Corridor

Action/Tasks	Lead Sections/Units	Team Members	Target Duration
1. Restrict Impact of Cost in Decision Making Process	Dep. Admin. Preconstr. Chief Engineer Program and TIP Branch	• Design Branch • Traffic Safety Systems Branch • Divisions • Rail / Bicycle / Pedestrian	0-6 months
2. Front End Realistic Project Cost Estimates	Design Services Dep. Admin. Preconstr. Chief Engineer	• Roadway Design / Structure Design • Divisions / P & E Branch • Traf. Control / Signals / Signing / Systems • Rail / Bicycle / Pedestrian • Program and TIP Branch	4-9 months
3. Updates to Design Literature (in electronic formats if available)	Design Services Dep. Admin. Preconstr. EST	• Roadway Design / Structure Design • Divisions • Traf. Control / Signals / Signing / Systems • Rail / Bicycle / Pedestrian	9-12 months
4. Educate / Staff awareness	DOT Training Dep. Admin. Preconstr. Chief Engineer	• ITRE (Universities) • Design Branch • Traffic Safety Systems Branch • Divisions • Rail / Bicycle / Pedestrian	12+ months
5. Enhance Scoping Process to Require Life-Cycle Design Upfront and To Encourage Communication Within the Department (ie. Feasibility /Planning/Design/Maintenance)	Dep. Admin. Preconstr. Chief Engineer Programs	• Design Branch / Divisions • Planning and Environmental Branch • Traffic Safety Systems Branch • Rail / Bicycle / Pedestrian • Programming and TIP Branch • Statewide Planning Branch	4-9 months

Goal/Objective:	**Create / Improve Highway Processes to Address Younger / Older Driver Issues**
Measures of Success:	• **Reduction of Fatal and Injury Crash Rate Averages (Ages 15-24 / 75 and Older)** • **Positive Response from the Customers** • **More Prepared/Knowledgeable Drivers** • **Improved Driver Education / Training Statewide**

Strategy: Implement a Process Where Positive Guidance for the Motorists is a Priority

Action/Tasks	Lead Sections/Units	Team Members	Target Duration
1. Improve Positive Guidance of Highways	Traffic Safety Systems Branch Dep. Admin. Preconstr. Chief Engineer	• Divisions • GHSP / Rail Division • Highway Design Branch • State Maintenance Branch	12+ months
2. Implement Use of Profiled Markings	Traffic Control Section Dep. Admin. Preconstr. Chief Engineer	• Divisions • GHSP • Highway Design Branch • State Maintenance Branch	0-6 months
3. Implement Use of Wider Markings	Traffic Control Section Dep. Admin. Preconstr. Chief Engineer	• Divisions • GHSP • Highway Design Branch • State Maintenance Branch	0-6 months
4. Implement Use of Larger signs	Signing Section Dep. Admin. Preconstr. Chief Engineer	• Divisions • GHSP / Rail Division • Highway Design Branch • State Maintenance Branch	0-6 months
5. Address Drivers License Issues	DMV	• GHSP • Traffic Safety Systems Branch • Public Information Office	12 months
6. Implement a Statewide Pavement Marking Inventory System	State Maintenance Branch	• Divisions • Traffic Control Section • ETS	12+ months
7. Enhance Driver Education Program	GHSP	• Public Information Office • Driver Training Instructors / Schools • Insurance Industry • NC Operation Lifesaver	12+ months

Goal/Objective: Create a System to Identify and Program High Frequency Crash Corriders and Spot Locations

Measures of Success:
- Easier Access to Data
- Easier Manipulation of Data
- Automated Data Entry
- Implementation of Priority Ratings for Safety Projects
- Timely & Consistent Data Entry
- Increased Project Funding for Safety Initiatives
- Specific Pool of Funds Established for Small to Medium Cost Safety/Efficiency Projects
- Actual Projects Constructed Conform to Priority List

Strategy: Create a "Safety Project" process with Categorical "Safety" Project Funding

Action/Tasks	Lead Sections/Units	Team Members	Target Duration
1. Review Existing Safety Project Program.	Dep. Admin. Preconstr. Traffic Safety Systems Branch Chief Engineer	• Design Branch • Divisions • Rail / Bicycle / Pedestrian	0-4 months
2. Increase/Broaden Project Funding	Dep. Admin. Preconstr. Traffic Safety Systems Branch Chief Engineer Program and TIP Branch	• Design Branch • Divisions • Rail / Bicycle / Pedestrian	9-12 months
3. Measure Safety Benefits / Prioritize Projects	Traffic Safety Systems Branch	• Design Branch • Divisions • Rail / Bicycle / Pedestrian	9-12 months
4. Create an Accelerated Process for Safety Project Letting	Dep. Admin. Preconstr. Traffic Safety Systems Branch Chief Engineer Program and TIP Branch	• Design Branch • Divisions • Rail • Bicycle / Pedestrian	9-12 months
5. Create/ Improve Crash Data Linkage Systems	DMV GHSP	• Traffic Safety Systems Branch • IST / EST	12 months
6. Review/Modify Crash Data Reporting System	Traffic Safety Systems Branch DMV	• GHSP • IST / EST	12 months
7. Implement the Safety Management System (YR)	Dep. Admin. Preconstr. Chief Engineer	• Traffic Safety Systems Branch • GHSP • Design Branch / Divisions • Rail / Bicycle / Pedestrian	0-6 months

Goal/Objective:	**Improve the Multi-Modal Traffic Management Programs**
Measures of Success:	• **Positive Customer Response** • **Proactive Sign Replacement** • **Timely Clearance of Highway Crash Sites** • **Reduction in the Number and Severity of Secondary Accidents** • **Increased Availability of Corridors for Bicycles and Pedestrians** • **Higher Occupancy Rates and More Efficient Use of Ferry System**

Strategy: Enhance NCDOT's Non-Traditional Transportation Programs

Action/Tasks	Lead Sections/Units	Team Members	Target Duration
1. ***Expand / Enhance Availability of Incident Management** ***Implement as a Permanent Fixture (Maintain / Fund)** ***Integrate into TIP Projects**	Construction Unit Chief Engineer	• Divisions • Congestion Management Section • Traffic Control Section • Local Agencies • Emergency Management	12+ months
2. **Implement Statewide Sign Inventory System**	State Maintenance Branch	• Divisions • Signing Section • ETS	12+ months
3. **Incorporate ITS Safety Initiatives into the TIP Process**	Congestion Management Section Dep. Admin. Preconstr. Chief Engineer	• Traffic Management Systems Section • Divisions / Programs and TIP Branch • State Maintenance Branch • IST / ETS / ITS	9-12 months
4. **Accentuate Bicycles / Pedestrian Issues in T.I.P. Projects**	Bicycle and Pedestrian Division Deputy Secretary for Transportation	• Congestion Management Section • Traffic Control Section / Divisions • Programs and TIP Branch • Design Branch	9-12 months
5. **Automate Ferry Loading / Unloading Operations**	Ferry Division Deputy Secretary for Transportation	• Congestion Management Section • Traffic Management Systems Section • Programs and TIP Branch • Divisions / IST / ETS	12+ months
6. **Public Transportation**			
7. **Aviation**			

Goal/Objective: **Improve Customer Safety in Work Zones**

Measures of Success:
- **Reduction of Fatalities in Work Zones**
- **Reduction of Crash Severity Rates in Work Zones**
- **Reduction of Speeds in the Work Zones**
- **Published and Defined Guidelines for Designers and Field Personnel**
- **Increased Public Awareness of Work Zone and Safety Issues**

Strategy: Reduce Crash rate and severity index rate in highway work zones

Action/Tasks	Lead Sections/Units	Team Members	Target Duration
1. Expand Work Zone Safety Team	Traffic Control Section Construction Unit	• FHWA / GHSP / Public Affairs • Division (Construction & Design) • Roadway Design Unit • Safety and Loss Control	12 months
2. Proactive / Responsive Action for Day to Day Work Zone Occurrences	Traffic Control Section Construction Unit	• FHWA • Divisions • Safety and Loss Control	0-6 months
3. Enhanced Project reviews (field / pre-construction / post construction)	Traffic Control Section Construction Unit	• FHWA • Divisions • Rail / Bicycle - Pedestrian • Safety and Loss Control	0-6 months
4. Speed Enforcement	Traffic Control Section Construction Unit	• GHSP • Divisions • DMV / SHP	9-12 months
5. Standards of Practice for Designers / Field Engineers	Traffic Control Section Construction Unit	• FHWA • Divisions • Roadway Design Unit	12 months
6. Public Information Initiatives	Construction Unit Public Affairs Traffic Control Section	• Divisions • FHWA • GHSP	0-6 months
7. Automated Information Systems for the Public	Traffic Control Section Construction Unit	• Divisions • FHWA	12+ months
8. Increase Law Enforcement in High-Risk Work Zones.	Traffic Control Section Construction Unit	• GHSP • Divisions • DMV / SHP	12 months

Goal/Objective:	**Instill a culture of management and employee participation and commitment to employee safety that is driven from the top down and is responsive to employee concerns.**
Measures of Success:	• **Safety committees chaired by senior management and division/unit heads.** • **Safety audits (jobsite and program) conducted at all levels including senior management and division/unit heads.** • **Incident reviews conducted by senior management and division/unit heads.** • **Number of accidents.** • **Number of lost time injuries.** • **Workers' Compensation expenditures.**

Strategy: Establish process to ensure the workplace safety program is implemented statewide including appropriate engineering, education and enforcement mechanisms.

Action/Tasks	Lead Sections/Units	Team Members	Target Duration
1. Review existing workplace safety program.	Safety & Loss Control Operations Stakeholders	• Transportation • DMV / DOH • AGO	0-4 months
2. Update workplace safety program as necessary.	Safety & Loss Control Chief Engineer Dep. Admin. Preconstr.	• Transportation • DMV / DOH • DOT Training	4-9 months
3. Re-implement and monitor workplace safety program. This includes education of employees and enforcement of policies.	Secretary's Office Senior Management Safety and Loss Control	• Transportation • DMV / DOH • DOT Personnel • DOT Training	9-12 months
4. Establish mechanisms for employees to elevate safety concerns.	Safety & Loss Control	• Public Information Office • Information Systems Technology • Transportation • DMV	0-6 months

Goal/Objective:	**Implement education, training and awareness programs that communicate expectations regarding the workplace safety program and safety emphasis areas.**
Measures of Success:	• **Percent of affected employees trained in priority mandated (risk based) safety courses.** • **Percent improvement between pre-training and post-training examination.** • **Results of performance/exposure based training surveys.** • **Results of observational assessments/audits.** • **Number of certifications issued.** • **Number/frequency of safety bulletins.**

Strategy: Provide required safety training/awareness to employees and customers for safety emphasis areas determined by a risk based needs assessment.

Action/Tasks	Lead Sections/Units	Team Members	Target Date
1. Research mandatory safety training requirements based on hazard probability and severity of outcome.	Safety & Loss Control	• State & DOT Personnel • Transportation • DMV / DOH • AGO	0-4 months
2. Develop required safety training/awareness programs.	Safety & Loss Control, DMV (For Driver Training/Licensing Test)	• Transportation • DOT Training • DOT Personnel • DMV / DOH • Chief Engineer	4-18 months
3. Implement mandatory safety training/awareness programs.	Secretary's Office Senior Management Safety & Loss Control	• Transportation • DOT Training • DOT Personnel • Chief Engineer • DMV / DOH	8-24 months
4. Measure effectiveness of safety training/awareness programs.	Safety & Loss Control Chief Engineer	• Transportation • DMV / DOH • Productivity Management • DOT Training	On-going

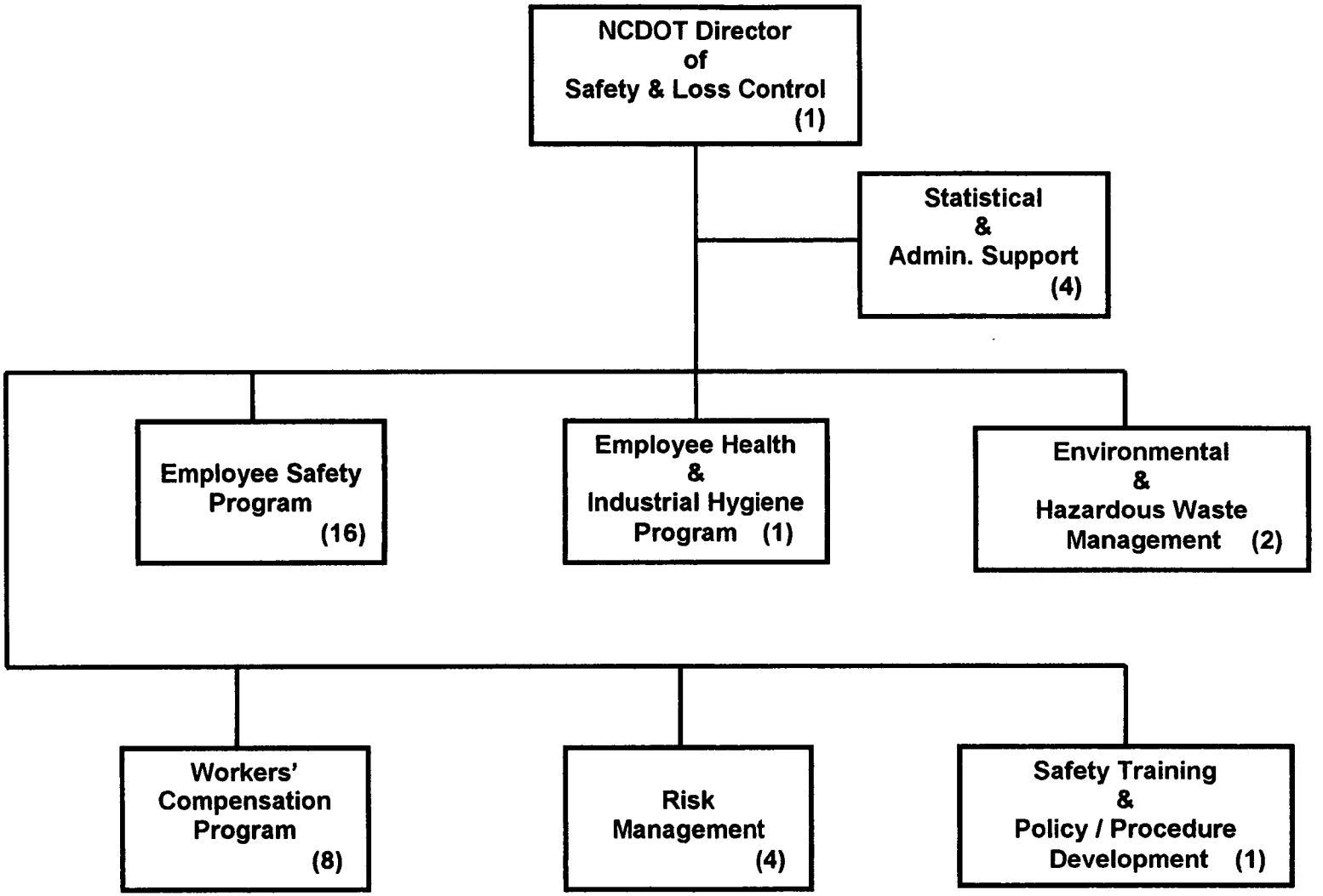
Goal/Objective:	**Establish accountability mechanisms and incentives to ensure the operations of DOT are conducted in a manner that continuously improves workplace safety.**
Measures of Success:	• **Results of program audits.** • **Fair share allocation of workers' compensation expenditures to cost centers.** • **Fair share allocation of equipment/fleet accident repair expenditures to cost centers.** • **Reduction in loss experience.** • **Percentage of eligible employees that receive safety awards/recognition.** • **Increased reporting of near miss incidents.**

Strategy: Develop process that provides visibility into loss allocation and establishes meaningfully recognition of employee/group successes in loss prevention.

Action/Tasks	Lead Sections/Units	Team Members	Target Date
1. Develop procedures for auditing safety program implementation statewide.	Safety & Loss Control	• Divisions • Internal Audit • DMV / Central DOH • Productivity Management • Transportation	0-6 months
2. Develop consolidated loss experience report by cost center.	Safety & Loss Control	• Workers' Compensation • Equipment Unit • Motor Fleet Management • Chief Engineer • AGO	0-9 months
3. Allocate losses to responsible cost centers' budgets where appropriate.	Fiscal	• Transportation • DMV / DOH • State Budget Office • AGO • Safety & Loss Control	9-18 months
4. Establish meaningful safety awards program that recognizes individual and group achievement. (May require legislative action.)	Secretary's Office Intergovernmental Affairs	• Legislative Liaison • Safety & Loss Control • Transportation • DMV / DOH • DOT & State Personnel	0-24 months

NCDOT
Safety & Loss Control
Org. Chart

NCDOT Safety and Loss Control



37 Employees

OSHA Fund
(5981)
Work Order Reports

1998 OPEN WORK ORDERS

WO#/DATE/BDGT	DESCRIPTION	AMOUNT
9.6160018-1/6/98 DCM; 3150	FERRY/Mann's Harbor Wellness	$ 3,300
9.6005098-1/6/98 DCM:TWW; 3150	S&LC/Explosives Specialists Basic & Refresher Training	$ 15,000
9.6001998-1/28/98 DCM; 3150 JO# 2.102061	GEN SVCS/FACILITIES MANAGEMENT/Safety Repairs to Thompson Building Elevator	$ 20,000
9.6001298-1/28/98 DCM; 3150	PERSONNEL/May 98 Wellness Fair	$ 1,000
9.6001918-2/5/98 DCM; 3150	GEN SVCS/FACILITIES MANAGEMENT/Speed Bumps at Century Center	$ 2,548
9.6001928-2/6/98 DCM; 3150	GEN SVCS/FACILITIES MANAGEMENT/Purchase and Installation of safety glass Visionlites in exterior doors	$ 2,400
9.6000418-3/5/98 DCM:PG; 3150	S&LC/DMV Safety Program	$ 5,000
9.6001938-3/23/98 DCM:3150	GENSVCS/Facilities Safety Issues	$150,000
9.6500118-3/23/98 DCM:IH:PG:3150	S&LC/IH/Purchase of TMX410 Sensors	$ 15,000
9.6120018-3/30/98 DCM:HS; 3150	DIV 12/Purchase of 7 Flammable Storage Cabinets for 7 EQ shops	$ 1,801
9.6140018-3/30/98 DCM:HO; 3150	DIV 14/Purchase of 8 Flammable Storage Cabinets for EQ shops	$ 5,700
9.6000398-4/20/98 DCM; 3150	S&LC/Medical & Audiometric Tests	$ 5,000
9.6003098-4/30/98 DCM:CVS; 3150	S&LC/CTM/Field Video Library Module 4	$ 5,000
9.6160028-5/15/98 DCM; 3150	FERRY/Purchase of Protable Defribrillators	$ 11,000
9.6007098-5/15/98 DCM; 3150	S&LC/Safe Summer Campaign	$ 2,500
9.6300098-5/20/98 DCM; 3150	HWY DESIGN-GEOTECH/CPR Training	$ 700
9.6000998-5/20/98 DCM; 3150	S&LC/PPE/Purchase of PPE for Employees w/ Disabilities 1998	$ 3,000
TOTAL		**$248,949**

F/Y 1999 OPEN WORK ORDERS

WO#/ - DATE - BDGT	*DESCRIPTION*	*AMOUNT*
9.6005198 8/14/98 DCM:TWW:SE02:SE043 150	S&LC: Hazardous Waste Training	$14,000.00
9.6001948 8/18/98 DCM:Snakenberg: 3150	GEN SVCS/Facilities: Installation of Smoke Room Ventilation Systems for Century Center	$ 2,200.00
9.6000105 8/12/98 DCM:Snakenberg	GEN SVCS/Facilities: REOPEN ADD-TO	$ 4,994.00
9.6001598 8/24/98 DCM:Jim Travis: 3150	S&LC: Public Service Announcements/Work-Zone: Purchase of 200 copies of PSAs	$ 7,500.00
9.6010098 8/24/98 DCM:TWW:SE01: 3150	DIV 1/County EQ Shops: Purchase of 6 Flammable Storage Cabinets	$ 3,000.00
9.6300018 9/18/98 DCM:MAP: 3150	HWY DESIGN/TECH SVCS: Location & Surveys: Safety Training	$ 1,000.00
9.6130018 9/24/98 TWW:JA:MAP: 3150	DIV 13/Purchase of Voice-Activated Intercoms	$ 3,500.00
9.6300028 10/8/98 DCM:MAP: 3150	HWY DESIGN/TECH SVCS: Location & Surveys: Purchase 7 TV/VCR Units	$ 1,800.00
9.6000497 10/27/98 ADD TO	S&LC: FY 96-97 NCOSHACT Training Requirements	$ 6,079.00
9.6000218 11/4/98 DCM:MAP 3150	DMV: Funding for purchase of Fire Arm Safety Locks	$ 3,000.00
9.6005099 11/9/98 DCM:TWW:map 3150	S&LC: 1999 Explosives Specialists Basic and Refresher Training Courses	$ 20,000.00
9.6001528 12/3/98 DCM:Jim Travis 3150	S&LC: Purchase of Drivers' Education Video Packaging Materials (Clamshells)	$ 6,000.00
9.6000228 12/18/98 DCM:Col.Richards:map	DMV: Level 1 Inspection: Purchase of Safety Apparel & Equipment	$ 31,500.00
9.6000238 12/18/98 DCM:Col. Richards:map	DMV: Safety Training for Specialized Firearms	$ 4,500.00
9.6050019 3/2/99 DCM:Hopkins:SE5:map	DIV 5: Purchase of Scissors Type Lift for Traffic Services Paint Crew	$ 3,500.00
9.6080019 3/2/99 DCM:Garner:map	DIV 8: Purchase of Plastic Tank for Reflector Beads	$ 500.00
TOTAL:		**$113,073.00**

#4

SAFETY PHILOSOPHY

1. All accidents and injuries can be prevented.

2. Management/supervisors are responsible, and will be held accountable, for preventing injuries and occupational illnesses.

3. Occupational safety and health is part of every employee's total job performance.

4. Working safely is a condition of employment.

5. All workplace hazards can be safeguarded.

6. Training employees to work safely is essential and is the responsibility of management/supervision.

7. Prevention of personal injuries and accidents is good business.

◆ ◆ ◆

North Carolina
Department of Transportation

Joint Appropriations Subcommittee on Transportation
March 11, 1999
8:30 am
Room 1228

Agenda

Chair: Senator Wib Gulley

Secondary Roads Program (Governor's North Carolina State Budget, Transportation, Volume 6, p. 45, p. 49)

Don Goins *Chief Engineer – Operations, DOT*

Small Urban, Public Service, Spot Safety and Discretionary Construction (Governor's North Carolina State Budget, Transportation, Volume 6, pp. 45-47, Summary of Recommendations, p. 74)

David King *Assistant Secretary - Transportation*

Introduction to Public Transportation and Rail

David King

Public Transit (Governor's North Carolina State Budget, Transportation, Volume 6, pp. 81-82)

Sanford Cross *Director, Public Transportation Division, DOT*

MINUTES
SENATE AND HOUSE JOINT APPROPRIATIONS
SUBCOMMITTEE ON TRANSPORTATION

The Senate and House Joint Appropriations Subcommittee on Transportation met at 8:30 A.M. on Tuesday, March 11, 1999 in Room 1228 of the Legislative Building. Representatives Crawford, Chair, Cole, Chair, Davis, Gulley, Hiatt, Hurley, McAllister, McMahan, Melton, Sutton and five Senate members were present. Senator Wib Gulley, Chairman, presided.

Senator Gulley opened the meeting and asked Mr. Don Goins, Department of Transportation (DOT) Chief Engineer-Operations, to reviewed the Secondary Road Program (see Handout #1). The budget information can also be found in Governor's North Carolina State Budget, Transportation, Volume 6, p. 45, p. 49. Mr. Goins told the Committee that the roads were rated every four years. Senator Rucho asked if any roads were added to the state road system that were unpaved and Mr. Goins replied yes.

Next, Mr. Goins highlighted the handout on subdivision roads (see Handout #2). He stated that a priority list for these projects is created and it is followed closely unless there is a right-of-way problem. Representative Sutton asked what was done if a subdivision development promised to pave the roads and then never does it. Mr. Goins replied that DOT did not have a way to address that problem. Representative Hurley said that was a problem for the county commissioners.

Representative Davis asked how many miles of unpaved roads were added to the system per year. Senator Gulley stated he thought it was approximately 200 miles per year. Senator Rucho asked if there was an end point to the number of unpaved roads being added to the system. Mr. Goins replied that roads made before 1975 were still being taken into the system, but the number was slowing down. Senator Rucho asked if the property owners knew that the roads may remain private forever and Mr. Goins stated that they are advised to that possibility.

Next, Mr. David King, DOT Deputy Secretary, reviewed the budget for the Small Urban Construction fund from the Governor's continuation budget (see Handout #3). This information can also be found in Governor's North Carolina State Budget, Transportation, Volume 6, pp. 45-47 and Governor's North Carolina Budget, Summary of Recommendations, p. 74. He stated that these were projects that were too small for the Transportation Improvement Program (TIP) or that needed to be completed quicker and could not wait for TIP.

Next, Mr. King discussed the Spot Safety Fund (see Handout #4). He stated that the bulk of these projects were turn lanes and traffic lights installation. This budget was usually less than $150,000 per year. Senator Gulley asked if the funding was on a rolling basis

and Mr. King replied that when there was a backlog, a priority was giving to projects with a critical safety factor. A Committee determined this.

Representative Hurley asked Mr. King again if any of these projects were on the TIP. Mr. King replied that there were 17 cities or groups of cities that the USDOT had designated as Metropolitan Planning Organizations (MPOs) and each one of these MPOs had a Technical Coordinating Committee (TCC) and a Transportation Advisory Committee (TAC) that are responsible for these projects.

Next, Mr. King reviewed the Access and Public Service Road fund (see Handout #6).

Then, Mr. King discussed the Public Transit budget requests in the Governor's continuation budget (see Handout #7). This information can also be found in Governor's North Carolina State Budget, Transportation, Volume 6, pp. 81-82. Mr. King asked Mr. Sanford Cross to further discuss Public Transit and answer questions from the Committee. Mr. Cross told the Committee that of the $100 million per year budgeted for public transit, 55% came from the local communities, 20% from DOT and 25% from federal funds. Representative McAllister asked how the funding for Ride-N-Share was obtained. Mr. Cross stated that the program was open to any city that expressed an interest in it. DOT offered technical assistance and on-going help, and help with administration costs.

Representative Sutton asked how much interest there was in commuter rail systems. Mr. Cross stated there was a great deal interest from the Mecklenburg, Triad, Fayetteville and Triangle areas. The Triangle project is moving forward.

Representative Davis asked about the people in the Work First program and if there was a specific length of time the person could use the transportation service. Mr. Cross replied that the local Social Services Department is in charge of that, but it is usually three to six months. Representative McMahan added that a lot of the money for these human services programs is coming out of the highway fund and he felt the Committee should looked into having the Department of Health and Human Services reimbursing DOT for these services. Mr. Cross further stated that DOT tries to coordinate the human resources transportation services with the local community and they encourage the local community to use the most economically way.

There being no further business, the meeting was adjourned at 9:50 A.M.

Wib Gulley

Senator Wib Gulley, Co-Chair

Carol Resar

Carol Resar, Committee Clerk

Handout #1

Secondary Road Program

Presentation to Joint Legislative
Transportation Appropriations Committee
1999 General Assembly

J. D. Goins, P.E.
Chief Engineer – Operations
Department of Transportation

APPROPRIATION FOR SECONDARY ROAD CONSTRUCTION

As required by General Statute 136-44.5, the amount of funds allocated for use in each county is based upon the number of miles of unpaved state maintained secondary roads in the county as compared with the total number of state maintained secondary roads in the state.

General Statute 136-44.5 provides that, except for Federal-Aid Programs, the Department of Transportation shall allocate all Secondary Road Construction Funds based upon a study of the total number of unpaved state maintained roads in the state. This mileage study is to be completed prior to July 1 in each calendar year, and General Statute 136-44.5(b) requires that the first $68,670,000 shall be allocated as follows:

> Each county shall receive a percentage of these funds, the percentage to be determined as a factor of the number of miles of unpaved state maintained secondary roads in the county divided by the total number of miles of unpaved state maintained secondary roads in the state. Funds in excess of this amount are allocated based upon the number of unpaved secondary miles with 50 or more vehicles per day as compared to the total number of unpaved miles in each county in the state with 50 or more vehicles per day.

General Statute 136-44.5(c) requires that any funds allocated for secondary road construction in access of $68,670,000 be allocated by the same formula using unpaved mileage in each county. The Highway Fund amount of $68,670,000 along with the Trust Fund allocations are allocated by the 50 per day traffic count formula. The Highway Bond allocation is a result of the Highway Bond referendum approved by voters in 1996 which prescribed $150 million for secondary road paving. These funds are to be allocated by the unpaved mileage formula. $37.5 million has been allocated in each of the past two fiscal years. The remaining $75 million will be allocated in the 1999-2000 fiscal year.

The mileage studies required by statute are shown in the allocation listing.

Attached is a copy of the 1998 Secondary Road Construction Criteria which was used in formulating the 100 county Secondary Road Construction Programs presented to the county commissioners. This is required by North Carolina General Statute 136-44.7.

Attached are copies of the paving priority rating sheets used as criteria for paving unpaved roads in each of the 100 counties as required by North Carolina General Statute 136-44.7.

COUNTY ALLOCATION FORMULA

(USED FOR ALLOCATION OF INITIAL $68,670,000 OF SECONDARY ROADCONSTRUCTION FUND)

$$\text{COUNTY ALLOCATION} = \text{STATEWIDE APPROPRIATION FOR SECONDARY CONSTRUCTION} \times \frac{\text{NUMBER OF UNPAVED STATE MAINTAINED SECONDARY ROADS IN THE COUNTY}}{\text{TOTAL NUMBER OF UNPAVED STATE MAINTAINED SECONDARY ROADS IN STATE}}$$

COUNTY ALLOCATION FORMULA

(USED FOR ALLOCATION OF FUNDS IN EXCESS OF $68,670,000 AND SECONDARY TRUST FUND)

$$\text{COUNTY ALLOCATION} = \text{STATEWIDE APPROPRIATION FOR SECONDARY CONSTRUCTION} \times \frac{\text{NUMBER OF UNPAVED STATE MAINTAINED SECONDARY ROADS IN THE COUNTY WITH AVERAGE DAILY TRAFFIC GREATER THAN 50 CARS PER DAY}}{\text{TOTAL NUMBER OF UNPAVED STATE MAINTAINED SECONDARY ROADS IN STATE WITH AVERAGE DAILY TRAFFIC GREATER THAN 50 CARS PER DAY}}$$

1998 Secondary Road Construction Criteria

1. The established 1997-99 paving priority rating system will be used to pave unpaved roads in the 100 counties.

2. The secondary road paving priorities shall include as a primary factor the availability of donated right of way, or right of way available through the bonding process allowed under 19A. NCAC 2C 0108. A secondary road will not be paved under a program or priority established by G.S. 136-44.7, regardless of position, unless necessary right of way is determined to be available by donation or bonding. Any secondary road which cannot be paved due to unavailability of donated or bonded right of way shall not be considered a first ten priority road for purposes of G.S. 136-44.7. Any road which would be in a first ten or other priority position but for the unavailability of donated or bonded right of way, shall be reinstated to its prior position at such time as donated or bonded right of way becomes available, or as soon thereafter as reinstatement can be administratively accomplished.

3. The need to improve the unpaved roads that will not be paved into "all-weather" roads through a Spot Stabilization Element. Projects in the Spot Stabilization Element will be based upon a review in each county of the short sections of unpaved roads that are in need of immediate rehabilitation or reconstruction.

4. The need to replace small bridges with pipe.

5. The need to continue to address safety problems on the paved and unpaved secondary roads and at particular intersections.

6. The need to improve paved secondary roads. This would include widening, strengthening intersection improvements, and bridge improvements/replacements.

7. The Board of Transportation recognizes the potential for assistance with funds allocated to the 100 counties for the location of new industrial manufacturing facilities should the need arise due to the limitations on the Statewide Access and Public Service Road Fund which is used to provide industrial access roads.

8. The Board of Transportation recognizes that some unpaved roads have sections that are continuing maintenance problems such as steep grades or low areas which become impassable during rainy weather. The Board of Transportation will allow paving of these sections up to a maximum length of 0.20 mile to correct the maintenance problems. Situations of this nature will be reviewed individually by the Secondary Roads Committee of the Board of Transportation. Written justification for the paving by the Division Engineer and presentation to the Committee by the Board of Transportation Member responsible for the county involved will be required.

G.S. 136-44.7. Secondary roads; annual work program.

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

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

19A NCAC

.0106 PRIORITY RATINGS FOR PAVING SECONDARY ROADS

(a) The paving of unpaved roads in any county is based upon the total needs which take into account land use and public service characteristics, traffic characteristics, and general route characteristics.

(b) A priority rating sheet is developed for each unpaved secondary road in the county as a guideline and the roads are then rated by priority, and as funds are available, the Board of Transportation attempts to meet the needs of the county.

History Note

Statutory Authority G. S. 136-44.1, 136.55.1; 136-63; 143B-350(f); 143B-350(g);
Eff. July 1, 1978;
Repealed Eff. December 29, 1993.

BOARD OF TRANSPORTATION
RATING SHEET FOR UNPAVED SECONDARY ROADS

RURAL

DEPARTMENT OF TRANSPORTATION – DIVISION OF HIGHWAYS

1997-99

_____
COUNTY

SR No._____ From Road No._____ to Road No._____ Length_____(Miles)

Local Name_____

I.

LAND USE AND PUBLIC SERVICE CHARACTERISTICS

1. Homes (6 pts. per home – seasonal homes 3 pts.) _____
2. Schools (10 pts. per school) _____
3. Churches (10 pts. per church) _____
4. Businesses (10 pts. per business) _____
5. Industries (10 pts. per industry) _____
6. Recreational Facilities (Public and/or Non-Profit) (5 pts. per facility) _____
7. Sub-Total _____
8. Sub-Total divided by a length of not less than one mile _____

II.

TRAFFIC CHARACTERISTICS

9. School Bus Route (10 pts.) _____
10. Average Annual 24-Hour Traffic Volume _____
11. TOTAL _____

III.

GENERAL ROUTE CHARACTERISTICS

12. The value of the road as a County Thoroughfare Route (10 pts.) _____

---

13. TOTAL RATING (Item 8 + Item 11 + Item 12) _____

BOARD OF TRANSPORTATION
RATING SHEET FOR UNPAVED SECONDARY ROADS

RESIDENTIAL-SUBDIVISION

DEPARTMENT OF TRANSPORTATION – DIVISION OF HIGHWAYS

1997-99

_____
COUNTY

SR No._____ From Road No._____ to Road No._____ Length_____(Miles)

Local Name_____

I.

LAND USE AND PUBLIC SERVICE CHARACTERISTICS

1. Homes (6 pts. per home – seasonal homes 3 pts.) _____
2. Schools (10 pts. per school) _____
3. Churches (10 pts. per church) _____
4. Businesses (10 pts. per business) _____
5. Industries (10 pts. per industry) _____
6. Recreational Facilities (Public and/or Non-Profit) (5 pts. per facility) _____
7. Sub-Total _____
8. Sub-Total divided by a length _____

II.

TRAFFIC CHARACTERISTICS

9. School Bus Route (10 pts.) _____
10. Average Annual 24-Hour Traffic Volume _____
11. TOTAL _____

III.

GENERAL ROUTE CHARACTERISTICS

12. The value of the road as a County Thoroughfare Route (10 pts.) _____

---

13. TOTAL RATING (Item 8 + Item 11 + Item 12) _____

SECONDARY COUNTY CONSTRUCTION
FISCAL YEAR 1998-99
$177,804,314

DIVISION	UNPAVED MILEAGE JAN 1998 (2)	HIGHWAY FUND ALLOCATIONS G.S. 136-44.5b (3)	UNPAVED MILEAGE 50 OR MORE VEHICLES PER DAY (4)	TRUST FUND ALLOCATIONS G.S. 136-44.5c (5)	HIGHWAY BOND ALLOCATIONS $37,500,000 (6)	TOTAL COUNTY ALLOCATIONS (Col. 3+5+6) (7)
ONE	623.78	$4,874,032	253.93	$2,884,042	$2,345,665	$10,103,739
TWO	640.09	$5,095,700	301.92	$3,429,095	$2,406,997	$10,931,792
THREE	390.66	$3,121,316	189.23	$2,149,207	$1,469,042	$6,739,565
FOUR	434.20	$3,519,213	232.27	$2,638,038	$1,632,769	$7,790,020
FIVE	769.79	$6,149,222	372.31	$4,228,558	$2,894,723	$13,272,503
SIX	550.37	$4,543,056	330.52	$3,753,922	$2,069,614	$10,366,592
SEVEN	662.89	$5,223,125	288.94	$3,281,673	$2,492,735	$10,997,533
EIGHT	723.97	$5,821,445	366.93	$4,167,454	$2,722,419	$12,711,318
NINE	594.70	$4,693,177	262.44	$2,980,696	$2,236,313	$9,910,186
TEN	384.26	$3,083,808	192.11	$2,181,914	$1,444,974	$6,710,696
ELEVEN	1,546.91	$12,914,237	992.70	$11,274,716	$5,817,009	$30,005,962
TWELVE	584.22	$4,627,096	265.11	$3,011,020	$2,196,903	$9,835,019
THIRTEEN	912.40	$7,490,151	529.81	$6,017,385	$3,430,993	$16,938,529
FOURTEEN	1,154.09	$9,485,184	674.95	$7,665,832	$4,339,844	$21,490,860
STATE TOTAL	9,972.33	$80,640,762 *	5,253.17	$59,663,552	$37,500,000	$177,804,314

*G.S 136-44.5(c) requires that Highway Fund collections in excess of $68,670,000 be allocated by the Trust Fund Formula

STATEWIDE TOTALS OF MILES PAVED VERSUS GOALS

COMPLETED SINCE ENACTMENT OF TRUST FUND LAW IN 1989

YEAR	PAVING GOAL	MILES PAVED	HOMES SERVED
89-90	755	816	24,165
90-91	805	893	19,886
91-92	771	808	14,256
92-93	858	753	12,292
93-94	858	824	14,173
94-95	854	863	14,461
95-96	902	870	12,330
96-97	864	810	9,804
97-98	1,155	1,004	12,756
TOTALS	**7,822**	**7,641**	**134,123**

ADDITION OF ROADS TO THE SECONDARY ROAD SYSTEM

Rural Roads

The following requirements must be met before a county road will be added to the secondary road system, provided, however, that the Board of Transportation reserves the right not to add a road to the system if it is evident that the cost of improving said road to minimum standards is excessive within the funds presently available for maintenance and construction within the county:

(1) Addition of county roads to the system.

a. Property owners must dedicate, free of charge, a right-of-way sufficient for maintenance and safety purposes. A minimum width of 50 feet for connecting roads and 45 feet for dead end roads is desired. The minimum desired basic right-of-way width may be reduced if physical characteristics dictate based upon improvement costs and reasonable engineering principles.

b. Roads one mile or less in length must have at least five occupied residences fronting the road or with direct entrance to the road. These residences must be all-year residences. If a summer resort, each residence counts as one-half a residence.

c. Roads of one or more miles in length must have an average of five occupied residences per mile fronting or having direct entrance to the road.

d. There must be at least two individual property owners on the road.

Subdivision Roads

For requirements for addition of subdivision roads, see pages 13-15 of the attached Subdivision Manual.

Handout #2

DIVISION OF HIGHWAYS

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

SUBDIVISION ROADS

STATE OF NORTH CAROLINA ★ ★ DEPARTMENT OF TRANSPORTATION

MINIMUM CONSTRUCTION STANDARDS

JANUARY 1999

DIVISION OF HIGHWAYS
BOARD OF TRANSPORTATION

SUBDIVISION ROADS

MINIMUM CONSTRUCTION STANDARDS

January 1, 1999

E. NORRIS TOLSON
SECRETARY OF THE DEPARTMENT OF TRANSPORTATION
TELEPHONE (919) 733-2520
RALEIGH, NORTH CAROLINA

LEN A. SANDERSON, P.E.
STATE HIGHWAY ADMINISTRATOR
TELEPHONE (919) 733-7384
RALEIGH, NORTH CAROLINA

J. D. GOINS, P.E.
CHIEF ENGINEER - OPERATIONS
TELEPHONE (919) 733-7621
RALEIGH, NORTH CAROLINA

TABLE OF CONTENTS

PAGE

Division of Highways Division Engineers 2
Division of Highways District Offices 4
Application Requirements 10
Subdivision Roads
A. Definitions 12
B. Addition of Subdivision Roads to the System 13
Utility Requirements 16
Minimum Design and Construction Criteria
For Subdivision Roads 18
I. Construction Requirements 18
A. Drainage 18
B. Bridges and Dams 19
C. Curb, Gutter and Sidewalk 21
D. Wheel Chair Ramps 22
E. Pavement Designs 22
F. Traffic Control 24
G. Guardrail 24
H. Road Intersections 24
I. Islands or Short Medians at Subdivision Entrances 24
J. Subdivision Name Markers 25
K. Minimum Design Criteria 26
1. Local Residential Subdivision Roads 26
2. Residential Collector Roads 27
3. Thoroughfare Plan Roads 27
4. Industrial Access or Commercial Complex Roads 27
NC General Statute §136-102.6 29
Petition for Road Addition 32
Highway Obstructions Interfering with Traffic Maintenance 34
Verification of Compliance with Division of Environment & Natural Resources 35
Street and Driveway Access Permit Application 36
Standard Pipe Sizing Chart 38
FIGURE 1: Cross-Section: Shoulder Section 39
FIGURE 2: Cross-Section: Curb and Gutter Section 40
FIGURE 3: Recommended Road Connection 41
FIGURE 4: Recommended Road Connection 42
FIGURE 5: Recommended Road Connection with Curb and Gutter 43
FIGURE 6: Driveway Turnout Grades 44
FIGURE 7: Symmetrical Cul-De-Sac with Curb and Gutter 45
FIGURE 8: Symmetrical Cul-De-Sac with No Curb and Gutter 46
FIGURE 9: Examples of Minor Residential Cul-De-Sac Designs 47
FIGURE 10: Symmetrical Cul-De-Sac with 2'-0" Valley Gutter 48
FIGURE 11: Offset Cul-De-Sac Design 49
FIGURE 12: Detail Section View of Interior Island and Sign 50

DIVISION OF HIGHWAYS

DIVISION	DIVISION ENGINEER	TELEPHONE
1	D.R. Connor, P.E. P.O. Box 850 Edenton, N.C. 27932 E-Mail dconner@mail.dot.state.nc.us	(252) 482-7977 (252) 482-8722 FAX
2	C.E. Lassiter, P.E. P.O. Box 1587 Greenville, N.C. 27835 E-Mail nlassiter@mail.dot.state.nc.us	(252) 830-3490 (252) 830-3352 FAX
3	D.J. Bowers, P.E. 124 Division Drive Wilmington, N.C. 28401 E-Mail dbowers@mail.dot.state.nc.us	(910) 251-5724 (910) 251-5727 FAX
4	D.R. Dupree P.O. Box 3165 Wilson, N.C. 27893 E-Mail don_dupree@mail.dot.state.nc.us	(252) 237-6164 (252) 234-6174 FAX
5	W.S. Varnedoe, P.E. 2612 N. Duke St. Durham, N.C. 27704 E-Mail Svarnedoe@dot.state.nc.us	(919) 560-6851 (919) 560-3316 FAX (919) 560-3371 FAX
6	J.G. Nance, P.E. (acting) P.O. Box 1150 Fayetteville, N.C. 28302 E-Mail jnance@mail.dot.state.nc.us	(910) 486-1493 (910) 486-1959 FAX
7	J.W. Watkins, P.E. P.O. Box 14996 Greensboro, N.C. 27415-4996 E-Mail jwwatkins@mail.dot.state.nc.us	(336) 334-3192 (336) 334-3637 FAX

8	W.F. Rosser, P.E. P.O. Box 1067 Aberdeen, N.C. 28315 E-Mail Brosser@mail.dot.state.nc.us	(910) 944-2344 (910) 944-5623 FAX
9	D.B. Waters 2125 Cloverdale Avenue Winston-Salem, N.C. 27103 E-Mail Dwaters@mail.dot.state.nc.us	(336) 761-2200 (336) 761-2347 FAX
10	B.G. Payne, P.E. 716 West Main Street Albemarle, N.C. 28001 E-Mail bpayne@mail.dot.state.nc.us	(704) 982-0101 (704) 982-3146 FAX
11	W.E. Hoke, P.E. P.O. Box 250 North Wilkesboro, N.C. 28659 E-Mail whoke@mail.dot.state.nc.us	(336) 667-9111 (336) 667-4549 FAX
12	R.W. Spangler P.O. Box 47 Shelby, N.C. 28150 E-Mail rspangler@dot.state.nc.us	(704) 480-5400 (704) 480-5401 FAX
13	W.D. Smart, P.E. P.O. Box 3279 Asheville, N.C. 28802 E-Mail bsmart@mail.dot.state.nc.us	(828) 251-6171 (828) 251-6391 FAX
14	F.D. Martin, P.E. P.O. Box 37 Sylva, N.C. 28779 E-Mail dmartin@dot.state.nc.us	(828) 586-2141 (828) 586-4043 FAX

DIVISION OF HIGHWAYS

DIVISION	DISTRICT OFFICES	TELEPHONE
1	**District 1-** J.D. Jennings, P.E. P.O. Box 1405 Elizabeth City, N.C. 27909 E-Mail jjennings@doh.dot.state.nc.us Counties- Camden, Currituck, Dare, Gates, Pasquotank, Perquimans	(252) 331-4737 (252) 331-4739 FAX
	District 2- R.D. Smith P.O. Box 748 Ahoskie, N.C. 27910 E-Mail ronniesmith@doh.dot.state.nc.us Counties- Bertie, Hertford, Northampton	(252) 332-4021 (252) 332-4021 FAX
	District 3- B.R. Leggett P.O. Box 928 Plymouth, N.C. 27962 E-Mail bleggett@doh.dot.state.nc.us Counties- Chowan, Hyde, Martin, Tyrrell Washington	(252) 793-4568 (252) 793-2211 FAX
2	**District l-** D.R. Taylor, P.E. 1701 West 5th Street Washington, N.C. 27889 E-Mail dannytaylor@doh.dot.state.nc.us Counties- Beaufort, Pitt	(252) 946-3689 (252) 946-7433 FAX
	District 2- A.C. Everett 209 South Glenburnie Road New Bern, N.C. 28560 E-Mail aeverett@doh.dot.state.nc.us Counties- Carteret, Craven, Pamlico	(252) 514-4716 (252) 514-4894 FAX
	District 3- R.E. Davenport, P.E. 1629 HWY 258 S. Kinston, N.C. 28504 E-Mail redavenport@doh.dot.state.nc.us Counties- Greene, Jones, Lenoir	(252) 527-0053 (252) 527-0053 FAX

3

District 1- D.R. Huffman (910) 346-2040
410 New Bridge Street (910) 346-2040 FAX
Suite 7-A
Jacksonville, N.C. 28540
E-Mail dhuffman@doh.dot.state.nc.us
Counties- Onslow, Pender

District 2-K.E. Fussell, P.E. (910) 592-6174
220 North Boulevard (910) 592-8209 FAX
Clinton, N.C. 28328
E-Mail kfussell@doh.dot.state.nc.us
Counties- Duplin, Sampson

District 3- D.L. Thomas, P.E. (910) 251-2655
300 Division Drive (910) 251-2661 FAX
Wilmington, N.C. 28401
E-Mail dlthomas@doh.dot.state.nc.us
Counties- Brunswick, New Hanover

4

District 1- B.A. Mills (252) 583-5861
P.O. Box 98 (252) 583-1608 FAX
Halifax, N.C. 27839
E-Mail amills@doh.dot.state.nc.us
Counties- Edgecombe, Halifax

District 2- L.R. Ward, P.E. (252) 459-2128
3013 US 64A (252) 459-2401 FAX
Nashville, N.C. 27866
E-Mail lward@mail.dot.state.nc.us
Counties- Nash, Wilson

District 3- R.B. Bunn, III, P.E. (919) 731-7938
2671 US 70 West (919) 731-7938 FAX
Goldsboro, N.C. 27530
E-Mail bbunn@doh.dot.state.nc.us
Counties- Johnston, Wayne

5

District 1- R.K. Murphy, Jr., P.E. (919) 733-2814
4009 District Drive (919) 715-5778 FAX
Raleigh, N.C. 27607
E-Mail rkmurphy@mail.dot.state.nc.us
Counties- Wake

District 2- Richard Hancock, P.E. (919) 560-6854
815 Stadium Drive (919) 560-3357 FAX
Durham, N.C. 27704
E-Mail RWHancock@dot.state.nc.us
Counties- Durham, Granville, Person

District 3- S.G. Capps, P.E. (919) 492-0111
P.O. Box 205 (252) 492-0123 FAX
Henderson, N.C. 27536
E-Mail scapps@mail.dot.state.nc.us
Counties- Franklin, Vance, Warren

6

District 1- R.J. Nelson, P.E. (910) 618-5546
P.O. Box 2157 (910) 618-5586 FAX
Lumberton, N.C. 28359
E-Mail bobnelson@dot.state.nc.us
Counties- Robeson

District 2- R.R. Stone, P.E. (910) 486-1496
P.O. Box 1150 (910) 437-2529 FAX
Fayetteville, N.C. 28302
E-Mail rstone@doh.dot.state.nc.us
Counties- Cumberland, Harnett

District 3- R.E. Crumpler, P.E (910) 642-3760
P.O. Box 27 (910) 642-0494 FAX
Whiteville, N.C. 28472
E-Mail robcrumpler@dot.state.nc.us
Counties- Columbus, Bladen

7

District 1- T.J. Dyer, P.E. (336) 570-6833
P.O. Box 766 (336) 570-6873 FAX
Graham, N.C. 27253-0766
E-Mail tdyer@doh.dot.state.nc.us
Counties- Alamance, Orange

District 2- S.L.Hall (336) 334-3161
P.O. Box 14996 (336) 334-3637 FAX
Greensboro, N.C. 27415-4996
E-Mail lhall@doh.dot.state.nc.us
Counties- Guilford

District 3- S.P. Ivey, P.E. (336) 634-5644
P.O. Box 2513 (336) 634-5656 FAX
Reidsville, N.C. 27323
E-Mail pivey@doh.dot.state.nc.us
Counties- Caswell, Rockingham

8 **District 1-** J.L. Picklesimer, P.E. (336) 629-1423
P.O. Box 1164 (336) 629-7228 FAX
Asheboro, N.C. 27203
E-Mail jpicklesimer@doh.dot.state.mc.us
Counties- Chatham, Randolph

District 2- J.A. Clendenin (910) 944-7621
P.O. Box 1067 (910) 944-5623 FAX
Aberdeen, N.C. 28315
Counties- Lee, Hoke, Moore

District 3- W.T.Campbell,P.E. (910) 582-7075
219 Clemmer Road (910) 582-7065 FAX
Rockingham, N.C. 28379
E-Mail billcampbell@doh.dot.state.nc.us
Counties- Montgomery, Richmond, Scotland

9 **District 1-** C.T. Corriher, P.E. (704) 639-7560
4770 South Main Street (704) 639-7560 FAX
Salisbury, N.C. 28147
E-Mail ccorriher@doh.dot.state.nc.us
Counties- Davidson, Rowan

District 2- M.C. Shaffner (336) 761-2410
2125 Cloverdale Avenue (336) 761-2410 FAX
Winston-Salem, N.C. 27103
E-Mail mshaffner@doh.dot.state.nc.us
Counties- Davie, Forsyth, Stokes

10

District 1- J.K. Wilson III, P.E. (704) 982-0104
615 Concord Road (704) 982-9659 FAX
Albemarle, N.C. 28001
Counties- Stanly, Cabarrus

District 2- D.W. Spence, P.E. (704) 596-6900
P.O. Box 190 (704) 598-1758 FAX
Newell, N.C. 28126
E-Mail dspence@doh.dot.state.nc.us
Counties- Mecklenburg

District 3- P.T. Moxley, P.E. (704) 289-1397
130 S. Sutherland Ave. (704) 292-1800 FAX
Monroe, N.C. 28112
E-Mail pmoxley@mail.dot.state.nc.us
Counties- Anson, Union

11

District 1- W.O. Atkins, P.E. (336) 835-4241
P.O. Box 558 (336) 835-1615 FAX
Elkin, N.C. 28621
E-Mail watkins@doh.dot.state.nc.us
Counties- Alleghany, Surry, Yadkin

District 2- M.L. Bolick (828) 265-5380
P.O. Box 1460 (828) 265-5414 FAX
Boone, N.C. 28607
E-Mail mbolick@doh.dot.state.nc.us
Counties- Caldwell, Avery, Watauga

District 3- D.J. Tetzlaff (336) 667-9117
P.O. Box 250 (336) 903-9219 FAX
North Wilkesboro, N.C. 28659
E-Mail dtetzlaff@doh.dot.state.nc.us
Counties- Wilkes, Ashe

12

District 1- C.S. Ledbetter (704) 480-5402
P.O. Box 47 (704) 480-5438 FAX
Shelby, N.C. 28151-0047
E-Mail csledbetter@doh.dot.state.nc.us
Counties- Cleveland, Gaston, Lincoln

District 2- J.W. Rand (704) 876-3947
P.O. Box 1107 (704) 876-0602 FAX
Statesville, N.C. 28687
E-Mail jrand@doh.dot.state.nc.us
Counties- Alexander, Catawba, Iredell

13 **District 1**- S.A. Moore, P.E. (828) 652-3344
Route 1, Box 169C (828) 652-8391 FAX
Marion, N.C. 28752
E-Mail tmoore@doh.dot.state.nc.us
Counties- Burke, McDowell, Rutherford
Mitchell

District 2- K.A. Wilson, P.E. (828) 298-2741
P.O. Box 3279 (828) 299-3747 FAX
Asheville, N.C. 28802
E-Mail kwilson@doh.dot.state.nc.us
Counties- Buncombe, Madison, Yancey

14 **District 1**- E.A. Green. P.E. (828) 891-7911
4142 Haywood Road (828) 891-5026 FAX
Horse Shoe, N.C. 28742
E-Mail egreen@doh.dot.state.nc.us
Counties- Transylvania, Henderson, Polk

District 2- C.R. Styles, P.E. (828) 488-2131
P.O. Box 250 (828) 488-3518 FAX
Bryson City, N.C. 28713
E-Mail rstyles@doh.dot.state.nc.us
Counties- Haywood, Jackson, Swain

District 3- J.B. Setzer, P.E. (828) 321-4105
P.O. Box 1551 (828) 321-3228 FAX
Andrews, N.C. 28901
E-Mail jsetzer@doh.dot.state.nc.us
Counties- Cherokee, Clay, Graham, Macon

APPLICATION REQUIREMENTS

Any person or corporation desiring to construct a new subdivision road which is to be dedicated as public, must submit the following information to the District Engineer for proper evaluation in order to obtain a certificate of approval as required by North Carolina General Statute 136-102.6. (See page 29 for Statute).

If the new subdivision road (to be dedicated as public or private) will connect to a state system road, a driveway permit/encroachment agreement authorizing construction on State right-of-way must be obtained from the Division of Highways before beginning any construction. Applications should be made to the District Engineer having jurisdiction in the area.

The appropriate District Engineer's Office can be determined from the listing beginning on Page Four (4) of this manual.

1. Three complete site layouts with vicinity map, including any future expansions anticipated. Additional copies may be required by the District Engineer's Office.

2. Horizontal alignment indicating general curve data on site layout plan.

3. Vertical alignment indicated by percent grade, P.I. station, vertical curve length, and k-value, on site layout plan. Existing ground profile along centerline should also be included.

4. Typical section indicating the pavement design and width of pavement. All slopes shown in accordance with drawings on pages 39 and 40 of this manual. Include soil analysis and classification to justify pavement design or use Group II pavement design on page 23.

5. Submission of hydraulics plans and drainage calculations are required. A copy of U.S. Geodetic Survey or other contour mapping showing drainage areas are also required. (NOTE: A sample standard pipe sizing chart is shown on page 38).

6. Four copies of the recorded plat are to be furnished to the District Engineer after certification or upon application for State Maintenance.

7. Lot lines shall not extend beyond the right-of-way line. *See North Carolina Transportation and Highway Laws,* chapter 136, article 7, section 136-102.6 for additional information on right-of-way width and lot lines. (See page 29 for statute).

8. Four separate site plans for driveway permits will be required prior to construction within NCDOT Right of Way. (See pages 36 and 37 for permit).

9. Copy of erosion control plans and permit, approved by Division of Environment and Natural Resources or local government, may be required by the District Engineer. See page 35.

10. Utility encroachment agreements required. (For agreement forms, please contact District Engineer.)

SUBDIVISION ROADS

A subdivision road is one that serves a parcel or tract of land that is subdivided into two or more lots, building sites or other divisions for sale or building development for residential purposes where such subdivisions include a new road or change in an existing road.

Subdivision roads shall be designated public or private. Public designations shall be built to minimum construction standards of the North Carolina Department of Transportation as required under North Carolina General Statute 136-102.6. (See page 29 of this manual). Private roads do not require Department of Transportation review, since they will not become a part of the state-maintained system.

Definitions

The following definitions shall apply in this manual:

1. Local residential subdivision road - Either cul-de-sacs, loop roads, roads that do not connect thoroughfares or serve major traffic generators.

    A. Cul-De-Sacs - These are very short roads, open at one end only, with a special provision for turning around. They have a "bulb" end design with a specific turning radii and a limited number of lots.

    B. Dead End Roads - These are roads less than 2,500 feet in length, open at one end only without special provisions for turning around and have no collector characteristics.

    C. Short Connecting Roads - These roads are normally one block long or extend on a block-by-block basis and have no collector characteristics.

    D. Loop Roads - A road that has its beginning and ending points on the same route. It is less than one mile in length and has no collector characteristics.

    E. Other Roads - These roads do not connect thoroughfares or serve major traffic generators and do not have "collector" characteristics.

2. Residential collector roads - A road which serves as the connecting street between local residential roads and the thoroughfare system.

A. Dead End Roads - These roads are more than 2,500 feet in length, open at one end only without special provisions for turning around, and have collector characteristics.

B. Connecting Roads - The roads which serve as the connecting road system between other roads within the subdivision and the thoroughfare system.

C. Loop Roads - A road that has its beginning and ending points on the same route. It is more than one mile in length and has collector characteristics.

D. Subdivision Access Road - This is a road built through vacant property to provide access to the property being developed. This road would not have lots platted along it.

E. Other Roads - These are other roads having a "collector" type function in the thoroughfare system.

Requirements for Addition of Subdivision Roads to the System:

1. The minimum construction standards and other requirements in this manual must be a part of the proposal to be reviewed for approval in order for a plat to be recorded by the County Register of Deeds prior to development.

2. A Petition for Addition (DOT Form SR-1) is required from the developer and/or property owners. (See pages 32 and 33 of this manual).

3. Developers or property owners must dedicate right-of-way, as indicated in the minimum design and construction criteria section of this manual, free of charge and clear of all encumbrances.

4. Utility adjustments or relocation to conform to Division of Highways' requirements (See *Policy and Procedures for Accommodating Utility on Highway Rights of Way*) shall be made at no expense to the Division of Highways. Existing and/or relocated utilities may remain within the right-of-way of any subdivision road added to the Secondary Road System provided the location of same meets Division of Highways' approval and further provided the utility owner executes an encroachment agreement on forms furnished by the Division of Highways. As per General Statute 136-102.6, "Utilities are defined as electric power, telephone, television, telegraph, water, sewage, gas, oil,

petroleum products, steam, chemicals, drainage, irrigation and similar lines". G. S. 136-102.6 dictates further that "The right of any utility placed or located on a proposed or existing subdivision public road right-of-way shall be subordinate to the road right-of-way, and the utility shall be subject to regulation by the Board of Transportation". NOTE: The developer and/or owners will be required to submit encroachment agreements for all utilities within a subdivision as dictated by G. S. 136-102.6. (See page 29 for Statute).

5. At least 20 percent of the lots bordering the road must be individually owned.

6. There must be at least two occupied residences for each one-tenth of a mile. A minimum of four occupied homes is required for the addition of roads less than two-tenths of a mile in length. If four occupied homes are not served, it will be treated as a private drive. An exception may be made if the cul-de-sac is fully developed, serves at least four platted lots, and has four occupied homes that abut the road. A minimum of two homes must have primary access to the cul-de-sacs.

7. Subdivision access roads must provide ingress and egress for at least five occupied residences for roads less than one mile in length and an average of five occupied residences per mile for roads over one mile in length.

8. The number of platted lots on each road will be reviewed to insure that the minimum housing requirements in this manual are served.

9. Connecting roads with less than the required occupied homes for the length involved may be reviewed as to traffic usage for addition purposes. Traffic usage equivalent to the traffic that would be generated by the correct number of occupied homes will be acceptable.

10. Any subdivision road with a right-of-way dedicated, recorded, or that has preliminary approval from a county planning board dated after September 30, 1975, will not be added to the State System unless the road is built to the minimum construction standards of the Division of Highways for subdivision roads.

11. Erosion and Sedimentation - All subdivision roads shall have an acceptable permanent vegetative cover established and other acceptable permanent erosion control measures installed in accordance with Division of Highways' specifications, prior to addition to the State maintained system.

12. Subdivision roads shall meet the minimum design and construction criteria contained herein prior to addition to the State system and shall be in an acceptable state of maintenance prior to addition to the State maintained road system.

13. All pipe culverts, storm sewers and appurtenances shall be free of all debris and silt build-up and shall be structurally and hydraulically sound, and functioning in a normal manner. All drainage ditches shall be of such a width and depth and with such a slope as to carry the anticipated discharges. Paved ditches or Rip Rap shall be required where necessary.

14. Where extenuating circumstances exist, the Division Engineer has the authority to allow deviations from this manual which are reasonable, and limited only to safety, environmental and maintenance factors. No deviation will be allowed from the typical section requirements except by written approval from the Chief Engineer-Operations.

15. Within a Municipal Extra Territorial Jurisdiction or within Counties having local ordinances affecting subdivisions, the more restrictive ordinance shall apply.

16. Design concepts using traffic calming devices and walkable community concepts shall be reviewed by the Chief Engineer - Operations.

17. For the Policy on Roadway Bridges and Dams, see Page 19.

18. Roads being considered for addition that have highway obstructions as defined in NCAC 2E.0404 will not be considered without prior approval of the Division Engineer. (See page 34)

19. The Division of Highways will consider the addition of streets that serve developments with large lots or parcels that are of the size that the occupied housing requirement of two homes per tenth of a mile cannot be met. The number of occupied homes needed shall be a judgment factor based upon the length and the number of lots or parcels involved. The minimum requirement shall be four occupied homes.

UTILITY REQUIREMENTS

1. Poles and other above-ground utilities which are to remain inside the right-of-way under encroachment agreement shall be located at or as near as practical to the right-of-way line. As a minimum above-ground utilities shall be located outside the clear roadside area for the highway section involved.

   Where there are curbed sections, above-ground utilities should be located as far as practical behind sidewalks. There is no single minimum dimension for setback of poles, fire hydrants, etc., behind curbs; however, where there are curbed sections and no sidewalks, 6' will be used as a design safety concept guide.

2. Minimum Depth of Cover for Pipe Lines and Other Utilities

   a. Longitudinal pipe lines and electric power primary .....3'
   b. Longitudinal electric power secondary, and trenched communication lines .....2'
   c. Crossings under roadways.....3'
   d. Crossings under ditches .....2'
   e. Plowed-in communication lines.....18"

3. Underground utilities may cross under but not run longitudinally under the pavement except in unusual situations approved by the Division Engineer. Utility stubouts shall be extended under the roadway to serve lots on the opposite side of the road prior to paving.

4. Acceptable Materials for Pipeline with Utilities Within the Rights of Way - Materials Not Listed Shall Be Referred to the Design Services Unit - Utilities Section.

   a. Smooth Wall Steel Pipe meeting API 5L Grade B Specifications
   b. Spiral Welded Steel Pipe meeting ASTM Specification A-211
   c. Circular Black Steel Pipe meeting ASTM Specification A-120 or A-589
   d. Galvanized Steel Pipe Meeting ASTM A-120 Specifications
   e. Ductile Iron Pipe – class 50 Min. Strength
   f. Concrete Sewer Pipe – Plain and Reinforced Pipe meeting Department of Transportation Standard with Rubber Gasket Joints
   g. Reinforced Concrete Pressure Pipe, Steel Cylinder Type for Water and other Liquids meeting AWWA Specifications C-300, C-301, and C-303
   h. ABS (Acrylonitrile – Butadiene – Styrene) Composite Sewer Pipe shall meet ASTM D-2680 Specifications for Pipe sizes 8" thru 15" and ASTM D-2751 for

pipe sizes 4" and 6" for Laterals. ABS Sewer Pipe shall be used for Domestic Sewage only; also, P.V.C. Truss Pipe Meeting ASTM D-2321 which has to be specified by registered Professional Engineer.

i. P.V.C. (Polyvinyl Chloride) Water Pipe (pressure only) – SDR 14 (C-900), SDR 18 (C-900) and SDR 21
j. P.V.C. (Polyvinyl Chloride) Sewer Pipe (Force Main) SDR 14 (C-900), SDR 18 (C-900) and SDR 21.
k. P.V.C. (Polyvinyl Chloride) pipe (Gravity Sewer) SDR 14 (C-900), SDR 18 (C-900), SDR 21, SDR 26, SDR 35, ASTM F 794, ASTM F 949 (A-2000) and Schedule 40 and 80.
l. V.C. (Vitrified Clay) Sewer Pipe, Extra Strength meeting ASTM Specifications C-700 with Factory Fabricated Joints meeting ASTM Specifications C-425
m. P.E. (Polyethylene) Plastic Pipe – SDR 7 meeting ASTM Specifications D-2239 and Plastic Tubing – SDR 9 meeting ASTM Specification D-2737 for sizes ¾" thru 2" only.
n. Polyethylene Plastic Pipe (High Molecular Weight) and (Medium Molecular Weight) SDR 11 meeting Plastic Pipe Institute Material Designation PE 3408 and PE 2406 in sizes up to 6.625" O.D. for gas with maximum operating pressure of 60 PSIG.
o. Type K copper Pipe meeting ASTM Specification B-88 for sizes ¾" thru 2"

5. Any utility to be installed within the right-of-way of a state maintained road will require an encroachment agreement with the North Carolina Board of Transportation in accordance with their publication entitled *Policies and Procedures for Accommodating Utilities on Highway Rights of Way.*

6. All non ferrous pipe lines shall be installed with a locating tape.

7. All utility structures (i.e. vaults, manholes, and boxes) shall be load rated for the appropriate dead load plus an HS 20 live load. Such structures shall be designed and certified by a licensed professional engineer.

8. Electrical power and communication facilities should conform to the currently applicable National Electrical Safety Code except vertical clearances shall be no less than 18 feet in any case.

MINIMUM DESIGN AND CONSTRUCTION CRITERIA FOR SUBDIVISION ROADS

CONSTRUCTION REQUIREMENTS

A. DRAINAGE

The Division of Highways shall review all drainage prior to acceptance of any facility to the State System. Drainage, utility, or public easements, are not considered a portion of the highway facility.

All storm drainage shall be adequate so that the road may be maintained without excessive cost, and not cause flooding on private property from storm runoff of the design frequency. Permanent drainage easements may be established by the designer; however, the NCDOT does not accept maintenance responsibility for the easement outside of the roadway right-of-way. The minimum design frequency shall be as follows but may be increased at the recommendation of the State Hydraulics Engineer.

1. Storm sewer collector - 10 years
2. Cross drainage - 25 years
3. Cross drainage on primary and N.C. routes will be 50 years.
4. All drainage shall be consistent with criteria found in *NCDOT - Guidelines for Drainage Studies and Hydraulic Design.* (Contact Special Services Section (919) 250-4128)

In areas where ditch grades or quantities of flow deem it impracticable to establish and maintain vegetation, an erosive resistant lining such as paving, matting or rip rap may be required.

Subsurface drainage shall be adequate to maintain a stable subgrade.

When road crossings are within areas designated as flood hazard areas under the Federal Flood Insurance Program, the design must be approved by the responsible local governing agency for its consistency with local flood zoning ordinances. Retention/detention basin shall be located outside the right-of-way and shown on plans where possible. The DOT assumes no responsibility for maintenance nor liability of the basins.

B. BRIDGES AND DAMS

Bridges

Minimum criteria for bridges to be built by private interest for future acceptance by the Division of Highways.

1. Structures which are to span streams shall be designed for hydraulic requirements in accordance with Division of Highways criteria, and plans shall be submitted to the Hydraulics Unit for review and approval.

   Rip Rap will be required as recommended by the Hydraulics Unit.

2. Structures shall be designed for minimum live load of HS-20 as specified in the Standard Specifications for *Highway and Bridges of the American Association of State Highway and Transportation Officials*, and plans shall be submitted for review and approval by the Structure Design Unit.

3. Bridge deck widths and clearances shall be in accordance with the North Carolina Department of Transportation "Bridge Policy." For bridges with curb and gutter approaches, the clear bridge width shall be the same as the curb to curb approach width except where bikeways or sidewalks are carried across the structure. Curb and gutter will be transitioned out in 50 feet to line up the face of curb and bridge rail. For shoulder section roadways, the bridge width should be a minimum of 24'.

4. The following materials are acceptable for bridge construction:

   a. For substructures - reinforced concrete, structural steel, pre-stressed concrete, or steel piles or combination of these materials.

   b. For superstructures - pre-stressed concrete, reinforced concrete deck slab structural steel I-beams with reinforced concrete deck or corrugated metal deck with asphaltic wearing surface.

   c. The type and design of bridge rails shall be as approved by the Structure Design Unit of the Division of Highways.

5. Guardrail shall be installed at the bridge approaches where required.

6. All material and workmanship used in construction of the structure shall be in accordance with *North Carolina Standard Specifications for Roads and Structures*.

Roadway Dams

1. It is the policy of the Division of Highways to discourage the location of roadways on dams. In those cases, where a definite advantage may be gained or a substantial savings in funds may be realized, the utilization of a dam for a roadway may be favorably considered.

2. Where it is determined that a dam will be utilized as a roadway, the following criteria must be met:

   A. When applicable, the dam must have certification from the N. C. Department of Natural Resources and Community Development pursuant to the "Dam Safety Law of 1967", (As amended by the General Assembly of 1977).

   B. All pertinent data regarding the design of the embankment as an impoundment structure must be presented to the Division of Highways for review.

   C. The top cross section dimension must be the roadway width required (from shoulder point to shoulder point) for the facility plus a minimum of 4 feet.

   D. Guardrail will be provided on the impoundment side of the roadway. For safety the District Engineer may require guardrail on both sides of the roadway.

   E. Spillway will be designed to provide 2 feet of freeboard at the shoulder for an estimated 50-year design frequency outflow as a minimum.

   F. A means of draining the lake completely will be provided.

3. Design acceptance or approval by the Division of Highways is limited to the use of the dam as a roadway and is in no way intended as approval of the embankment as an impoundment structure.

4. Responsibility incurred by the Division of Highways when a section of roadway crossing a dam is accepted as a part of the state maintenance system is limited to maintenance of the roadway for highway purposes from shoulder point to shoulder point only. Responsibility for the impoundment, any damage that may result therefrom, and maintenance of the dam or appurtenances as may be required to preserve its integrity as a water impoundment structure, shall remain with the owner of the impoundment. Any such maintenance work will be subject to the provisions of G.S. 136-93.

5. Impoundment of water on highway right-of-way may be allowed under the following criteria:

   A. The impoundment does not adversely affect the right-of-way for highway purpose.

   B. Adjustment, as required, flattening slopes, installing rip rap, and any others, shall be the responsibility of the developer.

6. Structures should be designed and plans prepared under the supervision of a Licensed Professional Engineer.

C. CURB AND GUTTER AND SIDEWALK

All curb and gutter and sidewalk sections shall meet Division of Highways standards.

1. The standard 2'-6" concrete curb and gutter is the preferred type to be used.

2. Any other types of curb and gutter shall be subject to the approval of the District Engineer.

3. Curb inlet spacing and storm system design shall be consistent with criteria found in *NCDOT - Guidelines for Drainage Studies and Hydraulic Design.* (Contact Special Services Section (919) 250-4128)

4. NCDOT will allow sidewalks by encroachment and will not accept responsibility for maintenance. All sidewalks should be a minimum of 5 feet in width.

D. WHEEL CHAIR RAMPS

In accordance with General Statute 136-44.14, all street curbs in North Carolina being constructed or reconstructed for maintenance procedures, traffic operations, repairs, correction of utilities or altered for any reason after September 1, 1973, shall provide wheel chair ramps for the physically handicapped at all intersections where curb and gutter is provided and at other major points of pedestrian flow.

Wheel chair ramps and depressed curbs shall be constructed in accordance with details contained in the Department of Transportation, Division of Highways' publication entitled, *Guidelines, Curb Cuts and Ramps for Handicapped Persons.*

E. PAVEMENT DESIGNS

Shown below are minimum thicknesses of base and surface course to be used. Design should be chosen from Group I or Group II depending on subgrade soil type. Include soil analysis and classification to justify pavement design or select a Group II design. Heavier pavement designs may be required based on traffic, truck volumes, etc.

GROUP I

Good to Excellent Subgrade Soil Types	Base Course	Pavement Surface
A-1-a, A-l-b, A-3	7" STBC, Type A or C	2" I-1 or I-2
A-2-4, A-2-5, A-2-6, A-2-7	9" STBC, Type A or C	1 ½" I-1 or I-2
	8" ABC or STBC, Type B	AST, 1" SA or I-1 or I-2
	6" ABC or STBC, Type B	1 ½" I-1 or I-2
	3" ACBC, Type HB	1 ½" I-1 or I-2
	3 1/2" ACBC, Type HB	1" SA or I-1 or I-2
	Not Applicable	5" Fiber Reinforced Concrete

GROUP II

Poor to Fair
Subgrade Soil Types

A4, A-5, A-6, A-7-5 A-7-6	9" STBC, Type A or C	2" I-1 or I-2
	8" ABC or STBC, Type B	1 ½" I-1 or I-2
	10" ABC or STBC, Type B	AST, 1" SA or I-1 or I-2
	4" ACBC, Type HB	1 ½" I-1 or I-2
	3" ACBC, Type HB	2" I-1 or I-2
	Not Applicable	6" Fiber Reinforced Concrete

Any other pavement design must be reviewed by the Division Engineer on an individual basis and approval will be based upon sound engineering principles. Decorative pavers may be permitted by encroachment. Maintenance of decorative pavers will not be performed by NCDOT.

NOTE:
Subgrade No base course shall be placed on muck, pipe clay, organic matter or other unsuitable material. The District Engineer may require a subgrade soil test, if needed, to determine the soil classification type.

ABC	Aggregate Base Course, No. 7 stone
STBC	Soil Type Base Course
AST	Asphalt Surface Treatment
SA	Asphalt Concrete Surface Course, Type F-1 (Sand Asphalt)
I-2	Asphalt Concrete Surface Course, Type I-2
I-1	Asphalt Concrete Surface Course, Type I-1
ACBC	Asphalt Concrete Base Course, Type HB (Black Base)

Other base courses such as various cement-treated materials may be used in lieu of those shown above. These materials shall be of sufficient thickness to provide equivalent strength. However, any design other than those shown above must also be approved prior to use by the Division Engineer.

All materials shall meet the requirements set forth in the latest edition of the *North Carolina Standard Specifications for Roads and Structures*.

F. TRAFFIC CONTROL

The construction of all subdivision road intersections including those with existing state maintained roadways shall be constructed using traffic control standards as designated in the "*Manuals on Uniform Traffic Control Devices*", "*North Carolina Supplement to the Manual on Uniform Traffic Control Devices*", and the "North Carolina Highway Design Branch Roadway Standard Drawings," prior to formal addition to the system. See G.S. 136-30.

G. GUARDRAIL

The placement of guardrail may be required by the Division of Highways prior to Formal Addition to the System, in the event the terrain adjacent to the roadway is felt to warrant guardrail from a safety standpoint.

H. ROAD INTERSECTIONS (See Figures 3 and 4 on pages 41 and 42).

1. The most desirable intersections are those with angles of 75 to 90 degrees. Intersections with angles from 60 to 75 degrees are acceptable under extreme conditions.

2. Minimum sight triangle for stop condition when connecting new local residential roads or residential collector roads to existing state maintained roads is 70 feet along the existing road right of way and 10 feet along the new road right of way.

3. All internal intersections shall have minimum 25' radii.

4. Unusual designs such as "Bubble Type" configurations to allow for more lots, will not be allowed.

I. ISLANDS OR SHORT MEDIANS AT SUBDIVISION ENTRANCES

The Division of Highways will review requests for the allowance of islands or short medians desired for aesthetics on State Highway System Secondary Roads at the entrance to a subdivision. Approval will be with the following understanding:

1. The Division of Highways will not maintain the island or the median section.

2. The island or the median section will be removed if not properly maintained by someone involved with the subdivision, i.e. developer, homeowners, etc.

3. The District Engineer may allow the island or median sections after review on an individual basis. This shall include all plantings.

4. The minimum lane width at the entrances, excluding curb and gutter will be 14 feet. (See page 50 for detail)

J. SUBDIVISION NAME MARKERS

The Division of Highways will review requests to erect subdivision name markers on an individual basis. The name markers may be allowed to be located within the State Highway System Secondary Road rights-of-way at the beginning of a subdivision road provided the location of such is outside the line of sight and the normal maintenance limits. The name markers will be approved only at locations which will not sacrifice safety to the general traveling public. Approval to erect subdivision name markers will be with the following understanding: (See page 50 for typical dimensions associated with marker installation.)

1. All costs will be the responsibility of the requester.

2. The Division of Highways will not maintain the marker or the area around the marker.

3. The markers will be removed if not properly maintained.

4. The Division Engineer may allow the subdivision name markers on secondary road rights-of-way after review on an individual basis.

5. If non-breakaway design, a 30 foot recommended recovery area is desirable.

K. MINIMUM DESIGN CRITERIA

1. Local Residential Subdivision Roads include:
   a. Cul-De-Sacs
   b. Dead End Roads - Less than 2500 feet in length
   c. Short connecting Roads - One block long or that extend on a block by block basis
   d. Loop Roads - Less than 1 mile in length
   e. Other roads that do not connect thoroughfares or serve major traffic generators. These roads do not have "collector" characteristics.

TERRAIN CLASSIFICATION	LEVEL	ROLLING	HILLY
Terrain Classification Definition			
Level - Cross slope range of 0% to 8%			
Rolling - Cross slope range of 8.1% to 15%			
Hilly - Cross slope over 15%			
Right of Way Width			
Curb and Gutter Section	40'	40'	40'
Shoulder Section	45'	45'	45'
Pavement Width			
Curb and Gutter Section	*26' G-G	*26' G-G	*26' G-G
Shoulder Section	18'	18'	18'
G-G refers to face to face of standard curb and gutter section, bottom of the "V" to the bottom of the "V" for the valley types section. Other types will be reviewed by the District Engineer with the GG limits applicable			
Minimum Shoulder Width			
Shoulder Section	6'	4' to 6'	4' to 6'
Shoulder width between 4' to 6' shall be approved by the District Engineer considering adjacent land characteristics			
Maximum Cut and Fill Slopes	2:1	2:1	1 I/2:1
Design Speed	30 mph	25 mph	20 mph
Minimum Sight Distance on Vertical Curves	200'	150'	110'
Minimum Centerline Radius	230'	150'	90'
Minimum Superelevation Rate for Minimum Radius	.06%	.04%	.02%
Maximum Grade	9%	12%	18%
Grades for 100' each way from intersection exceeding 5 percent may be reviewed by District Engineer for consideration. Grades less than 0.5 percent should not be used unless reviewed individually by the District Engineer to determine potential maintenance problems.			
K = Rate of Vertical Curvature for Minimum Sight Distance.			
CREST	30	20	10
SAG	30	20	10
STOP	14	9	5

Formula for determination of length of vertical curve required to provide minimum site distance.

[L = KA]
L = Length of vertical curve in feet
K = Rate of vertical curvature in feet per percent of A
A = Algebraic difference in grades in percent

Minimum Cul-De-Sac Radius			
Right of Way			
Curb and Gutter Section	45'	45'	45'
Shoulder Section	50'	50'	50'
Minimum Cul -De-Sac Radius			
Curb and Gutter Section	37' to G	37' to G	37'to G
Shoulder Section * (See page 28)	35'	35'	35'

2. Residential Collector Roads include:

a. Dead End Roads - More than 2500 feet in length
b. Connecting roads between the local residential subdivision roads and the thoroughfare system
c. Loop Roads - More than one (1) mile in length
d. Other roads having a "collector" type function in the thoroughfare system

TERRAIN CLASSIFICATION	LEVEL	ROLLING	HILLY
Terrain Classification Definition Level - Cross slope range of 0% to 8% Rolling - Cross Slope range of 8.1% to 15% Hilly - Cross slope over 15%			
Right of Way Width			
Curb and Gutter Section	50'	50'	50'
Shoulder Section	50'	50'	50'
Pavement Width			
Curb and Gutter Section	34' G-G	34' G-G	34' G-G
Shoulder Section	20'	20'	20'
G-G refers to face to face of standard curb and gutter section, bottom of the "V" to the bottom of the "V" for the valley types section. Other types will be reviewed by the Division Engineer with the G-G limits applicable.			
Minimum Shoulder Width			
Shoulder Section	6'	6'	6'
Maximum Cut and Fill Slopes	2:1	2:1	1 1/2:1
Design Speed	35 mph	30 mph	25 mph
Minimum Sight Distance on Vertical Curves	250'	200'	150'
[illegible]um Centerline Radius	310'	230'	150'
Minimum Superelevation Rate for Minimum Radius	.08%	.06%	.04%
Maximum Grade	6%	9%	12%

Grades for 100' each way from intersection exceeding 5 percent (%) may be reviewed by District Engineers for consideration. Grades less than 0.5 percent should not be used unless reviewed individually by the District Engineer to determine potential maintenance problems.

K = Rate of Vertical Curvature for minimum sight distance

CREST	45	30	20
SAG	45	30	20
STOP	20	14	9

Formula for determination of length of vertical curve required to provide minimum sight distance.

[L = KA]
L = Length of vertical curve in feet
K = Rate of vertical curvature in feet per percent of A
A = Algebraic difference in grades in percent

3. Thoroughfare Plan Roads

For subdivision developments resulting in the construction of a thoroughfare plan route by the developer, the subdivision plan will be forwarded through the District Engineer, to the Traffic Engineering Branch for review by appropriate personnel of the Division of Highways in Raleigh, North Carolina.

4. Industrial Access or Commercial Complex Roads

The minimum construction standards for industrial access road requests or for commercial centers and apartment complexes will be reviewed individually. The construction standards for pavement design will be in line with expected usage. Final pavement design will be approved by the District Engineer.

*NOTE: On cul-de-sacs, a maximum of two-tenths of a mile in length, 18 feet of pavement will be allowed (not including gutter). (See pages 40, 45 and 48).

Cul-de-sac designs other than the "Bulb" End Design will be subject to the approval of the Division Engineer after review on an individual basis. See Page 46 for several examples of minor residential cul-de-sac designs.

*NOTE: The minimum superelevation rates shown for the varying design speeds are for the minimum radii shown. For radii different from these, use the appropriate table from the 1994 Edition of AASHTO's *Policy on Geometric Design of Highways and Streets* for a desirable design. For a minimum design, the superelevation rate can be calculated from the simplified curve formula:

$$e = \frac{V^2 - f}{15R}$$

where

e = superelevation rate in foot per foot
V = design speed in miles per hour
R = Radius of curve in feet
f = side friction factor (See page 143 of the 1994 *Policy on Geometric Design of Highways and Streets*)

Short cul-de-sacs and dead end streets 1500 feet or less in length may be accepted without superelevation.

§136-102.6. Compliance of subdivision streets with minimum standards of the Board of Transportation required of developers

(a) The owner of a tract or parcel of land which is subdivided from and after October 1, 1975, into two or more lots, building sites, or other divisions for sale or building development for residential purposes, where such subdivision includes a new street or the changing of an existing street, shall record a map or plat of the subdivision with the Register of Deeds of the county in which the land is located. The map or plat shall be recorded prior to any conveyance of a portion of said land, by reference to said map or plat.

(b) The right-of-way of any new street or change in an existing street shall be delineated upon the map or plat with particularity and such streets shall be designated to be either public or private. Any street designated on the plat or map as public shall be conclusively presumed to be an offer of dedication to the public of such street.

(c) The right-of-way and design of streets designated as public shall be in accordance with the minimum right-of-way and construction standards established by the Board of Transportation for acceptance on the State highway system. If a municipal or county subdivision control ordinance is in effect in the area proposed for subdivision, the map or plat required by this section shall not be recorded by the Register of Deeds until after it has received final plat approval by the municipality or county, and until after it has received a certificate of approval by the Division of Highways as herein provided as to those streets regulated in subsection (g). The certificate of approval may be issued by a District Engineer of the Division of Highways of the Department of Transportation.

(d) The right-of-way and construction plans for such public streets in residential subdivisions, including plans for street drainage, shall be submitted to the Division of Highways for review and approval, prior to the recording of the subdivision plat in the office of the Register of Deeds. The plat or map required by this section shall not be recorded by the Register of Deeds without a certificate of approval by the Division of Highways of the plans for the public street as being in accordance with the minimum standards of the Board of Transportation for acceptance of the subdivision street on the State highway system for maintenance. The certificate of approval shall not be deemed an acceptance of the dedication of such streets on the subdivision plat or map. Final acceptance by the Division of Highways of such public streets and placing them on the State highway system for maintenance shall be conclusive proof that the streets have been constructed according to the minimum standards of the Board of Transportation.

(e) No person or firm shall place or erect any utility in, over, or upon the existing or proposed right-of-way of any street in a subdivision to which this section applies, except in accordance with the Division of Highway's policies and procedures for accommodating utilities on highway rights-of-way, until the Division of Highways has given written approval of the location of such utilities. Written approval may be in the form of exchange of correspondence until such times as it is requested to add the street or streets to the State system, at which time an encroachment agreement furnished by the Division of Highways must be executed between the owner of the utility and the Division of Highways.

The right of any utility placed or located on a proposed or existing subdivision public street right-of-way shall be subordinate to the street right-of-way, and the utility shall be subject to regulation by the Department of Transportation. Utilities are defined as electric power, telephone, television, telegraph, water, sewage, gas, oil, petroleum products, steam, chemicals, drainage, irrigation, and similar lines. Any utility installed in a subdivision street not in accordance with the Division of Highways, accommodation policy, and without prior approval by the Division of Highways, shall be removed or relocated at no expense to the Division of Highways.

(f) Prior to entering any agreement or any conveyance with any prospective buyer, the developer and seller shall prepare and sign, and the buyer of the subject real estate shall receive and sign an acknowledgment of receipt of a separate instrument known as the subdivision streets disclosure statement (hereinafter referred to as disclosure statement.) Said disclosure statement shall fully and completely disclose the status (whether public or private) of the street upon which the house or lot fronts. If the street is designated by the developer and seller as a public street, the developer and seller shall certify that the right-of-way and design of the street has been approved by the Division of Highways, and that the street has been or will be constructed by the developer and seller in accordance with the standards for subdivision streets adopted by the Board of Transportation for acceptance on the highway system. If the street is designated by the developer and seller as a private street, the developer and seller shall include in the disclosure statement an explanation of the consequences and responsibility as to maintenance of a private street, and shall fully and accurately disclose the party or parties upon whom responsibility for construction and maintenance of such street or streets shall rest, and shall further disclose that the street or streets will not be constructed to minimum standards, sufficient to allow their inclusion on the State highway system for maintenance. The disclosure statement shall contain a duplicate original which shall be given to the buyer. Written acknowledgment of receipt of the disclosure statement by the buyer shall be conclusive proof of the delivery thereof.

(g) The provisions of this section shall apply to all subdivisions located outside municipal corporate limits. As to subdivisions inside municipalities, this section shall apply to all proposed streets or changes in existing streets on the State highway system as shown on the comprehensive plan for the future development of the street system made pursuant to G.S. 136-66.2, and in effect at the date of approval of the map or plat.

(h) The provisions of this section shall not apply to any subdivision that consists only of lots located on Lakes Hickory, Norman, Mountain Island and Wylie which are lakes formed by the Catawba River which lots are leased upon October 1, 1975. No roads in any such subdivision shall be added to the State maintained road system without first having been brought up to standards established by the Board of Transportation for inclusion of roads in the system, without expense to the State. Prior to entering any agreement or any conveyance with any prospective buyer of a lot in any such subdivision, the seller shall prepare and sign, and the buyer shall receive and sign an acknowledgment of receipt of a statement fully and completely disclosing the status of and the responsibility for construction and maintenance of the road upon which such lot is located.

(i) The purpose of this section is to insure that new subdivision streets described herein to be dedicated to the public will comply with the State standards for placing subdivision streets on the State highway system for maintenance, or that full and accurate disclosure of the responsibility for construction and maintenance of private streets be made. This section shall be construed and applied in a manner which shall not inhibit the ability of public utilities to satisfy service requirements of subdivisions to which this section applies.

(j) The Division of Highways and District Engineers of the Division of Highways of the Department of Transportation shall issue a certificate of approval for any subdivision affected by a roadway corridor official map established by the Board of Transportation only if the subdivision conforms to Article 2E of this Chapter or conforms to any variance issued in accordance with that Article.

(k) A willful violation of any of the provisions of this section shall be a Class I misdemeanor.

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

PETITION FOR ROAD ADDITION

FORM SR-1 REVISED 1-99

ROADWAY INFORMATION: (Please Print)

County: _____ Road Name: _____
(Please list additional street names and lengths on the back of this form.)

Subdivision Name: _____ Length (miles): _____

Number of occupied homes having street frontage: _____

Location: _____ miles N S E W of the intersection of Route _____ and Route _____
(Circle one) (SR, NC or US) (SR, NC or US)

We, the undersigned, being property owners and/or developer of _____ in

_____ County, do hereby request the Division of Highways to add the above described road.

CONTACT PERSON: Name and Address of First Petitioner. (Please Print)

Name: _____ Phone Number: _____

Street Address: _____

Mailing Address: _____

PROPERTY OWNERS

NAME	MAILING ADDRESS	TELEPHONE

INSTRUCTIONS FOR COMPLETING PETITION:

1. Complete Information Section
2. Identify Contact Person (This person serves as spokesperson for petitioner(s)).
3. Attach four (4) copies of recorded subdivision plat or property deeds, which refer to candidate road.
4. Adjo8ining property owners and/or the developer may submit a petition. Subdivision roads with prior NCDOT review and approval only require the developer's signature.
5. If submitted by the developer, encroachment agreements from all utilities located within the right of way shall be submitted with the petition for Road addition. However, construction plans may not be required at this time.
6. Submit to District Engineer's Office.

FOR NCDOT USE ONLY: Please check the appropriate block

☐ Rural Road ☐ Subdivision platted prior to October 1, 1975 ☐ Subdivision platted after October 1, 1975

REQUIREMENTS FOR ADDITION

If this road meets the requirements necessary for addition, we agree to grant the Department of Transportation a right-of-way of the necessary width to construct the road to the minimum construction standards of the NCDOT. This right-or-way will extend the entire length of the road that is requested to be added to the state maintained system and will include the necessary areas outside of the right-of-way for cut and fill slopes and drainage. Also, we agree to dedicate additional right-of-way at intersections for sight distance and design purposes and to execute said right-of-way agreement forms that will be submitted to us by representatives of the NCDOT. The right-of-way shall be cleared at no expense to the NCDOT, which includes the removal of utilities, fences, other obstructions, etc.

eneral Statute 136-102.6 (see page 29 for Statute) states that any subdivision recorded on or after October 1, 1975, must be built in accordance with NCDOT standards in order to be eligible for addition to the State Road System.

ROAD NAME	LENGTH	ROAD NAME	LENGTH

NORTH CAROLINA ADMINISTRATIVE CODE

HIGHWAY OBSTRUCTIONS INTERFERING

WITH TRAFFIC MAINTENANCE

19A NCAC 2E.0404

Highway obstructions include driveway headwalls, fences, rural mailboxes, newspaper delivery boxes and other roadside obstructions interfering with traffic or maintenance.

(1) It shall be unlawful to place any highway obstruction, including a driveway headwall, fence, rural mailbox, newspaper delivery box or other roadside obstruction, so as to interfere with the traffic or maintenance of the roads and highways of the state highway system.

(2) If the department determines, that any highway obstruction, including a driveway headwall, fence, rural mailbox, newspaper delivery box, its supports or other roadside obstruction, constitutes an unreasonable roadside collision hazard, the highway obstruction shall be removed by the person responsible for placing the obstruction within the right-of-way within 30 days of receipt of a written notice from the department to the person responsible for placing the obstruction within the right-of-way.

(3) Only mailboxes or newspaper delivery boxes with non-rigid type posts, such as a 4" x 4" wooden or a small diameter metal type, are permitted on road additions made to the state highway system after May 3, 1990. The location within the right of way of an addition to the system of any brick columns, mailboxes or newspaper delivery boxes on rigid stands such as block, stone or any other , type determined to be a traffic hazard is prohibited.

(4) The failure of the person responsible for placing the unlawful obstruction within the right of way, to remove the obstruction within 30 days after written notice by the Department of Transportation shall constitute a misdemeanor. Failure to remove or make safe any mailbox or newspaper delivery its supports or any other obstruction within the specified 30 days of this Rule shall be cause for the Department's Division Engineer to take action to remove the unacceptable mailbox or newspaper delivery box, its supports or other obstruction installation and also bill the responsible party for the expense of removal if appropriate.

VERIFICATION OF COMPLIANCE WITH

DEPARTMENT OF ENVIRONMENT AND NATURAL RESOURCES (DENR)

_____A permit from the Department of Environment and Natural Resources is not required for this project; however, the current EPA guidelines will be followed during our construction operations.

_____A permit from the Department of Environment and Natural Resources has been filed for this project and a copy of the Approval is attached.

_____A permit from the Department of Environment and Natural Resources has been filed for this project and a copy of the Approval will be forwarded to the North Carolina Department of Transportation upon receipt.

Project Name:_____

Township:_____ County:_____

Project Engineer:_____ Phone No.:_____

Project Contact:_____ Phone No.:_____

LOCATION OF PROPERTY:

County _____ Access to Route No. _____

Exact Distance _____ ☐ Miles ☐ Feet ☐ ☐ N S E W ☐ ☐

From the Intersection of Route No. _____ and Route No. _____ Toward _____

N.C. DEPARTMENT OF TRANSPORTATION

STREET AND DRIVEWAY ACCESS PERMIT APPLICATION

PROPERTY WILL BE USED FOR: ☐ Special Commercial ☐ Regular Commercial ☐ Residential /Subdivision ☐ Other _____

PROPERTY ☐ is ☐ is not within _____City Zoning Area.

PROPERTY IS LOCATED IN: ☐ Rural ☐ Urban Development Classification

AGREEMENT

I, the undersigned property owner, request access and permission to construct driveway(s) or street(s) on public right-of-way at the above location.

I agree to construct and maintain driveway(s) or street entrance(s) in absolute conformance with the curr ent "Policy on Street and Driveway Access to North Carolina Highways" as adopted by the North Carolina Department of Transportation.

I agree that no signs or objects will be placed on or over the public right-of-way.

I agree that the driveway(s) or street(s) will be constructed as shown on the sketch on (the reverse side) (the attached plans).

I agree that that driveway(s) or street(s) as used in this agreement include any approach tapers, storage lanes or speed change lanes as deemed necessary.

I agree that if any future improvements to the roadway become necessary, the portion of driveway(s) or street(s) located on public right-of-way will be considered the property of the North Carolina Department of Transportation, and I will not be entitled to reimbursement or have any claim for present expenditures for driveway or street construction.

I agree that this permit becomes void if construction of driveway(s) or street(s) is not completed within the time specified by the "Policy on Street and Driveway Access to North Carolina Highways".

I agree to pay an installation fee for pipe installed by the Division of Highways or pay a $50 inspection fee for installation by others. Make checks payable to NCDOT. The inspection fee will be reimbursed if application is denied.

I agree to construct and maintain the driveway(s) or street(s) in a safe manner so as not to interfere with or endanger the public travel.

I agree to provide during construction proper signs, signal lights, flagers and other warning devices for the protection of traffic in conformance with the current "Manual on Uniform Traffic Control Devices for Streets and Highways" and Amendments or Supplements thereto. Information as to the above rules and regulations may be obtained for the Division Engineer.

I agree to indemnify and save harmless the North Carolina Department of Transportation from all damages and claims for damage that may arise by reason of this construction.

I agree that the North Carolina Department of Transportation will assume no responsibility for any damages that may be caused to such facilities, within the highway right-of-way limits, in carrying out its construction.

I agree to provide a Performance Bond in the amount specified by the Division of Highways for any construction proposed on the State Highway system.

I AGREE TO NOTIFY THE DISTRICT ENGINEER WHEN THE PROPOSED WORK BEGINS AND WHEN IT IS COMPLETED.

Entrance Width(s)	Pipe Size	Pipe Length	Pipe installation Costs	Inspection Satisfactory (Yes/No)
1. _____	_____	_____	$ _____	_____
2. _____	_____	_____	$ _____	_____
3. _____	_____	_____	$ _____	_____

INSTALLATION BY: ☐ NCDOT ☐ OTHERS

AMOUNT RECEIVED _____ Dollars $ _____

SIGNATURE _____ (TITLE) _____ DATE _____

INSPECTION BY NCDOT

SIGNATURE _____ (TITLE) _____ DATE _____

PROPERTY OWNER		WITNESS	
NAME	_____	NAME	_____
SIGNATURE	_____	SIGNATURE	_____
ADDRESS	_____	ADDRESS	_____
	_____ Phone No. _____		_____

APPLICANT		WITNESS	
NAME	_____	NAME	_____
SIGNATURE	_____	SIGNATURE	_____
ADDRESS	_____	ADDRESS	_____
	_____ Phone No. _____		_____

APPROVALS

APPROVAL BY: Local Governmental Authority (when required)

SIGNATURE	TITLE	DATE

APPLICATION RECEIVED BY DISTRICT ENGINEER		APPLICATION APPROVED BY DISTRICT ENGINEER	
SIGNATURE	DATE	SIGNATURE	DATE

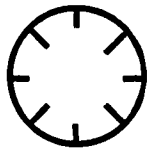
COMMENTS:

SHOW:

1. LOCATION OF DRIVEWAYS
2. DETAILS OF WORK, INCLUDING PIPES
3. EXISTING BUILDING, WALL, ETC. OR DRIVEWAYS
4. PROPOSED BUILDING, WALL, ETC.
5. HIGHWAY FEATURES

PROPOSED PLANS

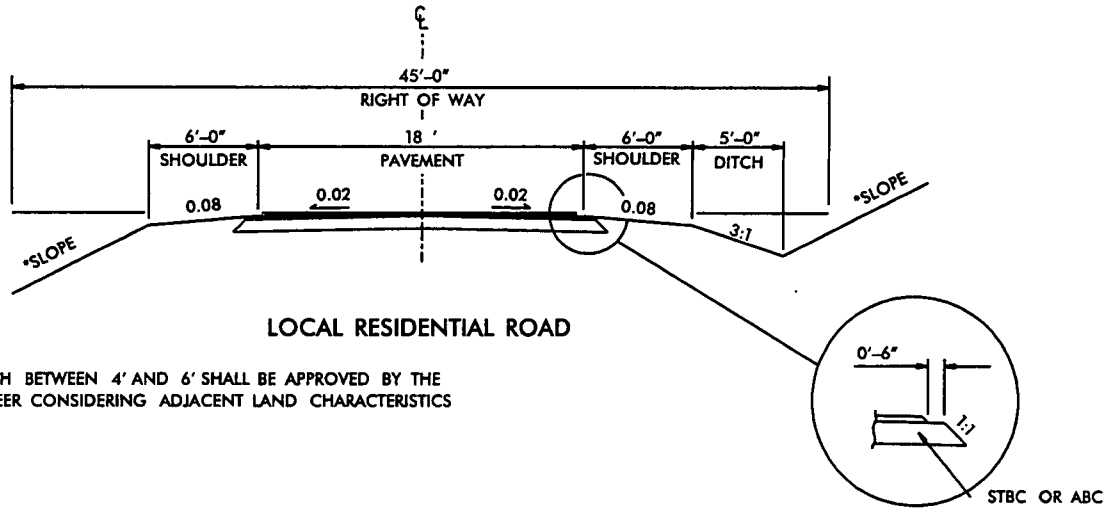
DRAW OR SKETCH BELOW, OR ATTACH CONSTRUCTION PLANS FOR STREETS



INDICATE NORTH

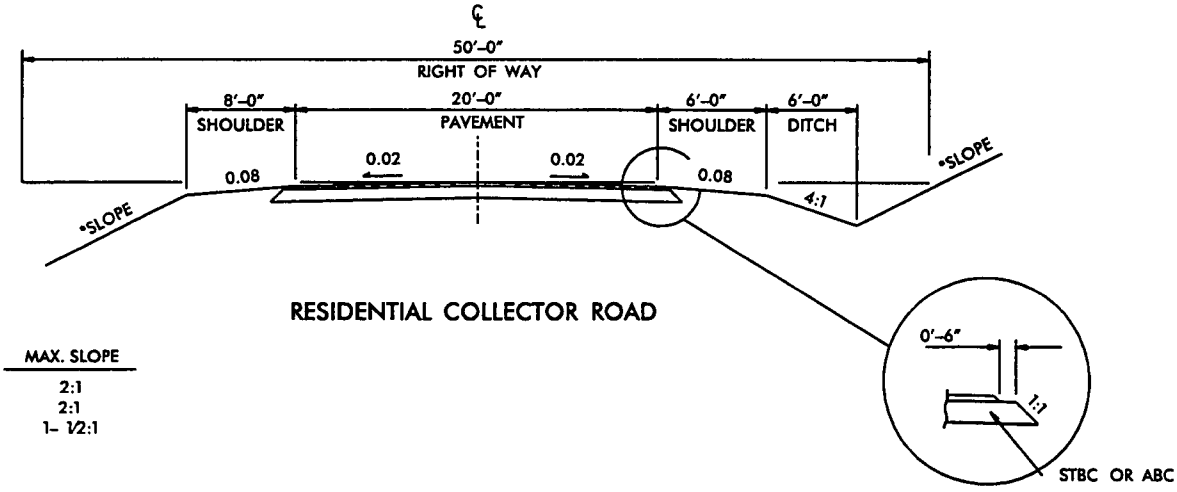
DRAINAGE DATA

																			INLET NUMBER	LOCATION
																			ROADNAME / STATION	
																			GUTTER GRADE	ROADWAY (C & G ONLY)
																			PAVEMENT CROSS-SLOPE	
																			INLET DRAINAGE AREA	RUNOFF
																			INLET DISCHARGE	
																			TOTAL DRAINAGE AREA	
																			TOTAL DISCHARGE	
																			FREQUENCY	
																			ELEVATION INLET	PIPE DESIGN
																			ELEVATION OUTLET	
																			SLOPE	
																			PIPE DIAMETER & TYPE	
																			CAPACITY	
																			HW / D	
																			OVERTOPPING ELEVATION	
																			REMARKS	



LOCAL RESIDENTIAL ROAD

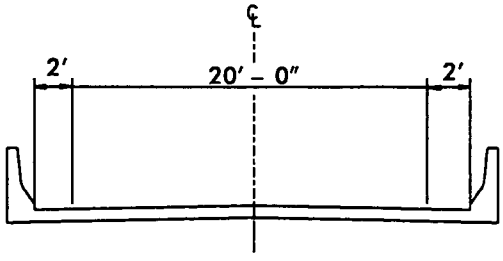
SHOULDER WIDTH BETWEEN 4' AND 6' SHALL BE APPROVED BY THE DISTRICT ENGINEER CONSIDERING ADJACENT LAND CHARACTERISTICS



RESIDENTIAL COLLECTOR ROAD

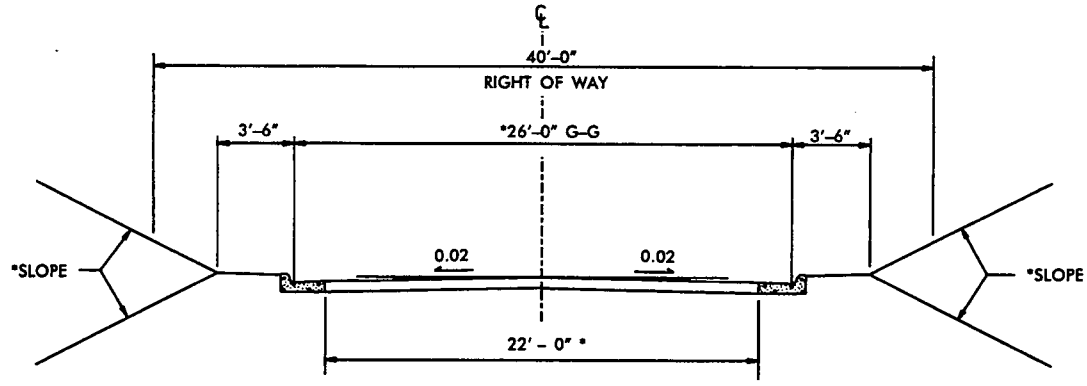
* TERRAIN	MAX. SLOPE
LEVEL	2:1
ROLLING	2:1
HILLY	1- 1/2:1

WIDTH OF ROAD



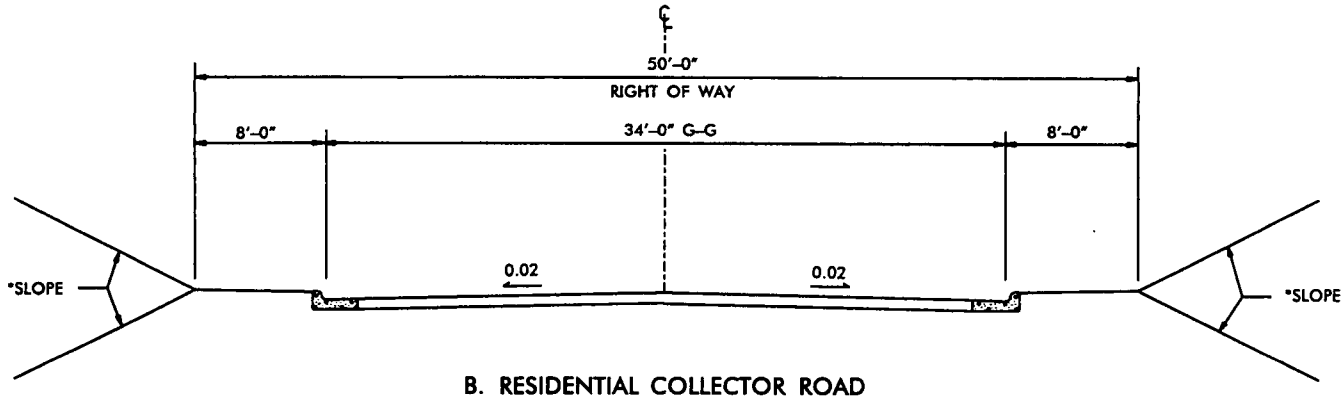
BRIDGE TYPICAL SECTION

FIGURE 1: CROSS-SECTION-SHOULDER SECTION



A. LOCAL RESIDENTIAL ROAD

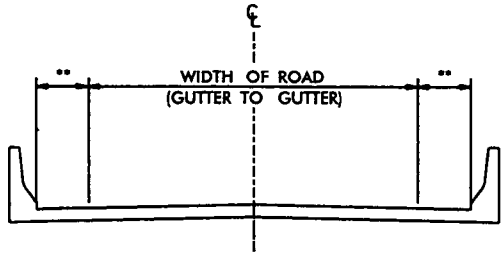
*NOTE:
ON A MAXIMUM OF TWO–TENTHS OF A MILE IN LENGTH, 18' OF PAVEMENT MAY BE USED



B. RESIDENTIAL COLLECTOR ROAD

* TERRAIN	MAX SLOPE
LEVEL	2:1
ROLLING	2:1
HILLY	1–1/2:1

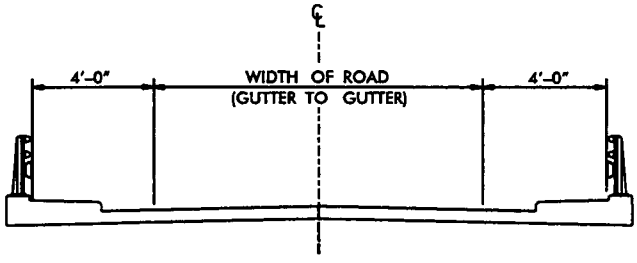
NOTE:
FOR BOTH 'A' & 'B', REQUEST FOR TYPICAL SECTIONS APPROVALS BY THE DEPARTMENT OF TRANSPORTATION THAT INCLUDES SIDEWALKS OR FUTURE SIDEWALKS WILL BE REVIEWED INDIVIDUALLY BY THE DISTRICT ENGINEER



**

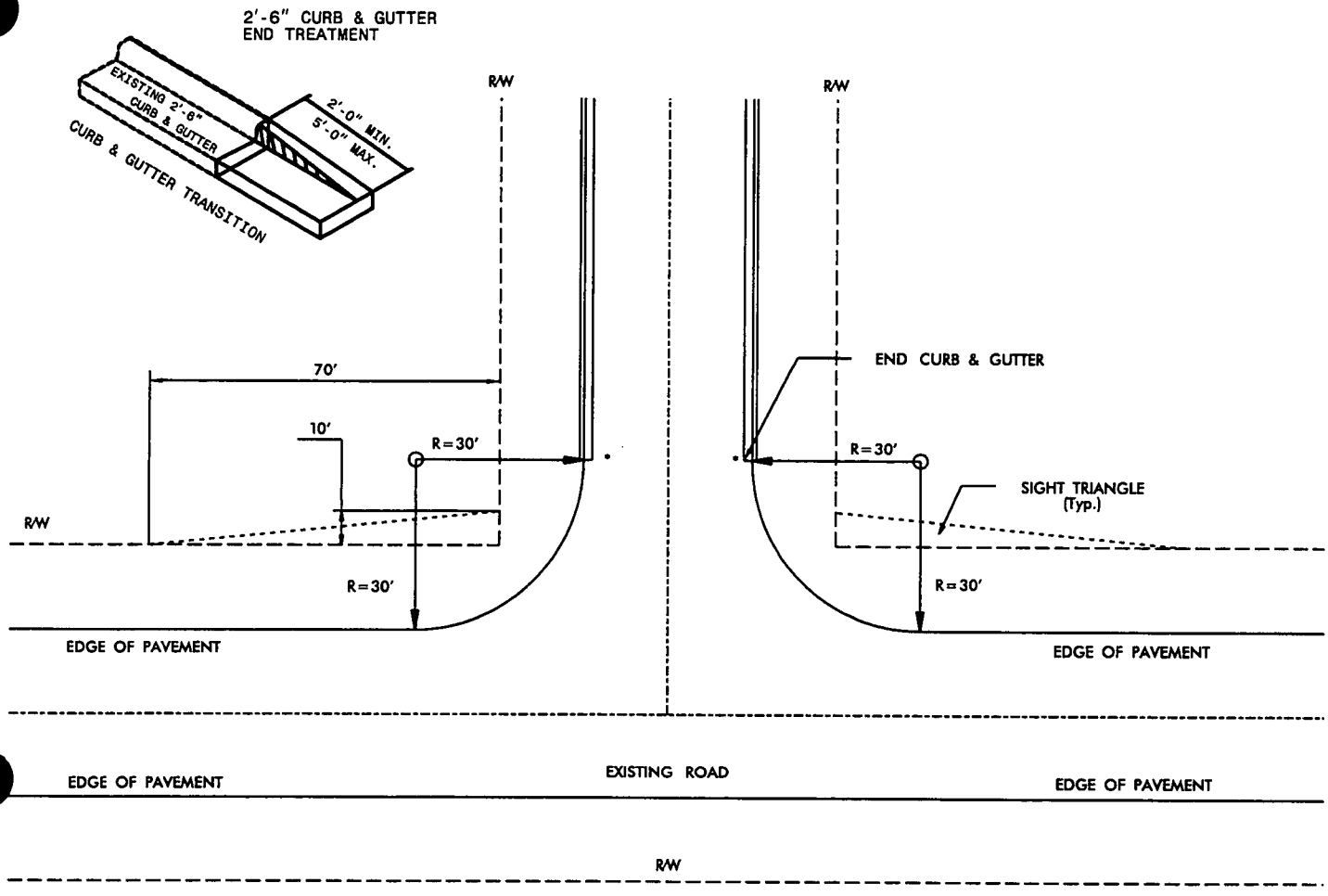
SPEED LIMIT	OFFSET
< 45 MPH	0'
≥ 45 MPH	2'–0"

C. BRIDGE TYPICAL SECTION WITHOUT SIDEWALK



D. BRIDGE TYPICAL SECTION W/SIDEWALK

FIGURE 2: CROSS SECTION: CURB & GUTTER SECTION

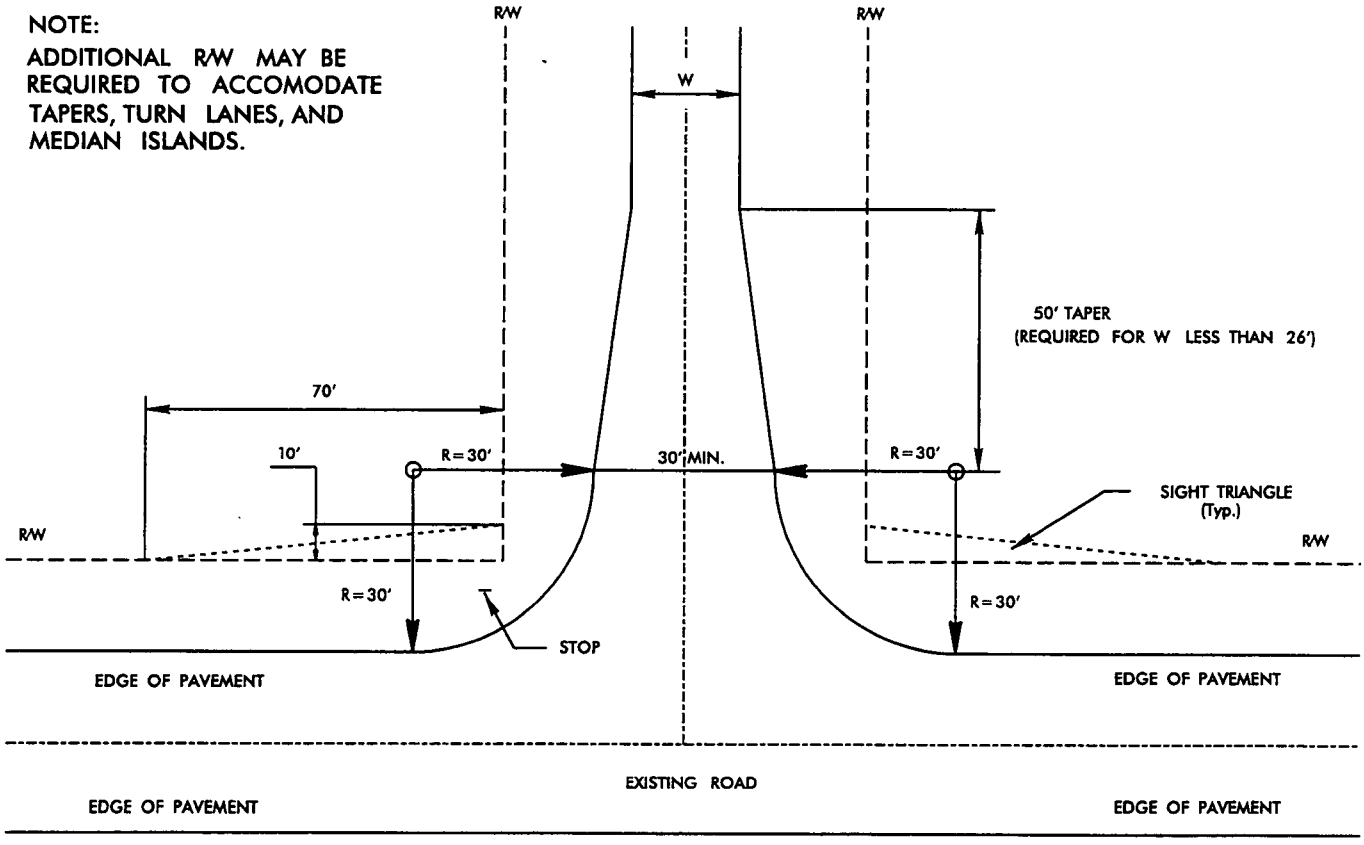


*NOTE: Permanent Drainage easements may be required to accomodate drainage beyond the right-of-way.

FIGURE 3

RECOMMENDED ROAD CONNECTION

NEW LOCAL RESIDENTIAL ROAD OR RESIDENTIAL COLLECTOR ROAD WITH CURB & GUTTER AND EXISTING STATE MAINTAINED ROAD WITH SHOULDER SECTION



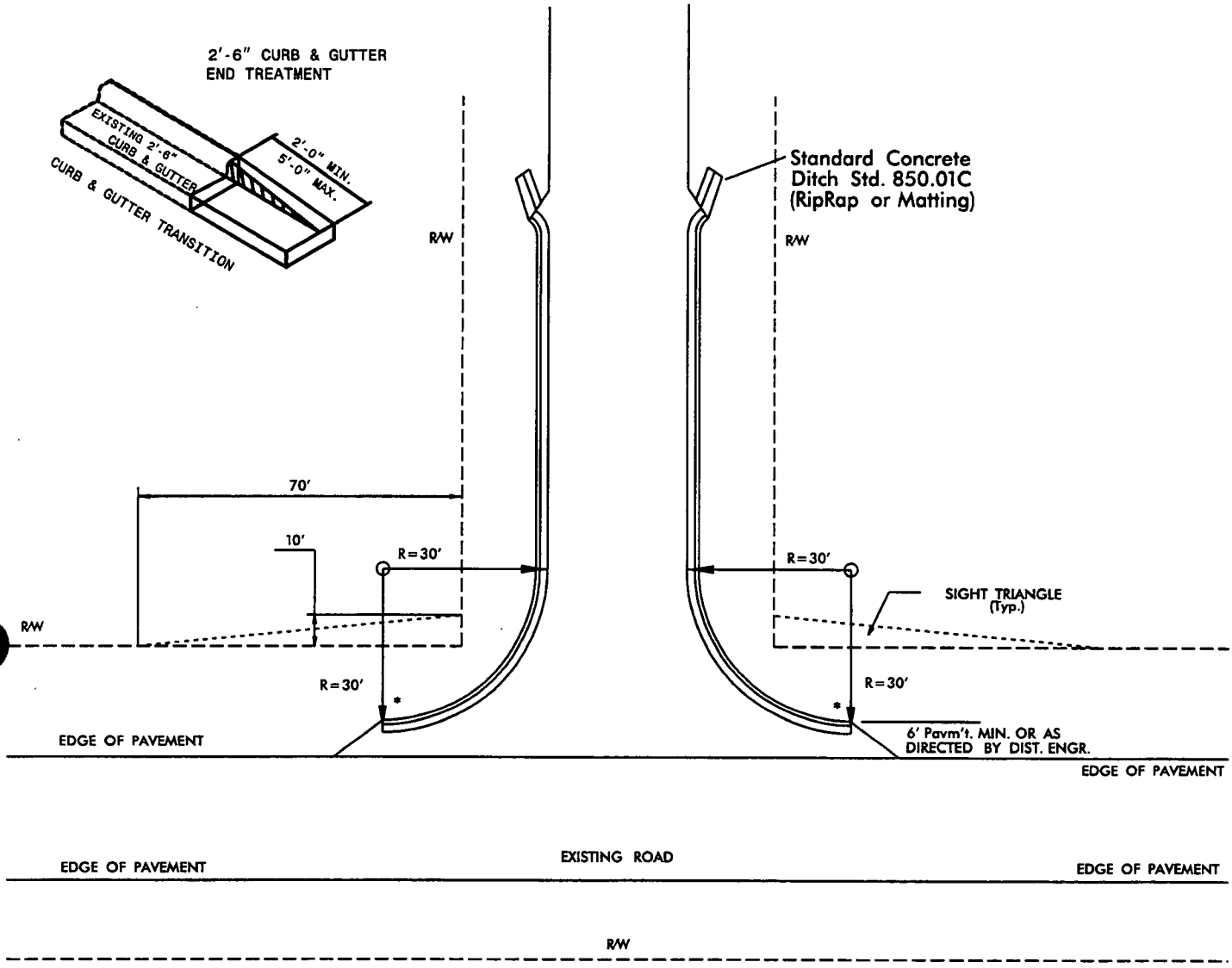
*NOTE: Permanent Drainage easements may be required to accomodate drainage beyond the right–of–way.

FIGURE 4

RECOMMENDED ROAD CONNECTION

NEW LOCAL RESIDENTIAL ROAD OR RESIDENTIAL COLLECTOR ROAD AND EXISTING STATE MAINTAINED ROAD

STOP CONDITION

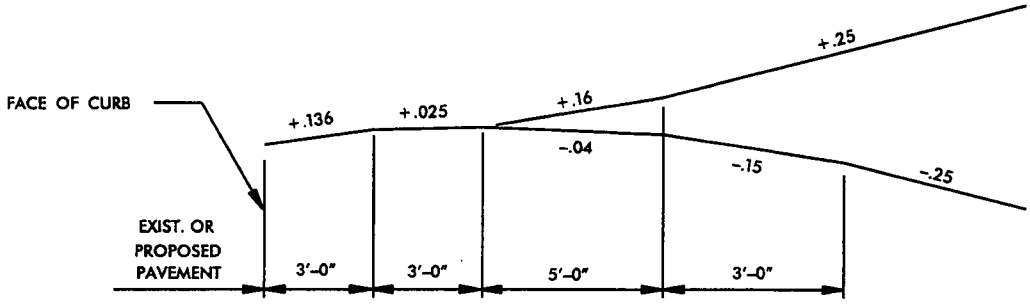


*NOTE: Permanent Drainage easements may be required to accomodate drainage beyond the right–of–way.

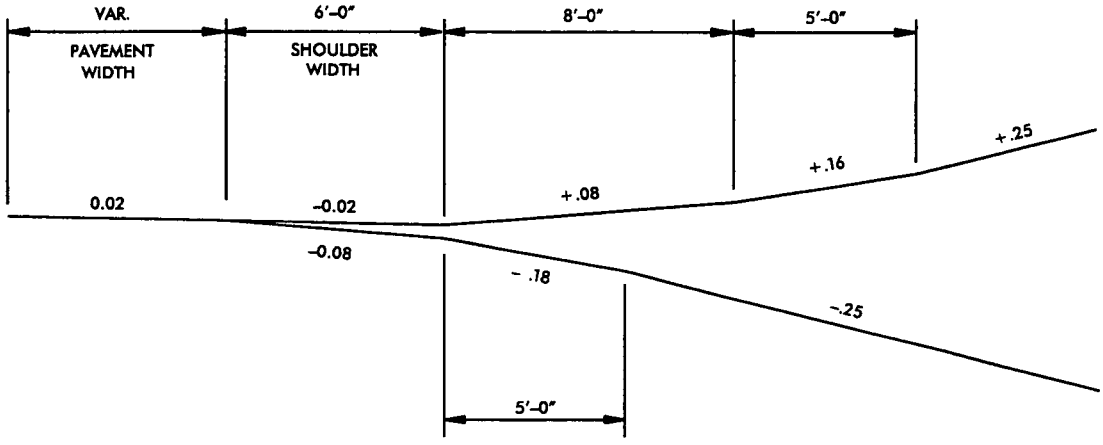
RECOMMENDED ROAD CONNECTION WITH CURB AND GUTTER

*SEE ISLAND DETAIL IF AN INTERIOR ISLAND IS TO BE INSTALLED

FIGURE 5



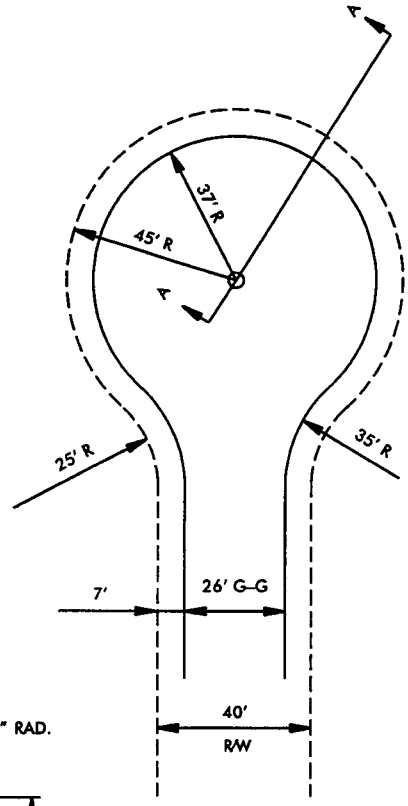
A. CURB & GUTTER SECTION

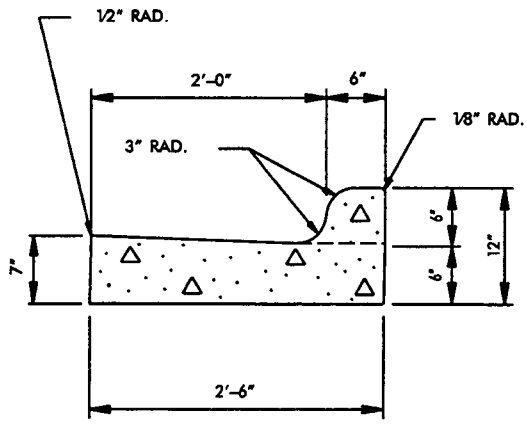


B. SHOULDER SECTION

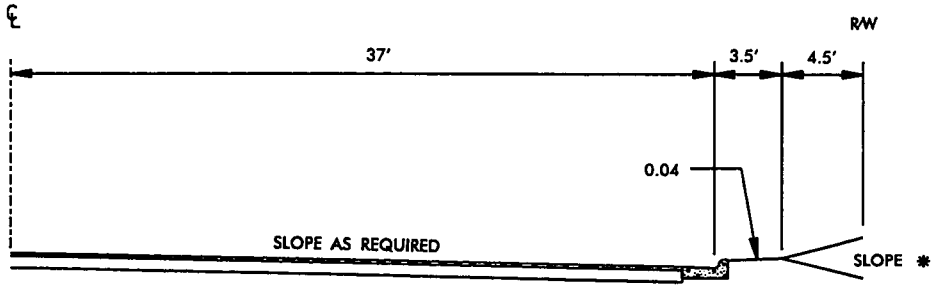
FIGURE 6

DRIVEWAY TURNOUT GRADES





2'–6" CURB & GUTTER

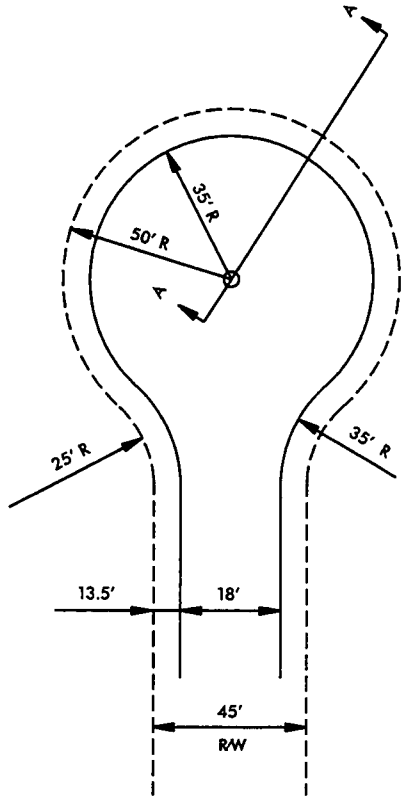


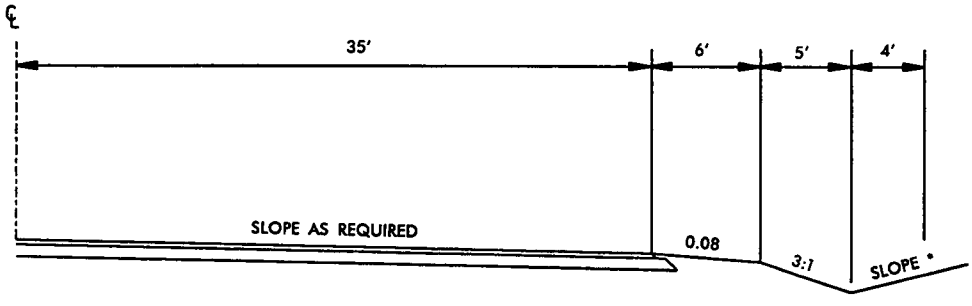
TERRAIN	MAX. SLOPE
LEVEL	2:1
ROLLING	2:1
HILLY	1-1/2:1

SECTION AA

FIGURE 7

SYMMETRICAL CUL-DE-SAC WITH CURB & GUTTER





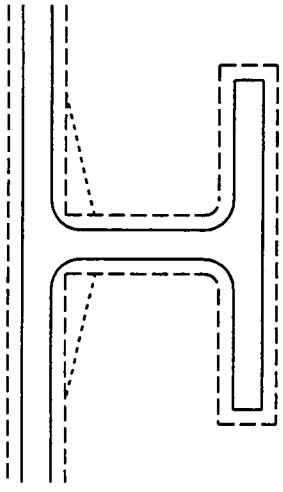
* TERRAIN	MAX. SLOPE
LEVEL	2:1
ROLLING	2:1
HILLY	1-1/2:1

SECTION AA

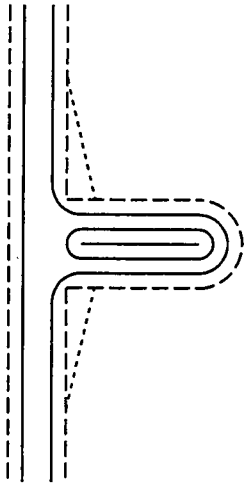
FIGURE 8

SYMMETRICAL CUL-DE-SAC

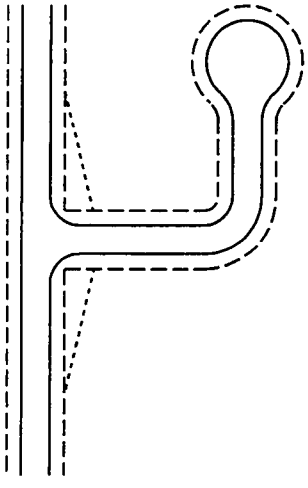
NO CURB & GUTTER



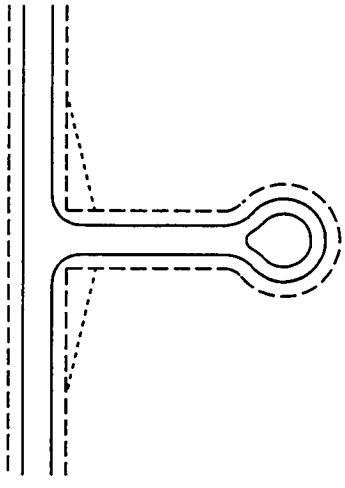
"T" CUL-DE-SAC



"LOOP" ROAD



"L" CUL-DE-SAC



CUL-DE-SAC WITH INTERIOR ISLAND

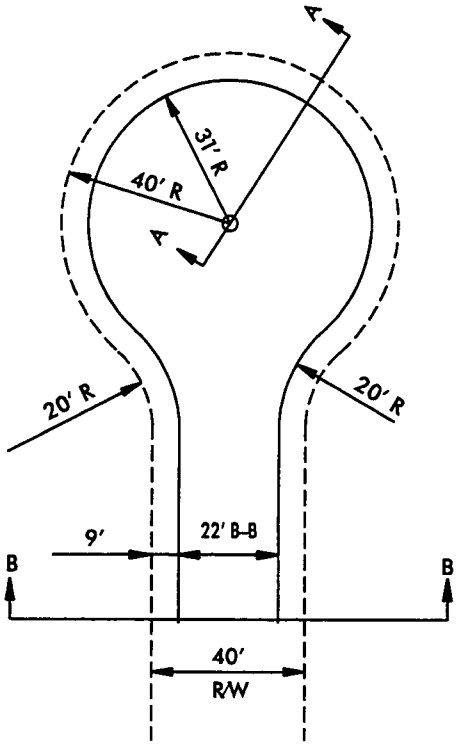
*NOTE: Permanent Drainage easements may be required to accomodate drainage beyond the right-of-way.

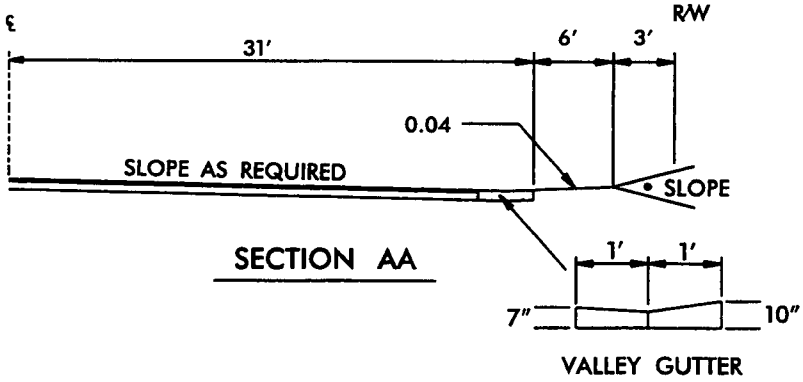
Cul-de-sac designs other than the "Bulb" End Design will be subject to the approval of the Divison Engineer after review on an individual basis.

FIGURE 9

EXAMPLES OF MINOR

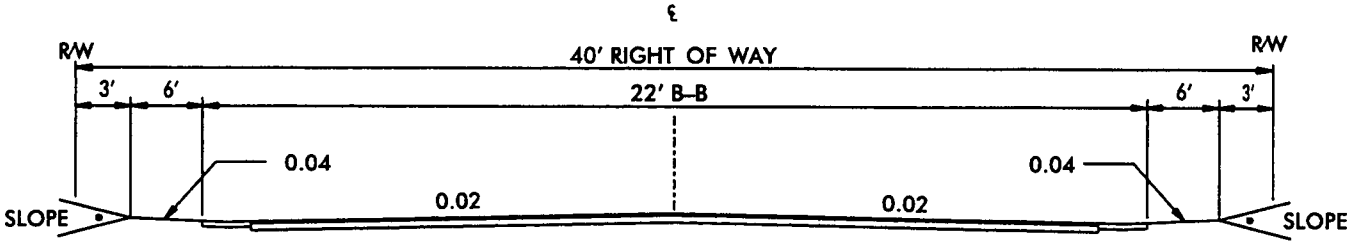
RESIDENTIAL CUL-DE-SAC DESIGNS





* TERRAIN	MAX. SLOPE
LEVEL	2:1
ROLLING	2:1
HILLY	1-1/2:1

SECTION AA

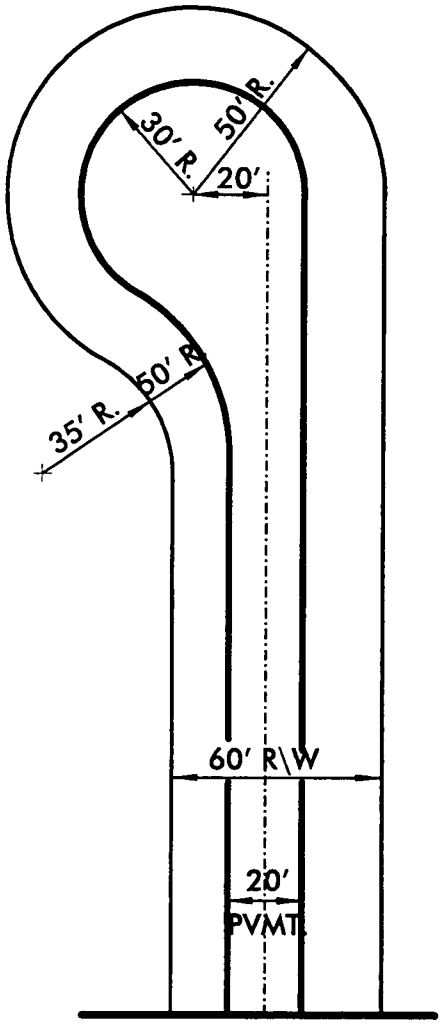


SECTION BB

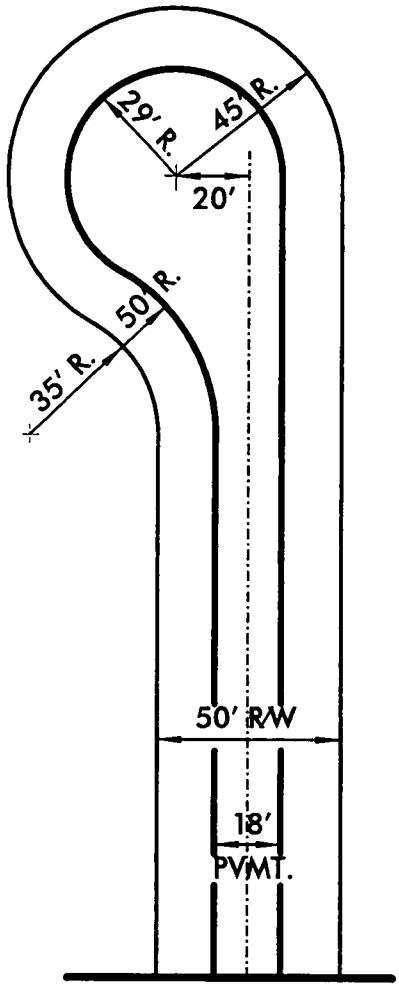
NOTE: THIS DESIGN IS LIMITED TO LOOP ROADS AND CUL-DE-SACS 0.2 MILE OR LESS IN LENGTH.

FIGURE 10

SYMMETRICAL CUL-DE-SAC WITH 2'-0" VALLEY GUTTER



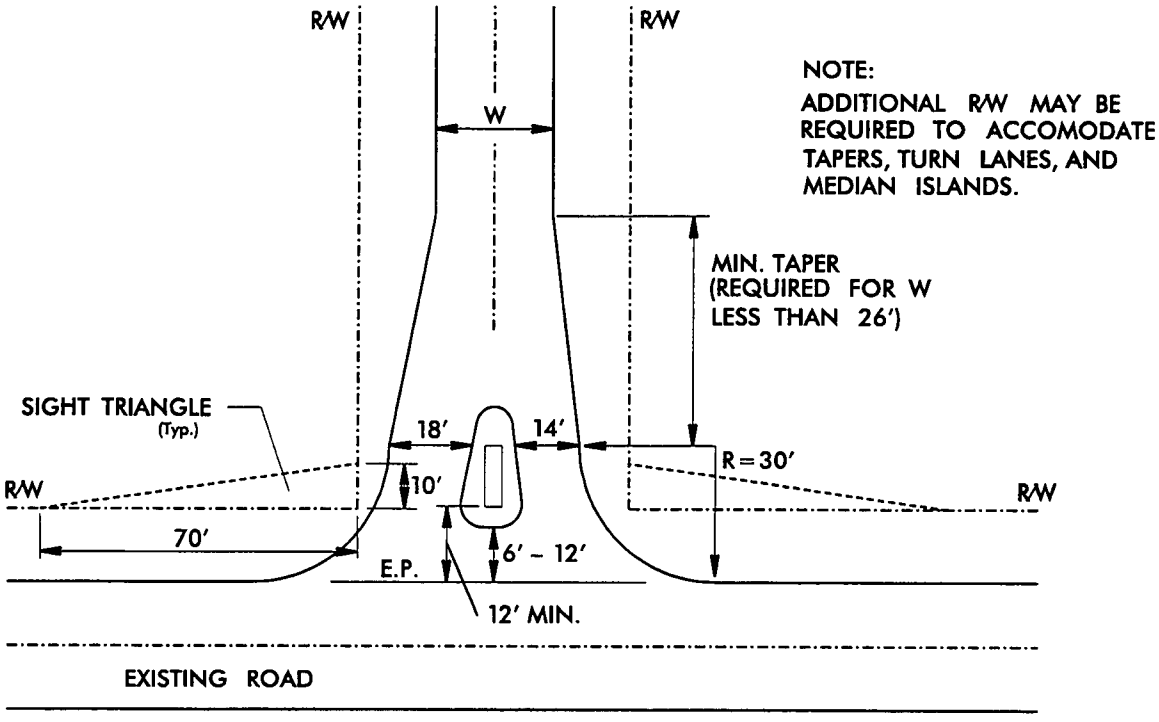
OFFSET CUL-DE-SAC
DESIGN (60 FT. R/W)



OFFSET CUL-DE-SAC
DESIGN (50 FT. R/W)

FIGURE 11
OFFSET CUL-DE-SAC DESIGN

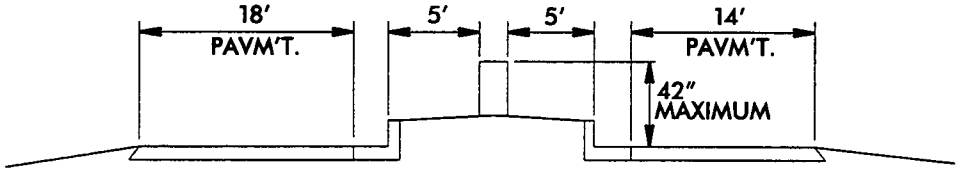
NOTE: THESE TYPICALS MAY BE LEFT OR RIGHT AND MAY BE BUILT WITH 45' RIGHT OF WAY.



STOP CONDITIOIN

RECOMMENDED ROAD CONNECTION WITH INTERIOR ISLAND

*NOTE: Permanent Drainage easements may be required to accomodate drainage beyond the right-of-way.



DETAIL SECTION VIEW OF INTERIOR ISLAND AND MARKER

FIGURE 12

Handout #3

STATEWIDE CONTINGENCY FUND

This fund can be used on any project at any location within the state. Primary, urban, and secondary projects are eligible. Basically, the expenditure guidelines for these funds are identical to the expenditure guidelines for the Divisionwide Small Urban Fund.

The 1998-99 Contingency Fund consists of $10 million and is administered by the Secretary of the Department of Transportation.

Projects approval from July 1998 thru March 1999

83 projects have been approved Statewide at a total cost of $5,990,792

REQUEST FOR STATEWIDE CONTINGENCY FUNDS

DIVISION _____	COUNTY _____	DATE _____
I.D. NO.	PROJECT #	FISCAL YEAR
DESCRIPTION OF WORK (including route & termini & map) (Municipality or N/A)		

JUSTIFICATION AND/OR COMMENTS _____

_____

_____

_____

AMOUNT REQUESTED _____

TOTAL ESTIMATED COST _____

Requested by _____ (Speaker of the House or President Pro Tempore of Senate or Secretary of Transportation)

Investigated by Secondary Roads Office *Yes/No*

Other DOT funding and/or Participation by Others _____

_____

Other funding project has received in past 12 months _____
(Type of funding)

Recommended by _____ (Division Engineer) Date _____

Recommended by _____ (Chief Engineer) Date _____

Recommended by _____ (Contingency and Small Urban Funds Committee) Date _____

Action by _____ (Secretary of Transportation)

Conditions, if any _____

_____

APPROVED AMOUNT _____ DATE _____

POLICIES AND PROCEDURES FOR STATEWIDE CONTINGENCY FUNDS

Background

- The Statewide Contingency Fund is a $10 million fund administered by the Secretary of Transportation.
- The President Pro Tempore of the Senate, the Speaker of the House and the Secretary of Transportation approve projects from this fund.

Applicant's Responsibilities

Requests for Statewide Contingency Funds will be received from municipalities, counties, businesses, schools, citizens, schools, and legislative members, and DOT staff.

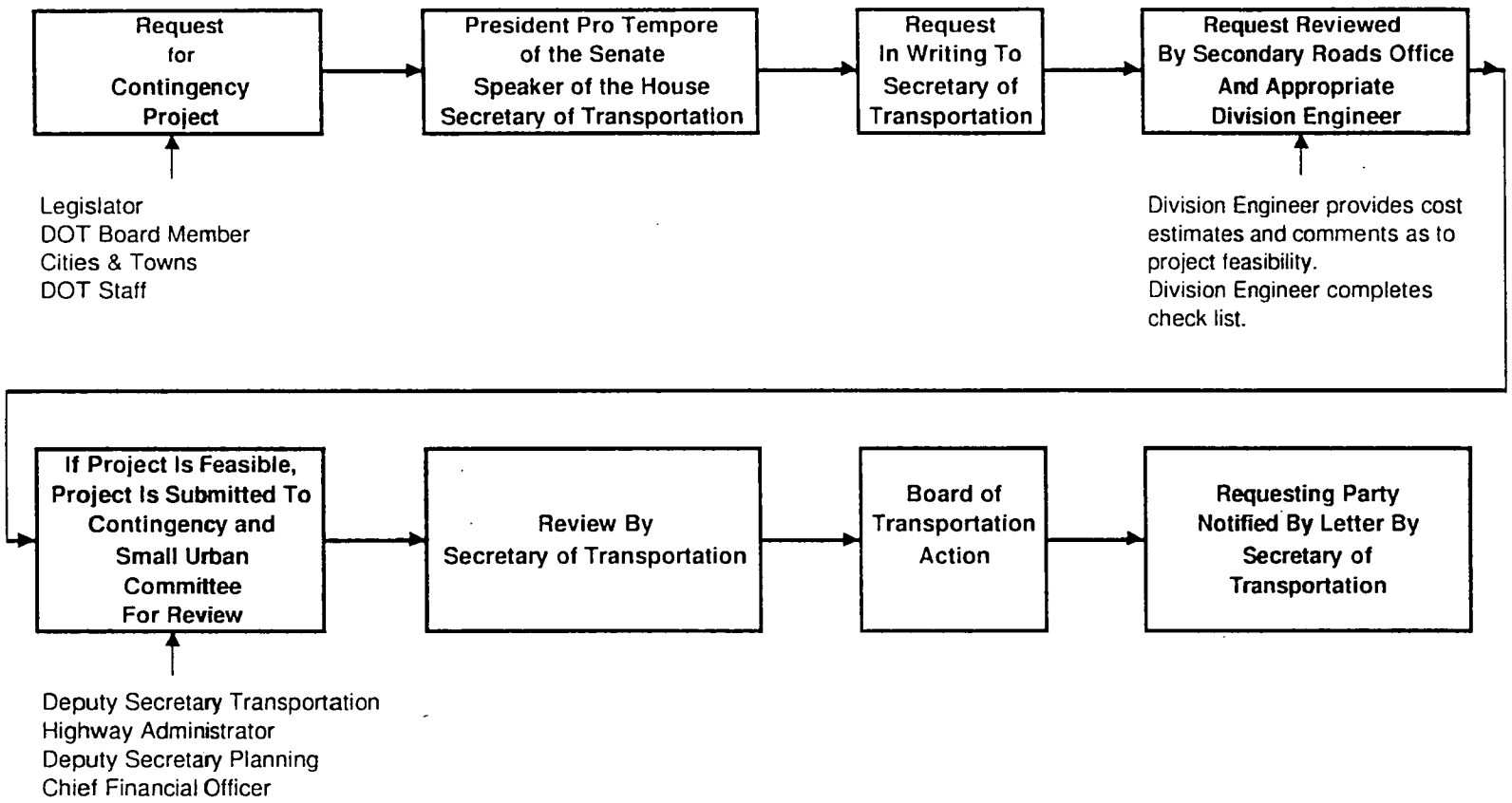
- All requests must be submitted in writing to the Secretary of Transportation and include a clear description and a justification of the project.

Technical Review and Approval by NCDOT

- Project requests are forwarded to the Chief Engineer for review by the Secondary Roads Office. Requests are sent to the appropriate Division Engineer for investigation (See Attached Form).
- The Division Engineer will provide a cost estimate, written comments, and a recommendation about the project's feasibility to the Secondary Roads Office.
- The Chief Engineer presents requests to the Contingency and Small Urban Funds Committee. The Committee will review and make recommendations to the Secretary for his consideration. If approved by the Secretary, the Chief Engineer will place on the Board of Transportation's agenda for final action.
- The Chief Engineer will advise the Division Engineer and Board member of final decision. The Division Engineer will give a written response to the applicant on the Board's decision.

- Contingency and Small Urban Funds Committee -- Requires that anyone who requests either of these funds complete an application process that includes a signed, written justification. These funds will be reviewed by a committee of the following officials: the Deputy Secretary for Transportation, the State Highway Administrator, Deputy Secretary for Planning & Environment, and the Chief Financial Officer.

Statewide Contingency Funds Project Development Process



Handout #4

SPOT SAFETY FUND

The Spot Safety Fund is used to correct high accident locations, install safety improvements in the vicinity of schools, install new traffic signals, alleviate congestion bottlenecks, and correct potentially hazardous locations. At the current time, approximately 60% of the projects approved involve the installation of new traffic signals or to revise existing traffic signals. Other projects include adding superelevation in curves, signing improvements, installing left and right turn lanes, install flashing warning beacons, realignment of intersections, installation of guardrail at isolated accident sites, etc.

Current Spot Safety Appropriation is $9.2 million per year. This figure has not increased since 1990.

Average spot safety project cost is in the $40,000 to $50,000 range.

Current balance in the fund for current fiscal year is approximately $500,000. This must last us until June 30, 1999. We currently have a backlog of over 200 projects with an estimated cost of $9,600,000.

One of the reforms that was set up last year was the establishment of a Spot Safety Oversight Committee. The Safety Oversight Committee reviews and approves all projects that are recommended by DOT professional highway safety staff prior to recommending the project to the Board of Transportation for approval.

Spot Safety Oversight Committee Members

- A State Highway Patrolman
- State Chairman of Mothers against Drunk Drivers (MADD)
- Chairman, Governor's Highway Safety Commission
- Deputy State Highway Administrator
- State Traffic Engineer
- A Member of the Board of Transportation (member rotates)

Source of Projects:
Anyone can request that a project be considered for Spot Safety funding. All they have to do is put their request in writing. Professional traffic and safety engineers investigate all locations. An engineering report is generated after each investigation. The requestor receives a written response. Requests typically come from the following sources:

- Requests from city and county officials
- Requests from School Officials
- Requests from public at large
- Requests from Legislators
- Internally generated by the Traffic Engineering Branch using the statewide accident data system.

JML-March 8, 1999

Handout #5

DIVISIONWIDE SMALL URBAN FUND

This fund was initiated to address those projects in small cities and towns that would not qualify for assistance on a statewide-needs basis in the Transportation Improvement Program. Initially, the maximum cost guidelines were for projects $50,000 and under. Through the years inflation, etc., has resulted in the maximum cost at the present time of $150,000.

This fund has been a life-saver for the smaller municipality as well as projects of smaller scope in the larger cities. The fund consists of $14 million, or $1,000,000 per highway division. The funds can be used only within the incorporated municipal limits plus a one-mile perimeter of the incorporated municipal limits. Each Board of Transportation Member responsible for each of the 14 highway divisions recommends projects from the $1,000,000 per highway division to the full Board of Transportation.

DIVISIONWIDE SMALL URBAN FUND

Project Approvals From July 1998 thru March 1999

DIVISION	AMOUNT
1	$ 553,719
2	$ 471,000
3	$ 881,568
4	$ 752,209
5	$ 724,500
6	$1,129,500
7	$ 730,200
8	$ 715,000
9	$ 640,000
10	$ 313,000
11	$ 525,528
12	$ 560,000
13	$ 364,400
14	$ 125,232
TOTAL	$8,485,856

REQUEST FOR SMALL URBAN FUNDS

DIVISION_____ COUNTY _____ DATE_____
I.D. NO._____ PROJECT # _____FISCAL YEAR _____
DESCRIPTION OF WORK (including route & termini) (Municipality)

_____
_____
_____
_____
_____
_____
_____

Plans prepared by_____Construction by_____

JUSTIFICATION and/or COMMENTS:

_____
_____
_____
_____
_____

AMOUNT REQUESTED _____(maximum $150,000)(Per fiscal year)
TOTAL ESTIMATED COST _____

Requested by _____
Original contact made with _____

Other DOT funding and/or Participation by Others _____
_____

Small Urban Funds that city has received in past 12 months_____

Identified as a small urban improvement high priority within the division *Yes/No*

Local government input *Yes/No*

Recommended by _____ (Division Engineer)Date:_____
Recommended by _____ (Board Member)Date_____
Recommended by _____ (Chief Engineer)Date_____
Recommended by _____ (C & SUF Committee)
Action by_____(Secretary of Transportation)
Conditions, if any_____
_____

POLICIES AND PROCEDURES FOR REQUESTING SMALL URBAN FUNDS

The following process is to be followed for requests for small urban funds:

Applicant's Responsibility:

- Requests for small urban funds will be received from municipalities, counties, businesses, schools and industrial entities, and DOT staff.
- A written request should be submitted to the Division Engineer providing technical information such as location, improvements being requested, timing, etc. for thorough review.

General Guidelines for requests:

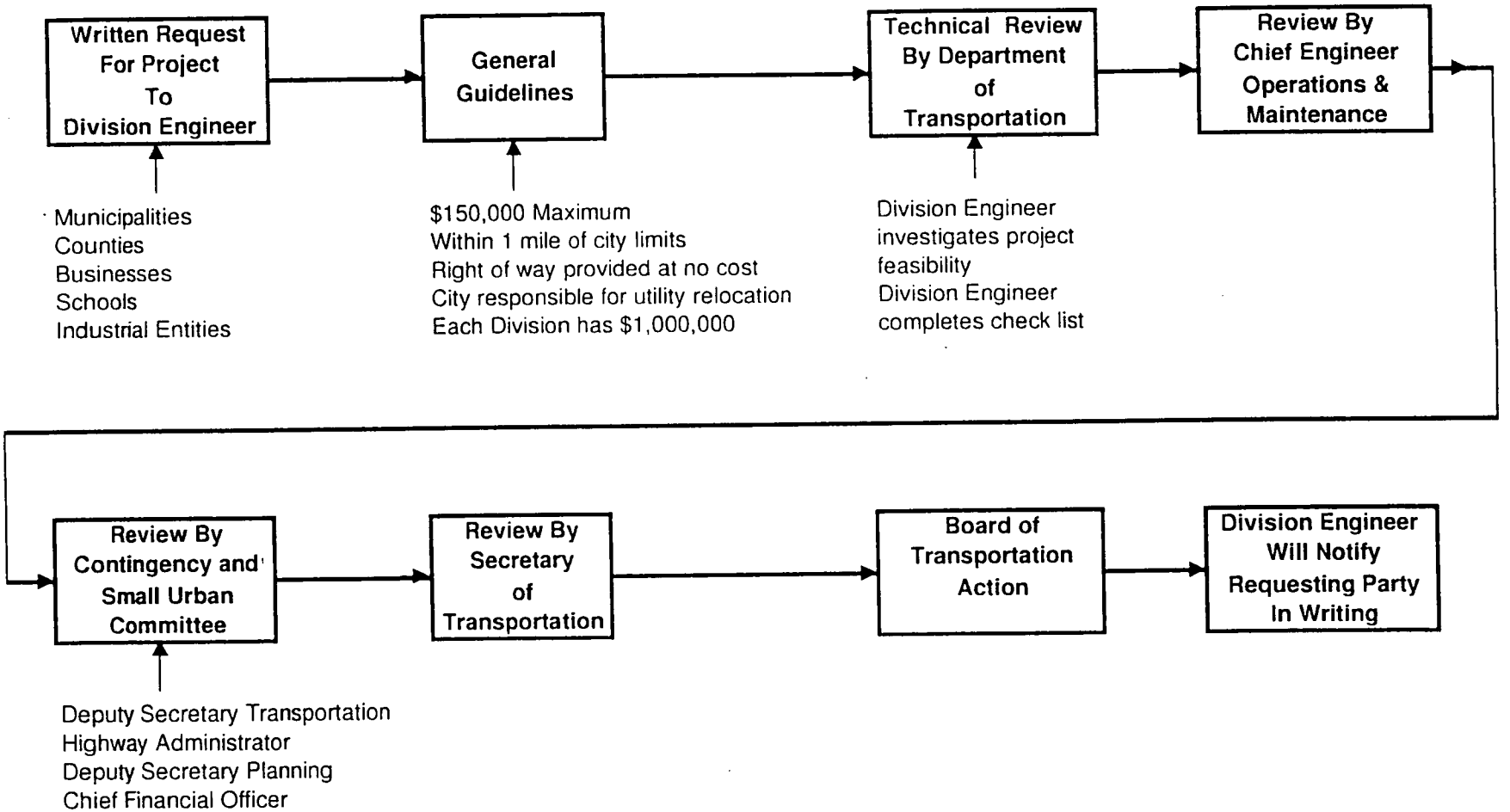
- $150,000 maximum amount per request per fiscal year
- Must be within one mile of city limits
- Right-of-way to be provided at no cost to DOT
- Cities responsible for utility relocation
- Each Division has $1 million dollars of small urban funds

Technical Review and Approval by DOT:

- Division Engineer does field inspection, investigates other possible projects in the area, previous work and/or funding by DOT, determines traffic and safety concerns.
- Division Engineer completes check list with recommendation, including Board member's recommendation. Division Engineer notifies local government of request. Application submitted to the Chief Engineer for review and recommendation to the Committee
- Chief Engineer reviews documentation for adequacy and division's recommendation.
- Chief Engineer presents request to the Contingency and Small Urban Funds Committee with recommendation.
- Committee reviews and makes a recommendation to the Secretary for consideration.
- If approved, the Chief Engineer will place project funding on Board agenda for consideration.
- The Chief Engineer will advise the Division Engineer and Board member of final action. The Division Engineer will give a written response to the applicant on final decision. The Division Engineer will be the contact person for the applicant.

- Contingency and Small Urban Funds Committee -- Requires that anyone who requests either of these funds complete an application process that includes a signed, written justification. These funds will be reviewed by a committee of the following officials: the Deputy Secretary for Transportation, the State Highway Administrator, Deputy Secretary for Planning and Environment, and the Chief Financial Officer.

Small Urban Funds Project Development Process



Handout #6

ACCESS AND PUBLIC SERVICE ROAD FUND

This fund is used to construct roads to new industrial type facilities as a part of the statewide effort to attract new industry to North Carolina. The funds are also used to construct public drives, access roads to public medical facilities, public airports, and to pave the entrance aprons at volunteer fire departments and rescue squads which are located inside and incorporated municipality. The Board of Transportation has established a $50,000 ceiling on expenditures from this fund at each public school site.

The 1998-99 Access and Public Service Fund consists of $2 million.

Access Projects for the 1997-1998 Fiscal Year

Schools	Money Spent
30	$586,821.00
Industrial	
16	$1,296,600.00
VFD/Rescue	
1	$9,000.00
Public Coliseum	
1	$75,000.00
Community Colleges	
1	$20,000.00

Access Projects for the 1998-1999 Fiscal Year

Schools	Money Spent
46	$1,410,571.00
Industrial	
16	$888,400.00
VFD/Rescue	
3	$33,500.00

REQUEST FOR PUBLIC ACCESS FUNDS

DIVISION_____ COUNTY _____ DATE_____
I.D. NO._____ PROJECT # _____FISCAL YEAR _____
TYPE OF ACCESS Fire Dept. _____School _____Industrial _____Other_____
DESCRIPTION OF WORK (including route & termini) _____
_____
_____
_____
_____
_____

JUSTIFICATION _____
_____
_____

AMOUNT REQUESTED _____Total estimated cost_____

Requested by _____

Original request/contact made with _____

Dept. of Commerce contact (if any) _____

Other DOT funding and/or participation by others _____

Plan preparation by _____Construction by _____

Access funds county has received in last 12 months _____

Previous DOT improvements related to this site or area _____
_____
_____

ADDITIONAL DATA FOR INDUSTRIAL ACCESS FUNDING REQUESTS

Number of new jobs_____ Expansion or New Industry (circle one)
Value of investment_____ Date of opening_____

Recommended by _____(Division Engineer)Date_____
Recommended by _____(Access Review Committee Chair)
Action by_____(Secretary of Transportation)
Conditions, if any _____
_____

APPROVED AMOUNT _____ Date_____

PROCEDURES FOR REQUESTING PUBLIC ACCESS FUNDS

The following process is to be followed for requests for public access funds:

Applicant's Responsibility:

- Requests for access will be received from schools, volunteer fire departments and industrial entities.
- A written request should be submitted to the Division Engineer or Chief Engineer's office providing technical information such as location, improvements being requested, timing, job and investment information, etc. for thorough review. If initial request is made to Chief Engineer, it is forwarded to division for processing.

Technical Review and Approval by DOT:

- Division Engineer does field inspection, investigates other possible projects in the area, previous work and/or funding by DOT, determines traffic and safety concerns.
- Division Engineer completes check list (attached) with recommendation and submits to Chief Engineer for review.
- Chief Engineer approves all school requests and fire department requests. The Access Review Committee reviews and approves all industrial requests.
- If approved by the committee, Chief Engineer will place project funding on Board agenda for approval. If request is approved but no funds are available, request is filed pending available funds.
- The Chief Engineer will advise Division Engineer of final action. Division Engineer will give a written response to the applicant on approval or denial. The Division Engineer will be the contact person for the applicant.

Access Review Committee – to be formed and will be comprised of the Chief Engineer of Operations, Deputy Highway Administrator for Preconstruction and the State Highway Administrator.

Handout #7

Overview of Public Transportation
In
North Carolina
March 1999

The mission of the Public Transportation Division (PTD) is to assist local, regional and state agencies in all activities relating to public transportation. Through numerous federal and state funding sources, the Public Transportation Division provides aid to a variety of public and private transportation systems. The goal is to assist public transportation systems in providing safe, effective and efficient public transportation services.

To carryout the Public Transportation Division's mission, each day staff members work with local transportation systems and provide assistance in the following:

- planning	- construction	- procurement	- financing
- operations	- training	- maintenance	- advanced technology

Local Public Transportation Systems

- 83 human service and community transportation systems provide clients of human service agencies and citizens with transportation to help meet their medical, educational, employment and recreational needs.
- 18 urban and regional transit systems provide fixed route and paratransit services to meet the requirements of the Americans with Disabilities Act (ADA).
- 3 ridesharing programs provide carpool matching and vanpool leasing assistance in the Charlotte, Triad and Triangle areas.
- Public transportation systems in North Carolina operate approximately 2,000 buses and vans daily, transport 40,000,000 passengers per year and generally provide more cost-effective service than their peers in other states.
- Major new start efforts are underway in the Charlotte/Mecklenburg County and Triangle areas, with planning starting soon in the Triad.

Public Transportation Funding

- Total investments in transit services in North Carolina, including fares, exceed $100 million annually. Local contributions, including fares and human service agency contracts, provide a majority of the revenue, 55 percent, the state provides approximately 20 percent and federal funds provide 25 percent.
- Prior to 1993, state funds for public transportation totaled $5 million. Between 1993-96, state funding increased to $16 million and, in 1997 with additional Transit 2001 funding, state and flexible federal funds increased to $34 million.
- State funds are used to support local operations and match federal grants for capital, planning, program administration and research and training.
- Statewide programs are developed and funds are provided based on needs that are determined during the local planning process.

Future Challenges for Public Transportation

- Expand and improve the coordination of transportation services within and among counties, between counties and cities and among urban and regional systems.
- Match local and federal funds for new start projects.
- Develop and implement services and programs to support future programs such as Smart Start and Work First.
- Improve the safety, efficiency and effectiveness of transportation services.
- Use technology to improve customer service, improve day to day functions of systems and facilitate the collection and exchange of information.
- Participate in the planning process for the initiation of expanded transit services and major new starts.
- Allocate state funds in a fair and equitable manner, seeking local input and in response to local needs.
- Increase the awareness of how transportation and land use decisions and actions are interrelated.
- Implement recommendations from Transit 2001.

Organizational Challenges

- Develop an organizational structure to meet future public transportation challenges.
- Provide a greater vision for how public transportation can help meet a growing mobility need.
- Maximize existing staff and financial resources.

NCDOT PUBLIC TRANSPORTATION BUDGET

Urban and Regional Maintenance Assistance	**$ 8,100,000**
Statewide Grant Program	**$ 4,600,000**
Transportation Assistance for the Elderly, Disabled and General Public	$ 5,000,000
Rural Capital	$ 3,050,000
Work First and Transitional Employment Transportation Program	$ 1,750,000
Rural Intercity Service, Facility and Technology Projects	$ 1,500,000
TOTAL PUBLIC TRANSPORTATION BUDGET:	**$24,000,000**

Public Transportation also receives $10,000,000 in flexible federal highway funds. Of these funds, $8,000,000 is programmed for Urban and Regional New Start and Capital Programs and $2,000,000 is transferred to the Rail Division for an equal amount of state funds that is programmed for Urban and Regional Technology ($1,000,000), Transportation Assistance for the Elderly, Disabled and General Public ($600,000) and Human Service Transportation Management projects ($400,000).

NCDOT EXPANSION BUDGET REQUEST
PUBLIC TRANSPORTATION
FY 1999-2000

I. CONTINUATION BUDGET, PUBLIC TRANSPORTATION:	**$17,300,000**
Urban and Regional Maintenance Assistance	$ 6,100,000
Statewide Grant Program	$ 4,600,000
Transportation Assistance Program for the Elderly, Disabled and General Public	$ 3,600,000
Rural Capital	$ 3,000,000
II. EXPANSION BUDGET, PUBLIC TRANSPORTATION:	**$13,700,000**
Urban and Regional Maintenance Assistance	$ 2,000,000
Urban and Regional New Start and Capital Programs	$ 7,000,000
City of Charlotte ($5,625,000)	
Triangle Transit Authority ($1,375,000)	
Transportation Assistance for the Elderly, Disabled and General Public	$ 1,400,000
Rural Capital Program	$ 50,000
Work First and Transitional Employment Transportation Program	$ 1,750,000
Rural Intercity Service, Facility and Technology Projects	$ 1,500,000
III. TOTAL BUDGET, PUBLIC TRANSPORTATION: CONTINUATION AND EXPANSION:	**$31,000,000**

Public Transportation also receives $10,000,000 in flexible federal highway funds. Of these funds, $8,000,000 is programmed for Urban and Regional New Start and Capital Programs and $2,000,000 is transferred to the Rail Division for an equal amount of state funds that is programmed for Urban and Regional Technology ($1,000,000), Transportation Assistance for the Elderly, Disabled and General Public ($600,000) and Human Service Transportation Management projects ($400,000).

Of the $8,000,000 available in 1999-2000, $2,000,000 has been programmed for the City of Charlotte and $6,000,000 has been programmed for the Triangle Transit Authority.

NCDOT EXPANSION BUDGET REQUEST
PUBLIC TRANSPORTATION
FY 2000-2001

I. CONTINUATION BUDGET, PUBLIC TRANSPORTATION:	**$17,300,000**
Urban and Regional Maintenance Assistance	$ 6,100,000
Statewide Grant Program	$ 4,600,000
Transportation Assistance for the Elderly, Disabled and General Public	$ 3,600,000
Rural Capital	$ 3,000,000
II. EXPANSION BUDGET, PUBLIC TRANSPORTATION:	**$17,500,000**
Urban and Regional Maintenance Assistance	$ 2,000,000
Urban and Regional New Start and Capital Programs	$10,000,000
City of Charlotte ($6,875,000)	
Triangle Transit Authority ($3,125,000)	
Transportation Assistance for the Elderly, Disabled and General Public	$ 1,400,000
Rural Capital	$ 850,000
Work First and Transitional Employment Transportation Program	$ 1,750,000
Rural Intercity Service, Facility and Technology Projects	$ 1,500,000
III. TOTAL BUDGET, PUBLIC TRANSIT: CONTINUATION AND EXPANSION:	**$34,800,000**

Public Transportation also receives $10,000,000 in flexible federal highway funds. Of these funds, $8,000,000 is programmed for Urban and Regional New Start and Capital Programs and $2,000,000 is transferred to the Rail Division for an equal amount of state funds that is programmed for Urban and Regional Technology ($1,000,000), Transportation Assistance for the Elderly, Disabled and General Public ($600,000) and Human Service Transportation Management projects ($400,000).

The $8,000,000 available in 2000-2001 has been programmed for the Triangle Transit Authority.

VISITOR REGISTRATION SHEET

Joint Appropriations Subcommittee on DOT — March 11, 1999 AM

Name of Committee — **Date**

VISITORS: PLEASE SIGN IN BELOW AND RETURN TO COMMITTEE CLERK

NAME	FIRM OR AGENCY AND ADDRESS
Sanford Crow	NC Dept. of Transportation
Ruth Sappie	NCDOT
DAN DEVANE	NCDOT
David King	NCDOT
Jimmy Lynch	NCDOT
KL McBride	NCTA
Charlie Barker	CAPA
Ellis Ross	NC DOT
CHRIS McGEE	NCDOT
Keith Anderson	NCDOT
Mark Gleason	Capital Group
Walter Price	CLT CHAMBER
FROD TAYLOR	WRAL-TV

VISITOR REGISTRATION SHEET

Joint Appropriations Subcommittee on DOT — March 11, 1999 AM

Name of Committee — **Date**

VISITORS: PLEASE SIGN IN BELOW AND RETURN TO COMMITTEE CLERK

NAME	FIRM OR AGENCY AND ADDRESS
PB Simmons	NCDOT

Joint Appropriations Subcommittee on Transportation
March 16, 1999
8:30 am
Room 1228

Agenda

Chair: Representative Nelson Cole

Public Transit (Governor's North Carolina State Budget, Transportation, Volume 6, pp. 81-82, Summary of Recommendations, p. 74)

Sanford Cross *Director, Public Transportation Division, DOT*

Rail Division (Governor's North Carolina State Budget, Transportation, Volume 6, pp. 76 – 78, Summary of Recommendations, p. 74)

Pat Simmons *Director, Rail Division, DOT*

Asphalt Plant Permitting

Alan Klemick *Director, Division of Air Quality, - DENR*

JOINT APPROPRIATIONS SUBCOMMITTEE ON TRANSPORTATION
Minutes
March 16, 1999
8:30 A.M.
Room 1228 LB

The Joint Appropriations Subcommittee on Transportation met on March 16, 1999 at 8:30 a.m. in room 1228 of the Legislative Building. Representative Nelson Cole chaired the meeting. Six members of the Senate committee were present. The following members of the House committee were in attendance:

Rep. Jim Crawford	Rep. Jerry Dockham
Rep. Nelson Cole	Rep. Jim Gulley
Rep. Max Melton	Rep. Bill Hiatt
Rep. Bobby Barbee	Rep. Bill Hurley
Rep. Joanne Bowie	Rep. Drew Saunders
Rep. Don Davis	Rep. Ronnie Sutton

Representative Cole opened the meeting, acknowledged the pages, and turned the meeting over to Mr. Sanford Cross, Director of Public Transportation Division with DOT, to pick up where he left off from the previous meeting on March 11, 1999 with handout Overview of Public Transportation. The continuation and expansion budget for public transportation for 1999-2000 is an additional 7 million dollars in funds from what it is now . These funds will be needed in order to match federal and local grants that will be applied for to continue existing projects. The expansion budget for 2000-2001 for public transportation is an additional $10,800,000. The $10,000,000 is for urban and regional new start type service and $800,000 for vans and small buses. Rep. Bowie asked about the regional rail service from Raleigh to Asheville. Discussion followed. Rep. Sutton would like to see an overview of the study for the transit rail system from North Raleigh to Research Triangle Park to Durham. Staff noted this request. Rep. McMahan requested for DENR to present the report they have done concerning the air quality issue with the comparison of automobiles being driven versus a transit rail system.

Rep. Cole then introduced the next presenter, Mr. Pat Simmons, Director of the Rail Division in DOT, who reported on DOT Expansion Budget Request for Transit and Rail for 1999-2000 and 2000-2001, handout #1. The total Continuation and Expansion budget for rail for 1999-2000 is $23,400,000 and the total budget request for 2000-2001 is $25,900,000. Discussion followed. Handout #2, Southeast High-Speed Rail Corridor, was then presented. This system will be used for interstate travel as well as in state. Handout #3, Rail Industrial Access Program Summary of Projects, was presented and discussion followed. This program has increased industrial capacity in the state. It was authorized in 1994 and has resulted in increased employment by 4,000 jobs. A video was presented, The Sealed Corridor, a crossing safety program. Discussion followed.

The meeting was adjourned at 9:45 a.m. to reconvene at 2:30 p.m. that afternoon.

Joint Appropriations Subcommittee on Transportation
March 16, 1999
8:30 a.m.

Respectfully submitted:

Representative Nelson Cole
Chairman, House Committee

Suzanne Smith
House Legislative Committee Assistant

VISITOR REGISTRATION SHEET

HOUSE APPRO/SUBCOMMITTEE ON TRANSPORTATION March 16, 1999 8:30 am

Name of Committee Date

VISITORS: PLEASE SIGN BELOW AND RETURN TO COMMITTEE CLERK

NAME	FIRM OR AGENCY AND ADDRESS
VL McBride	MOTA
[illegible]	DENR
Len Sanderson	NCDOT

VISITOR REGISTRATION SHEET

HOUSE APPRO/SUBCOMMITTEE ON TRANSPORTATION 3/16 **, 1999** 8:30 am

Name of Committee — Date

VISITORS: PLEASE SIGN BELOW AND RETURN TO COMMITTEE CLERK

NAME	FIRM OR AGENCY AND ADDRESS
Mark Benson	Capitol Group
Sanford Crow	NCDOT
Doug Rogers	NCDOT
PB Simmons	"
John Hancock	Connecticut -
Laura DeVivo	DENR
Craig Deal	DENR
Monica Bontar	DOT
Kristin David	Legislative intern
Keith Overcash	DENR - DAQ
Hap Klimek	"
Ruth Suppe	NCDOT
Moe Boxley	N.C. Aggregates Assoc.

Handout #1

NCDOT EXPANSION BUDGET REQUEST
TRANSIT AND RAIL
FY 1999-2000

I. CONTINUATION BUDGET, RAIL:	**$12,100,000**
Operations – *Carolinian & Piedmont* contract operations	$ 2,875,000
Planning – Environmental Impact Statement (EIS) for Southeast High Speed Rail Corridor	$ 2,025,000
Engineering & Safety – Sealed Corridor crossing safety program	$ 1,500,000
Capital – Charlotte Intercity Rail Station right of way	$ 1,000,000
Match - TRA funds[1]	$ 3,700,000
Rail Industrial Access Program	$ 1,000,000
II. EXPANSION BUDGET, RAIL:	**$11,300,000**
Match - TRA funds	$11,300,000
III. TOTAL BUDGET, RAIL: Continuation and Expansion	**$23,400,000**

[1] Section 977 of PL 105-34 (Taxpayer Relief Act of 1997 or "TRA") made available to the National Rail Passenger Corporation (Amtrak) federal funds for intercity rail capital improvements. Amtrak has committed to North Carolina up to $75 million dollars in TRA funds over the next 3-5 years. These funds require a 50% match.

TRA funds would be used for capital improvements to make rail passenger system safety improvements. Capital investments include lease of tilt trains as well as capacity improvements to the North Carolina Railroad by extending the double-track sections between Charlotte and Greensboro, lengthening passing sidings between Greensboro and Raleigh, and modernizing dispatch and passing operations.

This investment would reduce the rail passenger travel time between Charlotte and Raleigh by one hour. (The existing travel time is 3 hours, 45 minutes.) Additional benefits include an improvement in overall safety, an improved ride and service quality for the passengers, an increase of 50% in the number of passengers served and a 60% increase in revenues.

NCDOT EXPANSION BUDGET REQUEST
TRANSIT AND RAIL
FY 2000-2001

I. CONTINUATION BUDGET, RAIL:	**$12,100,000**
Operations – *Carolinian & Piedmont* contract operations, and extend service to Western North Carolina	$ 6,400,000
Planning – Environmental Impact Statement (EIS) for Southeast High Speed Rail Corridor	$ 1,750,000
Engineering & Safety – Sealed Corridor crossing safety program	$ 1,750,000
Match - TRA funds[2]	$ 1,200,000
Rail Industrial Access Program	$ 1,000,000
II. EXPANSION BUDGET, RAIL:	**$13,800,000**
Match - TRA funds	$13,800,000
III. TOTAL BUDGET, RAIL: Continuation and Expansion	**$25,900,000**

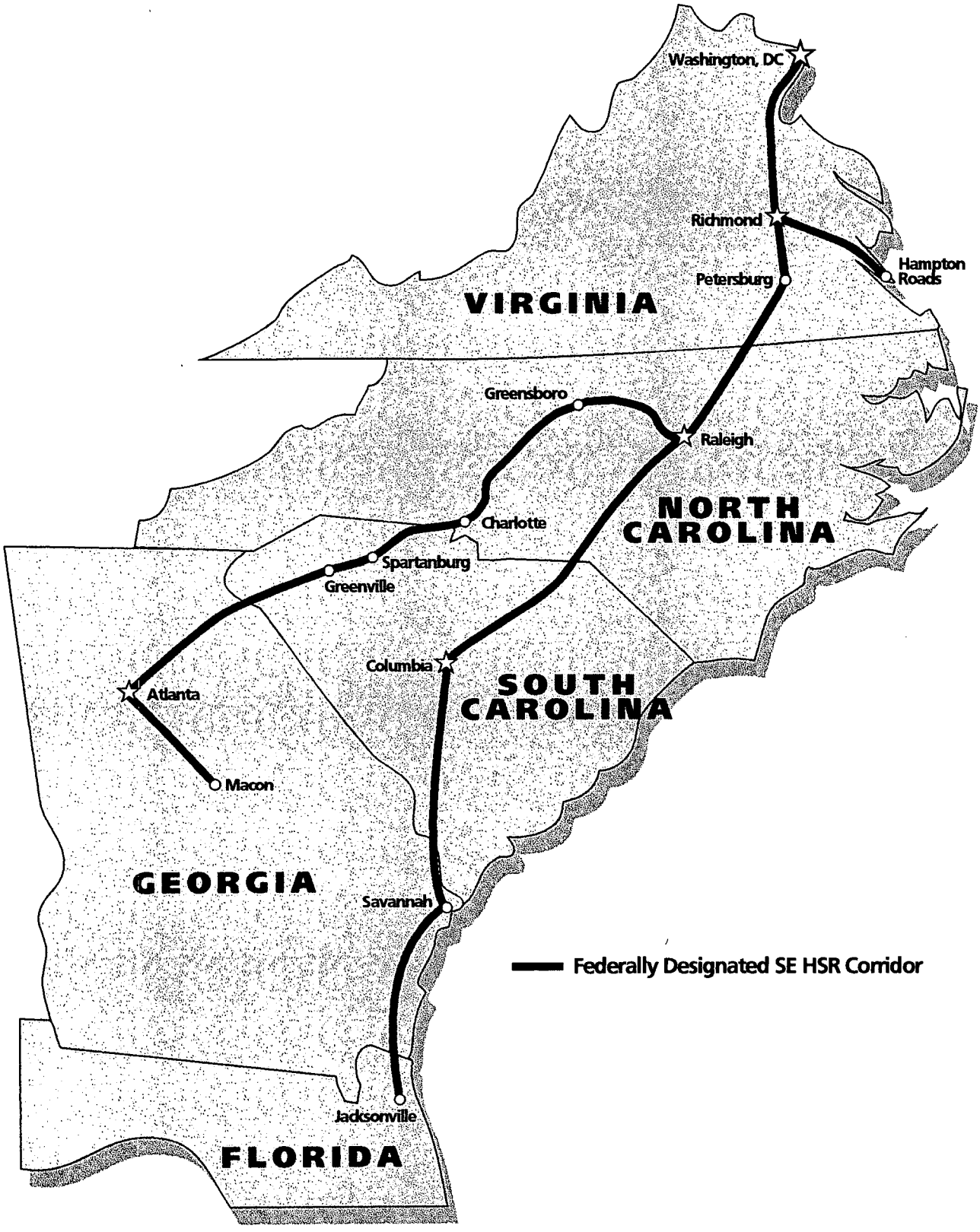
[2] Section 977 of PL 105-34 (Taxpayer Relief Act of 1997 or "TRA") made available to the National Rail Passenger Corporation (Amtrak) federal funds for intercity rail capital improvements. Amtrak has committed to North Carolina up to $75 million dollars in TRA funds over the next 3-5 years. These funds require a 50% match.

TRA funds would be used for capital improvements to make rail passenger system safety improvements. Capital investments include lease of tilt trains as well as capacity improvements to the North Carolina Railroad by extending the double-track sections between Charlotte and Greensboro, lengthening passing sidings between Greensboro and Raleigh, and modernizing dispatch and passing operations.

This investment would reduce the rail passenger travel time between Charlotte and Raleigh by one hour. (The existing travel time is 3 hours, 45 minutes.) Additional benefits include an improvement in overall safety, an improved ride and service quality for the passengers, an increase of 50% in the number of passengers served and a 60% increase in revenues.

Handout #2

Southeast High-Speed Rail Corridor



Southeast High-Speed Rail Corridor

In 1992, the U.S. Department of Transportation designated five national high-speed rail corridors across the country. The southeast High-Speed Rail Corridor – extending from Washington, D.C., Richmond, Raleigh to Charlotte – has been identified as the most economically viable high-speed rail corridor in the country. In December 1998, USDOT extended the corridor south from Charlotte through Greenville, Spartanburg, S.C., to Atlanta and Macon, GA and from Raleigh south through Columbia, S.C. and Savannah, GA to Jacksonville, FL.

Higher speed rail service in the Southeast corridor will mean average top speeds of 90+ mph between Raleigh and Charlotte and 110+ mph between Raleigh and Richmond. Improvements along the corridor will be incremental. The current travel time of 3 hours and 45 minutes can be reduced by up to one hour through near-term improvements and operation of tilt trains.

These first infrastructure improvements – to enhance service time between Raleigh and Charlotte – will include signal upgrades, crossing improvements and straightening some curves. Safety improvements to support additional freight and passenger service at highway-rail crossings are being made under the Sealed Corridor Program.

North Carolina has been the lead state in working with the host railroads and other states to develop an interstate network of higher speed rail passenger services in the southeast and has worked with the Northeast corridor states to designate a future high-speed rail network from Florida to Maine.

In 1999, the N.C. Department of Transportation will conduct an environmental impact study and citizens participation meetings in preparation for high speed rail. More information about southeast high-speed rail corridor studies can be found at ***www.bytrain.org.***

RAIL INDUSTRIAL ACCESS PROGRAM
Summary of Projects (March, 1999)

COMPANY NAME	LOCATION	STATE FUNDING	PROJECT STATUS	EMPLOY. YR 1	EMPLOY. YR 3	INVEST. millions	RAIL CARS
FY 1998							
City of Clinton	Clinton	**$21,872**	Completed				
Tidewater Transit	Fayetteville	**$82,533**	Completed				
Cott Corporation	Leland	**$60,000**	Design Phase	40	40	$30	1,500
Shurtape Industries	Hudson	**$33,250**	Completed				
Stockhausen	Greensboro	**$124,000**	Completed	12	12	$36	1,530
Easco Aluminum	Winton	**$19,338**	Completed	40	40	$6	520
Resinall Corp.	Severn	**$28,700**	Design Phase	10	10	$3	250
Eclipse Packaging	Statesville	**$38,500**	Completed	27	27	$7.8	65
Cardinal FG	Mooresville	**$124,000**	Design Phase	240	240	$75.0	2059
Atlantic Structures	Everetts	**$80,430**	Design Phase	50	50	$1.4	208
Advanced Drainage	Bessemer City	**$68,950**	Design Phase	60	60	$6.0	180
Midstate Mills	Wilsons Mills	**$69,000**	Design Phase	15	15	$15.0	800
		$750,573		**494**	**494**	**$180**	**7,112**
FY 1999							
Midstate Mills	Wilsons Mills	**$55,000**	Design Phase				
Realhomes Inc.	Candor	**$97,600**	Design Phase	60	100	$5	150
Mountaire Farms	Candor	**$115,000**	Design Phase	59	59	$10	3,952
Brigadier Homes	Nashville	**$48,000**	Design Phase	225	225	$5	250
PCH, LLC	Landis	**$56,350**	Design Phase	50	50	$13	335
Homanit - GmbH	Mt. Gilead	**$92,000**	Pending Annou.	150	150	$90	100
Builders Supply and Lumber	Harrisburg	**$96,800**	Design Phase	100	200	$9	400
		$560,750		**644**	**784**	**$132**	**5,187**
TOTAL		**$3,304,176**		**3,230**	**4,348**	**$692**	**25,542**
Balance of funds		**$146,126**					

Handout #3

RAIL INDUSTRIAL ACCESS PROGRAM
Summary of Projects (March, 1999)

COMPANY NAME	LOCATION	STATE FUNDING	PROJECT STATUS	EMPLOY. YR 1	EMPLOY. YR 3	INVEST. millions	RAIL CARS
FY 1994							
Alsco-Amerimark	Fair Bluff	**$150,000**	Completed	67	130	$10	200
Eritech	Aberdeen	**$25,000**	Completed	100	150	$7	30
Dopaco Inc.	Kinston	**$35,000**	Completed	200	350	$25	250
		$210,000		**367**	**630**	**$42**	**480**
FY 1995							
Wolverine Tube	Roxboro	**$104,136**	Completed	250	400	$37	12
Tolaram Polymers	Asheboro	**$35,000**	Completed	65	65	$35	250
Release Internation.	Eden	**$135,000**	Completed	140	140	$25	250
Coastal Cottonseed	Kinston	**$82,000**	Completed	8	8	$1	130
Southern Container	Mooresville	**$68,696**	Completed	45	130	$20	1,000
Case Farms	Morganton	**$160,000**	Completed	190	380	$9	2,500
Builders Supply	Mebane	**$7,440**	Completed	40	100	$10	400
		$592,272		**738**	**1223**	**$137**	**4,542**
FY 1996							
Empire Industries	Tarboro	**$14,265**	Completed	350	350	$30	300
Imperial Freezer	Sanford	**$59,220**	Completed	51	51	$8	50
Gulf States Paper	Claremont	**$162,797**	Completed	35	35	$11	760
Polar Plastics	Mooresville	**$300,000**	Completed	100	300	$25	600
		$536,282		**536**	**736**	**$74**	**1,710**
FY 1997							
Weyerhaeuser	Hanrahan	**$135,020**	Completed	10	10	$35	500
FMC - Lithium Div.	Bessemer City	**$139,000**	Completed	50	50	$10	50
Brown's of Carolina	Bladenboro	**$139,000**	Completed	35	65	$13	3,600
FNA Polymer Corp.	Mooresville	**$25,200**	Design Phase	40	40	$25	200
Interstate Bakeries	Rocky Mount	**$87,924**	Completed	100	100	$20	425
Shurtape Technolog.	Hudson	**$35,000**	Completed	50	50	$20	85
Patrick Industries	Richfield	**$51,579**	Completed	50	50	$4	50
City of Clinton	Clinton	**$20,788**	Completed	102	102	$1	1,050
Tidewater Transit	Fayetteville	**$20,788**	Completed	14	14	$1	551
		$654,299		**451**	**481**	**$128**	**6,511**

Joint Appropriations Subcommittee on Transportation
March 16, 1999, 2:30 p.m.
Room 1228

Agenda

Chair: Representative Nelson Cole

Asphalt Plant Permitting

Alan Klemick *Director, Division of Air Quality, - DENR*

Introduction to Preconstruction Presentations

Evan Rodewald *Fiscal Research Division*

Overview of Preconstruction

Don Morton *Deputy Director, Preconstruction, DOT*

Planning and Environmental

Bill Gilmore *Project Development, Environmental Analysis*, DOT

Highway Design Branch

Len Hill *State Design Engineer, DOT*

Right of Way Branch

John Williamson *Manager, Right of Way Branch, DOT*

Citizens Participation Unit

Carl Goode *Unit Manager, DOT*

Budgets for Preconstruction (Governor's North Carolina State Budget, Transportation, Volume 6, p.28, 30-31, 34, 40-41, 43, 44, 72-73)

Wayne Stallings *Chief Financial Officer, DOT*

JOINT APPROPRIATIONS SUBCOMMITTEE ON TRANSPORTATION
Minutes
March 16, 1999
2:30 P.M.
Room 1228 LB

The Joint Appropriations Subcommittee on Transportation met on March 16, 1999 at 2:30 p.m. in room 1228 of the Legislative Building. Representative Nelson Cole chaired the meeting. Four members of the Senate committee were present. The following members of the House committee were in attendance:

Rep. Jim Crawford
Rep. Nelson Cole
Rep. Max Melton
Rep. Cary Allred
Rep. Bobby Barbee
Rep. Joanne Bowie
Rep. Don Davis
Rep. Jim Gulley
Rep. Bill Hurley
Rep. Mary McAllister
Rep. Ed McMahan
Rep. Drew Saunders
Rep. Ronnie Sutton

Representative Cole called the called the meeting to order and acknowledged the pages. He passed out handout #1, DOT Average Asphalt Cost Per Ton by County for Awarded Resurfacing Projects, for the committee to review. The chair then recognized Bill Holman, Assistant Secretary of Environment Protection in DENR to update the issue of permitting of asphalt plants. Their primary concern is the air quality and the health of the neighbors. He recognized Mr. Alan Klemick, Director of the Division of Air Quality in DENR, who discussed handout #2, Status of Asphalt Plant Air Quality Permits. Asphalt plants were first brought under the state air toxic program in April 1997. There are presently 150 asphalt plants in North Carolina. Rep. Davis asked how much asphalt does it take to resurface the highway with a one to two inch thickness of asphalt. The question was deferred to Len Sanderson, State Highway Administrator with DOT, who responded that there are 110 pounds of asphalt per square yard per inch of thickness. Senator Albertson asked why the cost of asphalt in Gaston County is $27/ton and in Duplin County it is $47/ton. Len Sanderson answered by saying that in most cases it depends on the number of bidders for the project. In certain parts of the state only one bid is made for the job and competition is a factor for the cost. Senator Albertson also asked how many miles of hot in place recycling have been done on the highways in the state. Mr. Sanderson said he did not know but would find out and get back with the committee. Representative Melton asked how many state operated asphalt plants are there. Christie Barbee, Executive Director or Carolina Asphalt Pavement Association, responded by saying the state does not own any at this time.

The chair then recognized Mr. Evan Rodewald, staff, who indicated that today and tomorrow the committee would be hearing from the divisions within DOT that support the construction programs. He introduced Mr. Don Morton, Deputy Director of Preconstruction of DOT for the highway division. He showed a slide presentation on

preconstruction overview. He introduced Mr. Bill Gilmore, Branch Manager for Planning and Environmental Analysis with DOT. This department establishes what projects should be constructed and make sure they fit into the community and comply with all environmental rules and regulations. He introduced Mr. Len Hill, Manager of Highway Design Branch in DOT. This department plans and designs the construction projects which takes from four to five years from the beginning to completion of the project. The department outsources 35% of the projects. Rep. Davis asked how much did the outsourcing cost the state. The highway design division was awarded $42 million last year and paid out $34 million in 1998 for the consultants. Mr. Carl Goode, Manager of Citizens Participation Unit in DOT, was then introduced. A slide presentation on Public Involvement was then shown. Federal guidelines are followed for state projects regardless if they are required by federal law or not. Citizens' information workshops are held to get input from the public for the projects. Mr. John Williamson, Manager of the Right of Way Branch with DOT, was then introduced. This department is responsible for requiring the right of way for TIP projects, the secondary road projects, and to clear the right of way in the proposed right of way area. Rep. Davis asked if a business off of a main highway needs an extra turn lane, who pays for that. Mr. Jimmy Lynch, Traffic Engineer with Dot, answered that if it is strictly required for the business, the business is required to pay. Mr. Wayne Stallings, Chief Financial Officer with DOT, was then recognized who referred to the Governor's North Carolina State Budget, Transportation Book, pages 30-31, 34, 40-41, 43, 44, and 72-73 with the departments budget requests.

Representative Cole adjourned the meeting at 4:05 p.m. with the next meeting being on March 17, 1999 at 2:30 p.m.

Respectfully submitted:

Nelson Cole

Representative Nelson Cole
Chairman, House Committee

Suzanne Smith

Suzanne Smith
House Legislative Committee Assistant

VISITOR REGISTRATION SHEET

HOUSE APPRO/SUBCOMMITTEE ON TRANSPORTATION 3/16 , 1999 2:30 pm

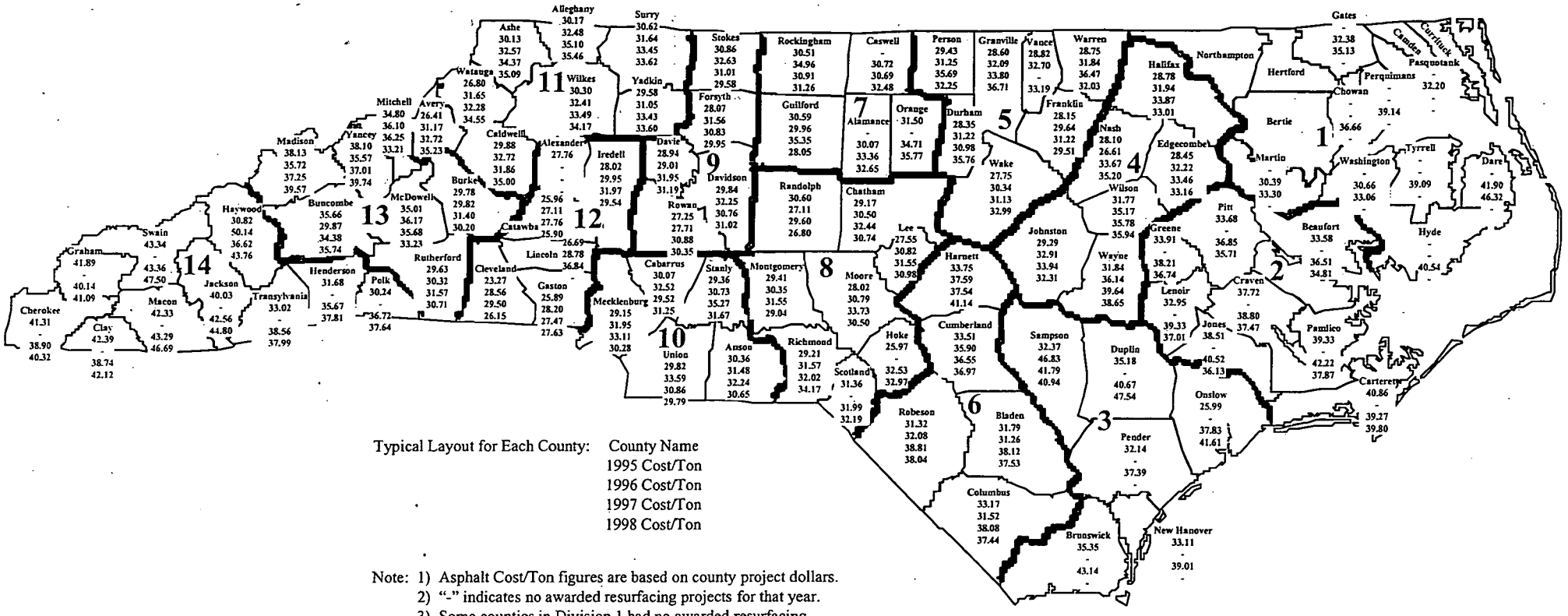
Name of Committee Date

VISITORS: PLEASE SIGN BELOW AND RETURN TO COMMITTEE CLERK

NAME	FIRM OR AGENCY AND ADDRESS
Wayne Stallings	NCDOT
Don Morton	"
BILL GILMORE	"
CARL GOODE	"
E. D. Walker	"
John Williamson	"
LEN HILL	"
Laura DeVino	DENR
Len Sanderson	NCDOT
[illegible]	NC DENR
[illegible]	[illegible]
Keith Overcash	DENR - DAQ
[illegible]	NCTA
[illegible]	NCDOT
[illegible] Sappie	NCDOT
Alan Klimek	NC DENR - DAQ
Will Plowll	NHCAA
Ian Rose	UNC
[illegible]	NCSSA
Walter Price	CH Chamber
Giles Perry	NCGA Staff.

North Carolina Department of Transportation

Average Asphalt Cost Per Ton By County For Awarded Resurfacing Projects
Calendar Years 1995, 1996, 1997, and 1998



Typical Layout for Each County:

County Name
1995 Cost/Ton
1996 Cost/Ton
1997 Cost/Ton
1998 Cost/Ton

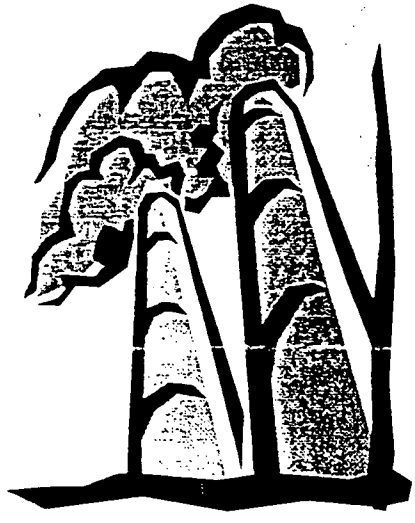
Note:
1) Asphalt Cost/Ton figures are based on county project dollars.
2) "-" indicates no awarded resurfacing projects for that year.
3) Some counties in Division 1 had no awarded resurfacing projects during the entire period.
4) In general these averages are based on a small number of projects. In many cases, there was only one project.

Handout #2

ASPHALT PLANT POLLUTION

The Blue Ridge Environmental Defense League and other people who care about environmental protection, neighborhood quality of life, and caretaking of creation, oppose asphalt plant pollution because:

1) Each permit is a license to kill. Even if a company meets all state requirements for air pollution, people can die legally from exposure to *arsenic, benzene, cadmium, and formaldehyde*. This so-called "acceptable risk" depends on state enforcement of the rules, the asphalt plant facility operating perfectly, and company owners being trustworthy. This risk addresses 160 pound men only and does not account for the effects on women, the elderly, children, and the unborn.



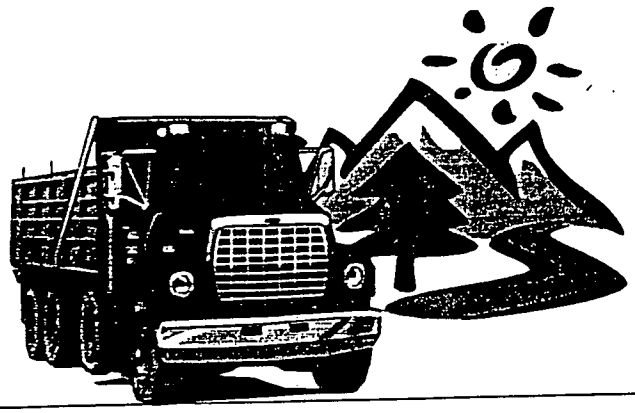
2) North Carolina air quality regulations do not even meet the above standards for protecting public health. According to Dr. Luanne Williams, state toxicologist, only 40% of the poisons which would be allowed to come from the smokestack meet the standard. Sixty percent of these emissions have insufficient data to determine these safety levels. Also, the state does not adequately consider *fugitive emissions*, toxic air pollution emitted at ground level.

3) There is a contradiction in punishing a person who kills with a gun and permitting an industry that kills with pollution. *A full public debate must happen now* about whether we can allow industry to kill one person in a million, one in a hundred thousand, or one in ten thousand for the benefit of the production of asphalt or any other product.

ZERO TOXIC EMISSIONS IS OUR GOAL FOR 21ST CENTURY INDUSTRY

BLUE RIDGE ENVIRONMENTAL DEFENSE LEAGUE

PO Box 88 Glendale Springs, North Carolina 28629 336-982-2691 fax: 336-982-2954 e-mail: BREDL@skybest.com



D&S Asphalt Materials plans to put a 190 ton per hour, 200 thousand ton per year asphalt plant in Polk County

The asphalt plant which D&S Asphalt Materials plans to put on the banks of White Oak Creek was manufactured in 1965. The 33 year old plant is permitted to have double the emissions of smoke (40% opacity) of more modern plants. Also, the draft permit issued by the NC DAQ would allow the plant to emit these toxic air pollutants:

arsenic	0.132	pounds/year
benzene	50.44	pounds/year
formaldehyde	0.608	pounds/hour
acetaldehyde	6.8	pounds/hour
beryllium	0.28	pounds/year
cadmium	0.37	pounds/year
chromium	0.0056	pounds/year
mercury vapor	0.013	pounds/day
nickel	0.13	pounds/day
toluene	98	pounds/day
xylene	57	pounds/day

data from NC Division of Air Quality draft permit

11/4/98

BLUE RIDGE ENVIRONMENTAL DEFENSE LEAGUE

PO Box 88 Glendale Springs, North Carolina 28629 336-982-2691 fax: 336-982-2954 e-mail: BREDL@skybest.com

Handout #2

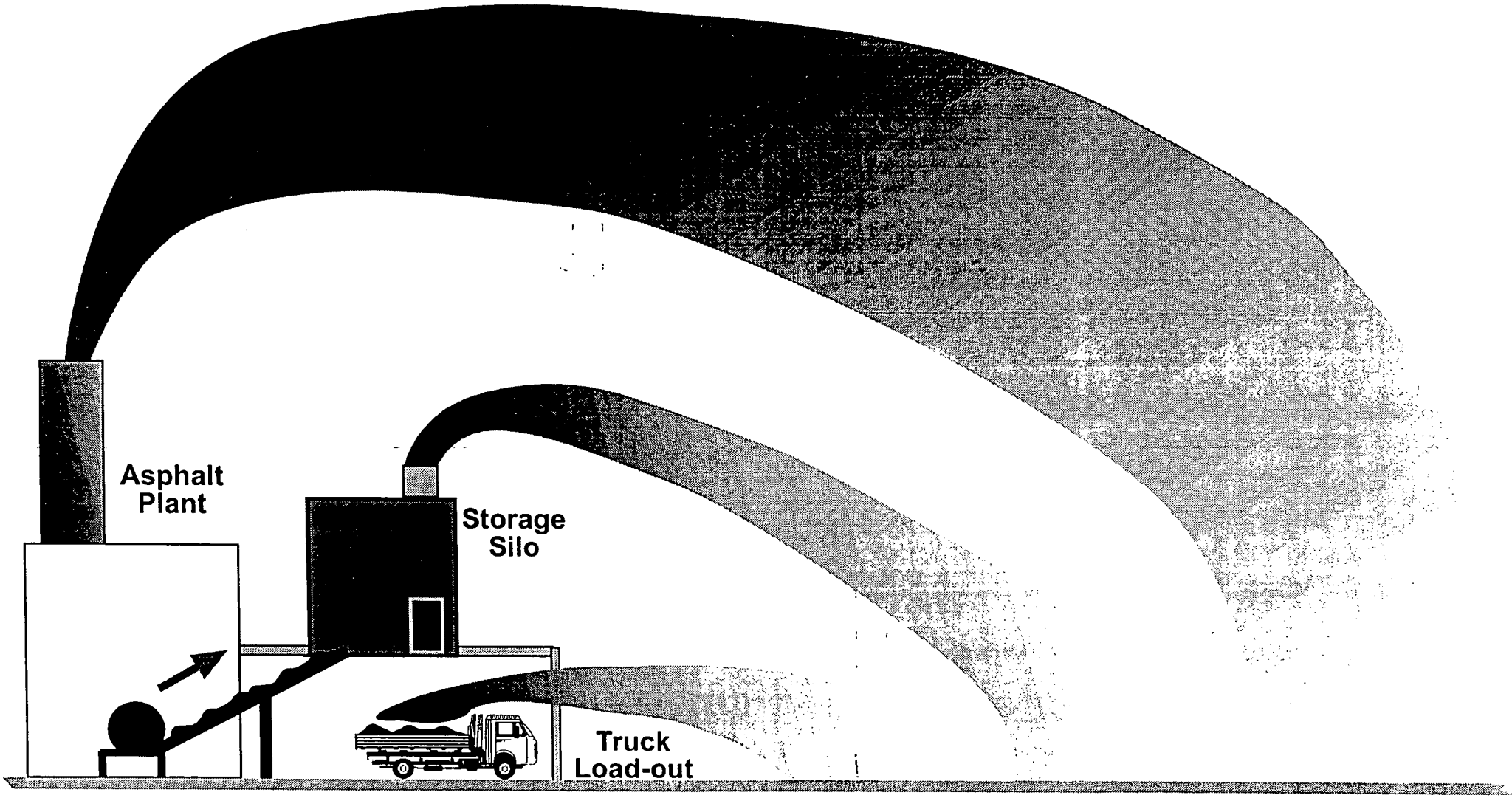
STATUS OF ASPHALT PLANT AIR QUALITY PERMITS

April 1997	asphalt plants brought under the state air toxic program
July 1997	moratorium on new and modified asphalt plants based on lack of information on fugitive emissions
fall 1997	expected date for EPA study on fugitive emissions
March 1998	Division of Air Quality completes its study on fugitive emissions and begins issuing asphalt permits

Benzene Levels Near Asphalt Plants

	Benzene Emissions (g/s x 10-3)	Maximum Concentration as % of AAL	
		Flat Terrain	Hilly Terrain
Stack	4.8	20%	80%
Silo	0.014	<1%	10%
Truck Loadout	0.014	10%	105%
TOTAL		30%	185%

March 19, 1998



Flat Terrain

Not to Scale

03/19/98

ASPHALT PLANTS - AIR PERMITS

as of 3/15/99 10am

	Name	Town	County	Rec'd date	Engineer	Pub.Hearing	Status	Proj.Iss.Date	
1	**APAC Tennessee, Inc.**	**Topton**	**Swain**	**12/15/98**	**ARO/Melvin**		**renewal; issued 3/4/99**		✓
2	APAC-Carolina Inc	Concord	Cabarrus	1/16/98	Kelvington		mod		
3	Blythe Const Inc Lowesville	Stanley	Lincoln	2/4/99	MRO/Nara		renewal	5/5/99	
4	Brown Bros. Construction	Boone	Watauga	12/1/98	WSRO/Moser		ownership/name change; issued 2/5/99; toxics call 2/5/99		✓
5	**Carl Rose & Sons, Inc. Elkin**	**Elkin**	**Surry**	**1/12/99**	**Tomaino**		**mod; issued 3/4/99**		✓
6	Carolina Asphalt L.L.C.	Kitty Hawk	Dare	10/19/98	Brandon		issued		✓
7	D&S Asphalt Materials	Columbus	Polk	7/16/98	Godwin	11/16/98	new; issued 1/4/99; BREDL Contested Case 2/12/99		✓
8	Ferebee Asphalt Corporation	Concord	Cabarrus	1/4/99	Kelvington		new; issued 3/5/99		✓
9	Hanes Construction	Lexington	Davidson	11/16/98	S. Evans		mod		
10	Highway Constructors-	Marston	Richmond	11/17/98	FRO/Chen		mod; issued 2/15/99		✓
11	Larco Div. Of Sloan	High Point	Guilford	1/7/99	McCarthy		issued 2/12/99		
12	**Lee Paving Company**	**Norman**	**Montgom**	**1/28/99**	**FRO/Hayden**		**renewal**	**4/28/99**	
13	Malmo Asphalt	Leland	Brunswick	1/22/99	Hinnant		new; issued 3/5/99		✓
14	Mapco Inc	Hamlet	Richmond	2/11/99	Brandon		new		
15	**Maymead-Pineola**	**Newland**	**Avery**	**11/12/98**	**ARO/Ballard**		**renewal hearing 4/12/99**	**5/1/99**	
16	**McCurry Grading & Paving**	**Bostic**	**Rutherfor**	**9/2/98**	**Hinnant**	**12/16/98**	**new; issued 2/12/99**		✓
17	Nello L. Teer, Plant #2	Durham	Durham	12/28/98	RRO/Newsome		renewal		
18	Papco Group, Hwy 601 Bypass	Salisbury	Rowan	12/11/98	MRO/Nara		ownership/name change		
19	Papco Group-Gold Hill	Gold Hill	Rowan	12/11/98	MRO/Nara		ownership/name change		
20	**Rabco-Mission Quarry Asphal**	**Hayesville**	**Clay**	**12/15/97**	**Pendola**		**new; issued 2/17/99**		✓
21	REA Construction Co	Raleigh	Wake	2/18/99	RRO/Babb		new	5/19/99	
22	REA Cons. Co. Bessemer City	Bessemer Cty.	Gaston	3/5/99	Kissel/MRO		mod		
23	**Rhodes Brothers**	**Franklin**	**Macon**	**8/29/98**	**Brandon**		**issued 10/13/98; BREDL Contested Case 12/14/99; County request for reopening**		✓
24	S T Wooten Co.	Youngsville	Franklin	1/28/99	Brandon		new		
25	**Tri-County Asphalt Company**	**West Jefferson**	**Ashe**	**10/8/98**	**Brandon**		**new; hearing scheduled 3/22/99**	**4/10/99**	

bold indicates location in mountain county

Joint Appropriations Subcommittee on Transportation
March 17, 1999
2:30 p.m.
Room 1228

Agenda

Chair: Senator Wib Gulley

North Carolina Coalition for Public Transportation

Mayor Patrick McCrory	*Charlotte*
Mayor Rose Mary Waldorf	*Chapel Hill*

Transportation Operations

Don Goins	*Chief Engineer - Operations, DOT*
Bill Johnson	*Roadside Environmental Engineer, DOT*
Jimmy Lee	*Bridge Maintenance Engineer, DOT*

Transportation Operations Budgets (Governor's North Carolina State Budget, Transportation, Volume 6, p.25-26, 29-30, 33, 34-35, 41-42, 45-47, 52-71)

Wayne Stallings	*Chief Financial Officer, DOT*

MINUTES
SENATE AND HOUSE JOINT APPROPRIATIONS
SUBCOMMITTEE ON TRANSPORTATION

The Senate and House Joint Appropriations Subcommittee on Transportation met at 2:30 P.M. on Wednesday, March 17, 1999 in Room 1228 of the Legislative Building. Representatives Crawford, Chair, Cole, Chair, Allred, Barbee, Bowie, Davis, Gulley, Hiatt, Hurley, McMahan, Melton, Saunders, Sutton and seven Senate members were present. Senator Wib Gulley, Chairman, presided.

Senator Gulley opened the meeting and then asked Mr. R. Scott McClellan, President of the North Carolina Public Transportation Association, to address the Committee regarding the public transit needs for North Carolina (see Handout #1).

Next, the Honorable Patrick McCrory, Mayor of Charlotte, was introduced by Senator Gulley to speak on the public transit issues of the state. Mayor McCrory stated that transportation is a major issue for small towns as well as the big metropolitan areas. He felt public transit was a key factor in the transportation issues for many reasons. He stated that there were major environmental issues, as well as some transportation projects, being held up EPA standards not being met and this was due in part to all the vehicle traffic on the roads. Senator Carpenter asked how long the roads would be held up due to the EPA standards not being met. Mayor McCrory replied that the standards continue to change and North Carolina was in a lawsuit with the federal government now regarding the EPA standards. He further stated that good transportation systems were needed for the social service programs in the communities. He felt there had to be a partnership between the cities that were willing to commit their fair share to good transit systems.

Senator Rucho asked how much money was needed from the state, local and federal governments to get the regional rail operating. Senator Gulley responded that $250 million was in Phase I of the Triangle rail system.

Senator Hoyle commented that there were many statewide needs in all areas and committing a lot of money to public transit was a major policy question that would need to be addressed. He further stated that as long as he was the Senate Finance Chair he was not going to hear a bill to raise taxes.

Next, Senator Gulley asked Mr. Don Goins, Department of Transportation (DOT) Chief Engineer-Operations, to review the Division of Highways Operation Organizational Chart (see Handout #2).

Mr. John Emersen, Assistance Bridge Maintenance Engineer reviewed the section of Handout #2 dealing with the bridge maintenance program. Then Mr. Bill Johnson, Roadside Environmental Engineer, reviewed the section of Handout #2 addressing the roadside environment program. Representative Hurley asked who was responsible for bridge maintenance if the bridge was on a city street. Mr. Emersen replied that the city

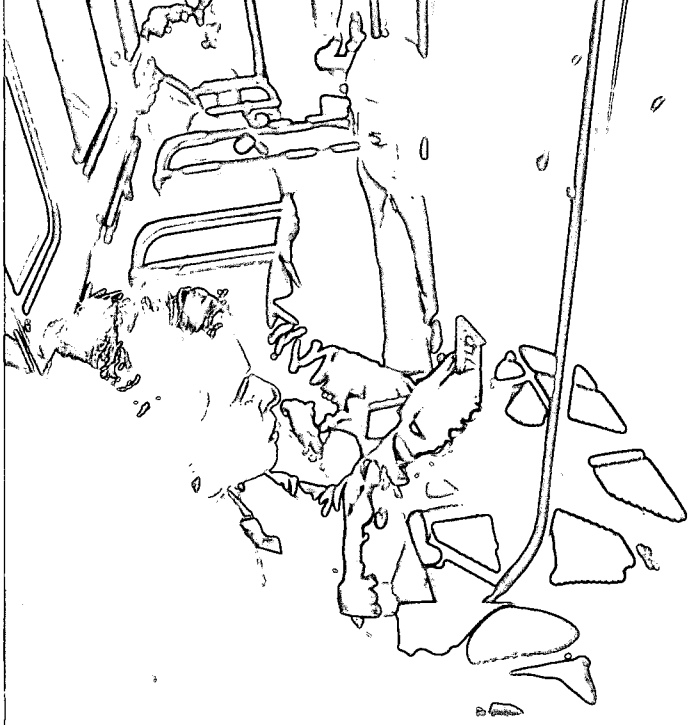
was responsible. Representative Cole asked how many one-lane bridges there were on primary roads. Mr. Emersen will get that number. Representative Cole then asked how many bridges were on state highways and Mr. Emersen replied there were 12,000.

Representative Bowie asked who was responsible for railroad bridges. Mr. Emersen stated that the railroad was responsible to keep the record of the bridge clearance for the vehicles passing under it.

Since there was no further time for discussion, the meeting was adjourned at 4:00 P.M. without finishing the proposed agenda.

Senator Wib Gulley, Co-Chair

Carol Resar, Committee Clerk



1998 Road Bond Package

2025 Transit Land-Use Plan

The Challenge...Charlotte-Mecklenburg is projected to experience substantial growth over the next 25 years. Employment projections forecast an increase of 47% by the year 2025. This economic growth is directly tied to maintaining Charlotte-Mecklenburg's quality of life. Accompanying such projections, however, are a number of trends which threaten to impact economic growth:

- **Unfocused sprawl allows piecemeal development to occur, pushing traffic deeper into the countryside.**
- **Key roads overload and break down while gridlock forces more sprawl**
- **Core areas suffer and experience a slow decline and weakened local economy**
- **Simply building more roads continues the cyclical effects of congestion**

The Vision...In response to this challenge, an integrated rapid transit/land-use vision has been adopted which seeks to:

- **Maintain economic vitality**
- **Expand transportation and employment options**
- **Respond to demographic trends**
- **Enhance Center City and core area growth**

This transit/land-use vision has been combined with a series of road and highway improvements to offer a balanced approach to Charlotte-Mecklenburg's growth challenges.

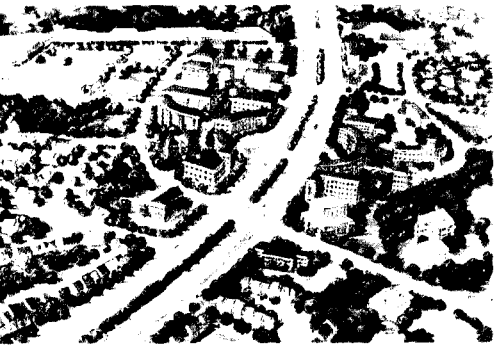
THE WHEELS OF CHANGE
A COMMUNITY IN MOTION

600 East Fourth Street • Charlotte, NC 28202 • (704) 336-7600

Single Family (Olmstead Park)

High Level Multi-Family (416 Queens Rd.)

Mixed Use (Phillips Place)



Revitalization of Existing Area

Transit and land use work together to encourage an environment where activities and centers of interest are closely located and easily accessed. The land use recommendations of this plan advocate choices. While the plan recommends creating a transit-oriented style of development at selected areas along the corridors, the areas between the corridors will remain much the same as they are today in terms of land use. This gives citizens a broad choice in their housing options.

Key Land-Use Features of the Plan

- Concentrate office jobs, and multi-family and moderate density housing at transit stations
- The greatest opportunities to coordinate land use and transit planning are in the North, Northeast (University) and Independence corridors
- Key development and redevelopment opportunities exist near proposed stations
- Zoning changes, development incentives and needed infrastructure commitments must happen now in order to make the 2025 vision a reality

Transit-Oriented Development

The best land-use in support of transit is mixed use development that contains a combination of retail, office and commercial business; a mixture of multi- and single-family residential development; and prominent civic and community gathering places. This style of development is envisioned for the transit corridors.

New Greenfield Development: Large vacant sites near stations can become significant mixed-use developments with housing and jobs convenient to the station. The development could be served by either rail or busway and includes a large central community space surrounded by retail and office space. Townhouses face the street and surround interior parking.

Revitalization of Existing Area: Station area development along old shopping strips can transform obsolete, underused properties into a centerpiece of neighborhood revitalization. Station areas become focal points for development of offices, retail and residential land uses while revitalizing the old shopping center.

Charlotte-Mecklenburg Examples

Transit-oriented development is not completely new to Charlotte-Mecklenburg. Several examples already exist within the County:

Single-Family: Olmstead Park is representative of a mixed-use development that contains single- and multi-family residential housing with retail nearby. This single family dwelling represents a concentration of seven residential units per acre.

High-Level Multi-Family. 416 Queens Rd. is indicative of high-level multi-family dwelling suited to transit-oriented development. This style of multi-family living has a concentration of 42 units/acre and is evidence that high concentration development doesn't necessarily mean high-rise towers.

Mixed Use: Phillips Place, near SouthPark, is an excellent example of the type of mixed-use development envisioned for transit station areas. It combines multi-family residential dwellings in a concentration of 22 units/acre with commercial and retail business. The development is pedestrian friendly; and single family dwellings exist nearby.

New Greenfield Development

Light Rail

Bus Rapid Transit (BRT)

A viable transit system provides a transportation alternative for a community with limited road expansion capabilities. While no form of transit can begin to serve all trips within the region, a well-developed transit system can provide an alternative for those trips that have common origins and destinations.

Anticipated 2025 land use patterns combined with attention to cost effectiveness and economic efficiency results in the following transit recommendations:

- Bus Rapid Transit (BRT) on the Airport Independence and Northeast Extreme corridors
- Light Rail in the South Corridor
- A combination of Diesel Multiple Units (DMU) and BRT in the north corridor
- New crosstown routes and transit hubs in areas between the five transit corridors

[illegible]

compete all corridors will receive transit investments and improvements as part of the initial five-year start-up.

- All transit lines converge at the Center City. However, a series of crosstown routes and connections will provide shortcuts and serve areas between the corridors.
- Existing bus service will expand to include [illegible] routes [illegible]
- Transit hubs will be located at South Portland and Arrowood, Airport, Lawrenceville City and Beatties Ford Road to [illegible]
- [illegible]

Transit Modes

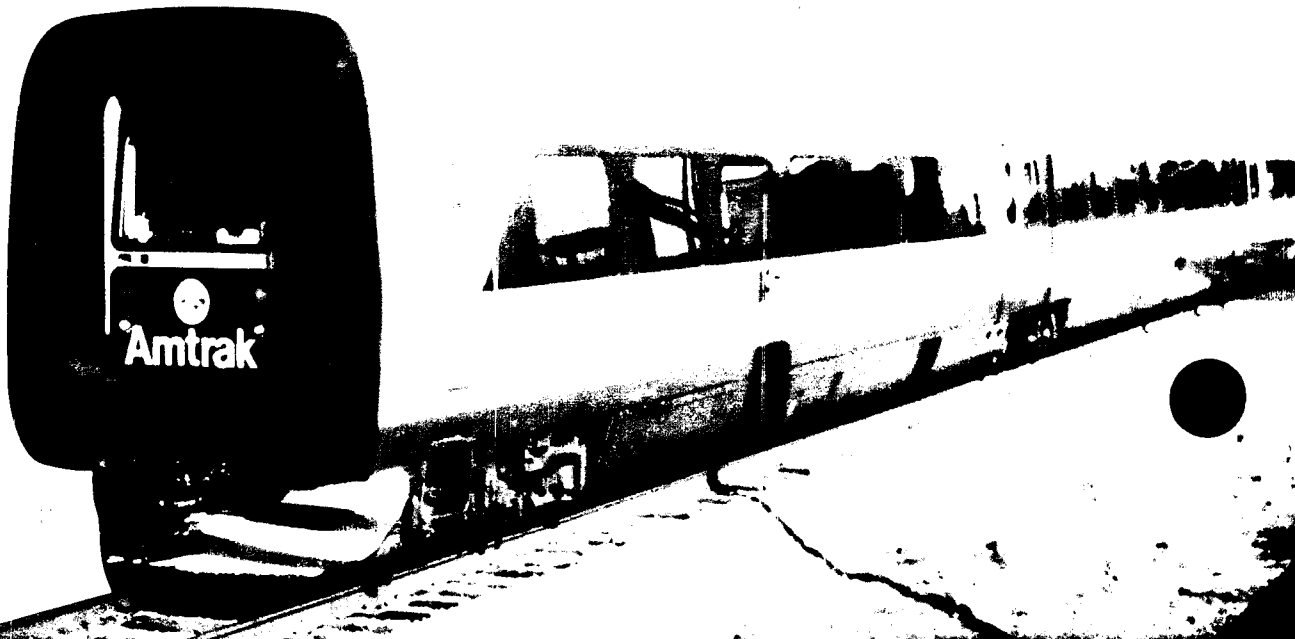
Bus Rapid Transit (BRT) [illegible]

Diesel Multiple Units (DMU) [illegible]

Light Rail [illegible]

Key Features of the Transit Plan

- [illegible]



Because transit alone is not the solution to Charlotte-Mecklenburg's congestion and growth problems, Charlotte's City Council has adopted a long-range plan for addressing Charlotte-Mecklenburg's road and highway improvements. The 2020 Transportation Plan provides for a critical evaluation of road and traffic needs.

To address these needs in the short term, however, City Council earlier this year approved seeking the sale of $98 million in bonds to fund 11 currently unfunded improvements to State roads. $10 million of the bond proceeds will be used to fund sidewalk improvements and new sidewalk installations throughout the City.

Road Widenings

- NC 27 (Freedom Dr. (I-85 to city limits))
- NC 16 (Brookshire Blvd. (I-85 to Hoskins))
- NC 160 (West Blvd. (US 521 to I-485))
- US 29 (NC 49 (Graham St.) (I-277 to Statesville Ave.))
- NC 115 (Old Statesville Rd. (Statesville Rd. to I-485N))
- US 29/74 (Wilkinson Blvd. (Little Rock Rd. to I-485W))
- Statesville Ave. (Newland Rd. to Hickory Ln.)

Interchanges

- Arrowhead Rd. (Harris Blvd.)
- Billy Graham Pkwy. (Wilkinson Blvd.)

Median Work

- South Blvd. (Tyvola Rd. to Archdale Dr.)

New Road

- NC 49 (Graham Connector (US 29 to I-85))

In addition, work continues on voter approved road improvements funded by the sale of bonds in 1996.

Road Widenings

- Fairview/Sharon Rds.
- Hoskins Rd.
- Prosperity Church Rd.
- Beatties Ford Rd.

Road Extensions

- Colony Rd.
- Johnston Rd.

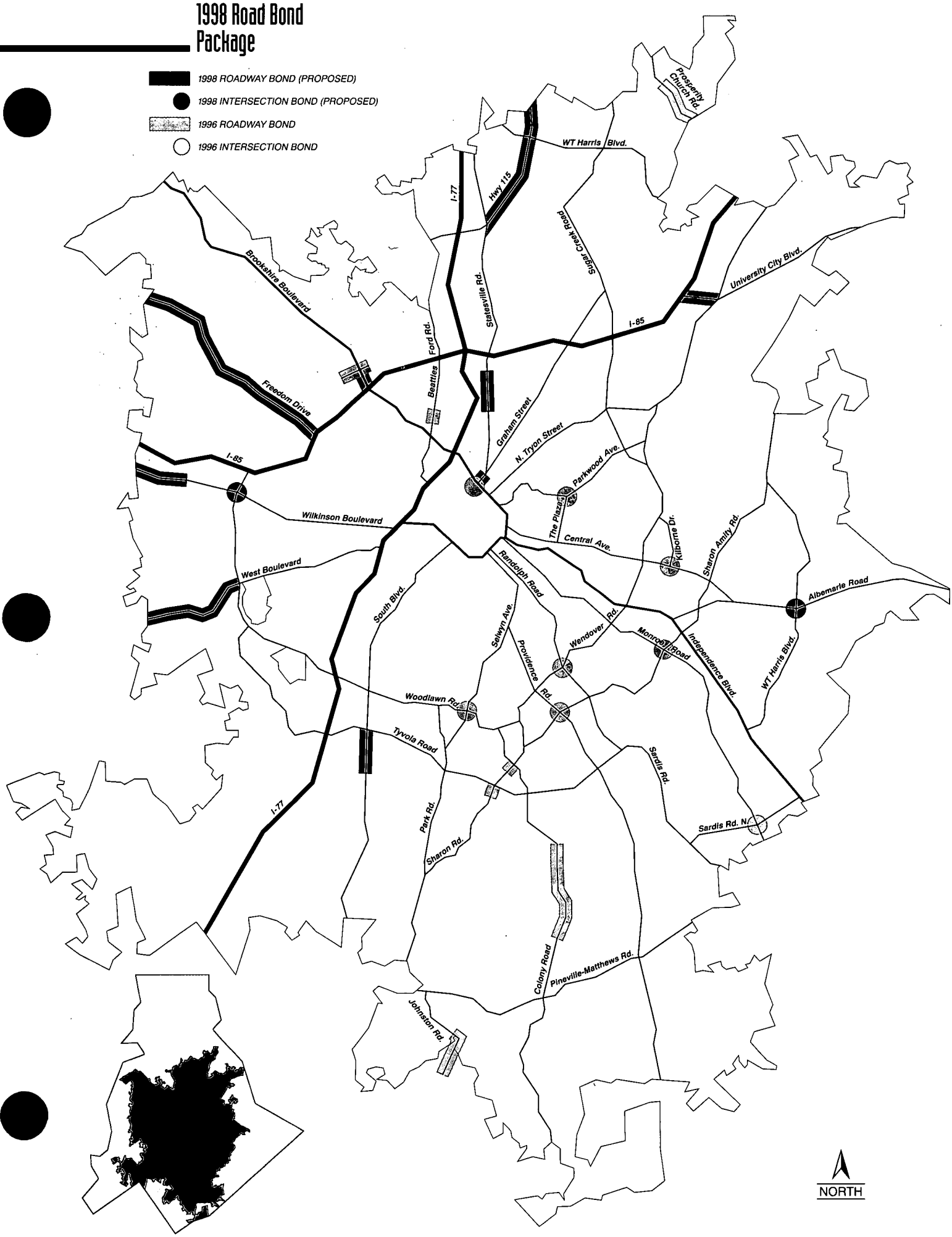
Intersections

- Providence/Sharon/Sharon Amity Rds.
- Randolph/Wendover Rds.
- Central/Kilborne/Norland Rds.
- Monroe/Sharon Amity Rds.
- Runnymede/Woodlawn/Selwyn Rds.
- Parkwood/Plaza Rds.
- Tenth/Graham Sts.
- Monroe/Sardis Rds.
- Randolph/Wendover Rds.

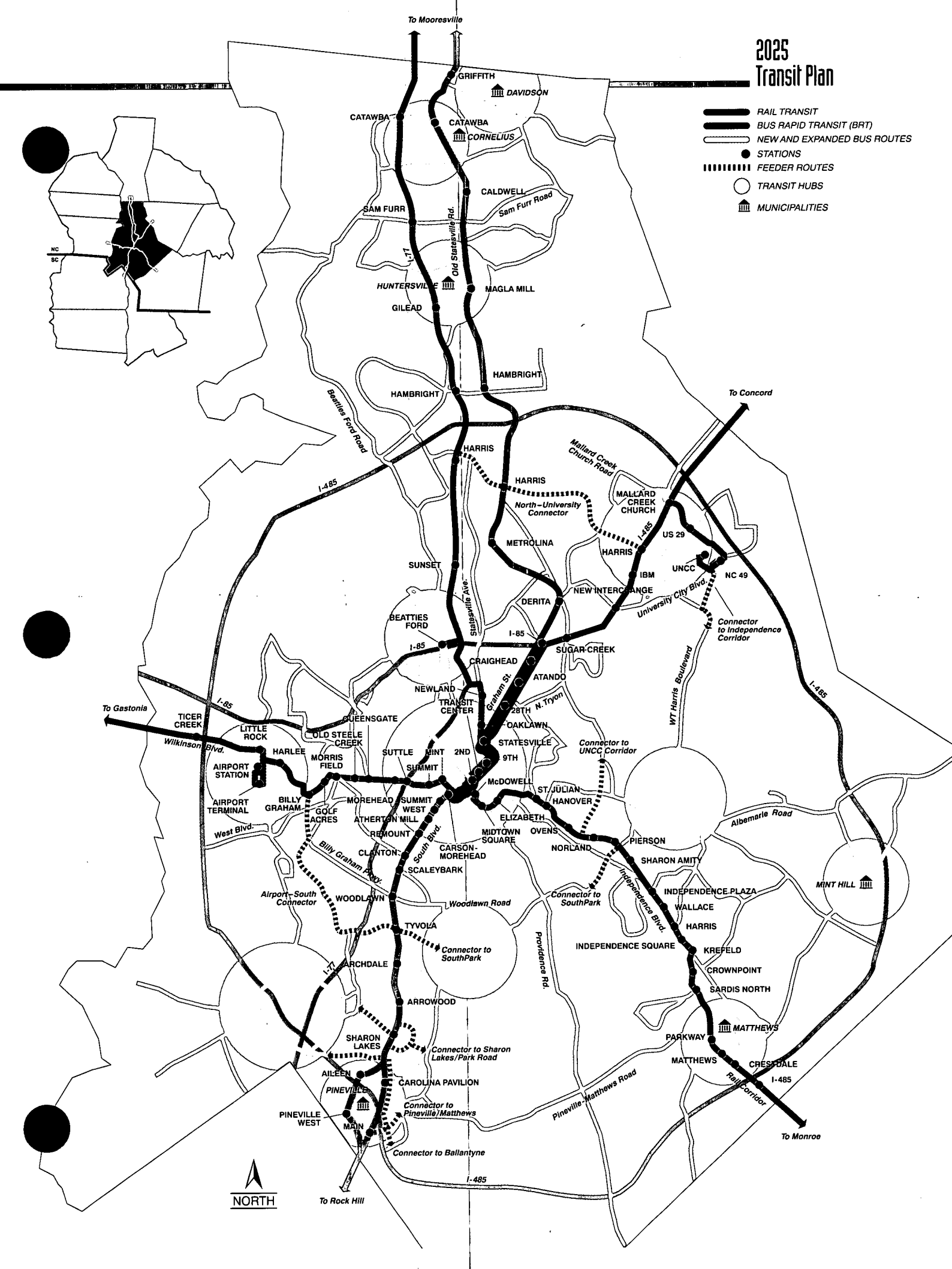
Other Road Improvements

- Bridge over rail line at Mt. Holly Rd.

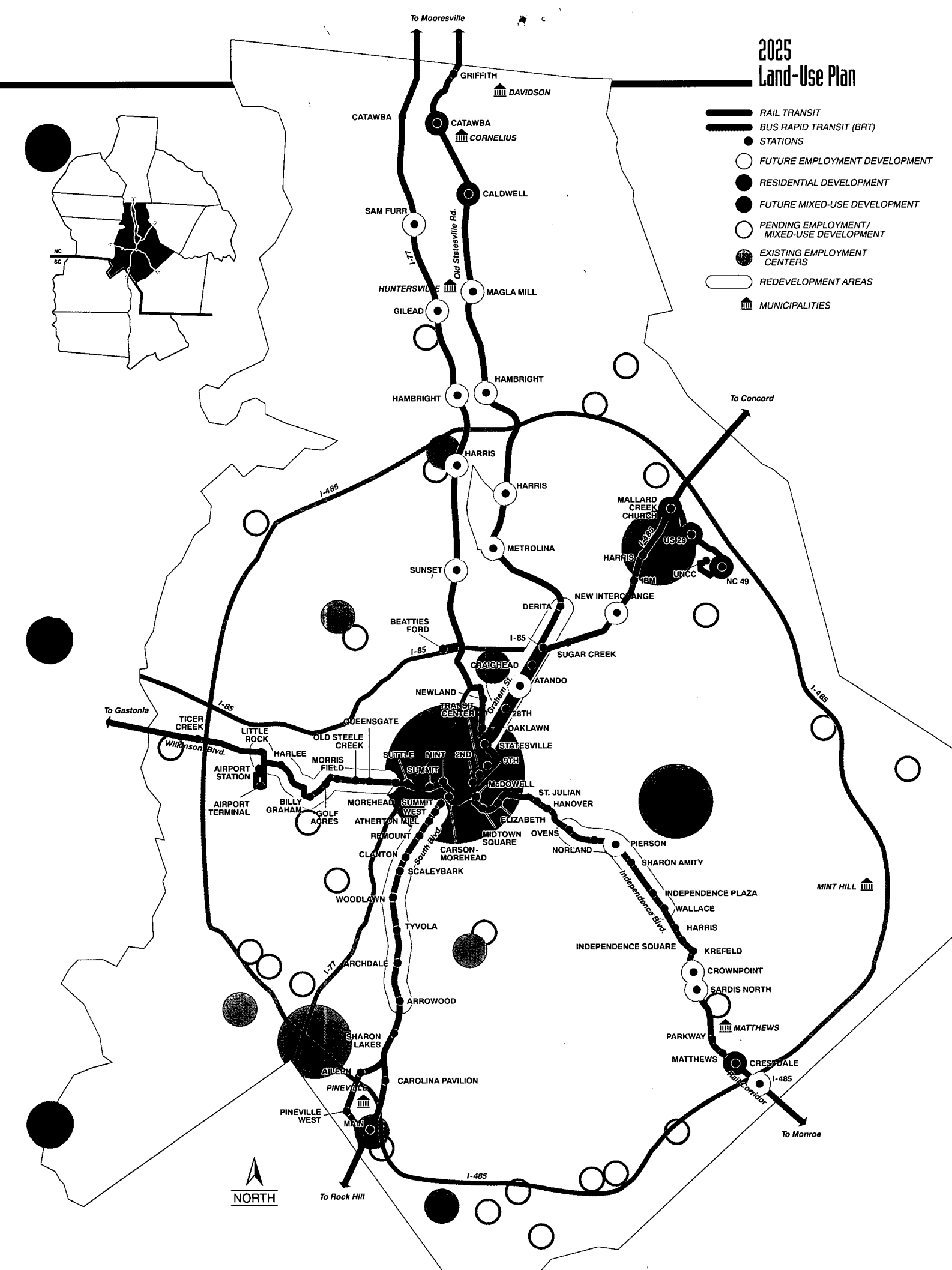
1998 Road Bond Package



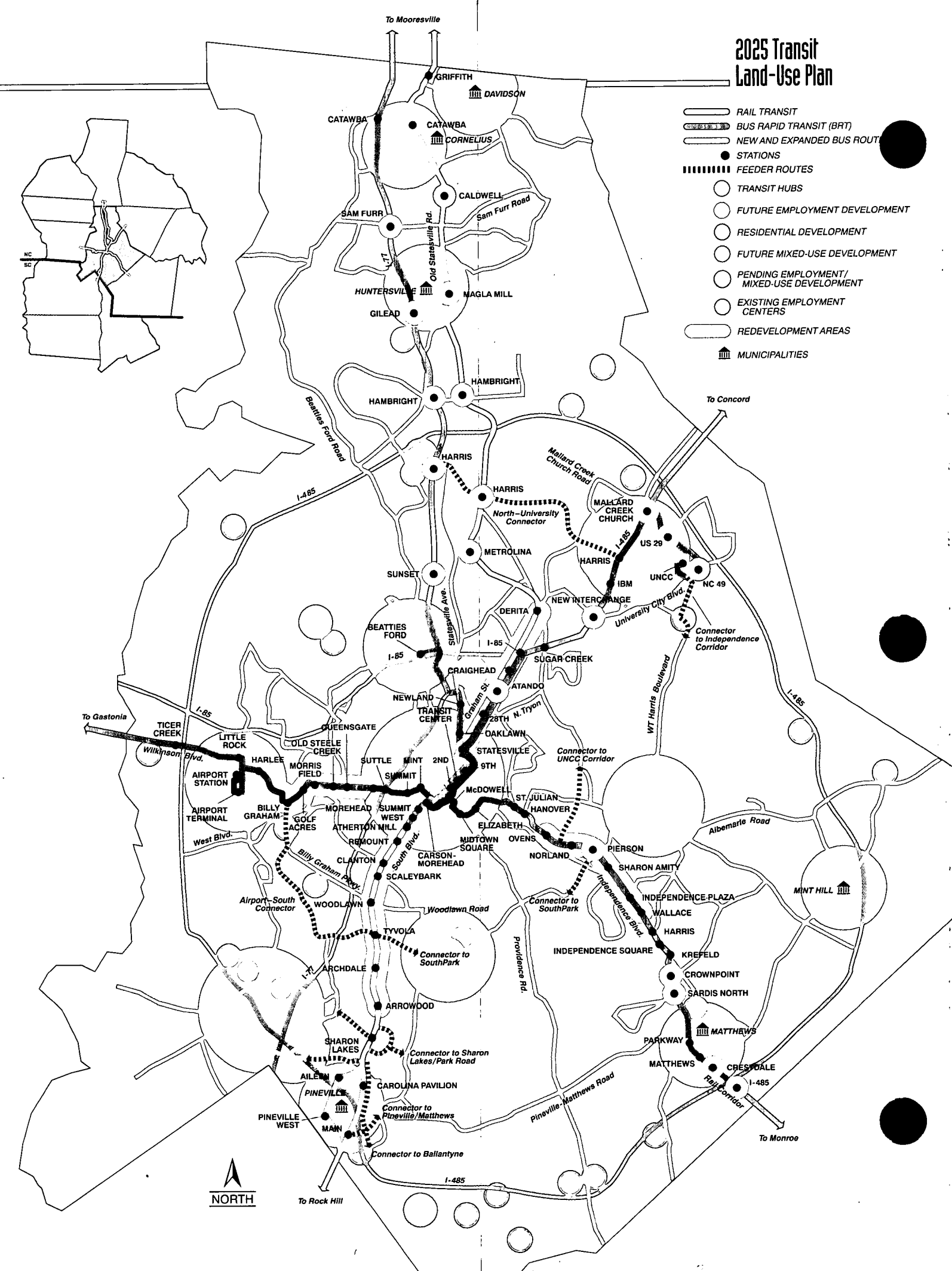
2025 Transit Plan



2025 Land-Use Plan



2025 Transit Land-Use Plan



Handout #4

ne acre of land. Most asphalt plants do not
from locating in floodplains, although some

s, and it takes a lot of asphalt to pave those
In addition, roads generally need
er factor contributing to the number of
ighway contractors must reject asphalt that
ose to-road construction sites.

hat applicants comply with local zoning.
But the DAQ has no authority over
orth Carolina, local governments are
onstruction of new facilities through the
ral areas, have not adopted zoning or land
facility; it must base its permitting

aq.state.nc.us/. The division's web site
tions or notifications about upcoming
he division's applicable regional office:

Washington Regional Office
943 Washington Square Mall
Washington, NC 27889
(252) 946-6481

ce

Wilmington Regional Office
127 Cardinal Dr. Extension
Wilmington, NC 28405
(910) 395-3900

ce

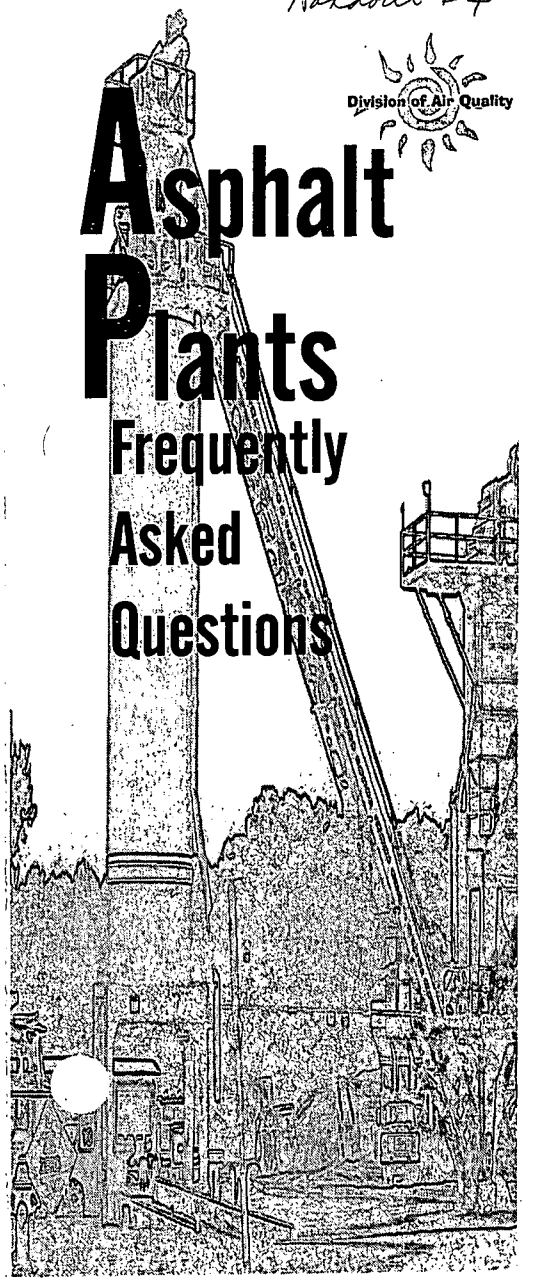
Winston-Salem Regional Office
585 Waughtown St.
Winston-Salem, NC 27107
(336) 771-4600

NCDENR

Division of Air Quality

Asphalt Plants

Frequently Asked Questions

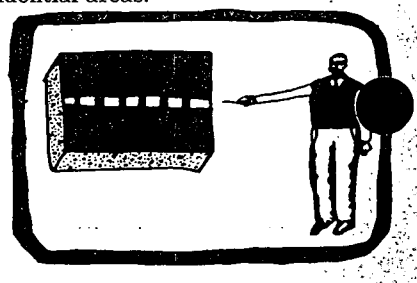


Asphalt Plants: Frequently Asked Questions

The N.C. Department of Environment and Natural Resources (DENR) receives many calls and letters about asphalt plants, generally when companies apply for permits to build new facilities. North Carolina has about 150 asphalt plants, and about five new facilities are permitted each year. Many asphalt plants are portable, so they can be moved to different locations based on needs for new highways and other construction projects. Before a company can build or operate an asphalt plant, it must o[illegible] an air quality permit and in some cas[illegible] may need water quality permits. In DENR, the Division of Air Quality handles air permits for asphalt plants, and the Division of Water Quality handles water permits (if applicable).

What is asphalt and how is it made?

Asphalt is a paving material made from crushed rock and asphalt cement, which is a mixture of petroleum compounds produced by oil refineries. Asphalt plants heat the asphalt cement in enclosed tanks then combine it with crushed rock. The asphalt is then conveyed to storage silos, where it is loaded onto trucks for delivery to construction sites for highways, parking lots and residential areas.



How do asphalt plants affect air quality?

Air emissions are created at several stages during asphalt production. Most of the emissions come from an asphalt plant's main stack. Fumes from asphalt storage and loading areas account for the remaining air emissions, collectively referred to as fugitive emissions.

Asphalt production, like any process in which materials are heated or burned, can produce a range of air emissions. Many of the[illegible] same compounds are emitted by cars a[illegible]cks, fireplaces and wood stoves, wi[illegible]res, and other industries. While some of these emissions potentially can be unhealthy to breathe, such problems can be prevented by requiring asphalt plants to install controls or take other measures that reduce their emissions of harmful air pollutants. That is the guiding principle behind state air quality rules, which set stringent limits for a range of pollutants based on their known health effects. In addition, the Division of Air Quality (DAQ) plans to re-examine its permitting procedures pending the results of a nationwide study of asphalt plant emissions being conducted by the U.S. Environmental Protection Agency (EPA). If changes are warranted based on the EPA study, the DAQ can reopen asphalt plant permits issued since April 1998.

How does the Division of Air Quality control [illegible]t plants?

All [illegible]phalt plants must obtain an air permit from the Division of Air Quality. The DAQ reviews all air permit applications for compliance with state and federal air quality

sedimentation control permits, which are required if plant construction disturbs more than
require sedimentation control permits. There are no state rules that restrict asphalt plant
local governments may not allow it.

Why are there are so many asphalt plants?

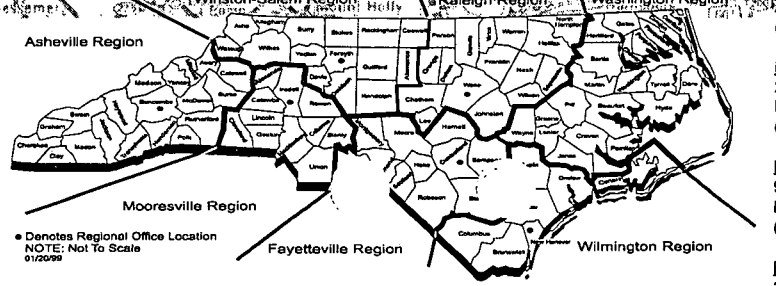
North Carolina has the second-largest state-maintained highway system in the United Sta
roads. The state has about 78,000 miles of roads, with more under construction every year
resurfacing every 12 to 15 years, so about 4,400 miles of roads are repaved each year. Ano
asphalt plants is the nature of the material. Paving is difficult at lower temperatures and
is not hot enough (at least 250 degrees). That means asphalt plants must be located fairly

Who controls where asphalt plants are d?

In reviewing air quality permits for asphalt plants, the Division of Air Quality must ensur
and each permit contains a condition stating that the facility must meet these requirement
zoning, land use, floodplain development, or where a company decides to build a plant. In
responsible for regulating such land use matters, and they have the final authority over th
issuance of building permits. However, many counties and municipalities, particularly in
use controls. The DAQ cannot deny a permit simply because local residents are opposed to
decisions on whether facilities can meet air quality regulations.

How can I find out more about asphalt plants?

The Division of Air Quality lists applications for air quality permits on its web site, *http://*
also contains news releases with information about asphalt plants, such as changes in regu
public hearings. For more information about asphalt plants or permit applications, contact



Asheville Regional Offi
59 Woodfin Place
Asheville, NC 28801
(828) 251-6208

Fayetteville Regional O
225 Green St. Suite 71
Fayetteville, NC 2830
(910) 486-1541

Mooresville Regional O
919 North Main St.
Mooresville, NC 2811
(704) 663-1699

Raleigh Regional Offic
3800 Barrett Dr.
Raleigh, NC 27611
(919) 571-4700

2,000 copies of this public document were printed at a cost of $167.30 or $0.0836 per copy.
Printed on recycled paper.

regulations. All asphalt plants must meet air quality limits for particulates, which include dust and soot. In addition, all new, modified or relocated asphalt plants must comply with the state air toxics rules, including emissions from stacks and fugitive sources. To meet air quality limits, all asphalt plants have emissions control equipment such as bagfilters or scrubbers. Other options for curbing their emissions include:

- Limiting production rates or hours of operation.
- Constructing taller emissions stacks.
- Increasing the distance between facilities and property lines.
- Using higher grades of fuel for asphalt heaters.

In reviewing permit applications, the DAQ uses computer models to determine whether emissions will exceed state or federal air quality standards. These computer models, which are approved by the EPA, factor in such information as plant emissions rates, production levels, property lines, local terrain, winds and temperatures. The models assume worst-case meteorological conditions - that is, weather conditions that are most likely to cause air pollution problems.

Is it safe to live near an asphalt plant?

North Carolina's air quality regulations are designed to protect public health. In addition, North Carolina has one of the more stringent state programs for regulating emissions of air toxics. The N.C. Environmental Management Commission adopted the state's air toxics rules in 1990, based on the recommendations of a panel of scientists and health experts who spent more than five years developing a list of air pollutants most likely to pose health risks. The air toxics rules set limits for 105 pollutants that are known to pose either short or long-term hazards for people who breathe them. Under these rules, facilities are not allowed to emit pollutants that exceed any of the air toxics limits at or beyond their property lines. Thus, citizens living near plants that meet the air toxics rules should not be exposed to unhealthy levels of air pollution.

How does the Division of Water Quality control asphalt plants?

Asphalt plants may need a stormwater discharge permit from the Division of Water Quality, depending on where they are located and how they operate. Generally, a facility needs a stormwater permit if it collects rainwater from its site and discharges that runoff into a stream or lake. Many asphalt plants, however, do not discharge their runoff into water bodies and do not need storm water permits. Asphalt plants also may need to obtain

NORTH CAROLINA PUBLIC TRANSPORTATION ASSOCIATION

1999 LEGISLATIVE PRIORITIES

March 17, 1999

R. Scott McClellan

President

Handout #1

North Carolina Public Transportation Association

Legislative Priorities

1. Fully Fund Transit 2001 Recommendations

January, 1997 Report concluded North Carolina is drastically under-funding public transportation. It outlined a comprehensive action and financial plan for the State's transportation future.

Identified immediate need for North Carolina to invest additional <u>$75 million</u> per year in public transportation.

Governor's budget proposal is $37.4 million below the Transit 2001 recommendation.

Legislative Priorities

2. Create permanent, recurring, and growing financial support

State should declare itself an equal partner with local transit providers, as recommended in the Transit 2001 report.

State support must include growth for long-term viability of public transit.

Legislative Priorities

3. Design program with flexibility

Current funding for Transit 2001 initiatives has been divided between many smaller programs. Emphasis has been placed on "equitable" distribution but does not always match where the needs are.

Recommend "broader" programs giving systems flexibility to use money based on demonstrated demand.

State Funding Background

- Maintenance Assistance started in 1993-94

  In response to cuts in Federal Transit Assistance, North Carolina started supporting "maintenance" of transit operations in FY1993-94 with an investment of about 6 million. This amount was doubled in FY 1994-95 to around 12 million and has remained unchanged since.

  It is imperative that the State's funding for transit include growth.

Transit 2001 Report

- Eighteen month study of public transportation, endorsed by Governor Hunt.

  Clearly and logically identifies the vital need for public transportation to play a greater role as the state continues to grow. It contains specific and thoughtful recommendations on level of investment needed as well as suggestions for funding alternatives.

Response to Transit 2001 Report

- $36 Million added

  A combination of state ($26 million) and federal CMAQ ($10 million) funds have been added to state's public transit program during FY 1997-98 and 1998-99. Funds have been split evenly between rail and transit initiatives.

- **$18 Million in Transit Funding**

  $11 million was directed toward Urban & Regional transit systems and and $7 million was used to support Rural, Small Urban, and Inter-city operations.

Distribution of FY 98 & 99 Expansion Budget

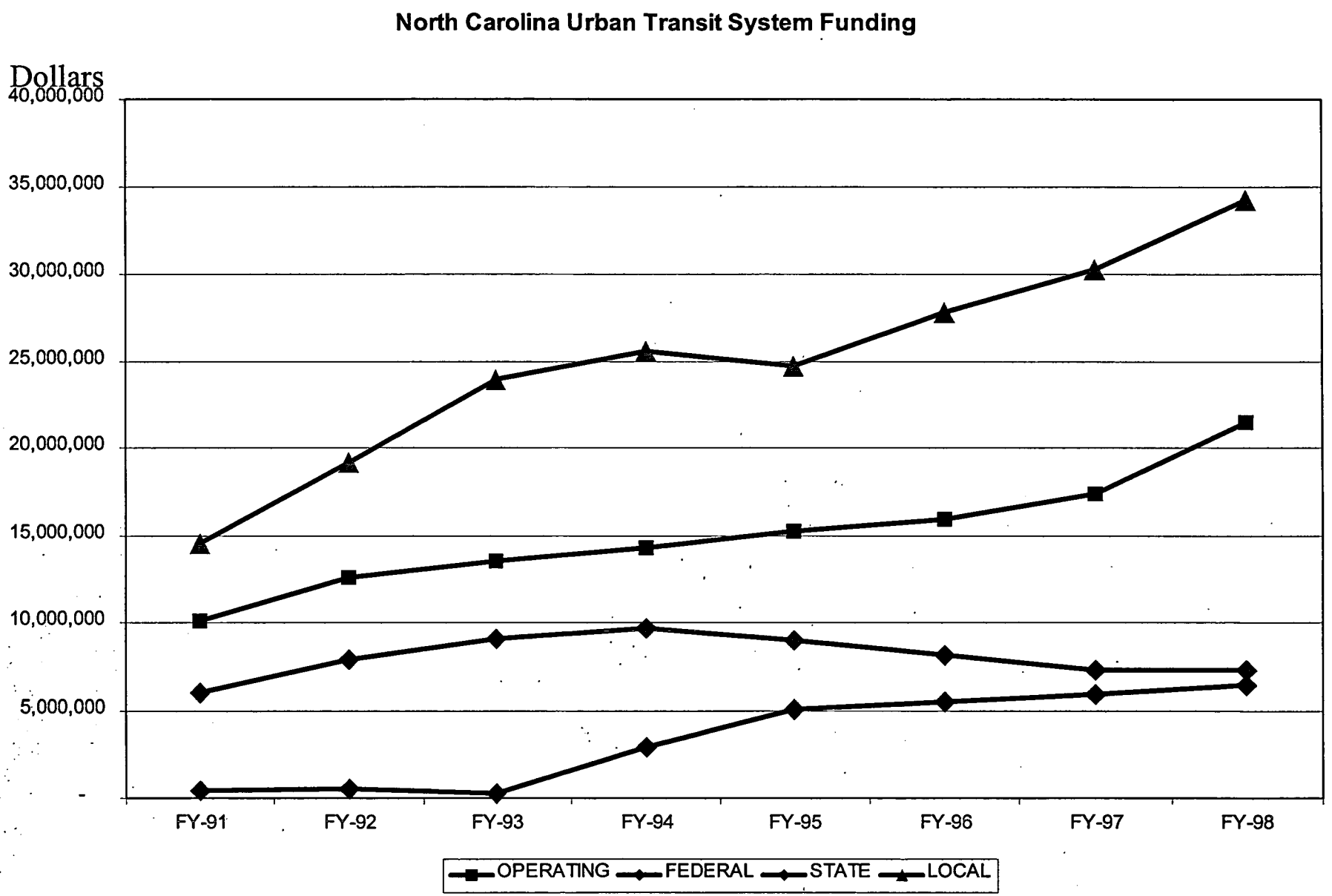
		36,000,000	Expanded Statewide Transit Funding			
			(26 million State + 10 Million CMAQ)			
Rail	18,000,000		18,000,000	Transit		
			11,000,000	Urban/Regional Systems		
				8,000,000	Urban Capital	
				2,000,000	New service urban (split between 18 systems	
				1,000,000	Technology (split between 18 systems)	
			7,000,000	Rural/Small Urban Transportation		
				4,150,000	Maintenance Assistance	
				2,000,000	Elderly/disabled to 100 counties	
				1,750,000	work first allocation	
				400,000	regional & intercity services	
				2,350,000	Capital Assistance	
				1,750,000	vehicle replacement/expansion	
				600,000	construct two facilities	
				500,000	Technology improvements	

Funding for Urban Transit

- Local investments in transit continue to climb

  Transit passengers and local government continue to invest the majority of dollars to support on-going transit service in Urban areas. This grass roots support should encourage the State to become a stronger partner in financing transit service.

  Transit 2001 recommends the state become equal partners with local government.


North Carolina Urban Transit System Funding
Dollars
40,000,000
35,000,000
30,000,000
25,000,000
20,000,000
15,000,000
10,000,000
5,000,000
-
FY-91
FY-92
FY-93
FY-94
FY-95
FY-96
FY-97
FY-98
OPERATING
FEDERAL
STATE
LOCAL

Funding for Rural Transit

- Rural funding is much smaller/ more complex
- Multiple service contracts with agencies and several smaller grants with varying requirements are typical for rural system.
- Limitation on using funds often leads to systems returning unspent funds from one source and running out of funds from another.
- Administrative and reporting requirements often increase without additional support for these cost.

What goals should we invest in?

- Improving and expanding safe, efficient, and reliable service that can compete with the auto.
- In Urban areas, we must build "transit intensity".
- In Rural areas we must provide service to the 1/3 population without access to private transportation options.
- Must provide "transportation education".
- Must add to investments for existing services which are the foundation for our future growth.

<u>Must provide transportation alternatives</u>

Transit 2001's vision

- The Transit 2001 Report clearly identifies the challenges, spells out an action plan, and recommends funding options for making North Carolina a leader in public transportation.
- Are we ready to meet the challenges, follow the plan, provide the necessary funds ?

Signs of the future…Today

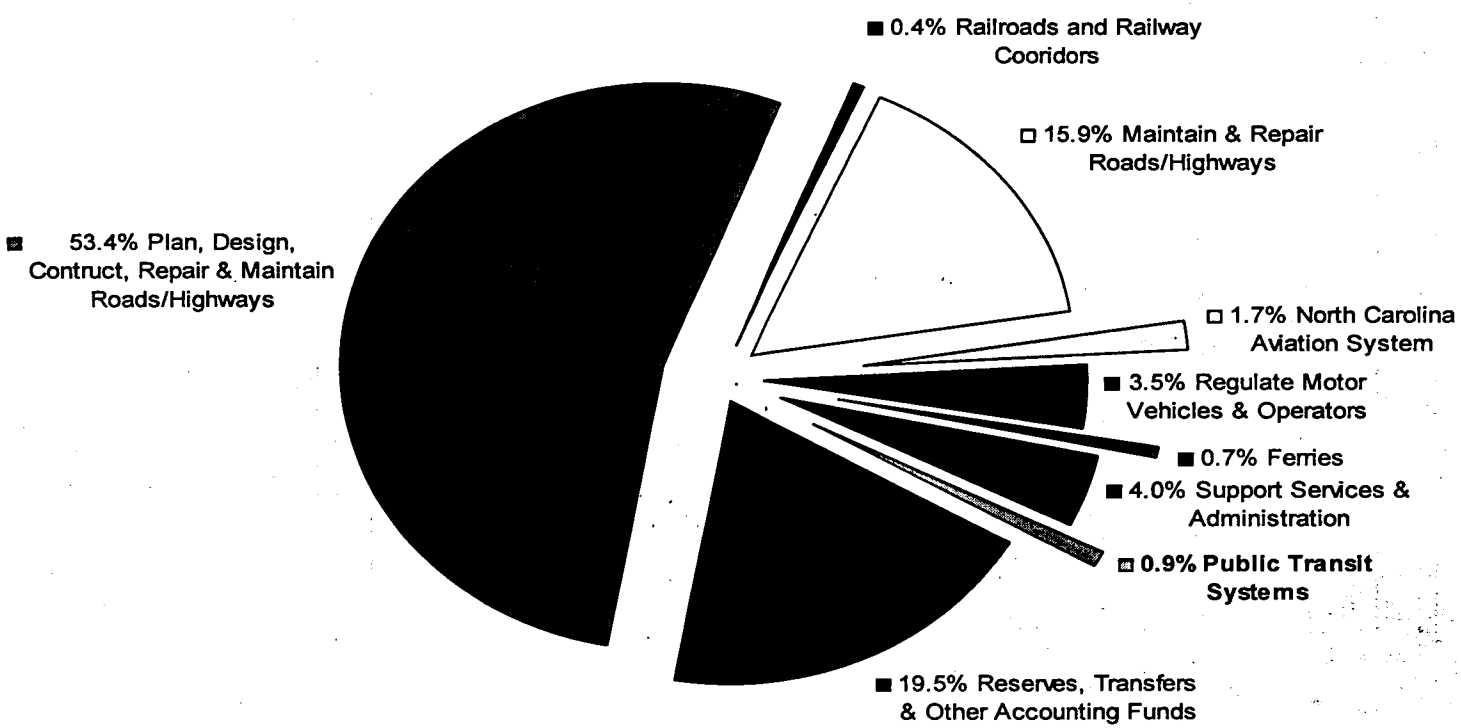
- Triangle Transit Authority and Charlotte initiated massive plans for expanding their services. These two systems alone have multi-million dollar plans for public transportation. North Carolina will need to be a partner in these plans.

North Carolina Public Transportation Association

Review of Governor's Budget Proposal

Comparision of 1998-99 Public Transit Budget to 1999-00 Proposed Budget		
	36 million Expansion Budget	
	-10 million Federal CMAQ funds	
	26 million State Funds in Expansion budget	
Rail		Transit
13,000,000	1998-99 State Public Transit Budget	13,000,000
(6,700,000)	FY 1998-99 Non-Recurring funds	(6,700,000)
6,300,000	1999-00 Continuation Budget	6,300,000
11,300,000	1999-00 $25 million Expansion Budget	13,700,000
17,600,000	**1990-00 Proposed Budget**	**20,000,000**
(13,000,000)	1998-99 State Public Transit Budget	(13,000,000)
4,600,000	Proposed growth in Public Transit Budget	7,000,000
	entire amount currently designated for TTA/Charlotte	←
Total proposed State budget for Public Transit = 37.6 Million		
Transit 2001 Report Recommendation calls for = 75.0 Million		

Transportation Program 1999-2000 Recommended Continuation Budget



Challenges faced today

- Low unemployment has created problems hiring core transit staff. Examples from Wilmington & Triangle.

- Use of "Technology" to improve operating efficiency and customer service are admiral goals, but it can be expensive. Example of alternative fuel buses and new fareboxes.

- New money has been well received but distribution should be simpler and there is a need to be flexibility. Examples from Polk County and CPTA.

NCPTA stands ready to help

- The members and staff of our association are committed to moving public transit in North Carolina forward.
- We will assist you in any way possible to fully implement the recommendations of the Transit 2001 Commission.
- Together we can make it happen.

DIVISION OF HIGHWAYS

OPERATION

ORGANIZATIONAL

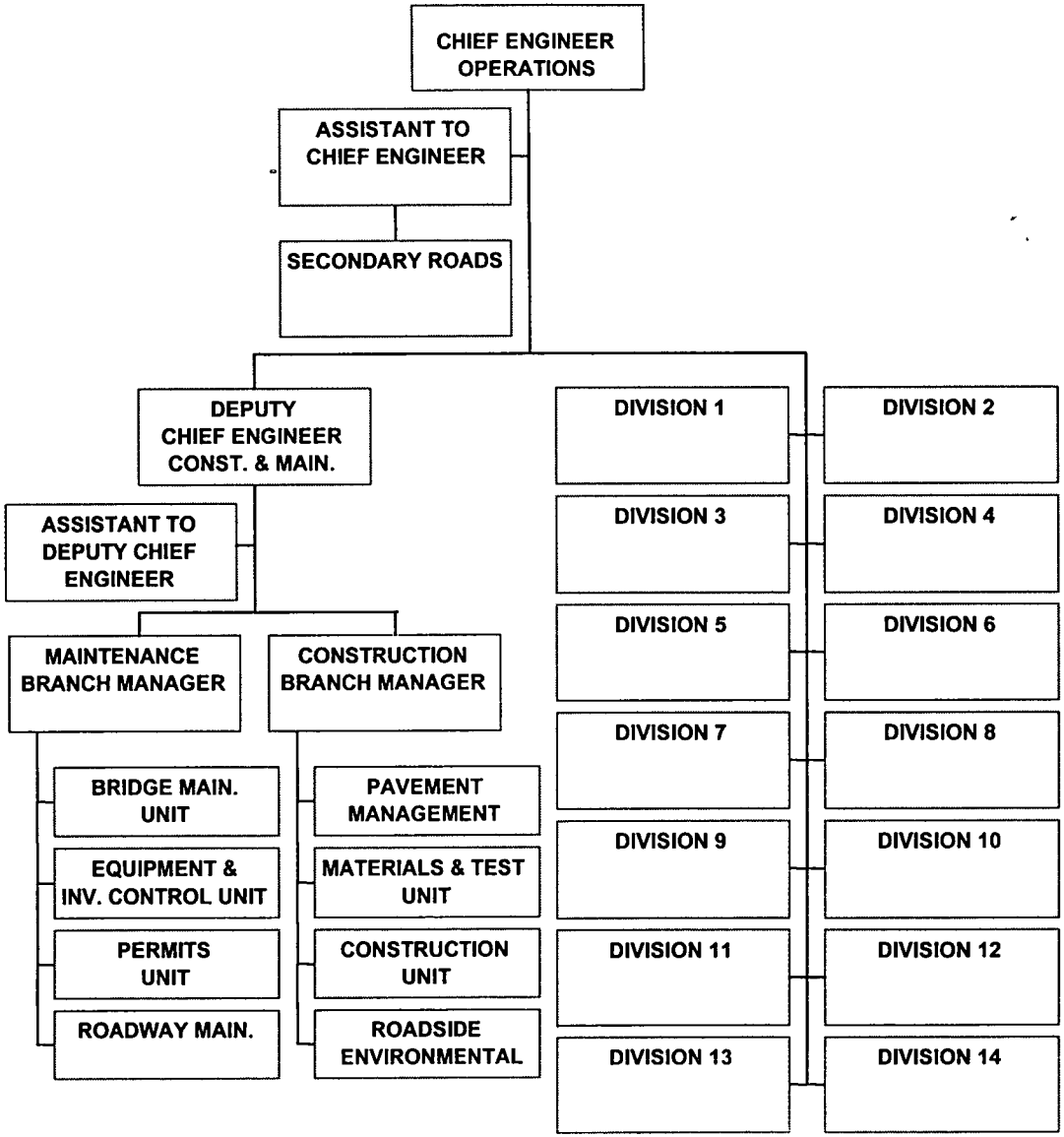
CHART

J. D. Goins, P.E.
Chief Engineer - Operations
March 1999

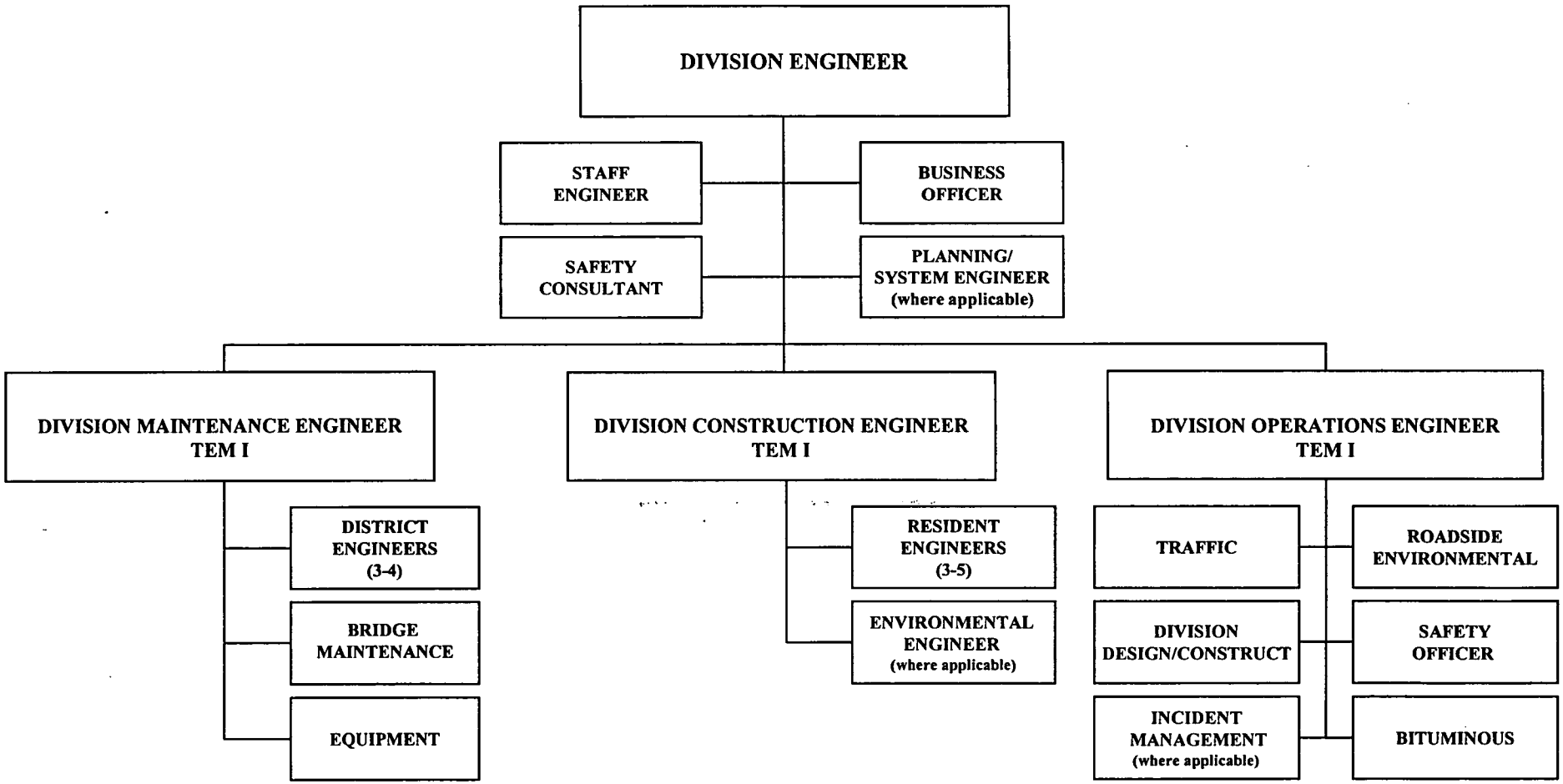
handout #2

North Carolina
Department of Transportation

OPERATIONS ORGANIZATION



DIVISION ORGANIZATION



CURRENT CONSTRUCTION STATUS

Highway Division	Number of Contracts	Amount of Contracts
1	12	$265,677,017.00
2	14	$173,561,339.00
3	18	$138,413,930.00
4	8	$63,979,894.00
5	29	$198,893,036.00
6	29	$125,292,595.00
7	27	$262,216,937.00
8	25	$160,073,231.00
9	15	$129,242,783.00
10	24	$149,683,061.00
11	10	$112,599,773.00
12	19	$49,215,577.00
13	22	$252,001,980.00
14	18	$55,879,371.00
Total	270	$2,136,730,524.00

CURRENT MAINTENANCE STATUS

North Carolina's highway system consists of 77,856 miles of roadway and 17, 145 structures. The Division of Highways within the Department of Transportation is responsible for maintaining this system. Since 1988, the number of lane miles of North Carolina's pave highway system has increased by 14.6 %, during the same time bridge deck areas has grown by 14.2 %. While the system continues to grow, the funds necessary to maintain it has remained relatively fat when adjusted for inflation.

STATEWIDE ANNUAL MAINTENANCE FUNDING PLAN

		Fiscal Year									
MAINTENANCE PROGRAMS	Total Backlog	1999-2000	2000-2001	2001-2002	2002-2003	2003-2004	2004-2005	2005-2006	2006-2007	2007-2008	2008-2009
Statewide Programs		$10.33	$10.62	$10.91	$11.21	$11.52	$11.84	$12.17	$12.50	$12.85	$13.21
Disaster/Emergencies		$32.00	$5.00	$5.00	$5.00	$5.00	$5.00	$5.00	$5.00	$5.00	$5.00
Total Routine Maintenance		$433.25	$457.18	$479.59	$503.01	$527.50	$553.11	$579.90	$607.94	$637.27	$667.97
Routine Maintenance Backlog	$225.00	$22.50	$23.18	$23.87	$24.59	$25.32	26.08	$26.87	$27.67	$28.50	$29.36
Total Routine & Backlog	$225.00	$455.75	$480.36	$503.46	$527.60	$552.82	$579.20	$606.77	$635.61	$665.77	$697.33
Total Maintenance Needs	$225.00	$498.08	$495.97	$519.37	$543.80	$569.34	$596.03	$623.94	$653.11	$683.62	$715.54
Contract Resurfacing	$70.00	$200.00	$210.00	$220.50	$231.53	$243.10	$255.26	$268.02	$281.42	$295.49	$310.27
Contract Resurfacing Backlog	$70.00	$7.00	$7.21	$7.43	$7.65	$7.88	$8.11	$8.36	$8.61	$8.87	$9.13
Total Resurfacing Backlog		$207.00	$217.21	$227.93	$239.17	$250.98	$263.37	$276.38	$290.03	$304.36	$319.40
GRAND TOTAL	$295.00	$705.08	$713.18	$747.29	$782.98	$820.32	$859.40	$900.31	$943.14	$987.98	$1,034.94

DIVISION OF HIGHWAYS

BRIDGE MAINTENANCE

Jimmy Lee, P.E.
State Bridge Maintenance Engineer
March 1999

North Carolina
Department of Transportation

FUNCTIONS

- Inspection
- Maintenance
- 17,143 Structures
  - 13,359 Bridges
  - 3,791 Culverts

INSPECTIONS

- 18 - 2 Person Above Water Teams
- 4 Underwater Teams
- 2 Special Inspections Teams
- 2 Year Mandatory Inspection Cycle
- Inspections Determine Maintenance Needs for the Next 2 Years

MAINTENANCE

- Force Account Bridge Replacement
  - Approximately $4 Million Annually
  - Replace Approximately 120 Structures
  - Very Small Structures in Poor Condition
- P O C Bridge Replacement
- Contract Work
- Drawbridge Contracts
- Small Business Enterprise

DIVISION OF HIGHWAYS

ROADSIDE ENVIRONMENTAL

Bill Johnson
State Roadside Environmental Engineer
March 1999

North Carolina
Department of Transportation

Erosion and Sediment Control

- 1998 Construction Projects
  - 107 TIP Projects Impacting 7,500 Acres
- 1998 Maint. / Bridge Maint. Projects
  - 978 Impacting 5,800 Acres

Vegetation Management

- 331,000 Acres Mowed Turf Area
  - Wake Co. has 553,000 Acres
- Centipede Initiative
  - 5 Mowings Reduced to 2 Mowings
  - Routine Mowing Cost $18 mil.
- Guardrail Initiative

Wildflowers / Landscaping

- 3500 Acres Wildflowers Funded by Sp. License Plate Fund and Fed. Hwy Enhancement Funds
- Nationally Recognized Program
  - Recent Contacts from Ark., Tenn., S.C.
- Use of Daylilies
  - Caldonia Prison Farm - 200,000 per year.

Rest Area / Welcome Centers

- 61 Total Facilities
- 32 Maintained by Private Contractor
- 18 Maintained by Vocational Rehabilitation Centers
- 11 Maintained by State Forces

Beautification

- Adopt-A-Highway in 1998 Collected 8.6 mil lbs. of Litter
- Litter Sweep - Spring & Fall Litter Pick-up with DOT Maint. Crews, Prisoners, and Volunteers
- Testing Litter Pick-up Machinery
- 1997 DOT Spent $3.6 mil. on Litter Pick-up
- 1998 . . . $4.7 mil.

VISITOR REGISTRATION SHEET

Joint Appropriations Subcommittee on DOT — March 17, 1999 PM

Name of Committee — **Date**

VISITORS: PLEASE SIGN IN BELOW AND RETURN TO COMMITTEE CLERK

NAME	FIRM OR AGENCY AND ADDRESS
Jane Walker-Payne	Greensboro Transit Authority Board Member - G'boro NC
Joyce H. Johnson	Greensboro Transit Authority Board Chairperson - Greensboro, NC
Ian Rose	UNC
Bob Wasson	N.C. Chapter - Sierra Club Raleigh
Dottie Schmit	KERR AREA TRANSPORTATION AUTHORITY PO BOX 246 HENDERSON, NC 27536 (KARTS)
Gronna Jones	City of Wilson - Wilson Transit System P.O. Box 10 Wilson, NC 27894
Milton Alford	OSBM
Karl Knapp	City of Winston-Salem
Terrance McAdoo	Greensboro Transit Authority
Deborah Baldwin	Piedmont Triad Accessible Trans Coalition 205 Grichar St HP NC 27262
Deirdre Becoat Walker	Durham Area Transit Authority P.O. Box 1612 Durham, NC 27702-1612

If Space Runs Out, Flip Over!

Nancy Nichols
Durham Area Transit Authority
PO Box 1612
Durham NC 27702-1612

Charlene Young
Durham Area Transit Authority
PO Box 1612
Durham, NC 27702-1612

Margaret Seale
Durham Area Transit Authority
PO Box 1612
Durham, NC 27702-1612

Zeb F Hanner
Davidson County Transportation System
301 E. Center St
Lexington N.C. 27292

FORREST PARLETTE
ALAMANCE COUNTY TRANS. SYSTEM, INC.
PO BOX 603
BURLINGTON, NC 27216

Tonya Bynum
Wilson County Transportation Division
PO Box 1728
Wilson NC 27894-1728

Andrea R. Force
Durham Area Transit Authority
P.O. Box 1612
Durham, NC 27702-1612

Dottie Neely
Triad Area Accessible Transit
P.O. Box 3388
Service for the Blind
Greensboro NC 27402-3388

Shawn Lemieux
Disabled Citizen
4109-A Woodlake Pl., Raleigh, NC 27607

Ednetta Ellis
436 Grosvenor DRIVE Raleigh NC 27615
Wake County Transit Coalition

VISITOR REGISTRATION SHEET

Joint Appropriations Subcommittee on DOT — March 17, 1999 PM

Name of Committee — **Date**

VISITORS: PLEASE SIGN IN BELOW AND RETURN TO COMMITTEE CLERK

NAME	FIRM OR AGENCY AND ADDRESS
Neal Mochel	Carrboro Transportation Advisor Board
Martha Barbee	Orange County Disability Council
Ron Lambe	Asheville transit Authority
John Emerson	NC DOT Bridge Maintenance
Bill Johnson	NCDOT Roadside Environmental
Helen Landi	NCDOT Beautification/Roadside Environm.
Chris Turner	AppalCART Boone NC
Sue Miller	Ashe County Transportation Authority West Jefferson, NC
Dorothy Witherspoon	ACTA, West Jefferson, NC
LEE A. McMILLAN	ACTA, WEST JEFFERSON NC
HORACE Thompson	Ashe County Transportation Authority, Ashe

VISITOR REGISTRATION SHEET

Joint Appropriations Subcommittee on DOT — March 17, 1999 PM

Name of Committee — **Date**

VISITORS: PLEASE SIGN IN BELOW AND RETURN TO COMMITTEE CLERK

NAME	FIRM OR AGENCY AND ADDRESS
JOE DAVIS	G'BORO. TRANSIT AUTHORITY – 2200 W. CORNWALLIS DR. 27408
Keith Anderson	NCDOT - 4009 District Drive, Raleigh
DONALD MCNEILL STEWART, JR	NC VICE PRESIDENT, CAROLINAS ASSN for PASSENGER TRANS 312 MURRAY HILL RD, FAYETTEVILLE, NC 28303-5141
Nancy E. Harrington	Greenville Area Transit City of Greenville, 1500 Beatty St., Greenville, NC 27834
Andy Henry	Guilford County Transportation 153 E. Lindsay St., Greensboro, NC 27401
Sharon Smiley	Greensboro Transit Authority 320 E. Friendly Ave. 27406
Jack Zimmerman	Greensboro Transit auth Board 320 E Friendly ave, G'boro, NC 27401
Ken Franklin	Project Manager [illegible] Staff [illegible]
Helen Tart	611 Monroe Dr, Raleigh 27604 Transit Advocate
Angela M Watson	City of High Point Transit System 716 W. Rivett Drive High Point, NC 27262
Carolyn S Allen	Mayor City of Greensboro PO Box 3136 Greensboro, NC 27402-3136

HOUSE AND SENATE APPROPRIATIONS SUBCOMMITTEE MEETING INDEX

The following meetings were held jointly:

February 23, 1999
February 24, 1999
February 25, 1999
March 2, 1999
March 3, 1999
March 4, 1999
March 9, 1999
March 10, 1999
March 11, 1999
March 16, 1999
March 17, 1999
March 18, 1999
March 24, 1999
March 25, 1999
March 31, 1999
April 1, 1999
April 6, 1999
April 7, 1999
April 8, 1999
April 13, 1999
April 14, 1999
May 4, 1999

The following meetings were held with House members only:

May 12, 1999	House Bill 815 and House Bill 1029 were discussed
May 20, 1999	House Bill 1029 and Senate Bill 233 were discussed
May 27, 1999	
July 1, 1999	Senate Bill 233 was discussed

The following meetings were held with Senate members only:

June 9, 1999 AM
June 9, 1999 PM
June 15, 1999

Joint Appropriations Subcommittee on Transportation
March 18, 1999
1:00 p.m.
Room 1228

Agenda

Chair: Representative Jim Crawford

Transportation Operations Budgets (Governor's North Carolina State Budget, Transportation, Volume 6, pp. 25-26, 29-30, 33, 34-35, 41-42, 45-47, 52-71)

Wayne Stallings *Chief Financial Officer, DOT*

Transportation Administration

Manny Marbet *Deputy Secretary – Administration, DOT*

Management Information Systems

Paul Roberts *Director, Management Information Systems, DOT*

Facilities Design, Construction and Maintenance

Cameron Lee, *General Services Director, DOT*

Transportation Administration Budgets (Governor's North Carolina State Budget, Transportation, Volume 6, pp. 3-21)

Wayne Stallings *Chief Financial Officer, DOT*

MINUTES
JOINT APPROPRIATIONS SUBCOMMITTEE ON TRANSPORTATION
MARCH 18, 1999

The Joint Appropriations Subcommittee on Transportation met on Wednesday, March 18, 1999 in Room 1228/1327 of the Legislative Building at 1:00 p.m. The following members were present: Chairman Jim Crawford, Representatives Cole, Allred, Barbee, Gulley, Hurley, McMahan, Melton, and Saunders. One senator attended. Evan Rodewald and Bob Weiss, staff counselors, attended. A visitor registration list is attached and made part of these minutes.

Chairman Crawford introduced the pages for the day and recognized a group representing Leadership Lee County. He then introduced Wayne Stallings, Chief Financial Officer, DOT. Wayne handed out information and discussed preconstruction and operation expenditures by sections for the 1997-98 fiscal year for clarification purposes from a previous meeting. Senator Gulley questioned the expenditures for the engineer trainee program and reversion of unexpended funds. Personnel staff will provide additional information at the next meeting. He then introduced Manny Marbet, Deputy Secretary, who presented information on three areas of his responsibility, internal audit, management assessment unit, and civil rights and business development. Manny introduced members of his staff.

Chairman Crawford introduced Paul Roberts, Director, Management Information Systems, to report on the status of his area (handout). Paul reported that one of the greatest challenges is maintaining a stable employee base. Many staff leave for higher paying positions; however, DOT is working with State Personnel to rectify the situation. His division has been recognized statewide as well as nationally for their progress in upgrading the technology systems in the division and dealing with the Y2K efforts. All system upgrades and testing should be completed by September 1. Work has been done to ensure that DOT vendor systems are compatible with Y2K.

Chairman Crawford introduced Cameron Lee, General Services Director. Mr. Lee discussed the three areas under his supervision and their responsibilities (handout).

Chairman Crawford adjourned the meeting at 1:50 to reconvene at 2:30 p.m., March 23.

Respectfully submitted,

J. W. Crawford Jr.
Representative Jim Crawford
Chairman

Linda S. Winstead
Linda S. Winstead
Committee Assistant

VISITOR REGISTRATION SHEET

JT. APPROP. - TRANSPORTATION - 3/18/99 1:00 PM

VISITORS: PLEASE SIGN BELOW AND RETURN TO COMMITTEE CLERK

NAME	FIRM OR AGENCY
1. [illegible]	Capitol Group
2. [illegible]	NCDOT
3. [illegible]	NCDOT
4. [illegible]	NCDOT
5. [illegible]	NC DOT
6. [illegible]	United Transportation Union
7. [illegible]	OSBM
8. DANNY DEVANE	NCDOT
9. [illegible]	Leadership
10. MARSHALL PAYNE	Leadership Sanford
11. TODD SNYDER	LEEDERSHIP SANFORD
12. [illegible]	" "
13. JIM POWERS	" "
14. [illegible]	" "
15. Paige Murphy	" "
16. VIVAN CHRISTMAN	LEEDERSHIP SANFORD
17. JEFF IVES	" "
18. Van Blanton	" "
19. Brian Davis	" "
20. SCOTT KITTRELL	" "
21. GEORGE HARVEY	" "
Meridee Benton	NC DOT

VISITOR REGISTRATION SHEET

VISITORS: PLEASE SIGN BELOW AND RETURN TO COMMITTEE CLERK

NAME	FIRM OR AGENCY
1. Rob Chapman	Leadership Sanford
2. Jim Jones	Leadership Sanford
3. Stephen Jones	Guest of Bob Samuels
4. David Jones	" " "
5. Jaclyn Dixon	
6. Charles Cramer	Intern: Rep Easterling
7. PAUL ROBERTS	ncatl
8. James T. Bunn	NCDOT
9.	" "
10.	
11.	
12.	
13.	
14.	
15.	
16.	
17.	
18.	
19.	
20.	
21.	

N.C. Department of Transportation, Division of Highways
Preconstruction Expenditures during 1997-98

	Administration			Expenditures Charged to Projects			
	Code	Page	Expended	Total	In House	Contracted	Other (1)
Assistant Administrator, Preconstruction	1080	30	$ 388,255				
Computer Systems for Engineering	2360	34	251,735				
Planning and Environmental	2380	44	443,809	$ 13,976,912	$ 5,322,163	$ 8,654,749	
Highway Design	2210	40	4,210,339	85,226,445	49,875,223	35,351,222	
Right of Way	2330	43	3,153,788	219,061,818	10,244,030	11,595,259	$ 197,222,529
Traffic Engineering	2320	72	2,614,158	19,289,373	17,485,759	1,803,614	
Total			$ 11,062,084	$ 337,554,548	$ 82,927,175	$ 57,404,844	$ 197,222,529

(1) Right of way acquisition costs.

#1

N.C. Department of Transportation, Division of Highways
Operations Expenditures during 1997-98

	Administration			Expenditures Charged to Projects			
	Code	Page	Expended	Total	In House	Contracted	Other (1)
Chief Engineer	1030	29	$ 756,272				
Secondary Roads Office	1060	30	201,926				
Support Services	2350	33	624,923				
Engineer Trainee Program	2420	34	1,436,389				
Construction Department	2240	41	2,305,618	$ 876,418,718	$ 71,641,440	$ 799,478,801	$ 5,298,477
Maintenance Department	2230	70	4,001,489	53,395,838	43,522,115	9,661,705	212,018
Division One (Edenton)	2010	52	1,175,152	36,761,939	24,128,548	12,526,027	107,364
Division Two (Greenville)	2020	53	1,305,409	34,154,336	25,196,863	8,900,647	56,826
Division Three (Wilmington)	2030	54	1,306,495	31,762,735	22,674,510	8,884,577	203,648
Division Four (Wilson)	2040	56	1,379,981	36,868,711	24,366,720	12,165,688	336,303
Division Five (Durham)	2050	57	1,318,559	45,602,330	32,298,702	10,967,933	2,335,695
Division Six (Fayetteville)	2060	58	1,230,958	36,770,481	24,583,895	11,796,051	390,535
Division Seven (Greensboro)	2070	60	1,345,629	34,544,579	26,554,581	6,811,385	1,178,613
Division Eight (Aberdeen)	2080	61	1,310,968	39,523,674	25,781,832	13,503,551	238,291
Division Nine (Winston-Salem)	2090	62	1,155,668	34,612,686	22,975,278	10,979,219	658,189
Division Ten (Albemarle)	2100	64	1,386,963	34,883,929	26,596,887	7,067,437	1,219,605
Division Eleven (North Wilkesboro)	2110	65	1,253,016	50,783,647	31,960,333	18,095,783	727,531
Division Twelve (Shelby)	2120	66	1,203,719	36,090,655	25,354,468	10,139,876	596,311
Division Thirteen (Asheville)	2130	67	1,175,318	38,362,115	26,816,833	11,453,244	92,038
Division Fourteen (Silva)	2140	68	1,235,036	44,459,073	32,223,341	11,801,255	434,477
Total			$ 27,109,488	$ 1,464,995,446	$ 486,676,346	$ 964,233,179	$ 14,085,921

(1) Payments to municipalities.

#2

Unit: INTERNAL AUDIT

Employees: 11

MISSION STATEMENT:

Internal Audit has the responsibility of providing comprehensive audit coverage of all divisions within the NCDOT; and by a written commitment to the Federal Highway Administration (FHWA), as a condition for continued funding, performs audits on all areas of FHWA appropriations within the NCDOT.

MAJOR AREAS OF RESPONSIBILITY:

- Prevent fiscal fraud and assist in establishing procedures to prevent fraud
- Internal Audit has the authority to audit all parts of the NCDOT and shall have full and complete access to any of the organization's records, physical properties, and personnel relevant to the performance of an audit
- Meet with units being audited to discuss scope of audit
- Provide findings and recommendations to unit managers and senior staff for action
- Prepare guidelines and instructions for fiscal integrity

Unit: MANAGEMENT ASSESSMENT UNIT

Employees: 7

MISSION STATEMENT:

The Management Assessment Unit has the responsibility of managing security systems for all DOT buildings; establishing safety procedures; coordinating information security activities and employee parking and maintaining records retention inventory.

MAJOR AREAS OF RESPONSIBILITY:

- Administer standards for various security measures in the Raleigh buildings
- Supervise and coordinate NCDOT security guards in Wake County
- Investigate theft, misuse of state property, workplace violence, etc…
- Assist SBI or local law enforcement with any investigation involving DOT
- Administer identification badge program; oversee card access program
- Administer evacuation programs for fire, bomb threat, and tornadoes etc…
- Assist in administering the Crime Watch/Fire Watch program
- Conduct routine security/physical loss prevention inspections throughout DOT statewide
- Conduct telecommunication audits throughout DOT statewide for compliance with Telecommunication Policy
- Administer NCDOT Employee Vehicle Parking program
- Assist the Department of Cultural Resources with records retention processes, preservation and custody of departmental records

Unit: CIVIL RIGHTS & BUSINESS DEVELOPMENT

Employees: 13

MISSION STATEMENT:

The mission of the Civil Right and Business Development Section is to advocate, administer, implement and monitor the Department of Transportation's external equal employment opportunity programs.

MAJOR AREAS OF RESPONSIBILITY:

- Managing the Disadvantaged Business Enterprise Program for Federal-aid projects
- Managing the On-The-Job Program
- Managing the Title VI Program as prescribed for recipients for Federal funds
- Managing the MB/WB Development Program (Coaches)
- Providing outreach advocacy to community based organizations
- Maintain a ledger of MBE and DBE participation in DOT projects and the dollar amounts

#4

NCDOT INFORMATION SYSTEMS TECHNOLOGY

Legislative Brief **1999**

Our Mission

The mission of Information Systems Technology is to provide information technology leadership by exploring, evaluating, installing and supporting technology to meet the business needs of the Department of Transportation.

Organizational Structure

Information Systems Technology (IST) reports to Manny Marbet, Deputy Secretary for Administration. Mr. Marbet reports directly to Norris Tolson, Secretary of Transportation. As an organization, we are responsible for the computing systems backbone of the entire Department of Transportation. In this role we actively interface with every unit and division within the department to provide them with technology tools necessary to perform their jobs efficiently end effectively.

Currently, the organization consists of ninety-eight (98) full time employee positions. As of March, eighty-two (82) of these positions are filled with sixteen (16) posted for hire or in the interviewing process. (NOTE: Hiring of employees is a subject discussed later under the header "Major Issues and Challenges"). In addition, we currently have on contract approximately 220 systems programmers actively working on both new system development and maintenance of our Legacy systems.

The following employees are our key management staff for technology:

Paul A. Roberts, Director and Chief Information Officer

Duane Smith, Manager, DMV Systems

Rick Swartwood, Manager, Database Administration and Structure

Dorothy Watson, Manager, Administrative/Multimodal Systems

Jason MacEntee, Manager, New Technology Engineering

Open Position, Manager, Highway Support Systems

Ivey Palmer, Program Management Office

In This Report

- Mission Statement
- Organizational Structure
- Major Issues and Challenges
- Future Initiatives
- Success Stories

Major Issues and Challenges

The major issues and challenges facing DOT in regards to technology are as follows:

➢ Maintaining a Stable Employee Base

We currently have sixteen vacant positions within IST. Of the last sixteen employees who have left our employment, ten or 62.5% left for higher paying jobs in the Research Triangle Park. Four (25%) left for promotional opportunities with other State agencies. The remaining two left for health reasons and spousal relocation. In attempting to fill these positions, we are finding that we get (1) very few applications, and (2) poorly qualified applicants from those who do apply. This forces the unit to perform more and more tasks with contract labor. Failure to build and retain a strong employee base is inherently dangerous in that no long-term corporate knowledge is developed. We anticipate no changes in this labor market environment in the RTP/Capital area over the next decade. As long as there is practically zero unemployment in the field of technology in our immediate area, hiring of qualified system developers will be difficult.

➢ Rapid Changes in Technology

As we see each night on television and read in the trade journals, the life cycle of business systems is growing shorter and shorter. Gone are the days where an application program can exist and function to meet the business needs for greater than 20 years. These rapid changes in technology have a cascading affect. It is critical to stay as current as possible with technology yet this does not occur without corresponding costs. We, as an industry are now building systems smarter and in a more orderly fashion than ever before. As we follow the trends attributable to society such as the massive movement of business and government transactions to the internet, we will be required to stay lock-step with industry to provide current, cost effective services to the citizens of North Carolina. We will do this through effective benchmarking with other States and governmental agencies as well as teaming activities with private industry.

➢ Training of Employees

To stay abreast of the rapidly changing technology environment, it is critical that we continuously refine and tune our human resources. To this end, we actively seek appropriate training at the right time to support the evolutionary process of technology. Wherever possible, we employee the train-the-trainer concept to maximize our training yield for the dollars invested.

Future Initiatives

For our future and progression to serve the citizenry in the most efficient, professional manner possible, we have identified eight strategies. These include:

➢ Movement Towards More Interactive Citizen Services (E-Commerce)

Over the next few years, we anticipate a strong drive by our leadership and demand by our citizen population for the development and deployment of E-Commerce capabilities in all areas where DOT interfaces with the public. Other states have moved to web-based applications such as tag renewals and other applications. To accommodate such changes in our way of doing business, we must prepare our systems to accommodate Internet interaction in a controlled process.

➢ Quality Assurance Progression

In order to deliver the best products at the lowest costs, it is imperative that we are actively engaged in a continuous improvement stream in all areas of

how we do business. Borrowing a success model from the military and aerospace industry, we will continue to actively pursue increased levels of productivity through application of management science techniques. In our Strategic Plan, we have identified a goal of achieving a SEI Level III across all DOT applications within five years. This is a realistic goal with quantifiable rewards. Attachment 1 provides a SEI CMM Matrix that describes the varying levels of maturity and the associated projection of time/dollar savings. Our goal is to posture our organization over a five-year period for a ten-fold yield in productivity using proven processes and models.

➢ Reduction in the Cost of Computing Services through SIPS

The lion's share of all costs incurred by the Department are not expenses we directly control but rather variable costs for computing services through SIPS. We will be focusing this year on evaluating each and every service requirement, its associated cost and the availability of alternate technologies or methods that would allow us to reduce these costs. Some of these types of cost savings approaches are:

- Converting the remaining SNA system connections (co-axial cables) to TCPIP (telephone lines).
- Evaluating the cost of mainframe processing for various sized component systems within DOT in comparison with Client Server processing.
- Eliminating "Green Screen" end user components so multiple programs (i.e., email systems) are not required based on hardware limitations.
- Assisting SIPS in defining a quantifiable billing system for services.

➢ Definition and Enforcement of CORE Systems

Over the years, purchase and use of applications programs has occurred in a non-structured fashion. Applications were purchased independently by operating units to meet specific needs of the time. The resultant technical environment consisted of a plethora of programs and versions of programs throughout the Department. With this large variation in product, demands were high on technical support services because it required the support staff to be capable of servicing multiple packages that basically performed the same function. To reduce this variability and the subsequent level of expertise required, we are in the process of defining "core" systems that will become the standard for all DOT applications. By this means, we will no longer have to retain expertise in duplicative packages and can focus both our support and training in a more effective and efficient manner.

➢ Integration of Project Management Tools to Allow Detailed and Aggregate Program Management

We are in the process of laying the foundation for the use of detailed project management tools that allow each project manager to monitor and manage workloads and output of each individual element of work comprising a project both through time and dollar measurements. Subsequently, these individual project reports can be combined and roll up to an aggregate level providing insight into the entire enterprise operation. With these types of tools, managers are better postured to make changes to meet schedule and production goals as problems occur or changes are required. It is our goal to have full system roll-up capability for all technology projects by fall of 1999.

Success Stories

In December of 1998, the Department achieved a Software Engineering Institute Capability Maturity Model (SEI CMM) Level III on our Year 2000 program.

This is a significant achievement for state government. NCDOT is the first government agency in the nation to achieve a SEI CMM Level III and the first Year 2000 program in the nation (either public or private) to achieve a Level III. The majority (estimated at 95%) of software developers throughout the nation operate at a Level I. Attachment 1 illustrates the SEI CMM Model flow. We are now taking all improvements and lessons learned in this achievement and propelling the methodology across all of our development programs.

Our Year 2000 efforts are currently 85% complete. All major systems have been remediated or replaced with the exception of those still in development. For those still in the development phase, our schedules indicate completion by September of 1999.

SYSTEM RETIREMENTS

Our portfolio assessment and systems cleaning over the last year has allowed us to retire 52 systems within DOT. Some of the systems were no longer required, some have been replaced by new stand-alone systems and others have been wrapped into new development projects.

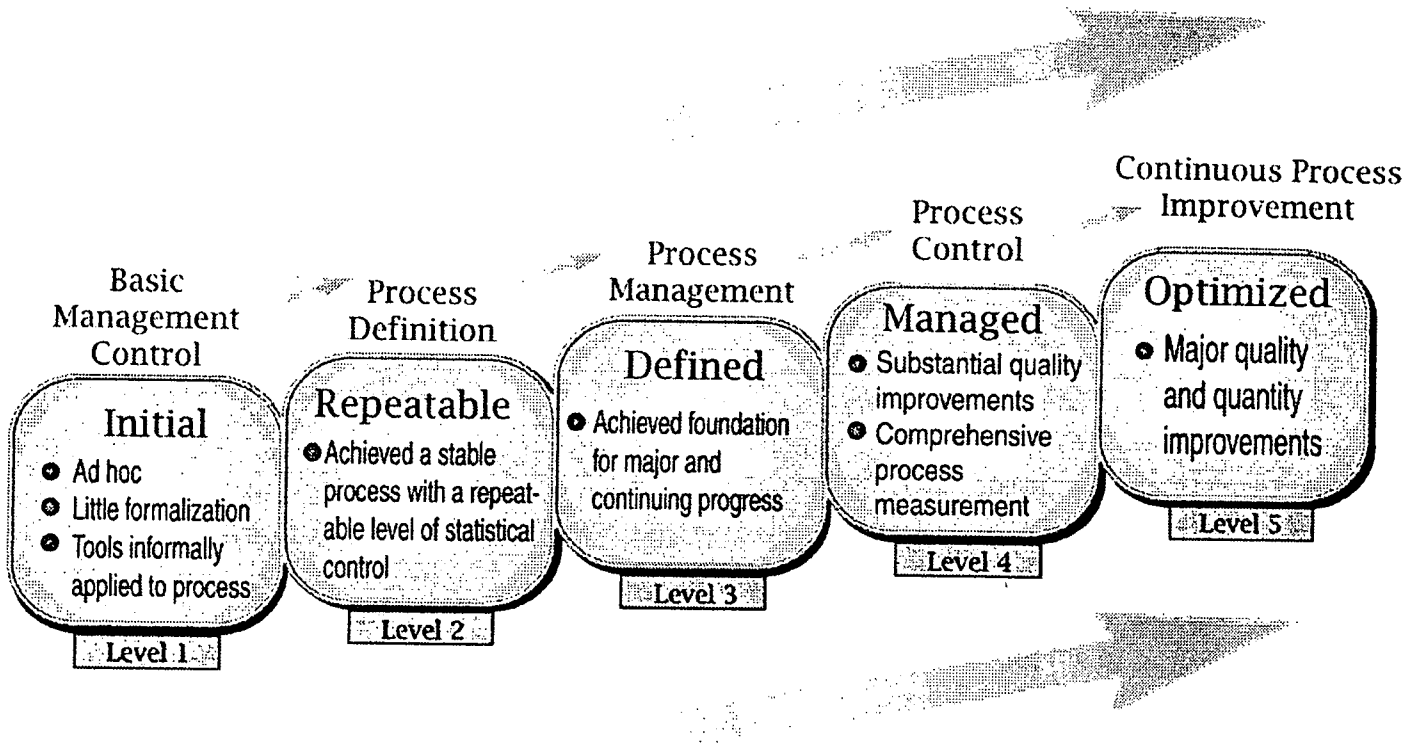
Over the last year, we have migrated our CICS (our base transaction operating system for the mainframe) from Version 2.1 to Version 4.1. This provided the required base platform to allow us to utilize new technologies and program development methods. Endeavor migration has allowed us to be in a position to have executable source code and synchronize all mainframe portfolio enhancements under the concept of enterprise processing. For example, it allows maintenance changes to be made outside the operating system and subsequently synchronized into the operating module. This provides the capability to do extensive maintenance without any "live" system impact.

STARS, the North Carolina State Title and Registration Systems continues to be a showpiece for the State. We have now been fully functional for overvtwo years with little to no problems. The STARS program is recognized nationwide as the best system of this type available. STARS continues to prove its worth to our citizens through high volume transaction processing with virtually no downtime. It is truly a North Carolina success story.

The NCDOT Grants Administration System is an example of the application of a new productivity tool to an old program. When faced with the challenge of rewriting our old AS-400 system program for Y2K compliance, our New Engineering Technology group searched and found a tool to convert the AS-400 dependent system to a Client Server based system. Using this conversion tool allowed the project to complete in one half the time of new development.

The SEI Capability Maturity Model (CMM)

CMM Improvement Process



IT organizations certified compliant at SEI CMM Level 3 produce **higher quality** software, **faster**, **cheaper**, and with **fewer resources** than Level 1 organizations.

The following graph are sample project statistics from development projects in excess of 200K lines of code.

Organization's CMM Level	Calender Months	Level of Effort	Defects Shipped	Median Cost	Lowest Cost	Highest Cost
Level 1	30 mos.	600 person mos.	61	$5.5M	1.8M	$IOO+M
Level 2	18.5 Mos.	143 person mos.	12	$1.3M	$.96M	$1.7M
Level 3	15 mos.	80 person mos.	7	$.728M	$.518M	$.933M

Source. Master Systems Inc

Many organizations are outsourcing management of their software applications to inherit best practices and to expedite progress to higher levels within the CMM.

Attachment #1

Name	Owner	Type of Project	Platform	Tiers (if C/S)
Adopt-a-Highway Data System	Dot Watson	Application Maintenance	Mainframe	
Asphalt Job Mix Formula: Asphalt Plans (legacy)	Dot Watson	Application Maintenance	Mainframe	N/A
BAMS	Dot Watson	Application Maintenance	Mainframe	
Bridge Maintenance	Dot Watson	Application Maintenance	Mainframe	
BSIP	Dot Watson	Application Development	Client Server	n
Comprehensive Approved Products Listing	Dot Watson	Application Maintenance	Mainframe	
Construction System	Dot Watson	Application Maintenance	Mainframe	
Design Services Bidding System	Dot Watson	Application Maintenance	Mainframe	
Equipment/Inventory/Fuel Issues (Fiscal)	Dot Watson	Application Maintenance	Mainframe	
Erosion and Sediment Control	Dot Watson	Application Maintenance	Mainframe	
Federal Authorization System	Dot Watson	Application Maintenance	Standalone	1
Fiscal	Dot Watson	Application Maintenance	Mainframe	
Form 1032 (Bridge Maintenance)	Dot Watson	Application Maintenance	Standalone	1
Fuel Master Conversion System (legacy)	Dot Watson	Application Maintenance	Standalone	1
Fuel Master Conversion System (new)	Dot Watson	Application Development	Standalone	1
GAAS (Legacy)	Dot Watson	Application Maintenance	AS/400	
Grievance Tracking System	Dot Watson	Application Maintenance	Mainframe	
Highway Location Inventory Update	Dot Watson	Application Maintenance	Mainframe	
Highway Performance Monitoring System	Dot Watson	Application Maintenance	Mainframe	
Imprest Cash System (legacy)	Dot Watson	Application Maintenance	Standalone	1
Imprest Cash System (new)	Dot Watson	Application Development	Standalone	1
Inmate Labor	Dot Watson	Application Maintenance	Mainframe	
Invoice & Tracking System	Dot Watson	Application Maintenance	Mainframe	

Traffic Counts	Dot Watson	Application Maintenance	Mainframe	
Traffic Engineering Accident Analysis (Merge)	Dot Watson	Application Maintenance	Mainframe	
Traffic Ordinances	Dot Watson	Application Maintenance	Mainframe	
Train System	Dot Watson	Application Maintenance	Mainframe	
Incident Management	Dot Watson	Application Development	Client Server	2
Signal Inventory	Dot Watson	Application Maintenance	Mainframe	
Worker's Compensation (old)	Dot Watson	Application Maintenance	Standalone	1
Asphalt Job Mix Formula: Asphalt Plans (new)	Duane Smith	Application Development	PC	2
Bad Check Management	Duane Smith	Application Development	Mainframe	N/A
Bids Diskette System	Duane Smith	Application Maintenance	PC/Base	N/A
Bridge Damages Program	Duane Smith			
Civil Rights Statistical System	Duane Smith	Application Client Server	MS Access	N/A
Contractor Directory System	Duane Smith	Application Client Server	Sybase/Unix	2
Crash Reporting Legacy System	Duane Smith	Application Maintenance	Mainframe	N/A
Crash Reporting System (new)	Duane Smith	Application Development	NT	N
Dealer Legacy System	Duane Smith	Application Maintenance	Mainframe	N/A
Dealer System (new)	Duane Smith	Development	Mainframe	N/A
Drivers License System	Duane Smith	Application Maintenance	Mainframe	N/A
Emissions System (legacy)	Duane Smith	Application Maintenance	Mainframe	N/A
Emissions (new)	Duane Smith	Application Development	Mainframe	N/A
Financial Security	Duane Smith	Application Maintenance	Mainframe	N/A
Fuel Tax	Duane Smith	Application Development	Mainframe/ Client Srv	3

Logo System	Dot Watson	Application Maintenance	Mainframe	
Maintenance Management (legacy)	Dot Watson	Application Maintenance	Mainframe	
Materials & Tests Certifications Reference Files	Dot Watson	Application Maintenance	Mainframe	
Materials & Tests System	Dot Watson	Application Maintenance	Mainframe	
NCDOT Parking System	Dot Watson	Application Maintenance	Standalone	1
Pavement Condition Survey: Pavement Mgmt	Dot Watson	Application Maintenance	Mainframe	
Payroll	Dot Watson	Application Maintenance	Mainframe	
PD-118 Automated Logging System	Dot Watson	Application Maintenance	Mainframe	
Permits	Dot Watson	Application Maintenance	Mainframe	
Personnel Administrative Management System (PAMS)	Dot Watson	Application Maintenance	Client Server	2
Personnel-Retirement	Dot Watson	Application Maintenance	Mainframe	
Personnel's Logging System	Dot Watson	Application Maintenance	Mainframe	
Planning Supplementary Data	Dot Watson	Application Maintenance	Mainframe	
Planning-Secondary Roads	Dot Watson	Application Maintenance	Mainframe	
Project & HIP Cross-Reference	Dot Watson	Application Maintenance	Mainframe	
Project Management Cross-Ref System	Dot Watson	Application Maintenance	Mainframe	
Project Master Scheduling System (PMSS)	Dot Watson	Application Maintenance	Mainframe	
Purchasing Tracking System	Dot Watson	Application Maintenance	Mainframe	
Recycle Products and Solid Waste System	Dot Watson	Application Maintenance	Mainframe	
Right of Way Area Data Systems	Dot Watson	Application Maintenance	Mainframe	
Right of Way Encroachments Index	Dot Watson	Application Maintenance	Mainframe	
Right of Way Management System	Dot Watson	Application Maintenance	Mainframe	
Shared Leave System	Dot Watson	Application Maintenance	Mainframe	
State Roads - Posted Roads	Dot Watson	Application Maintenance	Mainframe	

HICAMS	Duane Smith	Application Maintenance	Client Server	2
International Registration Plan (legacy)	Duane Smith	Application Maintenance	Mainframe	N/A
International Registration Plan (new)	Duane Smith	Application Development	Mainframe	N/A
Liability Insurance Tracking & Enforcement System (LITES) (legacy)	Duane Smith	Application Maintenance	Mainframe	N/A
Liability Insurance Tracking & Enforcement System (LITES) (new)	Duane Smith	Application Development	Mainframe	N/A
License, Notices & Theft System	Duane Smith	Application Development	Mainframe	N/A
Maintenance Management	Duane Smith	Commercial-Off-The-Shelf System Procurement/Implementation.	TBD	TBD
Material Safety Data Sheet Inv Control Version	Duane Smith			
Motor Carrier System (legacy)	Duane Smith	Application Maintenance	Mainframe	N/A
Motor Carrier Safety	Duane Smith	Application Maintenance	Standalone	N/A
Motor Carrier System (new)	Duane Smith	Application Development	Mainframe	N/A
Motor Fleet System	Duane Smith			
School Bus Safety System	Duane Smith	Re-engineering	Client Server	1-tier
State Titling and Registration System (STARS)	Duane Smith	Application Maintenance	Mainframe	N/A
Subcontract System	Duane Smith	Application Maintenance	Mainframe	N/A
Traffic Engineering Accident Analysis (new)	Duane Smith	Application Development	Client Server	n
Enterprise PMO	Ivey Palmer	Administrative	n/a	n/a
Janitorial Contracts System	Jason MacEntee	Application Development	Standalone	1
12 Month Letting List II	Jason MacEntee	Application Development	Standalone	1
12-month Letting Report	Jason MacEntee	Application Maintenance	Web	3

Child Remittance System II	Jason MacEntee	Application Maintenance	Web	3
Citizen Action Reporting System	Jason MacEntee	Application Development	Web	n
Computer Based Training	Jason MacEntee	Application Maintenance	Web	1
Correspondence System II	Jason MacEntee	Application Maintenance	Web	3
Grants Administrative Automation System II	Jason MacEntee	Application Development	Web	n
Information Technology Project Reporting System	Jason MacEntee	Application Maintenance	Web	3
IST Contractor Database	Jason MacEntee	Application Maintenance	Standalone	1
Legislative Tracking System II	Jason MacEntee	Application Maintenance	Web	3
LT-24 Automation	Jason MacEntee	Application Maintenance	Web	3
Maintain Application/ Web Server	Jason MacEntee	Network Maintenance	NT	n/a
Maintain Database Server	Jason MacEntee	Network Maintenance	NT	n/a
ncDOTnet (NCDOT web pages)	Jason MacEntee	Application Maintenance	Web	n/a
ncDOTnet Control Panel	Jason MacEntee	Application Maintenance	Web	3
ncDOTnet Web Spider	Jason MacEntee	Application Maintenance	Web	n
PD-118 Automated Logging System II	Jason MacEntee	Application Maintenance	Web	3
Personnel Training II	Jason MacEntee	Application Development	Web	3
Private Engineering Firm Project Data II	Jason MacEntee	Application Maintenance	Web	3
Public Transportation Contacts Database	Jason MacEntee	Application Maintenance	Standalone	1
Roadway: Municipal Street Fiscal Data II	Jason MacEntee	Application Maintenance	Standalone	1
School Bus Safety System	Jason MacEntee	Application Maintenance	Standalone	1
SLC Automated Incident Reporting System	Jason MacEntee	Application Maintenance	Web	3
State Highway Administrators Vacancy Approval Tracking	Jason MacEntee	Application Maintenance	Standalone	1
Telephone & Utility Billing System II	Jason MacEntee	Application Maintenance	Web	3
Workmans Compensation System II (Risk Master)	Jason MacEntee	Application Development	Client Server	2

Database Control Modules	Rick Swartwood	Application Maintenance	Mainframe	n/a
DMV Stars Imaging System	Rick Swartwood	Application Maintenance	OS/390, OS/2 LAN, OS/2, NT	3
DOT Commercial Accounts Imaging System	Rick Swartwood	Application Maintenance	OS/390, Server, WS	3
DOT Safety & Loss Control Worker's Compensation Imaging System	Rick Swartwood	Application Maintenance	OS/390, Server, WS	3
DMV Drivers License Medical Imaging System	Rick Swartwood	Application Maintenance	OS/390, WS	2
DMV Enforcement Safety Imaging System	Rick Swartwood	Application Maintenance	OS/390, WS	2
ImagePlus Migration to V3.1	Rick Swartwood	Application Maintenance	OS/390, Server, WS	3
ICPF Migration to Input Accel	Rick Swartwood	Product Installation	OS/390, WS	3
DMV Enforcement Dealer Imaging System	Rick Swartwood	Application Development	OS/390, WS	2
DMV LITES Imaging	Rick Swartwood	Application Development	OS/390, Server, WS	2
DMV Fiscal Imaging	Rick Swartwood	Application Development	OS/390, WS	3
DOT Employee Imaging System	Rick Swartwood	Application Development	OS/390, WS	2
DOT Internal Audit Imaging	Rick Swartwood	Application Development	OS/390, WS	2
DOT Fiscal FaxRouter Upgrade	Rick Swartwood	Product Installation	OS/390, Server, WS	3
Telecommuting	Robert Council	Administrative	n/a	n/a
Year 2000 PMO	Stacie Keyser	Administrative	n/a	n/a
CMM	Susan Kinman	Administrative	n/a	n/a

DEPARTMENT OF TRANSPORTATION

General Services Division

The "***General Services Division***" consist of

(1) Facilities Design, Construction and Maintenance
(2) Support Services
(3) Property Management

Total personnel compliment is 107. Administrative budget is about $15 million annually and a projected annual capital need of $12 million.

The "Facilities, Design, Construction and Maintenance Section" is responsible for design, construction and maintenance of DOT facilities.

(1) Design of Capital improvements and highway rest areas/weigh stations
(2) Construction of small capital projects and building renovations
(3) Maintenance of DMV buildings statewide and DOT facilities in Raleigh.

Total personnel compliment is 56 including licensed architects and engineers. Administrative budget is about $7 million. The annually $12 million capital need is equally divided by in house staff and private design firms.

The "Support Services Section" provides Raleigh DOT office support consisting of

(1) mail services processes 11 million pieces annually
(2) reproduction service prints 12 million square feet of engineering drawings and 39 million impressions annually
(3) waste reduction coordination statewide of 400 tons annually
(4) janitorial contracts totaling 90 statewide
(5) office supply distribution and warehousing in the Raleigh area.

Total personnel compliment is 47 and an annual budget of $6 million.

The "Property Management Section" responsibilities include

(1) maintaining an inventory of 2900 buildings statewide with an insured value of $250 million
(2) property leases, sales, acquisitions and allocations
(3) building demolition
(4) asbestos program

Total personnel compliment is two and their budget is included above.

Joint Appropriations Subcommittee on Transportation
March 24, 1999
2:30 PM
Room 1228

Agenda

Chair: Senator Wib Gulley

Transportation Administration Budgets (Governor's North Carolina State Budget, Transportation, Volume 6, pp. 3-21)

Wayne Stallings	*Chief Financial Officer, DOT*

Division of Motor Vehicles (Governor's North Carolina State Budget, Transportation, Volume 6, pp. 89-103)

Janice Faulkner	*Commissioner, Division of Motor Vehicles*
Carol Howard	*Director, Vehicle Registration*
Wayne Hurder	*Director, Driver License*
Joan Silvey	*Director, School Bus and Traffic Safety*
Rosa Gill	*Director, Traffic Records*
Colonel David Richards	*Director, Enforcement*

MINUTES
SENATE AND HOUSE JOINT APPROPRIATIONS
SUBCOMMITTEE ON TRANSPORTATION

The Senate and House Joint Appropriations Subcommittee on Transportation met at 2:30 P.M. on Wednesday, March 24, 1999 in Room 1228 of the Legislative Building. Representatives Crawford, Chair, Cole, Chair, Allred, Barbee, Bowie, Davis, Gulley, Hiatt, Hurley, McAllister, McMahan, Melton, Saunders, Sutton and five Senate members were present. Senator Wib Gulley, Chairman, presided.

Senator Gulley opened the meeting, then asked Mr. Wayne Stallings, Department of Transportation (DOT) Chief Financial Officer to review the Governor's transportation administration budget. This information is found in the Governor's North Carolina State Budget, Transportation, Volume 6, pp. 3-21.

Next, Mr. Stallings reviewed the handout regarding the Financial Management Division of DOT (see Handout #1). Senator Hoyle asked about the SIPS charges for DOT. Mr. Paul Roberts, Chief Information Officer for DOT replied that DOT receives a bill every month, which is numerically coded, and it was difficult to do any type of checking on the charges. He further stated that work needed to be done with SIPS to get a better checks and balances for the SIPS charges. Senator Rucho asked about the $35 million that was spent last year to rework the computer accounting system and the amount still needed. Mr. Stallings replied that the bids to finish the job will be open in June of this year and when completed, the system should be more flexible and user friendly.

Next, Senator Gulley asked Janice Faulkner, Division of Motor Vehicles Commissioner for her comments regarding the Division of Motor Vehicles. Ms. Faulkner told the Committee that North Carolina had 6.8 million registered vehicles and 5.5 million licensed drivers. The DMV was the second largest revenue-producing agency in state government with $842 million in revenue annually. Further, she stated that there was a $8.50 return on every $1 invested in DMV. Also, there was a 15% increase in driver licenses and vehicle registration in 1993-94 with 147 less employees to handle the volume. The telephone system was being revamped to make it more user friendly. The telephone system is Y2K compliant and the computer system is 95% Y2K compliant.

Ms. Carol Howard, DMV Director of Vehicle Registration, next presented an overview of the DMV (see Handout #2, pp. 8-11). Following Ms. Howard's presentation, there were several questions from the Committee members. Representative Cole asked about replacing faded plates instead of continuing to issue stickers. Ms. Howard said a customer can request a new plate, but they are not automatically issued every five years as was the policy in the past.

Senator Gulley asked about the lack of Spanish-speaking employees in the Charlotte office. Ms. Howard replied that it was hard to attract employees with those skills. Sen. Gulley asked for a written response from Ms. Howard about this issue. Senator Gulley

then asked why an extra dollar was still being charged for mail-in tag renewal if the system was more efficient now. Ms. Howard stated that this extra charge generated $1 million in revenue each year. Senator Gulley asked that this item be flagged.

Several members asked questions about liability insurance and the enforcement of lapsed policies by DMV. There was some concern about drivers getting short-term policies, letting the policy lapse and driving without insurance. Senator Gulley stated that this issued would be included in a study commission.

There being no further time for discussion, the meeting was adjourned at 4:00 P.M.

Wib Gulley

Senator Wib Gulley, Co-Chair

Carol Resar

Carol Resar, Committee Clerk

handout #1

UNITS THAT COMPRISE THE FINANCIAL MANAGEMENT DIVISION

	No. Of Staff	Current Budget	Functions
Accounting Operations	106	$ 4,351,484	Pay Bills: Invoices, Contractors, Utilities, ROW, Payroll, Worker Compensation Financial Controls: Funding, Work Orders, Equipment, Inventory, General Ledger Collect/Control Revenue: DMV, Cities and Towns, Federal Aid, Logo, Damage Claims Financial Reports: Monthly, Annual, As Requested
Purchasing	39	1,732,401	Buy Goods and Services Check Invoices for Validity
External Audit	18	1,041,671	Audit Billings from Engineering Consultants, Utilities, Railroads Review Audits of Grantees Check Invoices for Validity
Productivity Services	10	635,597	Perform Studies of Processes Facilitate Process Improvements Perform Customer Service Surveys
Chief Financial Officer	16	1,128,464	Prepare Manage Budget Manage and Improve Financial Information System Administer Financial Management Division
Subtotal/Authorzed Budget	189	$ 8,889,617	
Contract Monitoring	4	322,832	Review Construction Bids for Possible Collusion
Revised Grand Total	193	$ 9,212,449	

Handout # 2

DIVISION OF MOTOR VEHICLES

North Carolina Department of Transportation

DMV

Overview

DIVISION OF MOTOR VEHICLES

Mission

- The DMV Team delivers quality motor vehicle services, promotes highway safety, and furnishes timely and accurate information by providing excellent customer service, enforcing motor vehicle laws, and maintaining the integrity of official DMV records.

Vision

- By 2001, North Carolina's Division of Motor Vehicles will be the most fully integrated, technologically advanced, customer driven motor vehicle services and highway safety system in the country.

Principles

- Effective Communication
- Professional Employee Development
- Openness & Honesty
- Vision
- Respect & Integrity
- Continuous Improvement

Short Term Strategies

- Use Technology Effectively
- Improve Communication & Education
- Improve Physical Facilities
- Improve Personnel Hiring & Development Practices
- Expand & Improve Customer Services
- Promote Strategic Investments
- Develop A Quality Assurance System

Long Term Strategies

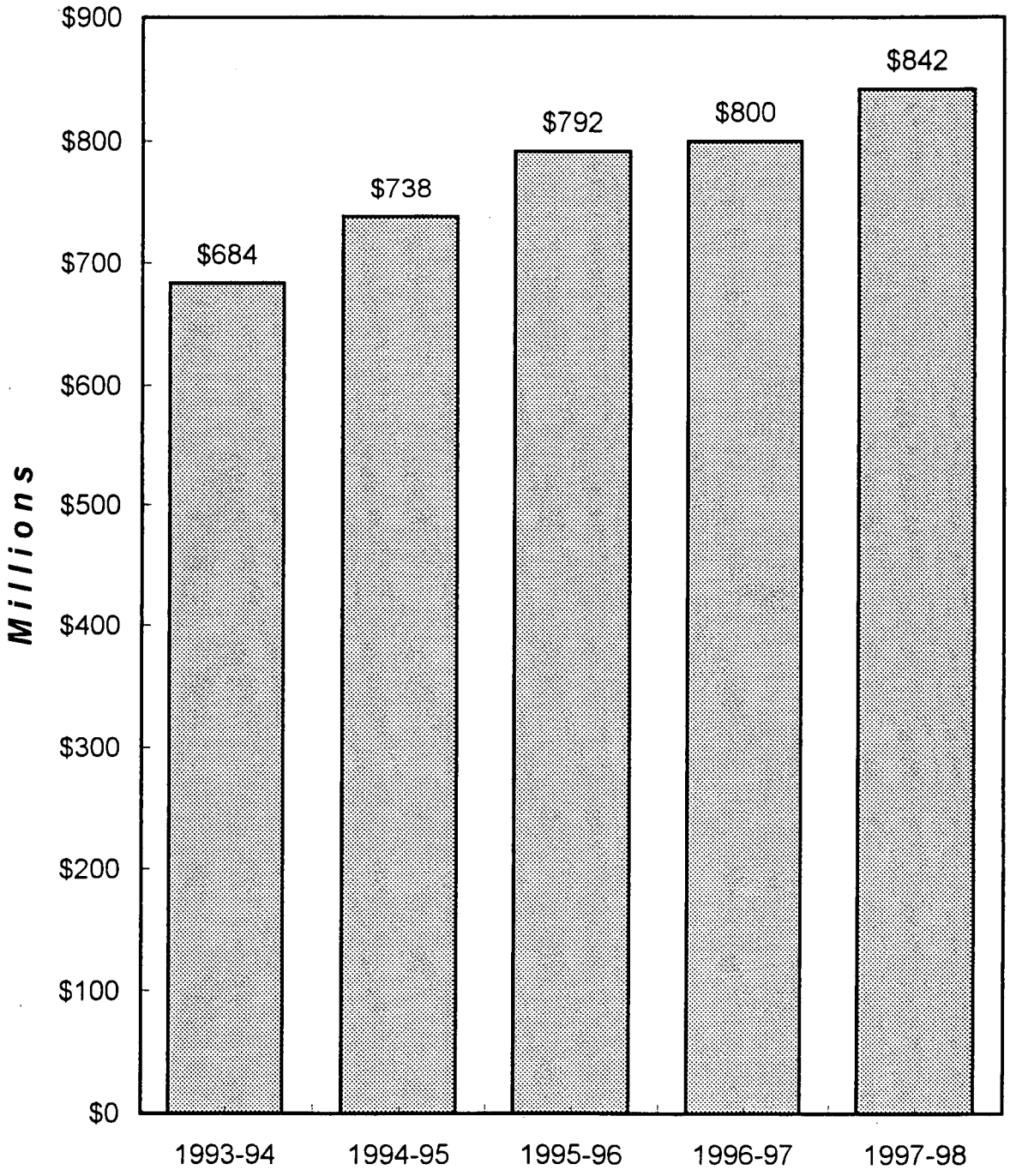
- Improve Accountability
- Improve Accessibility
- Reduce Cost
- Reduce Time
- Improve Professionalism

DMV

DMV Overall 1997-98

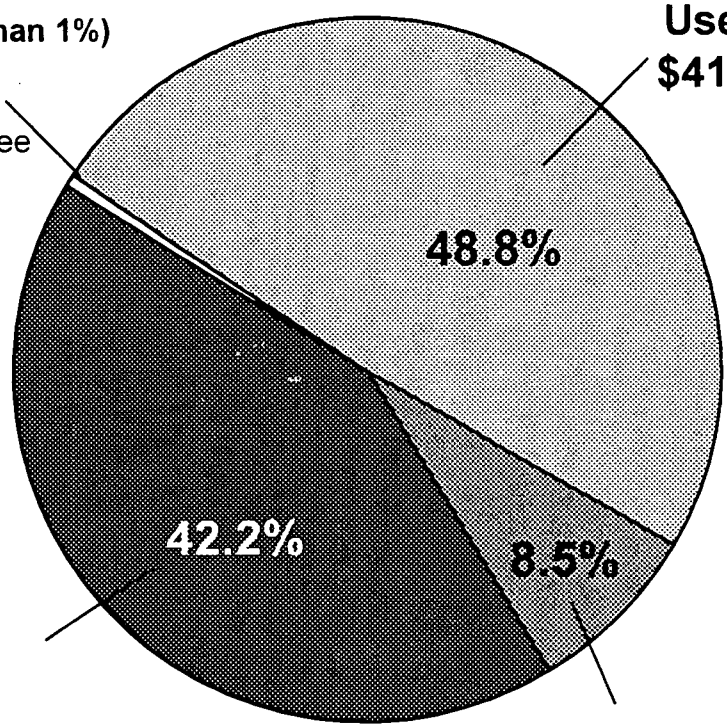
- 6.8 million registered motor vehicles
- 5.5 million licensed drivers
- 1,820 employees
- 506 sworn law enforcement
- 11,066 motor vehicle dealers regulated
- 12,875 school bus drivers trained
- $842 million collected

NC Division of Motor Vehicles
Revenue Collected
1993-94 through 1997-98



NC Division of Motor Vehicle

Revenue Sources
1997-98
Total $842 Million



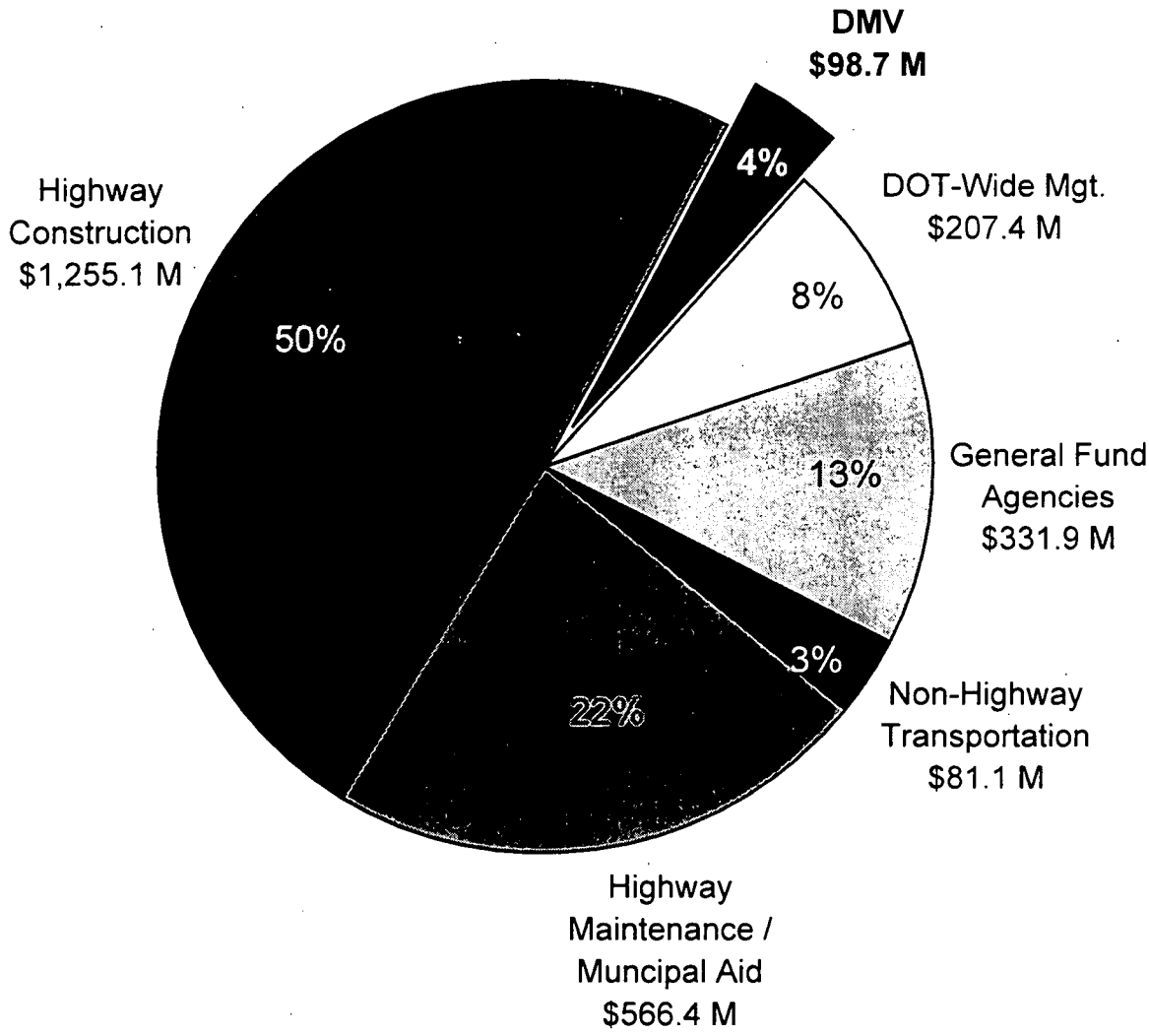
Highway Use Tax
$411 M

Other **(Less than 1%)**
$4.5 M
Process Service Fee
Sales Tax

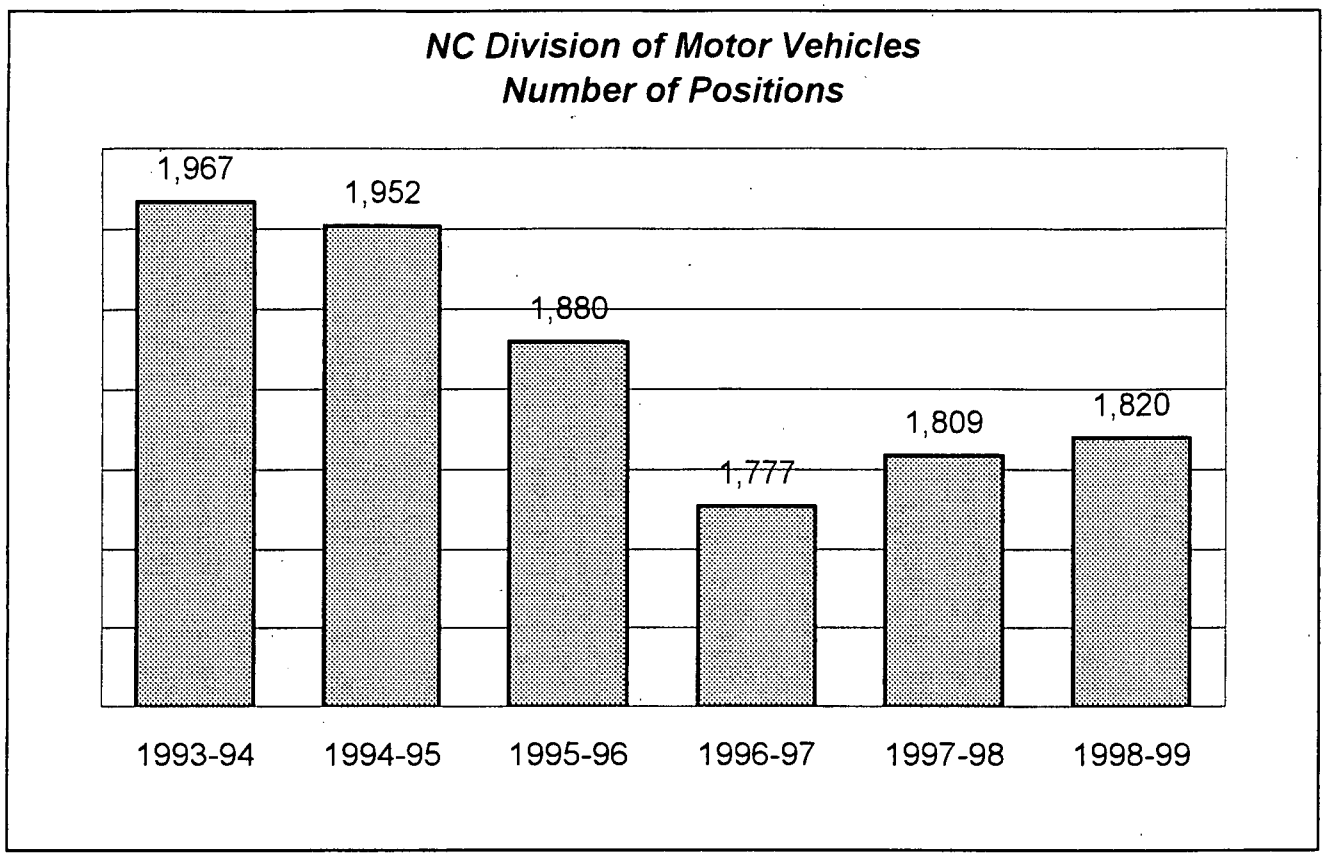
Vehicles
$355.2 M
Title Fees
Auto/Truck Renewals
Lien Recordings
Motor Carrier/Weight Enforcement
Safety/Exhaust Emission Inspections
Financial Security Restoration
Dealer & Manufacturer Plates
Registration Information
Acknowledgement Fees

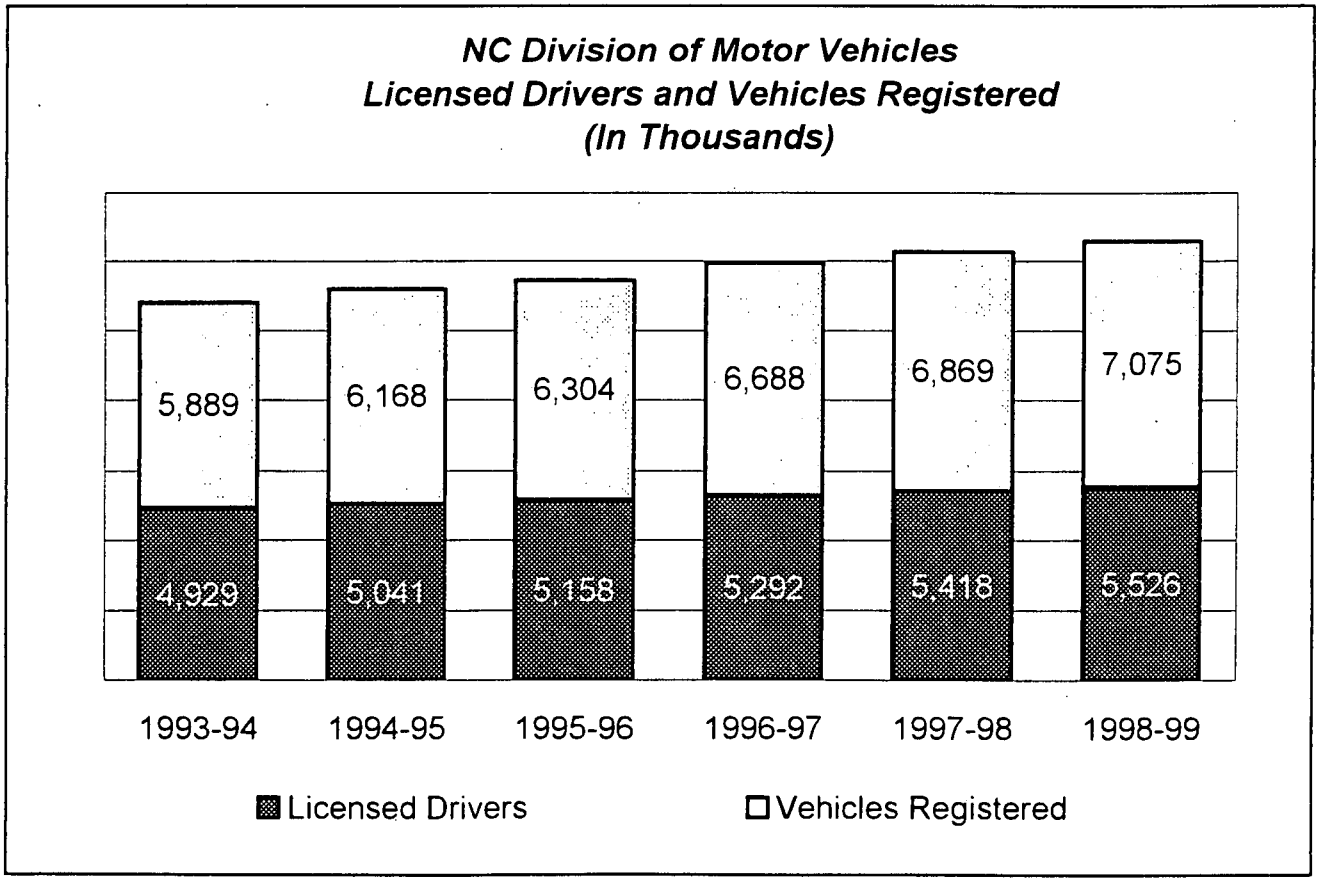
Drivers
$71.3 M
Driver License Fees
IDs (11-15)
Commercial Driving Training
Accident Reports
School Bus and Traffic Safety

Budgeted Uses of Transportation Funds
FY98-99
Total Budget = $2,540.6 (In Millions)



Every $1 invested in DMV returns $8.50.


NC Division of Motor Vehicles
Number of Positions
1,967
1,952
1,880
1,777
1,809
1,820
1993-94
1994-95
1995-96
1996-97
1997-98
1998-99


NC Division of Motor Vehicles
Licensed Drivers and Vehicles Registered
(In Thousands)
5,889
6,168
6,304
6,688
6,869
7,075
4,929
5,041
5,158
5,292
5,418
5,526
1993-94
1994-95
1995-96
1996-97
1997-98
1998-99
Licensed Drivers
Vehicles Registered

0510 Commissioner's Office

MISSION AND FUNCTION

The Commissioner's Office provides overall policy, management and administration of the Division of Motor Vehicles and the 1,820 employees.

The Commissioner's Office is responsible for:

- Short and long-range planning
- Legislative program
- Personnel actions
- Budget requests
- Safety planning

BUDGET AND PERSONNEL TRENDS

	95-96	96-97	97-98	98-99
Personnel	$1,198,294	$ 815,352	$1,006,112	$1,123,550
Operating	6,594,940	$1,370,778	1,137,927	964,308
Total	$7,793,234	$2,186,130	$2,144,039	$2,087,858
# of Positions	34	16	19	27

- FY95-96 includes personnel, postage and equipment costs for the DMV General Services Section that has since been transferred to DOT, funds for the purchase of the VRU and SADLS programming.

- Funds to support Department of Justice attorney and support positions assigned to DMV are budgeted for FY98-99 at $521,850 or 54% of the operating budget.

- Personnel in the Commissioner's Office include:
  Assistant Commissioners - 2
  Budget - 2
  Personnel - 3
  Safety - 1
  Public Information - 3
  Organization Development - 1
  Staff support - 5
  Citizen Affairs – 9

- In FY97-98 began consolidation of functions that serve the entire division under the umbrella of the Commissioner's Office. Initial reorganization began with Personnel.

MAJOR ISSUES AND CHALLENGES

- Public Records and Privacy Acts
- Voice Response Unit
- Workforce Development

0520 Vehicle Registration

MISSION AND FUNCTION

The Vehicle Registration Section

(1) delivers quality titling and licensing services,
(2) furnishes timely, accurate information,
(3) provides excellent customer service,
(4) maintains the integrity of official vehicle registration records.

The section provides services through two state offices (Raleigh and Charlotte) and 128 privately contracted license plate agencies. The private contract agents employ over 500 individuals. The section supports the International Registration Program (IRP) which licenses and regulates the trucking industry, and also administers the continuous liability insurance requirements for North Carolina citizens.

BUDGET AND PERSONNEL TRENDS

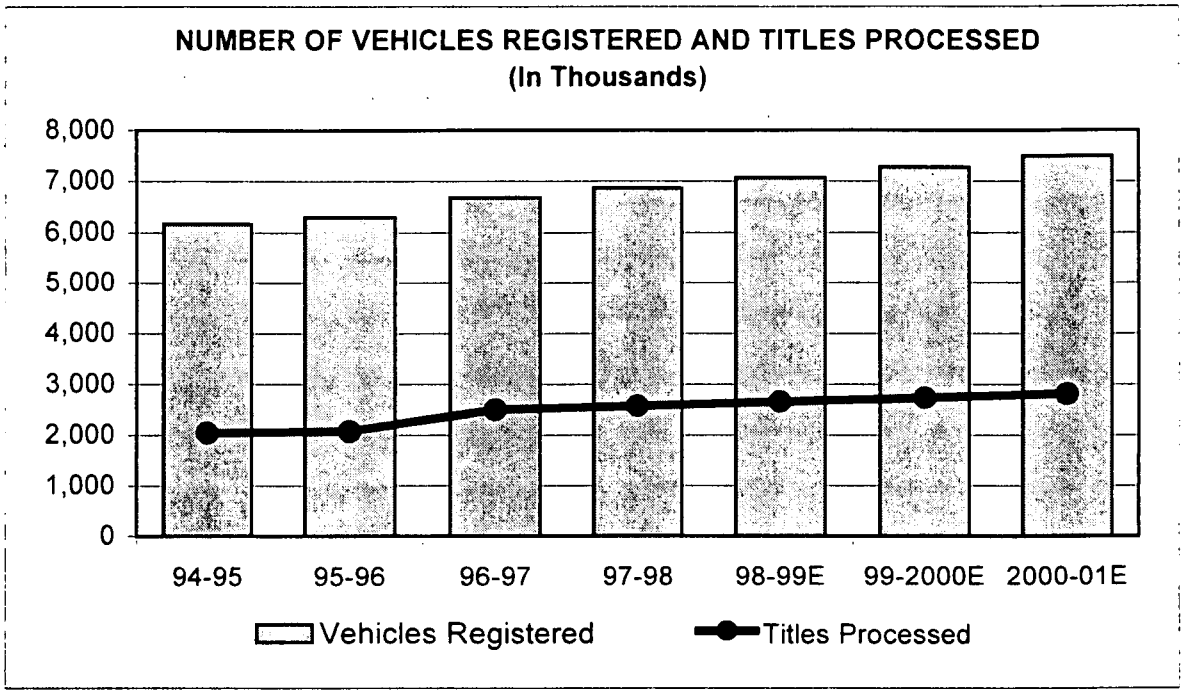
	95-96	96-97	97-98	98-99
Personnel	17,132,155	15,744,013	15,143,463	15,171,373
Operating	16,128,809	18,427,475	20,525,367	22,462,609
Total	33,260,964	34,171,488	35,668,830	37,633,982
# of Positions	584	498	461	461

FY 98/99

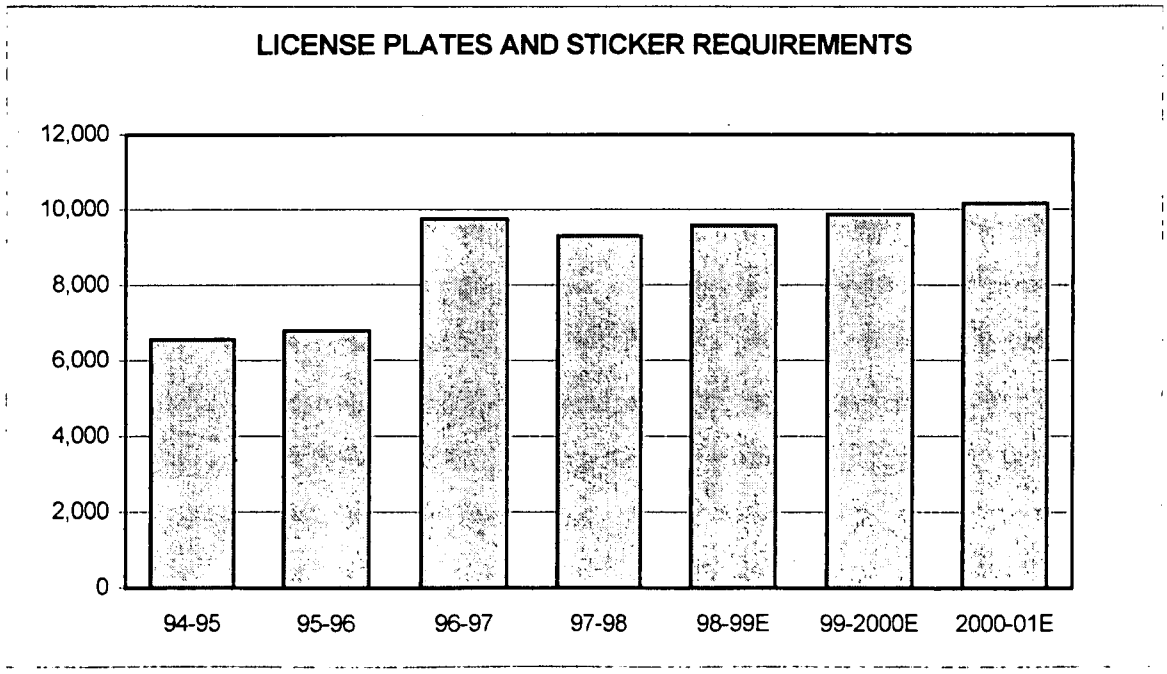
- 58.4% of the overall operating budget is for branch agents compensation
- 28.1% of the overall operating budget pays for license plates and validation stickers
- 13.5% for remaining operations
- In FY95-96 branch agents compensation was $10,517,028, however for FY98-99, $13,126,261 is budgeted. The increase over this period is a result of legislative increases in the rate of compensation, as well as expansion for increases in transaction volume.

PERFORMANCE INDICATORS

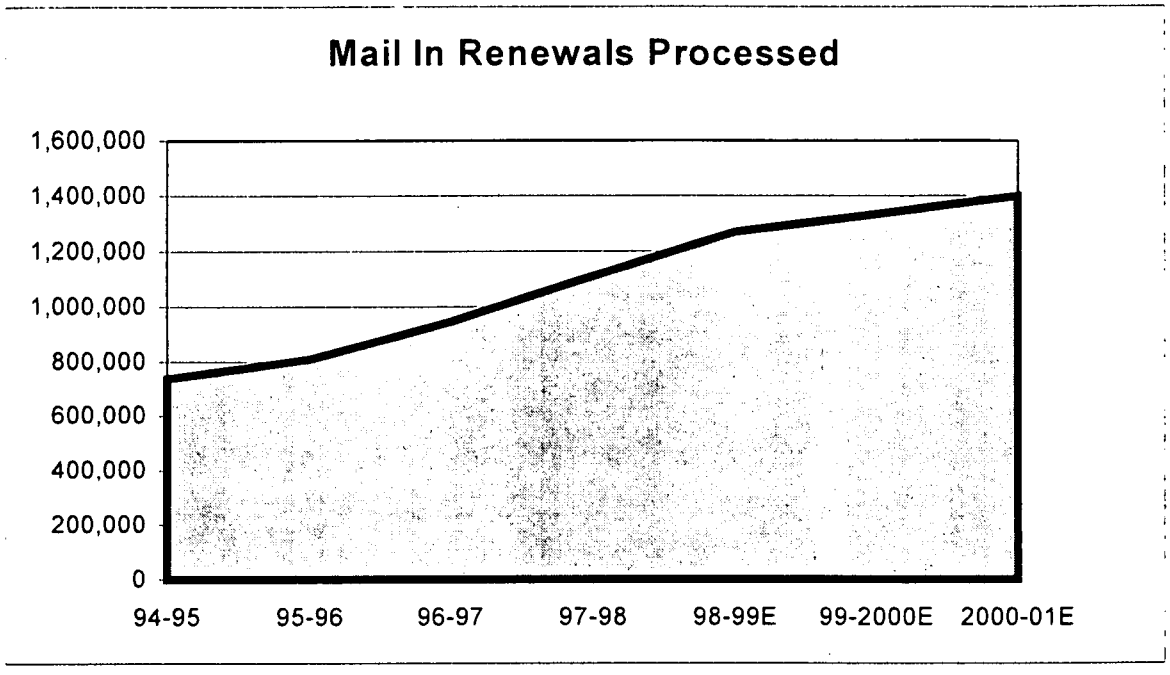
- Number of vehicles registered will increase as population increases (6.8 million vehicles registered FY97-98).
- Number of titles processed will increase as a result of a stable economy (2.5 million titles processed FY97-98).



- Number of plates and stickers issued will increase as vehicle base increases.



- Percentage of mail-in renewals will increase as customers seek alternative solutions to prevent having to walk into an office. (21% of total renewals in FY97-98).



SUCCESS STORIES

STARS, State Title and Registration System Implemented December 1996

- Section operating more efficiently with a reduction in personnel of **123 positions.**
- Automation of processes has reduced title processing time from **3** to **4** months to **3** to **4** days.
- Wait time for customers has been reduced in most areas.
- Bar code technology utilized for license renewal and in the vehicle inspection program.
- N. C. was first state to print vehicle tag number on blank renewal sticker by laser printer at each individual workstation.
- STARS System considered a model system and has been demonstrated to 14 other states.

MAJOR ISSUES/CHALLENGES

International Registration Plan (IRP) and Motor Carrier System Re-Write

- New system to be implemented August 2, 1999.
- Transfers responsibility for IRP supplemental processing to private contract agents allowing DMV Enforcement Officers to concentrate on primary responsibilities.
- Expands service for the trucking industry from Raleigh, Charlotte and 18 Enforcement sites to 128 locations.
- Paves the way for electronic filing and electronic funds transfer for truckers.
- Design will support a staggered renewal for trucks.

Liability Insurance Tracking and Enforcement System Re-Write

- New system to be implemented August 2, 1999.
- Automates processes such as scheduling of hearings
- Design will support legislative agenda to require electronic submission of termination notices as well as new policies.
- Should help eliminate unnecessary contact with citizens who have had no lapse in coverage.

Method to Deal With a Reduction in Transactions For Private Tag Agents - Allowing tag agents to provide additional services such as (IRP) apportioned, for hire license plates, and sale of inspection stickers to off-set loss of business realized through automated service processing. Automated services being explored are: On-line dealer, plate renewal via phone and renewal over the internet.

Pilot Project for On-Line Dealer System which allows dealer to process on-line with DMV.

Implementation of recommendations from Productivity Management Staffing Study on Vehicle Registration Offices to maintain acceptable wait time for citizens.

0530 Driver License

MISSION AND FUNCTION

Mission: "The Driver License Section will deliver quality driver license services, promote highway safety and furnish timely and accurate information by providing excellent customer service, enforcing motor vehicle laws and maintaining the integrity of official Driver License records."

The function of the Driver License Section covers these core responsibilities:

- Assess the physical and mental capacity of customers to drive safely
- Conduct driver license examinations and issue licenses or ID cards
- Train and monitor both state and third-party commercial driver license examiners
- Suspend driver licenses and reinstate licenses
- Develop driver license handbooks, testing materials, and training materials

BUDGET AND PERSONNEL TRENDS

	95-96	96-97	97-98	98-99
Personnel Costs	$16,539,323	$18,112,501	$18,289,260	$18,629,235
Operating Costs	5,082,195	4,438,449	6,421,853	6,421,353
Total	$21,621,518	$22,550,950	$25,050,588	$25,050,588
# of Positions	541	551	584	595

Changes in Number of positions reflect following actions:

- As of June 30, 1995, 55 positions data entry/clerical positions eliminated due to implementation of SADLS
- As of June 30, 1996, 4 new examiner positions for new office in Cary
- As of June 30, 1997, 10 new examiner positions for new office in East Charlotte
- As of June 30, 1998, 31 new examiner positions due to graduated driver license and Driver License staffing study and 2 clerical positions for impact of Driver Privacy Protection Act
- As of March 10, 1999, 11 new examiner positions for impact of graduated driver license and staffing study.
- As of March 10, 1999, total of 595 positions
- Of 595 positions, 584 position are involved in providing direct service with external customers on a daily basis.

Driver License Section is administered through two branches:

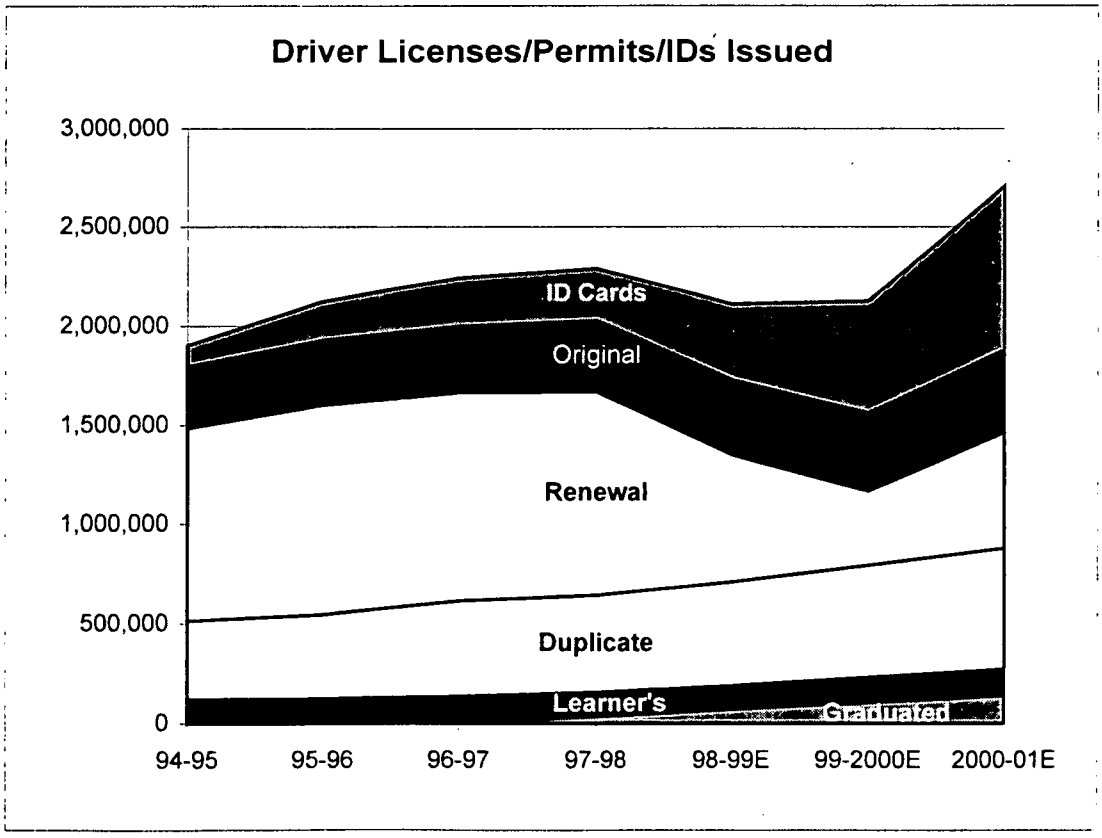
- Certification Branch (Wayne Hurder) responsible for issuance of classified driver license (which includes graduated license), ID cards, and the federally-mandated Commercial Driver License (CDL).

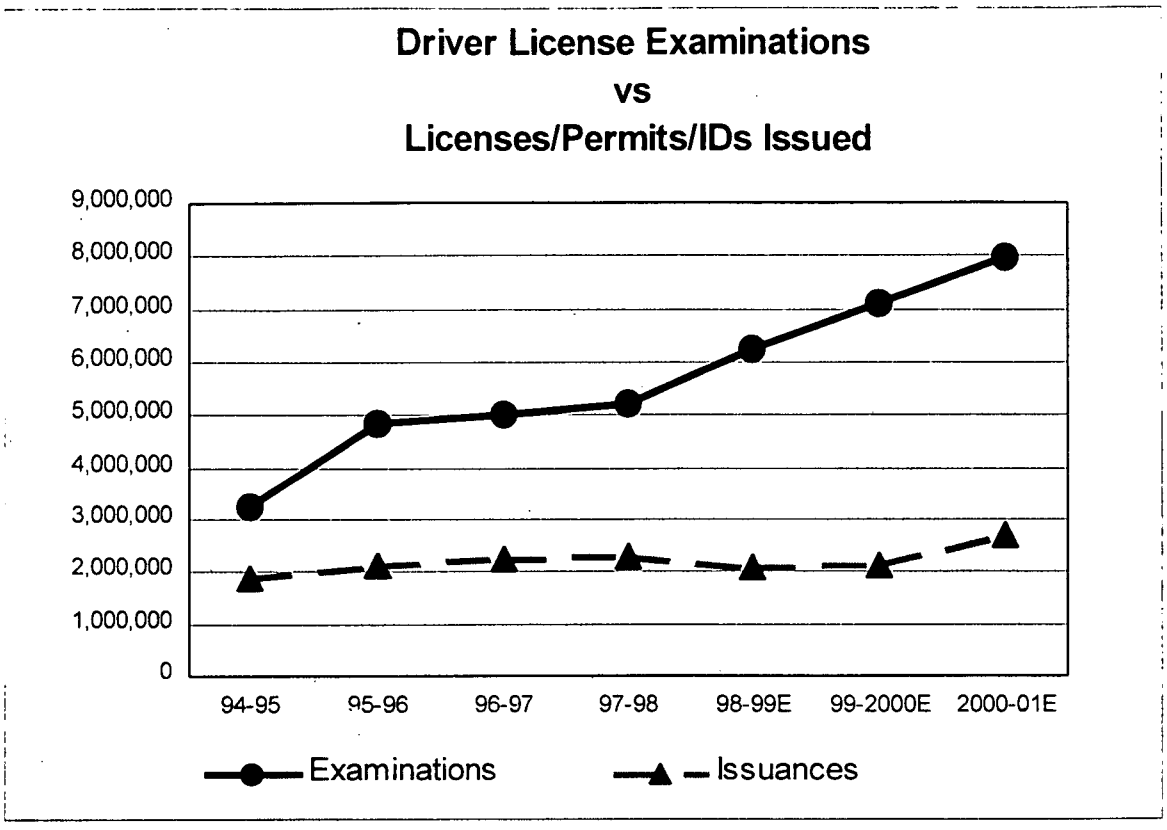
- Administration/Adjudication Branch (Mike Bryant) responsible for suspension of drivers; hearings for drivers; medical evaluation of drivers; telephone room; budget, supply and audit.

Key components of operating budget are travel (2236, 2237), telephone (2322), rent (2330), operation of medical review program by DHHS (2354), uniforms (2412) and driver license per issuance fee (2524):

Line item	*98-99*	*% of Operating Budget*
Travel (2236, 2237)	$587,567	9.1%
Telephone (2322)	$616,390	9.6%
Rent (2330)	$406,654	6.3%
Medical Review (2354)	$550,960	8.6%
Uniforms (2412)	$124,561	2.0%
DL Issuance Fee (2524)	$2,853,649	44.9%
TOTAL	$5,139,649	80.0%

PERFORMANCE INDICATORS





- Original issuances will rise about 2% annually
- Number of examinations will increase more drastically as a result of influx of non-English speaking customers, older population
- Number of renewal customers declines dramatically CY99 and increases every year after back to "normal" level after 2002
- Duplicate licenses and IDs may increase faster than population growth due to increased reasons for suspension of licenses, more mobile population, and influx of non-English speaking customers

SUCCESS STORIES

- Mobile Service Center has expanded to 20 sites as a result of requests from communities. Service provided at State Fair and at other special events. This represents a net annual "cost avoidance" savings of $160,000, based on the cost that would be entailed in having fixed-site service at each of these locations.
- For the first time, the American Association of Motor Vehicle Administrators has accredited the Driver License certification program.
- North Carolina Driver License is now one of only 5 states that has had both the classified and the CDL program accredited by AAMVA.

- Almost 59,000 CDL skills tests were administered under the third-party tester program which allows the private sector and other public agencies to skills-test their own drivers, with training, oversight and auditing performed by the Driver License Section. Had this testing been conducted by Driver License examiners, it would have required 53 additional examiner positions.
- Automated Knowledge Testing (driver license test) will be installed in 20 sites in spring 1999. Driver License test is being totally redesigned and testing policies and procedures changed
- Customer Traffic Management System in 15 sites will allow Section to monitor examiner productivity and success in meeting goal of a maximum customer wait of 30 minutes. Target implementation date is late summer 1999.
- Twenty-two offices have undergone substantial renovation in the last two years to provide a better customer service environment; four (4) other offices have undergone major capital expansions.
- New offices will be brought on-line this year in East Charlotte (spring) and Clayton (late summer/early fall).

MAJOR ISSUES AND CHALLENGES

- Medical Review operations being brought in-house as a result of DHHS decision to give up management of the program.
- Driver License Section is evaluating possibility of a 10-year renewal recycle, coupled with targeted re-testing of "at-risk" drivers.

0540 School Bus and Traffic Safety (SBTS)

MISSION AND FUNCTION

To promote traffic safety and to provide professional leadership in driver improvement for the citizens of North Carolina.

OPERATIONS

- Develop programs to enhance highway safety
- Train and certify school bus drivers
- Conduct safety programs for school bus drivers and passengers
- Ensure that all school bus drivers are medically and physically able to operate buses
- License commercial driver training schools and instructors

BUDGET AND PERSONNEL TRENDS

	95-96	96-97	97-98	98-99
Personnel	$4, 225, 694	$4, 389, 734	$4, 527, 957	$4, 482, 939
Operating	$396, 183	$391, 499	$408, 611	$388, 589
Total	$4, 621, 877	$4, 781, 211	$4, 936, 568	$4, 871, 528
# of Positions	94	94	96	95

- In-State Transportation is 64% of FY 98-99 operating budget.
- Only six (6) positions are located at DMV Headquarters. The remaining 89 positions are in the field.

PERFORMANCE INDICATORS

School Buses	94-95	95-96	96-97	97-98
*Number operating	12,891	12,913	12,884	12,957
**Number of drivers trained and certified	8,367	11,267	6,554	12,875
Number of students transported	694,210	707,725	690,510	685,670
Number and percentage of buses involved in crashes	806 (6%)	882 (7%)	854 (7%)	861 (7%)

* Number of School Buses Operating for FY98-99 has increased to 13,806, of which 642 are in non-public schools.

**North Carolina includes 117 local school districts. Twenty-six local school districts require all school personnel to be certified as school bus drivers as a school bus drivers as a condition of employment.

Commercial Driving Schools	94-95	95-96	96-97	97-98
Number of schools licensed	65	71	89	109
Number of instructors certified	435	536	627	791

Driver Improvement Clinics	94-95	95-96	96-97	97-98
Number of persons completing clinics	9,186	9,348	9,086	16,207

SUCCESSES

- Four-hour Defensive Driving Course (DDC-4) Implemented in 1997-98
- Revised Medical Eligibility Standards for all bus drivers to require physical examinations every two years effective 07/01/2000
- Developed Physical Performance Standards for all school bus driver candidates
- No significant increase in number of school buses involved in crashes despite increase in number of buses operating

ISSUES AND CHALLENGES

- The School Bus and Traffic Safety Section experienced minimal personnel turnover for a number of years. A significant percentage of SBTS career personnel have now reached or are approaching eligibility for retirement. The Section is losing experienced employees and is involved in intensive efforts related to recruitment, hiring and training new staff.

0550 Traffic Records

MISSION AND FUNCTION

To deliver quality motor vehicle services, promote highway safety, and furnish timely and accurate information by providing excellent customer service, enforcing motor vehicle laws and maintaining the integrity of official DMV records.

The Traffic Record Section is responsible for:

- Establishing and maintaining a central repository for statewide crash data.

  This data is used by Traffic Engineers of the Division of Highways to identify safety improvements for trafficways; research community to conduct studies on drivers and conditions; to link the severity of injuries and the ability of victims to survive crashes; and to recommend to manufacturers of automobiles safety improvements to vehicle designs
- Developing a crash reporting document (DMV-349) based on federal reporting guidelines and needs of stakeholders.
- Publishing monthly and annual crash statistical reports for the safety community; research organizations; traffic engineers and the motoring public.
- Training of law enforcement officers on completing the crash reporting form.
- Transmitting fatal statistical data to the National Federal Highway Traffic Safety Administration.
- Providing access to DMV records.
- Processing public requests from DMV databases.
- Suspending the driving privileges of uninsured motorists at fault in a crash.

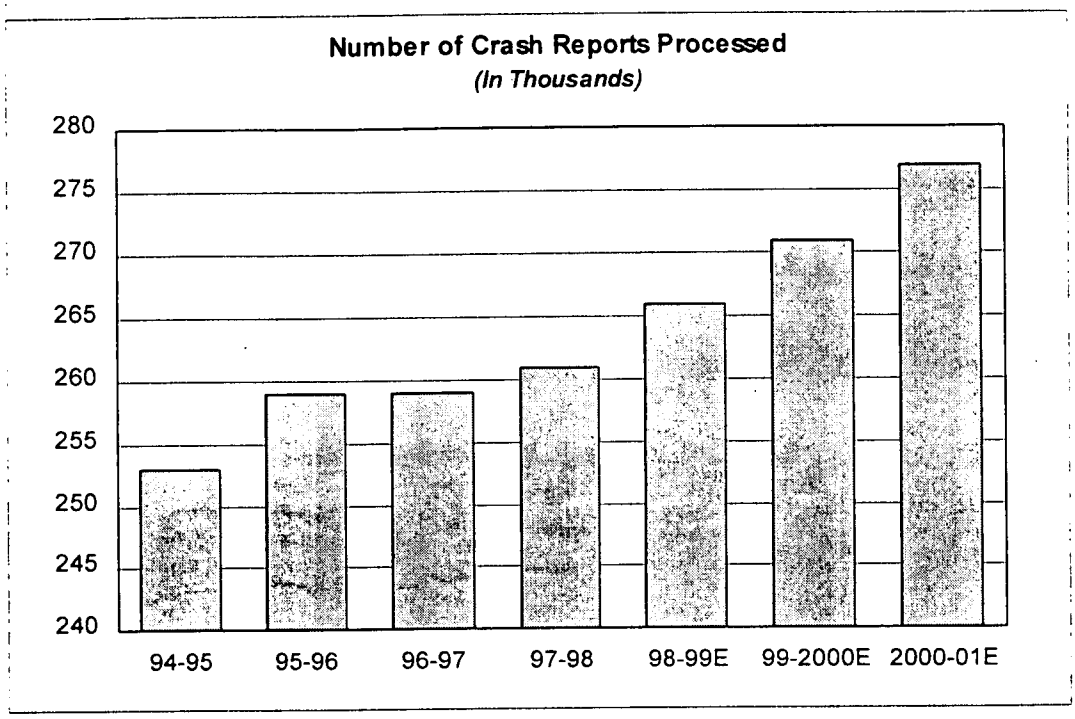
BUDGET AND PERSONNEL TRENDS

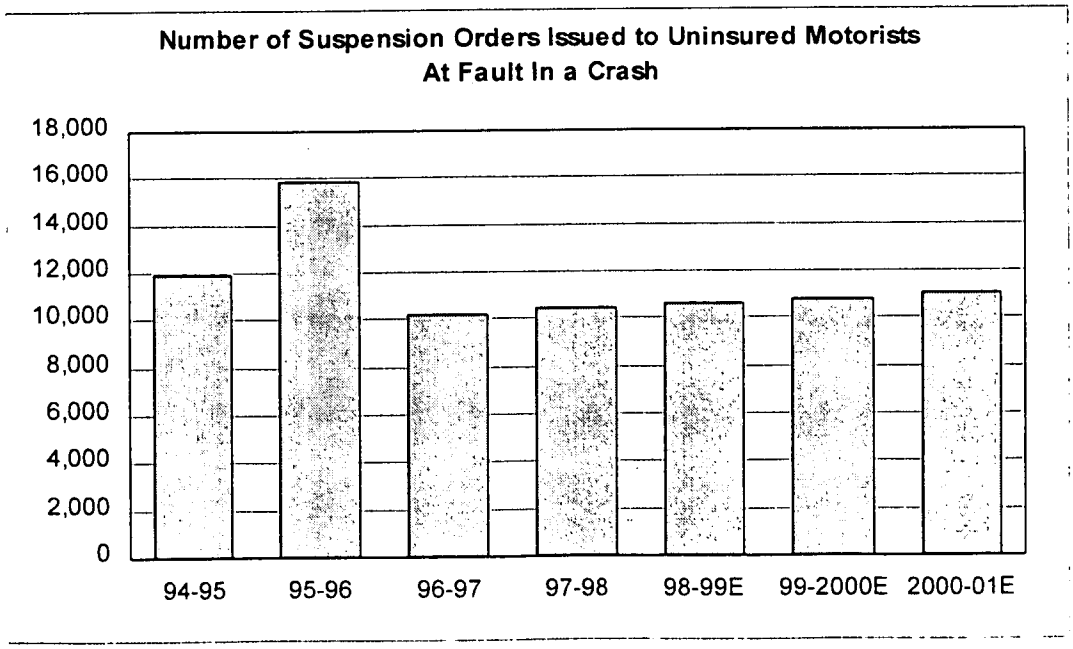
	95-96	96-97	97-98	98-99
Personnel	$1,628,670	$1,659,933	$1,942,241	$1,830,972
Operating	64,302	170,508	157,355	558,047
Total	$1,692,972	$1,830,441	$2,099,596	$2,389,019
# of Positions	53	53	53	54

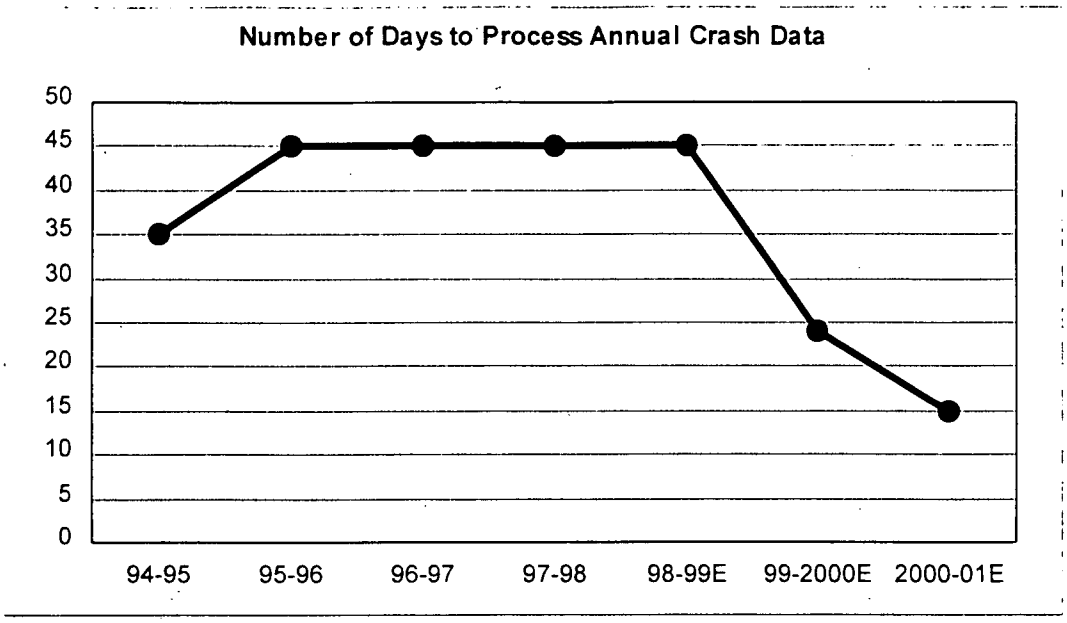
- In FY 96-97 there was an increase in operating expenses to create two additional units (Customer Merge and Data Control). Sixteen employees were proposed for the Customer Merge Unit. Funding was provided for workstations and personal computers for eight (8) employees.
- In FY 97-98 six positions were transferred from other sections within DMV to staff the two units. Funding was provided for the 8 additional workstations and personal computers for the Customer Merge Unit.

- Operating budget for FY 98-99 includes one-time funding for workstations and personal computers, installation, cabling, etc. It also reflects a slight increase in operating expenses. These operating expenses are going to be necessary in order for us to provide better customer service through electronic commerce, e.g. faxing, and scanning.

PERFORMANCE INDICATORS (based on calendar year)







SUCCESS STORIES

- Received funding for the rewrite of the crash report program
- Redesign of the DMV-349 (crash report) paper form
  1. Data elements selected for the DMV-349 crash report form was a joint effort by Traffic Engineers, State Highway Patrol, Division of Highways, Governor's Highway Safety Program; Highway Safety Research Center, local law enforcement and DMV staff.
  2. Utilize data element "rational" approach to satisfy North Carolina data needs and crash reporting federal guidelines
  3. Training of law enforcement agencies - completing the new DMV-349 form
  4. Made a presentation to a National Working Group in Washington, DC and the National Forum of Highway Safety Information Professionals in Minneapolis
- Replacement of dumb terminals with personal computers
- Installation of ergonomic workstations
- Assisted State Highway Patrol and local law enforcement with improvement of data quality through education and training

MAJOR ISSUES AND CHALLENGES

- Our major challenges are those that are brought forth with the rewrite of the crash report program (changing from a paper processing operation to a paperless operation)
  1. Deployment of software for the electronic capture and submission of crash data
  2. Establishment of a relational database as an open data repository
  3. Integration with other DMV applications – Driver and Vehicle
- Redeployment and utilization of staff

DMV-349 (Rev. 12/98)

THIS REPORT IS FOR THE USE OF THE DIVISION OF MOTOR VEHICLES. THE DATA IS COLLECTED FOR STATISTICAL ANALYSIS AND SUBSEQUENT HIGHWAY SAFETY PROGRAMMING. DETERMINATIONS OF "FAULT" ARE THE RESPONSIBILITY OF INSURERS OR OF THE STATE'S COURTS.

Do not write in these spaces

Date Received by DMV

No. of Units Involved: 2 | Form 1 of 1 | ☐ Supplemental Report | ☐ Non-Reportable

Date	County	Time	Local Use/Patrol Area
01/02/1998	Pitt	1415 (24 Hour Clock)	143/6

LOCATION

33 Relation to Roadway Surface: 1 | Crash occurred ☐ In ☑ Near Greenville (Municipality) or 3.20 Miles ☐N ☑S ☐E ☐W outside municipality

on US 13 (Highway Number, or Highway, Street, (If ramp or service road, indicate on line)) ☐ Ramp or Service Road (R.R.Crossing #) Miles 0 (0 ft.-Intersection) ft. ☐N ☑S ☐E ☐W (If available)

at ~~or from~~ US 258 (Use Highway Number, Street Name or Adjacent County or State Line) ☐N ☑S ☐E ☐W toward RP 1324 (Use Highway Number, Street Name or Adjacent County or State Line)

Latitude / Longitude / Altitude

UNIT # 1 ☐ VEHICLE ☐ PEDESTRIAN ☐ HIT & RUN ☑ COMMERCIAL 39 VEHICLE

Driver: Alvin (First) Leonard (Middle) Cobb (Last)

Address: Rt. 5, Box 97B

City: Kinston State: NC Zip: 28612

Same Address on Driver's Licenses? ☑ Yes ☐ No

Driver's Phone Numbers: H (919) 638-3816 W (919) 638-4262

D.L. #: 6547139 State: NC CDL License ☑

DOB: 05/09/1959 (mm/dd/ccyy) 34 Vision Obstruction: 0 35 Physical Condition: 1 36 D.L. Restrictions: 0

37 Alcohol/Drugs Suspected: 0 38 Alcohol/Drugs Test: 0 39 Results (if known): 0 40 Vehicle Seizure (DWI) ☐

Owner: Overland Transportation Co. Same as Driver? ☐

Address: 1002 Strickland Road Same Address as Driver? ☐

City: Richmond State: VA Zip: 23111

Plate #: LK 8546 Plate State: VA Plate Year: 1997

VIN: 2NZM389X5KN118966

Vehicle Make: Mack Vehicle Year: 1989 41 Vehicle Style (Type): 15 42 Vehicle Drivable ☑ Yes ☐ No

43 TAD: FR-2/FL-2 44 Estimated Damage: $900.00

Insurance Company: All Country

Policy #: 0987654321

UNIT # 2 ☑ VEHICLE ☐ PEDESTRIAN ☐ HIT & RUN ☐ OTHER

Driver: Paul (First) (NMN) (Middle) Watson (Last)

Address: Rt 2, Box 379 A-3

City: Greenville State: NC Zip: 27839

Same Address on Driver's Licenses? ☑ Yes ☐ No

Driver's Phone Numbers: H (919) 553-0303 W ( )

D.L. #: 2334634 State: NC CDL License ☐

DOB: 03/03/1926 (mm/dd/ccyy) 34 Vision Obstruction: 0 35 Physical Condition: 1 36 D.L. Restrictions: 0

37 Alcohol/Drugs Suspected: 0 38 Alcohol/Drugs Test: 0 39 Results (if known): 0 40 Vehicle Seizure (DWI) ☐

Owner: Same as Driver? ☑

Address: Same Address as Driver? ☑

City: State: Zip:

Plate #: GMJ-246 Plate State: NC Plate Year: 1998

VIN: 2G9C21D8EUD04991

Vehicle Make: Ford Vehicle Year: 1995 41 Vehicle Style (Type): 2 42 Vehicle Drivable ☐ Yes ☑ No

43 TAD: LBQ-4 44 Estimated Damage: $2500.00

Insurance Company: Nationwide

Policy #: 1234567890

39 COMMERCIAL VEHICLE: Cargo, Carrier Name, Address, Source

46 Cargo Body Type: 3 ☐ Same Address as Owner?

Gray, Moody + Hines Transport, Inc
1999 Rock Quarry Road
Raleigh NC 27610

Source: ☑ Truck ☐ Shipping papers ☑ Driver

Carrier Identification Numbers, GVWR, Axles

US DOT#: 123456 ICC#: 987543 Axles on Vehicle (including Trailers): 5

State: NC State#: None IFTA#: 34781290

FEIN: 123456789 Fleet#: 21 Gross Vehicle Weight Rating: 90,000

Names and Addresses for All Persons (Unit 1/Unit 2 Drv, Ped, etc. - See Above); Use check blocks if address same as Driver

	21	22	23	24	25	26	27	28	29	30	31	32	Name	Address
A	1	1	1	Unit1-Drv1, Ped1,etc. see above	W	M	1	0	0	2	1	5		Void__ Towed To/By:
B	2	1	1	Unit2-Drv2, Ped2,etc. see above	B	M	2	1	0	2	1	5		Void 2 Towed To/By: Jones Salvage / Jones Wrecker
C	2	2	3	03 20 1929	B	F	2	1	0	2	1	4	☑	Martha G. Watson
D	2	2	6	11 03 1947	B	F	0	0	0	2	1	2	☐	Jane W. Stout Rt 4, Box 199, Greenville NC 27839
E													☐	
F													☐	
G													☐	
H													☐	

46 Name of EMS: D - Pitt Co EMS

47 Injured Taken by EMS to: D - Pitt Co. Memorial, Greenville (Treatment Facility and City or Town)

46 Name of EMS:

47 Injured Taken by EMS to: (Treatment Facility and City or Town)

46 POINTS OF INITIAL CONTACT (Write in Codes)	Unit 1	Unit 2
	1	7

CRASH SEQUENCE (Unit Level)	Unit 1	Unit 2
49 Vehicle Maneuver/Action	4	8
50 Non-Motorist Action	-	-
51 Non-Motorist Location Prior to Impact	-	-
52 Crash Sequence - First Event for This Unit	42	24
53 Crash Sequence - Second Event	24	1
54 Crash Sequence - Third Event	4	-
55 Crash Sequence - Fourth Event	-	-
56 Most Harmful Event for This Unit	24	24
57 Distance/Direction to Object Struck	2	0
58 Vehicle Underride/Override	3	3
59 Vehicle Defects	0	0

VEHICLE INFO.	Veh.# 1	Veh.# 2
60 Authorized Speed Limit	55	55
61 Estimate of Original Traveling Speed	60	10
62 Estimate of Speed at Impact	49	10
63 Tire Impressions Before Impact (ft.)	189'	0'
64 Distance Traveled After Impact (ft.)	39'	18'
65 Emergency Vehicle Use		
66 Post Crash Fire (if "Yes" check block)	☐	☐
67 School Bus - Contact Vehicle	☐	☐
68 School Bus - Noncontact Vehicle	☐	☐

ROADWAY INFO.	
69 Road Feature	8
70 Road Character	5
71 Road Classification	2
72 Road Surface Type	3
73 Road Configuration	2
74 Access Control	3
75 Number of Lanes	2
76 Traffic Control Type	1
77 Traffic Control Oper	1

WORK ZONE RELATED

78 Workzone Area
79 Work Activity
80 Work Area Marked
81 Crash Location

TRAILER INFO. Veh.# 1 Veh.# ___

82 Trailer Type	12
1st Trailer No. Axles	2
Width (inches)	102"
Length (feet)	28'
2nd Trailer No. Axles	2
Width (inches)	102"
Length (feet)	28'

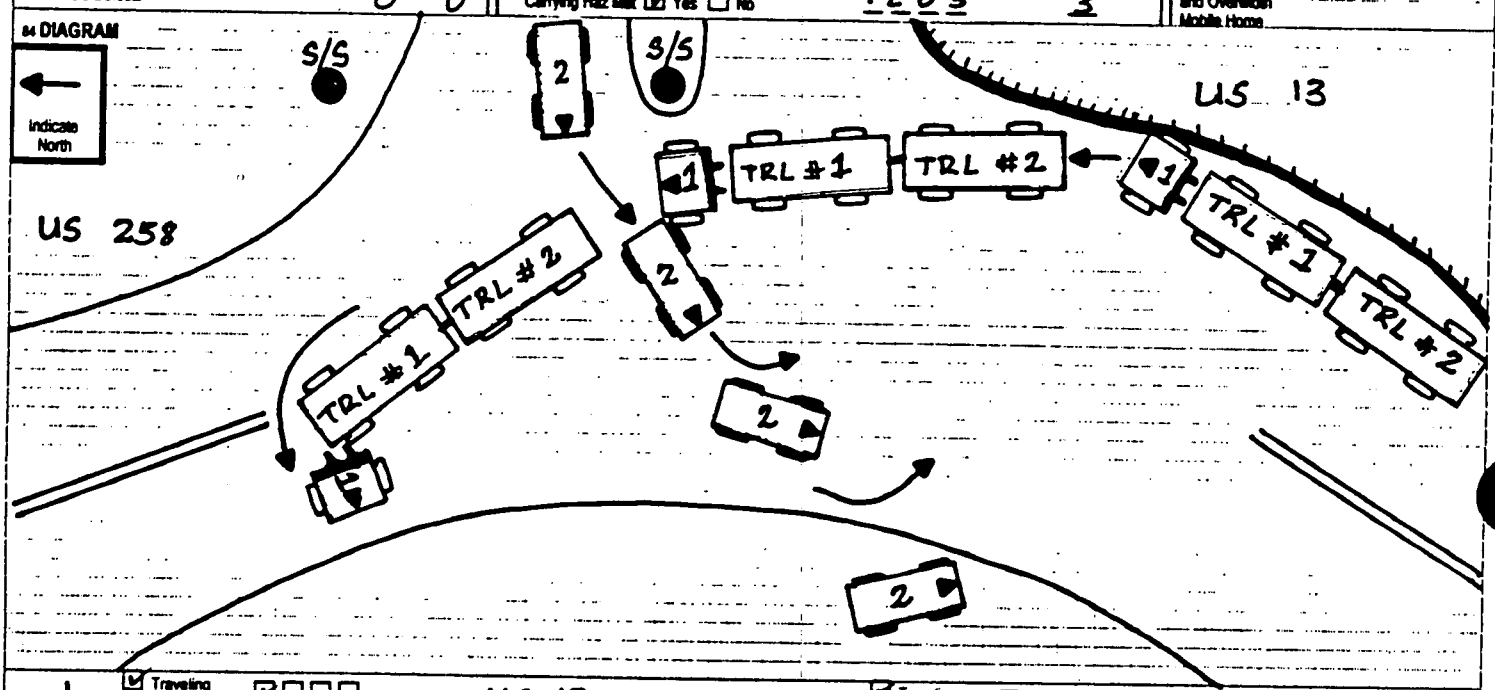
83 Veh.# ___ Overwidth Trailer and Overwidth Mobile Home — Overwidth Permit #

COMMERCIAL VEHICLE: Hazardous Materials Involvement

Haz Mat Placard ☑ Yes ☐ No
Hazardous Cargo ☐ Yes ☑ No
Released (does not include fuel from fuel tank)
Carrying Haz Mat ☑ Yes ☐ No

From Placard indicate:
4-digit placard number or name from diamond or box: 1203
1-digit number from bottom of diamond: 3

84 DIAGRAM



Veh.# 1 was: ☑ Traveling ☐ Parked Facing ☑ N ☐ S ☐ E ☐ W on US 13

Veh.# 2 was: ☑ Traveling ☐ Parked Facing ☐ N ☐ S ☐ E ☑ W on US 13

85 NARRATIVE (Include pertinent and unusual aspects, which are not listed elsewhere on the form)

Vehicle 1 was traveling North on US 13. Vehicle 2 was turning left in order to travel south on US 13. Vehicle 1 went out of control, struck the guardrail, then veered left into vehicle 2. Vehicles 1 and 2 collided in the northbound lane of US 13. Vehicle 1 jackknifed and came to rest in the southbound lane of US 13. Vehicle 2 came to rest on the west shoulder of US 13.

86 Type/Owner ___ Owner Address ___ Phone ___ ADDITIONAL PROPERTY DAMAGE ___ State Property? ☐ Estimated Damage $ ___

WITNESSES

Name None Address ___ Phone No. ( ) ___

Name ___ Address ___ Phone No. ( ) ___

TRAFFIC VIOLATION(S)

Name Alvin Leonard Cobb Charge(s) (Citation # optional) Exceeding Safe Speed For Conditions

Name ___ Charge(s) ___

Officer Name	Officer Number	Department	Date of Report
Trooper S.M. Smith	31489	NCSHP A/5	1-2-98

0570 Enforcement

MISSION AND FUNCTION

The NCDMV Enforcement Section will promote highway safety, enforce all state and federal laws regulating highway & vehicle operations and maintain & provide accurate information through the efficient utilization of personnel and technology resources.

The Enforcement Section is responsible for:

- Dealer Licensing and Investigations
- Licensing Safety Inspection Stations/Mechanics and Enforcing Safety Inspection Program Regulations
- Notice, Theft and Storages
  - 94 Inspector Positions for the above duties
- Motor Carrier Safety Administration Program (Federally funded at 80%; 20% State funded)
  - 53 Motor Carrier Positions
- Rest Area Patrol
- Size and Weight Enforcement
- Fuel Tax Compliance Enforcement
- Driver's License and License Plate Revocations
  - 292 Vehicle Enforcement Officer Positions for the above duties

BUDGET AND PERSONNEL TRENDS

	95-96	96-97	97-98	98-99
Personnel	$20,572,315	$18,882,947	$19,546,162	$23,261,839*
Operating	6,407,424	5,745,512	5,827,286	5,050,395
Total	$26,979,739	$24,628,459	$25,373,448	$28,312,234
# Of Positions	544	544	544	544

*Includes appropriations for the Enforcement Pay Equity Plan in the amount of $3,001,486 that was passed in the 1998 Short Session of the General Assembly.

- Transportation and License/Sticker costs consume 66% of the Enforcement Section's operating budget.
- The Enforcement Section does not purchase patrol vehicles.
  - Reimbursement for mileage (418 vehicles) provided to the Department of Administration.
- Transportation cost budgeted for the FY98-99 is $2,815,673, 56% of the operating budget.
- The cost to purchase and issue dealer, manufacturer, commercial and transporter plates is currently 10% of the section's operating budget.
- The remaining 34% of the Enforcement Section's operating budget is for training needs, basic law enforcement uniforms and equipment, auto accessories such as barlights and radios, etc., and technology needs.

SUCCESS STORIES

- In 1997, the Enforcement Section developed and implemented a 28-week Field Training Officer Program.
  - The types of training Enforcement Officers need to do their enforcement activities are extremely specialized.
  - In addition to BLET certification, required for all certified law enforcement personnel in the State, the Enforcement Section developed a field officer training program, which now provides this specialized technical commercial vehicle enforcement training for its newly hired personnel.
  - This training package ensures that our new officers are receiving consistent and uniform training throughout the Section.
  - In 1998, ***this program was selected as the #1 Continuous Process Improvement*** in NCDOT.

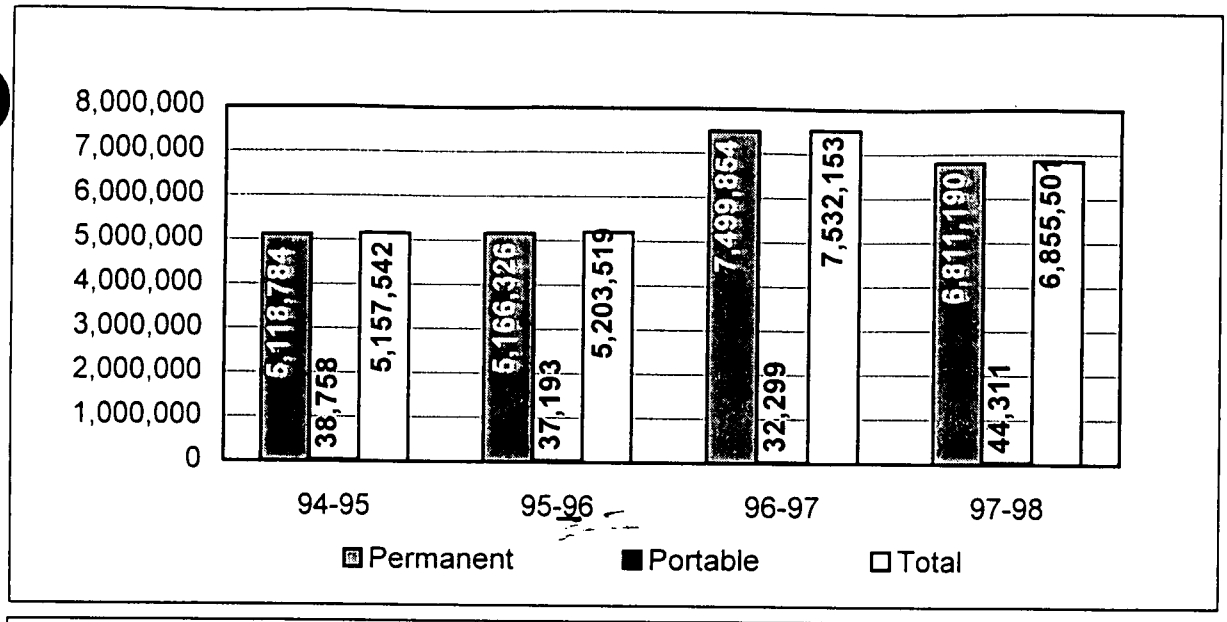
- The NCDMV Enforcement FUELTaCS (Fuel Tax Compliance System) citation system, Phase I, went into effect in January 1997.
  - This system was developed to provide cross-match information for the Department of Revenue to identify and collect highway fuel tax revenue being evaded by the trucking industry.
  - All roadside enforcement activities (overweight citations, CMV inspections, arrest citations, warning tickets or sightings information) are transmitted to the main database and cross-matched at DOR for revenue identification and collection.
  - Phase II, the wireless laptop environment, will come on-line in FY2000 and will merge all DMV-Enforcement road enforcement applications.

MAJOR ISSUES AND CHALLENGES

- One of the major challenges of the Enforcement Section is to efficiently utilize limited existing personnel in order to meet the Division of Motor Vehicle and the Enforcement Section's many responsibilities and the Secretary of Transportation's goals and objectives. Examples of these challenges are:

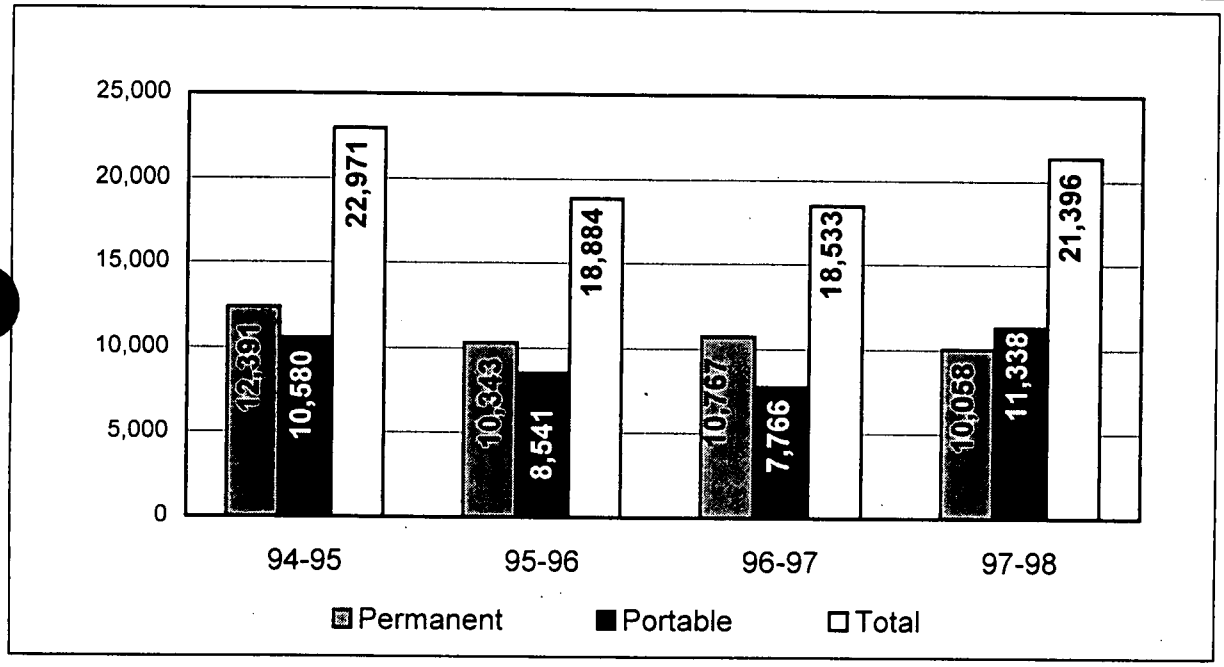
  1. *Increasing presence at permanent weigh station.*
     - Secretary of Transportation, Norris Tolson, as part of the DOT Truck Safety Package, has committed to keeping DOT's permanent weigh station facilities open a minimum of 16 hours a day, 5 days a week to include Saturday and Sunday scheduling).
     - The Enforcement Section will utilize flex scheduling of its Officers to increase the operating hours at permanent weigh stations by approximately 6%.
     - Target hours per site = 4,160 hours.

COMMERCIAL MOTOR VEHICLES - DMV ENFORCEMENT ACTIVITY



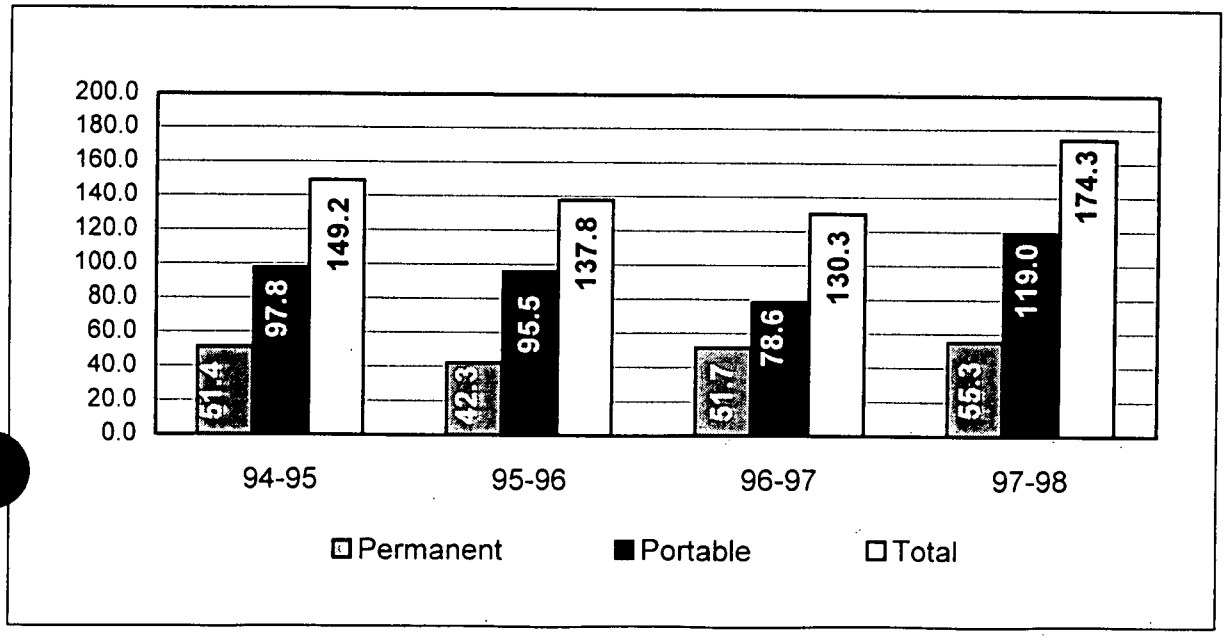
Graph A

VEHICLES STOPPED AT PERMANENT AND PORTABLE SCALES



Graph B

WEIGHT CITATIONS ISSUED



Graph C

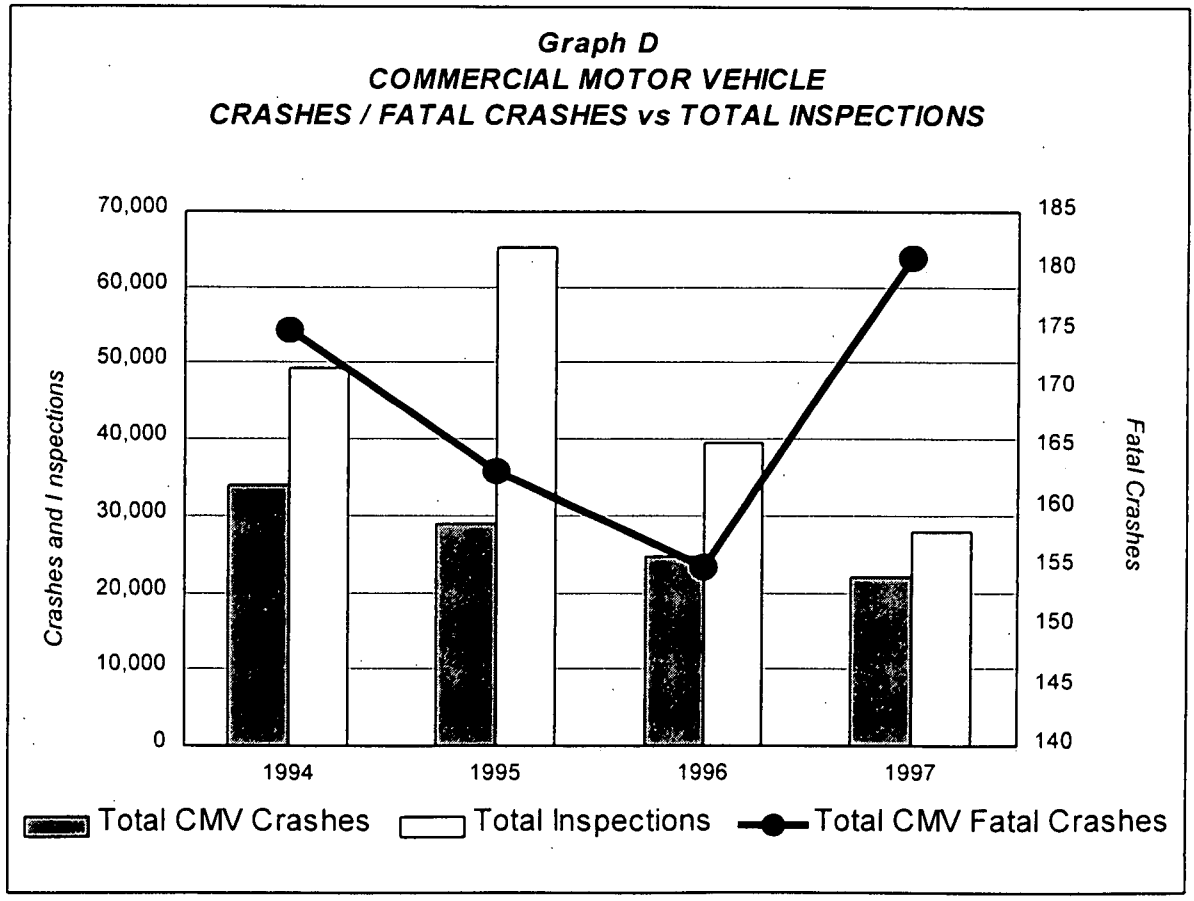
OVERWEIGHT POUNDS PERMANENT AND PORTABLE SCALES (in millions)

2. *Reviewing & reorganizing the Interstate Rest Area/Welcome Center patrol responsibility.*

   - The Enforcement Section will reduce stationary patrols at Interstate Rest Area/Welcome Center properties at non-peak, non-holiday times when traffic counts show that the number of vehicles utilizing these facilities are at a minimum.
   - These facilities will continue to be patrolled during peak holiday travel periods.
   - The Enforcement Section will maintain a presence by utilizing flex scheduling to make certain that the criminal element does not reintroduce itself to these areas.
   - Currently takes 78 officers per day to secure 44 rest areas/welcome center sites across the state.

3. *Continuing to develop enforcement initiatives that will help in reducing commercial vehicle crash fatalities.*

   - These operations will be occurring in designated high crash corridors and DOT work zones.
   - The presence of DMV Enforcement patrol vehicles will reduce speeds of vehicles in these areas and increased inspections will take unsafe commercial vehicles off the highway.



- Other challenges ---

1. Enhancement of the Section's technology infrastructure to consistently meet agency needs, as well as customer expectations.
2. Train and prepare Enforcement Section personnel to operate in this new technological environment. One example of this is the development of a plan to enable the section to migrate into the CJIN network

0590 Enforcement - Emissions Program

MISSION AND FUNCTION

To ensure the State of North Carolina continues to enjoy the benefits of the compliance with Federal Clean Air Standards and to enforce all laws and regulations that have been enacted by the State of North Carolina which concern exhaust emissions testing.

BUDGET/PERSONNEL TRENDS

	95-96	96-97	97-98	98-99
Personnel	$1,870,031	$1,930,916	$2,026,514	$2,030,770
Operating	997,991	806,237	2,641,725	2,166.239
Total	$2,868,022	$2,737,153	$4,668,239	$4,197,009
# Of Positions	44	44	44	44

- The North Carolina Emission Program began in 1982 in Mecklenburg County. Vehicles are tested and required to pass the Federal Carbon Monoxide Standards. Between 1986 and 1992, North Carolina added eight (8) more counties to the emission testing requirements.
- *Emissions Counties*

➢ Mecklenburg	Guilford	Cabarrus
➢ Gaston	Orange	Union
➢ Forsyth	Durham	Wake

- Under the terms of the Clean Air Act Amendments of 1990, Environmental Protection Agency was required to establish minimum performance standards for Emission programs. These standards were published in the Federal Register Vol. 57, No 215 Part 51 and the NCDMV Enforcement is charged with implementing and enforcing these standards.

- This program is a receipt-funded program. The funding for the Enforcement Section Emissions program is $1.80 per inspection and is found within the emissions inspection cost of $19.40. Regular non-emissions inspection cost is $9.25.

SUCCESS STORIES

- The North Carolina Inspection/Maintenance Program is moving in a positive direction according to the EPA final report.
- Effectiveness of covert audit program including a wide range of undercover vehicles, more effective tampering and rotation of undercover vehicles, and added training for DMV Emission Inspectors.

NCDOT Truck Safety Plan
March 3, 1999

Legislative Initiatives

Adopt a version of the Commercial Vehicle Safety Alliance (CVSA) penalty schedule to penalize drivers of commercial vehicles who operate in an unsafe manner. The CVSA is comprised of highway safety administrators from the U.S., Canada and Mexico. This penalty schedule will serve as a deterrent to future violations.

Increase the fines and driver license points for commercial vehicle drivers who violate motor vehicle laws such as speed limits and failure to stop at red lights and stop signs. For example, today a truck driver charged with speeding would pay a fine of $50. Under this change, the fine would double and the driver would pay $100 and court costs.

Crack down on commercial vehicle drivers who possess alcoholic beverages in their vehicle by issuing fines and adding points to their driver license.

Allow DOT to use electronic monitoring devices, similar to stop light cameras in Charlotte, in high crash corridors, work zones and high traffic interchanges.

Increase the minimum fine for speeding in a highway work zone to $250—in addition to current penalties for speeding. An increase in this penalty would be a deterrent to commercial motor vehicle drivers who might speed in the work zone.

Allow all law enforcement officers to cross a divided median to pursue an unsafe commercial vehicle.

Require intrastate truck drivers to carry the same amount of insurance as interstate truck drivers.

NCDOT Administrative Initiatives

- Increase the number of inspections performed on an annual basis by NCDMV Enforcement officers.
- Analyze areas where we can restrict commercial vehicles to specific lanes on interstates and other multi-lane highways.
- Keep our weigh stations open longer and utilize them more efficiently at peak times to remove unsafe commercial vehicles from the highways.
- Identify high crash corridors and determine how to effectively patrol those regions to reduce commercial vehicle crashes.

- Place more NCDMV Enforcement officers in highway work zones to enforce speed and safe driving regulations on commercial vehicles traveling through the work zones.

- Crack down on commercial driver violations, such as speeding, careless and reckless driving and crashes caused by commercial vehicle drivers that could result in a fatality.

- Use new technologies, such as thermal imaging units, to make commercial vehicle inspections more accurate and efficient.

- Supplement driver education classes and the driver license test to include information on commercial vehicle safety— such as No-Zone awareness and required braking distance for trucks so that all drivers will have a better understanding of the operation of commercial vehicles.

- Work with members of the judicial community to provide education on the different types of commercial vehicle citations they will see in hopes of decreasing the number of violations that are either reduced or dismissed in the judicial system.

- Supplement the Basic Law Enforcement training course on commercial vehicle regulations so that all new law enforcement officers will have some level of education on commercial vehicle regulations.

- Crack down on drivers when debris falls from their commercial vehicles and creates hazardous situations on our highways. Educate commercial vehicle drivers on proper ways to secure loads and equipment.

- Use DMV's crash reporting system to provide continual analysis of crash data in relation to commercial vehicles.

- Suspend oversize and overweight permits for those who repeatedly violate commercial motor vehicle laws.

- Create a truck safety course for all DOT highway project bid winners. The course would cover training sessions on how to properly secure loads and equipment as well as proper safety measures for working in work zones.

- Conduct special commercial vehicle checkpoint operations to remove unsafe drivers and unsafe commercial vehicles from the highways.

- Investigate the creation of commercial vehicle parking areas in remote locations for the purpose of enforcing size, weight and safety regulation inspections.

- Review the statewide tracking system that identifies sections of highways and bridges that are being damaged by commercial motor vehicles so that we may improve safety and maintenance.

Commercial Vehicle Safety Alliance

Levels of Inspection

Level I - Level II - Level III - Level IV - Level V

LEVEL I

North American Standard Inspection - An inspection that includes examination of driver's license, medical examiner's certificate and waiver, if applicable, alcohol and drugs, driver's record of duty status as required, hours of service, seat belt, vehicle inspection report, brake system, coupling devices, exhaust system, frame, fuel system, turn signals, brake lamps, tail lamps, head lamps, lamps on projecting loads, safe loading, steering mechanism, suspension, tires, van and open-top trailer bodies, wheels and rims, windshield wipers, emergency exits on buses and HM requirements, as applicable.

LEVEL II

Walk-Around Driver/Vehicle Inspection - An examination that includes each of the items specified under the North American Standard Inspection. As a minimum, Level II inspections must include examination of: driver's license, medical examinees certificate and waiver, if applicable, alcohol and drugs, driver's record of duty status as required, hours of service, seat belt, vehicle inspection report, brake system, coupling devices, exhaust system, frame, fuel system, turn signals, brake lamps, tail lamps, head lamps, lamps on projecting loads, safe loading, steering mechanism, suspension, tires, van and open-top trailer bodies, wheels and rims, windshield wipers, emergency exits on buses, and HM requirements, as applicable. It is contemplated that the walk-around driver/vehicle inspection will include only those items which can be inspected without physically getting under the vehicle.

LEVEL III

Driver-Only Inspection - A roadside examination of the driver's license, medical certification and waiver, if applicable, driver's record of duty status as required, hours of service, seat belt, vehicle inspection report, and HM requirements, as applicable.

LEVEL IV

Special Inspections - Inspections under this heading typically include a one-time examination of a particular item. These examinations are normally made in support of a study or to verify or refute a suspected trend.

LEVEL V

Vehicle-Only Inspection - An inspection that includes each of the vehicle inspection items specified under the North American Standard Inspection (Level I), without a driver present, conducted at any location.

Last Update: 11/15/1998 06:59 PM

by:jag

VISITOR REGISTRATION SHEET

Joint Appropriations Subcommittee on DOT — March 24, 1999 PM

Name of Committee — **Date**

VISITORS: PLEASE SIGN IN BELOW AND RETURN TO COMMITTEE CLERK

NAME	FIRM OR AGENCY AND ADDRESS
Joan Delaney	DMV- School Bus & Traffic Safety Section
John Robinson Jr	NC-DMV Enf.
Jeff Roerden	DMV - Commissioner's Office
Susie Howard	DMV - Vehicle Registration
Cameron Lee	DOT - General Services
David C Bullard	DMV - Enforcement Section
Hope Morrison	DMV - Enforcement Section
Jim Edwards	DMV Enforcement SECTION
Jon Parks	DMV - Commissioner's Office
[illegible]	DMV
Daniel Faulkner	NC Commission
Jaime Parkinson	DMV
Diana Bradley	Forestry

(18)

VISITOR REGISTRATION SHEET

Joint Appropriations Subcommittee on DOT — March 24, 1999 PM

Name of Committee — **Date**

VISITORS: PLEASE SIGN IN BELOW AND RETURN TO COMMITTEE CLERK

NAME	FIRM OR AGENCY AND ADDRESS
Wade Tyson	N.C.A.D.A. Raleigh
Buddy Summers	NCADA Raleigh
Paul Deck	NCADA Raleigh
Robert Glasgow	NCADA
Wayne Thomas	NCADA
Mark Benson	Capitol Group
DANNY DEVANE	NCDOT
Becky Keith	NCDOT
Sheri C. Johnson	NCDOT
M Maher	NCDOT
Ian Rose	UNC
Mac Boxley	N.C. Aggregates

VISITOR REGISTRATION SHEET

Joint Appropriations Subcommittee on DOT — March 24, 1999 PM

Name of Committee — **Date**

VISITORS: PLEASE SIGN IN BELOW AND RETURN TO COMMITTEE CLERK

NAME	FIRM OR AGENCY AND ADDRESS
Lt. Dave A Woody	DMV ENFORCEMENT
Doug Rogers	NCDOT
David Knight	NC Sierra Club, NC Wildlife Fed
Nat Hand	Conservation Council of NC
Carol Simon	DMV
Milton G. Oldfield	OSBM
Gordon B. Zeigler	DMV Enforcement
Wayne Hurder	DMV-Driver Licens
Florence Vryn	League of Women Voters - Moore Co 619 Knollwood Dr Southern Pines NC 28387
Ethel Ken	DMV-Citizen Affairs
Rosa Dill	DMV-Traffic Records Section
PAUL ROBERTS	DOT INFORMATION SYSTEMS

Joint Appropriations Subcommittee on Transportation
March 25, 1999
9:00 AM and 1:00 PM
Room 1228

Agenda

Chair: Representative Cole

Global TransPark Authority (Governor's North Carolina State Budget, Summary of Recommendations, p. 75, no. 5 and Volume 6, Transportation, pp.109-110)

Paul E. Busick	*President and Executive Director, Global TransPark Authority*

Division of Motor Vehicles continued (Governor's North Carolina State Budget, Volume 6, Transportation, pp. 89-103)

Wayne Hurder	*Director, Driver License*
Joan Silvey	*Director, School Bus and Traffic Safety*
Rosa Gill	*Director, Traffic Records*
Colonel David Richards	*Director, Enforcement*

JOINT APPROPRIATIONS SUBCOMMITTEE ON TRANSPORTATION
Minutes
March 25, 1999
9:00 A.M.
Room 1228 LB

The Joint Appropriations Subcommittee on Transportation met on March 25, 1999 at 9:00 a.m. in room 1228 of the Legislative Building. Representative Nelson Cole called the meeting to order. Four member of the Senate committee were in attendance. A visitor registration sheet is attached and made part of these minutes. The following members of the House were present:

Rep. Jim Crawford
Rep. Nelson Cole
Rep. Bobby Barbee
Rep. Dan Blue
Rep. Joanne Bowie
Rep. Don Davis
Rep. Jim Gulley
Rep. Bill Hurley
Rep. Mary McAllister
Rep. Max Melton
Rep. Drew Saunders
Rep. Ronnie Sutton

Representative Cole opened the meeting, acknowledged the pages and introduced Paul E. Busick, President and Executive Director of Global TransPark Authority. Mr. Busick passed out handout #1, North Carolina Global TransPark folder and then showed the committee a slide presentation on Global TransPark. The GTP concept was developed at Kenan Institute at University of North Carolina and the master plan begin six years ago. The site of GTP is Kinston, North Carolina.. When the infrastructure is in place, GTP will attract industry and be an economic and development tool to eastern North Carolina. There are presently four tenants there now with the fifth one committed to come this summer. There are 450 jobs at this time at the park. Rep. Bowie asked where are the roads leading to the park on the TIP plan with DOT? The chair deferred to Ruth Sappie, legislative liaison for the Department of Transportation. She indicated she did not know but would look into it and provide the committee with an answer. Rep. Davis requested that the committee visit the park site in Kinston. The chair said this will be arranged for those who would be interested in going. Rep. Blue asked for the figures from Mr. Busick that show jobs created versus tax and other concessions including incentives by state and local government in comparison to FedEx and Nucor economic development incentives. Mr. Busick will get back with the committee on this. Senator Gulley requested that a five year projection for the park be worked up and given to the committee in six months.

Rep. Cole adjourned the meeting at 9:55 a.m. with the next meeting being on Tuesday, March 30, 1999 at 2:30 p.m.

Respectfully submitted:

Nelson Cole
Representative Nelson Cole
Chairman, House Committee

Suzanne Smith
Suzanne Smith
House Legislative Committee Assistant

VISITOR REGISTRATION SHEET

HOUSE APPRO/SUBCOMMITTEE ON TRANSPORTATION 3/26 **, 1999**

Name of Committee — Date

VISITORS: PLEASE SIGN BELOW AND RETURN TO COMMITTEE CLERK

NAME	FIRM OR AGENCY AND ADDRESS
Mark Beason	Capitol Group
J D Foust	Global Transpark Authority
Russell Tucker	NCGA - Rep.
Lemuel V. Foy	NC Global Transpark Authority
Jim Sughrue	N.C. GTP Authority
Andi Carlisle	NC GTP Authority
Van Noah	NC GTP Authority / Kinston
J W Reel	NCOSBM
Mike Simmons	DMV
Jon Parker	DMV
Lynne Zuylhoper	DMV Commission
[illegible]	DMV
Rick Sabbse	NCDOT
Milton Alford	OSBM
Wayne Hardin	NCDMV - Driver Licensing
[illegible] Rogers	NCDOT
Mac Boxley	N.C. Aggregates Assoc.

[redacted]

Welcome to the 21st Century

North Carolina Global TransPa

[redacted]

- $8,825,000 (FY 99-00) request for site development and operations (continuation funds);
- $3,825,000 (FY 00-01) request for site development and operations (continuation funds);
- $1,000,000 request for authority operations in both fiscal years ($750,000 in continuation funds and $250,000 in expansion funds)

North Carolina Global TransPa

[redacted]

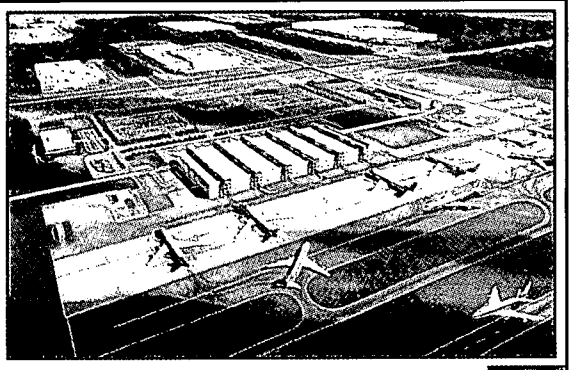
1. What is the Global TransPark?
2. What has been accomplished so far?
3. Where do we stand today?
4. What does the future hold for GTP development?
5. Why should North Carolina build the GTP?

North Carolina Global TransPa

[redacted]

A Transportation and Industrial Complex offering Logistics, Communications, and Educational Infrastructure

North Carolina Global TransPa



North Carolina Global TransPa

[redacted]

North Carolina Global TransPa

The GTP is under construction and on schedule. To recap the accomplishments over the past 6 years:

- Comprehensive Master Plan covering 15,000 acres;
- DOD Grant obtained to lengthen runway;
- Existing runway strengthened and lengthened;
- U.S. DOT Grant obtained for airport improvements;
- Completed Federal Environmental Assessment;
- Completed Federal Environmental Impact Statement;

North Carolina Global TransPa

- Received State water-quality 401 certification;
- Suit with the Neuse River Foundation settled;
- Received Corps of Engineers 404 permit;
- Planned for extensive environmental mitigation;
- Federal grant and state matching funds attained to build Education and Training Center;
- ETC near completion;
- Achieved Foreign Trade Zone status;

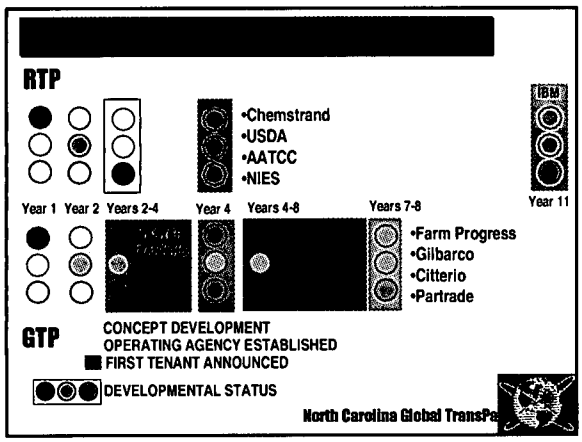
North Carolina Global TransPa

- Two on-site tenants attracted to the GTP;
- Contributed to the location of at least three other firms in Lenoir County;
- Mountain Air Cargo hangar designed and constructed;
- Kinston Regional Jetport transferred to the GTP Authority;
- Worked successfully with N.C. DOT to ensure the TIP meets project development needs.

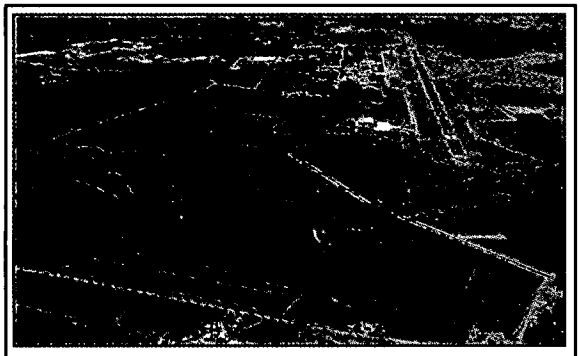
North Carolina Global TransPa

- Comprehensive Master Plan covering 15,000 acres;
- DOD Grant obtained to lengthen runway;
- Existing runway strengthened and lengthened;
- U.S. DOT Grant obtained for airport improvements;
- Completed Federal Environmental Assessment;
- Completed Federal Environmental Impact Statement;
- Received State water-quality 401 certification;
- Suit with the Neuse River Foundation settled;
- Received Corps of Engineers 404 permit;
- Planned for extensive environmental mitigation;
- Federal grant and state matching funds attained to build Education and Training Center;
- ETC near completion;
- Achieved Foreign Trade Zone status;
- Two on-site tenants attracted to the GTP;
- Contributed to the location of at least three other firms in Lenoir County;
- Mountain Air Cargo hangar designed and constructed;
- Kinston Regional Jetport transferred to the GTP Authority;
- Worked successfully with N.C. DOT to ensure the TIP meets project development needs.

North Carolina Global TransPa



North Carolina Global TransPa



- The GTP is moving forward with key improvements

North Carolina Global TransPa

- Half of the 149 sections of box culvert needed to divert Stonyton Creek are already in place

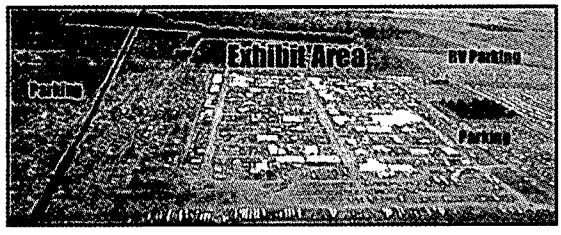
North Carolina Global TransPa

- Runway extension from 8,600' to 10,600' will be complete by late 2000
- Fully loaded air cargo aircraft can then take off and land at the GTP

North Carolina Global TransPa

- Construction completion expected mid-1999
- Owned by the NCGTP Authority to serve the tenants of the GTP as well as the 13 counties of the Region.

North Carolina Global TransPa



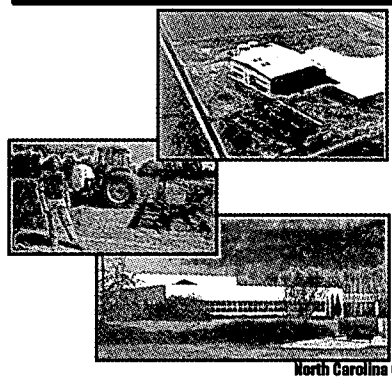
- The October Farm Progress Show is expecting nearly 500 vendors, up to 20,000 attendees and an economic impact of $4 to $10 Million

North Carolina Global TransPa

North Carolina Global TransPa

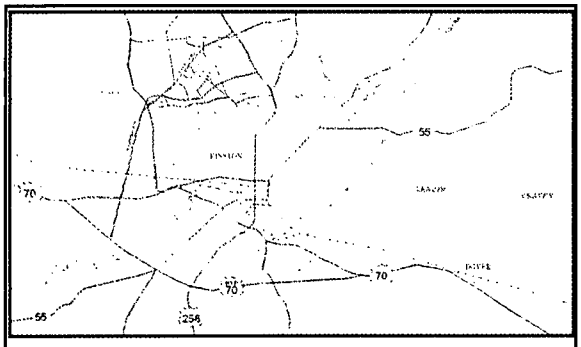
- Plastics company
- Defense contractor
- Pharmaceutical firm
- Two aviation manufacturers
- Freight consolidator
- Air cargo company
- Working cooperatively with Lenoir County, GTPC, and the N.C. Department of Commerce to recruit tenants

North Carolina Global TransPa



- Mountain Air Cargo
- Farm Progress
- Gilbarco
- Citterio
- Partrade

North Carolina Global TransPa



- Highway improvements linking the GTP to the Eastern U.S. are critical to future success

North Carolina Global TransPa

- Once the core infrastructure is in place, the GTP will attract industry, create jobs and succeed

North Carolina Global TransPa

- The $35 million runway extension is less than the cost of a single major highway interchange

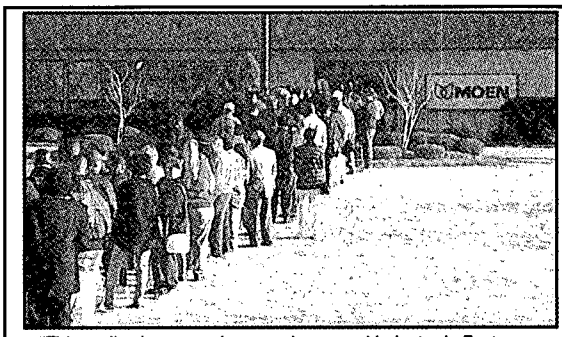
North Carolina Global TransPa

North Carolina Global TransPa

[redacted]

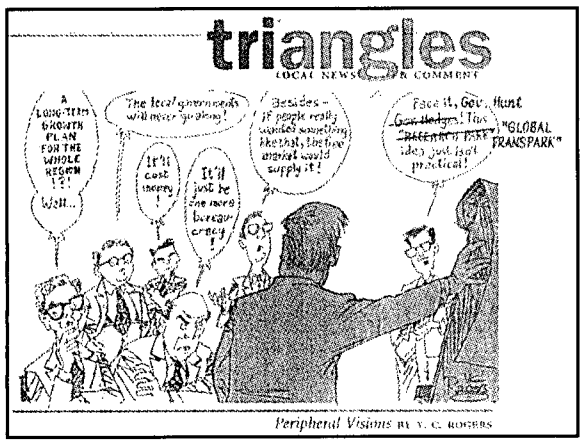
1. By enhancing overall chances of being selected as the site for new and expanded industry.
2. By benefitting industries throughout the state.
3. By helping Eastern North Carolina prosper.

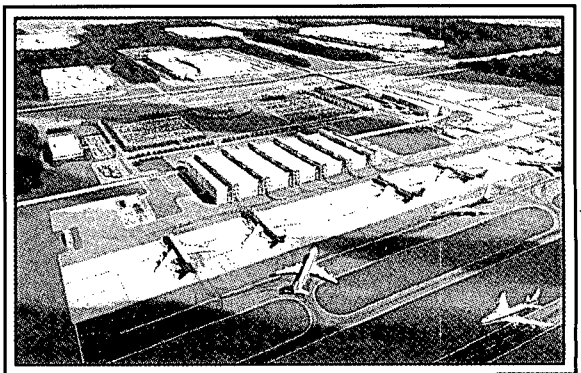
North Carolina Global TransPa



"This really shows you how much we need industry in Eastern North Carolina. We've got a lot of hard workers here who are ready to go to work."

North Carolina Global TransPa





North Carolina Global TransPa

Gilbarco
Making Things Better®

Gilbarco Inc.
2769 Rouse Road Extension
Kinston, NC 28504
Telephone 252-520-2070
Fax 252-520-2139
Reman Center

March 23, 1999

The Honorable James B. Black
Speaker
North Carolina House of Representatives
2304 Legislative Building
Raleigh, NC 27601-2808

Re: Global TransPark Development

Dear Speaker Black:

I am writing this communication on behalf of the GTP Authority. Gilbarco purchased our new facility (In the Global Transpark Airport) in March 1998 and began moving operations to Lenoir county in June of 1998. To provide some background Gilbarco is a World-wide manufacturer of gas pumps and fueling systems with over 3,000 employees and sales between $500 and $ 600 million in 1998. We currently have major offices in Greensboro, NC, Kinston, NC, Canada, Australia, New Zealand, Germany, The United Kingdom and China. Gilbarco's parent company is the General Electric Co. UK. GEC is a very high technology company with over 121,000 employees and over $17 Billion in sales in fiscal year 1998.

The Gilbarco Kinston facility presently employs 93 full time employees and 31 temporary employees. The Kinston facility re-manufactures gas pumps and fueling systems and also manufactures two new product lines with emphasis on the international market place. We invested $3.5 million dollars in our new facility and an additional $500,000 in upfits. The facility consists of 169,000 square feet of manufacturing space on 28 acres of land. Future considerations for the Gilbarco Kinston facility includes export shipping operations, tele support center, technical support center and a customer training center.

We are currently investigating opportunities regarding the Global Transpark Education & Training Center and intend to take advantage of that resource to train our current and perspective employees. As the GTP grows and matures we expect to attract high tech. Associates who will help us build and expand our business opportunities. As a major international shipper we intend to take advantage of the convenient access to international shipping expertise. We look forward to utilizing the multimodal shipping options the GTP promises to bring. We can clearly see advantages to using this facility as a distribution center for export products produced in all Gilbarco U.S. operations.

We hope North Carolina will make the investment needed to put the GTP infrastructure in place at the earliest possible date, and it is our belief that doing so will result in further private sector investment on and near this unique and valuable project.

Sincerely,

Harold Didyoung
Plant Manager

Gilbarco
Making Things Better®

Gilbarco Inc.
2769 Rouse Road Extension
Kinston, NC 28504
Telephone 252-520-2070
Fax 252-520-2139
Reman Center

March 23, 1999

The Honorable Marc Basnight
President Pro Tempore
North Carolina Senate
2007 Legislative Building
Raleigh, NC 27601-2808

Re: Global TransPark Development

Dear Senator Basnight:

I am writing this communication on behalf of the GTP Authority. Gilbarco purchased our new facility (In the Global Transpark Airport) in March 1998 and began moving operations to Lenoir county in June of 1998. To provide some background Gilbarco is a World-wide manufacturer of gas pumps and fueling systems with over 3,000 employees and sales between $500 and $ 600 million in 1998. We currently have major offices in Greensboro, NC, Kinston, NC, Canada, Australia, New Zealand, Germany, The United Kingdom and China. Gilbarco's parent company is the General Electric Co. UK. GEC is a very high technology company with over 121,000 employees and over $17 Billion in sales in fiscal year 1998.

The Gilbarco Kinston facility presently employs 93 full time employees and 31 temporary employees. The Kinston facility re-manufactures gas pumps and fueling systems and also manufactures two new product lines with emphasis on the international market place. We invested $3.5 million dollars in our new facility and an additional $500,000 in upfits. The facility consists of 169,000 square feet of manufacturing space on 28 acres of land. Future considerations for the Gilbarco Kinston facility includes export shipping operations, tele support center, technical support center and a customer training center.

We are currently investigating opportunities regarding the Global Transpark Education & Training Center and intend to take advantage of that resource to train our current and perspective employees. As the GTP grows and matures we expect to attract high tech. Associates who will help us build and expand our business opportunities. As a major international shipper we intend to take advantage of the convenient access to international shipping expertise. We look forward to utilizing the multimodal shipping options the GTP promises to bring. We can clearly see advantages to using this facility as a distribution center for export products produced in all Gilbarco U.S. operations.

We hope North Carolina will make the investment needed to put the GTP infrastructure in place at the earliest possible date, and it is our belief that doing so will result in further private sector investment on and near this unique and valuable project.

Sincerely,

Harold Didyoung
Plant Manager

PARTRADE

A BREED APART IN QUALITY AND VALUE

March 22, 1999

The Honorable James B. Black
Speaker
North Carolina House of Representatives
2304 Legislative Building
Raleigh, NC 27601-2808

Dear Speaker Black:

I am writing this letter to encourage you and others to continue the funding of the North Carolina Global TransPark in Kinston, NC.

My company, Partrade, is currently in the process of moving our entire operation from Denver, Colorado to Kinston, North Carolina. We are manufacturers all types of saddlery hardware, tack equipment, pet products, and golf bags. Our market area is 60% USA & Canada and 40% international. We considered remaining in Denver, Colorado; visited the states of California; Washington, Oregon, Texas, Florida , South Carolina and North Carolina before selecting Kinston/Lenoir County, NC. One of several determining factors in choosing Lenoir County, North Carolina was the NC Global TransPark and the concept of "just-in-time" manufacturing. We market over 2500 different products and ship them world-wide. North Carolina is to be commended for recognizing the increasing logistics need of manufacturers and distributors and acting to meet those needs through the Global TransPark. It is our hope that NC will continue to make the investment needed to put the GTP infrastructure in place and it is our belief that doing so will result in further private sector investment on and near this unique and valuable project.

Partrade purchased an existing 105,000 square foot building located on Commerce Drive in the Airport Industrial Park only two minutes from the GTP Airport runway. This facility will be used for manufacturing and distribution. Our investment will be approximately $6.0 million; 50 jobs initially and we will be moving six families to eastern North Carolina. Our Kinston facility will be the Partrade headquarters. In my travels, I meet and work with many other companies seeking to expand their operations. Already I have encourage others to seek out expansion possibilities on or near the Global TransPark.

Sincerely,

Bobby Harrell

Bobby Harrell, President

13105 EAST 38TH AVE., SUITE 29 • DENVER, CO 80239
PHONE: 800/223-2102 • FAX: 800/933-2102

PARTRADE

A BREED APART IN QUALITY AND VALUE

March 22, 1999

The Honorable Marc Basnight
President Pro Tempore
North Carolina Senate
2007 Legislative Building
Raleigh, NC 27601-2808

Dear Senator Basnight:

I am writing this letter to encourage you and others to continue the funding of the North Carolina Global TransPark in Kinston, NC.

My company, Partrade, is currently in the process of moving our entire operation from Denver, Colorado to Kinston, North Carolina. We are manufacturers all types of saddlery hardware, tack equipment, pet products, and golf bags. Our market area is 60% USA & Canada and 40% international. We considered remaining in Denver, Colorado; visited the states of California; Washington, Oregon, Texas, Florida , South Carolina and North Carolina before selecting Kinston/Lenoir County, NC. One of several determining factors in choosing Lenoir County, North Carolina was the NC Global TransPark and the concept of "just-in-time" manufacturing. We market over 2500 different products and ship them world-wide. North Carolina is to be commended for recognizing the increasing logistics need of manufacturers and distributors and acting to meet those needs through the Global TransPark. It is our hope that NC will continue to make the investment needed to put the GTP infrastructure in place and it is our belief that doing so will result in further private sector investment on and near this unique and valuable project.

Partrade purchased an existing 105,000 square foot building located on Commerce Drive in the Airport Industrial Park only two minutes from the GTP Airport runway. This facility will be used for manufacturing and distribution. Our investment will be approximately $6.0 million; 50 jobs initially and we will be moving six families to eastern North Carolina. Our Kinston facility will be the Partrade headquarters. In my travels, I meet and work with many other companies seeking to expand their operations. Already I have encourage others to seek out expansion possibilities on or near the Global TransPark.

Sincerely,

Bobby Harrell

Bobby Harrell, President

13105 EAST 38TH AVE., SUITE 29 • DENVER, CO 80239
PHONE: 800/223-2102 • FAX: 800/933-2102

CITTERIO U.S.A. CORPORATION

4125 BERKELEY AVENUE
KINSTON, NORTH CAROLINA 28504

The Honorable James B. Black
Speaker
North Carolina House of Representatives
2304 Legislative Building
Raleigh, North Carolina 27601 – 2808

Dear Speaker Black ;

I am writing to you on behalf of our support for the continued progress and completion of the North Carolina Global TransPark of Eastern North Carolina. CITTERIO U.S.A. Corporation, (Italian owned with Pennsylvania headquarters in the U.S.), had made a decision some two and a half years ago to expand it's manufacturing operations of specialty Italian meat products. While numerous States were considered, North Carolina was selected, and a temporary facility was established in June of 1997 with future plans to invest in excess of $ 7 million for a new facility.

CITTERIO worldwide has in excess of 1,000 employees and production or sales offices in 6 different countries. Our U.S. facilities alone export products to over 10 countries. While Eastern North Carolina had much to offer our company in the way of production resources and a strategic location to the growing market of the southeast, the Global TransPark offered a strategic location to the world. As we approach the new millinium, we look forward to major progress to the Transpark, so that we and others can utilize the assests of this project. The TransPark will bring much needed infrastructure, along with experienced, competitive shipping options both domestically and internationally. Major consideration and investment by the State of North Carolina to the TransPark is vital to the growth and continuance of existing firms, not to mention the major attraction to potential new companies.

I trust that your much needed experience and efforts will be put towards supporting this much needed project for Eastern North Carolina. Competitiveness in the 21 st Century is key to success, I ask that you do not leave Eastern North Carolina behind and to support any and all efforts for the GLOBAL TRANSPARK. Thank you !

Sincerely,

Joseph A. Petruce

Joseph A. Petruce
CITTERIO U.S.A. Corporation

CITTERIO U.S.A. CORPORATION

4125 BERKELEY AVENUE
KINSTON, NORTH CAROLINA 28504

The Honorable Marc Basnight
President Pro Tempore
North Carolina Senate
2007 Legislative Building
Raleigh, North Carolina 27601 – 2808

Dear Senator Basnight ;

I am writing to you on behalf of our support for the continued progress and completion of the North Carolina Global TransPark of Eastern North Carolina. CITTERIO U.S.A. Corporation, (Italian owned with Pennsylvania headquarters in the U.S.), had made a decision some two and a half years ago to expand it's manufacturing operations of specialty Italian meat products. While numerous States were considered, North Carolina was selected, and a temporary facility was established in June of 1997 with future plans to invest in excess of $ 7 million for a new facility.

CITTERIO worldwide has in excess of 1,000 employees and production or sales offices in 6 different countries. Our U.S. facilities alone export products to over 10 countries. While Eastern North Carolina had much to offer our company in the way of production resources and a strategic location to the growing market of the southeast, the Global TransPark offered a strategic location to the world. As we approach the new millinium, we look forward to major progress to the Transpark, so that we and others can utilize the assests of this project. The TransPark will bring much needed infrastructure, along with experienced, competitive shipping options both domestically and internationally. Major consideration and investment by the State of North Carolina to the TransPark is vital to the growth and continuance of existing firms, not to mention the major attraction to potential new companies.

I trust that your much needed experience and efforts will be put towards supporting this much needed project for Eastern North Carolina. Competitiveness in the 21 st Century is key to success, I ask that you do not leave Eastern North Carolina behind and to support any and all efforts for the GLOBAL TRANSPARK. Thank you !

Sincerely,

Joseph A. Petruce

Joseph A. Petruce
CITTERIO U.S.A. Corporation

Kinston Free Press
Thursday, March 18, 1999

Steel fabricator coming to Kinston

▼ Economic Development: Winston-Salem company will announce April 20

By Jennifer Shrader
Staff Writer

A steel fabrication plant will bring up to 50 jobs to Kinston by the year 2000, economic development officials announced Wednesday.

The Winston-Salem-based company has been in negotiations with the Lenoir County Economic Development Department and decided to move its operation here within the last10 days, said Ron Baker, economic development director.

"They want to be the steel fabricators for eastern North Carolina and everything east of (Interstate) 95," he said.

The company plans to begin constructing a 55,000 square foot building on Cunningham Road in Kinston in four to six months. Baker said the company plans to invest $2.5 to $3 million in the county by moving here.

"The company president has two boats docked at Morehead City," Baker told members of the Economic Development Board of Directors. "He's been driving through Kinston a long time and wants to move here. He likes the Global TransPark and the town."

John Bauer

The company never had to approach Lenoir County Commissioners for incentives to move here. Considered a distressed county by the state, Lenoir is eligible for more grant money if a business decides to move here. The paving of 850 feet of road for the business as well as their water and sewer needs are all covered by a state grant.

The new company will be officially welcomed to Kinston with a luncheon April 20 at Vermillions.

Baker also announced that several more businesses are looking at Kinston and the GTP. Two corporations are currently looking at moving to the airport itself. And a warehousing company currently doing business in North Carolina will be visiting the county next month.

Partrade Corporation, which is in the process of moving into the old Randa building near the GTP, may have attracted another business to move here, Baker said. An Italian company that makes horse blankets will be visiting Kinston at the end of the month. Partrade is in the horse tack business and convinced the company to look here.

"We have more projects in the works than since I've been here," Baker said.

The board of directors also gave their tentative approval to the department's

Please turn to
NEW BUSINESS, Page B2

NEW BUSINESS

Continued from Page B1

budget, which is due to County Manager John Bauer by Friday.

Bauer had requested that departments hold the line on their budgets and reduce wherever possible. Baker has requested $220,385 for the coming year, $18,396 less than what the estimated budget is for this year.

Baker also made a separate request of $10,000 for capital improvements.

"The new manager is doing exactly what I would do," said Baker. "He's looking at all the departments and all the funds."

Fastfacts

Steel fabricators locating on Cunningham Road

50 new jobs in the year 2000

$2.5 to $3 million investment in community

55,000 square foot building construction within four to six months

no cost to county commissioners

Kinston Free Press
Thursday, March 18, 1999

Steel fabricator coming to Kinston

▼ Economic Development: Winston-Salem company will announce April 20

By Jennifer Shrader
Staff Writer

A steel fabrication plant will bring up to 50 jobs to Kinston by the year 2000, economic development officials announced Wednesday.

The Winston-Salem-based company has been in negotiations with the Lenoir County Economic Development Department and decided to move its operation here within the last10 days, said Ron Baker, economic development director.

"They want to be the steel fabricators for eastern North Carolina and everything east of (Interstate) 95," he said.

The company plans to begin constructing a 55,000 square foot building on Cunningham Road in Kinston in four to six months. Baker said the company plans to invest $2.5 to $3 million in the county by moving here.

"The company president has two boats docked at Morehead City," Baker told members of the Economic Development Board of Directors. "He's been driving through Kinston a long time and wants to move here. He likes the Global TransPark and the town."

John Bauer

The company never had to approach Lenoir County Commissioners for incentives to move here. Considered a distressed county by the state, Lenoir is eligible for more grant money if a business decides to move here. The paving of 850 feet of road for the business as well as their water and sewer needs are all covered by a state grant.

The new company will be officially welcomed to Kinston with a luncheon April 20 at Vermillions.

Baker also announced that several more businesses are looking at Kinston and the GTP. Two corporations are currently looking at moving to the airport itself. And a warehousing company currently doing business in North Carolina will be visiting the county next month.

Partrade Corporation, which is in the process of moving into the old Randa building near the GTP, may have attracted another business to move here, Baker said. An Italian company that makes horse blankets will be visiting Kinston at the end of the month. Partrade is in the horse tack business and convinced the company to look here.

"We have more projects in the works than since I've been here," Baker said.

The board of directors also gave their tentative approval to the department's

Please turn to
NEW BUSINESS, Page B2

NEW BUSINESS

Continued from Page B1

budget, which is due to County Manager John Bauer by Friday.

Bauer had requested that departments hold the line on their budgets and reduce wherever possible. Baker has requested $220,385 for the coming year, $18,396 less than what the estimated budget is for this year.

Baker also made a separate request of $10,000 for capital improvements.

"The new manager is doing exactly what I would do," said Baker. "He's looking at all the departments and all the funds."

▼ Fastfacts

Steel fabricators locating on Cunningham Road

50 new jobs in the year 2000

$2.5 to $3 million investment in community

55,000 square foot building construction within four to six months

no cost to county commissioners

North Carolina Global TransPark

Welcome to the 21st Century

The North Carolina Global TransPark will be a unique multimodal business center designed to support manufacturing, distribution, agribusiness, and transportation-related companies. A comprehensive planning effort has fully integrated air, rail, road and nearby sea transportation capabilities to serve the logistics requirements of industrial and distribution tenants and users of the Global TransPark (GTP).

WHAT IS THE GTP?

The Global TransPark was designed as a conceptual outline for a new type of infrastructure, a "Global Air Cargo-Industrial Complex for the State of North Carolina." A number of factors were weighed in developing this concept.

- The rapid shift from isolated national economies to global cooperative commerce;
- The emergence of just-in-time, flexible and agile manufacturing practices to reduce inventories for suppliers and customers and to provide quick customer response;
- The rapid growth of distribution via air freighters (roughly four times the growth rate of passenger service by the airlines);
- The need to utilize air cargo, shipment by sea and delivery by trucks and trains in an overall distribution system;
- The need for a commercial distribution hub in the Eastern United States that can reach overnight more than 60 percent of the nation's population and provide a gateway to global markets.

In the very near future, the Global TransPark will be fully operational, with its initial core capabilities in place and industrial development underway. As it grows, cargo from factories and farms across North Carolina and the entire East Coast will be transported through the GTP, destined for countries in the Global TransPark Network and beyond. Components and parts from around the world will arrive at the GTP to be assembled and processed into finished goods. The GTP has been acknowledged as a national and international leader in this type of innovative infrastructure development.

The Global TransPark is well on its way to becoming a reality. After a series of steps taken over a 15 month period to choose and qualify an initial site for the TransPark, a 59 month process began to complete the federal Environmental Assessment, FAA airport development plan, and the Environmental Impact Statement for the GTP. Once the Record of Decision was approved by the FAA, an 11 month review of the GTP's state and federal environmental permits began. With the receipt of the final permit required in October of 1998, the GTP had the green-light to begin construction.

"This is truly one of the most

POWERFUL

and

INNOVATIVE

nsportation projects in this country today..."

-Federico Pena
Former U.S. Secretary of Transportation

North Carolina Global TransPark Authority

P.O. BOX 1476 . 2830 ROUSE ROAD EXTENSION . KINSTON, N.C. 28504
PHONE (252) 522-4929 . FAX (252) 522-5778 . E-MAIL info@ncgtp.com . www.ncgtp.com

WHERE ARE WE TODAY?

As part of the project's initial major construction, the GTP will begin making environmental improvements under a comprehensive mitigation plan outlined in the EIS. In exchange for the mitigation work and other environmental requirements, the U.S. Corps of Engineers permit will allow the GTP to complete the extension of the runway. This critical runway and airfield infrastructure will cost about $35 million dollars over a three year period - a cost roughly comparable to a modern interstate highway interchange linking major roadways. A $17.5 million grant awarded by U.S. Transportation Secretary Rodney Slater will cover half of these infrastructure improvements.

Construction is underway on the Box Culvert needed to complete the extension of the runway.

With the Corps permit issued, the Authority moved quickly to affirm the award of the first construction contract related to the runway's extension from 8,600' to 10,600'. Trader Construction Co. of New Bern won approval to build a concrete box culvert that will allow the runway's pavement to cross a creek on the site.

The GTP Education and Training Center is expected to be completed in early 1999. This will become an invaluable resource for tenants at the GTP, as well as companies located in the GTP Region. The first event is scheduled to be held in October 1999.

Construction is underway on the new regional Education and Training Center on the GTP site. The center will be completed in mid-1999. Through a cooperative arrangement with the 11 community colleges in the Global TransPark Region, the center will work with companies to develop training programs for workers in a wide range of high-skill jobs. When opened, it will provide a valuable asset to GTP tenants and meet advanced job-training needs throughout the region. In addition, it will be linked to the University of North Carolina systems for management education programs. The center is scheduled to host its first major event when the Carolina Farm Progress Show comes to Kinston in October 1999.

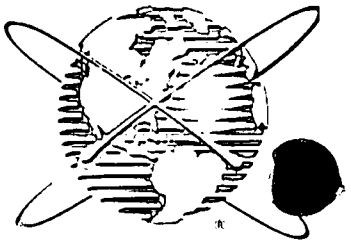
In May 1996, the GTP was designated Foreign Trade Zone 214. This designation helps create and preserve U.S. jobs. It allows companies within the GTP to defer, reduce or eliminate payment of some tariffs and duties. It also provides incentives for companies to maintain production facilities in the United States. The GTP is in the process of activating its first subzone for Consolidated Diesel in Whitakers near Rocky Mount.

HOW WILL THE GTP AFFECT YOU?

Construction of the Initial Development Phase of the NCGTP complex as proposed by the Authority will continue over the next 10 years, generating a tremendous investment into the community. To date, construction projects within the GTP have created over 500 full-time jobs.

As the project continues to grow, so will GTP-generated employment. The level of manufacturing attracted to the region will, through the production of goods, create value in addition to wages. The development of the GTP will create a demand for manufacturing activities which, in turn, will require passenger and air cargo service to support its activities. The entire GTP region will see employment growth from manufacturing and air cargo operations.

With the final environmental permits in place and construction underway, the GTP is propelling into the next phase of development. Under new leadership, the offices of the GTP Authority are moving to Kinston and will be housed at the newly acquired Kinston Regional Jetport. Through the efforts of the GTP Authority, with the support of the GTP Foundation and the GTP Commission, we are poised for success in 1999.



"Infrastructure improvements are a key pillar of economic growth, and this partnership to help develop the Global TransPark will

CREATE JOBS

and

BOOST NORTH CAROLINA'S ECONOMY

for years to come..."

-President Clinton

REAR ADMIRAL PAUL E BUSICK
U. S. COAST GUARD (RETIRED)

Rear Admiral Paul E. Busick is a native of Lindenhurst, New York, and a 1966 graduate of the U. S. Coast Guard Academy.

Following graduation, he served on the Coast Guard Cutter SPENCER in Staten Island, New York. Rear Admiral Busick completed flight training in 1968 and airacraft maintenance officer training in 1971. He has served at Air Stations Barbers Point, Hawaii; Brooklyn, New York; and New Orleans, Louisiana. Rear Admiral Busick received a Master of Science degree in Industrial Administration from Purdue University in 1979, and was subsequently assigned to Coast Guard Headquarters where he served in both the Aeronautical Engineering and Programs Divisions.

Rear Admiral Busick had two commands: Air Station San Francisco, California, and the Aviation Training Center in Mobile, Alabama, and he served in both district and area planning officer assignments. He graduated from the National War College in Washington, D. C. in June 1989. In July 1991, he became Deputy Chief, Office of Law Enforcement and Defense Operations at Coast Guard Headquarters. In June 1993, he achieved flag rank and was appointed to the position of Director, Office of Intelligence and Security in the Department of Transportation. He served as the Secretary of Transportation's National Security Advisor and had policy responsibility for security measures in all modes of transportation. On November 4, 1996, he joined the National Security Council as a Special Assistant to the President and Senior Director for Gulf War Illnesses. He retired from active service in June 1998. In October 1998, he was named President and Executive Director of North Carolina's Global TransPark Authority by Governor James B. Hunt, Jr.

Rear Admiral Busick's personal awards include the Defense Distinguished Service Medal and the Coast Guard Distinguished Service Medal, the Legion of Merit, three Meritorious Service Medals, two Coast Guard Commendation Medals, and the Coast Guard Achievement Medal. He is also the recipient of the DOT Distinguished Service Award and the FAA Extraordinary Service Medal, its highest accolade for contributions to civil aviation.

Rear Admiral Busick is married to Sarah Mullikin of West Lafayette, Indiana. He has three sons, Paul, Jr., Don and Thomas.

February 1999

Joint Appropriations Subcommittee on Transportation
March 31, 1999
8:30 AM
Room 1228

Agenda

Chair: Senator Gulley

Division of Motor Vehicles continued (Governor's North Carolina State Budget, Volume 6, Transportation, pp. 89-103)

Wayne Hurder	*Director, Driver License*
Joan Silvey	*Director, School Bus and Traffic Safety*
Rosa Gill	*Director, Traffic Records*
Colonel David Richards	*Director, Enforcement*

Information in Handout
Behind 3/24/99 TAB

MINUTES
SENATE AND HOUSE JOINT APPROPRIATIONS
SUBCOMMITTEE ON TRANSPORTATION

The Senate and House Joint Appropriations Subcommittee on Transportation met at 8:30 A.M. on Wednesday, March 31, 1999 in Room 1228 of the Legislative Building. Representatives Crawford, Chair, Cole, Chair, Barbee, Bowie, Dockham, Gulley, Hiatt, Hurley, McAllister, McMahan, Melton, Saunders, Sutton and five Senate members were present. Senator Wib Gulley, Chairman, presided.

After opening the meeting for Senator Gulley, Representative Crawford asked Mr. Wayne Hurder, Division of Motor Vehicles (DMV) Driver License Director, to review his section of the DMW report (see Handout #1 beginning on page 12). After Mr. Hurder's presentation, Committee members asked several questions. Senator Hoyle asked about the possibility of having a center every 50-75 miles to accommodate Spanish-speaking customers, instead of having a bilingual employee in every DMV driver license office. Mr. Hurder replied that there were twenty offices now with a bilingual officer and all officers are offered Spanish training. Senator Hoyle felt that this issued needed to be address to find a more efficient way.

Representative McMahan asked about the feasibility of renewing driver license through the mail. Mr. Hurder said DMV had serious concerns about doing that because it would be easier to commit fraud through the mail. DMV would rather see a longer period for renewal, but do the renewal in person.

Next, Ms. Joan Silvey, DMV Director of School Bus and Traffic Safety, presented her portion of the DMV Overview (see Handout #1 beginning on page 16). She stated that school bus drivers had to be certified. The individual school systems set the salaries for the bus drivers. Senator Gulley asked if there was a charge for the certification course and Ms. Silvey replied no. Senator Gulley stated that he thought the school systems could perhaps pay for a portion of the certification course and asked Ms. Silvey to give the Committee a proposal on this. Representative Sutton asked if the accident rate has changed since the state required school bus drivers to be at least 21 years old. Ms. Silvey said there has been a dramatic decrease in the number of accidents with adult drivers.

Representative Crawford asked about the number of deaths due to school buses in the past two years. Ms. Silvey believed the number of deaths was seven each year. These deaths occurred during loading and unloading students, not bus accidents.

Next, Ms. Rosa Gill, DMV Director of Traffic Records, presented her portion of the DMV Overview (see Handout #1, beginning on page 18). After her presentation, Representative Crawford asked about the feasibility of raising the damage threshold for reporting an accident from $1,500 to $2,000. Ms. Gill replied that $1,500 was just a suggestion. Senator Albertson voiced concern about the uninsured motorists. Ms. Gill thought that about 5% of the drivers were uninsured. Representative Bowie asked if the

other drivers were overpaying for the uninsured motorists. Senator Gulley added that the Insurance Department regulated the rates. He also said that seven or eight of the largest insurance companies have agreed to share their information with the state to determine how many drivers drop their insurance coverage and how many just change insurance companies.

Representative Sutton asked if law enforcement agencies were notified if a person's license was suspended. Ms. Gill replied that no they are not but they have access to DMV records.

Senator Gulley also told the Committee that there would be a bill introduced so DMV could not release a person's records to the public unless the person gives written permission to do so. Senator Alberton asked if driving while impaired or speeding was a bigger problem. Ms. Gill replied that all moving violations are lumped together so it was difficult to respond to that questions. Senator Gulley asked Ms. Gill to try to get information for the Committee with regard to the number of crashed related to DWI and to speeding.

There being no further time for discussion, the meeting was adjourned at 9:45 A.M.

Wib Gulley

Senator Wib Gulley, Co-Chair

Carol Resar

Carol Resar, Committee Clerk

handout #1

DIVISION OF MOTOR VEHICLES

North Carolina Department of Transportation

Overview

DIVISION OF MOTOR VEHICLES

Mission

- The DMV Team delivers quality motor vehicle services, promotes highway safety, and furnishes timely and accurate information by providing excellent customer service, enforcing motor vehicle laws, and maintaining the integrity of official DMV records.

Vision

- By 2001, North Carolina's Division of Motor Vehicles will be the most fully integrated, technologically advanced, customer driven motor vehicle services and highway safety system in the country.

Principles

- Effective Communication
- Professional Employee Development
- Openness & Honesty
- Vision
- Respect & Integrity
- Continuous Improvement

Short Term Strategies

- Use Technology Effectively
- Improve Communication & Education
- Improve Physical Facilities
- Improve Personnel Hiring & Development Practices
- Expand & Improve Customer Services
- Promote Strategic Investments
- Develop A Quality Assurance System

Long Term Strategies

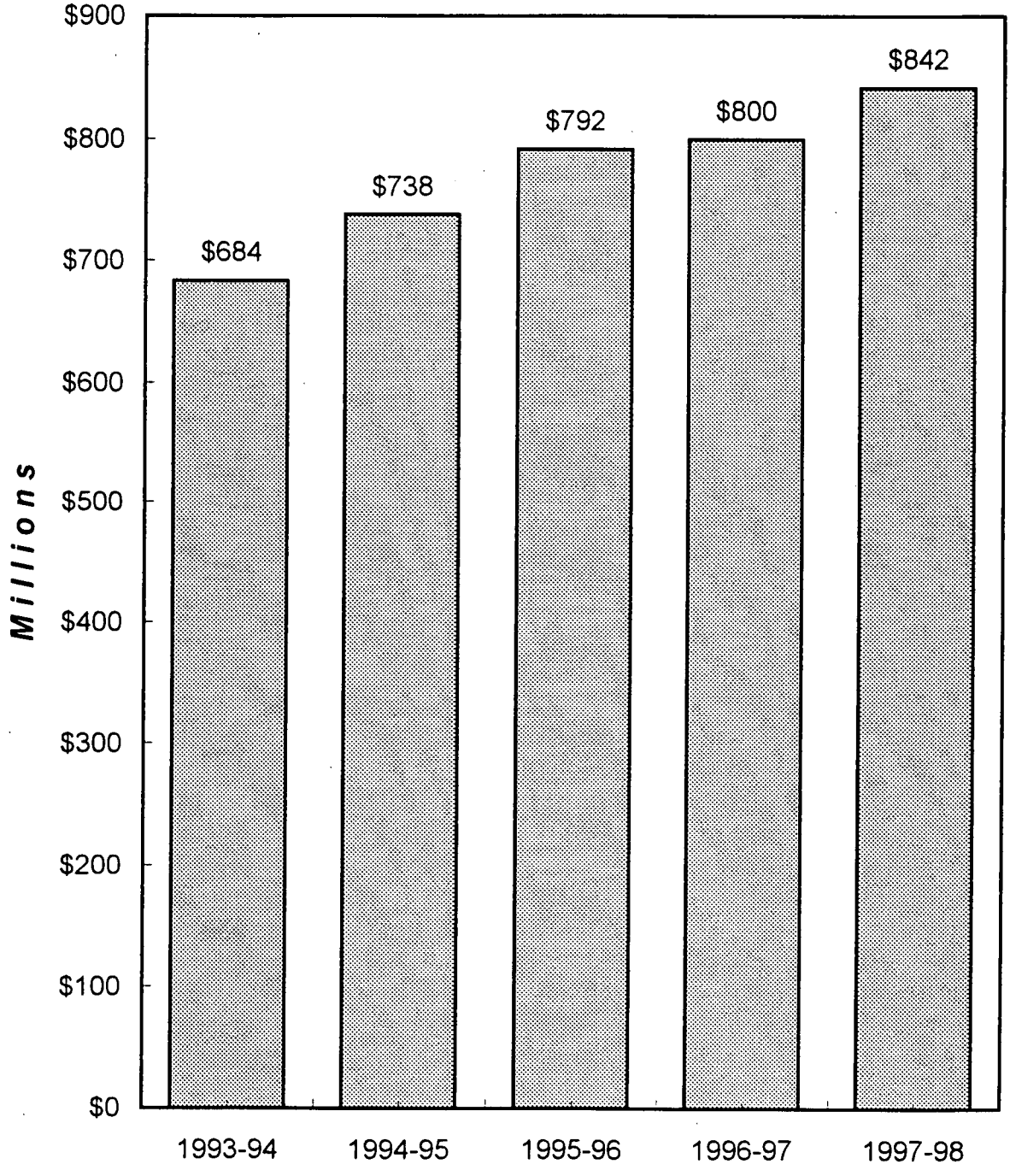
- Improve Accountability
- Improve Accessibility
- Reduce Cost
- Reduce Time
- Improve Professionalism

DMV

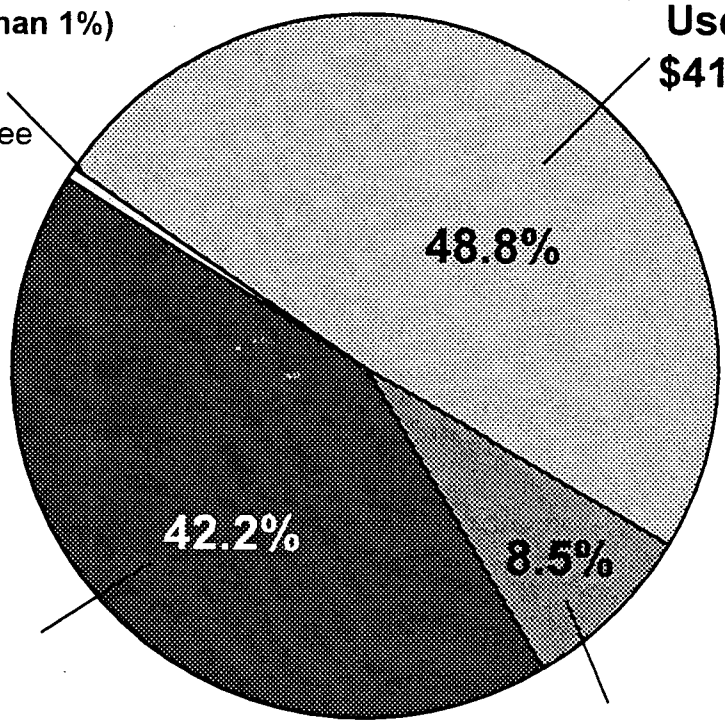
DMV Overall 1997-98

- 6.8 million registered motor vehicles
- 5.5 million licensed drivers
- 1,820 employees
- 506 sworn law enforcement
- 11,066 motor vehicle dealers regulated
- 12,875 school bus drivers trained
- $842 million collected

NC Division of Motor Vehicles
Revenue Collected
1993-94 through 1997-98



NC Division of Motor Vehicle
Revenue Sources
1997-98
Total $842 Million



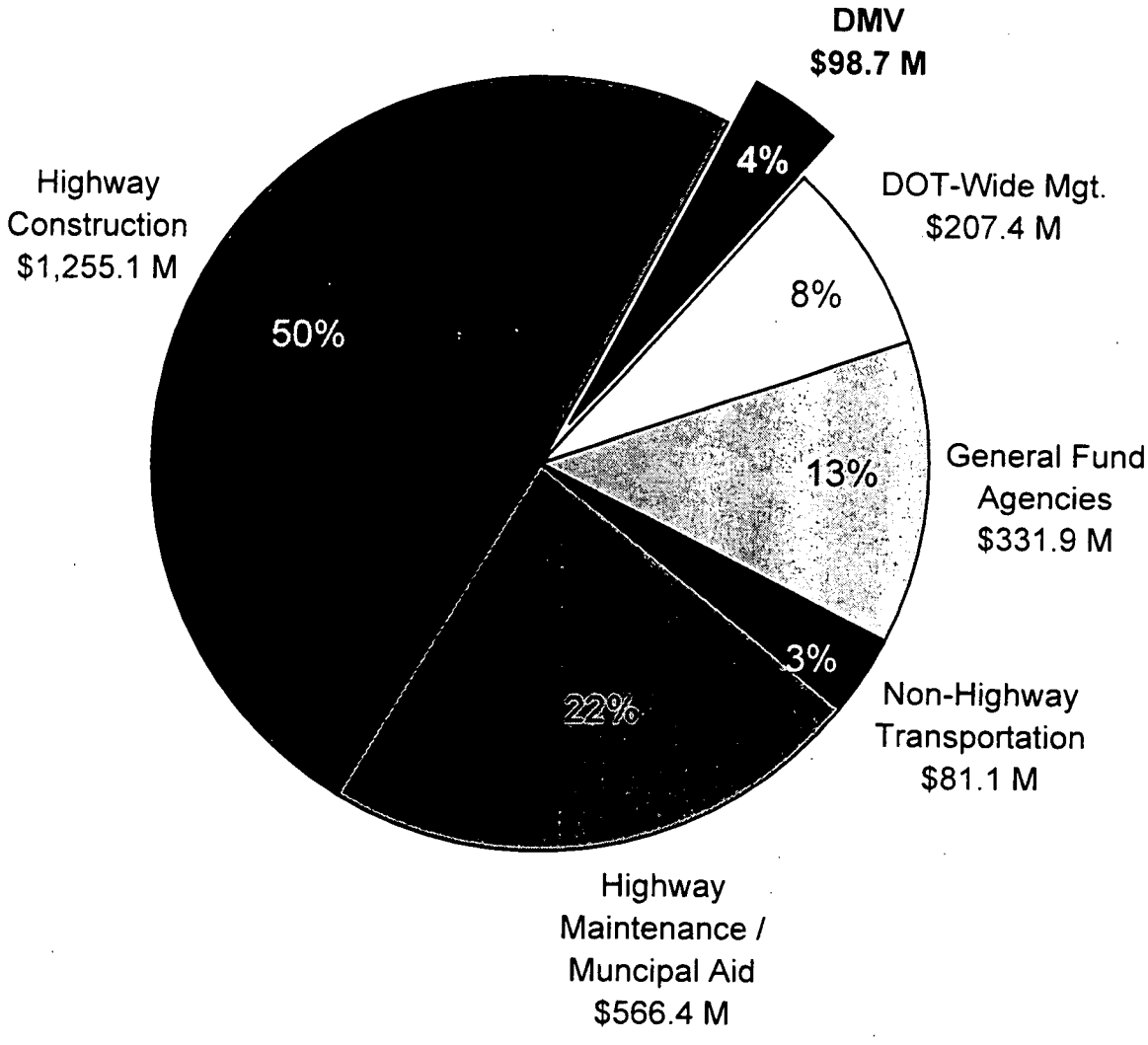
Other **(Less than 1%)**
$4.5 M
Process Service Fee
Sales Tax

Highway Use Tax
$411 M

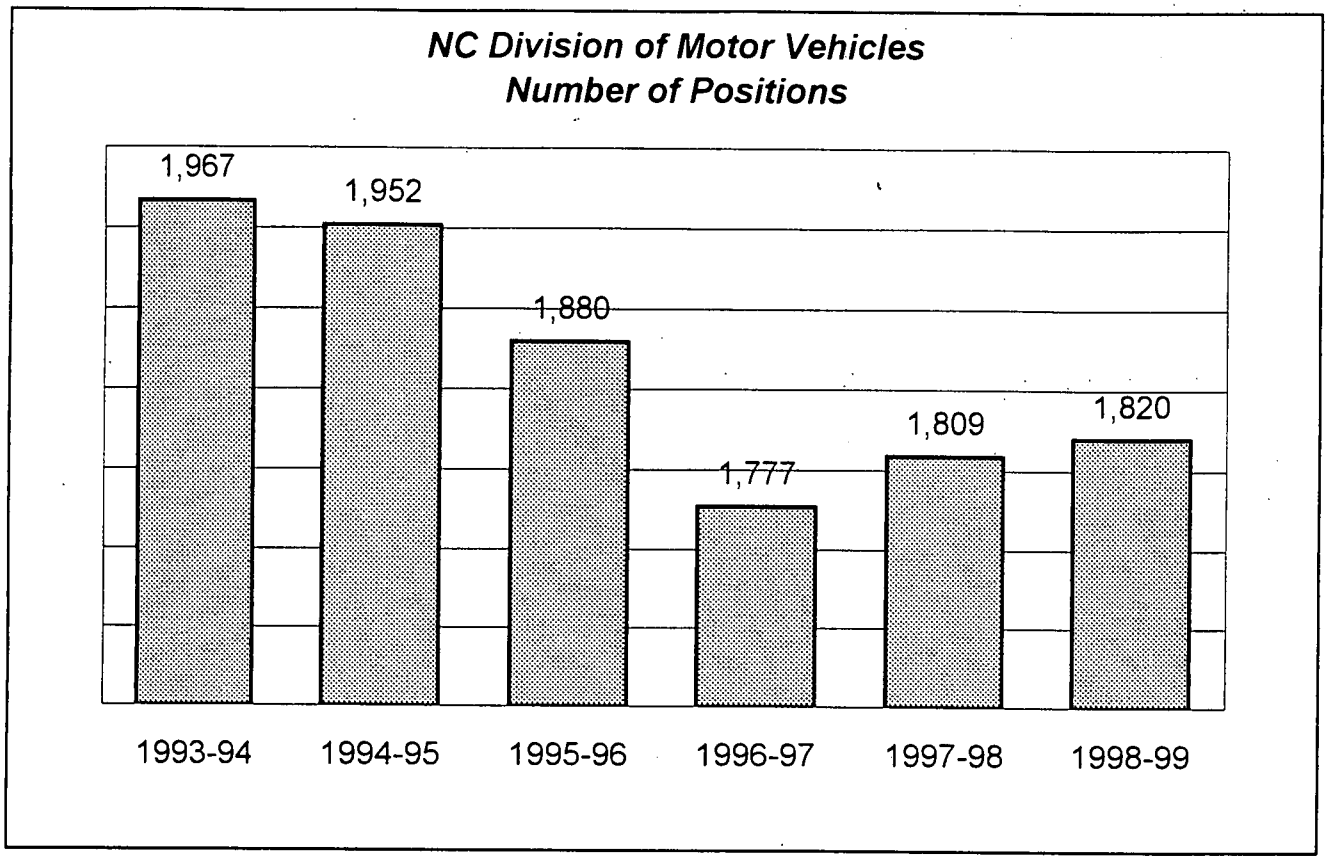
Vehicles
$355.2 M
Title Fees
Auto/Truck Renewals
Lien Recordings
Motor Carrier/Weight Enforcement
Safety/Exhaust Emission Inspections
Financial Security Restoration
Dealer & Manufacturer Plates
Registration Information
Acknowledgement Fees

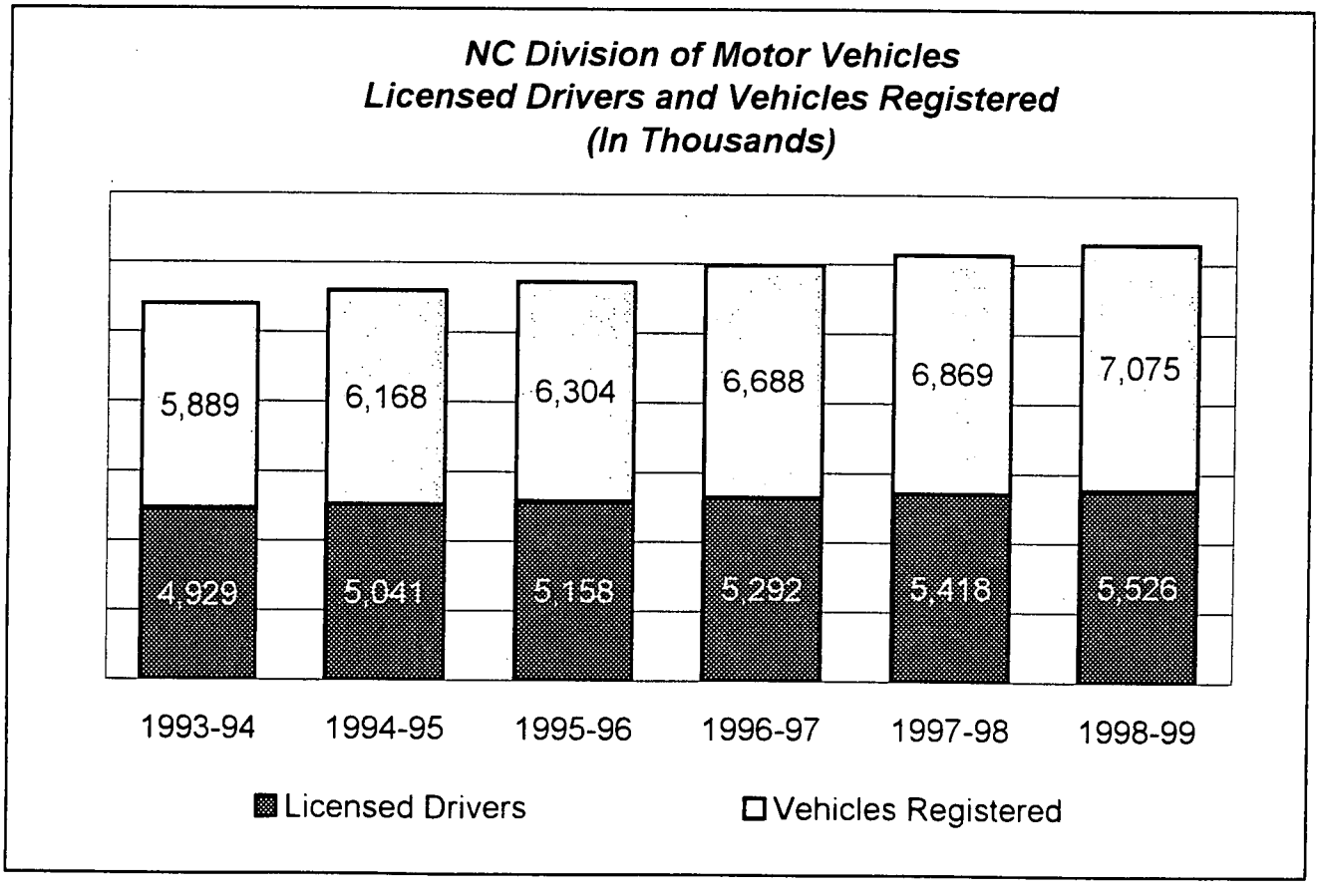
Drivers
$71.3 M
Driver License Fees
IDs (11-15)
Commercial Driving Training
Accident Reports
School Bus and Traffic Safety

Budgeted Uses of Transportation Funds
FY98-99
Total Budget = $2,540.6 (In Millions)



Every $1 invested in DMV returns $8.50.


NC Division of Motor Vehicles
Number of Positions
1,967
1,952
1,880
1,777
1,809
1,820
1993-94
1994-95
1995-96
1996-97
1997-98
1998-99


NC Division of Motor Vehicles
Licensed Drivers and Vehicles Registered
(In Thousands)
5,889
6,168
6,304
6,688
6,869
7,075
4,929
5,041
5,158
5,292
5,418
5,526
1993-94
1994-95
1995-96
1996-97
1997-98
1998-99
Licensed Drivers
Vehicles Registered

0510 Commissioner's Office

MISSION AND FUNCTION

The Commissioner's Office provides overall policy, management and administration of the Division of Motor Vehicles and the 1,820 employees.

The Commissioner's Office is responsible for:

- Short and long-range planning
- Legislative program
- Personnel actions
- Budget requests
- Safety planning

BUDGET AND PERSONNEL TRENDS

	95-96	96-97	97-98	98-99
Personnel	$1,198,294	$ 815,352	$1,006,112	$1,123,550
Operating	6,594,940	$1,370,778	1,137,927	964,308
Total	$7,793,234	$2,186,130	$2,144,039	$2,087,858
# of Positions	34	16	19	27

- FY95-96 includes personnel, postage and equipment costs for the DMV General Services Section that has since been transferred to DOT, funds for the purchase of the VRU and SADLS programming.

- Funds to support Department of Justice attorney and support positions assigned to DMV are budgeted for FY98-99 at $521,850 or 54% of the operating budget.

- Personnel in the Commissioner's Office include:
  Assistant Commissioners - 2
  Budget - 2
  Personnel - 3
  Safety - 1
  Public Information - 3
  Organization Development - 1
  Staff support - 5
  Citizen Affairs – 9

- In FY97-98 began consolidation of functions that serve the entire division under the umbrella of the Commissioner's Office. Initial reorganization began with Personnel.

MAJOR ISSUES AND CHALLENGES

- Public Records and Privacy Acts
- Voice Response Unit
- Workforce Development

0520 Vehicle Registration

MISSION AND FUNCTION

The Vehicle Registration Section

(1) delivers quality titling and licensing services,
(2) furnishes timely, accurate information,
(3) provides excellent customer service,
(4) maintains the integrity of official vehicle registration records.

The section provides services through two state offices (Raleigh and Charlotte) and 128 privately contracted license plate agencies. The private contract agents employ over 500 individuals. The section supports the International Registration Program (IRP) which licenses and regulates the trucking industry, and also administers the continuous liability insurance requirements for North Carolina citizens.

BUDGET AND PERSONNEL TRENDS

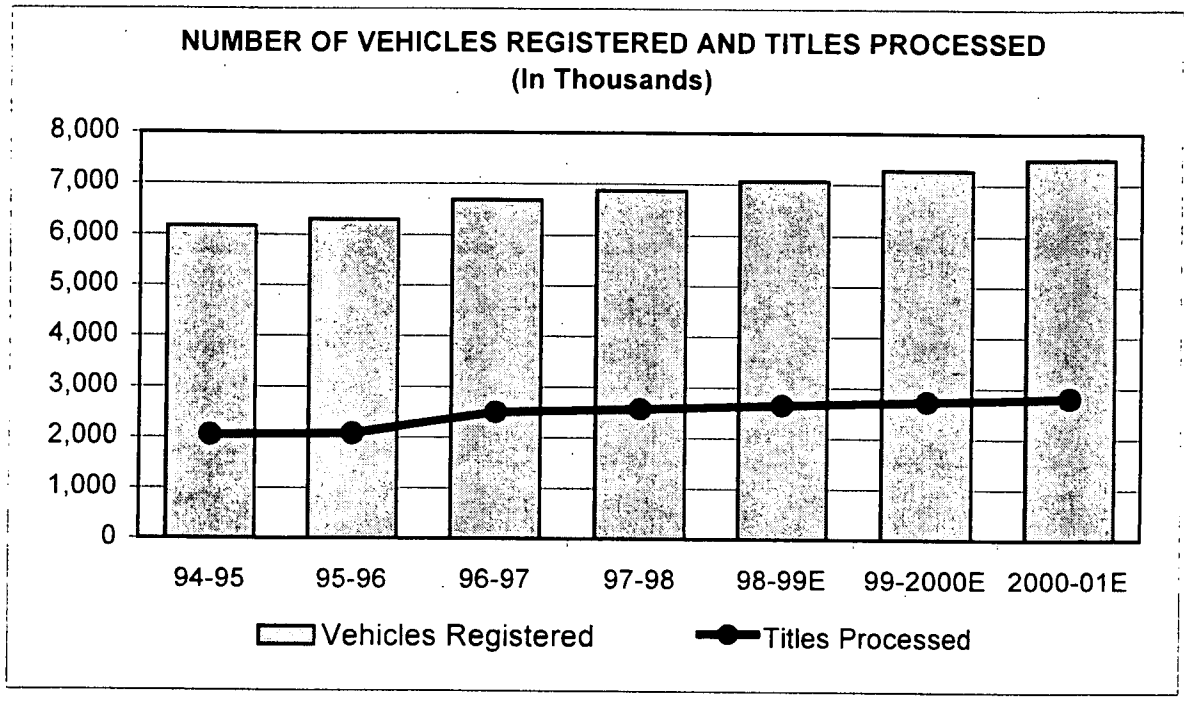
	95-96	96-97	97-98	98-99
Personnel	17,132,155	15,744,013	15,143,463	15,171,373
Operating	16,128,809	18,427,475	20,525,367	22,462,609
Total	33,260,964	34,171,488	35,668,830	37,633,982
# of Positions	584	498	461	461

FY 98/99

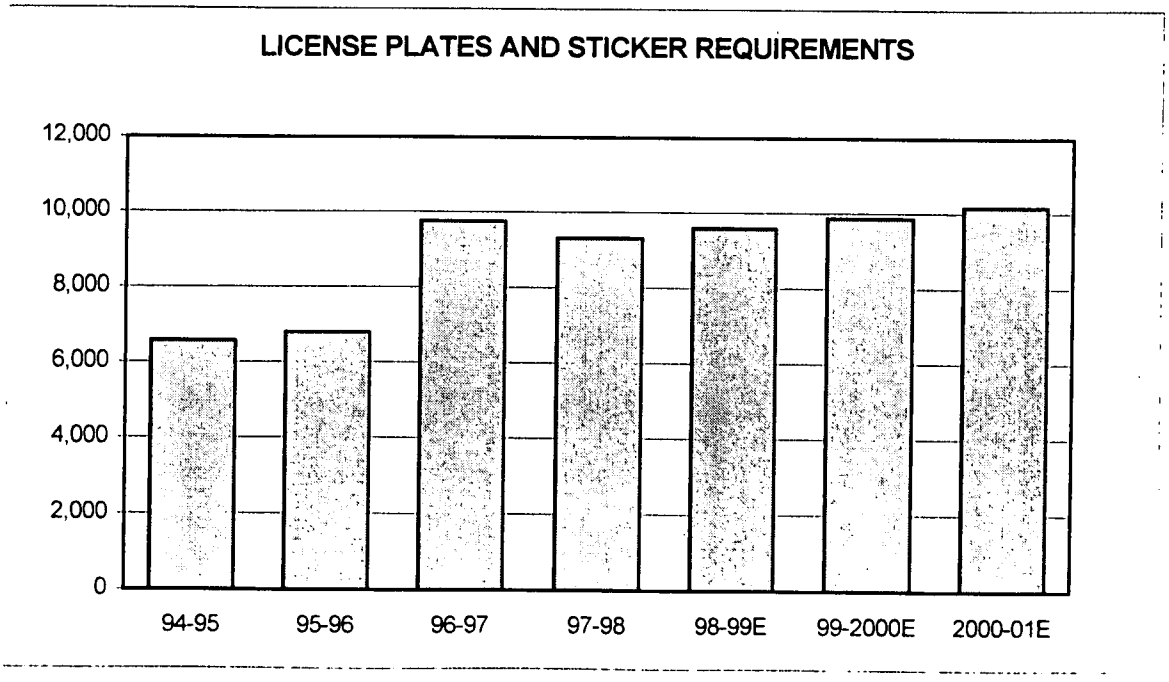
- 58.4% of the overall operating budget is for branch agents compensation
- 28.1% of the overall operating budget pays for license plates and validation stickers
- 13.5% for remaining operations
- In FY95-96 branch agents compensation was $10,517,028, however for FY98-99, $13,126,261 is budgeted. The increase over this period is a result of legislative increases in the rate of compensation, as well as expansion for increases in transaction volume.

PERFORMANCE INDICATORS

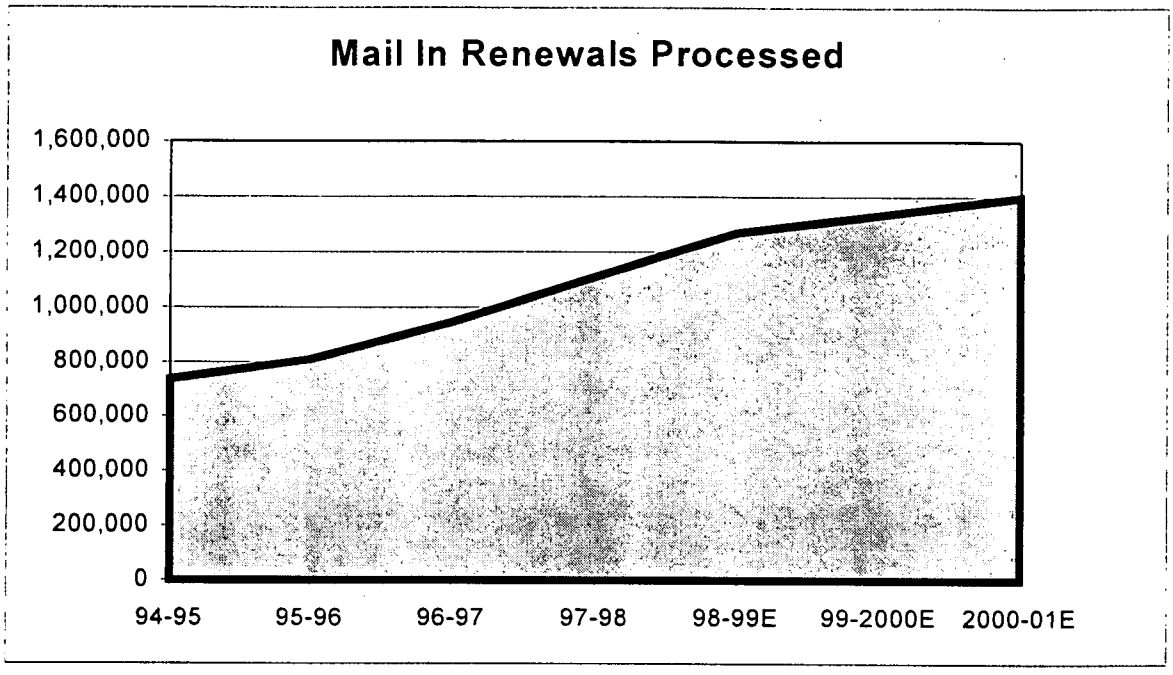
- Number of vehicles registered will increase as population increases (6.8 million vehicles registered FY97-98).
- Number of titles processed will increase as a result of a stable economy (2.5 million titles processed FY97-98).



- Number of plates and stickers issued will increase as vehicle base increases.



- Percentage of mail-in renewals will increase as customers seek alternative solutions to prevent having to walk into an office. (21% of total renewals in FY97-98).



SUCCESS STORIES

STARS, State Title and Registration System Implemented December 1996

- Section operating more efficiently with a reduction in personnel of **123 positions.**
- Automation of processes has reduced title processing time from **3** to **4** months to **3** to **4** days.
- Wait time for customers has been reduced in most areas.
- Bar code technology utilized for license renewal and in the vehicle inspection program.
- N. C. was first state to print vehicle tag number on blank renewal sticker by laser printer at each individual workstation.
- STARS System considered a model system and has been demonstrated to 14 other states.

MAJOR ISSUES/CHALLENGES

International Registration Plan (IRP) and Motor Carrier System Re-Write

- New system to be implemented August 2, 1999.
- Transfers responsibility for IRP supplemental processing to private contract agents allowing DMV Enforcement Officers to concentrate on primary responsibilities.
- Expands service for the trucking industry from Raleigh, Charlotte and 18 Enforcement sites to 128 locations.
- Paves the way for electronic filing and electronic funds transfer for truckers.
- Design will support a staggered renewal for trucks.

Liability Insurance Tracking and Enforcement System Re-Write

- New system to be implemented August 2, 1999.
- Automates processes such as scheduling of hearings
- Design will support legislative agenda to require electronic submission of termination notices as well as new policies.
- Should help eliminate unnecessary contact with citizens who have had no lapse in coverage.

Method to Deal With a Reduction in Transactions For Private Tag Agents - Allowing tag agents to provide additional services such as (IRP) apportioned, for hire license plates, and sale of inspection stickers to off-set loss of business realized through automated service processing. Automated services being explored are: On-line dealer, plate renewal via phone and renewal over the internet.

Pilot Project for On-Line Dealer System which allows dealer to process on-line with DMV.

Implementation of recommendations from Productivity Management Staffing Study on Vehicle Registration Offices to maintain acceptable wait time for citizens.

0530 Driver License

MISSION AND FUNCTION

Mission: "The Driver License Section will deliver quality driver license services, promote highway safety and furnish timely and accurate information by providing excellent customer service, enforcing motor vehicle laws and maintaining the integrity of official Driver License records."

The function of the Driver License Section covers these core responsibilities:

- Assess the physical and mental capacity of customers to drive safely
- Conduct driver license examinations and issue licenses or ID cards
- Train and monitor both state and third-party commercial driver license examiners
- Suspend driver licenses and reinstate licenses
- Develop driver license handbooks, testing materials, and training materials

BUDGET AND PERSONNEL TRENDS

	95-96	96-97	97-98	98-99
Personnel Costs	$16,539,323	$18,112,501	$18,289,260	$18,629,235
Operating Costs	5,082,195	4,438,449	6,421,853	6,421,353
Total	$21,621,518	$22,550,950	$25,050,588	$25,050,588
# of Positions	541	551	584	595

Changes in Number of positions reflect following actions:

- As of June 30, 1995, 55 positions data entry/clerical positions eliminated due to implementation of SADLS
- As of June 30, 1996, 4 new examiner positions for new office in Cary
- As of June 30, 1997, 10 new examiner positions for new office in East Charlotte
- As of June 30, 1998, 31 new examiner positions due to graduated driver license and Driver License staffing study and 2 clerical positions for impact of Driver Privacy Protection Act
- As of March 10, 1999, 11 new examiner positions for impact of graduated driver license and staffing study.
- As of March 10, 1999, total of 595 positions
- Of 595 positions, 584 position are involved in providing direct service with external customers on a daily basis.

Driver License Section is administered through two branches:

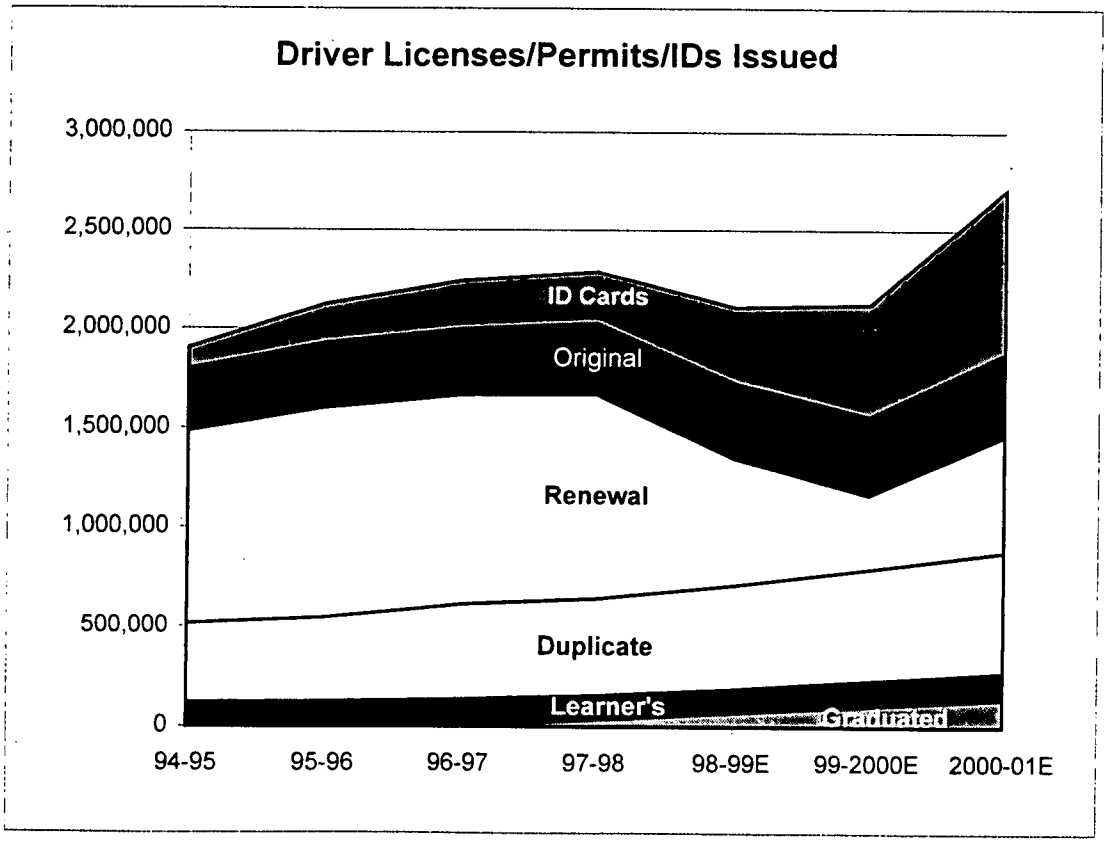
- Certification Branch (Wayne Hurder) responsible for issuance of classified driver license (which includes graduated license), ID cards, and the federally-mandated Commercial Driver License (CDL).

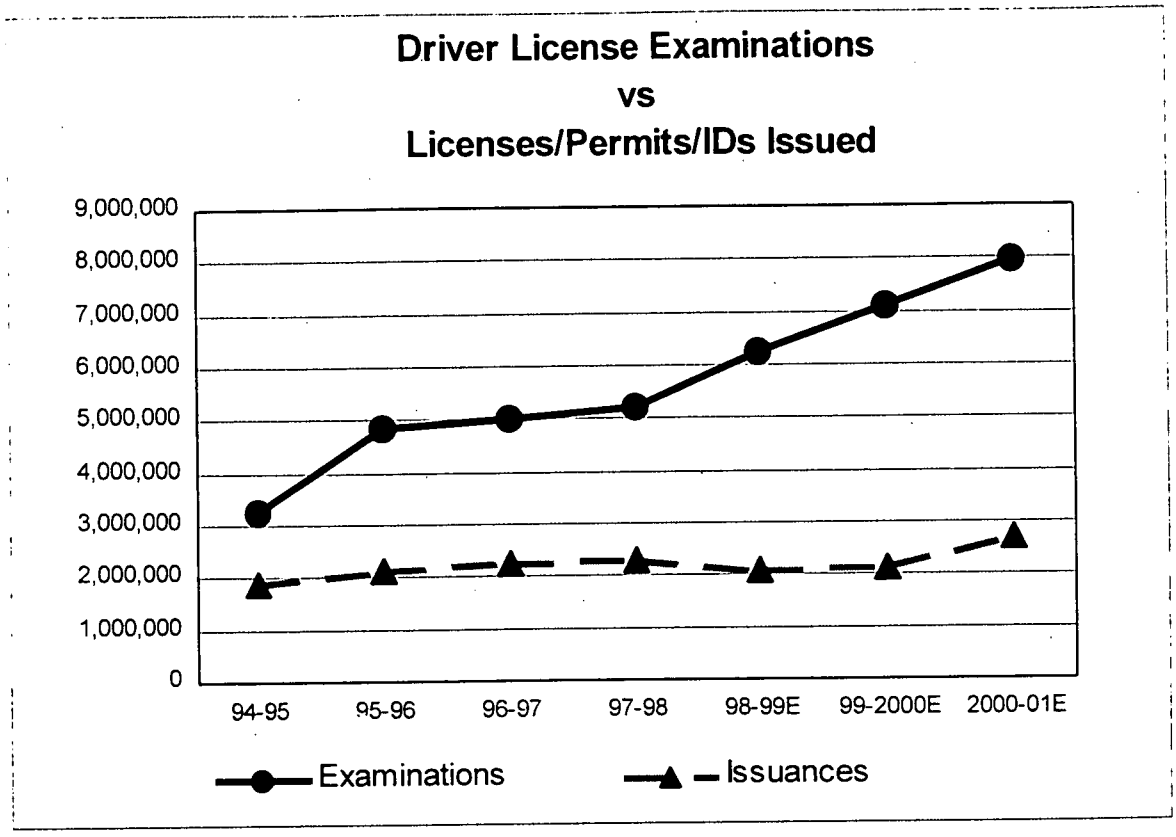
- Administration/Adjudication Branch (Mike Bryant) responsible for suspension of drivers; hearings for drivers; medical evaluation of drivers; telephone room; budget, supply and audit.

Key components of operating budget are travel (2236, 2237), telephone (2322), rent (2330), operation of medical review program by DHHS (2354), uniforms (2412) and driver license per issuance fee (2524):

Line item	*98-99*	*% of Operating Budget*
Travel (2236, 2237)	$587,567	9.1%
Telephone (2322)	$616,390	9.6%
Rent (2330)	$406,654	6.3%
Medical Review (2354)	$550,960	8.6%
Uniforms (2412)	$124,561	2.0%
DL Issuance Fee (2524)	$2,853,649	44.9%
TOTAL	$5,139,649	80.0%

PERFORMANCE INDICATORS





- Original issuances will rise about 2% annually
- Number of examinations will increase more drastically as a result of influx of non-English speaking customers, older population
- Number of renewal customers declines dramatically CY99 and increases every year after back to "normal" level after 2002
- Duplicate licenses and IDs may increase faster than population growth due to increased reasons for suspension of licenses, more mobile population, and influx of non-English speaking customers

SUCCESS STORIES

- Mobile Service Center has expanded to 20 sites as a result of requests from communities. Service provided at State Fair and at other special events. This represents a net annual "cost avoidance" savings of $160,000, based on the cost that would be entailed in having fixed-site service at each of these locations.
- For the first time, the American Association of Motor Vehicle Administrators has accredited the Driver License certification program.
- North Carolina Driver License is now one of only 5 states that has had both the classified and the CDL program accredited by AAMVA.

- Almost 59,000 CDL skills tests were administered under the third-party tester program which allows the private sector and other public agencies to skills-test their own drivers, with training, oversight and auditing performed by the Driver License Section. Had this testing been conducted by Driver License examiners, it would have required 53 additional examiner positions.
- Automated Knowledge Testing (driver license test) will be installed in 20 sites in spring 1999. Driver License test is being totally redesigned and testing policies and procedures changed
- Customer Traffic Management System in 15 sites will allow Section to monitor examiner productivity and success in meeting goal of a maximum customer wait of 30 minutes. Target implementation date is late summer 1999.
- Twenty-two offices have undergone substantial renovation in the last two years to provide a better customer service environment; four (4) other offices have undergone major capital expansions.
- New offices will be brought on-line this year in East Charlotte (spring) and Clayton (late summer/early fall).

MAJOR ISSUES AND CHALLENGES

- Medical Review operations being brought in-house as a result of DHHS decision to give up management of the program.
- Driver License Section is evaluating possibility of a 10-year renewal recycle, coupled with targeted re-testing of "at-risk" drivers.

0540 School Bus and Traffic Safety (SBTS)

MISSION AND FUNCTION

To promote traffic safety and to provide professional leadership in driver improvement for the citizens of North Carolina.

OPERATIONS

- Develop programs to enhance highway safety
- Train and certify school bus drivers
- Conduct safety programs for school bus drivers and passengers
- Ensure that all school bus drivers are medically and physically able to operate buses
- License commercial driver training schools and instructors

BUDGET AND PERSONNEL TRENDS

	95-96	96-97	97-98	98-99
Personnel	$4, 225, 694	$4, 389, 734	$4, 527, 957	$4, 482, 939
Operating	$396, 183	$391, 499	$408, 611	$388, 589
Total	$4, 621, 877	$4, 781, 211	$4, 936, 568	$4, 871, 528
# of Positions	94	94	96	95

- In-State Transportation is 64% of FY 98-99 operating budget.
- Only six (6) positions are located at DMV Headquarters. The remaining 89 positions are in the field.

PERFORMANCE INDICATORS

School Buses	94-95	95-96	96-97	97-98
*Number operating	12,891	12,913	12,884	12,957
**Number of drivers trained and certified	8,367	11,267	6,554	12,875
Number of students transported	694,210	707,725	690,510	685,670
Number and percentage of buses involved in crashes	806 (6%)	882 (7%)	854 (7%)	861 (7%)

* Number of School Buses Operating for FY98-99 has increased to 13,806, of which 642 are in non-public schools.

**North Carolina includes 117 local school districts. Twenty-six local school districts require all school personnel to be certified as school bus drivers as a school bus drivers as a condition of employment.

Commercial Driving Schools	94-95	95-96	96-97	97-98
Number of schools licensed	65	71	89	109
Number of instructors certified	435	536	627	791

Driver Improvement Clinics	94-95	95-96	96-97	97-98
Number of persons completing clinics	9,186	9,348	9,086	16,207

SUCCESSES

- Four-hour Defensive Driving Course (DDC-4) Implemented in 1997-98
- Revised Medical Eligibility Standards for all bus drivers to require physical examinations every two years effective 07/01/2000
- Developed Physical Performance Standards for all school bus driver candidates
- No significant increase in number of school buses involved in crashes despite increase in number of buses operating

ISSUES AND CHALLENGES

- The School Bus and Traffic Safety Section experienced minimal personnel turnover for a number of years. A significant percentage of SBTS career personnel have now reached or are approaching eligibility for retirement. The Section is losing experienced employees and is involved in intensive efforts related to recruitment, hiring and training new staff.

0550 Traffic Records

MISSION AND FUNCTION

To deliver quality motor vehicle services, promote highway safety, and furnish timely and accurate information by providing excellent customer service, enforcing motor vehicle laws and maintaining the integrity of official DMV records.

The Traffic Record Section is responsible for:

- Establishing and maintaining a central repository for statewide crash data.

  This data is used by Traffic Engineers of the Division of Highways to identify safety improvements for trafficways; research community to conduct studies on drivers and conditions; to link the severity of injuries and the ability of victims to survive crashes; and to recommend to manufacturers of automobiles safety improvements to vehicle designs
- Developing a crash reporting document (DMV-349) based on federal reporting guidelines and needs of stakeholders.
- Publishing monthly and annual crash statistical reports for the safety community; research organizations; traffic engineers and the motoring public.
- Training of law enforcement officers on completing the crash reporting form.
- Transmitting fatal statistical data to the National Federal Highway Traffic Safety Administration.
- Providing access to DMV records.
- Processing public requests from DMV databases.
- Suspending the driving privileges of uninsured motorists at fault in a crash.

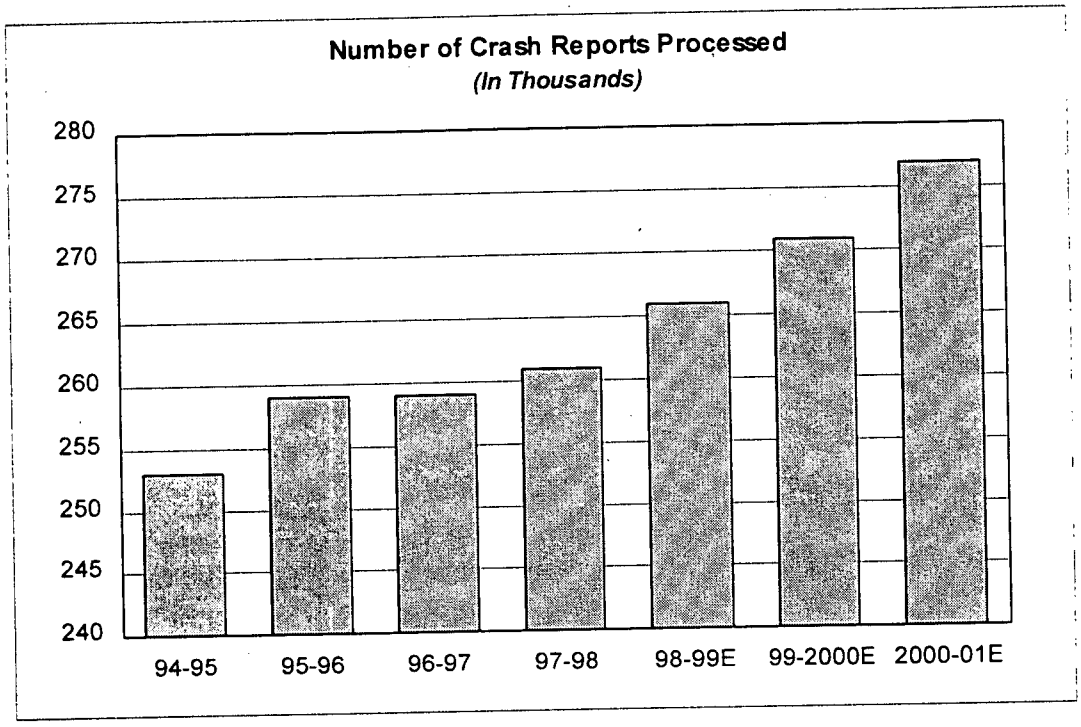
BUDGET AND PERSONNEL TRENDS

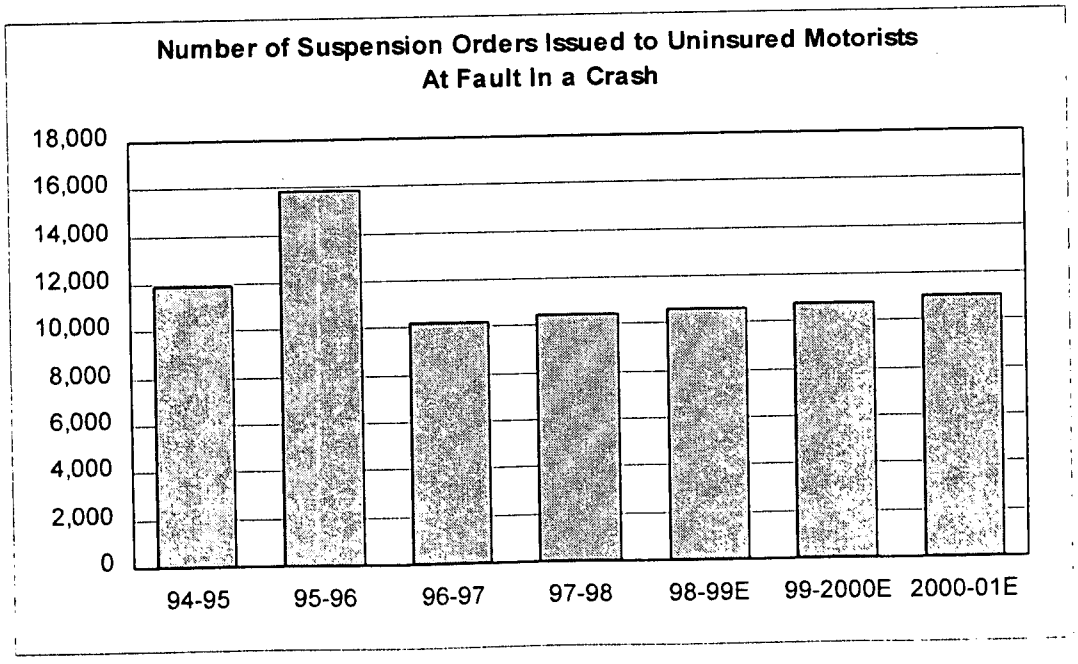
	95-96	96-97	97-98	98-99
Personnel	$1,628,670	$1,659,933	$1,942,241	$1,830,972
Operating	64,302	170,508	157,355	558,047
Total	$1,692,972	$1,830,441	$2,099,596	$2,389,019
# of Positions	53	53	53	54

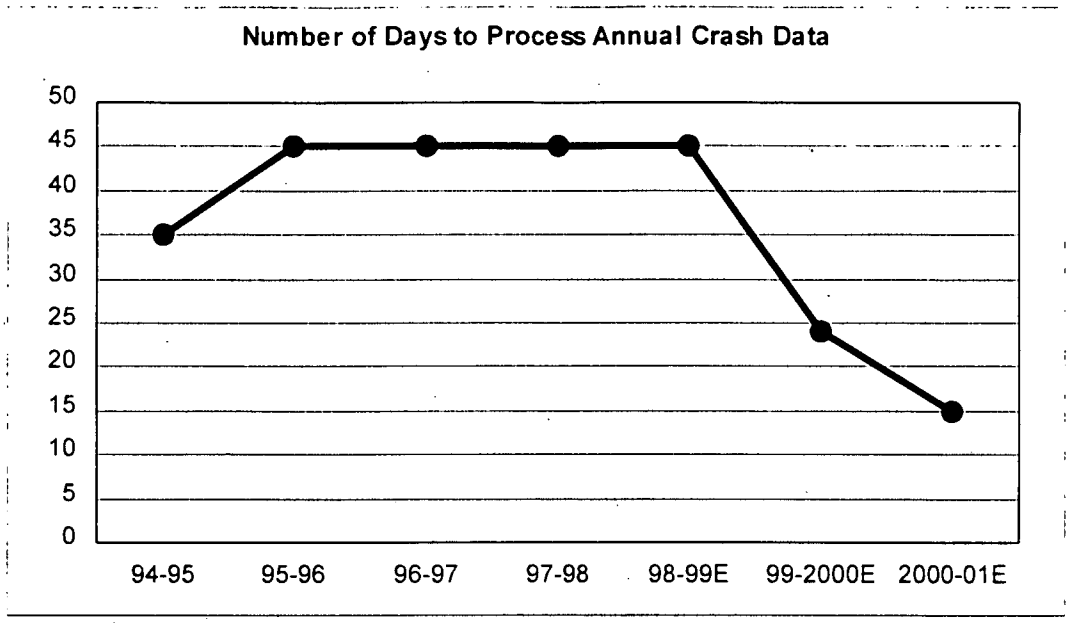
- In FY 96-97 there was an increase in operating expenses to create two additional units (Customer Merge and Data Control). Sixteen employees were proposed for the Customer Merge Unit. Funding was provided for workstations and personal computers for eight (8) employees.
- In FY 97-98 six positions were transferred from other sections within DMV to staff the two units. Funding was provided for the 8 additional workstations and personal computers for the Customer Merge Unit.

- Operating budget for FY 98-99 includes one-time funding for workstations and personal computers, installation, cabling, etc. It also reflects a slight increase in operating expenses. These operating expenses are going to be necessary in order for us to provide better customer service through electronic commerce, e.g. faxing, and scanning.

PERFORMANCE INDICATORS (based on calendar year)







SUCCESS STORIES

- Received funding for the rewrite of the crash report program
- Redesign of the DMV-349 (crash report) paper form
  1. Data elements selected for the DMV-349 crash report form was a joint effort by Traffic Engineers, State Highway Patrol, Division of Highways, Governor's Highway Safety Program; Highway Safety Research Center, local law enforcement and DMV staff.
  2. Utilize data element "rational" approach to satisfy North Carolina data needs and crash reporting federal guidelines
  3. Training of law enforcement agencies - completing the new DMV-349 form
  4. Made a presentation to a National Working Group in Washington, DC and the National Forum of Highway Safety Information Professionals in Minneapolis
- Replacement of dumb terminals with personal computers
- Installation of ergonomic workstations
- Assisted State Highway Patrol and local law enforcement with improvement of data quality through education and training

MAJOR ISSUES AND CHALLENGES

- Our major challenges are those that are brought forth with the rewrite of the crash report program (changing from a paper processing operation to a paperless operation)
  1. Deployment of software for the electronic capture and submission of crash data
  2. Establishment of a relational database as an open data repository
  3. Integration with other DMV applications – Driver and Vehicle
- Redeployment and utilization of staff

DMV-349 (Rev. 12/98)

THIS REPORT IS FOR THE USE OF THE DIVISION OF MOTOR VEHICLES. THE DATA IS COLLECTED FOR STATISTICAL ANALYSIS AND SUBSEQUENT HIGHWAY SAFETY PROGRAMMING. DETERMINATIONS OF "FAULT" ARE THE RESPONSIBILITY OF INSURERS OR OF THE STATE'S COURTS.

Do not write in these spaces

Date Received by DMV

No. of Units Involved: 2 | Form 1 of 1 | ☐ Supplemental Report | ☐ Non-Reportable

Date	County	Time (24 Hour Clock)	Local Use/Patrol Area
01/02/1998	Pitt	1415	143/6

LOCATION

33 Relation to Roadway Surface: 1 | Crash occurred ☐ In ☑ Near Greenville (Municipality) or 3.20 Miles ☐N ☑S ☐E ☐W outside municipality

on US 13 (Highway Number, or Highway, Street. (If ramp or service road, indicate on line)) ☐ Ramp or Service Road (R.R.Crossing #) — . — —

Miles 0 (0 ft.-Intersection) ft. ☐N ☑S ☐E ☐W (If available)

at or from US 258 (Use Highway Number, Street Name or Adjacent County or State Line) ☐N ☑S ☐E ☐W toward RP 1324 (Use Highway Number, Street Name or Adjacent County or State Line)

Latitude / Longitude / Altitude

UNIT # 1 ☐ VEHICLE ☐ PEDESTRIAN ☐ HIT & RUN ☑ COMMERCIAL 20 VEHICLE

Driver: Alvin (First) Leonard (Middle) Cobb (Last)

Address: Rt. 5, Box 97B

City: Kinston State: NC Zip: 28612

Same Address on Driver's License? ☑ Yes ☐ No — Driver's Phone Numbers H (919) 638-3816 W (919) 638-4262

D.L. #: 6547139 State: NC CDL License ☑

DOB 05/09/1959 (mm/dd/ccyy) 34 Vision Obstruction 0 35 Physical Condition 1 36 D.L. Restrictions 0

37 Alcohol/Drugs Suspected 0 38 Alcohol/Drugs Test 0 39 Results (if known) 0 40 Vehicle Seizure (DWI) ☐

Owner: Overland Transportation Co. Same as Driver? ☐

Address: 1002 Strickland Road Same Address as Driver? ☐

City: Richmond State: VA Zip: 23111

Plate #: LK 8546 Plate State: VA Plate Year: 1997

VIN: ZNZM389X5KN118966

Vehicle Make: Mack Vehicle Year: 1989 41 Vehicle Style (Type): 15 42 Vehicle Drivable ☑ Yes ☐ No

43 TAD: FR-2 / FL-2 44 Estimated Damage: $900.00

Insurance Company: All Country

Policy #: 0987654321

UNIT # 2 ☑ VEHICLE ☐ PEDESTRIAN ☐ HIT & RUN ☐ OTHER

Driver: Paul (First) (NMN) (Middle) Watson (Last)

Address: Rt 2, Box 379 A-3

City: Greenville State: NC Zip: 27839

Same Address on Driver's License? ☑ Yes ☐ No — Driver's Phone Numbers H (919) 553-0303 W ( )

D.L. #: 2334634 State: NC CDL License ☐

DOB 03/03/1926 (mm/dd/ccyy) 34 Vision Obstruction 0 35 Physical Condition 1 36 D.L. Restrictions 0

37 Alcohol/Drugs Suspected 0 38 Alcohol/Drugs Test 0 39 Results (if known) 0 40 Vehicle Seizure (DWI) ☐

Owner: Same as Driver? ☑

Address: Same Address as Driver? ☑

City: State: Zip:

Plate #: GMJ-246 Plate State: NC Plate Year: 1998

VIN: 2GSC21D8EUDD4991

Vehicle Make: Ford Vehicle Year: 1995 41 Vehicle Style (Type): 2 42 Vehicle Drivable ☐ Yes ☑ No

43 TAD: LBQ-4 44 Estimated Damage: $2500.00

Insurance Company: Nationwide

Policy #: 1234567890

20 COMMERCIAL VEHICLE: Cargo, Carrier Name, Address, Source

45 Cargo Body Type: 3 ☐ Same Address as Owner?

Gray, Moody + Hines Transport, Inc
1999 Rock Quarry Road
Raleigh NC 27610

Source: ☑ Truck ☑ Shipping papers ☑ Driver

Carrier Identification Numbers, GVWR, Axles

US DOT# 123456 ICC# 987543 Axles on Vehicle (including Trailers) 5

State NC State# None IFTA# 34781290

FEIN 123456789 Fleet# 21 Gross Vehicle Weight Rating 90,000

Names and Addresses for All Persons (Unit 1/Unit 2 Drv, Ped, etc. - See Above); Use check blocks if address same as Driver

	21	22	23	24	25	26	27	28	29	30	31	32	Name	Valid	Towed To/By:
A	1	1	1	Unit1-Drv1, Ped1,etc. see above	W	M	1	0	0	2	1	5	see above		
B	2	1	1	Unit2-Drv2, Ped2,etc. see above	B	M	2	1	0	2	1	5	see above	2	Jones Salvage / Jones Wrecker
C	2	2	3	03 20 1929	B	F	2	1	0	2	1	4	Martha G. Watson	☑	
D	2	2	6	11 03 1947	B	F	0	0	0	2	1	2	Jane W. Stout, Rt 4, Box 199, Greenville NC 27839	☐	
E														☐	
F														☐	
G														☐	
H														☐	

46 Name of EMS: D - Pitt Co EMS

47 Injured Taken by EMS to: D - Pitt Co. Memorial, Greenville (Treatment Facility and City or Town)

46 Name of EMS:

47 Injured Taken by EMS to: (Treatment Facility and City or Town)

48 POINTS OF INITIAL CONTACT (Write in Codes)	Unit 1	Unit 2
	1	7

CRASH SEQUENCE (Unit Level)	Unit 1	Unit 2
49 Vehicle Maneuver/Action	4	8
50 Non-Motorist Action	-	-
51 Non-Motorist Location Prior to Impact	-	-
52 Crash Sequence - First Event for This Unit	42	24
53 Crash Sequence - Second Event	24	1
54 Crash Sequence - Third Event	4	-
55 Crash Sequence - Fourth Event	-	-
56 Most Harmful Event for This Unit	24	24
57 Distance/Direction to Object Struck	2	0
58 Vehicle Underride/Override	3	3
59 Vehicle Defects	0	0

VEHICLE INFO.	Veh.# 1	Veh.# 2
60 Authorized Speed Limit	55	55
61 Estimate of Original Traveling Speed	60	10
62 Estimate of Speed at Impact	49	10
63 Tire Impressions Before Impact (ft.)	189'	0'
64 Distance Traveled After Impact (ft.)	39'	18'
65 Emergency Vehicle Use		
66 Post Crash Fire (if "Yes" check block)	☐	☐
67 School Bus - Contact Vehicle	☐	☐
68 School Bus - Noncontact Vehicle	☐	☐

ROADWAY INFO.	
69 Road Feature	8
70 Road Character	5
71 Road Classification	2
72 Road Surface Type	3
73 Road Configuration	2
74 Access Control	3
75 Number of Lanes	2
76 Traffic Control Type	1
77 Traffic Control Oper	1

COMMERCIAL VEHICLE: Hazardous Materials Involvement

Haz Mat Placard ☑ Yes ☐ No

Hazardous Cargo ☐ Yes ☑ No

Released (does not include fuel from fuel tank)

Carrying Haz Mat ☑ Yes ☐ No

From Placard indicate: 4-digit placard number or name from diamond or box: 1203 — 1-digit number from bottom of diamond: 3

WORK ZONE RELATED

78 Workzone Area

79 Work Activity

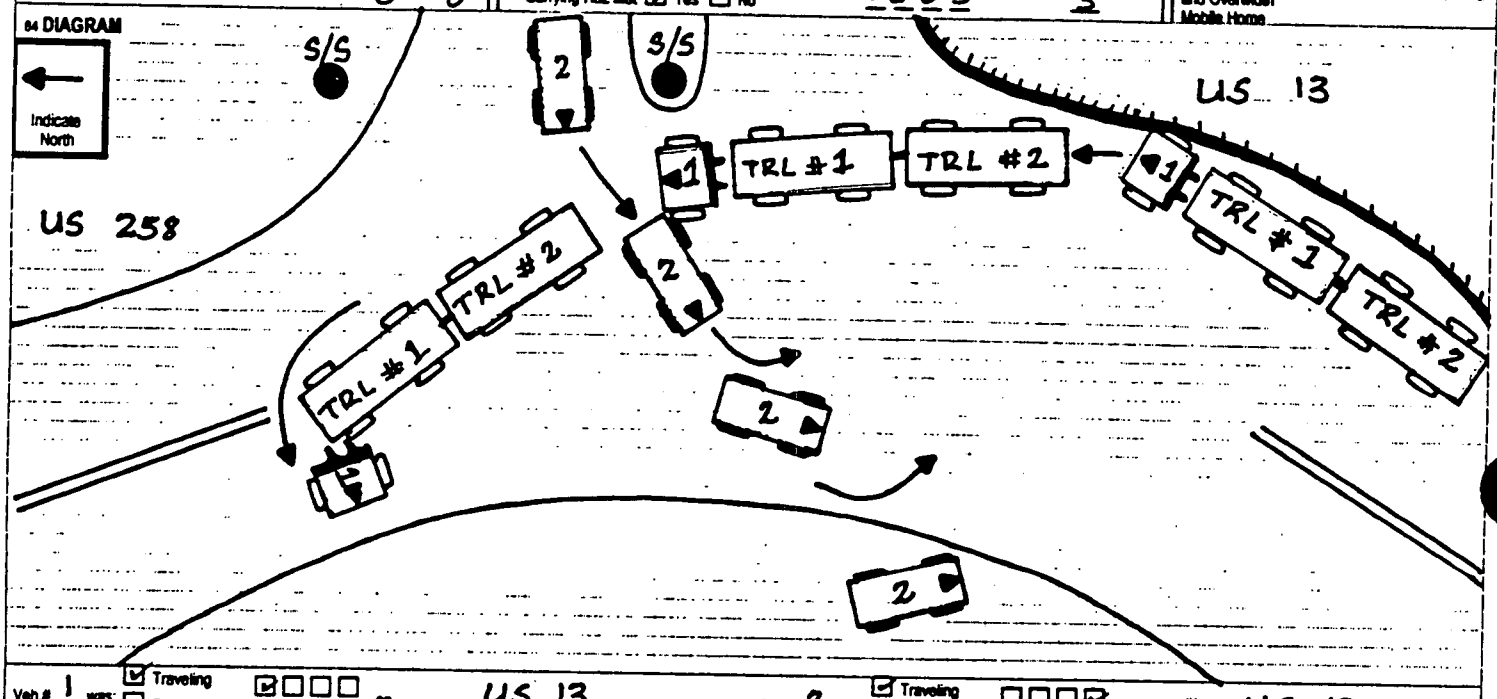
80 Work Area Marked

81 Crash Location

TRAILER INFO.	Veh.# 1	Veh.# -
82 Trailer Type	12	
1st Trailer No. Axles	2	
Width (inches)	102"	
Length (feet)	28'	
2nd Trailer No. Axles	2	
Width (inches)	102"	
Length (feet)	28'	

83 Veh.# ___ Overwidth Trailer and Overwidth Mobile Home — Overwidth Permit #

84 DIAGRAM



Veh.# 1 was: ☑ Traveling ☐ Parked Facing ☑ N ☐ S ☐ E ☐ W on US 13

Veh.# 2 was: ☑ Traveling ☐ Parked Facing ☐ N ☐ S ☐ E ☑ W on US 13

85 NARRATIVE (Include pertinent and unusual aspects, which are not listed elsewhere on the form)

Vehicle 1 was traveling North on US 13. Vehicle 2 was turning left in order to travel south on US 13. Vehicle 1 went out of control, struck the guardrail, then veered left into vehicle 2. Vehicles 1 and 2 collided in the northbound lane of US 13. Vehicle 1 jackknifed and came to rest in the southbound lane of US 13. Vehicle 2 came to rest on the west shoulder of US 13.

86 Type/Owner ___ Owner Address ___ Phone ___ ADDITIONAL PROPERTY DAMAGE State Property? ☐ Estimated Damage $

WITNESSES

Name None Address ___ Phone No. ( ) ___

Name ___ Address ___ Phone No. ( ) ___

TRAFFIC VIOLATION(S)

Name Alvin Leonard Cobb Charge(s) Exceeding Safe Speed For Conditions (Citation # optional)

Name ___ Charge(s) ___

Officer Name	Officer Number	Department	Date of Report
Trooper S.M. Smith	3489	NCSHP A/5	1-2-98

0570 Enforcement

MISSION AND FUNCTION

The NCDMV Enforcement Section will promote highway safety, enforce all state and federal laws regulating highway & vehicle operations and maintain & provide accurate information through the efficient utilization of personnel and technology resources.

The Enforcement Section is responsible for:

- Dealer Licensing and Investigations
- Licensing Safety Inspection Stations/Mechanics and Enforcing Safety Inspection Program Regulations
- Notice, Theft and Storages
  - 94 Inspector Positions for the above duties
- Motor Carrier Safety Administration Program (Federally funded at 80%; 20% State funded)
  - 53 Motor Carrier Positions
- Rest Area Patrol
- Size and Weight Enforcement
- Fuel Tax Compliance Enforcement
- Driver's License and License Plate Revocations
  - 292 Vehicle Enforcement Officer Positions for the above duties

BUDGET AND PERSONNEL TRENDS

	95-96	96-97	97-98	98-99
Personnel	$20,572,315	$18,882,947	$19,546,162	$23,261,839*
Operating	6,407,424	5,745,512	5,827,286	5,050,395
Total	$26,979,739	$24,628,459	$25,373,448	$28,312,234
# Of Positions	544	544	544	544

*Includes appropriations for the Enforcement Pay Equity Plan in the amount of $3,001,486 that was passed in the 1998 Short Session of the General Assembly.

- Transportation and License/Sticker costs consume 66% of the Enforcement Section's operating budget.
- The Enforcement Section does not purchase patrol vehicles.
  - Reimbursement for mileage (418 vehicles) provided to the Department of Administration.
- Transportation cost budgeted for the FY98-99 is $2,815,673, 56% of the operating budget.
- The cost to purchase and issue dealer, manufacturer, commercial and transporter plates is currently 10% of the section's operating budget.
- The remaining 34% of the Enforcement Section's operating budget is for training needs, basic law enforcement uniforms and equipment, auto accessories such as barlights and radios, etc., and technology needs.

SUCCESS STORIES

- In 1997, the Enforcement Section developed and implemented a 28-week Field Training Officer Program.
  - The types of training Enforcement Officers need to do their enforcement activities are extremely specialized.
  - In addition to BLET certification, required for all certified law enforcement personnel in the State, the Enforcement Section developed a field officer training program, which now provides this specialized technical commercial vehicle enforcement training for its newly hired personnel.
  - This training package ensures that our new officers are receiving consistent and uniform training throughout the Section.
  - In 1998, ***this program was selected as the #1 Continuous Process Improvement*** in NCDOT.

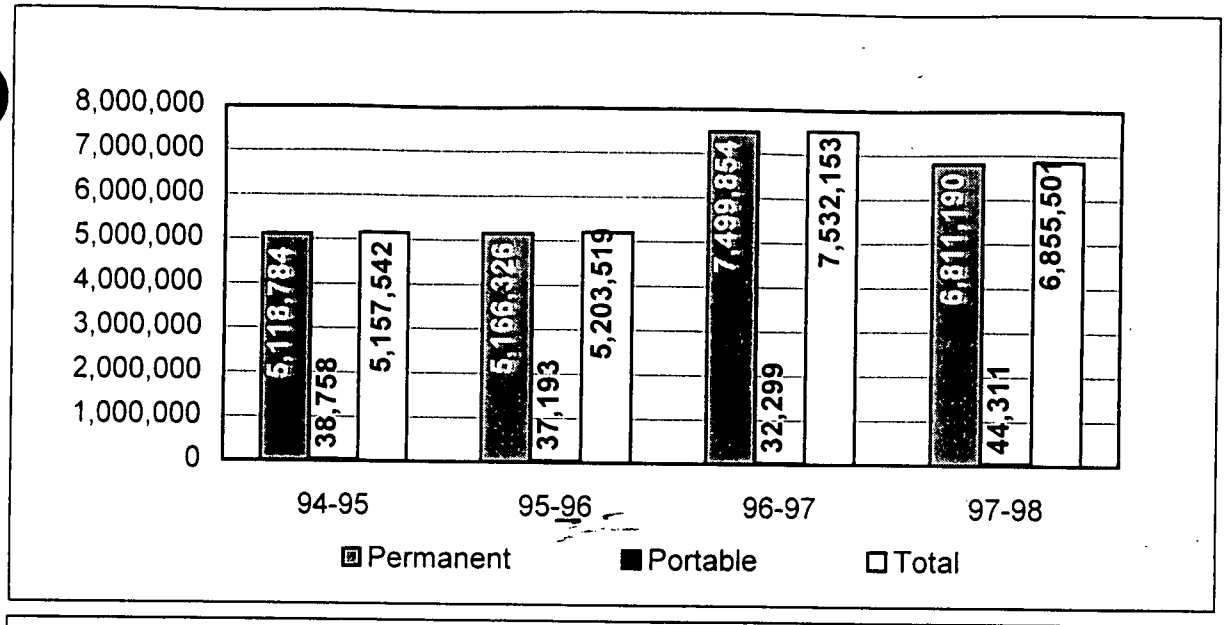
- The NCDMV Enforcement FUELTaCS (Fuel Tax Compliance System) citation system, Phase I, went into effect in January 1997.
  - This system was developed to provide cross-match information for the Department of Revenue to identify and collect highway fuel tax revenue being evaded by the trucking industry.
  - All roadside enforcement activities (overweight citations, CMV inspections, arrest citations, warning tickets or sightings information) are transmitted to the main database and cross-matched at DOR for revenue identification and collection.
  - Phase II, the wireless laptop environment, will come on-line in FY2000 and will merge all DMV-Enforcement road enforcement applications.

MAJOR ISSUES AND CHALLENGES

- One of the major challenges of the Enforcement Section is to efficiently utilize limited existing personnel in order to meet the Division of Motor Vehicle and the Enforcement Section's many responsibilities and the Secretary of Transportation's goals and objectives. Examples of these challenges are:

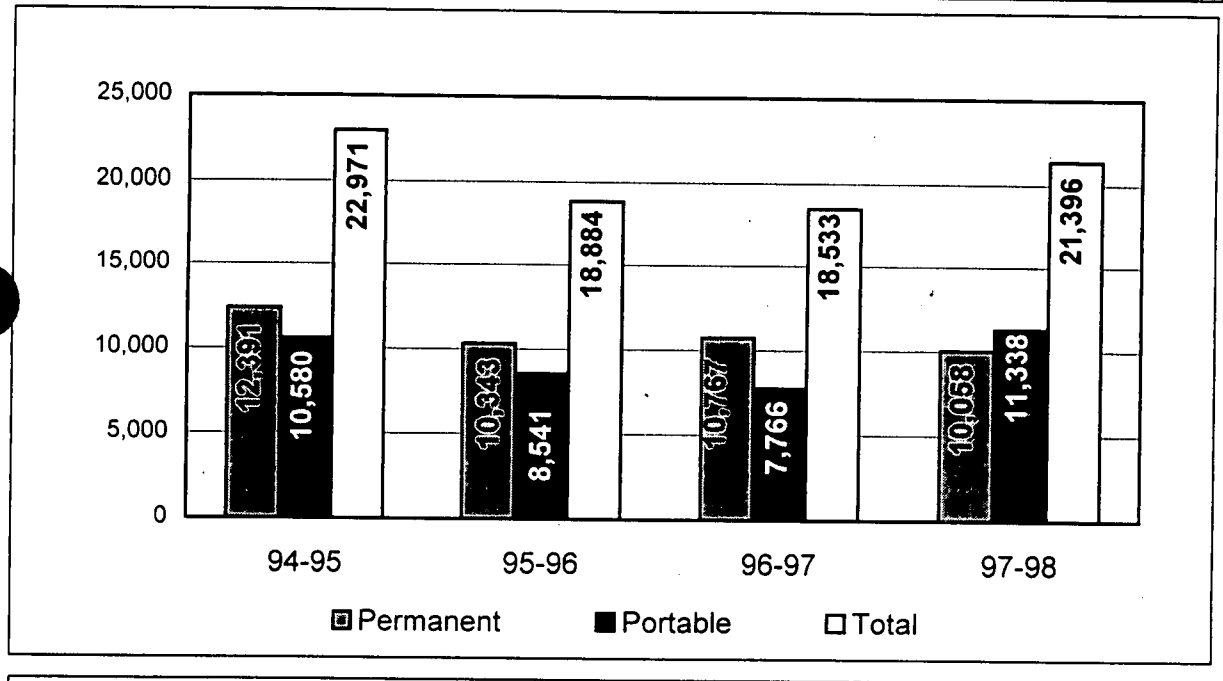
  1. *Increasing presence at permanent weigh station.*
     - Secretary of Transportation, Norris Tolson, as part of the DOT Truck Safety Package, has committed to keeping DOT's permanent weigh station facilities open a minimum of 16 hours a day, 5 days a week to include Saturday and Sunday scheduling).
     - The Enforcement Section will utilize flex scheduling of its Officers to increase the operating hours at permanent weigh stations by approximately 6%.
     - Target hours per site = 4,160 hours.

COMMERCIAL MOTOR VEHICLES - DMV ENFORCEMENT ACTIVITY



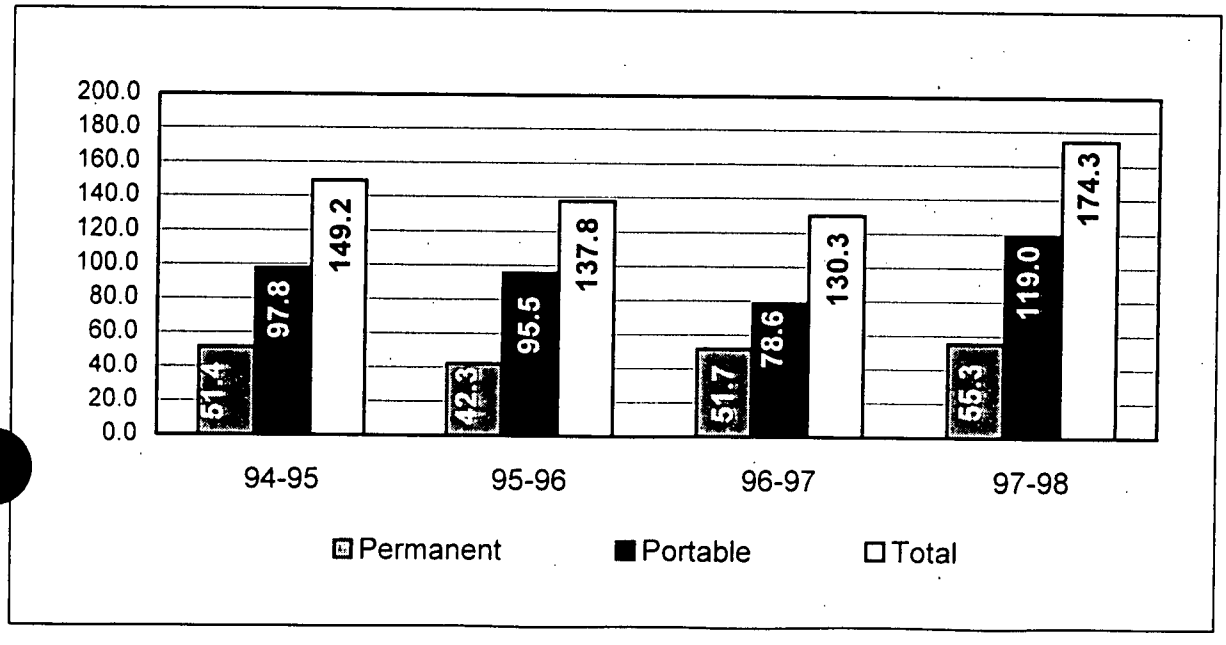
Graph A

VEHICLES STOPPED AT PERMANENT AND PORTABLE SCALES



Graph B

WEIGHT CITATIONS ISSUED



Graph C

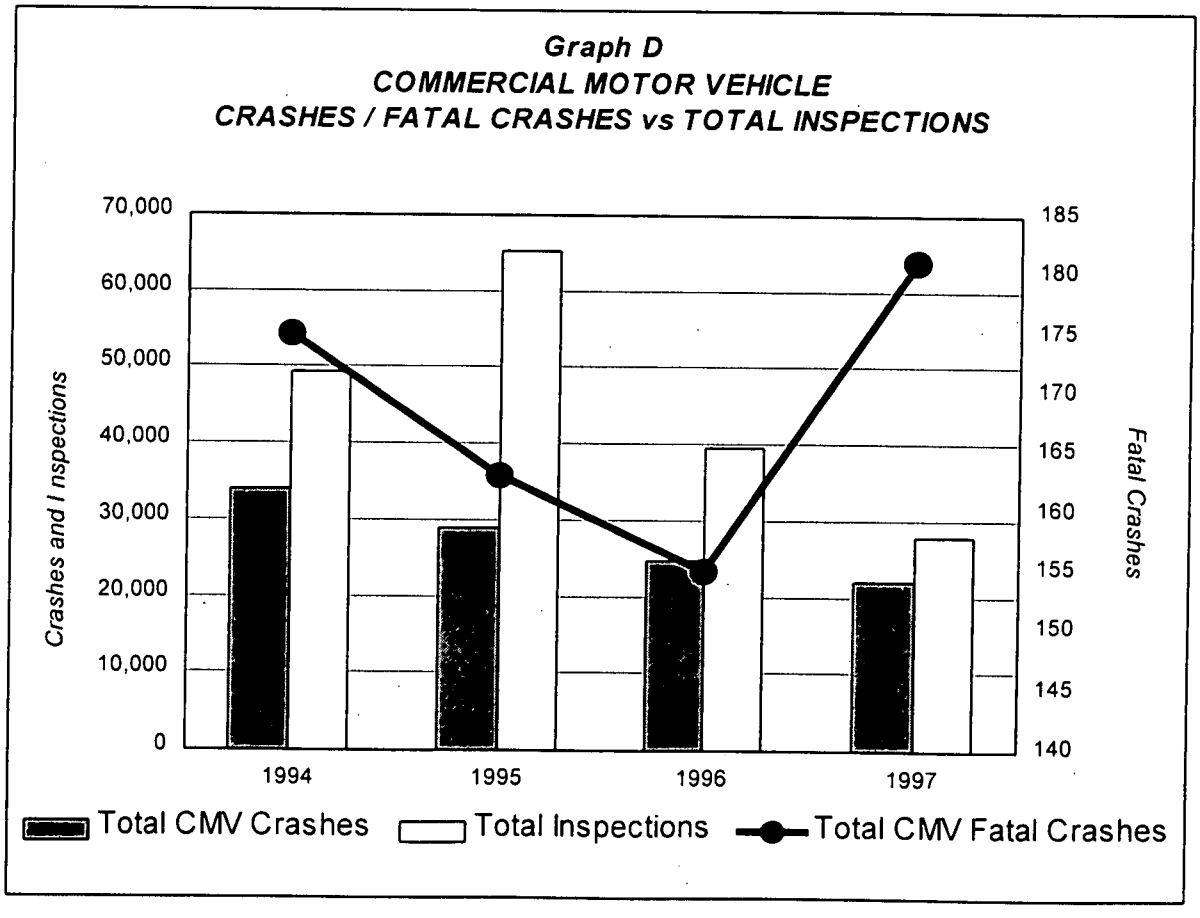
OVERWEIGHT POUNDS PERMANENT AND PORTABLE SCALES (in millions)

2. *Reviewing & reorganizing the Interstate Rest Area/Welcome Center patrol responsibility.*

- The Enforcement Section will reduce stationary patrols at Interstate Rest Area/Welcome Center properties at non-peak, non-holiday times when traffic counts show that the number of vehicles utilizing these facilities are at a minimum.
- These facilities will continue to be patrolled during peak holiday travel periods.
- The Enforcement Section will maintain a presence by utilizing flex scheduling to make certain that the criminal element does not reintroduce itself to these areas.
- Currently takes 78 officers per day to secure 44 rest areas/welcome center sites across the state.

3. *Continuing to develop enforcement initiatives that will help in reducing commercial vehicle crash fatalities.*

- These operations will be occurring in designated high crash corridors and DOT work zones.
- The presence of DMV Enforcement patrol vehicles will reduce speeds of vehicles in these areas and increased inspections will take unsafe commercial vehicles off the highway.



- Other challenges ---

1. Enhancement of the Section's technology infrastructure to consistently meet agency needs, as well as customer expectations.
2. Train and prepare Enforcement Section personnel to operate in this new technological environment. One example of this is the development of a plan to enable the section to migrate into the CJIN network

0590 Enforcement - Emissions Program

MISSION AND FUNCTION

To ensure the State of North Carolina continues to enjoy the benefits of the compliance with Federal Clean Air Standards and to enforce all laws and regulations that have been enacted by the State of North Carolina which concern exhaust emissions testing.

BUDGET/PERSONNEL TRENDS

	95-96	96-97	97-98	98-99
Personnel	$1,870,031	$1,930,916	$2,026,514	$2,030,770
Operating	997,991	806,237	2,641,725	2,166.239
Total	$2,868,022	$2,737,153	$4,668,239	$4,197,009
# Of Positions	44	44	44	44

- The North Carolina Emission Program began in 1982 in Mecklenburg County. Vehicles are tested and required to pass the Federal Carbon Monoxide Standards. Between 1986 and 1992, North Carolina added eight (8) more counties to the emission testing requirements.
- *Emissions Counties*

➢ Mecklenburg	Guilford	Cabarrus
➢ Gaston	Orange	Union
➢ Forsyth	Durham	Wake

- Under the terms of the Clean Air Act Amendments of 1990, Environmental Protection Agency was required to establish minimum performance standards for Emission programs. These standards were published in the Federal Register Vol. 57, No 215 Part 51 and the NCDMV Enforcement is charged with implementing and enforcing these standards.

- This program is a receipt-funded program. The funding for the Enforcement Section Emissions program is $1.80 per inspection and is found within the emissions inspection cost of $19.40. Regular non-emissions inspection cost is $9.25.

SUCCESS STORIES

- The North Carolina Inspection/Maintenance Program is moving in a positive direction according to the EPA final report.
- Effectiveness of covert audit program including a wide range of undercover vehicles, more effective tampering and rotation of undercover vehicles, and added training for DMV Emission Inspectors.

NCDOT Truck Safety Plan
March 3, 1999

Legislative Initiatives

Adopt a version of the Commercial Vehicle Safety Alliance (CVSA) penalty schedule to penalize drivers of commercial vehicles who operate in an unsafe manner. The CVSA is comprised of highway safety administrators from the U.S., Canada and Mexico. This penalty schedule will serve as a deterrent to future violations.

Increase the fines and driver license points for commercial vehicle drivers who violate motor vehicle laws such as speed limits and failure to stop at red lights and stop signs. For example, today a truck driver charged with speeding would pay a fine of $50. Under this change, the fine would double and the driver would pay $100 and court costs.

Crack down on commercial vehicle drivers who possess alcoholic beverages in their vehicle by issuing fines and adding points to their driver license.

Allow DOT to use electronic monitoring devices, similar to stop light cameras in Charlotte, in high crash corridors, work zones and high traffic interchanges.

Increase the minimum fine for speeding in a highway work zone to $250—in addition to current penalties for speeding. An increase in this penalty would be a deterrent to commercial motor vehicle drivers who might speed in the work zone.

Allow all law enforcement officers to cross a divided median to pursue an unsafe commercial vehicle.

Require intrastate truck drivers to carry the same amount of insurance as interstate truck drivers.

NCDOT Administrative Initiatives

- Increase the number of inspections performed on an annual basis by NCDMV Enforcement officers.
- Analyze areas where we can restrict commercial vehicles to specific lanes on interstates and other multi-lane highways.
- Keep our weigh stations open longer and utilize them more efficiently at peak times to remove unsafe commercial vehicles from the highways.
- Identify high crash corridors and determine how to effectively patrol those regions to reduce commercial vehicle crashes.

- Place more NCDMV Enforcement officers in highway work zones to enforce speed and safe driving regulations on commercial vehicles traveling through the work zones.

- Crack down on commercial driver violations, such as speeding, careless and reckless driving and crashes caused by commercial vehicle drivers that could result in a fatality.

- Use new technologies, such as thermal imaging units, to make commercial vehicle inspections more accurate and efficient.

- Supplement driver education classes and the driver license test to include information on commercial vehicle safety— such as No-Zone awareness and required braking distance for trucks so that all drivers will have a better understanding of the operation of commercial vehicles.

- Work with members of the judicial community to provide education on the different types of commercial vehicle citations they will see in hopes of decreasing the number of violations that are either reduced or dismissed in the judicial system.

- Supplement the Basic Law Enforcement training course on commercial vehicle regulations so that all new law enforcement officers will have some level of education on commercial vehicle regulations.

- Crack down on drivers when debris falls from their commercial vehicles and creates hazardous situations on our highways. Educate commercial vehicle drivers on proper ways to secure loads and equipment.

- Use DMV's crash reporting system to provide continual analysis of crash data in relation to commercial vehicles.

- Suspend oversize and overweight permits for those who repeatedly violate commercial motor vehicle laws.

- Create a truck safety course for all DOT highway project bid winners. The course would cover training sessions on how to properly secure loads and equipment as well as proper safety measures for working in work zones.

- Conduct special commercial vehicle checkpoint operations to remove unsafe drivers and unsafe commercial vehicles from the highways.

- Investigate the creation of commercial vehicle parking areas in remote locations for the purpose of enforcing size, weight and safety regulation inspections.

- Review the statewide tracking system that identifies sections of highways and bridges that are being damaged by commercial motor vehicles so that we may improve safety and maintenance.

Commercial Vehicle Safety Alliance

Levels of Inspection

Level I - Level II - Level III - Level IV - Level V

LEVEL I

North American Standard Inspection - An inspection that includes examination of driver's license, medical examiner's certificate and waiver, if applicable, alcohol and drugs, driver's record of duty status as required, hours of service, seat belt, vehicle inspection report, brake system, coupling devices, exhaust system, frame, fuel system, turn signals, brake lamps, tail lamps, head lamps, lamps on projecting loads, safe loading, steering mechanism, suspension, tires, van and open-top trailer bodies, wheels and rims, windshield wipers, emergency exits on buses and HM requirements, as applicable.

LEVEL II

Walk-Around Driver/Vehicle Inspection - An examination that includes each of the items specified under the North American Standard Inspection. As a minimum, Level II inspections must include examination of: driver's license, medical examinees certificate and waiver, if applicable, alcohol and drugs, driver's record of duty status as required, hours of service, seat belt, vehicle inspection report, brake system, coupling devices, exhaust system, frame, fuel system, turn signals, brake lamps, tail lamps, head lamps, lamps on projecting loads, safe loading, steering mechanism, suspension, tires, van and open-top trailer bodies, wheels and rims, windshield wipers, emergency exits on buses, and HM requirements, as applicable. It is contemplated that the walk-around driver/vehicle inspection will include only those items which can be inspected without physically getting under the vehicle.

LEVEL III

Driver-Only Inspection - A roadside examination of the driver's license, medical certification and waiver, if applicable, driver's record of duty status as required, hours of service, seat belt, vehicle inspection report, and HM requirements, as applicable.

LEVEL IV

Special Inspections - Inspections under this heading typically include a one-time examination of a particular item. These examinations are normally made in support of a study or to verify or refute a suspected trend.

LEVEL V

Vehicle-Only Inspection - An inspection that includes each of the vehicle inspection items specified under the North American Standard Inspection (Level I), without a driver present, conducted at any location.

Last Update: 11/15/1998 06:59 PM

by:jag

VISITOR REGISTRATION SHEET

Joint Appropriations Subcommittee on DOT — March 31 1999 AM

Name of Committee — **Date**

VISITORS: PLEASE SIGN IN BELOW AND RETURN TO COMMITTEE CLERK

NAME	FIRM OR AGENCY AND ADDRESS
Mark Gleason	Capitol Group
Wayne Horton	DMV - Driver License
Michael Bryant	DMV - Driver License
Joan Sibley	DMV - School Bus + Traffic Safety
Eugene Cella	DMV
Lou A. Dill	DMV - Traffic Records
Paul Howard	DMV -
Ethel Glenn	DMV - Citizen Affairs
Carol Somm	DMV
Milton Alford	OSBM
David Hertzog	State Planning
Meredith Burton	NCDOT
George Muse	NC DMV ENF
Duane McEntire	NCDOT

VISITOR REGISTRATION SHEET

Joint Appropriations Subcommittee on DOT — March 31 1999 AM

Name of Committee — **Date**

VISITORS: PLEASE SIGN IN BELOW AND RETURN TO COMMITTEE CLERK

NAME	FIRM OR AGENCY AND ADDRESS
Hope Mozingo	DMV - Enforcement
Major John Robinson	DMV - Enforcement
[illegible]	NCDOT
Ruth Sapphie	NCDOT
Marena Kryger	NCDOT
VLM Bridge	NCTA
LYMAN COOPER	CSX CORP
KRISTIN DAVID	Legislative Intern
J. Edwards	DMV
David C. Rutland	DMV - Enforcement
Jon Parker	DMV - Commissioner's Office

VISITOR REGISTRATION SHEET

Joint Appropriations Subcommittee on DOT — March 31 1999 AM

Name of Committee — **Date**

VISITORS: PLEASE SIGN IN BELOW AND RETURN TO COMMITTEE CLERK

NAME	FIRM OR AGENCY AND ADDRESS
BILL BRINSON	DMV- ENFORCEMENT
John MAY	NC CWA COUNCIL

MINUTES
JOINT APPROPRIATIONS SUBCOMMITTEE ON TRANSPORTATION
APRIL 1, 1999

The Joint Appropriations Subcommittee on Transportation met on Thursday, April 1, 1999 in Room 1228/1327 of the Legislative Building at 8:30 a.m. The following members were present: Chairman Jim Crawford, Representatives Cole, Barbee, Bowie, Davis, Dockham, Gulley, Hurley, McAllister, McMahan, Melton, Saunders, and Sutton. Four senators attended. Evan Rodewald and Bob Weiss, staff counselors, attended. A visitor registration list is attached and made part of these minutes.

Chairman Crawford introduced the pages for the day.

He then introduced Joe Parker, Director, Governor's Highway Safety Program. Mr. Parker handed out the 1998 Annual Report and discussed the four areas in the program—Administration, Planning and evaluation, Public Affairs, and External Affairs—and the goals of the agency. Mr. Parker handed out a 1999 program area cost summary which shows the federal, state, and local dollars used in each effort explaining that grants are made based on the federal fiscal year. The majority of GHSP dollars are federal with a required 40 percent disbursement to localities. Disbursements are made based on Congress passing its budget, but generally around October 1. He also handed out a 1998 financial summary and discussed expenditures. Rep. Cole asked if the penalty is severe enough to deter repeat offenders. Mr. Parker explained that their data was collected prior to last sessions new DWI laws; however, he will ask the Attorney General's office for an opinion.

Chairman Crawford introduced Jim Ritchey, General Manager, Triangle Transit Authority. Mr. Ritchie explained that Transit Trust Funds may be used for new systems, rehabilitation of systems which are seven years old, and bus projects. He gave an update on its current bus service, buspool program, and vanpool program emphasizing the fact that public transit is sometimes the only means of transportation for Work First participants. He talked about the operating budget of federal, state and local funds and the proposed schedule and financing plan (handout). Senator Albertson questioned expenses for regular clean up of buses and the possible use of inmate labor. Mr. Ritchie will investigate the possibilities with Department of Correction. He then handed out a map of the proposed Triangle transit plan linking the downtown area with the Triangle and talked about the phases of the plan and cost. Five years of planning have gone into the plan with much community input. The Transit is asking the state for a commitment of 25 percent, indicating that so far, the state has not matched the federal dollars that have been appropriated. When questioned about using existing rail lines, Mr. Ritchie indicated that the plan is to use 10 miles of existing line and building 25 miles or negotiating with the railroad.

VISITOR REGISTRATION SHEET

Name of Committee Approp/ Transportation Joint Date 4/1/99

VISITORS: Please sign below and return to Committee Clerk.

NAME	FIRM OR STATE AGENCY AND ADDRESS
[illegible]	NCDOT
[illegible]	Capitol Group
Jim Edwards	DMV Enforcement
Milton Alford	OSBM
Paul Simon	DMV
Rose U. Dell	DMV
[illegible]	DMV
John Robinson	NC DMV Enf.
Carol Howard	DOT/DMV
Jerard Selvey	DOT/DMV
Michael E. Bryant	DMV/Driver Licensing
Hope Mozingo	DMV Enforcement Section
Jim Ritchey	TTA
Janice Zeigelfuss	DMV Commissioner
[illegible]	DMV
Carol Resar	Clerk
Randy B. Rose	Leg.
Naisha David	Legislative Liaison
[illegible]	NCDOT
[illegible]	DMV
[illegible]	DMV

Joint Appropriations Subcommittee on Transportation
April 1, 1999
8:30 AM
Room 1228

Agenda

Chair: Representative Crawford

Governor's Highway Safety Program (Governor's North Carolina State Budget, Volume 6, Transportation, pp. 21-23)

Joe Parker *Director*

Triangle Transit Authority

Jim Ritchey *General Manager*

Division of Motor Vehicles continued (Governor's North Carolina State Budget, Volume 6, Transportation, pp. 99-101)

Colonel David Richards *Director, Enforcement*

FY 1998 Summary:

A Report from the North Carolina Governor's Highway Safety Program

FY 1998 Summary:

A Report from the North Carolina Governor's Highway Safety Program

North Carolina
Governor James B. Hunt, Jr.

State Transportation
Secretary E. Norris Tolson

NORTH CAROLINA GOVERNOR'S HIGHWAY SAFETY PROGRAM
215 East Lane Street, Raleigh, North Carolina 27601
Phone: 919.733.3083
Fax: 919.733.0604
Website: www.dot.state.nc.us/services/ghsp

Members of the North Carolina Governor's Highway Safety Commission

Chairman
Elbert L. "Eb" Peters
Raleigh, North Carolina

Vice-Chairman
Durwood Laughinghouse
Raleigh, North Carolina

R.V. Durham
Winston Salem, North Carolina

Charles N. "Poochie" Fitts
Roanoke Rapids, North Carolina

Merrell Gregory
Asheville, North Carolina

R. Jerry Harris
LaGrange, North Carolina

Cheryl Jones
Charlotte, North Carolina

David "Crockett" Long
Morrisville, North Carolina

John H. "Johnny" McCoy
Wilmington, North Carolina

Sarah Minges
Greenville, North Carolina

Margaret Parker
Wadesboro, North Carolina

Dan Stone
Pilot Mountain, North Carolina

James C. "J.C." Sanders
Shelby, North Carolina

Bennett Taylor
Seaboard, North Carolina

Mitchell Taylor
Lumberton, North Carolina

A Message from the Director

With a booming economy and growing population, safety has assumed an even greater role in the mission of the North Carolina Governor's Highway Safety Program. Our roads are more crowded, and more are being built or improved every day.

That's why we work so hard to strengthen our partnerships with law enforcement and other key highway safety advocates. Our combined efforts in publicizing and enforcing occupant protection and impaired driving laws through "Click It or Ticket" and "Booze It & Lose It" have made North Carolina a safer place to live and drive. It's also made us a national model for successful highway safety initiatives.

Photo by Charlie Jones

GHSP Director Joe Parker is flanked by law enforcement officers at one of dozens of highway safety events and news conferences held during FY 1998.

While proud of such accomplishments, great challenges still remain. In addition to increasing seat belt and child safety seat use and decreasing impaired driving, we are working on new ways to involve community leaders to identify and solve their specific local highway safety concerns. And we will focus greater attention on work zones to increase the safety of those who build our roads, as well as those who travel on them.

We at the Governor's Highway Safety Program approach the new millennium with the certainty that more lives will be saved, and more injuries prevented, as we work together for safer roadways in North Carolina.

Joe Parker

Joe Parker, Director
Governor's Highway Safety Program

Contents:

Planning and Administration.....3
GHSP Structure.....4
FY1998 Financial Summary.....4
Overall Traffic Safety.....5
Occupant Protection.....7
Impaired Driving.....9
Assistance to Localities.....11

Planning and Administration

The North Carolina Governor's Highway Safety Program (GHSP) was established in 1967 as a result of the Highway Safety Act (Public Law 89-564) in 1966 by the United States Congress.

As an agency within the North Carolina Department of Transportation (NCDOT), the GHSP is located in the state capital of Raleigh. Director Joe Parker receives the full support of State Transportation Secretary E. Norris Tolson and Governor James B. Hunt, Jr. The GHSP implements a variety of traffic safety initiatives and programs annually both directly and through the distribution and oversight of federal highway safety funds.

The GHSP is committed to addressing traffic safety concerns utilizing a collaborative approach. It serves as a resource and catalyst for the implementation of statewide traffic safety programs. Involvement and support from the law enforcement, health, youth, nonprofit, insurance, judicial, transportation, research, and education groups among others has been critical to the success of the traffic safety efforts in North Carolina.

GHSP Goals

The GHSP has developed the following six major goals:

- Reduce the number of serious injuries and fatalities on the state's roadways through the efficient use of highway safety resources available on the local, state and national level. These resources include both public and private sources.
- Develop and implement a strategic Highway Safety Action Plan identifying problems and countermeasures for addressing the nine Section 402 program areas: alcohol and other drug countermeasures, occupant restraints, traffic records, police traffic services, speed control, emergency medical services, motorcycles, pedestrians/ bicycles, and roadside safety -- plus work zone safety.
- Address highway safety issues through innovative means by involving all sectors of the economy *(public and private)* in a coordinated, planned fashion.
- Increase public awareness of traffic safety issues and the impact traffic safety has on the state.
- Increase the GHSP's organizational effectiveness and ability to respond to traffic safety issues.
- Provide technical assistance, including training, to communities, state agencies, private sector groups and key practitioners.

Administrative Staff

Joe Parker
Director

Bill Stout
Deputy Director

Don Nail
Planning and Evaluation

Jill Warren Lucas
Public Affairs

Tony Humphries
External Affairs

GHSP Structure & Financial Summary

FY 1998 FINANCIAL SUMMARY

PROGRAM AREAS	FY 1998 EXPENDITURES	% OF EXPENDITURES TO PROGRAMMED AMOUNT	% OF TOTAL EXPENDITURES
Planning & Administration	$ 308,205	91.9%	6.5%
Community Traffic Safety Programs	269,919	62.4	5.7
Safe	143,534	86.7	3.0
Alcohol	334,715	82.1	7.1
Youth	101,654	93.3	2.2
Alcohol Incentive	748,105	44.0	15.9
Police Traffic Services	1,371,716	86.3	28.9
Occupant	194,272	52.2	4.1
Motorcycle	13,498	54.2	0.3
School Bus Safety	25,763	71.2	0.5
Roadside Safety	254,796	65.6	5.4
Traffic Records	32,428	81.1	0.7
Motor Carrier	229,538	55.1	4.9
DHHS Local Law Enforcement	688,809	71.4	14.6
TOTAL	$4,716,952	67.6	100.0

The GHSP consists of four divisions with distinct and separate functions.

General Administration:

This function is handled by the Director and Deputy Director. These positions provide leadership to support the entire operation of the GHSP and provide guidance for the success of the overall traffic safety program.

Planning and Evaluation:

This section is responsible for the oversight, monitoring, and evaluation of funding the agency receives for distribution to governmental and non-profit agencies. The section is also responsible for developing the annual benchmark report and highway safety action plan. Fiscal administration also resides in this section.

Public Affairs:

This section is responsible for the coordination and management of the GHSP's public information and education campaigns. All statewide publicity for traffic safety initiatives is coordinated through this section.

External Affairs:

This section is responsible for the implementation of statewide traffic safety programs. This section coordinates all GHSP outreach efforts.

Equipment Grants

During FY 1998, the GHSP presented its largest equipment grant ever to the Macon County Sheriff's Office -- $62,000 to provide 13 portable alcohol-breath testing devices and 13 in-car video cameras to help the officer stop impaired driving in the county.

The grant was awarded following a drunken driving crash in which a high school student and a coach were killed. One week later, just one hour and 49 minutes after the state's new DWI law took effect, a Macon County deputy became the first officer to sieze the vehicle of an impaired driver.

Overall Traffic Safety

Goals:

- Attain a mileage death rate of 1.80 for 1997, and a rate of 1.78 for 1999.
- Attain a severe injury rate of 10.6 for 1997, and a rate of 10.3 for 1999.

Efforts:

North Carolina is a leader in traffic safety. Strong state leadership has provided a foundation on which to build this role. Most recently, North Carolina has been a national leader in its efforts to significantly impact occupant protection seat belt and child safety restraint usage rates statewide and to lower the number of impaired drivers on the roadways. The "Click It or Ticket" and "Booze It & Lose It" campaigns have had widespread impact on traffic safety in North Carolina.

"Click It or Ticket" and "Booze It & Lose It" are part of the overall Governor's Highway Safety Initiative (GHSI). The GHSI has demonstrated that through high profile aggressive traffic safety enforcement combined with an intense earned media campaign, traffic safety efforts can be extremely successful in preventing serious injuries related to motor vehicle crashes.

North Carolina is also extremely involved in the development of Safe Community coalitions. Several communities have active coalitions working to improve traffic safety, as well as community safety through a collaborative approach. Ten new Safe Community coalitions were formed in FY 1998 and support was maintained for the other 10 coalitions that were already in existence. The GHSP's goal is to extend Safe Communities to all 100 North Carolina counties.

In recent years, North Carolina has been successful in the passage of traffic safety legislation that will have long-term effects on the improvement of traffic safety. North Carolina was one of the first states to have a mandatory seat belt usage law that allowed for primary enforcement. The state also is one of a minority of states that currently has a 0.08 breath-alcohol concentration (BAC) *per se* law. Repeat DWI offenders driving on a revoked license lose their vehicle on the spot in North Carolina.

Young drivers have also been addressed through the implementation of one of the nation's first graduated licensing laws. It is anticipated that during the coming year North Carolina will strengthen the existing seat belt and child safety seat laws and

Traffic Unit Exceeds All Expectations

In 1995, the GHSP provided initial grant funding for the Raleigh Police Department's Traffic Enforcement Unit. The unit has helped reduce the rate of crashes in the capital despite an increasing population.

Combining the GHSP grant and funding provided by the City of Raleigh, the traffic enforcement program has cost approximately $2.2 million from 1995 to 1998. An analysis showed the program has saved Raleigh citizens more than $46 million in health-care related costs.

possibly implement a bicycle helmet law and extend the use of red light running cameras statewide.

Outcomes:

The mileage death rate for 1997 was 1.81, while the severe injury rate was 12.3. The mileage death rate was on target, while the severe injury rate fell short of the goal by 16 percent.

Photo by Shannon Bullock

Across North Carolina, officers checked for correct use of child safety seats and wrote tickets for child and adult passenger safety violations during "Click It or Ticket."

"Saved By the Belt"

Among the features of the North Carolina Highway Safety Exposition is the "Saved by the Belt" Wall of Fame. The names of North Carolina drivers and passengers whose lives were saved through correct use of seat belts and child safety seats are displayed here. Certificates and special front license tags are presented to honorees.

If you know someone who has been "Saved By the Belt," call the GHSP at 919-733-3083 for a nomination form. The form also is available at our website: www.dot.state.nc.us/services/ghsp

Goals:

- Maintain the seat belt usage rate of 83 percent during 1997, and achieve a rate of 85 percent in 1999.
- Increase the correct use of child safety restraints for children under 60 pounds from 30 percent during 1997 to 40 percent in 1999.
- Achieve 100 percent seat belt usage by uniformed law enforcement and public safety officers by the end of 1999.
- Support legislation to strengthen the mandatory seat belt usage law, increasing the associated fine, provide universal coverage, and add driver license points.

Efforts:

During FY 1998, the Governor's Highway Safety Program continued the "Click It or Ticket It" program that has become a national model for statewide seat belt education and enforcement campaigns. During the special "Click It or Ticket It" emphasis periods of May 18-June 7 and August 24-September 13, law enforcement agencies statewide conducted 2,815 seat belt checkpoints.

These checkpoints resulted in 13,181 seat belt violations and 998 child safety seat violations. Additionally, 2,925 DWI arrests were made and 45,404 other traffic violations were issued. Also, five fugitives were arrested as a result of the checkpoints and more than 2,300 criminal violations were detected.

A statewide Public Service Announcement (PSA) campaign was launched in FY 1998. The campaign utilized law enforcement personnel from around the state to drive the message of "Click It or Ticket" to the local level. Localized media spots were produced in English and Spanish by the GHSP by utilizing law enforcement officers representing agencies in the media market where the spots were to air.

North Carolina launched a statewide campaign to get traffic safety messages to North Carolina's growing Hispanic community. Brochures that had been developed for the "Click It or Ticket" and "Booze It & Lose It" campaigns were translated into Spanish for distribution. The demand and popularity of these items has been tremendous.

The GHSP continued support for the Department of Insurance "Buckle Up Kids" (BUK) program. This program functions in 72 percent of the state's counties. The program has certified 91 instructors for delivery of basic child safety seat curriculum and 67 instructors for delivery of the advanced child safety seat curriculum. Through the end of FY 1998, BUK has distributed

"No Excusas"

To improve communications with the state's growing number of Spanish-speaking motorists, the GHSP created a new series of Spanish-language brochures and public service announcements. The campaign was recognized with an NCDOT Continuous Process Improvement Award in the "Most Improved Communication" category.

3,469 child safety seats and provided instruction on the proper usage of these devices. BUK held its second annual Statewide Child Safety Seat Bounty Program in FY 1998. This program collected 177 unsafe child safety seats in 24 counties. The seats were destroyed.

The North Carolina Partnership for Children (NCPC) received 1,179 child safety seats from the GHSP in FY 1998. The safety seats were distributed to needy children in 43 counties that had active Smart Start partnerships. An even larger distribution of seats is planned for FY 1999.

Law enforcement officers across the state have been receiving child safety seat training concerning the proper usage of the devices and instructions for training parents and guardians on the proper usage of these devices. During FY 1998, 1,000 officers statewide were trained.

Photo by Shannon Bullock

Joe Parker joins First Lady Carolyn Hunt, Dr. Herb Garrison and State Transportation Secretary Norris Tolson (from left) at the Smart Start car seat event.

Outcomes:

Statewide seat belt usage in 1997 was 84 percent. This slightly surpassed the anticipated goal of maintaining the usage rate at 83 percent. Unfortunately, child safety seat usage rates were not collected in 1997. However, considerable efforts were placed on training of law enforcement officers in the correct usage of child safety seats and the enforcement of child safety seat laws during FY 1998.

Law enforcement officers statewide have been extremely cooperative in the "Click It or Ticket" program. Officers have taken the lead on setting an example for motorists in always "buckling up." No scientific surveys are available on the usage of seat belts by law enforcement officers in North Carolina, but informal surveys reveal that usage rates are close to 100 percent.

North Carolina was very close to having much stronger mandatory occupant protection and child occupant protection legislation in FY 1998. One vote separated the state from having a doubling of the fine for non-compliance with the seat belt law, and requiring children to age 5 to ride in the rear seat. The law would have also raised from age 12 to age 16 the requirement for children to be in either a child restraint system or seat belt.

Legislative approval of these modifications appears likely in the 1999 Legislative Session along with other provisions originally sought in 1998, especially adding two driver license points for drivers failing to buckle themselves or their passengers.

A Model for the Nation

In July 1998, US Transportation Secretary Rodney Slater wrote to North Carolina Gov. Jim Hunt to commend his "outstanding leadership and dedicated support" of the national traffic safety priorities of getting motorists to wear seat belts and to not drive after drinking.

Slater stated that "North Carolina's 'Click It or Ticket' program serves as a model for the national 'Buckle Up America' campaign."

Impaired Driving

Goals:

- To reduce by five percent the percentage of alcohol-related severe injury rate from 2.90 to 2.76 by the end of 1997, and to 2.42 by the end of 1999.
- To reduce by five percent the fatality rate for alcohol-related traffic deaths from 27.17 to 25.81 percent of total traffic deaths by the end of 1997, and to 28.03 percent by the end of 1999.

Efforts:

During FY 1998 the GHSP continued its nationally renown program "Booze It & Lose It." During the special "Booze It & Lose It" emphasis period of June 29-July 5, law enforcement agencies statewide conducted 566 sobriety checkpoints. These checkpoints resulted in 1,232 DWI arrests. Additionally, the checkpoints resulted in 4,557 seat belt violations, 469 child safety seat violations, and more than 20,700 other traffic violations. Seven fugitives were arrested as a result of the checkpoints and more than 1,100 criminal violations were detected.

BOOZE IT & LOSE IT.

The Governor's Task Force on Driving While Impaired has been instrumental in the strengthening of North Carolina's DWI laws. Lieutenant Governor Dennis Wicker chairs the Task Force.

On December 1, 1997, North Carolina implemented a new enforcement tool to fight impaired driving by repeat DWI offenders. State law now allows officers to impound the vehicle of drivers arrested for DWI and driving with a revoked license. If convicted, the vehicle is sold and the proceeds are donated to the local school system. From December 1, 1997 to July 31, 1998 there were 2,945 vehicles impounded as a result of this law.

North Carolina's DWI laws were strengthened during the 1998 Legislative Session. Fines for all DWI offenses were doubled. A zero-tolerance law was passed for drivers of commercial vehicles, school buses, and day care vehicles, while a 30-day administrative license revocation was passed for underage streamlined to expedite the sale of impounded vehicles, and making it easier for innocent owners to reclaim their vehicles.

The GHSP funded a second Mobile Breath Alcohol Testing (BAT) Unit, or BAT Mobile in FY 1998. The vehicle contains all of the necessary supplies to process a motorist charged with impaired driving at sobriety checkpoints. This BAT Mobile is staffed and coordinated by the North Carolina Highway

Positive impact of .08 law

Since 1993, when North Carolina lowered its alcohol limit from .10 to .08, alcohol-related taffic fatalities have dropped dramatically. In 1992, 42 percent of all highway fatalties in North Carolina were alcohol related. In 1993, 34 percent of traffic fatalities were alcohol related. Since then, alcohol-related deaths in North Carolina have been below 34 percent, with a low of 27 percent in 1995.

While numbers for 1998 were not final at press time, drunk driving fatalities through August 1998 were the lowest they have been since 1992.

Patrol. The unit became operational in the fallof 1998. The first unit was placed into operation in 1996 by the Forensic Tests for Alcohol (FTA) Branch. The original unit participated in 59 DWI checkpoints and 54 public information and education events in FY 1998. The checkpoints yielded 774 DWI arrests, 4,060 traffic violations, and 461 criminal violations.

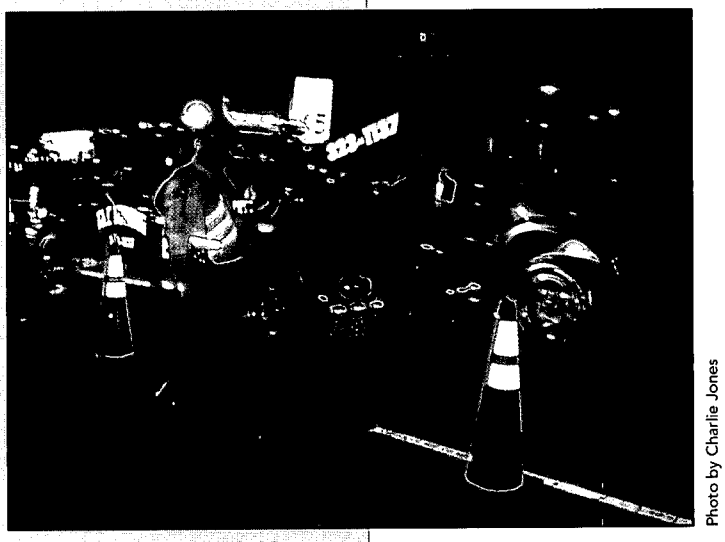


Photo by Charlie Jones

Officers across the state seized nearly 3,000 vehicles operated by repeat offenders since the new DWI law went into effect December 1, 1997.

The North Carolina Alcohol Law Enforcement (ALE) Agency conducted 32 "Cops In Shops" programs in 1998, resulting in 234 underage person alcohol purchase charges and 33 charges for use or display of a fictitious identification. ALE contacted 1,864 individuals through this program and made 573 arrests resulting in 754 charges. In addition to the "Cops In Shops" program, ALE delivered 599 "Be a Responsible Server" training programs educating 1,483 alcohol servers statewide.

The FTA Branch implemented a new program to assist in the prosecution of DWI cases in the state. A scientific research analyst was hired and trained to develop skills necessary for court testimony and to serve as a resource for district attorneys statewide. During FY 1998, this analyst testified in 31 cases, 29 of which resulted in a guilty verdict for the accused DWI offender. In addition to assisting in the prosecution of DWI cases, the analyst serves as a resource to the Governor's DWI Task Force and the General Assembly.

Outcomes:

The alcohol-related severe injury rate for 1997 was 2.69 percent. This exceeded the goal established for this benchmark value. However, the fatality rate for alcohol-related traffic deaths was 31.15 percent in 1997 resulting in a 1.3 percent increase over the 1996 level. During this same time period the of alcohol-related fatalities increased by two, while total traffatalities decreased by nine.

Assistance to Localities

A major portion of the traffic safety efforts in North Carolina is directed to local traffic safety improvement. The total amount of funds expended at the local level in FY 1998 was $2,558,728. This represented 54.4 percent of the total traffic safety expenditures in FY 1998.

Photo by Charlie Jones

Visitors to the North Carolina State Fair learn about highway safety laws while touring the Highway Safety Exposition and get a sense of what .08 impairment feels like by using these driving similators.

The bulk of local funding was directed to the Police Traffic Services program area. This section of the annual Highway Safety Plan allowed for the implementation of six new local law enforcement traffic safety units. North Carolina has been very successful in obtaining community support at the local level for implementation and continuation of traffic safety units.

The GHSP has also been instrumental in the placement of equipment to battle driving while impaired. Through license reinstatement fee funds paid by convicted impaired drivers, the GHSP was able to provide over 250 in-car video cameras to assist in the conviction of impaired driving suspects. The funds also allowed the GHSP to fund over 200 preliminary breath-testing units and assist several local agencies in obtaining sobriety checkpoint equipment.

Mini-grant funding was made available in many communities across the state last year. More than 26 high schools received funding for assistance in implementing traffic safety programs focusing on seat belt usage and alcohol awareness education. Many schools were able to conduct education events in conjunction with senior prom and graduation.

Mini-grant funding was also awarded to eight local communities for the implementation of the "Basics of Bicycling" educational curriculum in their local elementary schools.

Motorcycle safety training awareness courses were conducted statewide in FY 1998. There are now 17 training sites statewide offering motorcycle safety courses. The courses were conducted through local community colleges. In addition to the rider education courses, in FY 1998, 15 new instructors were trained.

The GHSP continued the operation of the highly successful "North Carolina Highway Safety Exposition." The Exposition was on display at 64 events in North Carolina during FY 1998 and toured by an estimated 1,269,050 visitors.

CLICK IT OR TICKET.

BOOZE IT & LOSE IT.

The information in this document was prepared by the staff of the North Carolina Governor's Highway Safety Program, an agency of the North Carolina Department of Transportation. Copies were published at a cost of $2.00 each. For additional copies, or information about GHSP programs or North Carolina highway safety laws, please write or call:

North Carolina Governor's Highway Safety Program
215 East Lane Street, Raleigh, North Carolina 27601
Phone: 919.733.3083
Fax: 919.733.0604
Website: www.dot.state.nc.us/services/ghsp

Program Area Cost Summary

PA Title: GHSP Planning and Administration

PA Number: PA-99-00

Objective(s): To maintain GHSP operations and staff in order to enhance the attainment of the goals and objectives stated in the FY 1998 HSAP.

Program Area Code	*FY 1999 Projects*	*402 Total*	*402 to Local*	*State Share*	*Local Share*	*Total Project Cost*	*Current FY*	*FY +1*	*FY +2*
PA	1. P&A	$ 352.0	$ -	$ 352.0	$ -	$ 704.0	**********	########	########
	Totals	$ 352.0	$ -	$ 352.0	$ -	$ 704.0			

Program Area Cost Summary

PA Title: Safe Communities

PA Number: SA-99-01

Objective(s): To provide a coordinated community focus of traffic safety activities that will permit an organized program of effective action.

Program Area Code	*FY 1999 Projects*	*402 Total*	*402 to Local*	*State Share*	*Local/Other Share*	*Total Project Cost*	*Current FY*	*FY +1*	*FY +2*
SA	1. SA Tech Exchange	$ 20.0	$ 5.0	$ -	$ -	$ 20.0	**********	########	########
SA	2. GHSP External Affairs	384.9	62.5	-	-	384.9	**********	########	########
SA	3. Union County	57.1	57.1	-	3.8	60.9	**********	########	########
SA	4. Wake County Med	159.1	159.1	-	8.0	167.1	**********	########	########
SA	5. Carolinas Med Center	127.9	127.9	-	20.1	148.0	**********	########	########
	Totals	$ 749.0	$ 411.6	$ -	$ 31.9	$ 780.9			

Program Area Cost Summary

PA Title: Alcohol Involvement

PA Number: AL-99-02

Objective(s): To continue strong enforcement, public information and education efforts against the State's serious DWI problem and to help prevent the senseless tragedies associated with alcohol-related traffic crashes resulting in death and injury.

Program Area Code	*FY 1999 Projects*	*402 Total*	*402 to Local*	*State Share*	*Local/Other Share*	*Total Project Cost*	*Current FY*	*FY +1*	*FY +2*
AL	1. GHSP AL PI&E	$ 150.0	$ -	$ -	$ -	$ 150.0	**********	#########	#########
AL	2. AL Tech Exchange	20.0	-	-	-	20.0	**********	#########	#########
AL	3. HSRC Quick Resp.	58.0	-	-	-	58.0	**********	#########	#########
AL	4. Concord	89.3	89.3	-	49.6	138.9	**********	#########	
AL	5. DHHS Chem Analyst	141.4	66.4	-	-	141.4	**********		
AL	6. HSRC Compendium	52.5	-	-	-	52.5	**********		
AL	7. Raleigh	45.0	45.0	-	45.0	90.0	**********		
YA	8. ALE Cops in Shops	31.6	-	-	-	31.6	**********	########	########
YA	9. HSRC College Study	29.1	-	-	-	29.1	**********		
AL	10. LRF Funds to GHSP	-	-	402.3	-	402.3	**********	#########	#########
YA	11. OSA Underage Grant				37.0	37.0	**********		
	Totals	$ 616.9	$ 200.7	$ 402.3	$ 94.6	$ 1,113.8			

Program Area Cost Summary

PA Title: Section 410 Supplemental

PA Number: J7-99-03

Objective(s): To reduce the incidence of driving while impaired through a combination of education, training, and enforcement.

Program Area Code	*FY 1999 Projects*	*410 Total*	*410 to Local*	*State Share*	*Local-Other Share*	*Total Project Cost*	*Current FY*	*FY +1*	*FY +2*
J7	1. GHSI Educ Support	200.0	$ -	$ -	$ -	$ 200.0	**********	+++++++	+++++++
J7	2. Judicial Training	80.0	0.0	0.0	0.0	80.0	**********	+++++++	+++++++
J7	3. Prosecutor Training	10.0	0.0	0.0	0.0	10.0	**********	+++++++	+++++++
J7	4. SFST-Comm Colleges	10.0	0.0	0.0	0.0	10.0	**********	+++++++	+++++++
J7	5. GHSP PBTs	300.0	300.0	0.0	0.0	300.0	**********	+++++++	+++++++
J7	6. DHHS BAT II	275.0	218.6	0.0	0.0	275.0	**********	+++++++	+++++++
J7	7. LESS-Checkpoint Eq	54.0	54.0	0.0	0.0	54.0	**********		
J7	8. Intox Pgm St Match	-	-	1,200.0	-	1,200.0			
J7	9. SHP State Match	-	-	600.0	-	600.0			
J7	10. Video Cameras	450.0	450.0	-	-	450.0	**********	+++++++	
J7	11. AL Consultant	5.0	-	-	-	5.0	**********		
	Totals	$ 929.0	$ 572.6	$1,800.0	$ -	$ 2,729.0			

Program Area Cost Summary

PA Title: Police Traffic Services

PA Number: PT-99-04

Objective(s): To enforce the posted speed limits on the roads and highways of North Carolina, and to improve officer knowledge and skills of traffic safety enforcement.

Program Area Code	*FY 1999 Projects*	*402 Total*	*402 to Local*	*State Share*	*Local-Other Share*	*Total Project Cost*	*Current FY*	*FY +1*	*FY +2*
PT	1. Maggie Valley	$ 17.2	$ 17.2	$ -	$ 20.4	$ 37.6	**********		
PT	2. Hickory	92.1	92.1	-	98.8	190.9	**********		
PT	3. Union County	90.0	90.0	-	102.2	192.2	**********		
PT	4. SHP Aggressive Dr	243.7	-	36.1	-	279.8	**********	########	########
PT	5. NCJA Traffic Training	36.5	36.5	-	-	36.5	**********		
PT	6. Roanoke Rapids	45.8	45.8	-	16.1	61.9	**********	########	
PT	7. Brevard	24.2	24.2	-	8.1	32.3	**********	########	
PT	8. Morehead City	67.6	67.6	-	29.1	96.7	**********	########	
PT	9. Statesville	51.4	51.4	-	15.1	66.5	**********	########	
PT	10. Tabor City	31.6	31.6	-	27.0	58.6	**********	########	
PT	11. Elizabeth City	40.0	40.0	-	34.0	74.0	**********	########	
SC	12. GHSP Radars	410.0	410.0	-	50.0	460.0	**********	########	########
PT	13. Kenly	26.6	26.6	-	8.0	34.6	**********	########	########
SC	14. Raleigh	29.0	29.0	-	14.5	43.5	**********		
PT	15. Matthews	121.8	121.8	-	35.9	157.7	**********	########	########
PT	16. Asheville	37.5	37.5	-	12.5	50.0	**********	########	########
PT	17. Cleveland County	93.1	93.1	-	16.8	109.9	**********	########	########
PT	18. Lincoln County	233.9	233.9	-	31.0	264.9	**********	########	########
PT	19. SHP/NCDOT 800Mhz	-	-	-	-	-	**********		
PT	20. Hendersonville	58.8	58.8	-	46.3	105.1	**********	########	########
PT	21. Locust	7.9	7.9	-	2.6	10.5	**********	########	########
PT	22. Kannapolis	60.3	60.3	-	18.4	78.7	**********	########	########
PT	23. China Grove	38.6	38.6	-	12.3	50.9	**********	########	########

Program Area Cost Summary

PA Title: Police Traffic Services

PA Number: PT-99-04

Objective(s): To enforce the posted speed limits on the roads and highways of North Carolina, and to improve officer knowledge and skills of traffic safety enforcement.

Program Area Code	*FY 1999 Projects*	*402 Total*	*402 to Local*	*State Share*	*Local-Other Share*	*Total Project Cost*	*Current FY*	*FY +1*	*FY +2*
PT	24. Cherokee	30.2	30.2	-	4.8	35.0	**********	########	########
PT	25. Mars Hill	7.1	7.1	-	2.4	9.5	**********		
PT	26. Albemarle	36.6	36.6	-	12.2	48.8	**********	########	########
PT	27. Creedmoor	21.6	21.6	-	7.0	28.6	**********	########	########
PT	28. Fairbluff	16.5	16.5	-	2.6	19.1	**********	########	########
PT	29. Wilson County	19.0	19.0	-	6.3	25.3	**********	########	########
SC	30. DMV Enforcement	21.3	-	5.3	-	26.6	**********		
PT	31. Murfreesboro	5.0	5.0	-	5.0	10.0	**********		
PT	32. Kill Devil Hills	11.9	11.9	-	4.0	15.9	**********		
PT	33. Tyrrell County	6.0	6.0	-	6.0	12.0	**********		
PT	34. Garner	4.0	4.0	-	1.3	5.3	**********		
PT	35. Lexington	9.7	9.7	-	3.2	12.9	**********		
PT	36. In-kind Match SHP	-	-	1,000.0	-	1,000.0			
PT	37. Wilson	16.7	16.7	-	5.6	22.3	**********	########	########
PT	38. Sylva	14.2	14.2	-	4.7	18.9	**********		
	Totals	$ 2,077.4	$ 1,812.4	$ 1,041.4	$ 664.2	$ 3,783.0			

Program Area Cost Summary

PA Title: Occupant Protection

PA Number: OP-99-05

Objective(s): To continue the promotion of the state safety belt law, and the usage of safety belts and child safety seats by all occupants of motor vehicles in North Carolina.

Program Area Code	*FY 1999 Projects*	*402 Total*	*402 to Local*	*State Share*	*Local-Other Share*	*Total Project Cost*	*Current FY*	*FY +1*	*FY +2*
SO/OP	1. GHSP OP PI&E	$ 250.0	$ -	$ -	$ -	$ 250.0	**********	########	########
OP	2. DOI Injury Prev for HS	85.0	-	179.0	-	264.0	**********	########	########
OP	3. OP Tech Exchange	20.0	-	-	-	20.0	**********	########	########
OP	4. HSRC Observ Surveys	150.0	-	-	-	150.0	**********	########	########
OP	5. HSRC Hispanic TS	53.8	-	-	-	53.8	**********		
OP	6. UNC Hospital CSS	3.7		3.6		7.3	**********		
	Totals	$ 562.5	$ -	$ 182.6	$ -	$ 745.1			

Program Area Cost Summary

PA Title: Motorcycle Safety

PA Number: MC-99-06

Objective(s): To educate motorcyclists on safe riding techniques, proper licensing requirements and the use of proper riding gear. These efforts will assist in the reduction of injuries and fatalities for North Carolina motorcyclists.

Program Area Code	*FY 1999 Projects*	*402 Total*	*402 to Local*	*State Share*	*Local-Other Share*	*Total Project Cost*	*Current FY*	*FY +1*	*FY +2*
MC	1. NCREP Licensing	$ 37.1	$ -	$ 11.9	$ -	$ 49.0	**********	########	########
MC	2. HSRC Eval of REC	37.0	0.0	0.0	0.0	37.0	**********		
	Totals	$ 74.1	$ -	$ 11.9	$ -	$ 86.0			

Program Area Cost Summary

PA Title: Pedestrian/Bicycle Safety

PA Number: PS-99-07

Objective(s): To educate school-aged children on safety issues related to pedestrian and bicycle travel. These efforts will assist in the reduction of injuries and fatalities for North Carolina children.

Program Area Code	*FY 1999 Projects*	*402 Total*	*402 to Local*	*State Share*	*Local-Other Share*	*Total Project Cost*	*Current FY*	*FY +1*	*FY +2*
PS	1. DOT Bicycle Safety	$ 55.0	$ 30.0	$ -	$ -	$ 55.0	**********		
PS	2. HSRC Helmet Survey	78.9	0.0	0.0	0.0	78.9	**********		
PS	3. NCSU Cooperative Ex	25.0	5.0	45.0	50.0	120.0	**********	#########	
PS	4. Scotland County	65.0	65.0	0.0	0.0	65.0	**********		
	Totals	$ 223.9	$ 100.0	$ 45.0	$ 50.0	$ 318.9			

Program Area Cost Summary

PA Title: Roadway Safety

PA Number: RS-99-08

Objective(s): To reduce the likelihood of motor vehicle crashes through the application of modern traffic engineering on all state roadways.

Program Area Code	*FY 1998 Projects*	*402 Total*	*402 to Local*	*State Share*	*Local-Other Share*	*Total Project Cost*	*Current FY*	*FY +1*	*FY +2*
RS	1. DOT Workshops	$ 15.0	$ -	$ -	$ -	$ 15.0	**********	########	########
RS	2. GHSP Exposition	85.0	-	20.0	-	105.0	**********	########	########
RS	3. FRS Tech Exchange	20.0	-	-	-	20.0	**********	########	########
RS	4. DOT CARAT	101.5	-	-	-	101.5	**********		
	Totals	$ 221.5	$ -	$ 20.0	$ -	$ 241.5			

Program Area Cost Summary

PA Title: Traffic Records

PA Number: TR-99-09

Objective(s): To improve the traffic records system through the implementation of new and improved data analysis hardware and software which will improve the accessibility and capabilities of traffic records data in the state of North Carolina.

Program Area Code	*FY 1999 Projects*	*402 Total*	*402 to Local*	*State Share*	*Local-Other Share*	*Total Project Cost*	*Current FY*	*FY +1*	*FY +2*
TR	1. HSRC Aggressive Dr	65.0	0.0	0.0	0.0	65.0	**********		
	Totals	$ 65.0	$ -	$ -	$ -	$ 65.0			

Program Area Cost Summary

PA Title: Rail/Highway Crossing

PA Number: RH-99-10

Objective(s): To improve the safety of rail grade crossings throughout the state, by proper training and education for motorists, enforcement personnel, and engineering personnel.

Program Area Code	*FY 1999 Projects*	*402 Total*	*402 to Local*	*State Share*	*Local-Other Share*	*Total Project Cost*	*Current FY*	*FY +1*	*FY +2*
RH	1. NC Operation Lifesave	$ 33.1	$ -	$ -	$ -	$ 33.1	**********	########	########
	Totals	$ 33.1	$ -	$ -	$ -	$ 33.1			

Program Area Cost Summary

PA Title: Section 163 .08 Incentive

PA Number: QN-99-13

Objective(s): To reduce the incidence of driving while impaired through a combination of education, training, and enforcement.

Program Area Code	*FY 1999 Projects*	*163 Total*	*163 to Local*	*State Share*	*Local-Other Share*	*Total Project Cost*	*Current FY*	*FY +1*	*FY +2*
QN	1. Work Zone-Customer	$250.0	$ -	$ -	$ -	$ 250.0	**********	+++++++	+++++++
QN	2. Work Zone-Employee	125.0	-	-	-	125.0	**********	+++++++	+++++++
QN	3. Work Zone-New Tech	250.0	-	-	-	250.0	**********	+++++++	+++++++
QN	4. Technology Exchange	50.0	-	-	-	50.0	**********	+++++++	+++++++
QN	5. NCDOT Training	25.0	12.5	-	-	25.0	**********	+++++++	+++++++
QN	6. Child Safety Seats-SS	185.0	185.0	-	-	185.0	**********	+++++++	+++++++
QN	7. Child Safety Seats-DOI	92.5	92.5	-	-	92.5	**********	+++++++	+++++++
QN	8. HSRC Cable Barrier	75.0	-	-	-	75.0	**********	+++++++	+++++++
QN	9. TSSMU STS Initiatives	40.0	-	-	-	40.0	**********	+++++++	+++++++
QN	10. TSSMU Tort Liability	50.0	-	-	-	50.0	**********	+++++++	+++++++
QN	11. TSSMU TS Concepts	50.0	-	-	-	50.0	**********	+++++++	+++++++
QN	12. TSSMU Crash Data	59.0	-	-	-	59.0	**********	+++++++	+++++++
QN	13. TSSMU Night Crash	10.0	-	-	-	10.0	**********	+++++++	+++++++
QN	14. TSSMU Hydroplane	46.0	-	-	-	46.0	**********	+++++++	+++++++
QN	15. SHP/NCDOT Radios	100.0	-	-	-	100.0	**********		
QN	16. Seat Belt Surveys	150.0	-	-	-	150.0	**********	+++++++	+++++++
QN	17. Forsyth County Pilot	300.0	300.0	-	-	300.0	**********	+++++++	+++++++
QN	18. DMV Speed Enf	50.0	-	-	-	50.0	**********		
QN	19. Operation Lifesaver	53.0	-	-	-	53.0	**********	+++++++	+++++++
QN	20. NCDOT Rail Div PI&E	50.0	-	-	-	50.0	**********	+++++++	+++++++
QN	21. NCDOT Rail Div Video	50.0	-	-	-	50.0	**********	+++++++	+++++++
QN	22. DOT Bike Safety	55.0	30.0	-	-	55.0	**********	+++++++	+++++++

Program Area Cost Summary

PA Title: Section 163 .08 Incentive

PA Number: QN-99-13

Objective(s): To reduce the incidence of driving while impaired through a combination of education, training, and enforcement.

Program Area Code	*FY 1999 Projects*	*163 Total*	*163 to Local*	*State Share*	*Local-Other Share*	*Total Project Cost*	*Current FY*	*FY +1*	*FY +2*
QN	23. Bike Helmets-Safe	25.0	25.0	-	-	25.0	**********	+++++++	+++++++
QN	24. NCSU Coop Ext	25.0	-	-	-	25.0	**********	+++++++	+++++++
QN	25. HSRC Bike Survey	85.0	-	-	-	85.0	**********		
QN	26. SHP Vascar/Cable	100.0	-	-	-	100.0	**********		
QN	27. Local Speed Enf	400.0	400.0	-	-	400.0	**********	+++++++	+++++++
QN	28. Local Video	450.1	450.1	-	-	450.1	**********	+++++++	+++++++
QN	29. Local Speed Trailer	214.5	214.5	-	-	214.5	**********	+++++++	+++++++
QN	30. SHP Connectivity	200.0	-	-	-	200.0	**********	+++++++	
QN	31. AOC Connectivity	200.0	-	-	-	200.0	**********	+++++++	
QN	32. NC REP Expansion	50.0	-	-	-	50.0	**********	+++++++	
QN	33. Brevard Driving Course	10.0	10.0	-	-	10.0	**********		
	Totals	$ 3,875.1	$ 1,719.6	$ -	$ -	$ 3,875.1			

Program Area Cost Summary

PA Title: Section 157 Seat Belt Incentive

PA Number: 157-99-15

Objective(s): To improve traffic safety throughout NC by implementing training, education, and enforcement initiatives.

Program Area Code	*FY 1999 Projects*	*157 Total*	*157 to Local*	*State Share*	*Local-Other Share*	*Total Project Cost*	*Current FY*	*FY +1*	*FY +2*
157RS	1. Work Zone Safety PI&E	$1,400.0	$ -	$ -	$ -	$ 1,400.0	**********	+++++++	+++++++
157OP	2. Leadership in Hwy Sfty	250.0	-	-	-	250.0	**********	+++++++	+++++++
157AL ✓	3. Gov Council on YAD	100.0	-	-	-	100.0	**********	+++++++	+++++++
157SA ✓	4. Safe Communities	120.0	120.0	-	-	120.0	**********	+++++++	+++++++
157OP	5. Seat Belt Surveys	150.0	-	-	-	150.0	**********	+++++++	+++++++
157EM ✓	6. NC OEMS ACR	500.0	-	-	-	500.0	**********	+++++++	+++++++ CL
157AL	7. AOC Connectivity	300.0	-	-	-	300.0	**********	+++++++	+++++++
157TR	8. GHSP Data Enhance	35.0	-	-	-	35.0	**********	+++++++	+++++++
157OP ✓	9. NETS	100.0	-	-	-	100.0	**********	+++++++	+++++++
157AL ✓	10. Prosecutor/Judicial	120.0 ~~100.0~~	60.0 -	-	-	100.0	**********	+++++++	+++++++
157OP	11. Traffic Safety PI&E	1,000.0	-	-	-	1000.0	**********	+++++++	+++++++
157OP	12. NC Ag Traffic Safety	50.0	-	-	-	50.0	**********	+++++++	+++++++
157SC	13. Speed Enf Enhance	300.0	300.0	-	-	300.0	**********	+++++++	+++++++
157PT	14. NCDOT/SHP 800 MHz	200.0	-	-	-	200.0	**********	+++++++	+++++++
157PT	15. NC Law Enf Summit	25.0	-	-	-	25.0	**********		
157TR	16. MDTs	700.0	700.0	-	-	700.0	**********	+++++++	+++++++
157TR	17. Crash Reporting Enh	181.9 ~~201.9~~	181.9 ~~201.9~~	-	-	201.9	**********	+++++++	+++++++
157RS ✓	18. NCSU Civil Eng	75.0	-	-	-	75.0	**********		
	Totals	$5,606.9	$1,321.9	$ -	$ -	$ 5,606.9			

NC GHSP FY 1998 Financial Summary

Program Areas	FY 1998 Expenditures	% of Expenditures to Programmed Amount	% of Total Expenditures
Planning & Administration	$ 308,205	91.9%	6.5%
Community Traffic Safety Programs	$ 269,919	62.4	5.7
Safe Communities	$ 143,534	86.7	3
Alcohol	$ 334,715	82.1	7.1
Youth	$ 101,654	93.3	2.2
Alcohol Incentive	$ 748,105	44	15.9
Police Traffic Services	$ 1,371,716	86.3	28.9
Occupant Protection	$ 194,272	52.2	4.1
Motorcycle Safety	$ 13,498	54.2	0.3
School Bus Safety	$ 25,763	71.2	0.5
Roadside Safety	$ 254,796	65.6	5.4
Traffic Records	$ 32,428	81.1	0.7
Motor Carrier Safety	$ 229,538	55.1	4.9
DHHS Local Law Enforcement	$ 688,809	71.4	14.6
Total	**$ 4,716,952**	**67.6%**	**100%**

Section 163-0.08 Per Se Incentive

- Work Zone Safety
  - NC DOT Customer Work Zone PI&E Campaign **$250,000**
  - NCDOT Employee Work Zone Education Campaign **$125,000**
  - New Technology Evaluation and Deployment **$250,000**
  - NCDOT Technology Exchange **$50,000**
  - NCDOT Traffic Engineering Workshops **$25,000**
- Occupant Protection for Children
  - Child Safety Seats-Smart Start **$135,000**
  - Child Safety Seats--N.C. Dept. of Insurance **$90,000**

Section 163-0.08 Per Se Incentive

- Traffic Engineering
  - HSRC Cable Barrier Study **$75,000**
  - TSSMU Surface Transportation Safety Initiative **$100,000**
  - TSSMU Tort Liability **$50,000**
  - TSSMU Traffic Safety Concepts **$50,000**
  - TSSMU Crash Data **$65,500**
  - TSSMU Night Crashes **$10,000**
  - TSSMU Hydroplane Crashes **$46,000**
  - SHP/NCDOT 800 MHz Radios **$100,000**

Section 163-0.08 Per Se Incentive

- Monitoring
  - UNC HSRC Seat Belt Survey **$150,000**
- Commercial Motor Vehicles
  - Forsyth County Sheriff Traffic Safety Unit **$300,000**
  - DMV Enforcement Section Speed Control **$50,000**
- Rail Grade Crossing
  - Operation Lifesaver Courses **$49,000**
  - NCDOT Rail Division PI&E **$50,000**
  - NCDOT Rail Division Videos **$50,000**

Section 163-0.08 Per Se Incentive

- Pedestrian/Bicycle Safety
  - NCDOT Bicycle Safety Program **$55,000**
  - Bicycle Helmets-Safe Kids **$25,000**
  - NCSU Cooperative Extension Bicycle Curriculum **$25,000**
  - HSRC Statewide Bicycle Helmet Survey **$85,000**
- Law Enforcement Support
  - NCSHP Speed Enforcement **$100,000**
  - Local Law Enforcement Speed Enforcement **$400,000**
  - Local Law Enforcement Video Cameras **$450,068**
  - Local Law Enforcement Speed Enhancement **$214,500**

Section 163-0.08 Per Se Incentive

- Data Improvement
  - NC State Highway Patrol Connectivity **$200,000**
  - Administrative Office of the Courts Connectivity **$200,000**
- Motorcycle Safety
  - NC Rider Education Program (REP) Expansion **$50,000**

Total Section 163-0.08 Per Se Incentive	**$3,875,100**

Section 157 - Seat Belt Incentive

- Work Zone Safety
  - NCDOT Work Zone Safety Campaign **$1,400,000**
- New Innovations in Highway Safety
  - Leadership in Highway Safety **$250,000**
- Youth Initiatives
  - Governor's Council on Young Adult Drivers **$100,000**
- Safe Communities
  - Safe Communities Mini-Grants **$120,000**
- Monitoring
  - Statewide Seat Belt Survey **$150,000**

Section 157 - Seat Belt Incentive

- Data Improvement
  - NC Office of Emergency Medical Services **$500,000**
  - Administrative Office of the Courts Connectivity **$300,000**
  - GHSP Data Enhancement **$35,000**
- Outreach/Training
  - Network of Employers for Traffic Safety (NETS) **$100,000**
  - Prosecutor/Judicial Training **$100,000**
- Public Education and Information
  - Statewide Traffic Safety Public Information Campaign **$1,000,000**
  - NC Agriculture Traffic Safety Campaign **$50,000**

Section 157 - Seat Belt Incentive

- Law Enforcement Support
  - Local Law Enforcement Speed Enhancement **$300,000**
  - NCDOT/SHP 800 MHz Radios **$200,000**
  - NC Law Enforcement Summit **$25,000**
  - Local Mobile Data Terminals **$700,000**
  - Local Law Enforcement Crash Reporting Enhancement **$201,900**
- Traffic Engineering
  - NC State University Department of Civil Engineering **$75,000**

Total Section 157 - Seat Belt Incentive	**$5,606,900**

Triangle Transit Authority
Joint Transportation Appropriations Committee

April 1, 1999

Regional Transit Update

- Current Services
  - –Regional Bus Services
  - –Vanpool and Ridesharing Program
- Bus Capital Projects
- Regional Rail Project
- State Financing

Current Services

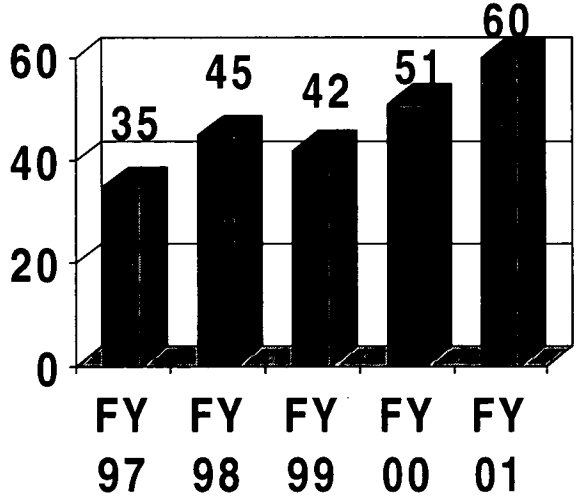
- Regional Bus Service
  - Twenty-five Peak Buses and Shuttle Vans
- Buspool Program
  - Mebane, Hillsborough, Knightdale, Wendell, Zebulon, Fuquay-Varina, Apex, Holly Springs, Wake Forest, & North Durham
- Vanpool Program
  - 45 Vans Serving Ten Counties Including Wake, Orange, Durham, Alamance, Johnston, Harnett, Lee, Cumberland, Person, Granville
- Transit Connection Job Fairs

FY 1998 Transit Operations

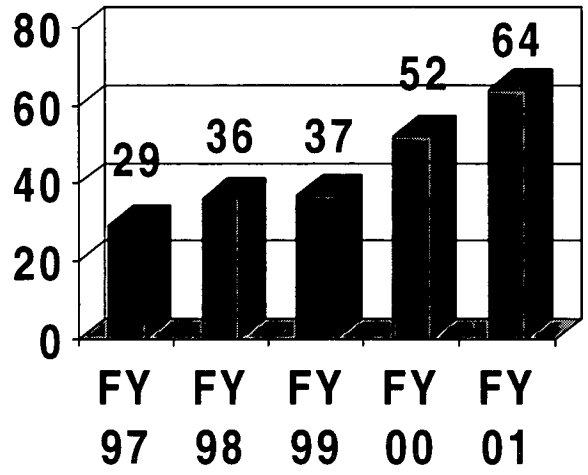
City	Operating Expense	Federal	State	Local
Raleigh	$7,768,811	$818,553	$566,661	$4,322,254
Durham	$5,747,714	$797,397	$546,660	$2,788,213
Chapel Hill	$5,452,788	$634,895	$557,569	$2,604,400
TTA	$2,379,287	0	$458,289	$1,145,520
Triangle Total	$21,348,600	$2,250,845	$2,129,179	$10,860,387

Service Growth

Vanpools



Regional Bus



Transit Connection Job Fairs

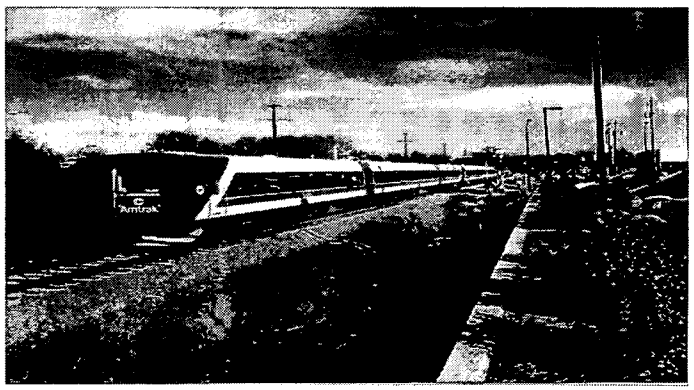
- Transit connects the employee to the Work Place
- Fairs are conducted cooperatively with Wake, Orange and Durham's Work First Programs
- Six job fairs per year
- 255 participating employers
- 4,000 job applicants

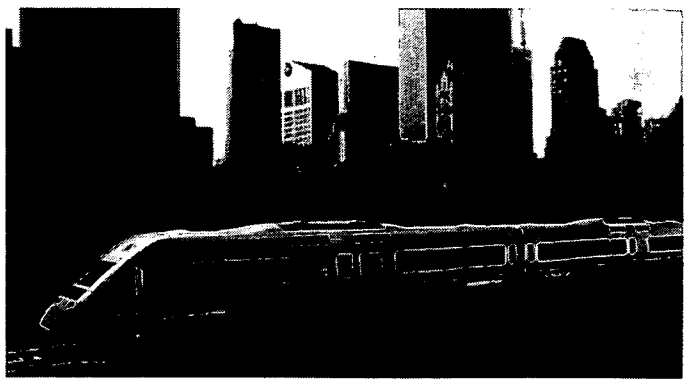
Regional Transit Plan

- Phase I
  - –Expanded Regional Bus Services
  - –Buspool Services to Outlying Communities
  - –Regional Rail Service to Durham / RTP / Cary / Raleigh
- Phase II
  - –Bus or Rail Transit Service on New Alignment
  - –Chapel Hill to Durham
  - –Mid Region and RDU Airport
- Phase III
  - –Regional Rail Extensions to Outlying Communities

Regional Rail Vehicles

- Self-propelled
- Diesel-powered
- 2-3 car articulated trainsets
- Bi-directional
- Operates in existing rail rights-of-way
- 150-250 feet long & 10 feet wide
- Max. operating speed 55-65 mph





New Start Comparison

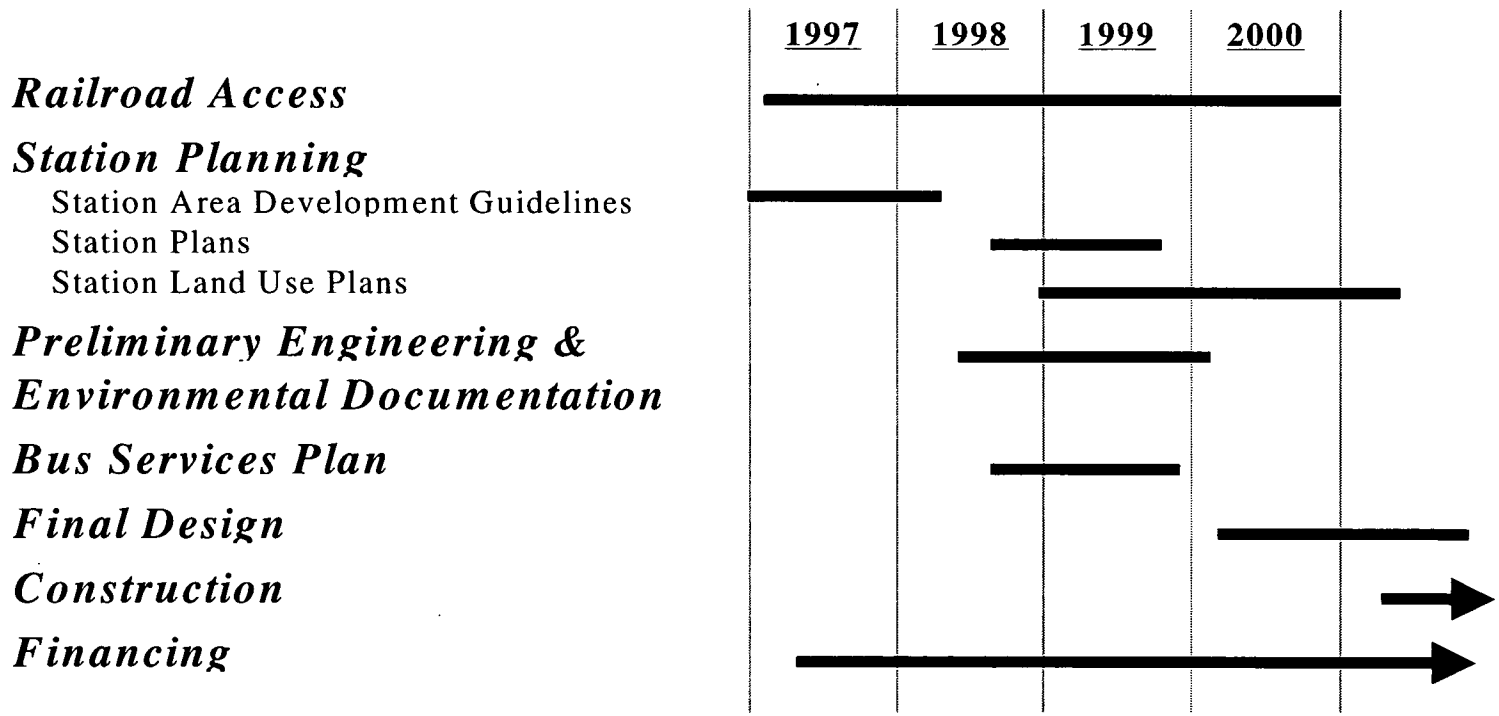
System	Capital Cost	Length (miles)	Cost per Mile
San Francisco Airport	**$750 m**	**7.5**	**$100 m**
Atlanta North Line	**$381 m**	**1.9**	**$200 m**
Portland Westside Ext.	**$910 m**	**17.7**	**$51.4 m**
Salt Lake City	**$312 m**	**17**	**$18.4 m**
St. Louis	**$295 m**	**27**	**$10.9 m**
Triangle Regional Rail	**$228 m**	**35**	**$6.5 m**

Source: 1996 FTA Report on Funding Levels and Allocation of Funds for Transit New Starts

Critical Issues

- Federal Appropriations
  - –FY 96 - FY 98 $ 24 million
  - –FY 99 ? (President's budget includes $8 million)
- State Appropriation
  - –FY 00 $ 7.4 million proposed by Governor Hunt
  - –FY 01 $11.1 million proposed by Governor Hunt
  - –Long term commitment to provide 25% of the project cost
- Railroad Access
  - –NCRR & CSX "S Line" Right of Way
- Environmental Impact Statement
  - –Final Station Locations
  - –Final Railroad Engineering
  - –Revised Cost Estimates

Regional Rail Phase I Implementation Schedule



Phase I Regional Rail Financing Plan

Fiscal Year	Federal	State	Regional	Bonds
1997 / 1998	$12	$6	$6	
1998 / 1999	$25	$12.5	$12.5	
1999 / 2000	$25	$12.5	$12.5	
2000 / 2001	$25	$12.5	$12.5	
2001 / 2002	$13	$6.5	$6.5	$50
Total	$100	$50	$50	$50

In millions of 1997 dollars

Five Year Estimate of State Funds for TTA

	Rail Capital	Rail Maintenance	Bus Capital	Bus Maintenance
FY 2000	$6,000,000		$51,000	$1,200,000
FY 2001	$12,500,000		$18,500	$1,341,000
FY 2002	$12,500,000		$16,000	$1,994,000
FY 2003	$12,500,000	$455,000	$20,000	$2,094,000
FY 2004	$6,500,000	$1,400,000	$17,000	$2,198,000

A Regional Transit Plan for the Triangle

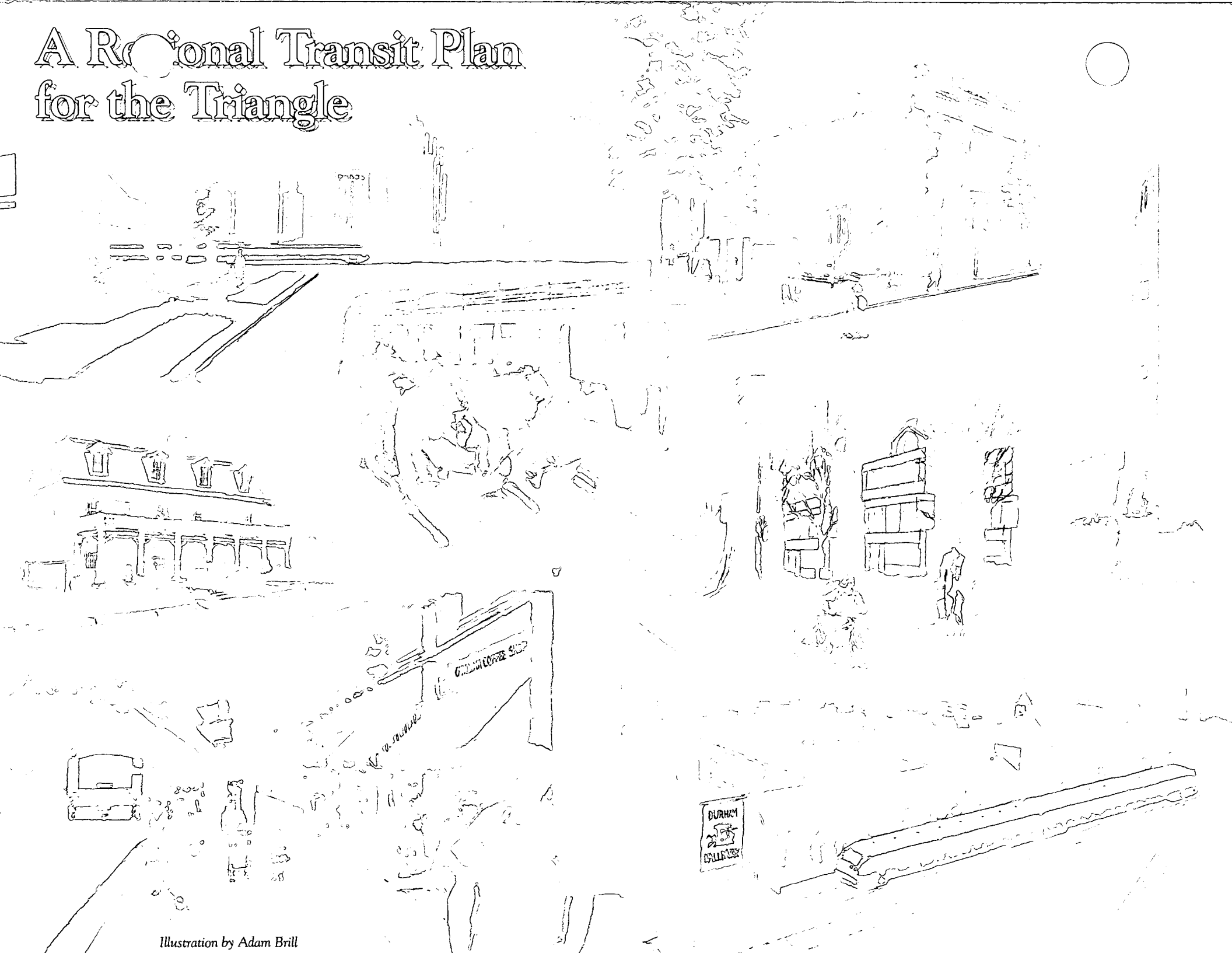


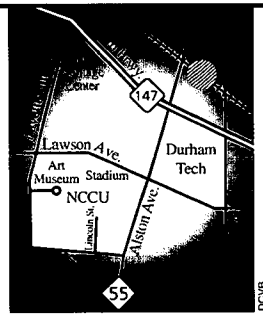
Illustration by Adam Brill

East Campus.

3 Downtown Durham

Located at the planned Multi-Modal Center, this station will bring people to the heart of downtown Durham. Durham Bulls fans will walk one block to the new ballpark. Regional rail riders will take advantage of many downtown businesses, restaurants and cultural events.

4 Alston Avenue

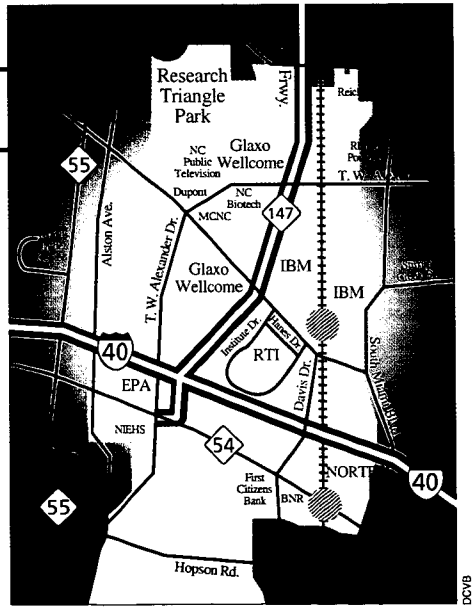


Located north of the Durham Freeway, between Alston and Briggs Avenues, this station will serve nearby residential areas, as well as improve access to educational and training opportunities. Riders will be able to take a short bus ride (about 10 blocks) to Durham Technical Community College or North Carolina Central University.

5 North Park

6 South Park

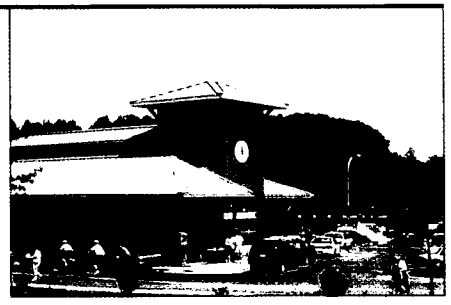
With two Research Triangle Park stops within walking distance of many major employers, including IBM and Nortel, RTP employees will be able to use regional rail rather than congested highways. Shuttle buses will connect riders to employers located beyond walking distance of the stations.



7 Morrisville

Cary and Morrisville residents will be able to park-and-ride at this station, located off Morrisville Parkway, close to Preston. Air travelers using regional rail will be able to take shuttle buses to and from RDU Airport.

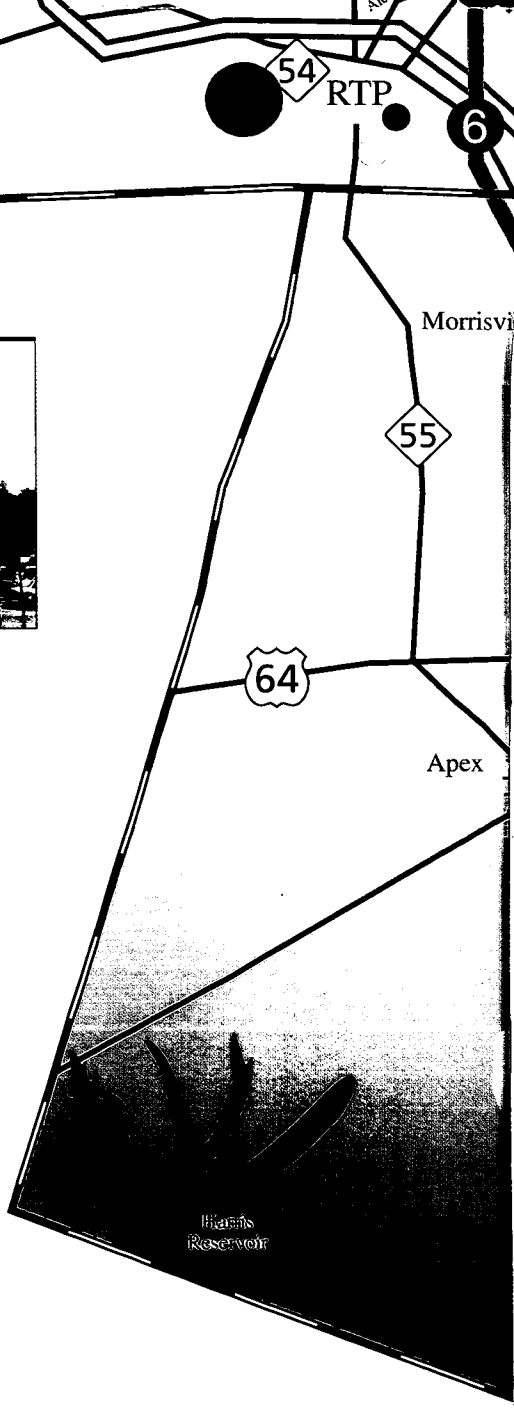
8 Downtown Cary



Between South Harrison Avenue, Cary Town Hall, and the Page Walker Hotel, this station will provide excellent mobility choices for Cary commuters as well as people going to downtown Cary attractions. Bus service will provide connections to Cary Towne Center and other major activity centers.

Legend

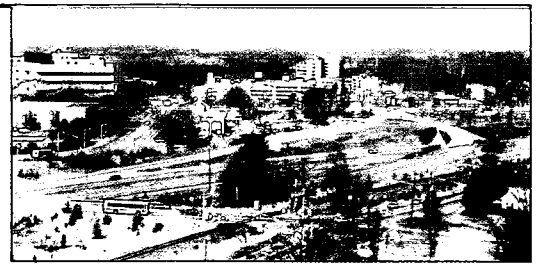
- Express Bus Service
- Shuttle Bus Service
- Proposed Stations
- Phase 1 Rail Routes
- Phase 2 Routes
- Long-term Extensions



Proposed Phase I Regional Rail Stations

Community input, ridership potential, and future development opportunities all influenced the choice of proposed locations for 16 regional rail stations. As engineering and environmental studies are completed, the community will help TTA determine final locations.

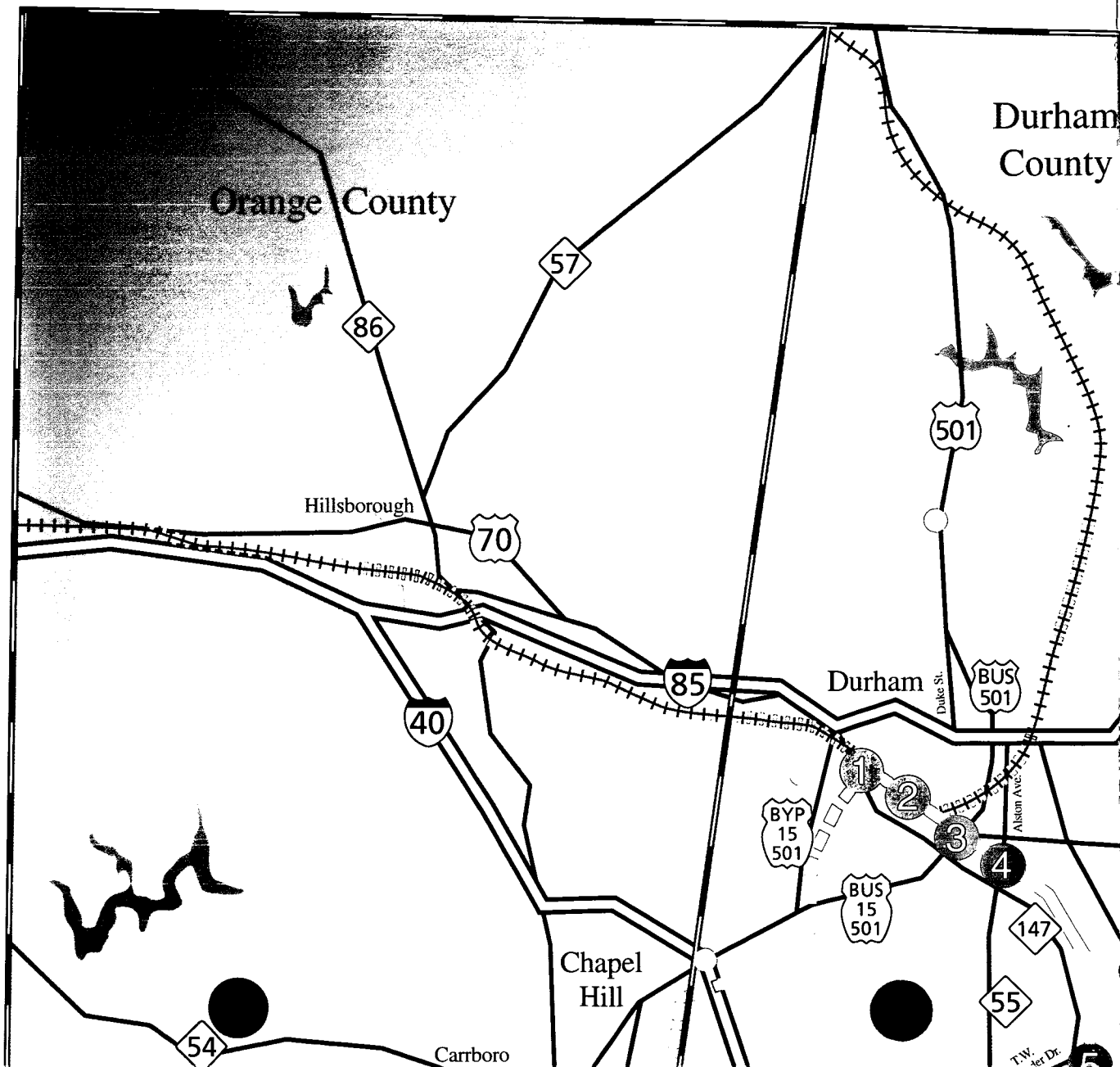
1 Duke Medical Center



Duke Medical Center and VA Hospital employees, patients, and visitors will find it convenient to use regional rail. A short shuttle bus trip will connect students and employees to the Duke University campus and bring fans to Cameron Indoor Stadium and Wallace Wade Stadium.

2 9th Street/East Campus

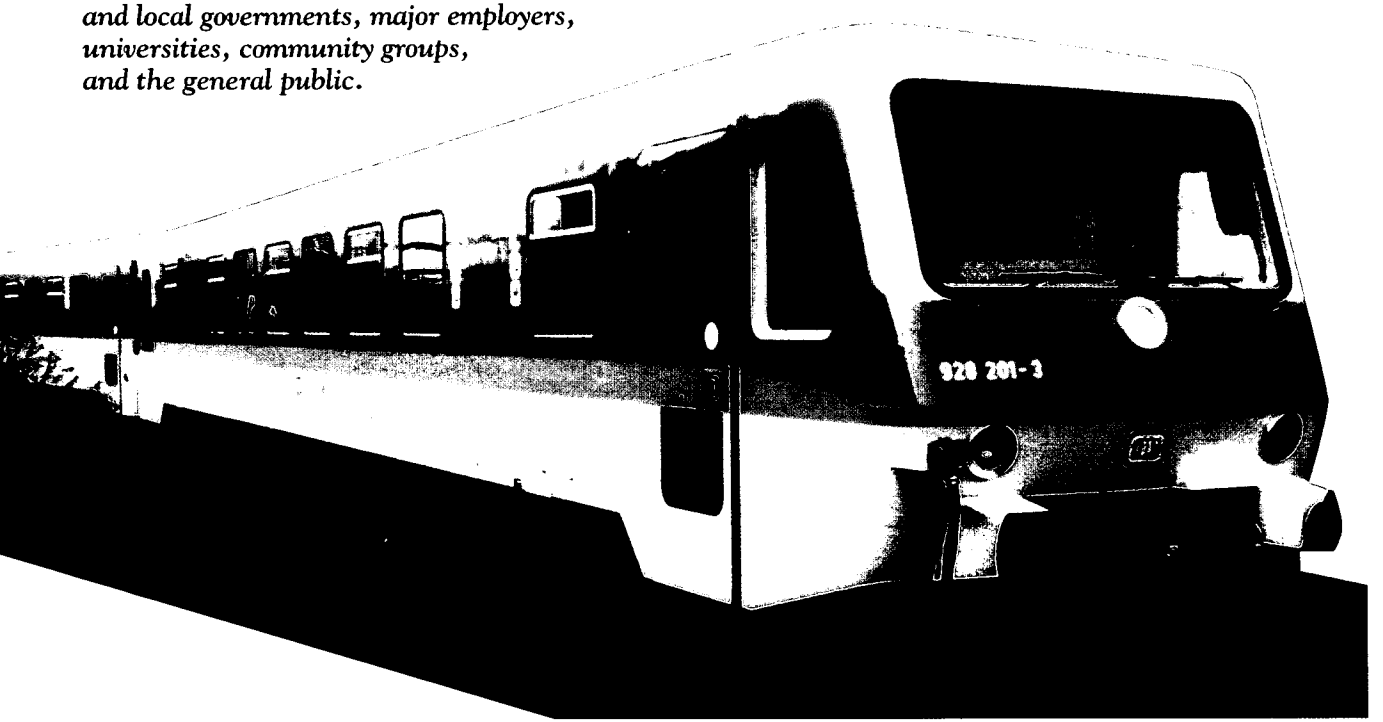
Fr[illegible]e regional rail station, patrons will be able to walk to 9th Street, Brightleaf Square, Erwin Square, or Duke University's



Enhancing mobility by offering more flexible choices...

The Regional Transit Plan proposes a regional rail system for the Triangle, supported by local and feeder bus services and ridesharing opportunities. The system will be universally accessible and provide seamless, comprehensive service to destinations across the region.

To develop the Plan, the Triangle Transit Authority (TTA) enlisted input and involvement from federal, state and local governments, major employers, universities, community groups, and the general public.



Siemens Duewag

Regional Rail Service

In **Phase I**, self-propelled diesel rail cars will operate in the existing North Carolina Railroad and CSX railroad corridors to connect Durham, Research Triangle Park, RDU Airport, Morrisville, Cary, Raleigh and North Raleigh.

Options for **Phase II** include rail or bus transit between Chapel Hill/Carrboro and Durham, as well as a direct rail connection to the Airport. **Long-term** improvements will extend service to outlying communities in the region, using existing rail corridors.

Regional rail stations will be designed for safe and easy access to the system. To get to the stations, people will

- walk or bike from their homes and offices;
- take a shuttle or feeder bus if they live or work nearby but beyond walking distance;
- use existing local bus services, coordinated to provide neighborhood access to rail stations;
- be dropped off at the station by a relative or friend; or
- drive to the stations and use park-and-ride lots.

Cost-effective, flexible technology

Regional rail vehicles are self-powered trains that use diesel fuel. Regional rail combines advantages of commuter rail (by operating on the same tracks as freight trains) and light rail (by using self-propelled cars operating in both directions at frequent intervals). Because it uses existing rights-of-way and does not require an electrical distribution system, regional rail is expected to cost about one-third as much as light rail.

As more people ride the train, regional rail can add more cars and run more frequently. A two-track regional rail corridor can carry as many passengers as a six lane highway. In addition, service can be expanded to outlying communities wherever tracks exist and a cooperative agreement with the railroads can be negotiated.

Over the last 20 years, regional rail has operated successfully in Germany, England, Australia, and Japan for short and medium distance trips. Manufacturers are currently modifying the vehicles to meet U.S. safety standards. Dallas-Fort Worth is starting regional rail service in 1997, and many other U.S. cities such as Tampa; Burlington, Vermont; and Seattle are considering regional rail to meet their mobility needs.

Expanded Bus Services

Regional bus service will be extended to smaller towns and outlying neighborhoods to provide connections to regional rail stations and major employment centers. Transit service extensions will include Apex, Garner, Fuquay-Varina, Hillsborough, Holly Springs, Knightdale, North Durham, North Raleigh, Wake Forest, Wendell, and Zebulon.

Ridesharing Opportunities

Carpool and vanpool services will offer commuting options for people traveling longer distances. Ridesharing offers time-competitive choices to balance and support the public transportation system.

...and providing varied opportunities for growth.

Focusing growth can preserve open space, help protect our natural resources, and lower long-term public and private costs because the infrastructure to support development is already in place. Regional rail offers a growth-shaping incentive, supporting more compact, walkable development in station areas. It enhances economic development and focuses growth by providing easier access to both jobs and employees.

Improved access also provides more business for merchants and increases the demand for housing near rail stations. Locating businesses and homes in station areas becomes more attractive because of convenience, regional access, and the ability to combine trips for multiple purposes, such as work, shopping, and household errands.

As experience in other regions shows, with local planning and development policies that support pedestrian-oriented, transit-friendly land use, regional rail can have a significant, positive effect on economic development.

Experience in other regions shows rail can significantly enhance economic development.

In 1992, the Virginia Railway Express, a commuter rail service between Northern Virginia and Washington D.C., found that 43% of home purchasers cited availability of rail service as a factor in their choice of housing location. In fact, developers use rail service as a selling point to prospective home buyers.

Land use policies which support mixed use, pedestrian-friendly development are important to enhance transit use.

Why Regional Rail Will Work for the Triangle

The Triangle will have sufficient growth and density to support rail service. By 2020, the Triangle (Wake, Durham, and Orange Counties) will house over 1.3 million residents and employ more than 900,000 workers — an increase of more than 75% since 1990. The average population density will be greater than the current density of many major cities with rail systems in place, including Portland, Sacramento, and St. Louis.

The proposed stations are located at current and future activity centers. Over 54% of the Triangle's population and 78% of its jobs will be within the three-mile market area of the stations.

Increasing levels of traffic congestion will provide incentives to use regional rail. Given the expected rate of growth and healthy economy, the Triangle will be unable to curb traffic congestion. In 1990, 16% of peak hour travel occurred in stop and go conditions.

By 2020 — even after spending more than $3 billion dollars on new and improved highways — 29% of peak hour traffic will be bumper-to-bumper.

Regional rail will provide a dependable, time-competitive alternative for people traveling in congested corridors. Because it will be much more time-competitive than bus services, regional rail will attract a cross-section of the region's population. By 2020, an average of 14,000 riders will use the Phase I Regional Rail service (Durham to Raleigh and Raleigh to North Raleigh) each day.

n — Linking the Triangle

9 West Raleigh

On the south side of NC 54, east of I-40, this station will provide easy park-and-ride opportunities for commuters. The Raleigh Corporate Center will be a nearby employment center for rail riders.

10 State Fairgrounds

Approximately 100 yards from the main gate of the State Fairgrounds, this station offers an alternative to driving and walking long distances from costly parking lots. Visitors to the new Sports and Entertainment Complex and Carter-Finley Stadium will also find regional rail convenient.

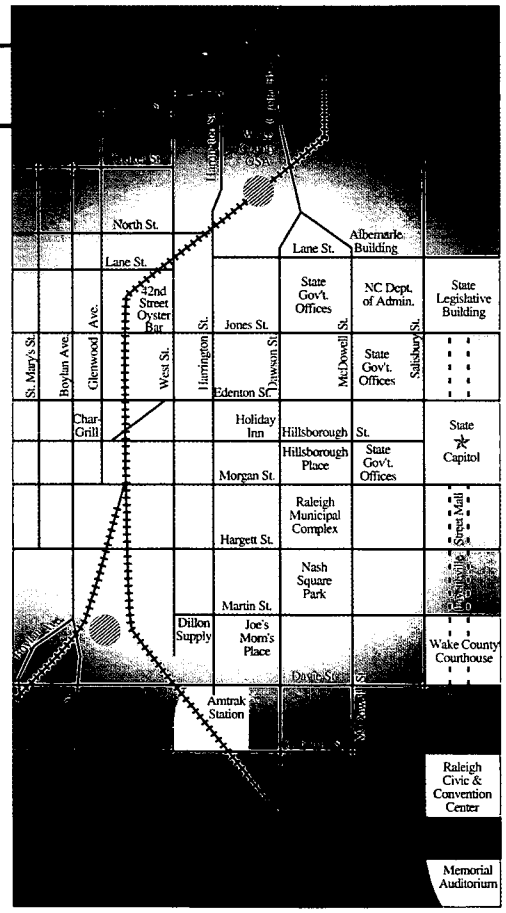
11 North Carolina State University

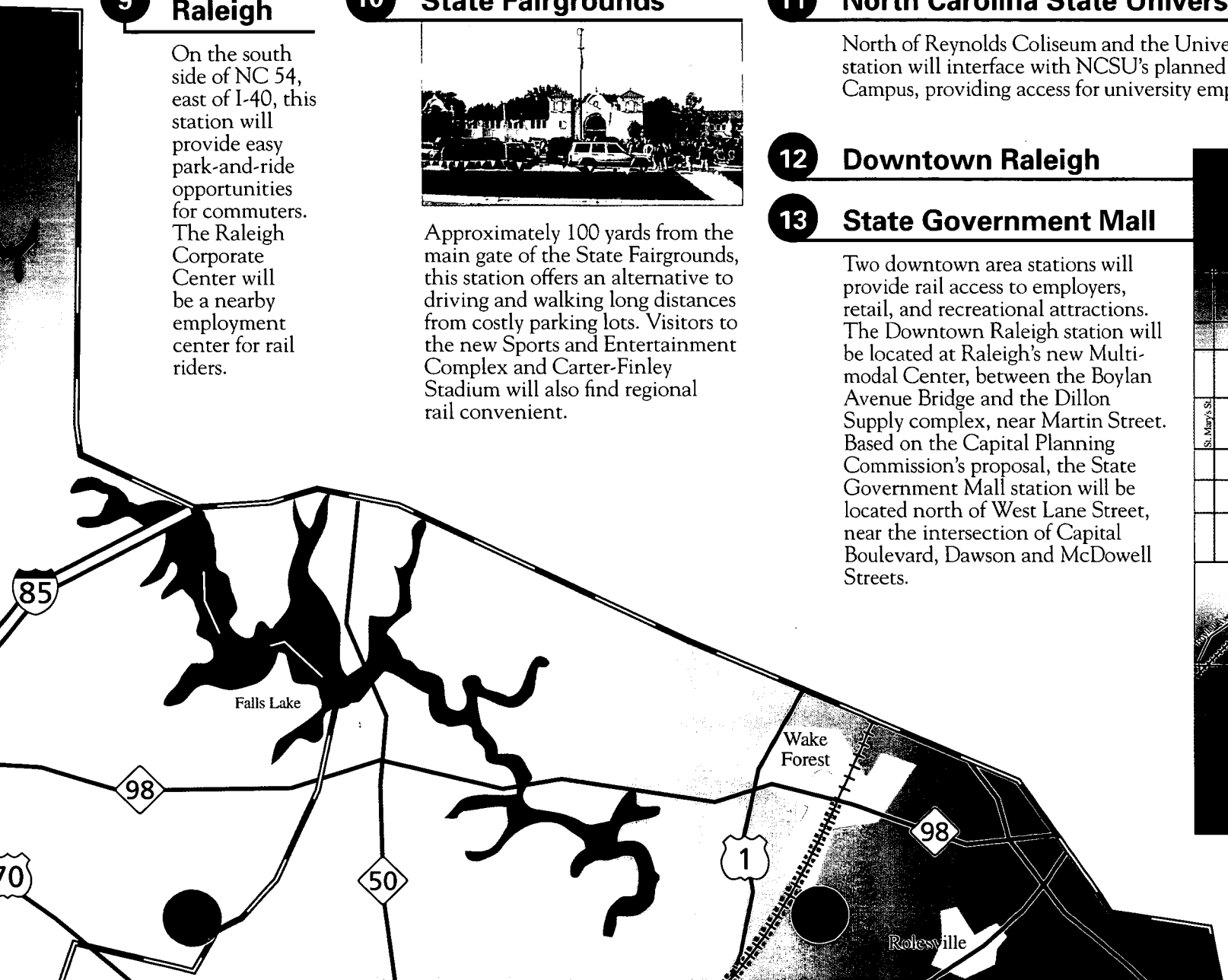
North of Reynolds Coliseum and the University Student Center at NCSU, this station will interface with NCSU's planned people-mover system to Centennial Campus, providing access for university employees, students, and visitors.

12 Downtown Raleigh

13 State Government Mall

Two downtown area stations will provide rail access to employers, retail, and recreational attractions. The Downtown Raleigh station will be located at Raleigh's new Multi-modal Center, between the Boylan Avenue Bridge and the Dillon Supply complex, near Martin Street. Based on the Capital Planning Commission's proposal, the State Government Mall station will be located north of West Lane Street, near the intersection of Capital Boulevard, Dawson and McDowell Streets.





GRCVB

Airport
Wake County
Millbrook Rd.
Duraleigh Rd.
Glenwood Ave.
Raleigh
Atlantic Ave
Capital Blvd.
New Hope Rd.
Zebulon
Knightdale
Harrison Ave.
Wade Ave.
Hillsborough St.
New Bern Ave.
Cary
Wendell
Kildaire Farm Rd
Tryon Rd.
Garner
Holly Springs
Fuquay-Varina
70
401
96
16
15
54
40
440
14
7
8
9
10
11
13
12
64
87
1
50
42
55

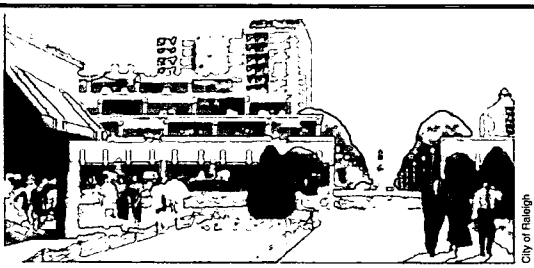
14 Highwoods/ Six Forks

Between the Raleigh Beltline and Six Forks Road, Wake Forest Road and Atlantic Avenue, this station will provide easy bus access to the North Hills Mall area and the Highwoods employment area, as well as a park-and-ride opportunity for nearby residents commuting to Cary, RTP or Durham.

15 Millbrook

At this station between Millbrook Road and New Hope Church Road, North Raleigh residents will be able to walk, bike, take a shuttle bus, or park-and-ride to board the regional rail train.

16 Spring Forest


City of Raleigh

As shown in this futuristic illustration, the Spring Forest station, located within walking distance of both residential and commercial areas of North Raleigh, will provide opportunities for infill and redevelopment. People traveling from Northern Wake County will use the train to avoid traffic as they head for jobs or recreational activities.

Community Support for the Regional Transit Plan

"U.S. 70 and I-40 are becoming quite saturated with cars. If I didn't have to fight all that traffic, I could read the paper on the way to work."

Thomas Faison, Raleigh

"I would probably use the train weekly for shopping or entertainment. For instance, I could take the train to Raleigh to go to the Civic Center or to a football game."

Katrena Neal, Durham

Extensive public involvement helped determine the desirability of a regional rail system for the Triangle. Local governments, universities, major employers, chambers of commerce, and community groups have all sent resolutions or letters of support.

In addition, participants in 8 focus groups conducted in January 1996 strongly supported the proposed regional rail system. The 83 Triangle area residents were randomly recruited by an independent market research firm. Unlike most focus groups, participants in these groups were consistently positive:

▲

9 out of 10 participants believed there is a need for a regional rail system.

▲

96% said they or their family would indeed use the system during the course of a year, either occasionally or daily.

▲

9 out of 10 respondents would tell their elected representative that they would support the proposed system with a tax increase, if necessary.

▲

Implementation

TTA is now completing additional planning and engineering studies. Discussions with the railroads concerning access are currently underway. TTA is also working with state and federal officials, as well as Governor Hunt's Transit 2001 Commission, to obtain financing.

TTA will decide to implement the regional rail system when capital costs have been confirmed, railroad access agreements secured, and financing determined.

For more information, contact:

Triangle Transit Authority

50 Park Drive, Suite 206
P.O. Box 13787
Research Triangle Park
NC 27709

phone (919) 406-1710
fax (919) 990-9127
web page: www.tta.dst.nc.us/TTA
or www.ridetta.org

Triangle Transit Authority
P.O. Box 13787
Research Triangle Park, NC 27709

BULK RATE
U.S. POSTAGE
PAID
DURHAM, NC
27701
PERMIT NO. 14

Printed 1/97

Joint Appropriations Subcommittee on Transportation
April 6, 1999
8:30 AM
Room 1228

Agenda

Chair: Senator Wib Gulley

Division of Motor Vehicles continued (Governor's North Carolina State Budget, Volume 6, Transportation, pp. 99-101)

Handout from 3/24/99

Colonel David Richards *Director, DMV Enforcement Division*

Air Quality and Transportation Planning

Janet D'Ignazio *Chief Planning and Environmental Officer, DOT*
Brock Nicholson *Chief of Planning, Division of Air Quality, DENR*

MINUTES
SENATE AND HOUSE JOINT APPROPRIATIONS
SUBCOMMITTEE ON TRANSPORTATION

The Senate and House Joint Appropriations Subcommittee on Transportation met at 8:30 A.M. on Tuesday, April 6, 1999 in Room 1228 of the Legislative Building. Representatives Crawford, Chair, Cole, Chair, Davis, Gulley, Hurley, McAllister, McMahan, Melton, Saunders and five Senate members were present. Senator Wib Gulley, Chairman, presided.

Representative Cole opened the meeting for Senator Gulley, then called on Colonel David Richards, DMV Enforcement Division Director, to review his section of the DMV Overview (see Handout #1, beginning on page 22). Col. Richards told the Committee that commercial motor vehicle safety was the #1 issue for his division To that end, the weigh stations were being kept open longer and more officers were being trained to do commercial vehicle inspections. Representative McMahan stated that many accidents involve speeding and asked if the DMV officers would be able to issue speeding tickets, as well as doing safety inspections. Col. Richards replied that yes they would and radar units will be given to them. He also said that speed and driver error was the two causes most often responsible for commercial vehicle accidents.

Col. Richards then told the Committee that the Interstate Rest Area patrol was one of the most popular programs in DMV. Also, citations are given out at the rest areas for violations. There will be more focus on inspecting the driver as well as the vehicle. Senator Albertson asked if there was a reluctance on the part of the DMV officers to stop drivers for speeding and, instead, leaving that to the Highway Patrol. He felt that there was a philosophical conflict between the DMV and Highway Patrol and they did not want to get into each other's business. Col. Richards replied that the DMV officers did not have a problem stopping speeders. He further stated that the DMV and the Highway Patrol use the same telecommunication system. Senator Albertson then asked if it were true that a DMV officer cannot cross the road median to pursue a vehicle and that only the Highway Patrol can do that. Col. Richards replied that the Truck Safety bill had that provision in it.

Representative Davis asked how many weigh stations were along I-95 from Richmond, Virginia to South Carolina. Col. Richards answered that there were two, one at Lumberton and one in Halifax County. Representative Cole asked Col. Richards if there was any one thing that the General Assembly could do to assist the DMV in making the highways safer with regard to commercial trucks. Col. Richards replied that the General Assembly could pass the Truck Safety bill. Also, more radar units were needed to stop speeding by commercial vehicles. Col. Richards then referred to the North Carolina Department of Transportation Truck Safety Plan found on the last few pages of the handout. Also, he reviewed the levels of inspections found in the Commercial Vehicle Safety Alliance.

Col. Richards also highlighted the emissions enforcement program found on page 27 of the handout. Representative Cole asked when DMV decides to add counties to the list of counties that require emissions inspections. Col. Richards replied that the federal government instructs them to do that. Senator Rucho asked if there is any opportunity for a county to be removed from the list. Col. Richards replied that the federal government would have to make that decision and as far as he knew, no county has ever been removed. Senator Gulley asked staff to get information on this.

Next, Senator Gulley asked Ms. Janet D'Ignazio, DOT Chief Planning and Environmental Officer, to present her report on Air Quality and Transportation Planning (see Handout #2). After her review of a portion of the handout, Ms. D'Ignazio introduced Mr. Brock Nicholson, Department of Environment and Natural Resources Chief of Planning, Division of Air Quality. He reviewed the remainder of the handout.

There being no further time for discussion, the meeting was adjourned at 9:45 A.M.

Wib Gulley

Senator Wib Gulley, Co-Chair

Carol Resar

Carol Resar, Committee Clerk

DIVISION OF MOTOR VEHICLES

North Carolina Department of Transportation

Overview

DIVISION OF MOTOR VEHICLES

Mission

- The DMV Team delivers quality motor vehicle services, promotes highway safety, and furnishes timely and accurate information by providing excellent customer service, enforcing motor vehicle laws, and maintaining the integrity of official DMV records.

Vision

- By 2001, North Carolina's Division of Motor Vehicles will be the most fully integrated, technologically advanced, customer driven motor vehicle services and highway safety system in the country.

Principles

- Effective Communication
- Professional Employee Development
- Openness & Honesty
- Vision
- Respect & Integrity
- Continuous Improvement

Short Term Strategies

- Use Technology Effectively
- Improve Communication & Education
- Improve Physical Facilities
- Improve Personnel Hiring & Development Practices
- Expand & Improve Customer Services
- Promote Strategic Investments
- Develop A Quality Assurance System

Long Term Strategies

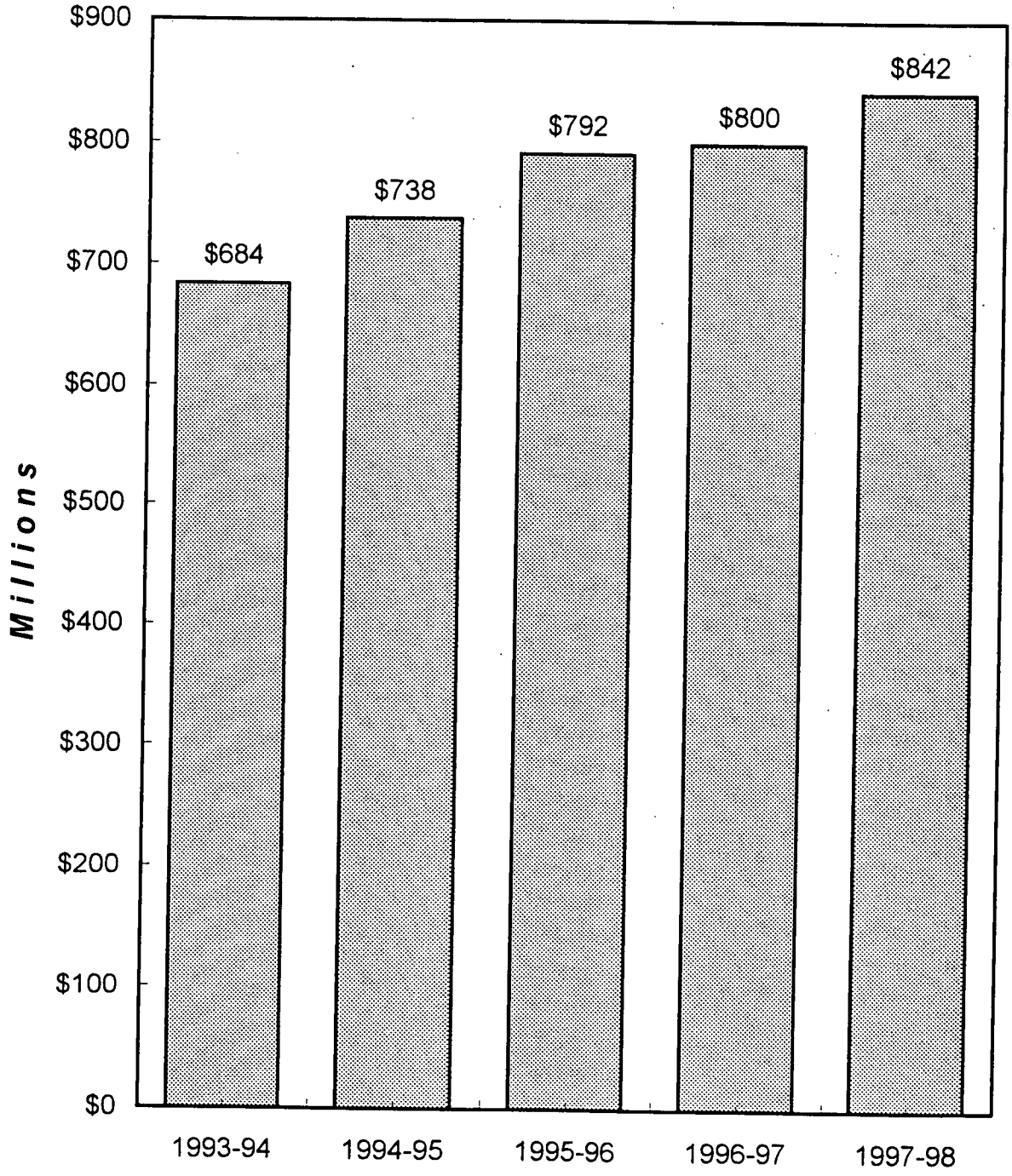
- Improve Accountability
- Improve Accessibility
- Reduce Cost
- Reduce Time
- Improve Professionalism

DMV

DMV Overall 1997-98

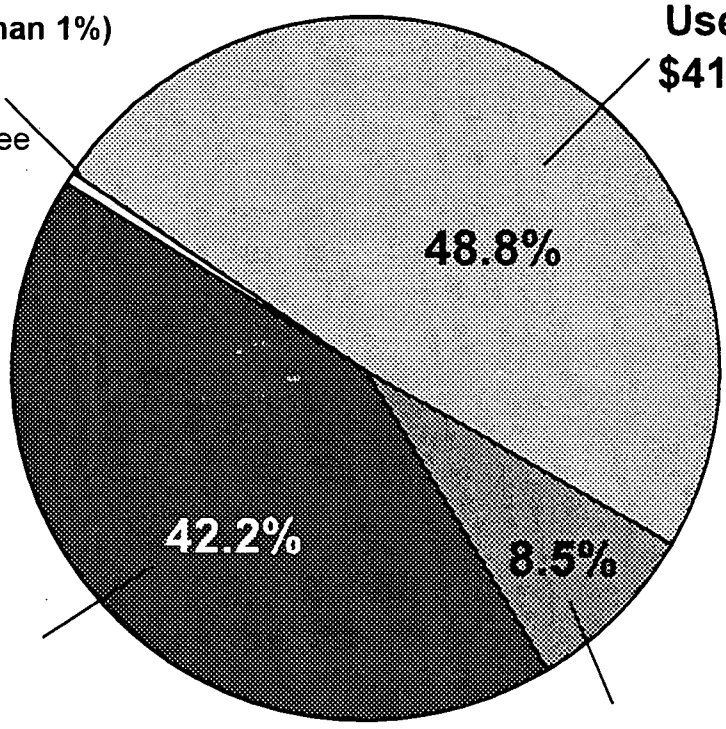
- 6.8 million registered motor vehicles
- 5.5 million licensed drivers
- 1,820 employees
- 506 sworn law enforcement
- 11,066 motor vehicle dealers regulated
- 12,875 school bus drivers trained
- $842 million collected

NC Division of Motor Vehicles
Revenue Collected
1993-94 through 1997-98



NC Division of Motor Vehicle

Revenue Sources
1997-98
Total $842 Million



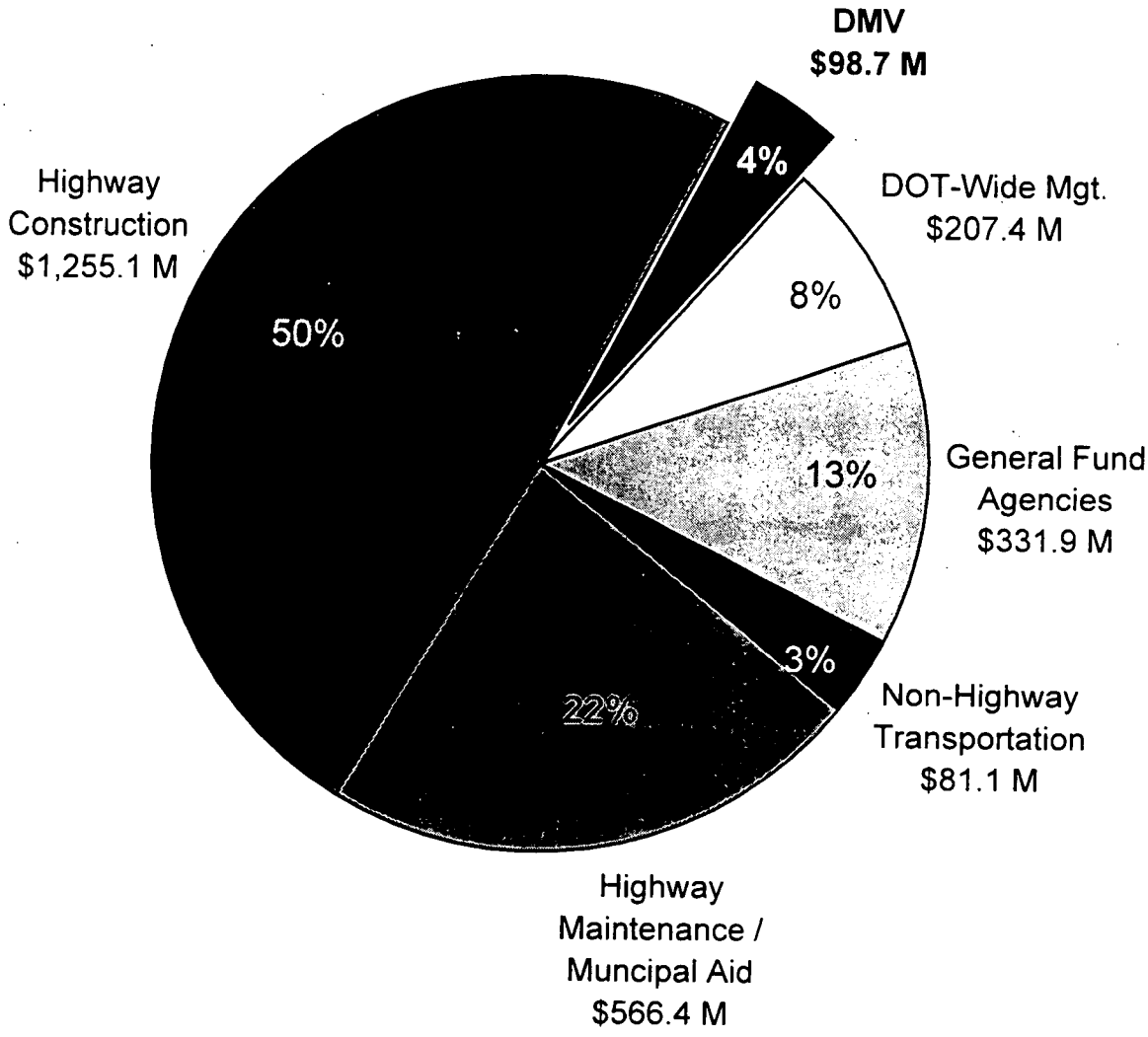
Other (Less than 1%)
$4.5 M
Process Service Fee
Sales Tax

Highway Use Tax
$411 M

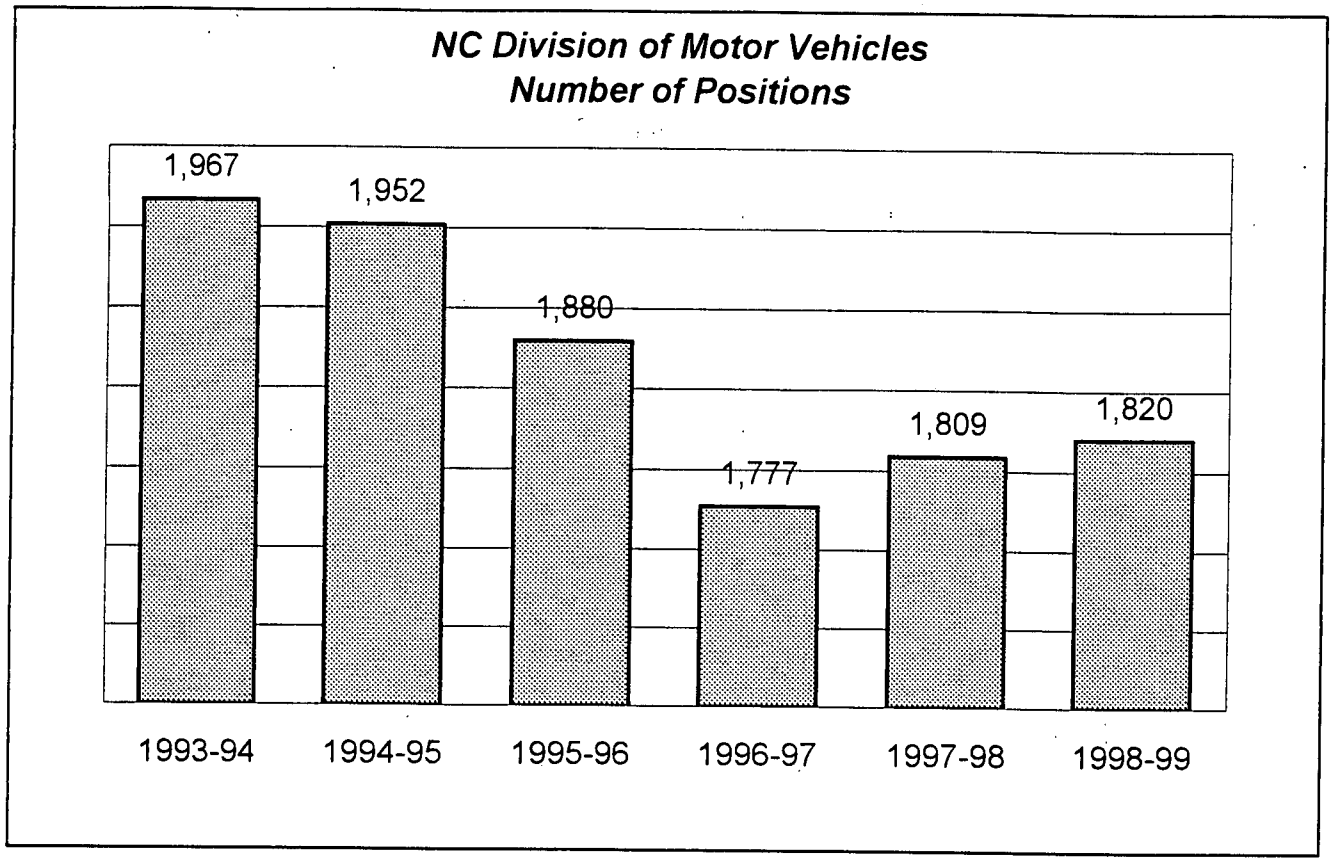
Vehicles
$355.2 M
Title Fees
Auto/Truck Renewals
Lien Recordings
Motor Carrier/Weight Enforcement
Safety/Exhaust Emission Inspections
Financial Security Restoration
Dealer & Manufacturer Plates
Registration Information
Acknowledgement Fees

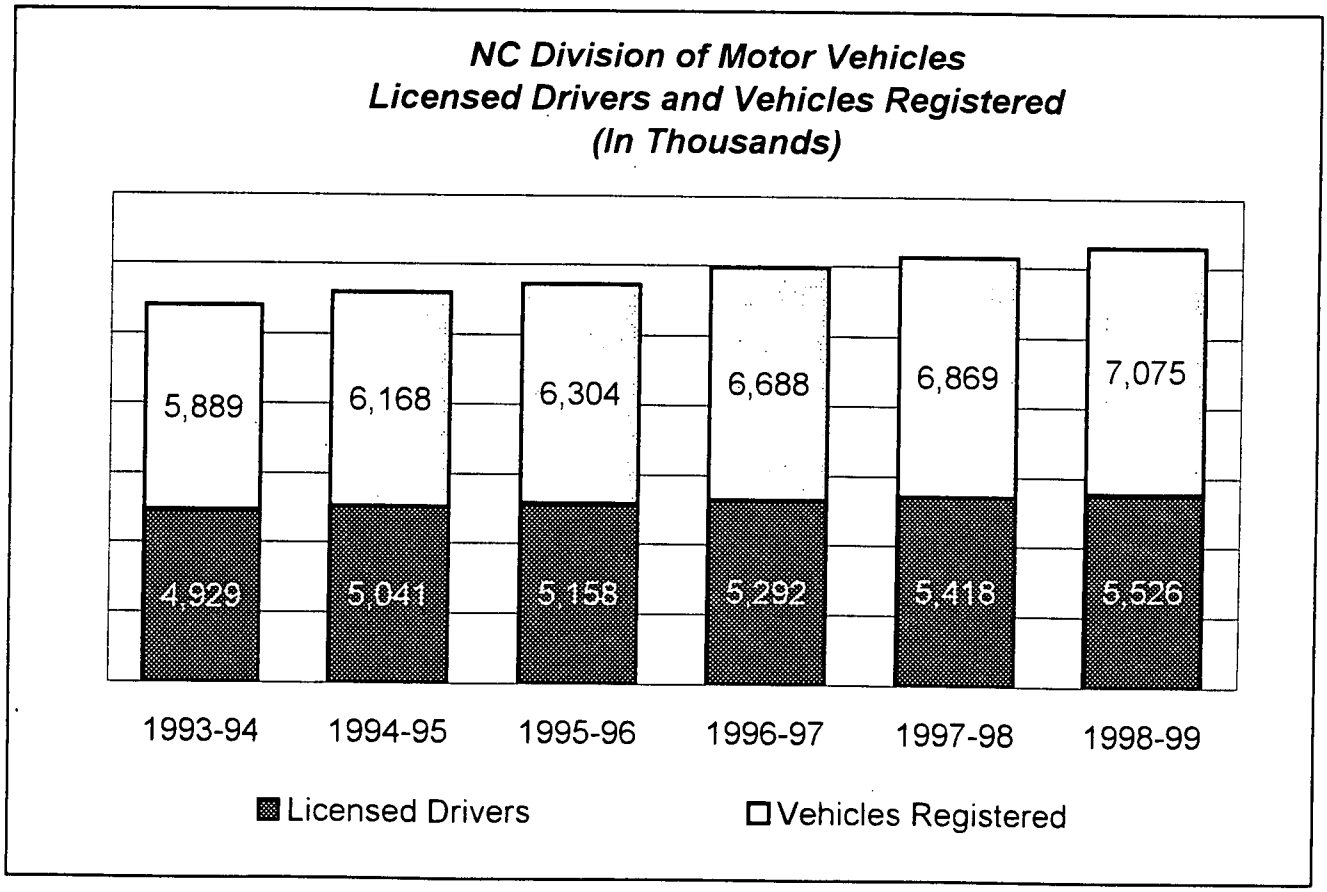
Drivers
$71.3 M
Driver License Fees
IDs (11-15)
Commercial Driving Training
Accident Reports
School Bus and Traffic Safety

Budgeted Uses of Transportation Funds
FY98-99
Total Budget = $2,540.6 (In Millions)



Every $1 invested in DMV returns $8.50.


NC Division of Motor Vehicles
Number of Positions
1,967
1,952
1,880
1,777
1,809
1,820
1993-94
1994-95
1995-96
1996-97
1997-98
1998-99


NC Division of Motor Vehicles
Licensed Drivers and Vehicles Registered
(In Thousands)
5,889
6,168
6,304
6,688
6,869
7,075
4,929
5,041
5,158
5,292
5,418
5,526
1993-94
1994-95
1995-96
1996-97
1997-98
1998-99
Licensed Drivers
Vehicles Registered

0510 Commissioner's Office

MISSION AND FUNCTION

The Commissioner's Office provides overall policy, management and administration of the Division of Motor Vehicles and the 1,820 employees.

The Commissioner's Office is responsible for:

- Short and long-range planning
- Legislative program
- Personnel actions
- Budget requests
- Safety planning

BUDGET AND PERSONNEL TRENDS

	95-96	96-97	97-98	98-99
Personnel	$1,198,294	$ 815,352	$1,006,112	$1,123,550
Operating	6,594,940	$1,370,778	1,137,927	964,308
Total	$7,793,234	$2,186,130	$2,144,039	$2,087,858
# of Positions	34	16	19	27

- FY95-96 includes personnel, postage and equipment costs for the DMV General Services Section that has since been transferred to DOT, funds for the purchase of the VRU and SADLS programming.

- Funds to support Department of Justice attorney and support positions assigned to DMV are budgeted for FY98-99 at $521,850 or 54% of the operating budget.

- Personnel in the Commissioner's Office include:
  Assistant Commissioners - 2
  Budget - 2
  Personnel - 3
  Safety - 1
  Public Information - 3
  Organization Development - 1
  Staff support - 5
  Citizen Affairs – 9

- In FY97-98 began consolidation of functions that serve the entire division under the umbrella of the Commissioner's Office. Initial reorganization began with Personnel.

MAJOR ISSUES AND CHALLENGES

- Public Records and Privacy Acts
- Voice Response Unit
- Workforce Development

0520 Vehicle Registration

MISSION AND FUNCTION

The Vehicle Registration Section

(1) delivers quality titling and licensing services,
(2) furnishes timely, accurate information,
(3) provides excellent customer service,
(4) maintains the integrity of official vehicle registration records.

The section provides services through two state offices (Raleigh and Charlotte) and 128 privately contracted license plate agencies. The private contract agents employ over 500 individuals. The section supports the International Registration Program (IRP) which licenses and regulates the trucking industry, and also administers the continuous liability insurance requirements for North Carolina citizens.

BUDGET AND PERSONNEL TRENDS

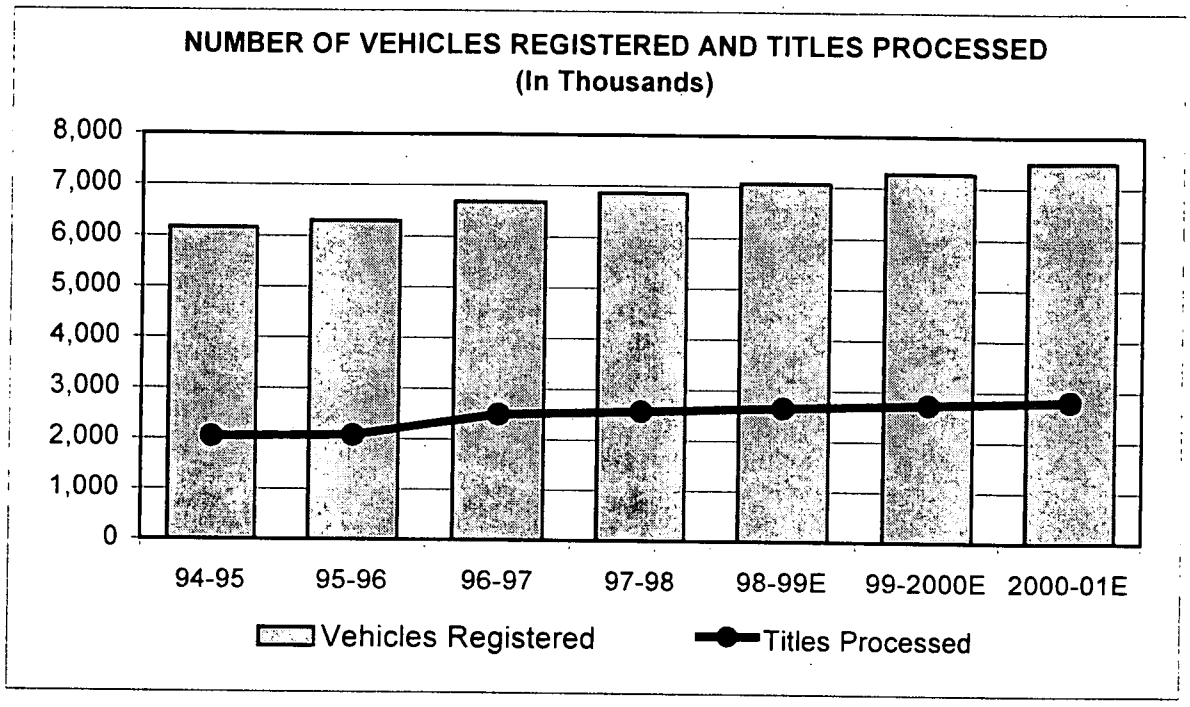
	95-96	96-97	97-98	98-99
Personnel	17,132,155	15,744,013	15,143,463	15,171,373
Operating	16,128,809	18,427,475	20,525,367	22,462,609
Total	33,260,964	34,171,488	35,668,830	37,633,982
# of Positions	584	498	461	461

FY 98/99

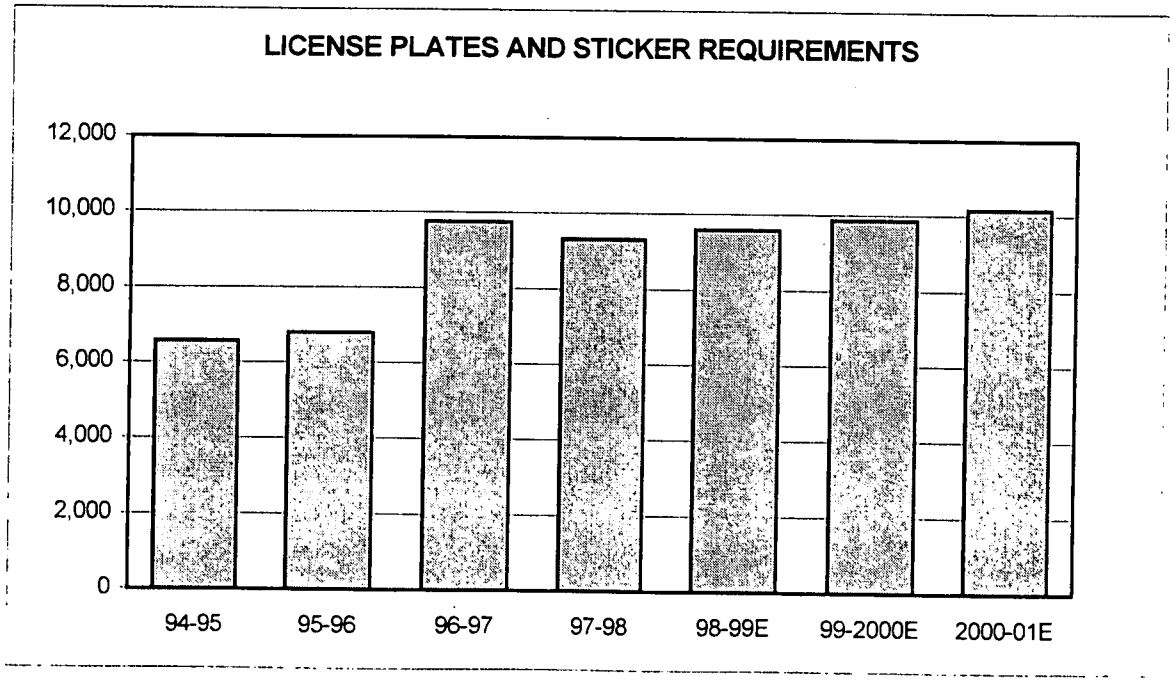
- 58.4% of the overall operating budget is for branch agents compensation
- 28.1% of the overall operating budget pays for license plates and validation stickers
- 13.5% for remaining operations
- In FY95-96 branch agents compensation was $10,517,028, however for FY98-99, $13,126,261 is budgeted. The increase over this period is a result of legislative increases in the rate of compensation, as well as expansion for increases in transaction volume.

PERFORMANCE INDICATORS

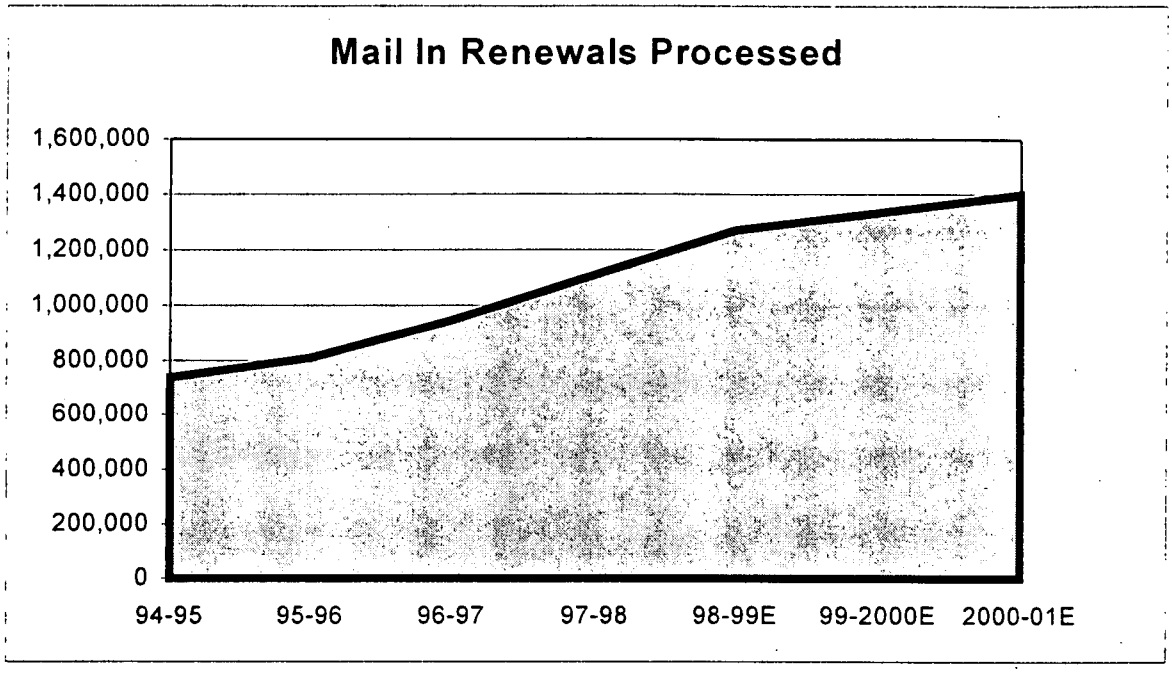
- Number of vehicles registered will increase as population increases (6.8 million vehicles registered FY97-98).
- Number of titles processed will increase as a result of a stable economy (2.5 million titles processed FY97-98).



- Number of plates and stickers issued will increase as vehicle base increases.



- Percentage of mail-in renewals will increase as customers seek alternative solutions to prevent having to walk into an office. (21% of total renewals in FY97-98).



SUCCESS STORIES

STARS, State Title and Registration System Implemented December 1996

- Section operating more efficiently with a reduction in personnel of **123 positions.**
- Automation of processes has reduced title processing time from **3** to **4** months to **3** to **4** days.
- Wait time for customers has been reduced in most areas.
- Bar code technology utilized for license renewal and in the vehicle inspection program.
- N. C. was first state to print vehicle tag number on blank renewal sticker by laser printer at each individual workstation.
- STARS System considered a model system and has been demonstrated to 14 other states.

MAJOR ISSUES/CHALLENGES

International Registration Plan (IRP) and Motor Carrier System Re-Write

- New system to be implemented August 2, 1999.
- Transfers responsibility for IRP supplemental processing to private contract agents allowing DMV Enforcement Officers to concentrate on primary responsibilities.
- Expands service for the trucking industry from Raleigh, Charlotte and 18 Enforcement sites to 128 locations.
- Paves the way for electronic filing and electronic funds transfer for truckers.
- Design will support a staggered renewal for trucks.

Liability Insurance Tracking and Enforcement System Re-Write

- New system to be implemented August 2, 1999.
- Automates processes such as scheduling of hearings
- Design will support legislative agenda to require electronic submission of termination notices as well as new policies.
- Should help eliminate unnecessary contact with citizens who have had no lapse in coverage.

Method to Deal With a Reduction in Transactions For Private Tag Agents - Allowing tag agents to provide additional services such as (IRP) apportioned, for hire license plates, and sale of inspection stickers to off-set loss of business realized through automated service processing. Automated services being explored are: On-line dealer, plate renewal via phone and renewal over the internet.

Pilot Project for On-Line Dealer System which allows dealer to process on-line with DMV.

Implementation of recommendations from Productivity Management Staffing Study on Vehicle Registration Offices to maintain acceptable wait time for citizens.

0530 Driver License

MISSION AND FUNCTION

Mission: "The Driver License Section will deliver quality driver license services, promote highway safety and furnish timely and accurate information by providing excellent customer service, enforcing motor vehicle laws and maintaining the integrity of official Driver License records."

The function of the Driver License Section covers these core responsibilities:

- Assess the physical and mental capacity of customers to drive safely
- Conduct driver license examinations and issue licenses or ID cards
- Train and monitor both state and third-party commercial driver license examiners
- Suspend driver licenses and reinstate licenses
- Develop driver license handbooks, testing materials, and training materials

BUDGET AND PERSONNEL TRENDS

	95-96	96-97	97-98	98-99
Personnel Costs	$16,539,323	$18,112,501	$18,289,260	$18,629,235
Operating Costs	5,082,195	4,438,449	6,421,853	6,421,353
Total	$21,621,518	$22,550,950	$25,050,588	$25,050,588
# of Positions	541	551	584	595

Changes in Number of positions reflect following actions:

- As of June 30, 1995, 55 positions data entry/clerical positions eliminated due to implementation of SADLS
- As of June 30, 1996, 4 new examiner positions for new office in Cary
- As of June 30, 1997, 10 new examiner positions for new office in East Charlotte
- As of June 30, 1998, 31 new examiner positions due to graduated driver license and Driver License staffing study and 2 clerical positions for impact of Driver Privacy Protection Act
- As of March 10, 1999, 11 new examiner positions for impact of graduated driver license and staffing study.
- As of March 10, 1999, total of 595 positions
- Of 595 positions, 584 position are involved in providing direct service with external customers on a daily basis.

Driver License Section is administered through two branches:

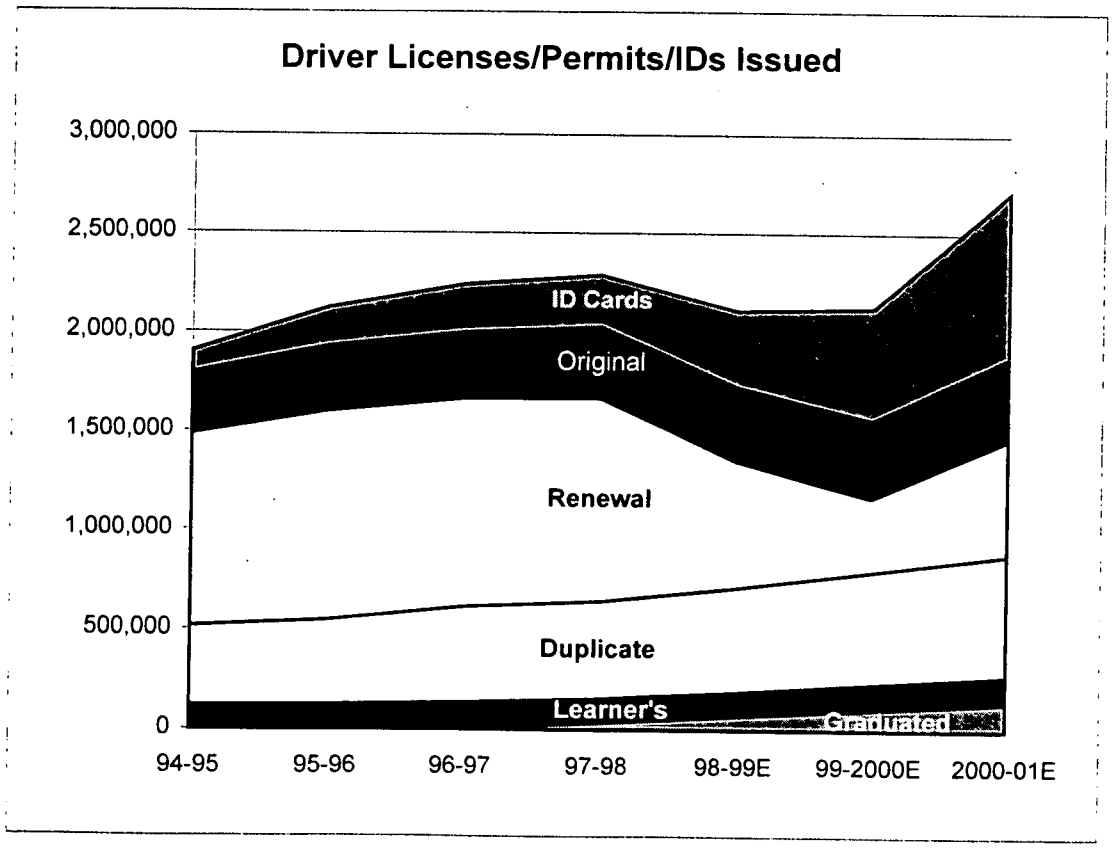
- Certification Branch (Wayne Hurder) responsible for issuance of classified driver license (which includes graduated license), ID cards, and the federally-mandated Commercial Driver License (CDL).

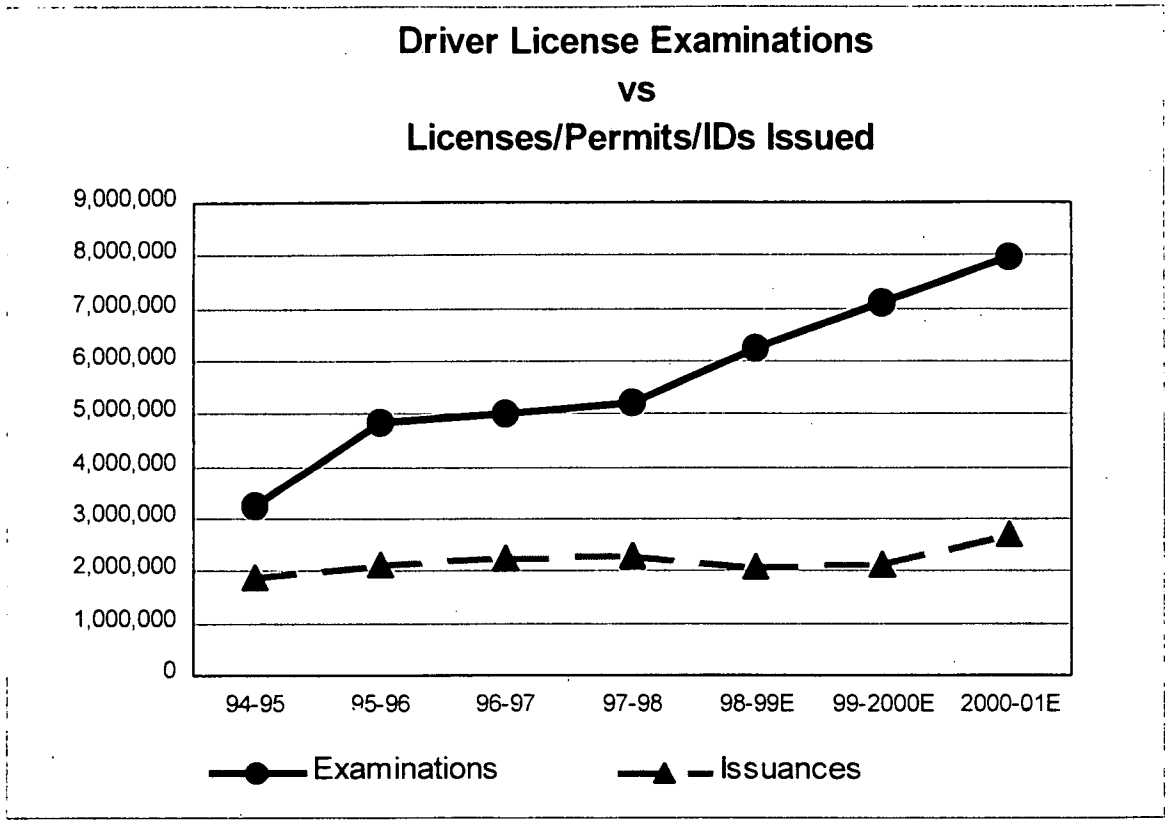
- Administration/Adjudication Branch (Mike Bryant) responsible for suspension of drivers; hearings for drivers; medical evaluation of drivers; telephone room; budget, supply and audit.

Key components of operating budget are travel (2236, 2237), telephone (2322), rent (2330), operation of medical review program by DHHS (2354), uniforms (2412) and driver license per issuance fee (2524):

Line item	*98-99*	*% of Operating Budget*
Travel (2236, 2237)	$587,567	9.1%
Telephone (2322)	$616,390	9.6%
Rent (2330)	$406,654	6.3%
Medical Review (2354)	$550,960	8.6%
Uniforms (2412)	$124,561	2.0%
DL Issuance Fee (2524)	$2,853,649	44.9%
TOTAL	$5,139,649	80.0%

PERFORMANCE INDICATORS





- Original issuances will rise about 2% annually
- Number of examinations will increase more drastically as a result of influx of non-English speaking customers, older population
- Number of renewal customers declines dramatically CY99 and increases every year after back to "normal" level after 2002
- Duplicate licenses and IDs may increase faster than population growth due to increased reasons for suspension of licenses, more mobile population, and influx of non-English speaking customers

SUCCESS STORIES

- Mobile Service Center has expanded to 20 sites as a result of requests from communities. Service provided at State Fair and at other special events. This represents a net annual "cost avoidance" savings of $160,000, based on the cost that would be entailed in having fixed-site service at each of these locations.
- For the first time, the American Association of Motor Vehicle Administrators has accredited the Driver License certification program.
- North Carolina Driver License is now one of only 5 states that has had both the classified and the CDL program accredited by AAMVA.

- Almost 59,000 CDL skills tests were administered under the third-party tester program which allows the private sector and other public agencies to skills-test their own drivers, with training, oversight and auditing performed by the Driver License Section. Had this testing been conducted by Driver License examiners, it would have required 53 additional examiner positions.
- Automated Knowledge Testing (driver license test) will be installed in 20 sites in spring 1999. Driver License test is being totally redesigned and testing policies and procedures changed
- Customer Traffic Management System in 15 sites will allow Section to monitor examiner productivity and success in meeting goal of a maximum customer wait of 30 minutes. Target implementation date is late summer 1999.
- Twenty-two offices have undergone substantial renovation in the last two years to provide a better customer service environment; four (4) other offices have undergone major capital expansions.
- New offices will be brought on-line this year in East Charlotte (spring) and Clayton (late summer/early fall).

MAJOR ISSUES AND CHALLENGES

- Medical Review operations being brought in-house as a result of DHHS decision to give up management of the program.
- Driver License Section is evaluating possibility of a 10-year renewal recycle, coupled with targeted re-testing of "at-risk" drivers.

0540 School Bus and Traffic Safety (SBTS)

MISSION AND FUNCTION

To promote traffic safety and to provide professional leadership in driver improvement for the citizens of North Carolina.

OPERATIONS

- Develop programs to enhance highway safety
- Train and certify school bus drivers
- Conduct safety programs for school bus drivers and passengers
- Ensure that all school bus drivers are medically and physically able to operate buses
- License commercial driver training schools and instructors

BUDGET AND PERSONNEL TRENDS

	95-96	96-97	97-98	98-99
Personnel	$4, 225, 694	$4, 389, 734	$4, 527, 957	$4, 482, 939
Operating	$396, 183	$391, 499	$408, 611	$388, 589
Total	$4, 621, 877	$4, 781, 211	$4, 936, 568	$4, 871, 528
# of Positions	94	94	96	95

- In-State Transportation is 64% of FY 98-99 operating budget.
- Only six (6) positions are located at DMV Headquarters. The remaining 89 positions are in the field.

PERFORMANCE INDICATORS

School Buses	94-95	95-96	96-97	97-98
*Number operating	12,891	12,913	12,884	12,957
**Number of drivers trained and certified	8,367	11,267	6,554	12,875
Number of students transported	694,210	707,725	690,510	685,670
Number and percentage of buses involved in crashes	806 (6%)	882 (7%)	854 (7%)	861 (7%)

* Number of School Buses Operating for FY98-99 has increased to 13,806, of which 642 are in non-public schools.

**North Carolina includes 117 local school districts. Twenty-six local school districts require all school personnel to be certified as school bus drivers as a school bus drivers as a condition of employment.

Commercial Driving Schools	94-95	95-96	96-97	97-98
Number of schools licensed	65	71	89	109
Number of instructors certified	435	536	627	791

Driver Improvement Clinics	94-95	95-96	96-97	97-98
Number of persons completing clinics	9,186	9,348	9,086	16,207

SUCCESSES

- Four-hour Defensive Driving Course (DDC-4) Implemented in 1997-98
- Revised Medical Eligibility Standards for all bus drivers to require physical examinations every two years effective 07/01/2000
- Developed Physical Performance Standards for all school bus driver candidates
- No significant increase in number of school buses involved in crashes despite increase in number of buses operating

ISSUES AND CHALLENGES

- The School Bus and Traffic Safety Section experienced minimal personnel turnover for a number of years. A significant percentage of SBTS career personnel have now reached or are approaching eligibility for retirement. The Section is losing experienced employees and is involved in intensive efforts related to recruitment, hiring and training new staff.

0550 Traffic Records

MISSION AND FUNCTION

To deliver quality motor vehicle services, promote highway safety, and furnish timely and accurate information by providing excellent customer service, enforcing motor vehicle laws and maintaining the integrity of official DMV records.

The Traffic Record Section is responsible for:

- Establishing and maintaining a central repository for statewide crash data.

  This data is used by Traffic Engineers of the Division of Highways to identify safety improvements for trafficways; research community to conduct studies on drivers and conditions; to link the severity of injuries and the ability of victims to survive crashes; and to recommend to manufacturers of automobiles safety improvements to vehicle designs
- Developing a crash reporting document (DMV-349) based on federal reporting guidelines and needs of stakeholders.
- Publishing monthly and annual crash statistical reports for the safety community; research organizations; traffic engineers and the motoring public.
- Training of law enforcement officers on completing the crash reporting form.
- Transmitting fatal statistical data to the National Federal Highway Traffic Safety Administration.
- Providing access to DMV records.
- Processing public requests from DMV databases.
- Suspending the driving privileges of uninsured motorists at fault in a crash.

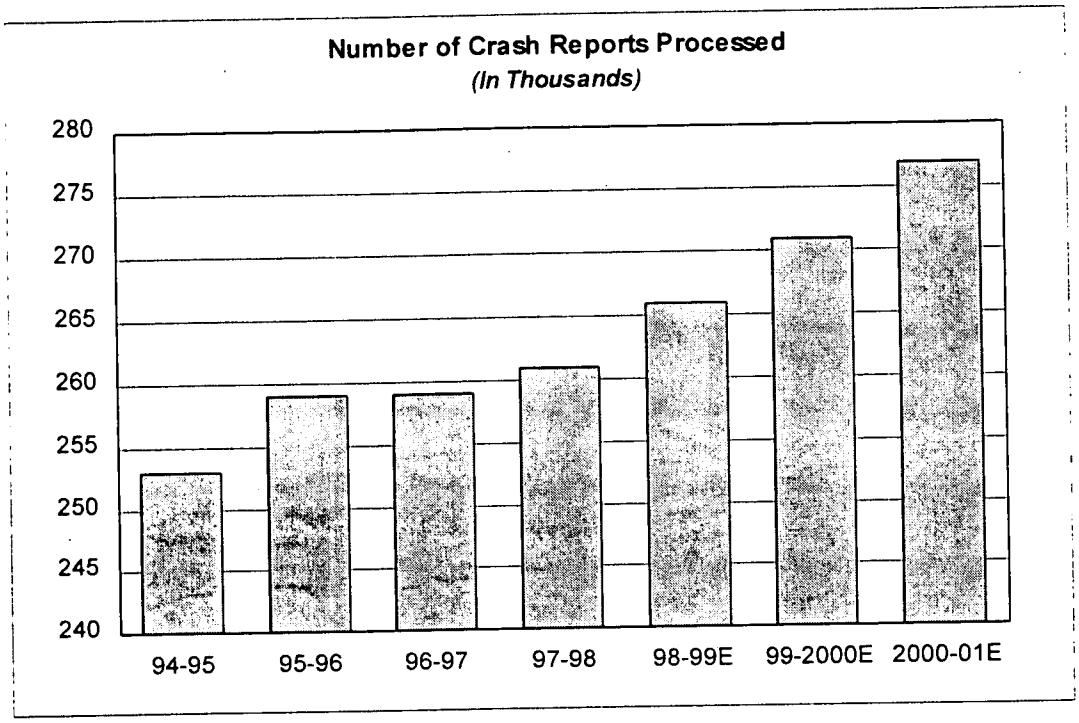
BUDGET AND PERSONNEL TRENDS

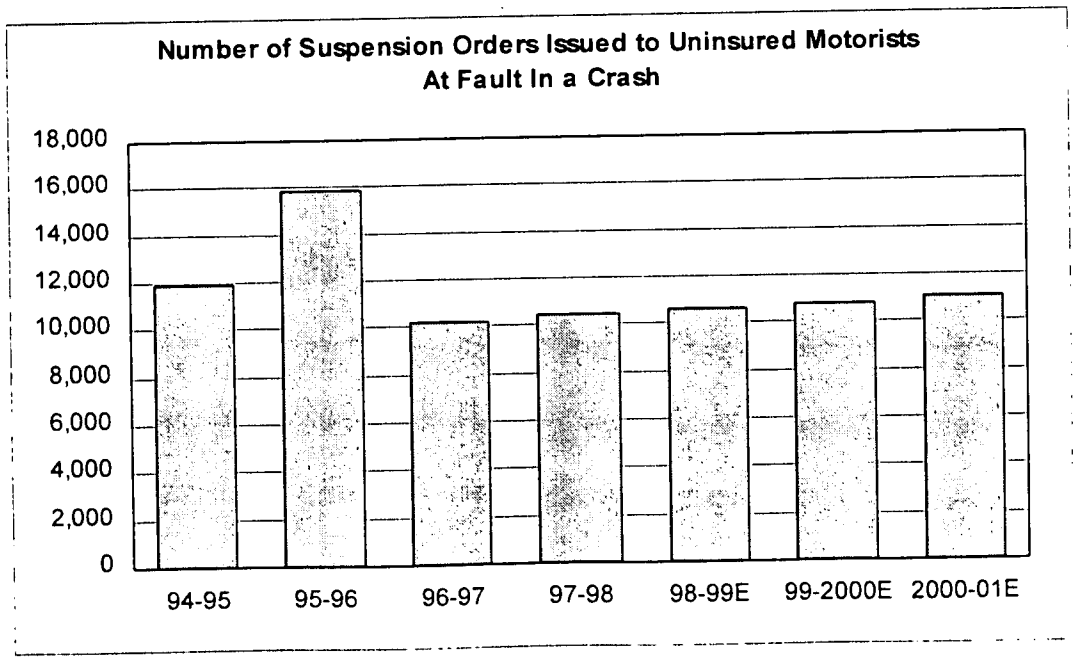
	95-96	96-97	97-98	98-99
Personnel	$1,628,670	$1,659,933	$1,942,241	$1,830,972
Operating	64,302	170,508	157,355	558,047
Total	$1,692,972	$1,830,441	$2,099,596	$2,389,019
# of Positions	53	53	53	54

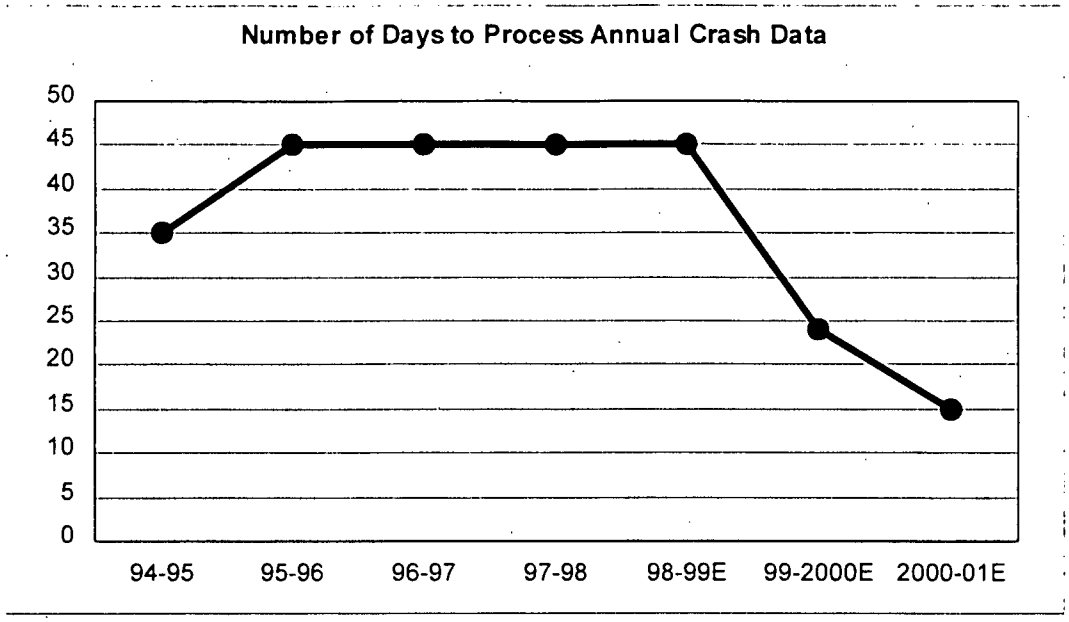
- In FY 96-97 there was an increase in operating expenses to create two additional units (Customer Merge and Data Control). Sixteen employees were proposed for the Customer Merge Unit. Funding was provided for workstations and personal computers for eight (8) employees.
- In FY 97-98 six positions were transferred from other sections within DMV to staff the two units. Funding was provided for the 8 additional workstations and personal computers for the Customer Merge Unit.

- Operating budget for FY 98-99 includes one-time funding for workstations and personal computers, installation, cabling, etc. It also reflects a slight increase in operating expenses. These operating expenses are going to be necessary in order for us to provide better customer service through electronic commerce, e.g. faxing, and scanning.

PERFORMANCE INDICATORS (based on calendar year)







SUCCESS STORIES

- Received funding for the rewrite of the crash report program
- Redesign of the DMV-349 (crash report) paper form
  1. Data elements selected for the DMV-349 crash report form was a joint effort by Traffic Engineers, State Highway Patrol, Division of Highways, Governor's Highway Safety Program; Highway Safety Research Center, local law enforcement and DMV staff.
  2. Utilize data element "rational" approach to satisfy North Carolina data needs and crash reporting federal guidelines
  3. Training of law enforcement agencies - completing the new DMV-349 form
  4. Made a presentation to a National Working Group in Washington, DC and the National Forum of Highway Safety Information Professionals in Minneapolis
- Replacement of dumb terminals with personal computers
- Installation of ergonomic workstations
- Assisted State Highway Patrol and local law enforcement with improvement of data quality through education and training

MAJOR ISSUES AND CHALLENGES

- Our major challenges are those that are brought forth with the rewrite of the crash report program (changing from a paper processing operation to a paperless operation)
  1. Deployment of software for the electronic capture and submission of crash data
  2. Establishment of a relational database as an open data repository
  3. Integration with other DMV applications – Driver and Vehicle
- Redeployment and utilization of staff

DMV-349 (Rev. 12/96)

THIS REPORT IS FOR THE USE OF THE DIVISION OF MOTOR VEHICLES. THE DATA IS COLLECTED FOR STATISTICAL ANALYSIS AND SUBSEQUENT HIGHWAY SAFETY PROGRAMMING. DETERMINATIONS OF "FAULT" ARE THE RESPONSIBILITY OF INSURERS OR OF THE STATE'S COURTS.

Do not write in these spaces

Date Received by DMV

No. of Units Involved: 2 | Form 1 of 1 | ☐ Supplemental Report | ☐ Non-Reportable

Date (mm/dd/yyyy)	County	Time (24 Hour Clock)	Local Use/Patrol Area
01/02/1998	Pitt	1415	143/6

LOCATION

33 Relation to Roadway Surface: 1 | Crash occurred ☐ In ☑ Near Greenville (Municipality) or 3.20 Miles ☐N ☑S ☐E ☐W outside municipality

on US 13 (Highway Number, or Highway, Street, (If ramp or service road, indicate on line)) ☐ Ramp or Service Road (R.R.Crossing #) Miles 0 (0 ft.-Intersection) ft. ☐N ☑S ☐E ☐W (If available)

at or from US 258 (Use Highway Number, Street Name or Adjacent County or State Line) ☐N ☑S ☐E ☐W toward RP 1324 (Use Highway Number, Street Name or Adjacent County or State Line)

Latitude / Longitude / Altitude

UNIT # 1 ☐ VEHICLE ☐ PEDESTRIAN ☐ HIT & RUN ☑ COMMERCIAL 20 VEHICLE

Driver: Alvin (First) Leonard (Middle) Cobb (Last)

Address: Rt. 5, Box 97B

City: Kinston State: NC Zip: 28612

Same Address on Driver's License? ☑ Yes ☐ No — Driver's Phone Numbers H (919) 638-3816 W (919) 638-4262

D.L. # 6547139 State: NC CDL License ☑

DOB 05/09/1959 (mm/dd/yyyy) 34 Vision Obstruction 0 35 Physical Condition 1 36 D.L. Restrictions 0

37 Alcohol/Drugs Suspected 0 38 Alcohol/Drugs Test 0 39 Results (if known) 0 40 Vehicle Seizure (DWI) ☐

Owner: Overland Transportation Co. (Same as Driver? ☐)

Address: 1002 Strickland Road (Same Address as Driver? ☐)

City: Richmond State: VA Zip: 23111

Plate # LK 8546 Plate State VA Plate Year 1997

VIN ZNZM389X5KN118966

Vehicle Make Mack Vehicle Year 1989 41 Vehicle Style (Type) 15 42 Vehicle Drivable ☑ Yes ☐ No

43 TAD FR-2/FL-2 44 Estimated Damage $900.00

Insurance Company: All Country

Policy # 0987654321

UNIT # 2 ☑ VEHICLE ☐ PEDESTRIAN ☐ HIT & RUN ☐ OTHER

Driver: Paul (First) (NMN) (Middle) Watson (Last)

Address: Rt 2, Box 379 A-3

City: Greenville State: NC Zip: 27839

Same Address on Driver's License? ☑ Yes ☐ No — Driver's Phone Numbers H (919) 553-0303 W ( )

D.L. # 2334634 State: NC CDL License ☐

DOB 03/03/1926 (mm/dd/yyyy) 34 Vision Obstruction 0 35 Physical Condition 1 36 D.L. Restrictions 0

37 Alcohol/Drugs Suspected 0 38 Alcohol/Drugs Test 0 39 Results (if known) 0 40 Vehicle Seizure (DWI) ☐

Owner: (Same as Driver? ☑)

Address: (Same Address as Driver? ☑)

City: State: Zip:

Plate # GMJ-246 Plate State NC Plate Year 1998

VIN 2GSC21D8EUD04991

Vehicle Make Ford Vehicle Year 1995 41 Vehicle Style (Type) 2 42 Vehicle Drivable ☐ Yes ☑ No

43 TAD LBQ-4 44 Estimated Damage $2500.00

Insurance Company: Nationwide

Policy # 1234567890

20 COMMERCIAL VEHICLE: Cargo, Carrier Name, Address, Source

46 Cargo Body Type: 3 ☐ Same Address as Owner?

Gray, Moody + Hines Transport, Inc
1999 Rock Quarry Road
Raleigh NC 27610

Source: ☑ Truck ☐ Shipping papers ☑ Driver

Carrier Identification Numbers, GVWR, Axles

US DOT# 123456 ICC# 987543 Axles on Vehicle (including Trailers) 5

State NC State# None IFTA# 34781290

FEIN# 123456789 Fleet# 21 Gross Vehicle Weight Rating 90,000

Names and Addresses for All Persons (Unit 1/Unit 2 Drv, Ped, etc. - See Above); Use check blocks if address same as Driver

	21	22	23	24	25	26	27	28	29	30	31	32	Name	Check
A	1	1	1	Unit1-Drv1, Ped1,etc. see above	W	M	1	0	0	2	1	5	Veh1 Towed To/By:	
B	2	1	1	Unit2-Drv2, Ped2,etc. see above	B	M	2	1	0	2	1	5	Veh2 Towed To/By: Jones Salvage / Jones Wrecker	
C	2	2	3	03 20 1929	B	F	2	1	0	2	1	4	Martha G. Watson	☑
D	2	2	6	11 03 1947	B	F	0	0	0	2	1	2	Jane W. Stout, Rt 4, Box 199, Greenville NC 27839	☐
E														☐
F														☐
G														☐
H														☐

46 Name of EMS: D - Pitt Co EMS

47 Injured Taken by EMS to: D - Pitt Co. Memorial, Greenville (Treatment Facility and City or Town)

46 Name of EMS:

47 Injured Taken by EMS to: (Treatment Facility and City or Town)

48 POINTS OF INITIAL CONTACT (Write in Codes)	Unit 1	Unit 2
	1	7

CRASH SEQUENCE (Unit Level)	Unit 1	Unit 2
49 Vehicle Maneuver/Action	4	8
50 Non-Motorist Action	-	-
51 Non-Motorist Location Prior to Impact	-	-
52 Crash Sequence - First Event for This Unit	42	24
53 Crash Sequence - Second Event	24	1
54 Crash Sequence - Third Event	4	-
55 Crash Sequence - Fourth Event	-	-
56 Most Harmful Event for This Unit	24	24
57 Distance/Direction to Object Struck	2	0
58 Vehicle Underride/Override	3	3
59 Vehicle Defects	0	0

VEHICLE INFO.	Veh.# 1	Veh.# 2
60 Authorized Speed Limit	55	55
61 Estimate of Original Traveling Speed	60	10
62 Estimate of Speed at Impact	49	10
63 Tire Impressions Before Impact (ft.)	189'	0'
64 Distance Traveled After Impact (ft.)	39'	18'
65 Emergency Vehicle Use		
66 Post Crash Fire (if "Yes" check block)	☐	☐
67 School Bus - Contact Vehicle	☐	☐
68 School Bus - Noncontact Vehicle	☐	☐

ROADWAY INFO.	
69 Road Feature	8
70 Road Character	5
71 Road Classification	2
72 Road Surface Type	3
73 Road Configuration	2
74 Access Control	3
75 Number of Lanes	2
76 Traffic Control Type	1
77 Traffic Control Oper	1

WORK ZONE RELATED	
78 Workzone Area	
79 Work Activity	
80 Work Area Marked	
81 Crash Location	

TRAILER INFO.	Veh.# 1	Veh.# -
82 Trailer Type	12	
1st Trailer No. Axles	2	
Width (inches)	102"	
Length (feet)	28'	
2nd Trailer No. Axles	2	
Width (inches)	102"	
Length (feet)	28'	

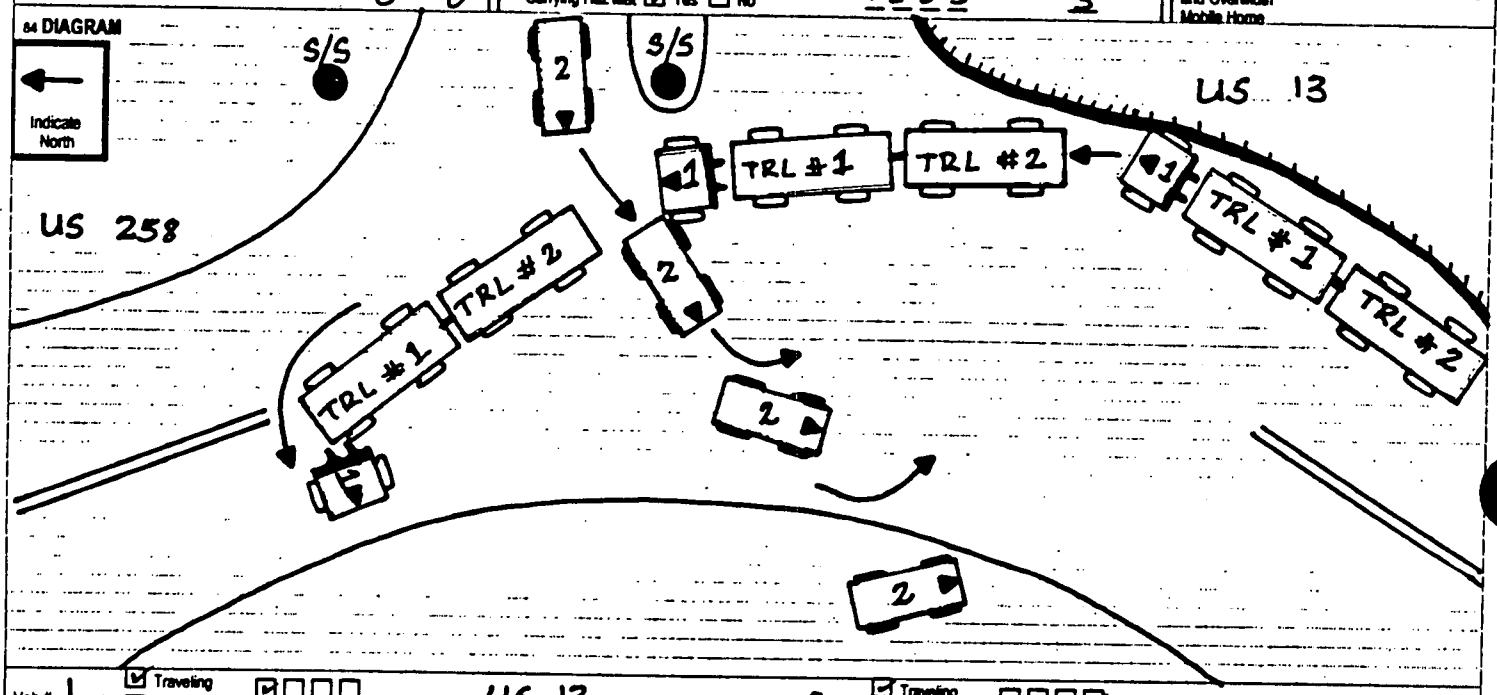
83 Veh.# ___ Overwidth Trailer and Overwidth Mobile Home — Overwidth Permit #

COMMERCIAL VEHICLE: Hazardous Materials Involvement

Haz Mat Placard ☑ Yes ☐ No
Hazardous Cargo ☐ Yes ☑ No
Released (does not include fuel from fuel tank)
Carrying Haz Mat ☑ Yes ☐ No

From Placard indicate:
4-digit placard number or name from diamond or box: 1203
1-digit number from bottom of diamond: 3

84 DIAGRAM



Veh.# 1 was: ☑ Traveling ☐ Parked Facing ☐ N ☐ S ☐ E ☐ W on US 13

Veh.# 2 was: ☑ Traveling ☐ Parked Facing ☐ N ☐ S ☐ E ☑ W on US 13

85 NARRATIVE (Include pertinent and unusual aspects, which are not listed elsewhere on the form)

Vehicle 1 was traveling North on US 13. Vehicle 2 was turning left in order to travel south on US 13. Vehicle 1 went out of control, struck the guardrail, then veered left into vehicle 2. Vehicles 1 and 2 collided in the northbound lane of US 13. Vehicle 1 jackknifed and came to rest in the southbound lane of US 13. Vehicle 2 came to rest on the west shoulder of US 13.

86 Type/Owner ___ Owner Address ___ Phone ___ ADDITIONAL PROPERTY DAMAGE State Property? ☐ Estimated Damage $

WITNESSES

Name None Address ___ Phone No. ( ) ___

Name ___ Address ___ Phone No. ( ) ___

TRAFFIC VIOLATION(S)

Name Alvin Leonard Cobb Charge(s) Exceeding Safe Speed For Conditions (Citation # optional)

Name ___ Charge(s) ___

Officer Name	Officer Number	Department	Date of Report
Trooper S.M. Smith	3489	NCSHP A/5	1-2-98

0570 Enforcement

MISSION AND FUNCTION

The NCDMV Enforcement Section will promote highway safety, enforce all state and federal laws regulating highway & vehicle operations and maintain & provide accurate information through the efficient utilization of personnel and technology resources.

The Enforcement Section is responsible for:

- Dealer Licensing and Investigations
- Licensing Safety Inspection Stations/Mechanics and Enforcing Safety Inspection Program Regulations
- Notice, Theft and Storages
  - 94 Inspector Positions for the above duties
- Motor Carrier Safety Administration Program (Federally funded at 80%; 20% State funded)
  - 53 Motor Carrier Positions
- Rest Area Patrol
- Size and Weight Enforcement
- Fuel Tax Compliance Enforcement
- Driver's License and License Plate Revocations
  - 292 Vehicle Enforcement Officer Positions for the above duties

BUDGET AND PERSONNEL TRENDS

	95-96	96-97	97-98	98-99
Personnel	$20,572,315	$18,882,947	$19,546,162	$23,261,839*
Operating	6,407,424	5,745,512	5,827,286	5,050,395
Total	$26,979,739	$24,628,459	$25,373,448	$28,312,234
# Of Positions	544	544	544	544

*Includes appropriations for the Enforcement Pay Equity Plan in the amount of $3,001,486 that was passed in the 1998 Short Session of the General Assembly.

- Transportation and License/Sticker costs consume 66% of the Enforcement Section's operating budget.
- The Enforcement Section does not purchase patrol vehicles.
  - Reimbursement for mileage (418 vehicles) provided to the Department of Administration.
- Transportation cost budgeted for the FY98-99 is $2,815,673, 56% of the operating budget.
- The cost to purchase and issue dealer, manufacturer, commercial and transporter plates is currently 10% of the section's operating budget.
- The remaining 34% of the Enforcement Section's operating budget is for training needs, basic law enforcement uniforms and equipment, auto accessories such as barlights and radios, etc., and technology needs.

SUCCESS STORIES

- In 1997, the Enforcement Section developed and implemented a 28-week Field Training Officer Program.
  - The types of training Enforcement Officers need to do their enforcement activities are extremely specialized.
  - In addition to BLET certification, required for all certified law enforcement personnel in the State, the Enforcement Section developed a field officer training program, which now provides this specialized technical commercial vehicle enforcement training for its newly hired personnel.
  - This training package ensures that our new officers are receiving consistent and uniform training throughout the Section.
  - In 1998, ***this program was selected as the #1 Continuous Process Improvement*** in NCDOT.

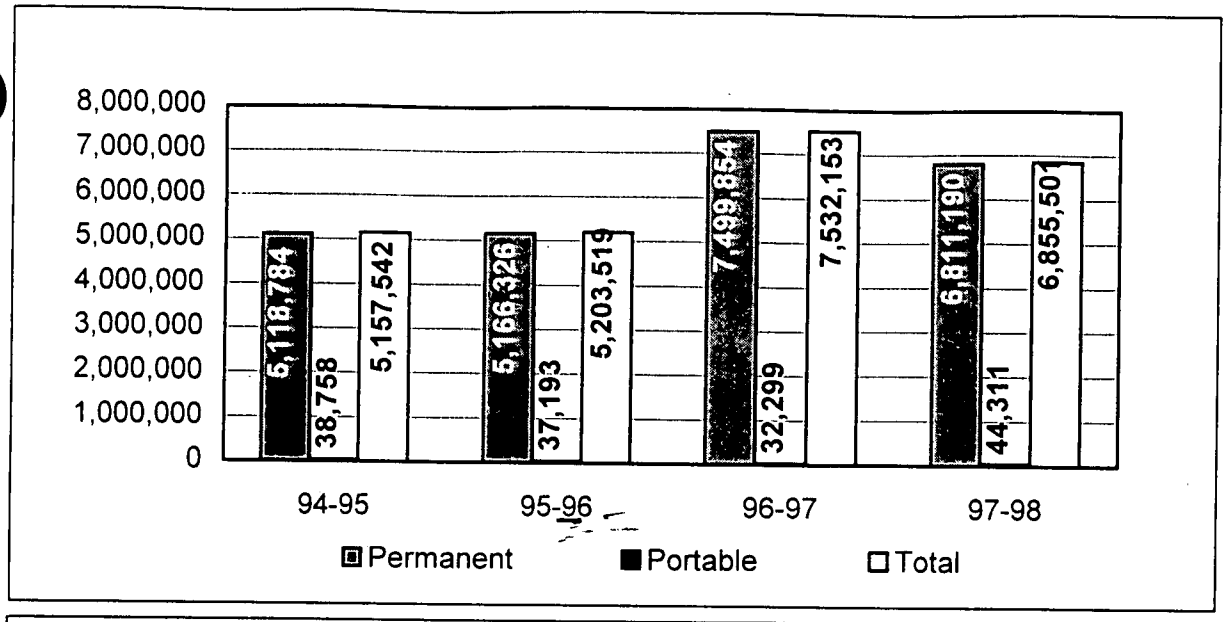
- The NCDMV Enforcement FUELTaCS (Fuel Tax Compliance System) citation system, Phase I, went into effect in January 1997.
  - This system was developed to provide cross-match information for the Department of Revenue to identify and collect highway fuel tax revenue being evaded by the trucking industry.
  - All roadside enforcement activities (overweight citations, CMV inspections, arrest citations, warning tickets or sightings information) are transmitted to the main database and cross-matched at DOR for revenue identification and collection.
  - Phase II, the wireless laptop environment, will come on-line in FY2000 and will merge all DMV-Enforcement road enforcement applications.

MAJOR ISSUES AND CHALLENGES

- One of the major challenges of the Enforcement Section is to efficiently utilize limited existing personnel in order to meet the Division of Motor Vehicle and the Enforcement Section's many responsibilities and the Secretary of Transportation's goals and objectives. Examples of these challenges are:

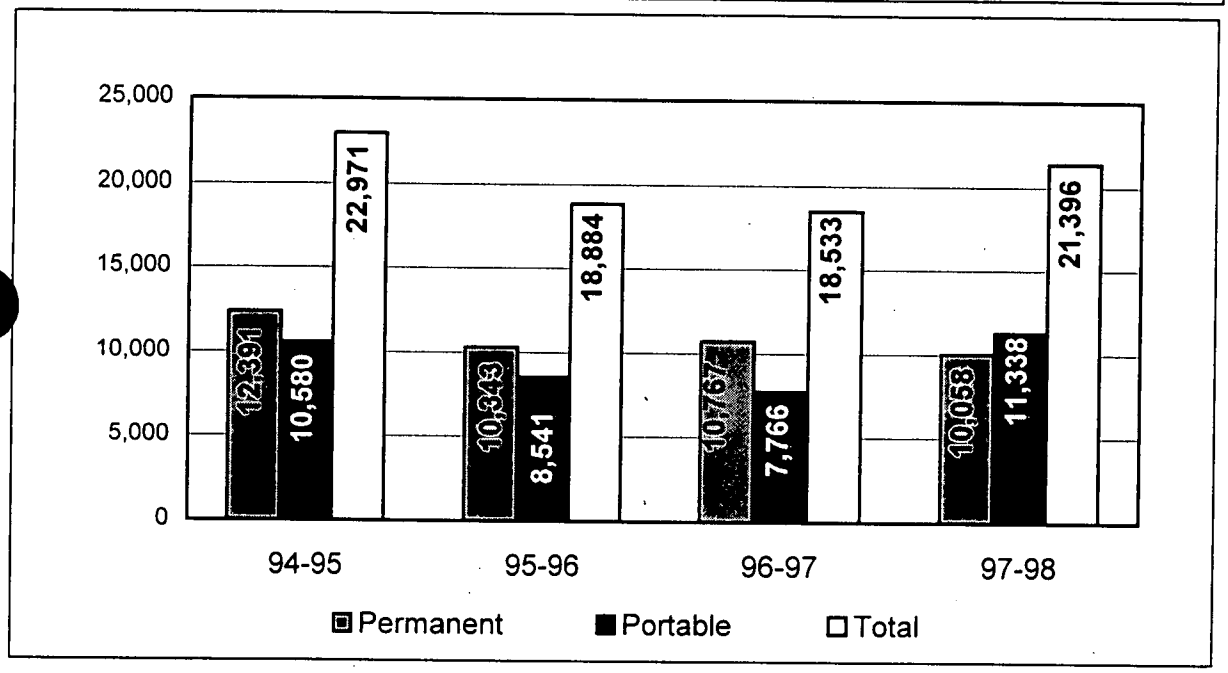
  1. *Increasing presence at permanent weigh station.*
     - Secretary of Transportation, Norris Tolson, as part of the DOT Truck Safety Package, has committed to keeping DOT's permanent weigh station facilities open a minimum of 16 hours a day, 5 days a week to include Saturday and Sunday scheduling).
     - The Enforcement Section will utilize flex scheduling of its Officers to increase the operating hours at permanent weigh stations by approximately 6%.
     - Target hours per site = 4,160 hours.

COMMERCIAL MOTOR VEHICLES - DMV ENFORCEMENT ACTIVITY



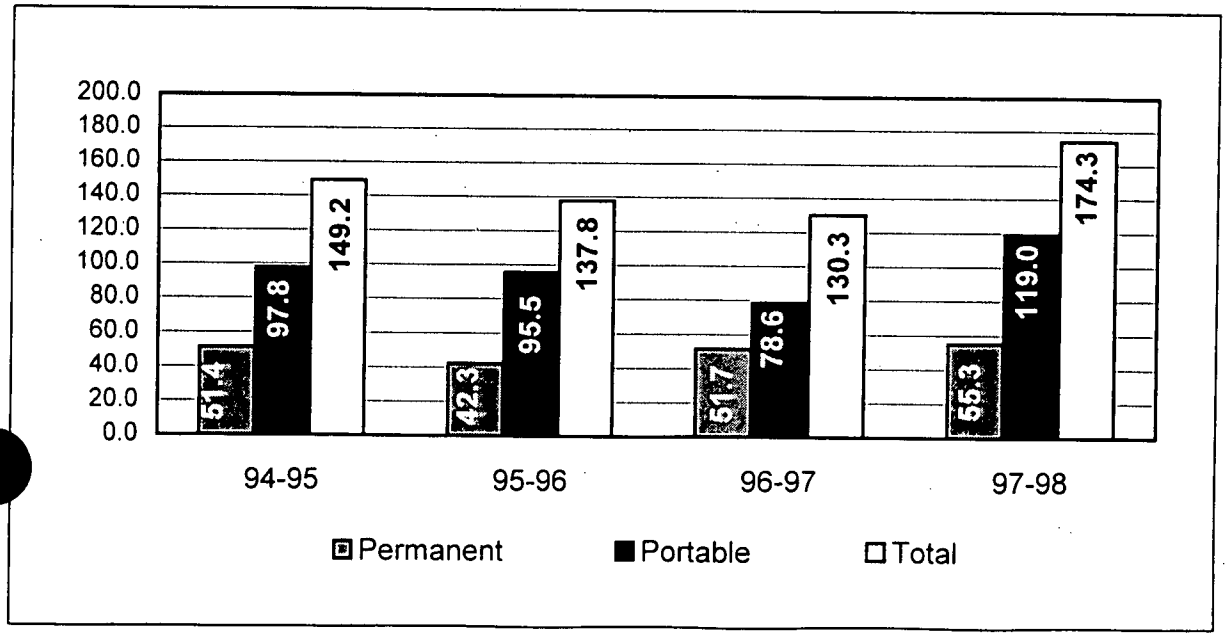
Graph A

VEHICLES STOPPED AT PERMANENT AND PORTABLE SCALES



Graph B

WEIGHT CITATIONS ISSUED



Graph C

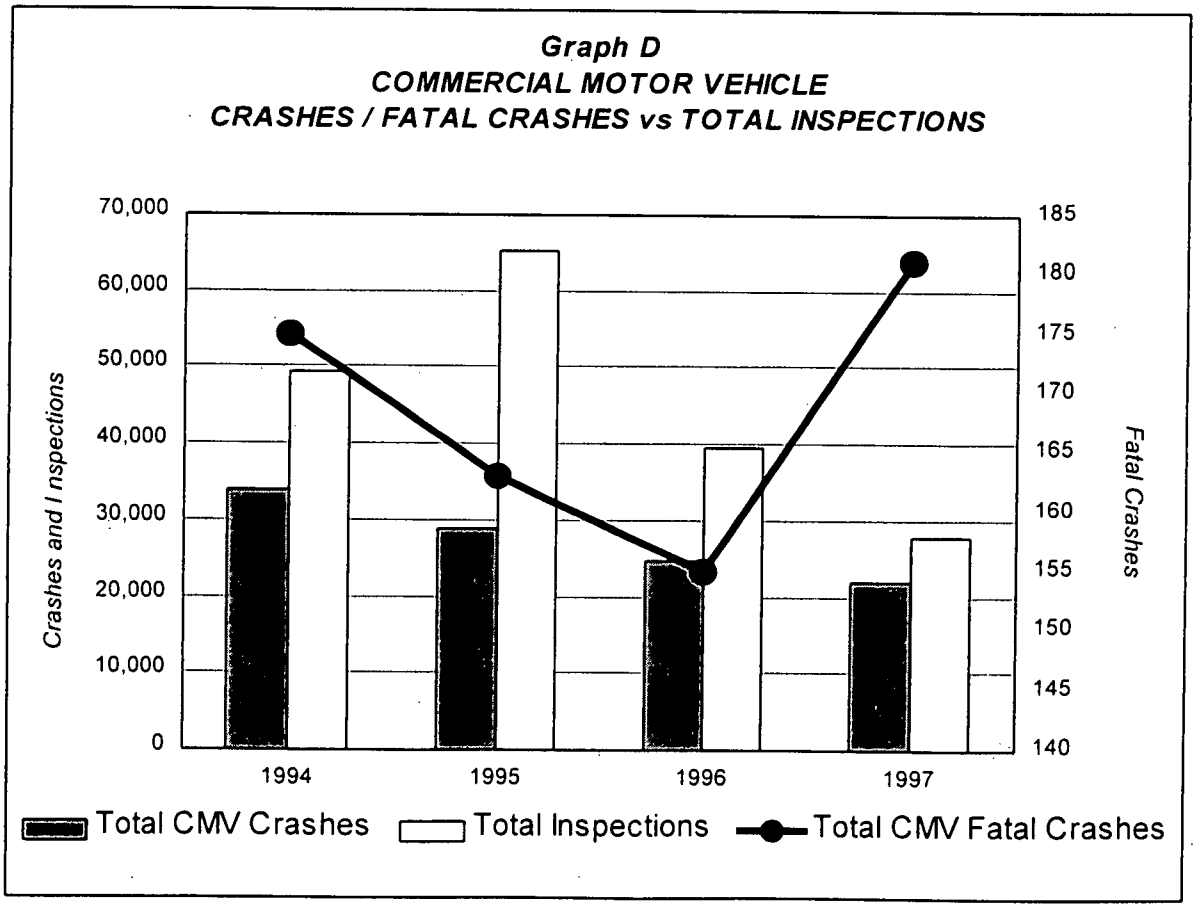
OVERWEIGHT POUNDS PERMANENT AND PORTABLE SCALES (in millions)

2. *Reviewing & reorganizing the Interstate Rest Area/Welcome Center patrol responsibility.*

- The Enforcement Section will reduce stationary patrols at Interstate Rest Area/Welcome Center properties at non-peak, non-holiday times when traffic counts show that the number of vehicles utilizing these facilities are at a minimum.
- These facilities will continue to be patrolled during peak holiday travel periods.
- The Enforcement Section will maintain a presence by utilizing flex scheduling to make certain that the criminal element does not reintroduce itself to these areas.
- Currently takes 78 officers per day to secure 44 rest areas/welcome center sites across the state.

3. *Continuing to develop enforcement initiatives that will help in reducing commercial vehicle crash fatalities.*

- These operations will be occurring in designated high crash corridors and DOT work zones.
- The presence of DMV Enforcement patrol vehicles will reduce speeds of vehicles in these areas and increased inspections will take unsafe commercial vehicles off the highway.



- Other challenges ---

1. Enhancement of the Section's technology infrastructure to consistently meet agency needs, as well as customer expectations.
2. Train and prepare Enforcement Section personnel to operate in this new technological environment. One example of this is the development of a plan to enable the section to migrate into the CJIN network

0590 Enforcement - Emissions Program

MISSION AND FUNCTION

To ensure the State of North Carolina continues to enjoy the benefits of the compliance with Federal Clean Air Standards and to enforce all laws and regulations that have been enacted by the State of North Carolina which concern exhaust emissions testing.

BUDGET/PERSONNEL TRENDS

	95-96	96-97	97-98	98-99
Personnel	$1,870,031	$1,930,916	$2,026,514	$2,030,770
Operating	997,991	806,237	2,641,725	2,166.239
Total	$2,868,022	$2,737,153	$4,668,239	$4,197,009
# Of Positions	44	44	44	44

- The North Carolina Emission Program began in 1982 in Mecklenburg County. Vehicles are tested and required to pass the Federal Carbon Monoxide Standards. Between 1986 and 1992, North Carolina added eight (8) more counties to the emission testing requirements.
- *Emissions Counties*

➢ Mecklenburg	Guilford	Cabarrus
➢ Gaston	Orange	Union
➢ Forsyth	Durham	Wake

- Under the terms of the Clean Air Act Amendments of 1990, Environmental Protection Agency was required to establish minimum performance standards for Emission programs. These standards were published in the Federal Register Vol. 57, No 215 Part 51 and the NCDMV Enforcement is charged with implementing and enforcing these standards.

- This program is a receipt-funded program. The funding for the Enforcement Section Emissions program is $1.80 per inspection and is found within the emissions inspection cost of $19.40. Regular non-emissions inspection cost is $9.25.

SUCCESS STORIES

- The North Carolina Inspection/Maintenance Program is moving in a positive direction according to the EPA final report.
- Effectiveness of covert audit program including a wide range of undercover vehicles, more effective tampering and rotation of undercover vehicles, and added training for DMV Emission Inspectors.

NCDOT Truck Safety Plan
March 3, 1999

Legislative Initiatives

Adopt a version of the Commercial Vehicle Safety Alliance (CVSA) penalty schedule to penalize drivers of commercial vehicles who operate in an unsafe manner. The CVSA is comprised of highway safety administrators from the U.S., Canada and Mexico. This penalty schedule will serve as a deterrent to future violations.

Increase the fines and driver license points for commercial vehicle drivers who violate motor vehicle laws such as speed limits and failure to stop at red lights and stop signs. For example, today a truck driver charged with speeding would pay a fine of $50. Under this change, the fine would double and the driver would pay $100 and court costs.

Crack down on commercial vehicle drivers who possess alcoholic beverages in their vehicle by issuing fines and adding points to their driver license.

Allow DOT to use electronic monitoring devices, similar to stop light cameras in Charlotte, in high crash corridors, work zones and high traffic interchanges.

Increase the minimum fine for speeding in a highway work zone to $250—in addition to current penalties for speeding. An increase in this penalty would be a deterrent to commercial motor vehicle drivers who might speed in the work zone.

Allow all law enforcement officers to cross a divided median to pursue an unsafe commercial vehicle.

Require intrastate truck drivers to carry the same amount of insurance as interstate truck drivers.

NCDOT Administrative Initiatives

- Increase the number of inspections performed on an annual basis by NCDMV Enforcement officers.
- Analyze areas where we can restrict commercial vehicles to specific lanes on interstates and other multi-lane highways.
- Keep our weigh stations open longer and utilize them more efficiently at peak times to remove unsafe commercial vehicles from the highways.
- Identify high crash corridors and determine how to effectively patrol those regions to reduce commercial vehicle crashes.

- Place more NCDMV Enforcement officers in highway work zones to enforce speed and safe driving regulations on commercial vehicles traveling through the work zones.

- Crack down on commercial driver violations, such as speeding, careless and reckless driving and crashes caused by commercial vehicle drivers that could result in a fatality.

- Use new technologies, such as thermal imaging units, to make commercial vehicle inspections more accurate and efficient.

- Supplement driver education classes and the driver license test to include information on commercial vehicle safety— such as No-Zone awareness and required braking distance for trucks so that all drivers will have a better understanding of the operation of commercial vehicles.

- Work with members of the judicial community to provide education on the different types of commercial vehicle citations they will see in hopes of decreasing the number of violations that are either reduced or dismissed in the judicial system.

- Supplement the Basic Law Enforcement training course on commercial vehicle regulations so that all new law enforcement officers will have some level of education on commercial vehicle regulations.

- Crack down on drivers when debris falls from their commercial vehicles and creates hazardous situations on our highways. Educate commercial vehicle drivers on proper ways to secure loads and equipment.

- Use DMV's crash reporting system to provide continual analysis of crash data in relation to commercial vehicles.

- Suspend oversize and overweight permits for those who repeatedly violate commercial motor vehicle laws.

- Create a truck safety course for all DOT highway project bid winners. The course would cover training sessions on how to properly secure loads and equipment as well as proper safety measures for working in work zones.

- Conduct special commercial vehicle checkpoint operations to remove unsafe drivers and unsafe commercial vehicles from the highways.

- Investigate the creation of commercial vehicle parking areas in remote locations for the purpose of enforcing size, weight and safety regulation inspections.

- Review the statewide tracking system that identifies sections of highways and bridges that are being damaged by commercial motor vehicles so that we may improve safety and maintenance.

Commercial Vehicle Safety Alliance

Levels of Inspection

Level I - Level II - Level III - Level IV - Level V

LEVEL I

North American Standard Inspection - An inspection that includes examination of driver's license, medical examiner's certificate and waiver, if applicable, alcohol and drugs, driver's record of duty status as required, hours of service, seat belt, vehicle inspection report, brake system, coupling devices, exhaust system, frame, fuel system, turn signals, brake lamps, tail lamps, head lamps, lamps on projecting loads, safe loading, steering mechanism, suspension, tires, van and open-top trailer bodies, wheels and rims, windshield wipers, emergency exits on buses and HM requirements, as applicable.

LEVEL II

Walk-Around Driver/Vehicle Inspection - An examination that includes each of the items specified under the North American Standard Inspection. As a minimum, Level II inspections must include examination of: driver's license, medical examinees certificate and waiver, if applicable, alcohol and drugs, driver's record of duty status as required, hours of service, seat belt, vehicle inspection report, brake system, coupling devices, exhaust system, frame, fuel system, turn signals, brake lamps, tail lamps, head lamps, lamps on projecting loads, safe loading, steering mechanism, suspension, tires, van and open-top trailer bodies, wheels and rims, windshield wipers, emergency exits on buses, and HM requirements, as applicable. It is contemplated that the walk-around driver/vehicle inspection will include only those items which can be inspected without physically getting under the vehicle.

LEVEL III

Driver-Only Inspection - A roadside examination of the driver's license, medical certification and waiver, if applicable, driver's record of duty status as required, hours of service, seat belt, vehicle inspection report, and HM requirements, as applicable.

LEVEL IV

Special Inspections - Inspections under this heading typically include a one-time examination of a particular item. These examinations are normally made in support of a study or to verify or refute a suspected trend.

LEVEL V

Vehicle-Only Inspection - An inspection that includes each of the vehicle inspection items specified under the North American Standard Inspection (Level I), without a driver present, conducted at any location.

Last Update: 11/15/1998 06:59 PM

by:jag

Handout #1
4-6-99

Integrating Air Quality & Transportation Planning

Briefing for the North Carolina General Assembly

Joint Transportation Appropriations Committee

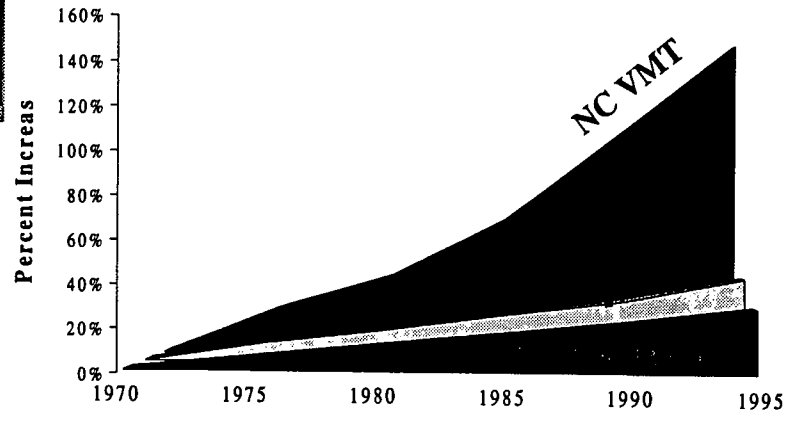
Department of Transportation
Janet D' Ignazio
Department of Environment and Natural Resources
Brock M. Nicholson, P.E.

April 6, 1999

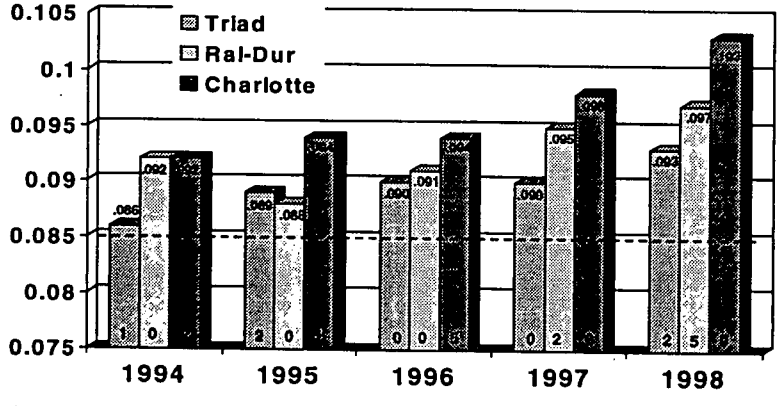
INTRODUCTION

- **Purpose / Outcome**

NORTH CAROLINA
Population & VMT Growth



Ozone Exceedance Days 1994 - 1998



Numbers at the base of each column indicate the number of those exceedances that were "ozone red" days. The balance of the exceedances were "ozone orange" days.

Numbers annotated on the chart indicate the Ozone Design Value for that area for the appropriate three-year period. For example, ".091" is the Ozone Design Value for the Raleigh-Durham area for the period 1994 - 1996.

Roles/Responsibilities

- ***Air Quality Planning Partners***
  - *NC DENER / Local Quality Programs*
  - *NC DOT / MPO's*
  - *US EPA*
  - *US DOT*

What does the Division of Air Quality Do?

- *Monitors Air Quality Across the State*
- *Develops State Implementation Plans (SIP)*
  - *Adopts and enforces Emissions Control Regulations*
  - *Establishes Emissions Budgets Consistent with SIP*
- *Reviews Conformity Determinations*

What Is The SIP?

- An Air Quality Plan for all areas to meet Health Based Standards
- Technical Analyses Demonstrating Strategy Needed for Attainment of Air Quality Standards
- Contains Emissions Control Regulations
- Emissions Budget used for Conformity Analyses

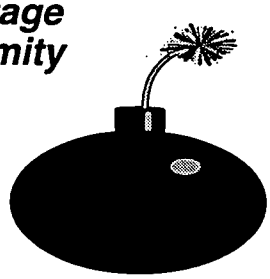
What Is An Attainment Area?

- An Area That Is In Attainment of All Ambient Air Quality Standards
- May Also Be a Maintenance Area

What is a Non-attainment Area?

- *Failure To Meet 1 or More Air Quality Standards*
  - *The NAAQS ("nax")*

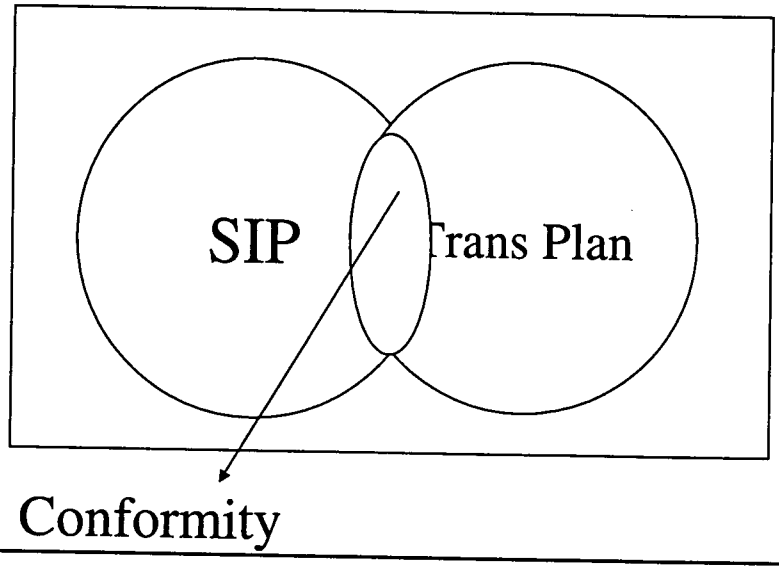
- *Sets The Stage For Conformity Process*



What is a Maintenance Area?

- *The Area Once Violated The Air Quality Standards but*
- *Now Meets The Air Quality Standards*
- *Has an EPA Approved Maintenance Plan*
- *But It Still Has To Worry About Conformity Process*

What Is Conformity?



Conformity Means

- **Transportation Plans Help Clean the Air**
- **Plans Are:**
  - Fiscally Constrained (With a 20 year Horizon)
  - Include Transportation Control Measures from the SIP
  - Pass the Emission Budget Test

What if the Plan Doesn't Conform?

- *Major New Projects Cannot Advance*
- *Growth Controls*
- *TCMs Placed into the SIP*
- *Stronger Control Measures Implemented*
- *Air Quality Friendly Transportation Projects Placed into the Transportation Plan*

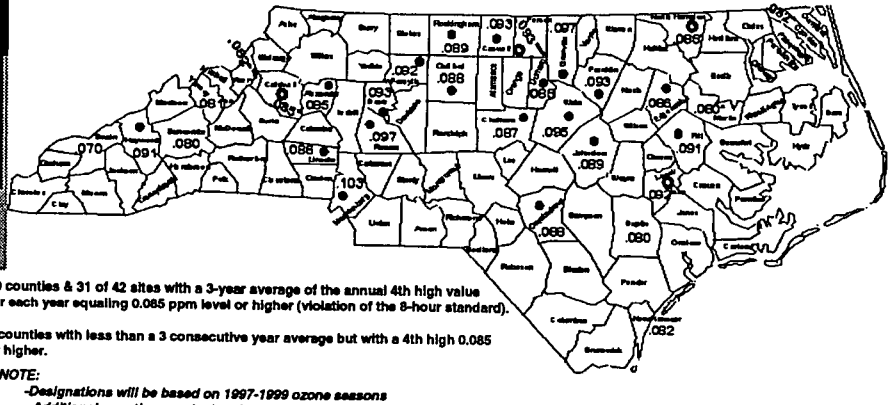
Preview of Major Air Quality Issues Facing Us

- *Non-attainment Area Designations for New Ozone Standard*
- *Strategy to Meet the New Ozone Standard*
- *North Carolina's Challenge of EPA's NOx SIP Call*

What is the Status of Ozone in North Carolina?

- ***Old 1-Hour Ozone Standard***
  - ***Full Attainment Across the State***
  - ***Designated Attainment by EPA***
  - ***Standard Revoked for for All of North Carolina***
- ***New 8-Hour Ozone Standard***
  - ***Much More Stringent than Revoked Standard***
  - ***Many areas of North Carolina Violate New Standard***
  - ***Areas yet to be Designated as Non-attainment***

North Carolina Counties with 8-Hour Ozone Violations 1996-1998



● 19 counties & 31 of 42 sites with a 3-year average of the annual 4th high value for each year equaling 0.085 ppm level or higher (violation of the 8-hour standard).

○ 4 counties with less than a 3 consecutive year average but with a 4th high 0.085 or higher.

NOTE:

-Designations will be based on 1997-1999 ozone seasons
- Additional counties may be involved in emission reduction strategies
-Nonattainment designations may not follow county boundaries

*Based on calendar years 1995, 1997 and 1998, which are not suitable for attainment determination (nonconsecutive years).
**Based on calendar years 1995, 1996 and 1997.
***Based on calendar year 1998 alone, which is not sufficient for attainment determination.

DRAFT
Not To Scale
02/18/99

Process and Timeline For Designations

- *Public Meetings - April 1999*
- *Meetings with Public Officials - April 1999*
  - *Elected Officials*
  - *League of Municipalities*
  - *Association of County Commissioners*
  - *MPOs / Transportation Officials*
  - *Other Groups*
- *Recommendations to Governor - June 1999*
- *Governor Submits Recommendations to EPA - -By July 18, 1999*

Timeline for Ozone Strategy

- *Analytical work - Ongoing to Mid 2000*
- *Stakeholder involvement / Public Meetings - Mid 2000 to Mid 2001*
- *Formal Rule Development Starts - Mid 2001*
- *Final Adoption by EMC with Legislative Review - by Mid 2003*
- *Governor Submits to EPA - by July 18, 2003*

Joint Appropriations Subcommittee on Transportation
April 6, 1999
8:30 AM
Room 1228

Agenda

Chair: Senator Wib Gulley

Division of Motor Vehicles continued (Governor's North Carolina State Budget, Volume 6, Transportation, pp. 99-101)

Handout from 3/24/99

Colonel David Richards *Director, DMV Enforcement Division*

Air Quality and Transportation Planning

Janet D'Ignazio *Chief Planning and Environmental Officer, DOT*
Brock Nicholson *Chief of Planning, Division of Air Quality, DENR*

VISITOR REGISTRATION SHEET

Joint Appropriations Subcommittee on DOT — April 6, 1999 AM

Name of Committee — **Date**

VISITORS: PLEASE SIGN IN BELOW AND RETURN TO COMMITTEE CLERK

NAME	FIRM OR AGENCY AND ADDRESS
George Thompson	NC DMV ENFORCEMENT
Dave A Moody	DMV ENFORCEMENT
Ruth Sappie	NCDOT
Mac Boxley	NC Aggregates
V L McBride	NCTA
Randy B. Page	Rail
LYMAN Cooper	CSX Corp.
Kevin Howell	Gov's Office

VISITOR REGISTRATION SHEET

Joint Appropriations Subcommittee on DOT — April 6, 1999 AM

Name of Committee — **Date**

VISITORS: PLEASE SIGN IN BELOW AND RETURN TO COMMITTEE CLERK

NAME	FIRM OR AGENCY AND ADDRESS
Col David C. Richard	DMV
Elaine Patterson	DMV
Sara Howard	DMV
[illegible]	DMV
Michael E. Bryant	DL / DMV
J.W. Reed	OSBM
Brock Nicholson	DENR - DAQ
Janice Faulkner	DMV - Commissioner
[illegible]	DMV
John Robinson Jr	DOMV
David Hyder	NCDOT

VISITOR REGISTRATION SHEET

Joint Appropriations Subcommittee on DOT — April 6, 1999 AM

Name of Committee — **Date**

VISITORS: PLEASE SIGN IN BELOW AND RETURN TO COMMITTEE CLERK

NAME	FIRM OR AGENCY AND ADDRESS
JANET D'IGNAZIO	NCDOT
Carol Simm	DMV
Ethel Keen	DMV
Rosa W. Dice	DMV
[illegible]	DMV
Hope Mozenge	DMV Enforcement
[illegible] Edwards	DMV Enforcement
Wayne Hurder	DMV - Divine Circle
[illegible]	NCDOT
BERRY JENKINS	CAROLINAS AGC
Mark Benson	Capitol Group

Joint Appropriations Subcommittee on Transportation
April 7, 1999
8:30 AM
Room 1228

Agenda

Chair: Representative Nelson Cole

Charlotte Public Transit

Boyd Cauble *Executive Assistant to City Manager of Charlotte*

Transfers from the Highway Fund and Highway Trust Fund (Governor's North Carolina State Budget, Volume 6, Transportation, pp. 105-111)

Evan Rodewald *Fiscal Research Division*

JOINT APPROPRIATIONS SUBCOMMITEE ON TRANSPORTATION
Minutes
April 7, 1999
8:30 A.M.
Room 1228 LB

The Joint Appropriations Subcommitee on Transportation met on April 7, 1999 at 8:30 a.m. in room 1228 of the Legislative Building. Representative Nelson Cole chaired the meeting. Six members of the Senate committee were in attendance. A visitor registration list is attached and made part of these minutes. The following members of the House committee were present:

Rep. Jim Crawford	Rep. Bill Hiatt
Rep. Nelson Cole	Rep. Bill Hurley
Rep. Max Melton	Rep. Ed McMahan
Rep. Don Davis	Rep. Drew Saunders
Rep. Jim Gulley	Rep. Ronnie Sutton

Representative Cole opened the meeting, acknowledged the pages, and turned the meeting over to Mr. Evan Rodewald, staff, who presented handout #1, Highway Fund and Highway Trust Fund Revenue Sources and Appropriations, 1998-99. He indicated that the only remaining piece to be presented of the Highway Fund and Highway Trust Fund Appropriations was Transfers that go out to other agencies. He went over these recommendations for requests for funds in the Governor's budget from pages 105-111. Upon completion of these, all requests had been presented to the committee. Senator Albertson asked how much is collected in fines from the highway patrol for citations, etc. for the year. Mr. Rodewald did not know but said someone from Crime Control and Public Safety would be at the meeting later who would probably know. It was noted by Representative Crawford that the Highway Trust Fund picks up 8 million dollars of administrative costs from the Highway Fund in the Governor's budget in order to free up some of the highway fund monies. Representative Gulley asked shouldn't the funds shown on page 107 for underground storage tanks be going down this year. Staff said they would check with staff for DENR and get back with the committee.

Mr. Rodewald then called on Mr. Boyd Cauble, Executive Assistant to City Manager of Charlotte, to talk about the Charlotte Public Transit. He presented handout #2, Public Transit...Meeting Today's Travel Needs in Charlotte-Mecklenburg, and handout #3, 1998 Road Bond Package-2025 Transit Land-Use Plan. He indicated that 13 million people use the public transit system in Mecklenburg County annually. They have a three part phase program to increase the use over the next twenty five years. The estimated daily ridership is 7200 a day for the year 2025. The total capital costs over twenty-five years is $1.1 billion. The federal government should participate 50% with the state matching at 25% and local government matching 25%. Charlotte Mecklenburg will need an average of $7-8 million annually from the state for rapid transit project

implementation over a 25 year period. The plan is to grow from the center of the city out into the county. Land use decisions are the key to success of this plan. Discussion followed.

Representative Cole asked if someone from the Highway Patrol was present to answer the question from earlier today, but indicated no one was there. The chair adjourned the meeting at 9:40 a.m. with the next meeting being on April 8, 1999 at 8:30 a.m.

Respectfully submitted:

Nelson Cole

Representative Nelson Cole
Chairman, House Committee

Suzanne Smith

Suzanne Smith
House Legislative Committee Assistant

VISITOR REGISTRATION SHEET

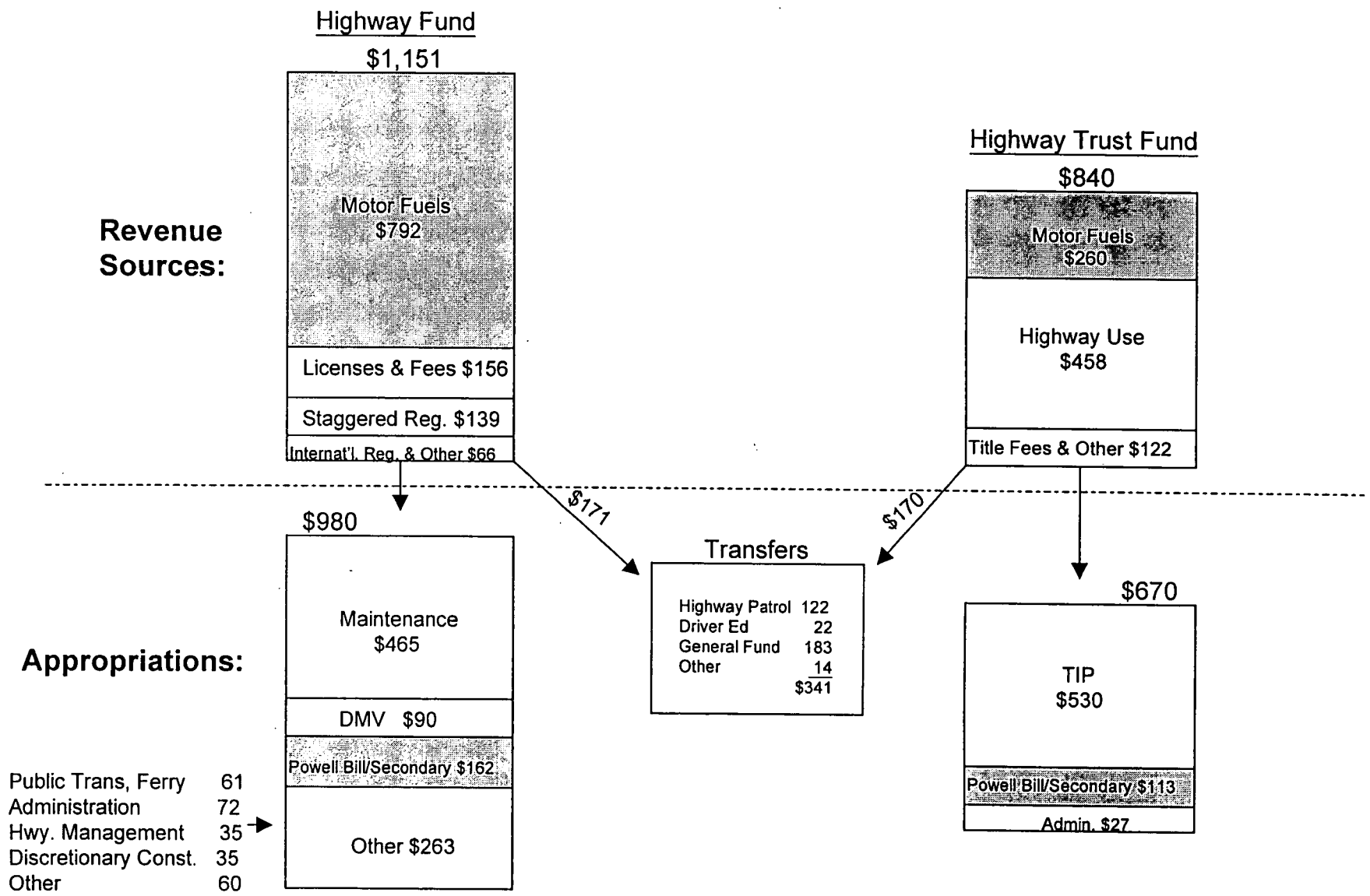
HOUSE APPRO/SUBCOMMITTEE ON TRANSPORTATION 4/7 , 1999

Name of Committee Date

VISITORS: PLEASE SIGN BELOW AND RETURN TO COMMITTEE CLERK

NAME	FIRM OR AGENCY AND ADDRESS
Sheila Ottieri	OSBM
John Robinson Jr	NC-DMV Ent.
[illegible]	Capital Group
Roy [illegible]	NCDOT
[illegible]	NCCPT
Samford T. Crow	NC Dept. of Transportation
V C McBride	NCTA
Ruth Sappie	NCDOT
John [illegible]	NC Civil Council
David Knight	NCPTA, NCCPT
Mac Boxley	NC Aggregates
Giles Perry	NCGA Staff
Peter Rabbit	Rel-
MIKE BARHAM	CC&PS
JOE STEWART	CC&PS
AB SWINDELL	BZH
Thomas Vail	The Pilot (Southern Pines)

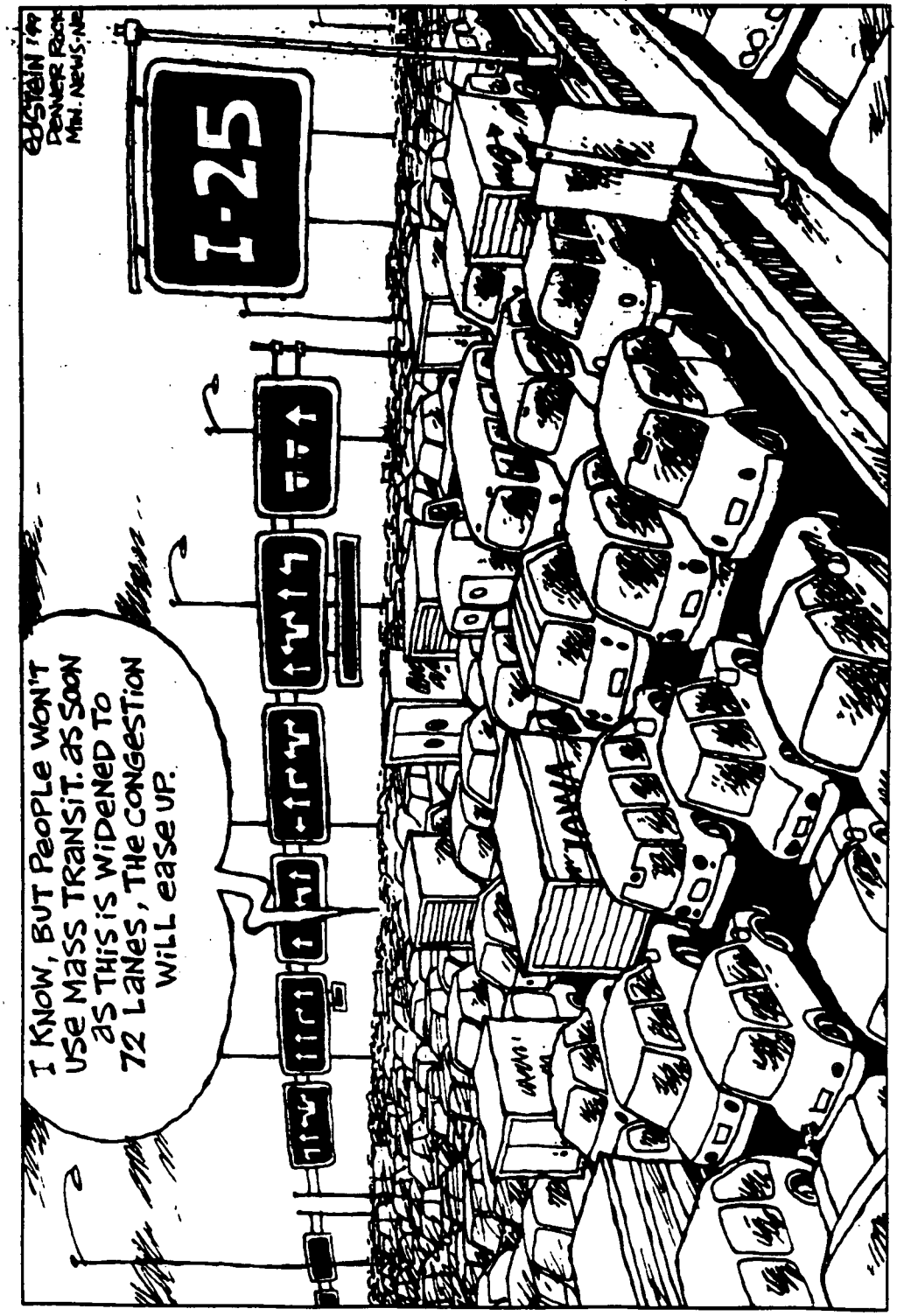
HIGHWAY FUND AND HIGHWAY TRUST FUND REVENUE SOURCES AND APPROPRIATIONS ($ MILLIONS, 1998-99)



Evan Rodewald, Fiscal Research Division

Handout #1

Handout #2


I KNOW, BUT PEOPLE WON'T USE MASS TRANSIT. AS SOON AS THIS IS WIDENED TO 72 LANES, THE CONGESTION WILL EASE UP.
I-25
IOWA
EDSTEIN '99
PONCA CITY
MIN. NEWS-NE

PUBLIC TRANSIT . . . MEETING TODAY'S TRAVEL NEEDS IN CHARLOTTE-MECKLENBURG

- Over 13 million persons use public transit annually in Mecklenburg County (one of every 3 passengers riding transit in North Carolina)

  - Largest transit system between Atlanta and Washington!
  - Charlotte will be lengthening operating hours, extending routes throughout the County, and building new transit hubs over the next 5 years

- Transit is an important element of Mecklenburg County's 1998 Work First Plan (meeting the transportation needs of Work First clients).

  - Over 80% of Charlotte Transit passengers are going to or from work
  - Charlotte used FY99 State Maintenance Assistance Program funds to extend 3 routes to <u>suburban job centers</u>

- County's Human Services Transportation Program serves the elderly and disabled (about 14%, or 83,000 persons, in the County are over age 60; this will grow to 21%, or 200,000 persons, in 2025).

  - Elderly have unmet transportation needs to medical facilities, grocery store, and recreational activities.
  - County plans to expand Human Services Program by 130% over the next 5 years (carrying 400,000 passengers annually)

PUBLIC TRANSIT . . . PROVIDING REGIONAL CONNECTIONS

- Employees faced with lengthening commute times and higher travel costs are turning to public transit.
  - Number of vanpools has more than doubled in past 18 months, from 26 to 55.
  - New commuter bus route between Charlotte and Concord started on 2/1/99 using State Maintenance Assistance Program funding; up to 70 passengers daily in just 6 weeks!
- Public Transit connects people to new jobs in <u>regional</u> <u>employment</u> <u>centers</u>.
  - Over 200 jobs are currently unfilled at Exit 28 on I-77 in Cornelius
  - When completed later this year, Concord Mills at Exit 49 on I-85 in Cabarrus County will employ nearly 4,000 people, including many entry-level positions.
- Charlotte-Mecklenburg's rapid transit system planned for the 5 corridors can be extended to the ring cities of Mooresville, Concord, Kannapolis, Monroe, Rock Hill, and Gastonia.

PUBLIC TRANSIT . . . A VITAL INVESTMENT TO SUPPORT THE COUNTY'S GROWTH OVER THE NEXT TWO DECADES AND BEYOND

- Over the next 25 years, Charlotte-Mecklenburg population will increase 57% (to 953,000) and jobs will go up by 47% (to 777,000). Uptown employment will grow by 54%, from 59,000 to 91,000 jobs.

- 2025 Transit/Land-Use Plan includes New Rail and Bus Rapid Transit services to homes and jobs to be built at station locations in 5 corridors.

  - 63% of new multi-family housing to be directed to corridors
  - 75% of new office development to go in corridors

- In 2025, traffic conditions in South and Independence corridors will deteriorate to virtual gridlock unless something is done.

- New transit-oriented land development patterns reduce auto dependence, helping the region to meet federal air quality requirements.

- Although Charlotte-Mecklenburg will continue to improve roads, alternatives are needed to reduce the number and the length of auto trips.

- Total 25-year capital costs for building rapid transit in 5 corridors is $760 million in current dollars.

- Estimated daily ridership on the 70-mile rapid transit system in 2025 would be 72,000 passengers.

PUBLIC TRANSIT . . . FUNDING SUMMARY

	25-Year Cost (1998 Dollars)	*First 5 Years (1998 Dollars)*
♦ Capital Costs		
- Rapid transit (corridors)	$760 million	$175 million
- Expansion of Charlotte Transit, Human Service Transportation, and Regional Services	$ 71 million	$ 14 million
♦ Increased Operating Costs	$254 million	$ 40 million
TOTAL COSTS	**$1.1 billion**	**$229 million**

♦ Realistic rapid transit financing scenario is 50% Federal, 25% State, and 25% local shares.

♦ Charlotte-Mecklenburg will need an average of $7-8 million annually from the State for rapid transit project implementation ($190 million over 25-year period).

Joint Appropriations Subcommittee on Transportation
April 8, 1999
8:30 AM
Room 1228

Agenda

Chair: Senator Wib Gulley

Truck Safety

Norris Tolson	*Secretary of Transportation*

Water and Sewer Relocation Costs

Evan Rodewald	*Fiscal Research Division*
Aydren Flowers	*State Utility Agent, DOT*

MINUTES
SENATE AND HOUSE JOINT APPROPRIATIONS
SUBCOMMITTEE ON TRANSPORTATION

The Senate and House Joint Appropriations Subcommittee on Transportation met at 9:00 A.M. on Thursday, April 8, 1999 in Room 1228 of the Legislative Building. Representatives Cole, Chair, Barbee, Davis, Gulley, Hiatt, Hurley, McAllister, McMahan, Melton, Saunders, Sutton and three Senate members were present. Senator Wib Gulley, Chairman, presided.

Representative Cole opened the meeting for Senator Gulley, then asked Norris Tolson, Secretary of Department of Transportation (DOT), to made remarks to the Committee regarding truck safety. Secretary Tolson told the Committee some of the efforts being made by DOT and some of the provisions in House Bill 303 to increase highway safety. These include keeping the weigh stations opened more hours per day, 12-14 hours now; enforcing the speed limits; checking equipment more thoroughly. He stated that DOT was not trying to be punitive to the trucking industry and did not believe House Bill 303 was punitive. He would like to also like to increase fines for speeding in work zones and increase the points charged on a driver license for speeding. He said that two workers were killed in work zones last year. There was also discussion about confining trucks to the right lanes. He further said that there needed to be more education for the general public about driving around commercial traffic.

Representative McMahan asked if the Highway Patrol was cooperating with DMV to help slow down speeders. Secretary Tolson responded by saying that DMV was responsible for commercial traffic safety and thinks any law enforcement unit should stop speeding truckers. There is overlapping jurisdiction between the Highway Patrol and the DMV. Senator Gulley asked how many DMV officers were available to patrol for speeding truckers. Secretary Tolson replied that DMV had 384 uniformed officers per day available, but there were 1,200 uniformed officers in Highway Patrol. Representative McMahan stated that he discussed with Governor Hunt the possibility of the Governor giving some direction to the Crime Control and Public Safety Secretary with regard to the Highway Patrol stopping speeding truckers, if they were not already doing it.

Senator Albertson further asked how many citations were issued to truckers by the DMV officers and how many by the Highway Patrol officers. He would be very disturbed if only DMV was citing the truckers and the Highway Patrol was only citing the car drivers.

Senator Gulley asked if the Board of Transportation could establish a rule about trucks using only the right two lanes or if that had to be done by statue. Secretary Tolson replied that it could be done administratively. He said there were areas in the state that was already doing this, but enforcement of the rule needed to be increased. Senator Gulley asked why there could not be a statewide approach to this issue. Further, Mr. Jim Lynch, DOT Engineer, stated that a study is currently being done to see where in the state

this rule could be extended. A report should be available by May 1. Mr. Lynch also said that DOT felt that the right-lane only rule should be extended site by site and not statewide.

Representative McMahan asked about the implications of having a varying speed limit between cars and trucks, perhaps 10 mph. Mr. Lynch replied that studies in other states showed that a differential speed created trouble in the traffic stream because it was more dangerous to weave in and out of traffic. There were, however, arguments on both sides of the issue. Representative McMahan asked DOT to get statistics on this, especially from Texas.

Representative Gulley asked about the problem of truckers overloading the weight limits on the bridges on side roads because the trucker is avoiding the weigh station. Secretary Tolson said they could be cited, but they had to be found first.

Next, Senator Gulley asked Mr. Aydren Flowers, DOT State Utility Agent, to address the statute pertaining to water and sewer relocation costs (see Handout #1). Mr. Flowers told the Committee that the original statue was passed in 1984 and DOT has paid $23 million since then for these costs. It is currently costing DOT $3 million per year. The Committee members expressed concern that these costs were taking money away from road construction and maintenance. Representative Sutton asked why a small town of less than 5,500 would have to pay for moving the water or sewer lines if the highway was not being widened. Mr. Flowers replied that the town was using the highway right-of-way for the lines for free.

There being no further time for discussion, the meeting was adjourned at 9:45 A.M.

Wib Gulley

Senator Wib Gulley, Co-Chair

Carol Resar

Carol Resar, Committee Clerk

§ 136-27.1. Relocation of water and sewer lines of municipalities and nonprofit water or sewer corporations or associations.

The Department of Transportation shall pay the nonbetterment cost for the relocation of water and sewer lines, located within the existing State highway right-of-way, that are necessary to be relocated for a State highway improvement project and that are owned by: (i) a municipality with a population of 5,500 or less according to the latest decennial census; (ii) a nonprofit water or sewer association or corporation; (iii) any water or sewer system organized pursuant to Chapter 162A of the General Statutes; (iv) a rural water system operated by county as an enterprise system; (v) any sanitary district organized pursuant to Part 2 of Article 2 of Chapter 130A of the General Statutes; or (vi) constructed by a water or sewer system organized pursuant to Chapter 162A of the General Statutes and then sold or transferred to a municipality with a population of greater than 5,500 according to the latest decennial census.

(1983 (Reg. Sess., 1984), c. 1090; 1985, c. 479, s. 186(a); 1985 (Reg. Sess., 1986), c. 1018, s. 11; 1993 (Reg. Sess., 1994), c. 736, s. 1; 1995, c. 33, s. 1; c. 266, s. 1.1.)

Editor's Note. - Session Laws 1993, c. 561, s. 64 provides:

"The Department of Transportation shall study and implement a program for the payment of nonbetterment costs for the relocation of water and sewer lines within existing State highway rights-of-way required by G.S. 136-27.1 and shall develop criteria for State participation in the relocation of water and sewer lines owned by units of local government, special districts, and municipal corporations based on:

"(1) Their ability to pay;

"(2) The per capita income of the population served; and

"(3) The supporting tax base.

"The Department of Transportation shall report on the criteria developed to the Joint Legislative Highway Oversight Committee and the Fiscal Research Division of the Legislative Services Office by October 1, 1993."

Session Laws 1993, c. 561, s. 64 of which is noted under this section, in s. 23.1, as added by Session Laws 1994, Extra Session, c. 24, s. 54, provides: "Except for statutory changes or other provisions that clearly indicate an intention to have effects beyond the 1993-95 biennium, the textual provisions of this act shall apply only to funds appropriated for and activities occurring during the 1993-95 biennium."

VISITOR REGISTRATION SHEET

Joint Appropriations Subcommittee on DOT — April 8, 1999 AM

Name of Committee — **Date**

VISITORS: PLEASE SIGN IN BELOW AND RETURN TO COMMITTEE CLERK

NAME	FIRM OR AGENCY AND ADDRESS
J. W. Reel	NC OSBM
Howard Reinhardt	NC Farm Bureau Raleigh
Jerry Dalton	N.C. Farm Bureau Raleigh
Lee M. Rea	Mecklenburg Farm Bureau Charlotte
Robert M. Wallace	Mecklenburg Farm Bureau Char.
W. H. Craig	Gaston Co. Farm Bureau Gastonia
W. R. Craig	Gaston Co. Farm Bureau, Gastonia, NC
Donna Shore	Yadkin Co. Farm Bureau, Yadkinville
[illegible]	Yadkin Co Farm Bureau Yadkinville
Jim Cline	4444 LEE CLINE RD. 28613
Robert D. Smyre	1968 Smyre Farm Rd, Hamilton, N.C.

VISITOR REGISTRATION SHEET

Joint Appropriations Subcommittee on DOT — April 8, 1999 AM

Name of Committee — **Date**

VISITORS: PLEASE SIGN IN BELOW AND RETURN TO COMMITTEE CLERK

NAME	FIRM OR AGENCY AND ADDRESS
Doug Lassiter	McClees Consulting
VL McBride	NCTA
DANNY DEVANE	NC DOT
Aydrea Flowers	NCDOT
Mark Benson	Capitol Group
Anjie Harris	DOT
[illegible]	DMV
Jerry Lynch	DOT
Tony Wyatt	DOT
DUANE MACENTEE	DOT
[illegible]	DMV ENFORCEMENT

VISITOR REGISTRATION SHEET

Joint Appropriations Subcommittee on DOT — April 8, 1999 AM

Name of Committee — **Date**

VISITORS: PLEASE SIGN IN BELOW AND RETURN TO COMMITTEE CLERK

NAME	FIRM OR AGENCY AND ADDRESS
ROBERTO CAHALES	NCDOT
[illegible]	NCDOT
WALTER PRICE	CHARLOTTE CHAMBER
Jaclyn Dixon	Intern - Rep Easterling
Shelle Cantini	OSBM
Johnny GRAY	OSBM

Joint Appropriations Subcommittee on Transportation
April 13, 1999
8:30 AM
Room 1228

Agenda

Chair: Representative Jim Crawford

Air Quality and Transportation Planning

Janet D'Ignazio	*Chief Planning and Environmental Officer, DOT*
Brock Nicholson	*Chief of Planning, Division of Air Quality, DENR*

Historic Properties

Renee Gledhill-Earley	*Environmental Review Coordinator, Cultural Resources*
Gail Grimes	*Planning and Environmental Branch, DOT*

Construction Cost Overruns and Liquidated Damages

Len Sanderson	*State Highway Administrator, DOT*

MINUTES
JOINT APPROPRIATIONS SUBCOMMITTEE ON TRANSPORTATION
APRIL 13, 1999

The Joint Appropriations Subcommittee on Transportation met on Tuesday, April 13, 1999 in Room 1228/1327 of the Legislative Building at 8:30 a.m. The following members were present: Chairman Jim Crawford, Representatives Cole, Barbee, Bowie, Davis, Gulley, Hiatt, Hurley, McAllister, McMahan, Melton, and Sutton. Four senators attended. Evan Rodewald and Bob Weiss, staff counselors, attended. A visitor registration list is attached and made part of these minutes. Chairman Crawford introduced the pages for the day.

Chairman Crawford introduced Brock Nicholson, Chief of Planning, Division of Air Quality, DENR, to discuss air quality and Transportation planning (handout and slide presentation). Mr. Brock reviewed the major air quality issues, specifically ozone. He talked about the problems of ozone, how it is formed, and the major sources. The one-hour standard has been revoked for all the state and a new eight-hour standard is in effect. Ozone monitors are in place in 25 counties with 43 sites. Mr. Brock discussed the process and schedule for non-attainment designations and the three options to address non-attainment designations. Public meetings begin in April 1999 with the Governor submitting recommendations to EPA by July 1999. Senator Gulley asked for a breakdown of VOC (volatile organic compounds) percentages and Senator Carpenter asked for statistics on measurements in different areas of NC. Rep. Cole asked for site locations of monitors in his district. Mr. Brock then discuss the timeline for addressing the state's strategy and timeline for improving air quality in the state. The plan is to be submitted to EPA by July 2003.

Chairman Crawford introduced Renee Gledhill-Earley, Environmental Review Coordinator, Cultural Resources, to discuss the coordination between her office and the Department of Transportation when a highway project is planned that would affect historic properties. She explained the review process as related to Section 106 of the National Historic Preservation Act. Discussion of Section 4(F) of the DOT Act of 1966 was delayed until the next meeting.

Chairman Crawford adjourned the meeting at 9:50.

Respectfully submitted,

James W. Crawford Jr.
Representative Jim Crawford
Chairman

Linda Winstead
Linda S. Winstead
Committee Assistant

VISITOR REGISTRATION SHEET

4/13

THE HOUSE APPROPRIATIONS ~~SUBCOMMITTEE ON HUMAN RESOURCES~~ TRANS

VISITORS: PLEASE SIGN-BELOW AND RETURN TO COMMITTEE CLERK

NAME	FIRM OR AGENCY
1. Renee Gledhill-Earley	DCR - His. Pres. Office
2. Gail Grimes	NCDOT - Project Development
3. BILL GILMORE	"
4. David Brook	DCR, DAH, Hist Arch. Offices
5. Jeffrey J Crow	DCR
6. John Robinson	DMU - ENC.
7. VL McBride	~~NCDOT~~
8. D. Roy	NCDOT
9. Moe Boxley	N.C. Aggregates
10. Ross Sappie	NCDOT
11. Len Sanderson	NCDOT
12. Berry Jenkins	Carolina AGC
13. JANET D'IGNAZIO	NCDOT
14. Dave Hyde	NCDOT.
15. Jaclyn Dixon	Intern - Rep. Easterling
16.	
17.	
18.	
19.	
20.	
21.	

IS THERE A HIGHWAY PROJECT IN YOUR FUTURE?

IF SO . . . THERE ARE FEDERAL AND STATE LAWS THAT AFFECT WHERE A ROAD MAY OR MAY NOT BE BUILT. SOME OF THESE ARE:

SECTION 106 OF THE NATIONAL HISTORIC PRESERVATION ACT AND THE REGULATIONS OF THE ADVISORY COUNCIL ON HISTORIC PRESERVATION AT 36 CFR 800 TO PROTECT HISTORIC PROPERTIES WHICH MAY BE AFFECTED BY FEDERAL UNDERTAKINGS.

SECTION 4(F) OF THE DEPARTMENT OF TRANSPORTATION ACT OF 1966 TO PROTECT HISTORIC PROPERTIES, PUBLIC PARKS, AND WILDLIFE REFUGES FROM LOSS TO FEDERAL TRANSPORTATION PROJECTS.

NORTH CAROLINA GENERAL STATUTE 121-12(A) WHICH OFFERS SOME CONSIDERATION FOR NATIONAL REGISTER-LISTED PROPERTIES BY STATE AGENCIES.

NATIONAL ENVIRONMENTAL POLICY ACT (NEPA)

STATE ENVIRONMENTAL POLICY ACT (SEPA)

LAWS RELATING TO THE PROTECTION OF WETLANDS, SPECIAL AREAS, AND ENDANGERED SPECIES.

TO DETERMINE IF A PARTICULAR LAW MAY APPLY, YOU NEED TO KNOW:

WHERE IS THE PROJECT AND WHY IS IT BEING PLANNED?

HOW IS THE PROJECT BEING FUNDED?

WHAT AGENCIES MUST APPROVE THE PROJECT?

ARE THERE ANY FEDERAL OR STATE PERMITS INVOLVED?

WHO SUPPORTS THE PROJECT AND WOULD LIKE TO SEE IT BUILT?

IF YOU THINK THERE MAY BE A HIGHWAY PROJECT IN THE FUTURE THAT COULD CONCERN YOU, YOU CAN:

ASK TO REVIEW YOUR CITY/TOWN/COUNTY'S LATEST VERSION OF ITS COMPREHENSIVE TRANSPORTATION PLAN.

CHECK THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION'S LATEST TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AT YOUR LIBRARY.

CALL THE STATE HISTORIC PRESERVATION OFFICE'S ENVIRONMENTAL REVIEW COORDINATOR FOR ASSISTANCE, 919/733-4763.

(OVER)

FINALLY, IF YOU WRITE A LETTER ABOUT A PARTICULAR PROJECT, ADDRESS IT TO:

SECRETARY
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
P.O. BOX 25201
RALEIGH, NC 27611

SEND CARBON COPIES TO:

YOUR LOCALLY ELECTED OFFICIALS AND REPRESENTATIVES

PLUS

JEFFREY J. CROW
STATE HISTORIC PRESERVATION OFFICER
NORTH CAROLINA DIVISION OF ARCHIVES AND HISTORY
109 EAST JONES STREET
RALEIGH, NC 27601-2807

OZONE in NORTH CAROLINA and the REQUIRED SOLUTION

Briefing for the North Carolina General Assembly -

Joint Transportation Appropriations Committee

Department of Environment and Natural Resources
Brock M. Nicholson, P.E.
Department of Transportation
Janet D'Ignazio

April 13, 1999

Preview of Major Air Quality Issues Facing Us

- *Non-attainment Area Designations for New Ozone Standard*
- *Strategy to Meet the New Ozone Standard*
- *North Carolina's Challenge of EPA's NOx SIP Call*

What is Ozone and Why is it a Problem?

- O_3 - Strong Oxidizer and Lung Irritant
- Decreases Lung Function
- Affects the Young and Elderly the Most - Triggers Asthma Attacks
- Healthy Exercising Adults and Outdoor Workers Also Affected
- No Concentration Below which Health Effects are not Present

How and When is Ozone Formed?

- Formed in the Atmosphere
  - Photochemically
  - Precursor Pollutants
    - VOC - Volatile Organic Compounds
    - NOx - Nitrogen Oxides from Combustion
  - Summer Season - generally on Hot Sunny Days
  - Low Winds / Stagnant Air

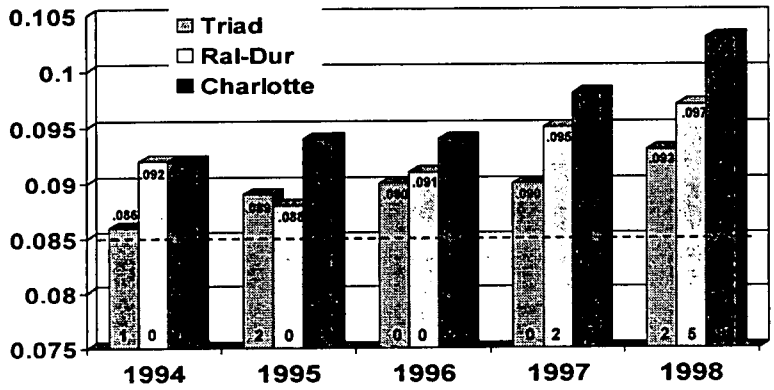
What are the Sources of the Precursor Pollutants?

- *VOC*
  - *Industrial Processes*
  - *Industrial, Commercial and Domestic Solvents*
  - *Motor Vehicles - Cars, trucks and Equipment*
  - *Petroleum Marketing*
- *NOx*
  - *Motor Vehicles, Equipment and Stationary Engines*
  - *Utility Boilers*
  - *Industrial boilers*

What is the Status of Ozone in North Carolina?

- *Old 1-Hour Ozone Standard*
  - *Full Attainment Across the State*
  - *Designated Attainment by EPA*
  - *Standard Revoked for for All of North Carolina*
- *New 8-Hour Ozone Standard*
  - *Much More Stringent than Revoked Standard*
  - *Many areas of North Carolina Violate New Standard*
  - *Areas yet to be Designated as Non-attainment*

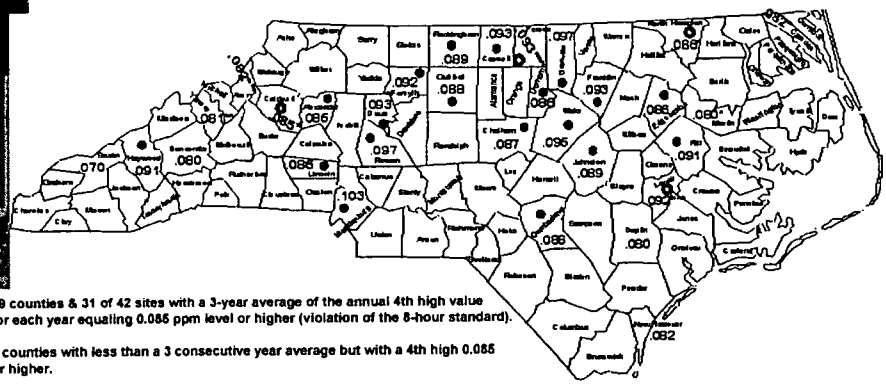
Ozone Exceedance Days 1994 - 1998



Numbers at the base of each column indicate the number of those exceedances that were "ozone red" days. The balance of the exceedances were "ozone orange" days.

Numbers annotated on the chart indicate the Ozone Design Value for that area for the appropriate three-year period. For example, ".091" is the Ozone Design Value for the Raleigh-Durham area for the period 1994 - 1996.

North Carolina Counties with 8-Hour Ozone Violations 1996-1998



● 19 counties & 31 of 42 sites with a 3-year average of the annual 4th high value for each year equaling 0.085 ppm level or higher (violation of the 8-hour standard).

○ 4 counties with less than a 3 consecutive year average but with a 4th high 0.085 or higher.

NOTE:
- *Designations will be based on 1997-1999 ozone seasons*
- *Additional counties may be involved in emission reduction strategies*
- *Nonattainment designations may not follow county boundaries*

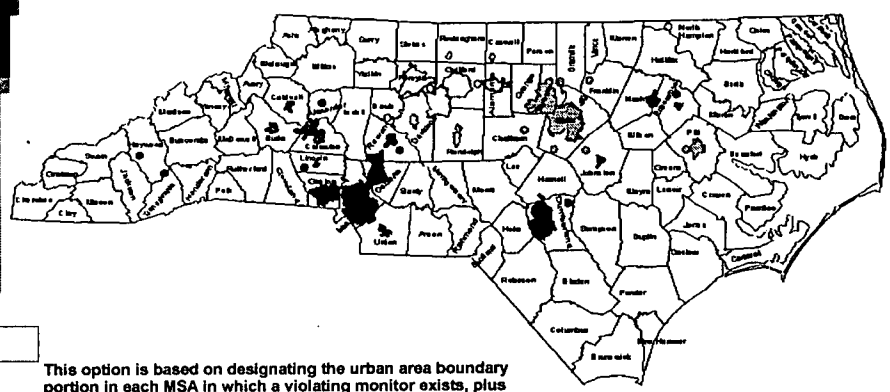
*Based on calendar years 1995, 1997 and 1998, which are not suitable for attainment determination (nonconsecutive years).
**Based on calendar years 1995, 1996 and 1997.
***Based on calendar year 1998 alone, which is not sufficient for attainment determination.

DRAFT
Not To Scale
02/18/99

Process and Timeline For Designations

- *Public Meetings - April 1999*
- *Meetings with Public Officials - April 1999*
  - *Elected Officials*
  - *League of Municipalities*
  - *Association of County Commissioners*
  - *MPOs / Transportation Officials*
  - *Other Groups*
- *Recommendations to Governor - June 1999*
- *Governor Submits Recommendations to EPA - -By July 18, 1999*

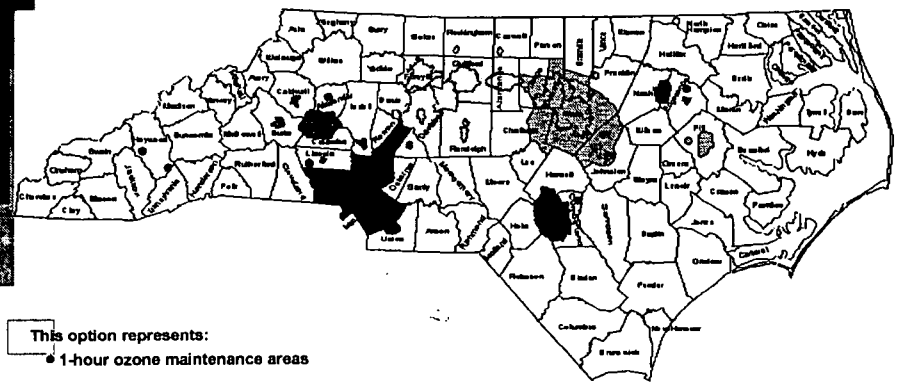
Option A Recommendations on 8-hour Ozone Nonattainment Designations



This option is based on designating the urban area boundary portion in each MSA in which a violating monitor exists, plus any additional areas around violating monitors in MSA and non-MSA counties.

DRAFT
Not To Scale
02/04/99

Option B
Recommendations on 8-hour Ozone Nonattainment Designations

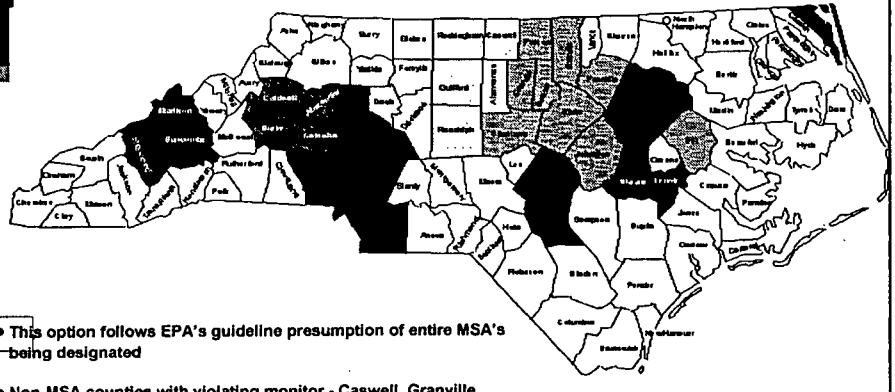


This option represents:

- 1-hour ozone maintenance areas
- the metropolitan area boundaries in the MSA counties with violating monitors
- any monitor locations outside of the metropolitan area boundaries

DRAFT
Not To Scale
02/04/99

Option C
Recommendations on 8-hour Ozone Nonattainment Designations



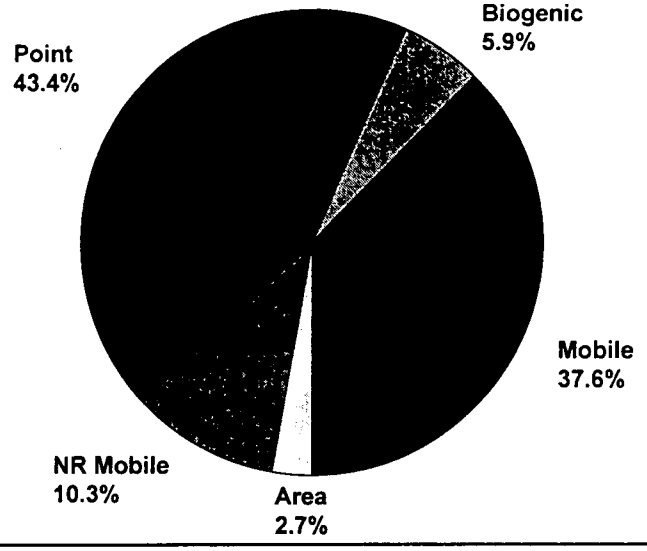
- This option follows EPA's guideline presumption of entire MSA's being designated
- Non-MSA counties with violating monitor - Caswell, Granville, Haywood, Lenoir
- Counties believed to contribute to problem - Harnett, Iredell, Wayne, Wilson

DRAFT
Not To Scale
02/04/99

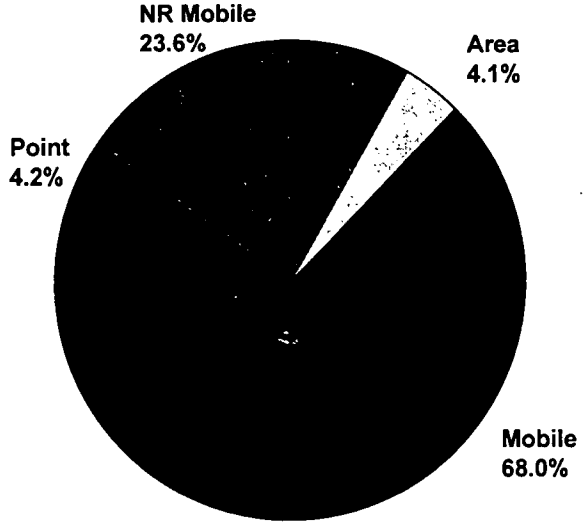
Schedule of Public Meetings

- ***Hickory - April 19, 1999***
- ***Raleigh - April 26, 1999***
- ***Greenville - April 27, 1999***
- ***Charlotte - April 28, 1999***
- ***Asheville - April 28, 1999***
- ***Fayetteville - May 10, 1999 (Tentative)***
- ***Note:***
  - *(1) There will be a 2:00 PM (Public Officials) and a 7:00 PM (General Public) session at each location.*
  - *(2) Written comments may be submitted until May 14, 1999*

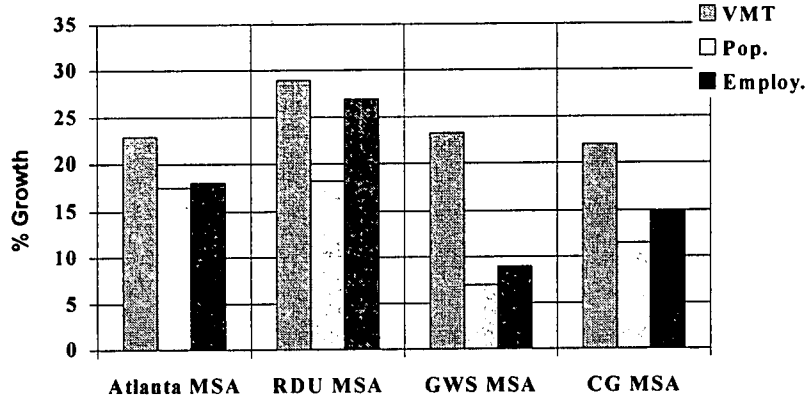
1990 North Carolina NOx Emissions



Mecklenburg County NOx Emission Sources 1990 Emissions Inventory



Growth from 1987 to 1993



RDU = Raleigh/Durham/Chapel Hill
GWS = Greensboro/Winston-Salem/High Point
CG = Charlotte/Gastonia

NCVMT data from NC Dept. of Transportation (DOT), Atlanta VMT from GA DOT, Population from U.S. Bureau of Census, Employment of data from County Business Patterns

What kind of Strategies will be required in N.C.?

- **Ozone - NOx Primarily, VOC?**
  - **Cars: I/M, Fuels, Other?**
  - **Combustion Sources:**
    - *Electric Utility Boilers*
    - *Smaller Electric Generators*
    - *Industrial Boilers / Process Heaters*

What is SIP of the Future? -Mix of Approaches

- *All Sectors - All Opportunities*
- *Traditional:*
  - *Specific limits*
- *Incentives*
- *Episodic*
- *Voluntary*
- *Technology Forcing*
- *Relying on Future - "Black Box"*

Possible Long Term Initiatives For N.C. to Improve Air Quality

- ***New and Expanded Use of Transit***
- ***Incentive Programs to Use Cars Less***
- ***Incentives for Large Scale Use of Cleaner Alternative Fuels***
- ***Incentives to Change - Work Commute - Living Patterns***

Timeline for Ozone Strategy

- ***Analytical work - Ongoing to Mid 2000***
- ***Stakeholder involvement / Public Meetings - Mid 2000 to Mid 2001***
- ***Formal Rule Development Starts - Mid 2001***
- ***Final Adoption by EMC with Legislative Review - by Mid 2003***
- ***Governor Submits to EPA - by July 18, 2003***

EPA's NOx SIP Call

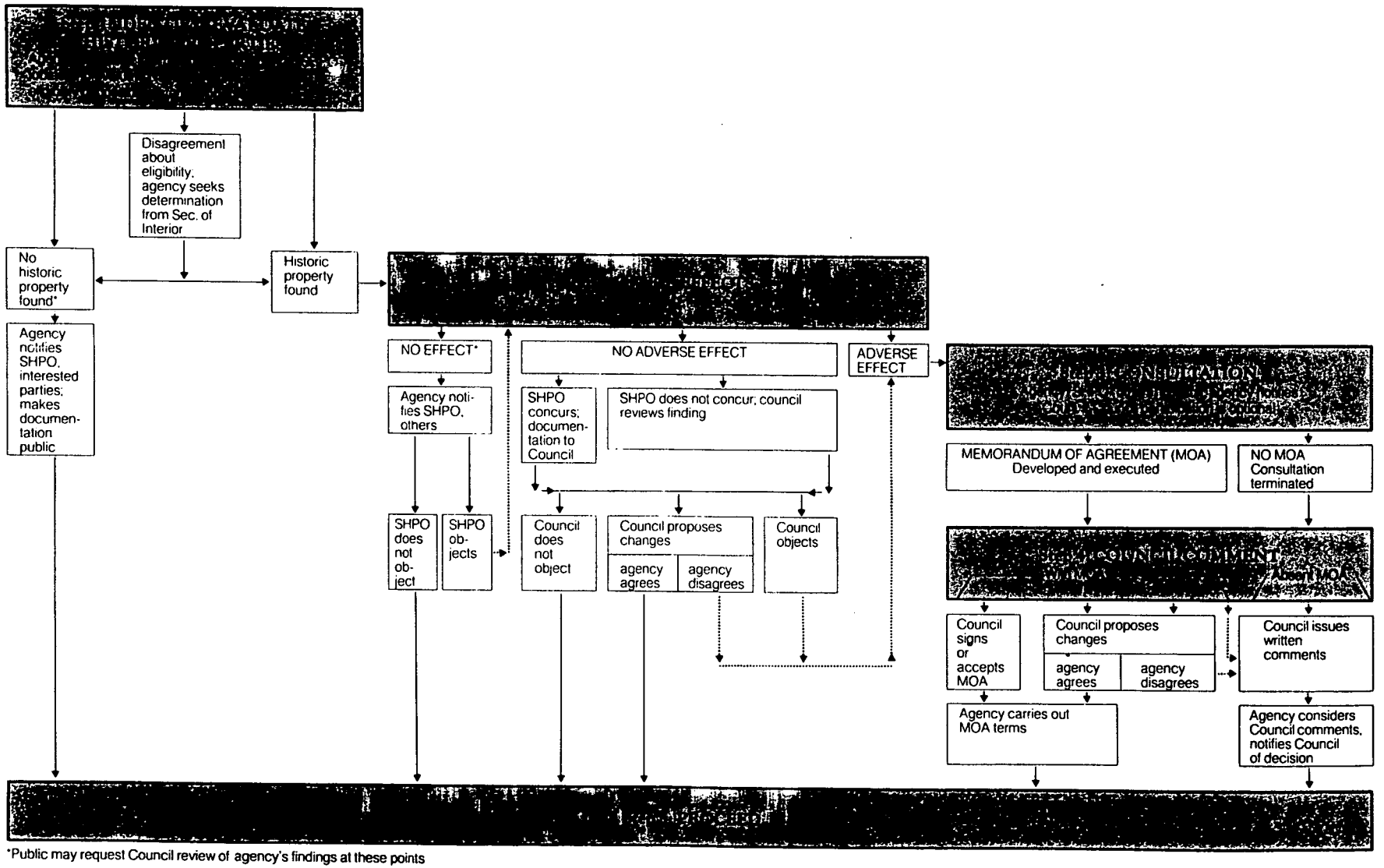
- ***Will Not** Solve North Carolina's Ozone Problem!*
  - *Does Not Address Mobile Source Emissions of NOx*
- *North Carolina Sources Do Not Significantly Impact the Northeast, Chicago or Atlanta*
- *Some of the NOx SIP Call Sources Must be Controlled for North Carolina (and Perhaps Virginia and South Carolina) to Meet the New 8-Hour Ozone Standard*

North Carolina's Alternative to the SIP Call

- *Phase I*
  - *Control on Five of the Largest Utility Plants*
  - *Obtain Authority to Address Mobile Emissions*
- *Phase II*
  - *Additional Stationary Source Controls*
  - *Mobile Source Strategy:*
    - *Increased Funding for Transit 2001*
    - *Low Sulfur Gasoline*
  - *Strengthened / Expanded Vehicle Emission Inspection / Maintenance*
  - *Incentives for Alternative Fuel Vehicles*
  - *Continuation and Expansion of the State's Ozone Awareness Program*
  - *Market Based Program to Encourage Voluntary and Early Reduction of NOx*

FIGURE 6

SECTION 106 REVIEW DIAGRAMMED



*Public may request Council review of agency's findings at these points

FIGURE 7

HOW SECTION 106 WORKS

How does Section 106 review work? The standard review process is spelled out in Federal regulations issued by the Advisory Council on Historic Preservation. Entitled "Protection of Historic Properties," the regulations appear in the U.S. Code of Federal Regulations at 36 CFR Part 800. The process involves five basic steps:

Step 1: Identify and evaluate historic properties: The Federal agency responsible for an undertaking begins by identifying the historic properties the undertaking may affect. To do this, the agency first reviews background information and consults with the State Historic Preservation Officer (SHPO) and others who may know about historic properties in the area. Based on this review the agency determines what, if any, additional surveys or other field studies may be needed and conducts such studies.

If properties, that is, districts, sites, buildings, structures, or objects, are found that may be eligible for inclusion in the National Register of Historic Places, but have not yet been included in the Register, the agency evaluates them against criteria published by the National Park Service, which maintains the Register. This evaluation is carried out in consultation with the SHPO, and if questions arise about the eligibility of a given property, the agency may seek a formal determination of eligibility from the Secretary of the Interior. If a property has already been included in the National Register, of course, further evaluation is not ordinarily necessary. Section 106 review gives equal treatment to properties that have already been included in the Register and those that are eligible for inclusion.

Step 2: Assess effects: If historic properties, that is, properties included in or eligible for inclusion in the National Register, are found, the agency then assesses what effect its undertaking will have on them. Again the agency works with the SHPO, and considers the views of others. The agency makes its assessment based on criteria found in the Council's regulations, and can make one of three determinations:

- No effect: the undertaking will not affect historic properties;
- No adverse effect: the undertaking will affect one or more historic properties, but the effect will not be harmful;
- Adverse effect: the undertaking will harm one or more historic properties.

Step 3: Consultation: If an adverse effect will occur, the agency consults with the SHPO and others in an effort to find ways to make the undertaking less harmful. Others who are consulted, under various circumstances, may include local governments, Indian tribes, property owners, other members of the public, and the Council. Consultation is designed to result in a Memorandum of Agreement (MOA), which outlines measures agreed upon that the agency will take to reduce, avoid, or mitigate the adverse effect. In some cases the consulting parties may agree that no such measures are available, but that the adverse effects must be accepted in the public interest.

If consultation proves unproductive, the agency or the SHPO, or the Council itself, may terminate consultation. The agency must submit appropriate documentation to the Council and request the Council's written comments.

Step 4: Council comment: The Council may comment during step 3 of the process, by participating in consultation and signing the resulting MOA. Otherwise, the agency obtains Council comment by submitting the MOA to the Council for review and acceptance. The Council can accept the MOA, request changes, or opt to issue written comments. If consultation was terminated, the Council issues its written comments directly to the agency head, as the agency had requested.

Step 5: Proceed: If an MOA is executed, the agency proceeds with its undertaking under the terms of the MOA. In the absence of an MOA, the agency head must take into account the Council's written comments in deciding whether and how to proceed.

Alternative approaches: The Section 106 regulations also spell out three alternative means of complying with Section 106. These are:

- Programmatic Agreements among an agency, the Council, one or more SHPOs, and others;
- Counterpart regulations developed by an agency and approved by the Council;
- An agreement between the Council and a State, which substitutes a State review system for the standard Section 106 review process.

1999

JOINT APPROPRIATIONS – TRANSPORTATION

MINUTES

Joint Appropriations Subcommittee on Transportation
April 14, 1999
9:00 AM
Room 1228

Agenda

Chair: Senator Wib Gulley

Historic Properties (continued)

Richard Davis — *Assistant Branch Manager, Project Development And Environmental Analysis, DOT*

Construction Cost Overruns and Liquidated Damages

Len Sanderson — *State Highway Administrator, DOT*

Regulator Brake Control Interface

Darryl Fulton — *President, CEO, Auto-Tronics, Inc.*

MINUTES
SENATE AND HOUSE JOINT APPROPRIATIONS
SUBCOMMITTEE ON TRANSPORTATION

The Senate and House Joint Appropriations Subcommittee on Transportation met at 9:00 A.M. on Wednesday, April 14, 1999 in Room 1228 of the Legislative Building. Representatives Crawford, Chair, Cole, Chair, Barbee, Bowie, Dockham, Gulley, Hurley, McAllister, McMahan, Melton, Saunders, Sutton and five Senate members were present. Senator Wib Gulley, Chairman, presided.

After Representative Crawford opened the meeting for Senator Gulley, he asked Mr. Richard Davis, Department of Transportation (DOT) Assistant Branch Manager, Project Development and Environmental Analysis, to present his report on historic properties (see Handout #1). He reviewed the federal statutes that were cited in the handout. He also gave the Committee a list of federal environmental laws that DOT must follow (see Handout #2).

Next, Senator Gulley asked Mr. Len Sanderson, DOT State Highway Administrator, to review his report on construction cost overruns and liquidated damages (see Handout #3). Mr. Sanderson told the Committee that the overruns were trending downward over the last three years. Representative Bowie asked if there were figures on the overruns in other states. Mr. Sanderson replied that Florida had 10-12% overruns and other states were also higher than North Carolina.

Representative Cole asked about the policy of securing money on money markets (GARVY) to get money ahead of time because we know the money will be coming later. This would enable to move up TIP projects. Mr. Sanderson replied that there were three things that determined how quickly a project was completed: 1) the ability to get environmental permits; 2) the ability of get the right-of-way; 3) the ability of the industry to get the work done. Senator Gulley added that perhaps a GARVY for TEA-21 money could be used to speed up some projects. Representative Cole asked Mr. Sanderson to look into this possibility. Representative Bowie then stated that this had been tried before, specifically with $12 million in railroad money that was suppose to come from the federal government, but then the money never came. She said what this amounted to was deficit spending on promised federal money and caution needed to be used with a policy like this.

Next, liquidated damages were discussed. This is money received by DOT from contractors who do not complete a project on time. Mr. Sanderson stated that some contractors can be charged $10,000 per day or even more. Mr. Sanderson told the Committee that 2/3 of the projects were completed on time or within 30 days of completion date. Representative McAllister asked if there was a grace period given and Mr. Sanderson replied that there was not, but a contract was extended if circumstances were beyond the contractor's control. Senator Gulley asked where the $1.2 million a year goes. Mr. Sanderson replied that the money was not collected, it just was not paid to the

contractor. Senator Albertson stated that he felt more pressure should be placed on contractors to finish the projects on time and that no liquidated damages is the goal. He noted the great increase from 1997 in liquidated damages and felt that was an indication of the problems with road construction in the state. Mr. Sanderson further noted that contractors were taken off the bidders list if they had a history of problems not completing projects on time.

Next, Mr. Darryl Fulton, President and CEO of Auto-Tronics, Inc., gave a brief presentation on his company's Regulator Brake Control Interface devise (see Handout #4). He told the Committee he would like to see school buses use this devise first. After Mr. Fulton's presentation, Representative Hurley asked what the state could do for his company. Mr. Fulton replied that it would take $100,000 to $200,000 to contract out the manufacturing of the devise. Representative Sutton asked if the system had been tested on the road. Mr. Fulton replied no. Representative Sutton stated that he would like to see it tested on cars, then large trucks before it was put on school buses.

There being no further time for discussion the meeting was adjourned at 9:50 A.M.

Wib Gulley

Senator Wib Gulley, Co-Chair

Carol Resar

Carol Resar, Committee Clerk

Handout #1

23 CFR 771.135(a)(1)

The Administration may not approve the use of land from a significant publicly owned public park, recreation area, or wildlife and waterfowl refuge, or any significant historic site unless a determination is made that:

- There is no feasible and prudent alternative to the use of land from the property, and

- The action includes all possible planning to minimize harm to the property resulting from such use

Compendium of Federal Environmental Laws Affecting Transportation

Table of Contents

I. General Environmental Statutes — Page

National Environmental Policy Act 1
Section 4(f), DOT Act 2
Economic, Social and Environmental Effects, 23USC109H . 3
Uniform Act (Acquisition and Relocation) 4
Title VI, Civil Rights 5
Executive Order - Environmental Justice 6
Public Hearings, 23 USC128 7
Historic Bridges 8
Wildflowers 9
Highway Beautification 10

II. Health

Safe Drinking Water Act 11
Solid Waste Disposal Act 12
Federal Insecticide, Fungicide and Rodenticide Act 13

III. Historical and Archeological Preservation

Section 106, Historical Preservation Act 14
Section 110, Historical Preservation Act 15
Archeological&Historic Preservation Act(Moss-Bennett) 16
Archeological Resources Protection Act 17
Preservation of American Antiquities 18
American Indian Religious Freedom Act 19
Native American Grave Protection and Repatriation Act . 20

IV. Land and Water Usage

Wilderness Act 21
Wild and Scenic Rivers 22
Land and Water Conservation Fund Act 23
Executive Order 11990 Protection of Wetlands 24
Wetland Mitigation Banking (ISTEA) 25

Page

Emergency Wetlands Resources Act of 1986 26
National Trails Systems Act 27
National Recreation Trails (ISTEA) 28
Rivers and Harbors Act 29
Federal Water Pollution Control Act 30
Executive Order 11988 - Floodplain Management 31
National Flood Insurance 32
Marine Protection Research and Sanctuaries Act 33
Water Bank Act 34
Coastal Zone Management Act 35
Coastal Barrier Resources Act 36
Farmland Protection Policy Act 37
Resource Conservation & Recovery Act (Hazardous Waste) . 38
Superfund(CERCLA) 39
Endangered Species Act 40
Fish and Wildlife Coordination Act 41
Transportation Enhancements Activities (ISTEA) 42
Recycled Paving Material (ISTEA) 43
Scenic Byways Program (ISTEA) 44

V. Noise

Standards 23USC109 45

VI. Air Quality

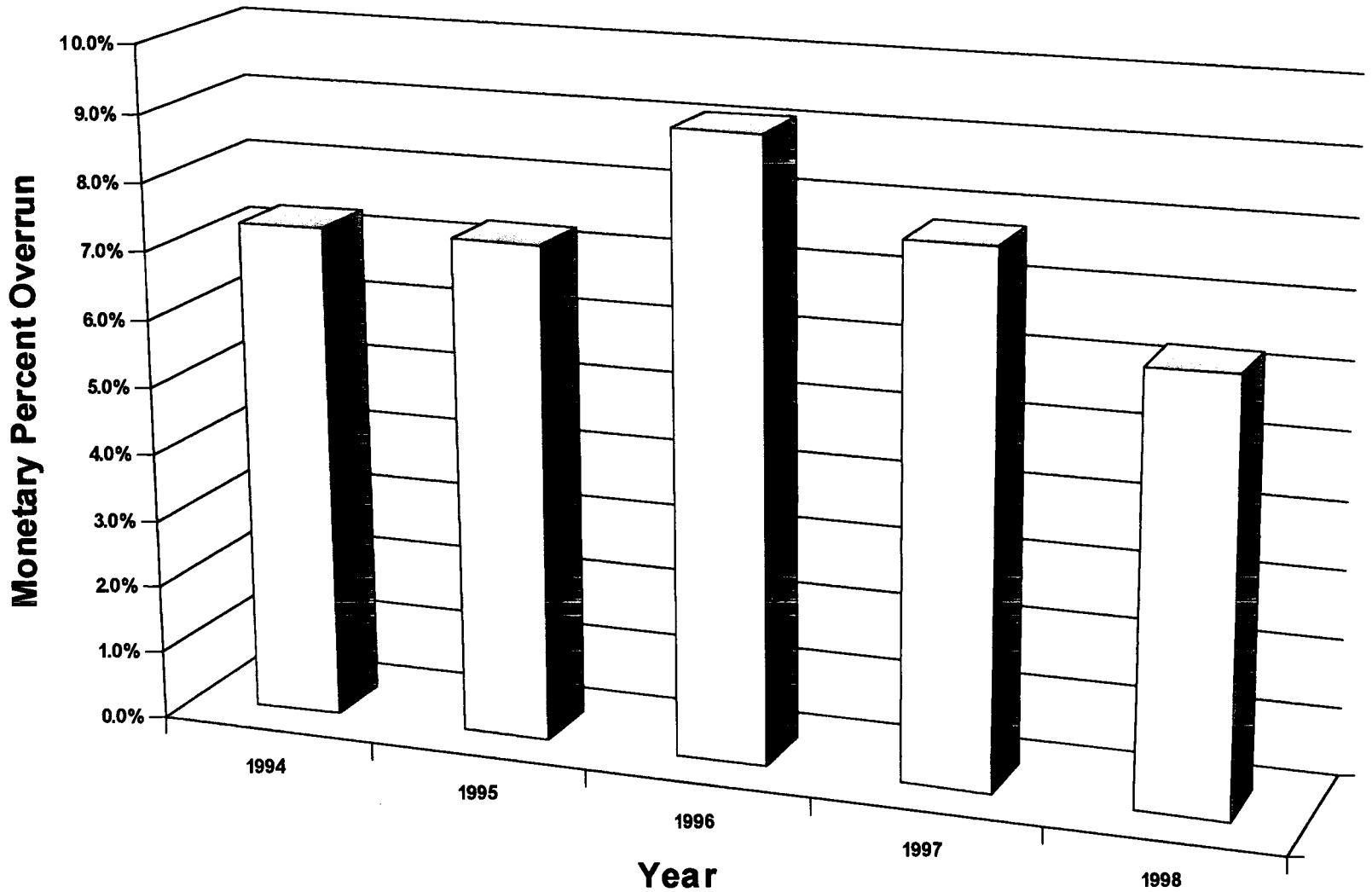
Clean Air Act (Conformity) 46
Clean Air Act (Sanctions) 47
Congestion Mitigation & Air Quality Improvement(CMAQ) . 48

VII. Acronyms 49

Handout #2

North Carolina Department of Transportation

Monetary Percent Overrun Per Calendar Year



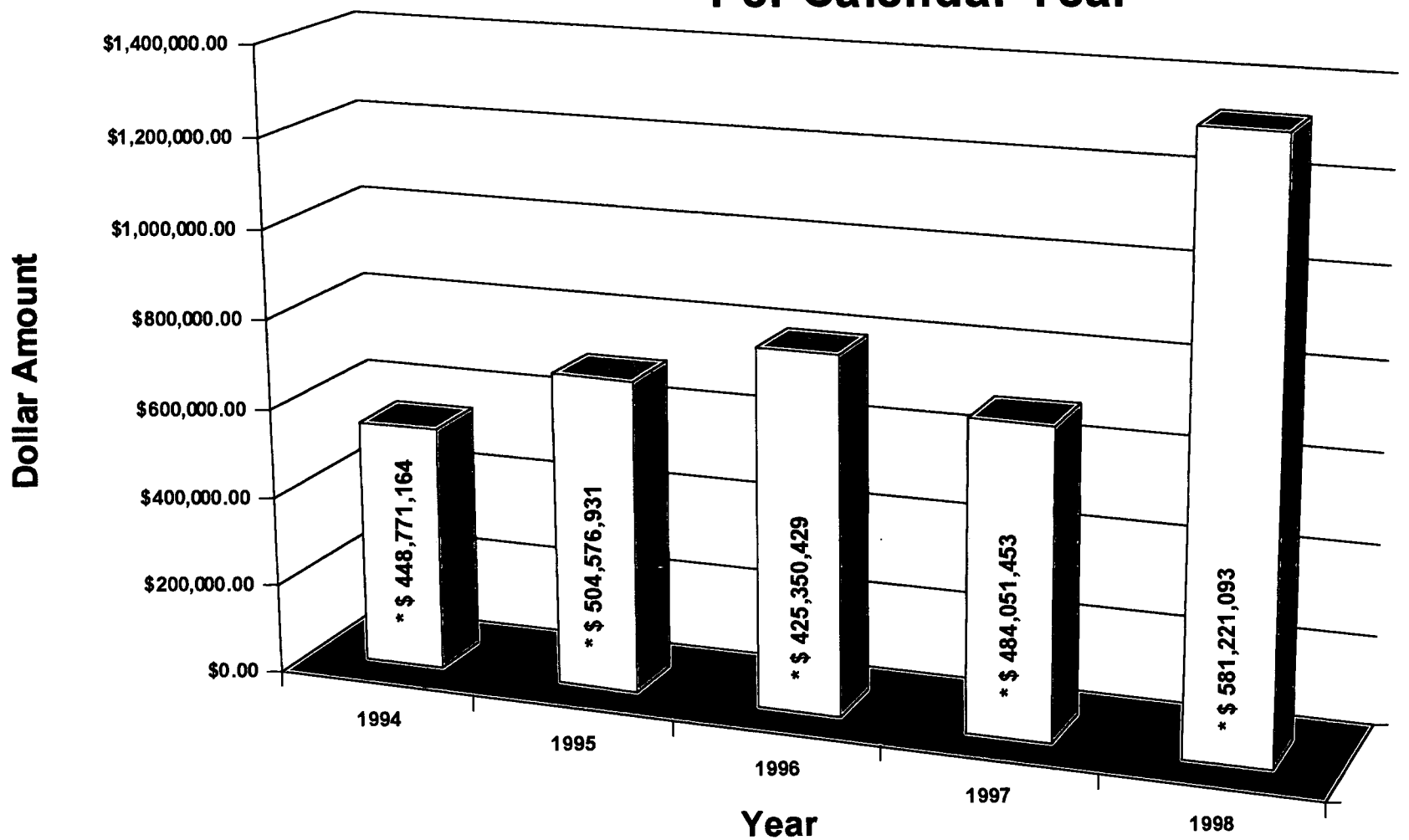
Note: Monetary overrun on all contract construction projects

03/16/1999

Handout #3

North Carolina Department Of Transportation

Liquidated Damages on All Contracts Per Calendar Year



Note: Liquidated damages on contract construction projects

* Total dollar amount of all contract construction projects per calender year

03/16/1999

Handout #4

EXECUTIVE OFFICE OF THE PRESIDENT
OFFICE OF SCIENCE AND TECHNOLOGY POLICY
WASHINGTON, D.C. 20502

April 11, 1997

Auto-Tronics, Inc.
Attn: Mr. Darryl A. Fulton
P.O. Box 25911
Raleigh, North Carolina 27610

Dear Mr. Fulton:

Thank you for your fax dated February 16, 1997, requesting information about ABS brakes in American cars.

Your request has been forwarded for action to Dr. Fenton Carey, the National Science and Technology Council (NSTC) Executive Secretary for the Committee on Transportation R&D at the Department of Transportation in Washington, D.C.

Please feel free to contact Dr. Carey should you need additional information in the future at the Department of Transportation, 400 7th Street, S.W., Room 8417, Washington, D.C. 20590.

Sincerely,

Jeanie M. Hall

Jeanie M. Hall
Administrative Assistant
Office of Science and Technology Policy

cc:
DOT/F. Carey
OSTP/A. Phillips Diaz

AUTO-TRONICS INC.

P.O. Box 25911 Raleigh, North Carolina 27610
Phone: (919) 272-7104 Pager : (888) 762-4987
http://huenet.com/autotronics

"Regulator Brake Control"

Auto-Tronics Inc., has developed an "Anti-Collision Device" that will network / interface laser sensors, ultra-sound elements, camera, or radar with Antilock Braking Systems. The existing prototype is titled for its features, to reduce automobile related fatalities and automobile accidents that victimize pedestrians as well as vehicle occupants. In order to increase public road safety, Auto-Tronics Inc., has developed the Regulator Brake Control, to interface current sensors and network with on-board computers in order to automatically apply sufficient brake pressure. The RBC, will allow four foreign object sensing **RADAR** (**RA**dio **D**etection **A**nd **R**anging) units with a vehicle's on-board computer and control systems.

Driving standards are constantly changing as to where an individual can consume cough syrup and still be considered as a DWI or DUI, when behind the wheel of a vehicle. While Auto-Tronics Inc., does not condone the illegal use and consumption of alcohol while operating a vehicle, we do realize the seriousness that may derive as an automobile related fatality. The automotive industry has five large antilock brake manufacturers, but the system these companies design do not offer a multi-platform to work with antilock brakes. Auto safety experts have determined that people do not know how to use ABS effectively when confronted with an emergency situation. Auto-Tronics Inc., has developed the Regulator Brake Control to network multiple sensing systems and transmit distance to Antilock Braking to automatically apply sufficient brake pressure, once an object is sensed.

The RBC uses a Frequency-to-Voltage chip and the Analog to Digital Converter to convert returned signal to the micro-controller. The micro-controller then process the distance from each detecting sensor to communicate brake application to existing braking systems. By utilizing components from National Semi-Conductor™, we found that we were able to offer reliability and expandability, as each component has a long history of superior operation in automobile safety. In our final stages of testing, the RBC Interface Module allows the multiple use of connecting, four (4) foreign object sensing **RADAR** (**RA**dio **D**etection **A**nd **R**anging), units with a vehicle's on-board computer and control systems. The objective of this design is to provide an **OSI** (**O**pen **S**ystem **I**nterface) to allow *any* combination of **RADAR**[1] sensing devices, to be easily integrated with *any* vehicle manufacturer's on-board computer and / or control system.

Auto-Tronics Inc., and its designated associates, have designed a needed product to meet the needs of a growing industry.

As an innovative, minority-owned company, Auto-Tronics Inc., will need $1,000,000 in venture capital, to fund global market introduction and future designs of an existing automatic braking device, for automobiles.

Copyrights © **Auto-Tronics Inc.** 1999

PATENTS FOR THE
Antilock Braking System and Similar Systems

5,403,075
Antilock Brake Control Apparatus For Controlling Wheel Cylinder Pressure And Reducing The Effects Of Pressure Pulsations

5,407,260
Antilock Brake System

Copyrights Reserved © **Auto-Tronics Inc**. 1999

US005403075A

United States Patent [19]

Fujioka

[11] Patent Number: 5,403,075

[45] Date of Patent: Apr. 4, 1995

[54] ANTILOCK BRAKE CONTROL APPARATUS FOR CONTROLLING WHEEL CYLINDER PRESSURE AND REDUCING THE EFFECTS OF PRESSURE PULSATIONS

[75] Inventor: Hideaki Fujioka, Itami, Japan

[73] Assignee: Sumitomo Electric Industries, Ltd., Osaka, Japan

[21] Appl. No.: 992,769

[22] Filed: Dec. 18, 1992

[30] Foreign Application Priority Data

Dec. 20, 1991 [JP] Japan 3-338400

[51] Int. Cl.[6] B60T 8/58

[52] U.S. Cl. 303/100; 303/104; 303/DIG. 4

[58] Field of Search ..... 303/100, DIG. 3, DIG. 4, 303/103, 106, 107, 109, 116.1; 364/426.2

[56] References Cited

U.S. PATENT DOCUMENTS

4,585,280	4/1986	Leiber	303/DIG. 4
4,887,784	11/1989	Leppek	303/DIG. 4
4,900,099	2/1990	Braschel	303/DIG. 4
5,154,494	10/1992	Kost et al.	303/DIG. 4
5,207,484	5/1993	Bleckman et al.	303/DIG. 4

FOREIGN PATENT DOCUMENTS

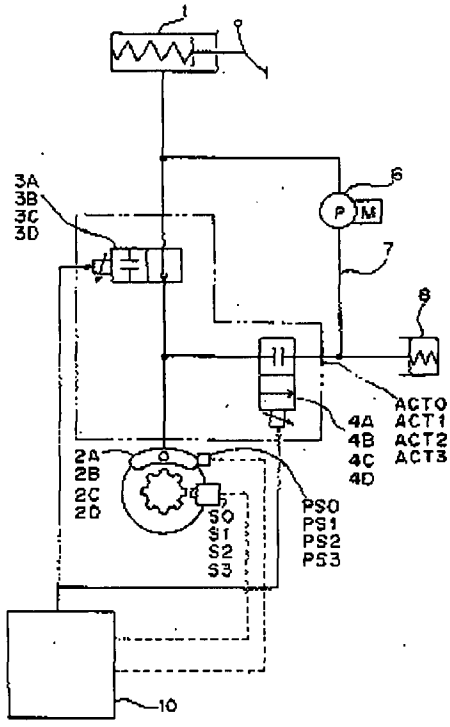
0308795	3/1989	European Pat. Off. .	
3942683	6/1990	Germany .	
4021993	1/1991	Germany .	
4020505	1/1992	Germany .	
9008681	8/1990	WIPO .	
9207741	5/1992	WIPO	303/DIG. 4

Primary Examiner—Matthew C. Graham
Attorney, Agent, or Firm—Sandler, Greenblum & Bernstein

[57] ABSTRACT

An antilock brake control apparatus is provided for adjusting the wheel cylinder pressure with actuators that include on/off-type valves. The antilock brake control apparatus includes wheel speed detectors for detecting the speed of each wheel, a wheel speed and estimated vehicle speed calculation device for calculating the wheel and vehicle behavior, and a locking symptoms detection device for detecting wheel locking symptoms and recovery from a wheel locking condition. A target pressure setting device for setting a target pressure, which is the estimated value of the wheel cylinder pressure during antilock brake control, based on a wheel cylinder pressure and a locking symptoms detection edge, is also provided. Further, a pressurization signal setting device for setting a pressurization signal used to drive the actuators based on the target pressure is provided. The antilock brake control apparatus reduces the effects of pressure pulsations caused by operation of the on/off valves and, thus, enables high precision wheel cylinder pressure control.

23 Claims, 19 Drawing Sheets



US005407260A

United States Patent [19]

Isshiki et al.

[11] Patent Number: 5,407,260

[45] Date of Patent: Apr. 18, 1995

[54] ANTILOCK BRAKE SYSTEM

[75] Inventors: Isao Isshiki; Hitoshi Hashiba; Yoshiharu Nakai; Seiji Ueda, all of Osaka; Takao Nozaki; Masahide Hio, both of Mie, all of Japan

[73] Assignees: Sumitomo Wiring Systems, Ltd., Mie; Sumitomo Electric Industries, Ltd., Osaka, both of Japan

[21] Appl. No.: 170,901

[22] Filed: Dec. 21, 1993

[30] Foreign Application Priority Data

Dec. 21, 1992 [JP] Japan 4-356897
Dec. 21, 1992 [JP] Japan 4-356898

[51] Int. Cl.[6] B60T 8/00

[52] U.S. Cl. 303/119.2; 303/113.1; 303/92; 439/34

[58] Field of Search 303/92, 113.1, 119.2, 303/113.2, 119.1, 116.1, 115.1; 439/34, 74, 75, 76, 544, 638, 736; 364/426.01, 426.02, 426.03; 137/884, 596.17, 560; 251/129.01; 361/752, 759, 760

[56] References Cited

U.S. PATENT DOCUMENTS

4,685,753	8/1987	Isshiki et al.	439/74
4,697,863	10/1987	Galloway et al.	439/638
4,929,038	5/1990	Reinartz et al.	137/884
5,022,717	6/1991	Heibel et al.	303/119.2
5,040,853	8/1991	Burgdorf et al.	303/119.2
5,127,440	7/1992	Mass et al.	137/884
5,137,455	8/1992	Moerbe et al.	439/34
5,275,478	1/1994	Schmitt et al.	303/119.2
5,288,141	2/1994	Isshiki et al.	303/119.1

FOREIGN PATENT DOCUMENTS

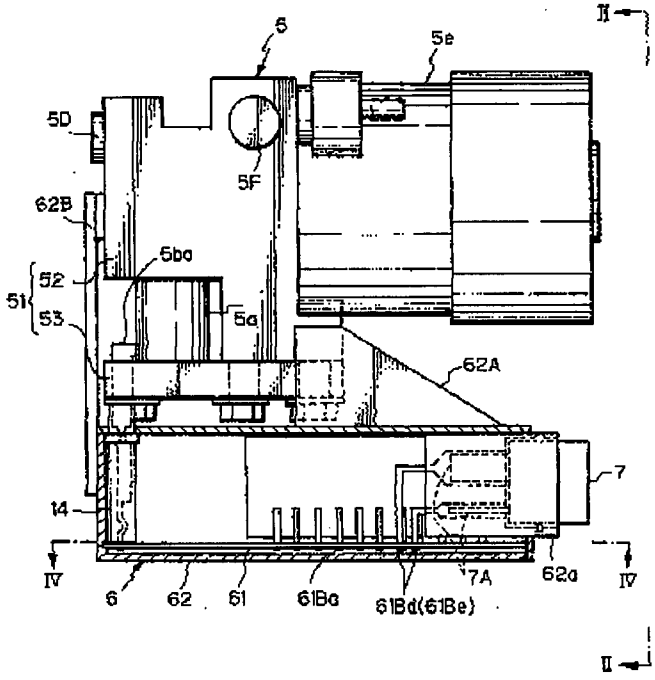
373551	6/1990	European Pat. Off. .	
499670	8/1992	European Pat. Off.	303/119.2
519736	12/1992	European Pat. Off.	303/119.2
3910805	1/1991	Germany .	
4133879	4/1993	Germany .	
2225168	5/1990	United Kingdom	303/119.2
92/12878	8/1992	WIPO	303/119.2

Primary Examiner—Douglas C. Butler
Attorney, Agent, or Firm—Sughrue, Mion, Zinn, Macpeak & Seas

[57] ABSTRACT

A hydraulic power unit (5) mounts integrally an electronic unit (6) in an antilock brake system. The unit (5) has a solenoid tab (5*ab*) containing a coupling pin connected to a coil of a solenoid valve (5*a*). The electronic unit (6) has a connector for a power source, a motor relay (7), terminal sections (61B*a*, 61B*d*, and 61B*e*) for fail-safe relays. The coil in the solenoid valve (5*a*) is electrically coupled to an electronic control section, and the terminal sections (61B*d* and 61B*e*) in the electronic unit (6) by coupling the solenoid tab 5*ba* to a solenoid socket (14) in the electronic unit (6). This construction makes it easy to electrically interconnect the coil of the solenoid valve in the hydraulic power unit (5) and the electronic unit (6).

8 Claims, 9 Drawing Sheets



AUTOMOTIVE MANUFACTURERS BY Government Issued Assignee Code

Barvarian Motor Works

General Motors

Ford Motor Company

Mazada

Mercedez-Benz

Nissan

Copyrights Reserved © **Auto-Tronics Inc**. 1999

10-8-93

Automobile Companies + Gov't Assignee Codes

F1:Help F2:Browse F3:Display F4:Connection F5:Storage F6:Setup F7:Ou

U.S. Department of Commerce / Patent and Trademark Office
PATENT BIBLIOGRAPHIC FILE / ASSIGNEE FILE

Title or Abstract:
Classification:
Patent Number:
Issue Year:
State or Country:
Status:

Assignee Name: BMW
Assignee Code:
Patent Count:

Use arrow keys to highlight search field.
Touch ENTER to start search. CTRL-BREAK to abort search.

Connection: Total:

Assignee Code 69245
Assignee Name BMW ROLLS-ROYCE GMBH
Patent Count 1

Assignee Code 69250
Assignee Name BMW VOGEL AG
Patent Count 2

10-893

F1:Help F2:Browse F3:Display F4:Connection F5:Storage F6:Search F7:Sort

U.S. Department of Commerce / Patent and Trademark Office
PATENT BIBLIOGRAPHIC FILE / ASSIGNEE FILE

Title or Abstract:
Classification:
Patent Number:
Issue Year:
State or Country:
Status:

Assignee Name: GENERAL MOTORS
Assignee Code:
Patent Count:

Use arrow keys to highlight search field.
Touch ENTER to start search. CTRL-BREAK to abort search.

Connection: Total:

Assignee Code 219155
Assignee Name **GENERAL MOTORS** CORPORATION
Patent Count 9741

Assignee Code 219160
Assignee Name **GENERAL MOTORS** FRANCE
Patent Count 11

Assignee Code 219166
Assignee Name **GENERAL MOTORS** INC.
Patent Count 1

Assignee Code 219175
Assignee Name **GENERAL MOTORS** OF CANADA LIMITED
Patent Count 7

Assignee Code 219161
Assignee Name **GENERAL MOTORS**-HOLDEN'S AUTOMOTIVE LIMITED
Patent Count 2

10-8-93

F1:Help F2:Browse F3:Display F4:Connection F5:Storage F6:Status

U.S. Department of Commerce / Patent and Trademark Office
PATENT BIBLIOGRAPHIC FILE / ASSIGNEE FILE

Title or Abstract:
Classification:
Patent Number:
Issue Year:
State or Country:
Status:

Assignee Name: FORD MOTOR COMPANY
Assignee Code:
Patent Count:

Use arrow keys to highlight search field
Touch ENTER to start search. CTRL-BREAK to abort search

Connection:

Assignee Code	204110
Assignee Name	FORD MOTOR COMPANY
Patent Count	3977
Assignee Code	204105
Assignee Name	FORD MOTOR COMPANY VICTORIA
Patent Count	1

10-8-93

F1:Help F2:Browse F3:Display F4:Connection F5:Retrieve F6:Review F7:Doc

U.S. Department of Commerce / Patent and Trademark Office
PATENT BIBLIOGRAPHIC (PBD) / ASSIGNMENT FILE

Title or Abstract:
Classification:
Patent Number:
Issue Year:
State or Country:
Status:

Assignee Name: MAZDA
Assignee Code:
Patent Count:

Use arrow keys to highlight search field.
Touch ENTER to start search, CTRL-BREAK to abort search.

Connection: Total:

Assignee Code 360470
Assignee Name **MAZDA** (NORTH AMERICA), INC.
Patent Count 1

Assignee Code 360465
Assignee Name **MAZDA** CARTEX COMPANY, LIMITED
Patent Count 1

Assignee Code 360464
Assignee Name **MAZDA** ECLAIRAGE
Patent Count 1

Assignee Code 360475
Assignee Name **MAZDA** MOTOR CORPORATION
Patent Count 1596

Assignee Code 360480
Assignee Name MAZDA MOTOR MANUFACTURING (USA) CORPORATION
Patent Count 10

10-8-93

F1:Help F2:Browse F3:Display F4:Connection F5:Storage F6:Group F7:Q...

SEARCH

U.S. Department of Commerce / Patent and Trademark Office
PATENT BIBLIOGRAPHIC FILE / ASSIGNEE FILE

Title or Abstract:
Classification:
Patent Number:
Issue Year:
State or Country:
Status:

Assignee Name: MERCEDES
Assignee Code:
Patent Count:

Use arrow keys to highlight search field.
Touch ENTER to start search, CTRL-BREAK to abort search.

Connection: Total:

Assignee Code	360085
Assignee Name	MAYBACH MERCEDES BENZ MOTORENBAU GMBH
Patent Count	4
Assignee Code	367420
Assignee Name	MERCEDES TEXTILES LIMITED
Patent Count	1
Assignee Code	367410
Assignee Name	MERCEDES-BENZ AKTIENGESELLSCHAFT
Patent Count	166
Assignee Code	367415
Assignee Name	MERCEDES-BENZ DO BRASIL S/A
Patent Count	3

10-8-93

F1:Help F2:Browse F3:Display F4:Connection F5:Storage F6:Setup F7:Quit

U.S. Department of Commerce / Patent and Trademark Office
PATENT BIBLIOGRAPHIC FILE / ASSIGNEE FILE

Title or Abstract:
Classification:
Patent Number:
Issue Year:
State or Country:
Status:

Assignee Name: NISSAN
Assignee Code:
Patent Count:

Use arrow keys to highlight search field.
Touch ENTER to start search, CTRL-BREAK to abort search.

Connection:

Assignee Code	688825
Assignee Name	JATCO CORPORATION/NISSAN MOTOR COMPANY, LTD.
Patent Count	2

I.

10-8-93

Assignee Code 688825
Assignee Name JATCO CORPORATION/NISSAN MOTOR COMPANY, LTD.
Patent Count 2

Assignee Code 305490
Assignee Name KANSAI NISSAN CHEMICALS LTD.
Patent Count 1

Assignee Code 692523
Assignee Name NISSAN
Patent Count 1

Assignee Code 404245
Assignee Name NISSAN CHEMICAL INDUSTRIES, INC
Patent Count 1

Assignee Code 404250
Assignee Name NISSAN CHEMICAL INDUSTRIES, LTD.
Patent Count 221

Assignee Code 404260
Assignee Name NISSAN DENSHI KABUSHIKI KAISHA
Patent Count 1

Assignee Code 404265
Assignee Name NISSAN DENSHI KABUSHIKI KAISHA
Patent Count 10

Assignee Code 404270
Assignee Name NISSAN DESIGN INTERNATIONAL, INC.
Patent Count 10

Assignee Code 404275
Assignee Name NISSAN DIESEL KOGYO COMPANY, LTD.
Patent Count 2

Assignee Code 404280
Assignee Name NISSAN DIESEL MOTOR CO., LTD.
Patent Count 7

Assignee Code 404285
Assignee Name NISSAN ENGINEERING LTD.
Patent Count 2

Assignee Code 690075
Assignee Name NISSAN GIRDLER CATALYST CO., LTD.
Patent Count 1

Assignee Code 404290
Assignee Name NISSAN GOSEI KOGYO CO., LTD.
Patent Count 1

Assignee Code 404295
Assignee Name NISSAN INDUSTRIAL EQUIPMENT CO.
Patent Count 1

10-8-93

Assignee Code 404345
Assignee Name **NISSAN** KOGYO KABUSHIKI KAISHA
Patent Count 2

Assignee Code 689167
Assignee Name **NISSAN** MOKOT CO., LTD.
Patent Count 1

Assignee Code 404330
Assignee Name **NISSAN** MOTOR COMPANY, LIMITED
Patent Count 5252

Assignee Code 404340
Assignee Name **NISSAN** MOTOR SALES CO., LTD.
Patent Count 1

Assignee Code 692375
Assignee Name **NISSAN** RESEARCH AND DEVELOPMENT INC.
Patent Count 2

Assignee Code 404315
Assignee Name **NISSAN** SHATAI CO., LTD.
Patent Count 26

POTENTIAL SENSORS TO WORK WITH OUR

Regulator Brake Control Interface Network

Copyrights Reserved © Auto-Tronics Inc. 1999

SIEMENS

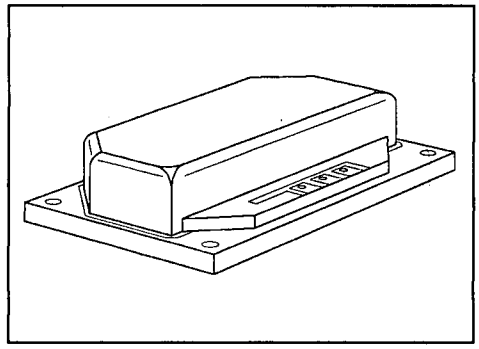
Microwave Motion Sensor

KMY 24

Preliminary Data

Description

The KMY 24 is a microwave rader motion sensor based on the Doppler effect. It transmits a low energy microwave radiation at 2.45 GHz which is reflected by objects. If the object is moving relative to the sensor, a Doppler shift occurs. The shifted wave is mixed with the original wave in two mixers, resulting in two output voltage signals. The phase shift between these two signals is negative or positive depending on whether the target is approaching or receding from the detector.



Engineering Sample

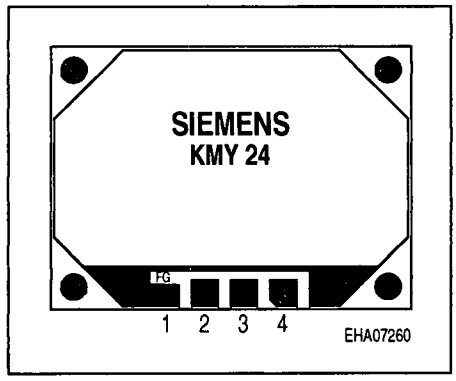
Features

- High sensitivity
- Dual Mixers enabling direction detecting
- High reliability
- Low power consumption
- Low harmonic emission
- Small size
- Light weight
- Low cost

Typ	Marking	Ordering Code	Operating frequency	License No.
KMY 24	KMY 24	Q62702-R323	2.45 GHz	BZT G127520H

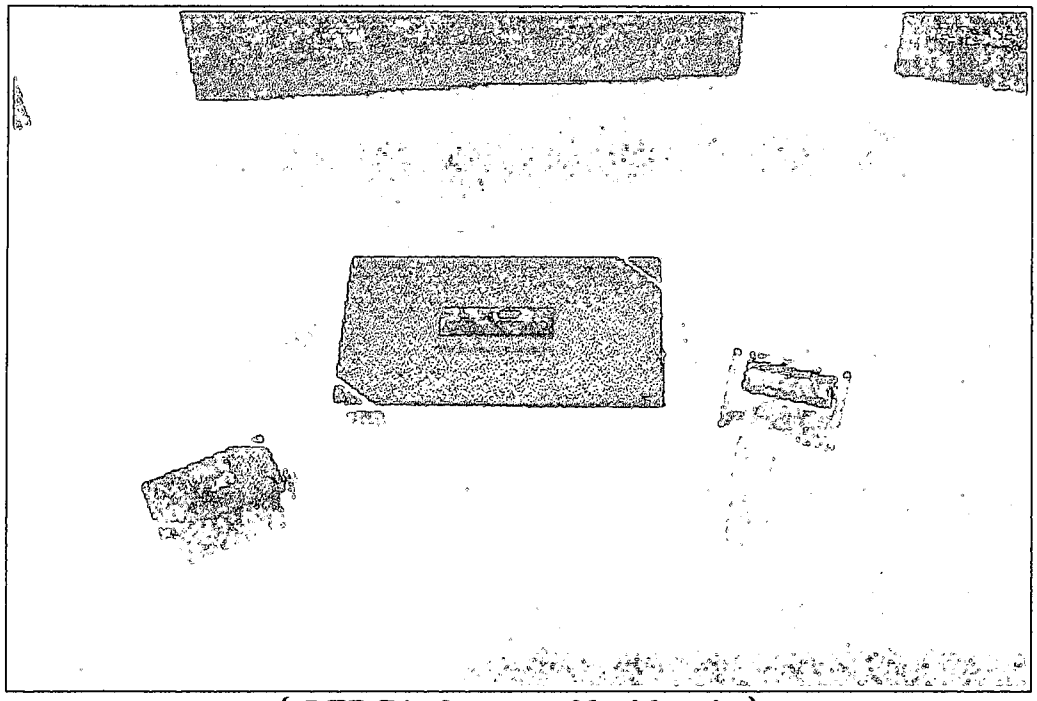
Pin Configuration

1	$-V_S$ (GND)
2	V_{D1} (output voltage D1)
3	V_{D2} (output voltage D2)
4	$+V_S$



Notes:

1. Solder pads must not be perforated, as this will damage, and may destroy the multilayer PC Board.
2. **Regulations on the use of High frequency devices.** The use of high frequency devices is regulated in most countries and certain frequencies can be subject to restrictions. The use of the KMY 24 should be clarified with the respective authorities in each country to ensure compliance with the prevalent legislation.

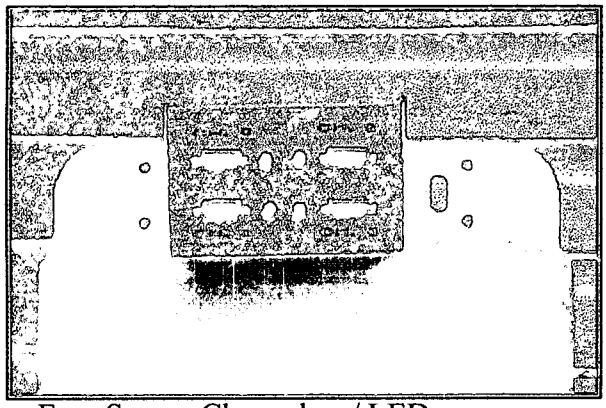


{ LED Display not sold with unit }

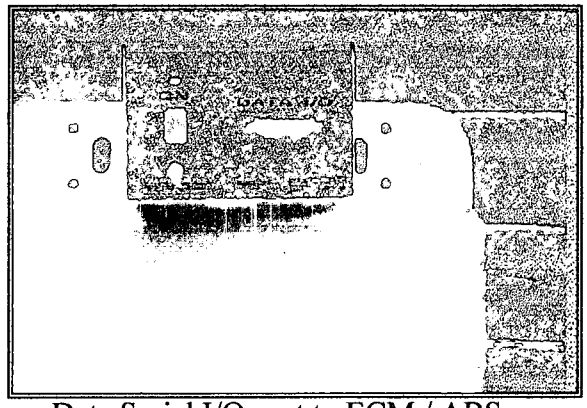
DIAGRAM 1- 1 (Elite Model)

The Regulator Brake Control 3 part system with LED Display.

ELITE MODEL



Four Sensor Channels w/ LED



Data Serial I/O port to ECM / ABS

DIAGRAM 1- 2

The above photos illustrate the multi-sensing options and a port for linking to the vehicle on-board computer.

Rothchild Ventures

{Chuck Littlejohn, Vice President for Auto-Tronics Inc.}

Faxed Letter from Boey Sek Onn

January 27, 1997

Copyrights Reserved © **Auto-Tronics Inc**. 1999

ROTHSCHILD VENTURES ASIA PTE LTD

Facsimile Transmission

Confidential

To : Mr Chuck Littlejohn
The Littlejohn Group

Fax: (1770) 808-8166

From : Boey Sek Onn

Tel: (65) 531-1410

Date : 27 January 1997

Subject : Auto-tronics Inc.

We refer to your enquiry dated 18 January 1997 but regret that, whilst the project is interesting, we are unable to participate at this moment. Perhaps, we can keep in touch and review it in future.

In the meantime, we wish the company success in its business ventures.

Once again, thank you for considering Rothschild Ventures.

Best regards,

Handout #5

Smith

United States Patent [19]
Säufferer

[11] 3,892,483
[45] July 1, 1975

AUTO-TRONICS
DARRYL A. FULTON
P O. BOX 25911
~~RALEIGH, NORTH CAROLINA 27611~~
11-2-93

AUTO-TRONICS
DARRYL A. FULTON
P.O. BOX 25911
RALEIGH, NORTH CAROLINA 27611

[54] DISTANCE WARNING DEVICE FOR VEHICLES

[75] Inventor: Helmut Säufferer, Esslingen, Germany

[73] Assignee: Daimler-Benz Aktiengesellschaft, Germany

[22] Filed: Nov. 10, 1972

[21] Appl. No.: 305,318

[30] Foreign Application Priority Data

Nov. 11, 1971 Germany 2156001

[52] U.S. Cl. ..... 356/4; 356/28; 343/11.2 CA; 180/98; 340/33; 340/34

[51] Int. Cl. G01c 3/08; G08g 1/00

[58] Field of Search ..... 356/4, 5, 28; 343/7 PF, 343/112 CA; 180/98; 340/33, 34

[56] References Cited

UNITED STATES PATENTS

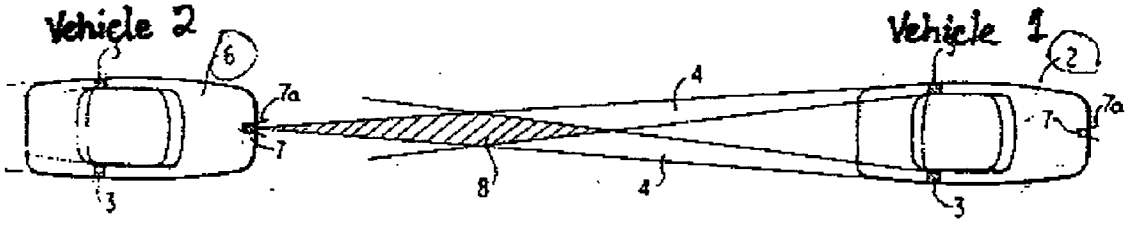
2,188,293	1/1940	Williams	180/98
2,851,120	9/1958	Fogiel	180/98
2,896,089	7/1959	Wesch	343/112 CA
3,152,317	10/1964	Mayer	180/98
3,394,342	7/1968	Walker	343/112 CA
3,533,061	10/1970	Treiterer	340/33

Primary Examiner—Maynard R. Wilbur
Assistant Examiner—S. C. Buczinski
Attorney, Agent, or Firm—Craig & Antonelli

[57] ABSTRACT

A distance warning installation for vehicles, especially for motor vehicles, in which each vehicle is equipped with one or two transmitters, radiating beams of light or other waves toward the rear, as well as with a forwardly directed receiver mounted at the vehicle front end for receiving the same types of waves; when the waves of the directional beam transmitted by the preceding vehicle are received by the receiver of the following vehicle, an acoustic and/or optical signal is produced by the receiver and/or a braking operation is automatically initiated thereby.

17 Claims, 8 Drawing Figures



Novel Diffrentiation

1. Diagram above illustrates Vehicle 2 (car in front of yours) must have a transmitter in order for Vehicle 6 to respond-react.
2. Vehicle 2 transmitter mount on vehicle is inaccurate, for the simple fact, if you own a convertible Vehicle 6 will not respond.
3. Illustraition 7b. Vehicle 6 would need more acceleration, for the simple fact Vehicle 2 will be going downhill much faster than vehicle 6 can proceed uphill for any Collision between Vehicles 6+2.

JUL 1 1975

AUTO-TRONICS
DARRYL A. FULTON
P.O. BOX 25911
RALEIGH, NORTH CAROLINA 27611

FIG.1

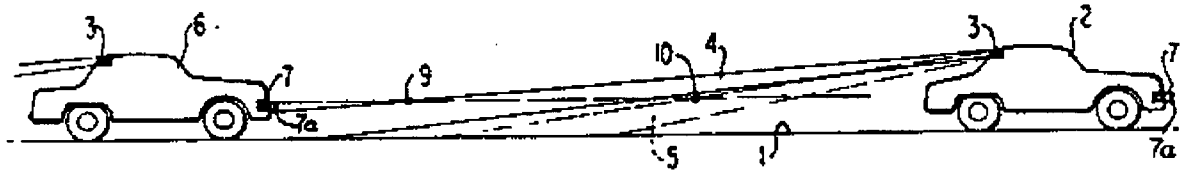


FIG.2

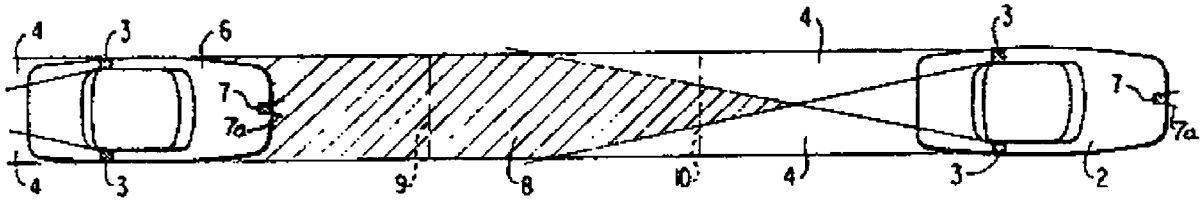


FIG.3

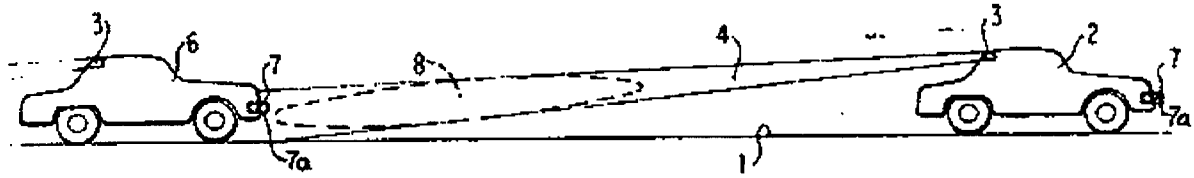
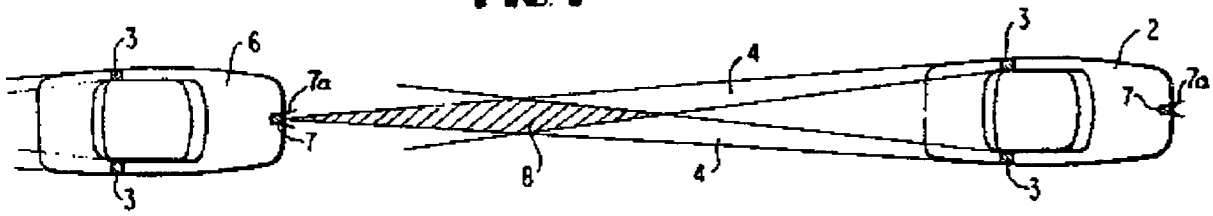


FIG.4



AUTO-TRONICS
DARRYL A. FULTON
P.O. BOX 25911
RALEIGH, NORTH CAROLINA 27611

FIG.5

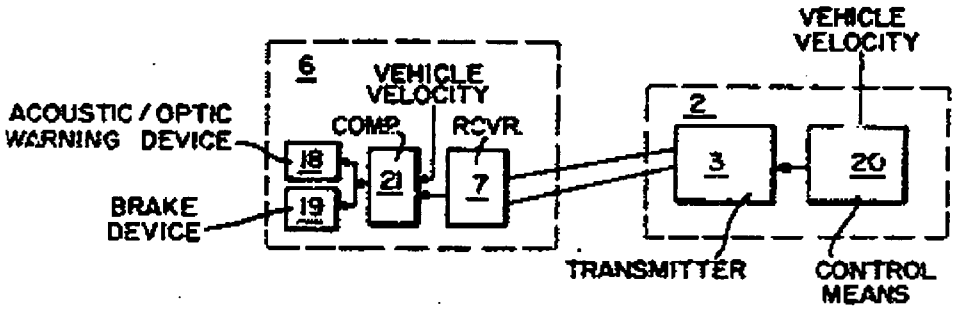


FIG.6

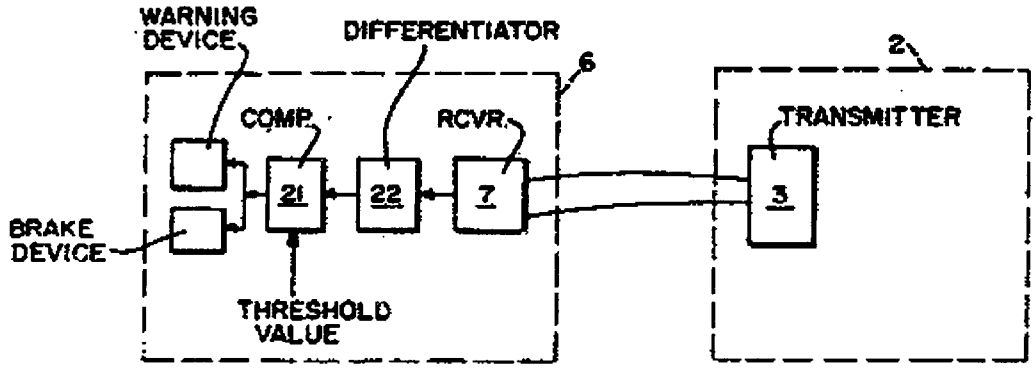


FIG.7a

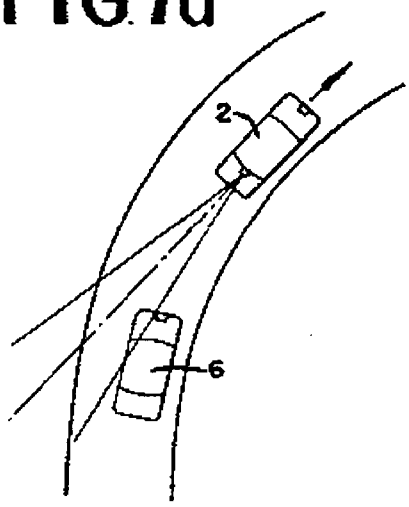
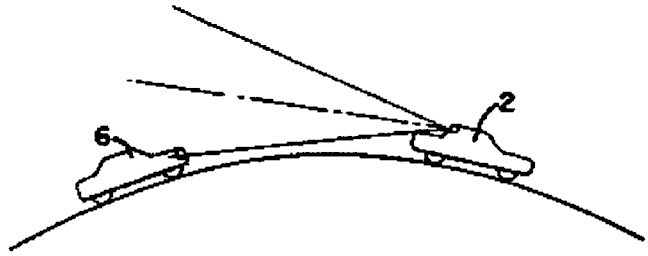


FIG.7b



VISITOR REGISTRATION SHEET

Joint Appropriations Subcommittee on DOT — April 14, 1999 AM

Name of Committee — **Date**

VISITORS: PLEASE SIGN IN BELOW AND RETURN TO COMMITTEE CLERK

NAME	FIRM OR AGENCY AND ADDRESS
[illegible]	Alamance County Sheriff - 109 S. [illegible]
Len Sanderson	NCDOT
Chuck Fitzgerald V.P.	Auto-Tronics
Corey Graves eng.	Auto-Tronics
Darryl Fulton Pres.	Auto-Tronics
[illegible] McBride	NCDA
Robert E. Redmond	Sheriff of Franklin Co.
Milton Alford	OSBM
Boyd Cauble	City of Charlotte

Joint Appropriations Subcommittee on Transportation
May 4, 1999
9:00 AM
Room 1228

Agenda

Chair: Representative ~~Crawford~~ Cole

Jim Allen **United Toll Systems**

JOINT APPROPRIATIONS SUBCOMMITTEE ON TRANSPORTATION
Minutes
May 4, 1999
9:00 A.M.
Room 1228 LB

The Joint Appropriations Subcommittee on Transportation met on May 4, 1999 at 9:00 a.m. in room 1228 of the Legislative Building. Representative Nelson Cole chaired the meeting. All members of the Senate committee were present. The following members of the House committee were in attendance:

Rep. Jim Crawford
Rep. Nelson Cole
Rep. Max Melton
Rep. Joanne Bowie
Rep. Don Davis
Rep. Jim Gulley
Rep. Bill Hurley
Rep. Ed McMahan
Rep. Drew Saunders

Representative Cole opened the meeting, acknowledged the pages, and turned the meeting over to Mr. Jim Allen with United Toll Systems. He is a private builder for toll roads and bridges and talked about the ones he has built in Montgomery and Tuscaloosa, Alabama. He builds roads without public funds and is able to complete one on the average of 13 to 14 months compared to the five and one half years it would take for the local government to build. The toll fees for passenger roads he builds are 75 cents. He talked about the public having the option of using a debit card which would bring the fee down to somewhere in the 60 cents range. Questions were then asked by the members of the committee. Mr. Allen indicated that other private road projects had failed when they don't work closely with the state government, but he has always had a good working relationship, therefore his projects have always been very successful.

Senator Eric Reeves, guest to the committee, spoke briefly on the toll roads that are in Dallas, Texas where he grew up. He spoke very highly of them and indicated they are working well for the Dallas area. He also mentioned that stickers were used in order for local residences to go through the toll booth without taking a lot of time in paying the money.

The meeting was adjourned at 9:55 a.m.

Respectfully submitted:

Representative Nelson Cole
Chairman, House Committee

Suzanne Smith
House Legislative Committee Assistant

VISITOR REGISTRATION SHEET

HOUSE APPRO/SUBCOMMITTEE ON TRANSPORTATION 5/4 , 1999

Name of Committee Date

VISITORS: PLEASE SIGN BELOW AND RETURN TO COMMITTEE CLERK

NAME	FIRM OR AGENCY AND ADDRESS
D. Roger	NCDOT
David Hartlong	State Planning
Milton Clifford	OSBM
Ruth Schapiro	NCDOT
J. W. Reel	OSBM
Lynn Bonner	N&O
Dennis Patterson	AP
Mac Bordley	NC Aggregates
Giles Perry	NCGA Staff
Joe Milazzo	NC State U - ITRE
V L McBride	NCTA
Mark Brown	Capitol Group
Mickey Moore	Orlando
James Stem	UTU
Richard Westbrook	UTU
Sandra Long	Martin Marietta
John Long	" "
Scott Jennings	Media General Newspapers
G Burnette	CADD
Leslie Swaim	NCCBI

House Appropriations Subcommittee on Transportation
May 12, 1999
9:00 AM
Room 1228

Agenda

Chair: Representative Crawford

HB 815 **Left Turn on Red**

MINUTES
HOUSE APPROPRIATIONS SUBCOMMITTEE ON TRANSPORTATION
MAY 12, 1999

The House Appropriations Subcommittee on Transportation met on Tuesday, May 12, 1999 in Room 1228/1327 of the Legislative Building at 9:00 a.m. The following members were present: Chairman Jim Crawford, Representatives Barbee, Bowie, Davis, Dockham, Gulley, Hiatt, Hurley, McAllister, McMahan, Melton, Saunders, and Sutton. Evan Rodewald and Bob Weiss, staff counselors, attended. A visitor registration list is attached and made part of these minutes. Chairman Crawford introduced the pages for the day.

HB 815 LEFT TURN ON RED. Chairman Crawford introduced Rep. Bob Hensley to present the bill. Rep. Hensley said the cost to be incurred would be $10,000 for signs and is already in DOT's budget and would not require an additional appropriation. Left turn on red is legal in 44 other states. DOT staff concurred on the need for the bill. Rep. McAllister moved for a favorable report and the bill passed.

HB 1029 MUNICIPAL SECONDARY ROADS PAVED. Don Goins, Chief Engineer, DOT explained the bill. The bill would affect 23 municipalities; however, 15 of these are not eligible for Powell Bill funds. Rep. Davis asked for a list of towns that would be affected and when these secondary roads would be paved anyway. DOT will provide this information. The bill was presented for discussion only and will be voted on at a later meeting when the bill sponsor can be present.

Chairman Crawford updated the members on the status of the appropriations process. The chairs are working with staff on developing special provisions.

Chairman Crawford adjourned the meeting at 9:35.

Respectfully submitted,

J W Crawford Jr
Representative Jim Crawford
Chairman

Linda Winstead
Linda S. Winstead
Committee Assistant

VISITOR REGISTRATION SHEET

APPROPRIATIONS – TRANSPORTATION SUBCOMMITTEE

Name of Committee | Date

VISITORS: PLEASE SIGN BELOW AND RETURN TO COMMITTEE CLERK

NAME	FIRM OR AGENCY AND ADDRESS
1 Dean R. Benson	NCDOT
2 Don Goins	NCDOT
3 Danny Rogers	NC DOT
4 V.L. McBride	NCDOT
5 [illegible]	NCDOT
6 [illegible]	CAPA

1999 PERMANENT SUBCOMMITTEE REPORT
HOUSE OF REPRESENTATIVES

FOR RECOMMENDING BILLS TO STANDING COMMITTEE OR TO THE FLOOR OF THE HOUSE
The following report(s) from permanent sub committee(s) is/are presented:
By Representative(s) **Cole and Crawford`** for the Permanent Subcommittee on **Transportation** of the Standing Committee on **APPROPRIATIONS.**

☒ Committee Substitute for
H.B. 815 ☒A BILL TO BE ENTITLED AN ACT TO ALLOW LEFT TURNS ON RED IN CERTAIN SITUATIONS AND TO APPROPRIATE FUNDS FOR SINAGE NECESSARY TO IMPLEMENT THE ACT.

REPORTED TO THE STANDING COMMITTEE ON

RECOMMENDED ACTION:

☐ With a favorable recommendation.

☐ With a favorable recommendation and recommend that the bill be re-referred to the Committee on

☐ With a favorable recommendation, as amended.

☐ With a favorable recommendation, as amended, and recommend that the bill be re-referred to the Committee on .

☐ With an unfavorable recommendation.

☐ With a favorable recommendation as to proposed committee substitute bill which changes the title, unfavorable as to original bill.

☐ With a favorable recommendation as to proposed House committee substitute bill, which changes the title, unfavorable as to Senate committee substitute bill.

☐ Without prejudice.

☐ Other recommended action: _____.

WITH APPROVAL OF STANDING COMMITTEE CHAIR FOR REPORT TO BE MADE DIRECTLY TO THE FLOOR OF THE HOUSE:
Rep. Easterling, Hardaway and Redwine for the Standing Committee on APROPRIATIONS.

s/ _____
Ruth M. Easterling
Thomas Hardaway

☒ With a favorable report and recommendation that it be re-referred to the Committee on Rules, Calendar and Operations of the House.
☐ With a favorable report, as amended.
☐ With a favorable report as to committee substitute bill (#), ☐ which changes the title, unfavorable as to (original bill) (Committee Substitute Bill #). (and recommendation that the committee substitute bill (#) be referred to the Committee on .)

2/24/99

GENERAL ASSEMBLY OF NORTH CAROLINA

SESSION 1999

H 2

HOUSE BILL 815
Committee Substitute Favorable 4/23/99

Short Title: Left Turn on Red. (Public)

Sponsors:

Referred to:

April 1, 1999

A BILL TO BE ENTITLED

AN ACT TO ALLOW LEFT TURNS ON RED IN CERTAIN SITUATIONS AND TO APPROPRIATE FUNDS FOR SIGNAGE NECESSARY TO IMPLEMENT THE ACT.

The General Assembly of North Carolina enacts:

Section 1. G.S. 20-158(b) reads as rewritten:

"(b) Control of Vehicles at Intersections. --

(1) When a stop sign has been erected or installed at an intersection, it shall be unlawful for the driver of any vehicle to fail to stop in obedience thereto and yield the right-of-way to vehicles operating on the designated main-traveled or through highway. When stop signs have been erected at three or more entrances to an intersection, the driver, after stopping in obedience thereto, may proceed with caution.

(2) Vehicles facing a red light controlling traffic passing straight through an intersection from a steady or strobe beam stoplight shall not enter the intersection while the steady or strobe beam stoplight is emitting a red light controlling traffic passing straight through an intersection; ~~provided that,~~ provided:

a. ~~except~~ Except where prohibited by an appropriate sign, vehicular traffic facing a red light controlling traffic passing straight through an intersection, after coming to a complete stop at the intersection, may enter the intersection to make a

right turn but ~~such~~ the turning vehicle shall yield the right-of-way to pedestrians and to other traffic using the ~~intersection.~~ intersection; or

b. Except where prohibited by an appropriate sign, vehicular traffic that is (i) in the leftmost lane of travel on a one-way street, (ii) facing a red light, and (iii) at an intersection with another one-way street with traffic travelling from the turning driver's right to the turning driver's left may enter the intersection and make a left turn into the extreme left-hand lane lawfully available to traffic. The turning vehicle shall come to a complete stop and shall yield the right-of-way to pedestrians and to other traffic using the intersection.

When the stoplight is emitting a steady yellow circular light on a traffic signal controlling traffic passing straight through an intersection or a steady yellow arrow light on a traffic signal controlling traffic turning at an intersection, vehicles facing the yellow light are warned that the related green light is being terminated or a red light will be immediately forthcoming. When the stoplight is emitting a steady green light, vehicles may proceed with due care through the intersection subject to the rights of pedestrians and other vehicles as may otherwise be provided by law.

(3) When a flashing red light has been erected or installed at an intersection, approaching vehicles facing the red light shall stop and yield the right-of-way to vehicles in or approaching the intersection. The right to proceed shall be subject to the rules applicable to making a stop at a stop sign.

(4) When a flashing yellow light has been erected or installed at an intersection, approaching vehicles facing the yellow flashing light may proceed through the intersection with caution, yielding the right-of-way to vehicles in or approaching the intersection.

(5) When a stop sign, stoplight, flashing light, or other traffic-control device authorized by subsection (a) of this section requires a vehicle to stop at an intersection, the driver shall stop at (i) an appropriately marked stop line, or if none, (ii) before entering a marked crosswalk, or if none, (iii) before entering the intersection at the point nearest the intersecting street where the driver has a view of approaching traffic on the intersecting street."

Section 2. There is appropriated from the Highway Fund to the Department of Transportation the sum of ten thousand dollars ($10,000) for the 1999-2000 fiscal year for the signage necessary to implement Section 1 of this act.

Section 3. This act is effective when it becomes law.

Appropriations Subcommittee on Transportation
May 20, 1999
8:30 AM
Room 1228

Agenda

Chair: Representative Nelson Cole

House Bill 1029	MUNICIPAL SECONDARY ROADS PAVED
Senate Bill 233	TIP FUNDING ALLOCATIONS/LOANS

REFERRAL FORM

NORTH CAROLINA HOUSE OF REPRESENTATIVES
ASSIGNMENT OF BILLS TO SUBCOMMITTEE

COMMITTEE: **APPROPRIATIONS**

CHAIRMAN: **Representatives Easterling, Hardaway, Redwine**

DATE: **5/19/99**

Bill Number (Indicate **H** or **S**): S233

Short Title: DOT Regional Equity

Assigned to Subcommittee on: **Appropriation Sub-Committee on Transportation**

Re-Assigned to Subcommittee on:

Bill Number (Indicate **H** or **S**):

Short Title:

Assigned to Subcommittee on:

Re-Assigned to Subcommittee on:

Bill Number (Indicate **H** or **S**):

Short Title:

Assigned to Subcommittee on:

Re-Assigned to Subcommittee on:

Bill Number (Indicate **H** or **S**):

Short Title:

Assigned to Subcommittee on:

Re-Assigned to Subcommittee on:

Bill Number (Indicate **H** or **S**):

Short Title:

Assigned to Subcommittee on:

Re-Assigned to Subcommittee on:

Bill Number (Indicate **H** or **S**):

Short Title:

Assigned to Subcommittee on:

Re-Assigned to Subcommittee on:

Bill Number (Indicate **H** or **S**):

Short Title:

Assigned to Subcommittee on:

Re-Assigned to Subcommittee on:

HOUSE APPROPRIATIONS SUBCOMMITTEE ON TRANSPORTATION
Minutes
May 20, 1999
8:30 A.M.
Room 1228 LB

The House Appropriations Subcommittee on Transportation met on May 20, 1999 at 8:30 a.m. in room 1228 of the Legislative Building. Representative Nelson Cole chaired the meeting. The following members of the committee were present:

Rep. Jim Crawford	Rep. Don Davis
Rep. Nelson Cole	Rep. Jim Gulley
Rep. Max Melton	Rep. Bill Hiatt
Rep. Cary Allred	Rep. Bill Hurley
Rep. Bobby Barbee	Rep. Mary McAllister
Rep. Joni Bowie	Rep. Drew Saunders

Representative Cole opened the meeting and acknowledged the pages. The first bill on the agenda was HB 1029 MUNICIPAL SECONDARY ROADS PAVED. Rep. Barbee spoke against the bill and moved that this bill be given an unfavorable report. The motion carried.

The second bill on the agenda was SB 233 TIP FUNDING ALLOCATIONS/LOANS. Representative Bill Hurley spoke for the bill. Under this bill it authorizes the DOT Board members to authorize the Secretary of Transportation to use TIP funding for projects that have begun that run into difficulty to use those funds for other projects in that distribution region or may be used for loans to other distribution regions and must be returned to that division within five years or less. It will keep parity in the TIP funding throughout the state. The DOT Board voted unanimously for this proposal. Representative Bowie spoke against this bill and discussion followed. Mr. Lyndo Tippett, Department of Transportation Board member, spoke for this bill. Representative McAllister moved that the bill be given a favorable report. The chair said discussion would continue. Representative Saunders offered an amendment to SB 233 and moved that it be adopted for discussion. This amendment is to change the word Board back to Department in line one of page three of the bill. Representative Barbee moved that the bill be put in a subcommittee to be studied further and report back to the committee in one week. Senator Rand was then called upon and spoke for the bill. Representative Barbee's motion that was on the floor to send the bill to a subcommittee to be studied for one week was voted on along with Representative Saunders amendment. The motion passed. Ruth Sappie, legislative liaison for the Department of Transportation, spoke on Representative Saunders amendment in that the Department now has the authority to designate the boundaries of the highway division as referred to on page three of the bill. Representative Cole indicated that the subcommittee for SB 233 would be appointed by Session today, May 20, 1999.

The meeting was adjourned at 9:15 a.m.

Respectfully submitted:

Nelson Cole
Representative Nelson Cole
Chairman

Suzanne Smith
Suzanne Smith
Legislative Committee Assistant

VISITOR REGISTRATION SHEET

HOUSE APPRO/SUBCOMMITTEE ON TRANSPORTATION 5/20 , 1999

Name of Committee Date

VISITORS: PLEASE SIGN BELOW AND RETURN TO COMMITTEE CLERK

NAME	FIRM OR AGENCY AND ADDRESS
Calvin Leggett	NCDOT
Russ Sappie	NCDOT
Don Goins	NCDOT
Chris McGee	NCDOT
Andy Romanet	N.C.L.M.
Fahad Manesh	Gov. Office
Gayle Gepsion	DOT
Jerry Shaw	N.C. Senate
Kim Nilsen	Observer Times
Richard Hoven	Nash Co.
Kevin Howell	Gov's Office
Jamie P. Williams	Duke RTC

1999 PERMANENT SUBCOMMITTEE REPORT
HOUSE OF REPRESENTATIVES

FOR RECOMMENDING BILLS TO STANDING COMMITTEE OR TO THE FLOOR OF THE HOUSE
The following report(s) from permanent sub committee(s) is/are presented:
By Representative(s) **Cole and Crawford** for the Permanent Subcommittee on **Transportation** of the Standing Committee on **APPROPRIATIONS.**

☐ Committee Substitute for
H.B. 1029 ☒A BILL TO BE ENTITLED AN ACT TO PROVIDE THAT A NEWLY INCORPORATED MUNICIPALITY MAY WAIVE ITS POWELL BILL FUNDS AND HAVE SECONDARY ROADS THAT WERE ON THE PAVEMENT PRIORITY LIST AND SCHEDULED TO BE PAVED PRIOR TO INCORPORATION PAVED BY THE DEPARTMENT OF TRANSPORTATION ACCORDING TO THE PRIORITY LIST.

REPORTED TO THE STANDING COMMITTEE ON **APPROPRIATIONS**

RECOMMENDED ACTION:

☐ With a favorable recommendation.

☐ With a favorable recommendation and recommend that the bill be re-referred to the Committee on .

☐ With a favorable recommendation, as amended.

☐ With a favorable recommendation, as amended, and recommend that the bill be re-referred to the Committee on .

☒ With an unfavorable recommendation.

☐ With a favorable recommendation as to proposed committee substitute bill which changes the title, unfavorable as to original bill.

☐ With a favorable recommendation as to proposed House committee substitute bill, which changes the title, unfavorable as to Senate committee substitute bill.

☐ Without prejudice.

☐ Other recommended action: _____.

WITH APPROVAL OF STANDING COMMITTEE CHAIR FOR REPORT TO BE MADE DIRECTLY TO THE FLOOR OF THE HOUSE:
Rep. for the Standing Committee on _____.

s/_____

☐ With a favorable report.
☐ With a favorable report, as amended.
☐ With a favorable report as to committee substitute bill (#), ☐ which changes the title, unfavorable as to (original bill) (Committee Substitute Bill #). (and recommendation that the committee substitute bill (#) be referred to the Committee on .)

2/24/99

GENERAL ASSEMBLY OF NORTH CAROLINA

SESSION 1999

H 1

HOUSE BILL 1029

Short Title: Municipal Secondary Roads Paved. (Public)

Sponsors: Representatives Decker; and Daughtry.

Referred to: Transportation.

April 14, 1999

A BILL TO BE ENTITLED

AN ACT TO PROVIDE THAT A NEWLY INCORPORATED MUNICIPALITY MAY WAIVE ITS POWELL BILL FUNDS AND HAVE SECONDARY ROADS THAT WERE ON THE PAVEMENT PRIORITY LIST AND SCHEDULED TO BE PAVED PRIOR TO INCORPORATION PAVED BY THE DEPARTMENT OF TRANSPORTATION ACCORDING TO THE PRIORITY LIST.

The General Assembly of North Carolina enacts:

Section 1. Section 169.1 of Chapter 321 of the 1993 Session Laws reads as rewritten:

"Sec. 169.1. Notwithstanding any other provision of law, the Department of Transportation shall maintain the streets and highways on the State highway system within municipalities that are not eligible for funds under G.S. 136-41.2. The Department of Transportation shall maintain the streets and highways as part of the State secondary system, and maintain the paving priority for the secondary roads the same as if the municipality were not incorporated, as long as the ineligibility for funds under G.S. 136-41.2 continues. The provisions of this section apply only to municipalities incorporated between July 1, 1989, and June 30, ~~1993.~~ 1993, and to any municipality incorporated prior to May 31, 1996, which is eligible for funds under G.S. 136-41.2 but which has not received any funds under G.S. 136-41.1."

Section 2. This act is effective when it becomes law.

GENERAL ASSEMBLY OF NORTH CAROLINA

SESSION 1999

S 3

SENATE BILL 233
Transportation Committee Substitute Adopted 3/24/99
House Committee Substitute Favorable 5/13/99

Short Title: TIP Funding Allocations/Loans. (Public)

Sponsors:

Referred to:

March 4, 1999

A BILL TO BE ENTITLED

AN ACT TO PROVIDE THAT UNEXPENDED FUNDS DEDICATED TO A CERTAIN DISTRIBUTION REGION PURSUANT TO G.S. 136-17.2A SHALL BE USED FOR PROJECTS IN THAT DISTRIBUTION REGION OR MAY BE USED FOR LOANS TO OTHER DISTRIBUTION REGIONS THAT MUST BE RETURNED WITHIN A SPECIFIED TIME.

The General Assembly of North Carolina enacts:

Section 1. G.S. 136-17.2A(a) reads as rewritten:

"(a) Funds expended for the Intrastate System projects listed in G.S. 136-179 and both State and federal-aid funds expended under the Transportation Improvement Program, other than funds expended on an urban loop project listed in G.S. 136-180, shall be distributed throughout the State in accordance with this section. For purposes of this distribution, the counties of the State are grouped into seven distribution ~~regions~~ regions, each consisting of two divisions, as follows:

(1) Distribution Region A consists of ~~the following counties: Bertie, Camden, Chowan, Currituck, Dare, Edgecombe, Gates, Halifax, Hertford, Hyde, Johnston, Martin, Nash, Northampton, Pasquotank, Perquimans, Tyrrell, Washington, Wayne, and Wilson.~~ Division 1 and Division 4.

(2) Distribution Region B consists of ~~the following counties: Beaufort, Brunswick, Carteret, Craven, Duplin, Greene, Jones, Lenoir, New~~

~~Hanover, Onslow, Pamlico, Pender, Pitt, and Sampson.~~ Division 2 and Division 3.

(3) Distribution Region C consists of ~~the following counties: Bladen, Columbus, Cumberland, Durham, Franklin, Granville, Harnett, Person, Robeson, Vance, Wake, and Warren.~~ Division 5 and Division 6.

(4) Distribution Region D consists of ~~the following counties: Alamance, Caswell, Davidson, Davie, Forsyth, Guilford, Orange, Rockingham, Rowan, and Stokes.~~ Division 7 and Division 9.

(5) Distribution Region E consists of ~~the following counties: Anson, Cabarrus, Chatham, Hoke, Lee, Mecklenburg, Montgomery, Moore, Randolph, Richmond, Scotland, Stanly, and Union.~~ Division 8 and Division 10.

(6) Distribution Region F consists of ~~the following counties: Alexander, Alleghany, Ashe, Avery, Caldwell, Catawba, Cleveland, Gaston, Iredell, Lincoln, Surry, Watauga, Wilkes, and Yadkin.~~ Division 11 and Division 12.

(7) Distribution Region G consists of ~~the following counties: Buncombe, Burke, Cherokee, Clay, Graham, Haywood, Henderson, Jackson, Macon, Madison, McDowell, Mitchell, Polk, Rutherford, Swain, Transylvania, and Yancey.~~ Division 13 and Division 14."

Section 2. G.S. 136-17.2A is amended by adding a new subsection to read:

"(g) Unexpended and unencumbered funds that have been designated pursuant to the allocation formula provisions of this section for projects to be constructed under the Transportation Improvement Program in a particular Division shall remain available, from year to year, for construction of projects in that Division and shall be used for projects in that Division.

The Secretary may do either of the following:

(1) The Secretary may advance the construction of other Transportation Improvement Program projects within a Division in order to make the most efficient use of these funds.

(2) The Secretary may transfer designated funds from one or more donor Divisions to one or more recipient Divisions with the prior approval of the Board of Transportation. If a transfer or loan of designated funds is made, the same amount of funds shall be designated for use in the donor Divisions as soon as practicable and at least within five years.

(3) Funds transferred by this statute shall not be considered in the computation of the distribution formula as defined by G.S. 136-17.2A."

Section 3. G.S. 136-14.1 reads as rewritten:

"**§ 136-14.1. Transportation engineering divisions.**

For purposes of administering transportation activities, the ~~Department~~ Board of Transportation shall have authority to designate boundaries of 14 transportation engineering divisions for the proper administration of its duties."

Section 4. This act becomes effective July 31, 1999.

NORTH CAROLINA GENERAL ASSEMBLY AMENDMENT

(Please type or use ballpoint pen)

EDITION No. _____

H. B. No. _____ DATE 5-20-99

S. B. No. 233 Amendment No. _____ (to be filled in by Principal Clerk)

COMMITTEE SUBSTITUTE _____

Rep.) Saunders
) _____
Sen.)

1 moves to amend the bill on page 3, line 1

2 ( ) WHICH CHANGES THE TITLE

3 by ~~[illegible]~~

4 deleting the phrase:

5 "~~Department~~ Board" and substituting

6 the word "Department".

7 ~~[illegible]~~.

8

9

10

11

12

13

14

15

16

17

18

19

SIGNED _____

ADOPTED _____ FAILED _____ TABLED _____

GA-33-A

PRINCIPAL CLERK'S OFFICE (FOR ENGROSSMENT)

House Appropriations Subcommittee on Transportation
May 27, 1999
8:30 AM
Room 1228

Agenda

Chair: Representative Jim Crawford

Budget Deliberations

MINUTES
HOUSE APPROPRIATIONS SUBCOMMITTEE ON TRANSPORTATION
MAY 27, 1999

The House Appropriations Subcommittee on Transportation met on Thursday, May 27, 1999 in Room 1228/1327 of the Legislative Building at 8:30 a.m. The following members were present: Chairman Jim Crawford, Chairman Cole, Vice-Chair Melton, Representatives Allred, Barbee, Blue, Bowie, Davis, Dockham, Gulley, Hiatt, Hurley, McAllister, McMahan, Saunders, and Sutton. Evan Rodewald and Bob Weiss, staff, attended. A visitor registration list is attached and made part of these minutes. Chairman Crawford introduced the pages for the day.

Chairman Crawford handed out the proposed budget and explained where the funds would be derived and expended. Handout #2 is more detailed explanation of the items. Rep. Crawford, General Assembly staff, and DOT staff responded to various questions presented by members. Rep. Cole handed out copies of special provisions and explained each one. Rep. Crawford commended staff in preparing the special provisions to include members comments throughout previous meetings.

H006B. Rep. Allred requested that his name be included as a requestor of this provision.

H017A. Rep. Allred requested that this provision be flagged since it is under discussion by another committee and moved to delete it. DOT staff explained and answered questions. Rep. Allred amended his previous motion to remove lines 9 through 11 beginning with "and (iii)." Chairman Crawford directed staff to flag this provision for further study; however, it will not affect the money in the budget.

H030. Rep. Saunders felt that the committee should not specify what materials to use and to remove line 18. Rep. Sutton moved to change wording to "include but not limited to hot and cold in-place recycling." The motion carried.

H009E. Rep. McMahan moved to delete the references to specific areas of the state beginning on line 6. The motion carried.

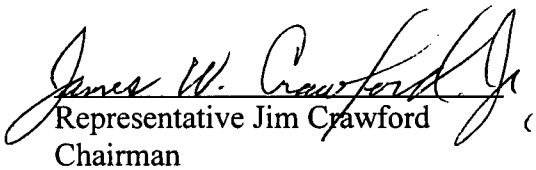
Rep. Bowie presented a new provision, H027A, and explained its purpose. The provision was accepted by the committee for inclusion.

Rep. Dockham presented a new provision, H016D, and explained its purpose. The provision was accepted by the committee for inclusion.

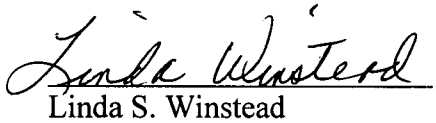
Rep. Bowie moved to accept the budget with the changes voted on by the committee and to send forward a report to the Appropriations chairs. The motion carried.

Chairman Crawford adjourned the meeting at 10:a.m.

Respectfully submitted,



Representative Jim Crawford
Chairman



Linda S. Winstead
Committee Assistant

VISITOR REGISTRATION SHEET

APPROPRIATIONS – TRANSPORTATION SUBCOMMITTEE 5-27-99

Name of Committee Date

VISITORS: PLEASE SIGN BELOW AND RETURN TO COMMITTEE CLERK

NAME	FIRM OR AGENCY AND ADDRESS
Meredith Benton	NC DOT
Milton Alford	OSBM
Wayne Stallings	NCDOT
David King	NCDOT
Doug Rogers	NC DOT
Danny Dalton	NCDOT
Janet D'Ignazio	NCDOT
[illegible]	NCPT
Jim [illegible]	Randolph E. Cloud & Associates
Mark Benson	Capitol Group
[illegible]	[illegible]
[illegible]	NCDOT
[illegible]	US
VL McBride	NCTA
Ned [illegible]	CCNC
[illegible]	DMV
Diane Johnson	DMV
Jim Edwards	DMV
Bill Scogin	NCBA

1999-2001 Budget - Highway Fund

	Governor's Recommendations		Draft Subcommittee Recommendations			
			House		Senate	
	1999-2000	2000-2001	1999-2000	2000-2001	1999-2000	2000-2001
Availability						
1 Revenue	1,149,490,000	1,194,410,000	1,149,490,000	1,194,410,000	1,149,490,000	1,194,410,000
2 Surplus from Prior Year	-	-	-	-	-	-
3 Funds Available	1,149,490,000	1,194,410,000	1,149,490,000	1,194,410,000	1,149,490,000	1,194,410,000
4 Recommended Continuation Budget	1,137,920,833	1,145,178,150	1,137,920,833	1,145,178,150	1,137,920,833	1,145,178,150
5						
6 **Net Funds Available**	**11,569,167**	**49,231,850**	**11,569,167**	**49,231,850**	**11,569,167**	**49,231,850**
7						
8						
9 **Budget Reductions**						
10 Increase Trust Fund Administrative Support	(8,000,000)	(8,000,000)	(8,000,000)	(8,000,000)	(8,000,000)	(8,000,000)
11 Transfer to Highway Trust Fund	(38,000,000)	(38,000,000)	(38,000,000)	(38,000,000)	(38,000,000)	(38,000,000)
12 Defer Equipment Purchases	(6,000,000)	-	(6,000,000)	-	(6,000,000)	-
13 Reduce Ferry Operating Funds	(1,000,000)	(1,000,000)	(1,000,000)	(1,000,000)	(1,000,000)	(1,000,000)
14 Negative Reserve	(9,000,000)	-	-	-	-	-
15 Reduce Payment to Branch Agents			(500,000)		(500,000)	
16 License Plates and Stickers			(500,000)		(500,000)	
17 Driver License Photographic Contract			(800,000)		(800,000)	
18 Delay Filling of Vacancies			(7,200,000)		(7,200,000)	
19 Reallocation of 98-99 Operating funds for Western NC Svc.			(3,200,000)		(3,200,000)	
20 Delay Western NC Station Improvements			(2,000,000)		(2,000,000)	
21 Eliminate Vacant Engineer Trainee Positions			(300,238)	(300,238)	(300,238)	(300,238)
22						
23						
24						
25 **Total Adjustments and Reductions**	**(62,000,000)**	**(47,000,000)**	**(67,500,238)**	**(47,300,238)**	**(67,500,238)**	**(47,300,238)**
26						
27 **Total Funds Available for Expansion**	**73,569,167**	**96,231,850**	**79,069,405**	**96,532,088**	**79,069,405**	**96,532,088**

#1

1999-2001 Budget - Highway Fund

		Governor's Recommendations		Draft Subcommittee Recommendations			
				House		Senate	
		1999-2000	2000-2001	1999-2000	2000-2001	1999-2000	2000-2001
	Expansion Items						
1	Contract Resurfacing	7,000,000	7,000,000	8,000,000	7,000,000	8,000,000	7,000,000
2	Maintenance	22,319,167	24,681,850	30,000,000	31,000,000	30,000,000	31,000,000
3	Employee-Related Costs	19,000,000	19,000,000	13,000,000	20,000,000	13,000,000	20,000,000
4	Public Transportation Funding	25,000,000	31,300,000	27,556,398	25,029,081	27,556,398	25,029,081
5	Global Transpark	250,000	250,000	250,000	250,000	250,000	250,000
6	Reserve for Revenue Tax Collection			253,007	253,007	253,007	253,007
7	House Bill 815 - Left Turn on Red			10,000		10,000	
8							
9							
10	**Total Expansion**	**73,569,167**	**82,231,850**	**79,069,405**	**83,532,088**	**79,069,405**	**83,532,088**
11							
12	**Surplus (Deficit)**	**-**	**14,000,000**	**-**	**13,000,000**	**-**	**13,000,000**

#2

Transportation

HIGHWAY FUND

	FY 99-2000		FY 2000-01	
Recommended Budget	$1,137,920,833		$1,145,178,150	

Legislative Changes

Operations

(2320) Traffic Engineering

1 House Bill 815 - Left Turn on Red

Funds signage under House Bill 815 — $10,000 NR

(2420) Operations

2 Eliminate Vacant Engineer Trainee Positions — ($300,238) R — ($300,238) R

Eliminates vacant engineer trainee positions.

-7.00 — -7.00

Construction and Maintenance

(0350) Airport Program

3 Additional Funding for Airports

$0 NR

	1999-2000	2000-2001
State Aid	$700,000	0
General Fund Appropriation	$700,000	0

(0660) Ferry Division

4 Reduce Ferry Operating Funds

Nonrecurring reduction from various line items throughout the Ferry Division budget. — ($1,000,000) NR — ($1,000,000) NR

(5240) Maintenance - Contract Resurfacing

5 Increase Funding for Contract Resurfacing

Provides additional funding for contract resurfacing. — $8,000,000 NR — $7,000,000 NR

House Subcommittee on Transportation

	FY 99-2000		FY 2000-01	
(5940) Rail Program				
6 Expand and Allocate Rail Funds	$8,656,398	NR	$11,329,081	NR

	1999-00	2000-01
6006 State Aid	(12,100,000)	(12,100,000)
6401 Piedmont, Carolinian Operating	2,875,000	2,875,000
6402 Industrial Access	1,000,000	1,000,000
6403 Sealed Corridor	1,500,000	1,750,000
6404 Envir.Studies	2,025,000	1,750,000
6405 Station Improvements	1,000,000	
6406 Western NC Service		3,525,000
6407 Improve Travel Time Raleigh-Charlotte	12,356,398	12,529,081

(5970) Public Transportation

7 Funds for Public Transportation

Provides additional appropriations to fund public transportation. — $18,900,000 NR — $13,700,000 NR

Division of Motor Vehicles

(0520) Vehicle Registration

8 Reduce Budget for Branch Agent Fees

Reduces budget for Branch Agent Fees for 1999-00 consistent with current trends in Branch Agent transaction volumes. — ($500,000) NR

9 Reduce Budget for License Plates and Stickers

Reduces budget for license plates and stickers for 1999-00 consistent with current projections. — ($500,000) NR

(0530) Driver Licensing

10 Reduce Budget for Driver License Photos

Reduces budget for driver license photos for 1999-00 consistent with current projections. — ($800,000) NR

Reserves

(6230) Dept. of Revenue - Tax Collection

11 Reserve for Revenue Tax Collection — $253,007 R — $253,007 R

Provides funds to pay for increased data processing expenses related to the collection of motor fuel taxes.

House Subcommittee on Transportation	FY 99-2000		FY 2000-01	
(6330) Global Transpark				
12 **Increase Global Transpark Funding** Increases funding for three new administrative positions (a chief financial officer, an administrator and a secretary) and miscellaneous expenses.	$250,000	R	$250,000	R
(6370) Transfer to Highway Trust Fund				
13 **Discontinue Transfer to Highway Trust Fund** Discontinues, for biennium, transfer to Highway Trust Fund of money required by statute. These funds were originally made available from the retirement of Highway Fund bonds. As these bonds were paid off, money equal to the debt service on the bonds was paid to the Highway Trust Fund.	($38,000,000)	NR	($38,000,000)	NR
(6828) Reserve for Maintenance				
14 **Increase Maintenance Expenditures** Increases Maintenance Expenditures.	$30,000,000	NR	$31,000,000	NR
(6829) Deferred Equipment Purchases				
15 **Defer Equipment Purchases** Defers equipment purchases for 1999-00.	($6,000,000)	NR		
(6830) Administrative Budgets				
16 **Increase Trust Fund Administration Support** Increases administrative charges for to the Highway Trust Fund, thereby decreasing Highway Fund requirements.	($8,000,000)	R	($8,000,000)	R
17 **Delay Filling of Vacancies** To reduce the Highway Fund appropriation, the Department will keep vacant positions empty for two additional months.	($7,200,000)	NR		
Total Legislative Changes	**($7,797,231)**	R	**($7,797,231)**	R
	$11,566,398	NR	**$24,029,081**	NR
Total Position Changes	-7.00		-7.00	
Revised Budget	**$1,141,690,000**		**$1,161,410,000**	

#3

House Appropriations Subcommittee

On Transportation

Special Provisions

Draft as of May 26, 1999

CODE NO. 99TRANS-H004B

Requested by: Representatives Crawford and Cole

CASH FLOW HIGHWAY FUND AND HIGHWAY TRUST FUND APPROPRIATIONS

Section @.(a) The General Assembly authorizes and certifies anticipated revenues of the Highway Fund as follows:

FY 2001-2002	$1,237.2 million
FY 2002-2003	$1,280.0 million
FY 2003-2004	$1,317.0 million
FY 2004-2005	$1,359.6 million

The General Assembly authorizes and certifies anticipated revenues of the Highway Trust Fund as follows:

FY 2001-2002	$940.2 million
FY 2002-2003	$975.2 million
FY 2003-2004	$1,009.5 million
FY 2004-2005	$1,045.3 million."

Section @.(b) Section 27.4 of S.L. 1998-212 is repealed.

CODE NO. 99TRANS-H002B

Requested by: Representatives Crawford and Cole

DISCONTINUE BOND RETIREMENT TRANSFER FROM HIGHWAY FUND TO HIGHWAY TRUST FUND FOR BIENNIUM

Section @. G.S. 136-176(a)(4) and G.S. 136-183 are suspended from July 1, 1999 to June 30, 2001.

CODE NO. 99TRANS-H023D

Requested by: Representatives Crawford and Cole

BLUE RIBBON TRANSPORTATION FINANCE STUDY COMMISSION

1 Section @. (a) Commission Established. -- There is
2 established a Blue Ribbon Transportation Finance Study
3 Commission.
4 (b) Membership. -- The Commission shall be composed of
5 15 members as follows:
6 (1) Four members of the House of Representatives
7 appointed by the Speaker of the House of
8 Representatives.
9 (2) Four members of the Senate appointed by the
10 President Pro Tempore of the Senate.
11 (3) Three members of the public appointed by the
12 Governor, none of whom shall be State officials,
13 and two of whom shall have expertise in
14 transportation matters.
15 (4) Two members of the public appointed by the Speaker
16 of the House of Representatives, one of whom shall
17 be a municipal-elected official, and one of whom
18 shall have experience in business and
19 transportation matters.
20 (5) Two members of the public appointed by the
21 President Pro Tempore of the Senate, one of whom
22 shall be an elected county official, and one of
23 whom shall have experience in business and
24 transportation matters.
25 Any persons appointed pursuant to Section 27.15 of Session Law
26 1998-212 shall continue as members of this Study Commission.
27 (c) Secretary of Transportation. -- The Commission shall
28 invite the Secretary of Transportation to attend each meeting of
29 the Commission and encourage his participation in the
30 Commission's deliberations.
31 (d) Duties of Commission. -- The Commission shall study
32 the following matters related to Transportation Finance:
33 (1) The Highway Trust Fund Act of 1989. -- The
34 Commission shall review the current law and
35 recommend any revisions that may be necessary,
36 based on the nine-year history of the fund and the
37 current transportation needs of the State.
38 (2) Current revenue sources. -- The Commission shall
39 review all current revenue sources that support

State transportation programs, and recommend changes, additions, or deletions based on projected needs for the next 25 years.

(3) Transportation system maintenance. -- The Commission shall review current financing of transportation system maintenance and recommend changes to accommodate maintenance of new construction and increased traffic volume.

(4) Public transportation. -- The Commission shall evaluate funding public transportation with dedicated sources of funds. The Commission's recommendation shall include specific sources and amounts of any dedicated funds, if recommended.

(5) Transfers from the Highway Fund to other State agencies, including whether or not those funds would more appropriately come from the General Fund.

(6) Other transportation financing issues. -- The Commission may study any other transportation finance-related issue approved by the cochairs or recommended by the Secretary of Transportation and approved by the cochairs.

(e) Vacancies. -- Any vacancy on the Commission shall be filled by the appointing authority.

(f) Cochairs. -- Cochairs of the Commission shall be designated by the Speaker of the House of Representatives and the President Pro Tempore of the Senate from among their respective appointees. The Commission shall meet upon the call of the chairs. A quorum of the Commission shall be eight members.

(g) Expenses of Members. -- Members of the Commission shall receive per diem, subsistence, and travel allowances in accordance with G.S. 120-3.1, 138-5, or 138-6, as appropriate.

(h) Staff. -- Adequate staff shall be provided to the Commission by the Legislative Services Office.

(i) Consultants. -- The Commission may hire consultants to assist with the study. Before expending any funds for a consultant, the Commission shall report to the Joint Legislative Commission on Governmental Operations on the consultant selected, the work products to be provided by the consultant, and the cost of the contract, including an itemization of the cost components.

(j) Meetings During Legislative Session. -- The Commission may meet during a regular or special session of the General Assembly, subject to approval of the Speaker of the House of Representatives and President Pro Tempore of the Senate.

1 (k) Meeting Location. -- The Commission shall meet at
2 various locations around the State in order to promote greater
3 public participation in its deliberations. The Legislative
4 Services Commission shall grant adequate meeting space to the
5 Commission in the State Legislative Building or the Legislative
6 Office Building.
7 (l) Report. -- The Commission shall submit an interim
8 report to the Joint Legislative Transportation Oversight
9 Committee on or before June 1, 2000. The Commission shall submit
10 a final report to the Joint Legislative Transportation Oversight
11 Committee by March 1, 2001. Upon the filing of its final report,
12 the Commission shall terminate.
13 (m) Appropriation. -- From appropriations to the
14 General Assembly, the Legislative Services Commission may
15 allocate up to two hundred thousand dollars ($200,000) for the
16 expenses of the Commission.

CODE NO. 99TRANS-H001A

Requested by: Representatives Crawford and Cole

DESIGN-BUILD TRANSPORTATION CONSTRUCTION CONTRACTS AUTHORIZED

Section @. Notwithstanding any other provision of law, the Board of Transportation may award up to three contracts annually for construction of transportation projects on a design-build basis. These contracts may be awarded after a determination by the Department of Transportation that delivery of the projects must be expedited and that it is not in the public interest to comply with normal design and construction contracting procedures. Prior to the award of a design-build contract, the Secretary of Transportation shall report to the Joint Legislative Transportation Oversight Committee and to the Joint Legislative Commission on Governmental Operations on the nature and scope of the project and the reasons an award on a design-build basis will best serve the public interest.

CODE NO. 99TRANS-H030

Requested by: Representatives Crawford and Cole

USE OF RECYCLED ROAD MATERIALS IN ROAD MAINTENANCE

Section @. G.S. 136-28.8 reads as rewritten:

"**§ 136-28.8. Use of recycled materials in construction.**

(a) It is the intent of the General Assembly that the Department of Transportation continue to expand its use of recycled materials in its construction and maintenance programs.

(b) The General Assembly declares it to be in the public interest to find alternative ways to use certain recycled materials that currently are part of the solid waste stream and that contribute to problems of declining space in landfills. ~~To the extent economically practicable, the Department shall use:~~ The Department shall, consistent with economic feasibility and applicable engineering and environmental quality standards, use:

(1) Rubber from tires in road pavements, subbase materials, or other appropriate ~~applications; and~~ applications.

(2) Recycled materials for guard rail posts, right-of-way fence posts, and sign ~~supports~~ supports.

(3) Recycling technology, including hot in-place recycling, in road and highway maintenance.

~~so long as these materials meet all appropriate engineering standards.~~

(c) As a part of its scheduled projects, the Department shall conduct additional research, which may include demonstration projects, on the use of recycled materials in ~~construction.~~ construction and maintenance.

(d) The Department shall review and revise existing bid procedures and specifications to eliminate any procedures and specifications that explicitly discriminate against recycled materials in ~~construction,~~ construction and maintenance, except where the procedures and specifications are necessary to protect the health, safety, and welfare of the people of this State.

(e) The Department shall review and revise its bid procedures and specifications on a continuing basis to encourage the use of recycled materials in construction and maintenance and shall, to the extent economically practicable, require the use of recycled materials.

(f) All agencies shall cooperate with the Department in carrying out the provisions of this section.

(g) On or before October 1 of each year, the Department shall report to the Division of Pollution Prevention and Environmental

Assistance of the Department of Environment and Natural Resources as to the amounts and types of recycled materials that were specified or used in contracts that were entered into during the previous fiscal year. On or before December 1 of each year, the Division of Pollution Prevention and Environmental Assistance shall prepare a summary of this report and submit the summary to the Joint Legislative Commission on Governmental ~~Operations and~~ Operations, the Joint Legislative Transportation Oversight Committee, and the Environmental Review Commission.

(h) The Department, in consultation with the Department of Environment and Natural Resources, shall determine minimum content standards for recycled materials.

(i) This section is broadly applicable to all procurements by the Department if the quality of the product is consistent with the requirements of the bid specifications.

(j) The Department may adopt rules to implement this section."

CODE NO. 99TRANS-H024D

Requested by: Representatives Crawford and Cole

DEPARTMENT OF TRANSPORTATION TO REPORT ON DELAYED ROAD CONSTRUCTION

Section @. The Department of Transportation shall study the reasons that road construction is delayed in North Carolina. Among the other issues that the Department should study and make recommendations on are:

(1) The inability to obtain environmental permits and historical permits in a timely or expedited manner.

(2) Cooperation between the Department of Transportation and other agencies involved in the permitting process.

(3) Problems in acquiring needed rights-of-way for road construction.

(4) Delays in planning and design that are related to public participation and other mandated notices and hearings, and other issues.

For each of the above issues, the Department shall report on the nature of the problem and make recommendations on how the problem will be addressed. The report shall include specific goals and performance measures to be used to determine the success in implementing these recommendations.

The Department of Transportation shall report its findings and recommendations to the November, 1999 meeting of the Joint Legislative Transportation Oversight Committee and to the Fiscal Research Division and to the November, 1999 meeting of the Joint Legislative Commission on Governmental Operations.

CODE NO. 99TRANS-H014I

Requested by: Representatives Crawford and Cole

DEPARTMENT OF TRANSPORTATION TO REPORT ON HIGHWAY CONSTRUCTION FINANCING

Section @. The Department of Transportation shall study the various financing options available for increasing the pace of highway construction. Among the other issues that the Department should study and make recommendations on are:

(1) Cash-flow financing allowed under the North Carolina General Statutes.
(2) Advanced federal funding.
(3) Proceeds from highway construction bonds.
(4) Grant Anticipation Revenue Vehicles.
(5) Toll roads.

The study of cash-flow financing shall include an analysis of how this financing option can be integrated into the management of the Transportation Improvement Program. The Department shall report its findings and make recommendations based on those findings to the December,1999 meeting of the Joint Legislative Transportation Oversight Committee, to the Fiscal Research Division, and to the Blue Ribbon Transportation Finance Study Commission.

CODE NO. 99TRANS-H013E

Requested by: Representatives Crawford and Cole

SIMPLIFY TRANSPORTATION IMPROVEMENT PROGRAM DATABASE

Section @. The Department of Transportation shall redesign and modify its Transportation Improvement Program (TIP) database to make it more accessible, easier to understand, and easier to use. The Department shall consult with the Fiscal Research Division prior to redesigning the system, and shall make a written report on suggested design changes to the Joint Legislative Transportation Oversight Committee by March 31, 2000. The Department shall implement these changes no later than October 1, 2000.

CODE NO. 99TRANS-H026B

Requested by: Representatives Crawford and Cole

SUBDIVISION ROAD ACCEPTANCE AND MAINTENANCE STUDY

Section @. The Joint Legislative Transportation Oversight Committee (JLTOC) shall study the proposed and ratified legislation and the policies for accepting and maintaining subdivision roads and streets that do and do not meet the standards adopted by the Board of Transportation and cited in G.S. 136-102.6. The JLTOC may file an interim report with the 2000 Session of the General Assembly and shall file a final report with the 2001 Session of the General Assembly on this subject.

CODE NO. 99TRANS-H006B

Requested by: Representatives Crawford and Cole

DISCLOSURE OF PERSONAL INFORMATION IN MOTOR VEHICLE RECORDS

1 Section @.(a) Section 17.1 of Chapter 23 of the 1998
2 Session Laws, as amended by Section 27.18(a) of Chapter 212 of
3 the 1998 Session Laws, is repealed.
4 Section @.(b) Section 2. G.S. 20-43.1 reads as
5 rewritten:
6 "**§ 20-43.1. Disclosure of personal information in motor vehicle**
7 **records.**
8 (a) The Division shall disclose personal information contained
9 in motor vehicle records in accordance with the federal Driver's
10 Privacy Protection Act of 1994, as amended, 18 U.S.C. §§ 2721, et
11 seq..
12 (b) As authorized in 18 U.S.C. § 2721, the Division shall not
13 disclose personal information for the purposes specified in ~~18~~
14 ~~U.S.C. § 2721(b)(11). The Division shall establish procedures to~~
15 ~~disclose personal information for the purposes and in the manner~~
16 ~~described in 18 U.S.C. § 2721(b)(12) for titles and applications~~
17 ~~for leased vehicles issued on and after July 1, 1998.~~ 18 U.S.C. §
18 2721(b)(11).
19 (c) The Division shall not disclose personal information for
20 the purposes specified in 18 U.S.C. § 2721(b)(12) unless the
21 Division receives prior written permission from the person about
22 whom the information is requested."

CODE NO. 99TRANS-H025B

Requested by: Representatives Crawford and Cole

FUNDS FOR RAIL SERVICE TO WESTERN NORTH CAROLINA REVERT

Section @. Of the funds appropriated to the Department of Transportation for fiscal year 1998-99 to operate rail service and to improve stations in Western North Carolina, five million two hundred thousand dollars ($5,200,000) shall revert on June 30, 1999.

CODE NO. 99TRANS-H028C

Requested by: Representatives Crawford and Cole

NORTH CAROLINA RAILROAD DIVIDENDS

Section @. (a) Notwithstanding G.S. 136-16.6(a), up to ten million dollars ($10,000,000) of the the annual dividends of the North Carolina Railroad received by the State during the 1999-2000 fiscal year may be used to upgrade tracks in eastern North Carolina and any additional dividends shall be placed in a reserve and remain unencumbered and unexpended until appropriated by the General Assembly.

(b) Subsection (c) of Section 32.30 of S.L. 1997-443 reads as rewritten:

"(c) Notwithstanding G.S. 147-69.1, if a majority of the outstanding shares held by shareholders other than the State are represented in person or by proxy at a North Carolina Railroad Company shareholder meeting where a plan for merger between the Beaufort and Morehead Railroad Company and the North Carolina Railroad Company is approved, then the State Treasurer shall invest on a one-time basis up to sixty-one million dollars ($61,000,000) from the reserve account created in subsection (b) of this section in obligations of the Beaufort and Morehead Railroad Company or any successor company. This investment shall be an interest-bearing demand note and shall be in a form prescribed by the State Treasurer. The loan is not subject to repayment of principal or interest prior to action of the ~~1999~~ 2000 Session of the General Assembly. The Director of the Budget shall recommend to the ~~1999~~ 2000 Session of the General Assembly, by February 1, ~~1999,~~ 2000, a plan for the repayment of the loan."

CODE NO. 99TRANS-H009E

Requested by: Representatives Crawford and Cole

FEDERAL FUNDS FOR PUBLIC TRANSPORTATION IMPROVEMENTS

1 Section @. To the extent allowable by federal law, the
2 Department of Transportation shall use ten million dollars
3 ($10,000,000) of federal highway funds during each year of the
4 1999-2001 biennium for improvements to public transportation and
5 rail.
6 For fiscal year 1999-2000:
7 (1) $6,000,000 shall be allocated to the Public
8 Transportation Division for support of the Triangle
9 Transit Authority.
10 (2) $2,000,000 shall be allocated to the Public
11 Transportation Division for rapid transit in
12 Charlotte.
13 (3) $2,000,000 shall be allocated to the Rail Division.
14 For fiscal year 2000-2001:
15 (1) ($8,000,000 shall be allocated to the Public
16 Transportation Division for support of the Triangle
17 Transit Authority.
18 (2) $2,000,000 shall be allocated to the Rail Division.

CODE NO. 99TRANS-H020F

Requested by: Representatives Crawford and Cole

SPENDING PUBLIC TRANSPORTATION AND RAIL DIVISION FUNDS

Section @. Funds appropriated in this act to the Department of Transportation for the Public Transportation Division and the Rail Division are to be used only as set forth in the budget approved by the General Assembly in this act. These funds shall not be expended for any other purpose, except as provided for in this act.

This provision does not affect the use of the continuing public transportation appropriation pursuant to G.S. 136-16.8 and the continuing rail appropriation pursuant to G.S. 136-16.6.

Of the funds appropriated for public transportation in fiscal year 1999-2000:

(1) $13,046,921 shall be budgeted for urban and regional maintenance assistance (Object Code 6701)

(2) $4,600,000 shall be budgeted for statewide grant match (Object Code 6702)

(3) $5,000,000 shall be budgeted for assistance for the elderly and disabled (Object Code 6703)

(4) $3,350,000 shall be budgeted for rural capital (Object Code 6704)

(5) $1,750,000 shall be budgeted for Work First and transitional employment (Object Code 6705)

(6) $1,500,000 shall be budgeted for rural, intercity, facility and technology (Object Code 6706)

(7) $7,000,000 shall be budgeted for regional new start and capital (Object Code 6707).

Of the funds appropriated for public transportation in fiscal year 2000-2001:

(1) $8,146,921 shall be budgeted for urban and regional maintenance assistance (Object Code 6701)

(2) $4,600,000 shall be budgeted for statewide grant match (Object Code 6702)

(3) $5,000,000 shall be budgeted for assistance for the elderly and disabled (Object Code 6703)

(4) $3,050,000 shall be budgeted for rural capital (Object Code 6704)

(5) $1,750,000 shall be budgeted for Work First and transitional employment (Object Code 6705)

(6) $1,500,000 shall be budgeted for rural, intercity, facility and technology (Object Code 6706)

(7) $7,000,000 shall be budgeted for regional new start and capital (Object Code 6707).

18

CODE NO. 99TRANS-H010H

Requested by: Representatives Crawford and Cole

OVERREALIZED HIGHWAY TRUST FUND REVENUES TO MOVE DIVISION 3 HEADQUARTERS, MAINTENANCE, AND PUBLIC TRANSPORTATION AND RAIL USES

Section @. Of the overrealized Highway Trust Fund revenues from the 1998-99 fiscal year:

(1) The Department of Transportation may use up to six million dollars ($6,000,000) to pay the capital costs required to relocate the Division 3 headquarters complex in Wilmington, North Carolina which must be moved to make way for construction of the Smith Creek Parkway.

(2) Any remaining funds shall be transferred as follows:

a. Eighty percent (80%) to the maintenance budget in the Highway Fund.

b. Two and ninety-two one hundredths percent (2.92%) for rural capital projects in the budget of the Public Transportation Division (Object Code 6704).

c. One and twenty-five one hundredths percent (1.25%) for Work First and transitional employment projects in the budget of the Public Transportation Division (Object Code 6705).

d. Fifteen and eighty-three one hundredths percent (15.83%) for match to improve travel time between Raleigh and Charlotte in the budget of the Rail Division (Object Code 6407).

The funds transferred pursuant to subdivision (2) of this section shall be allocated, encumbered, or expended, as appropriate, during the 1999-2000 fiscal year.

CODE NO. 99TRANS-H022A

Requested by: Representatives Crawford and Cole

USE OF GLOBAL TRANSPARK AUTHORITY FUNDS

Section @. The Global TransPark Authority's funds shall be used for:

(1) Matching federal construction funds.

(2) Developmental and operational activities related to the Kinston Regional Jetport and the Global TransPark Education and Training Center.

(3) Project marketing and industrial development activities.

CODE NO. 99TRANS-H031

Requested by: Representative Baddour

GLOBAL TRANSPARK OBLIGATIONS MATURITY DATES EXTENDED

Section @. G.S. 147-69.2(b)(11) reads as rewritten:

"(11) With respect to assets of the Escheat Fund, obligations of the North Carolina Global TransPark Authority authorized by G.S. 63A-4(a)(22), not to exceed twenty-five million dollars ($25,000,000), that have a final maturity not later than September 1, ~~1999.~~ 2004. The obligations shall bear interest at the rate set by the State Treasurer. No commitment to purchase obligations may be made pursuant to this subdivision after September 1, 1993, and no obligations may be purchased after September 1, 1994. In the event of a loss to the Escheat Fund by reason of an investment made pursuant to this subdivision, it is the intention of the General Assembly to hold the Escheat Fund harmless from ~~any such~~ the loss by appropriating to ~~such~~ the Escheat Fund funds equivalent to ~~such~~ the loss."

CODE NO. 99TRANS-H015E

Requested by: Representatives Crawford and Cole

ENFORCEMENT AGENCY STRUCTURE STUDY COMMITTEE

Section @. There is created a Law Enforcement Agency Structure Study Commission, an independent study commission, to study the history and structure of the Enforcement Section of the Division of Motor Vehicles and the Highway Patrol Division of the Department of Crime Control and Public Safety.

The Commission shall study the history of these state motor vehicle enforcement agencies and how their structures and functions developed. The Commission shall analyze the structures and functions for efficiency and make recommendations for restructuring or reassignment of functions, as appropriate.

The Commission shall have ten members. The membership of the Commission shall be three Senators and one representative from the Department of Crime Control and Public Safety appointed by the President Pro-Tempore of the Senate and three members of the House of Representatives and one representative of the Division of Motor Vehicles appointed by the Speaker of the House of Representatives. The Secretary of Crime Control and Public Safety and the Commissioner of Motor Vehicles shall serve as ex officio members of the Commission. One Senator and one member of the House of Representatives shall be chosen by the appointing officials as CoChairs of the Commission. Members of the Commission shall receive subsistence and travel allowances in accordance with G.S. 120-3.1 or G.S. 138-5, as appropriate.

The Commission may submit an interim report and shall submit a final report by February 1, 2001.

The Commission shall terminate upon the issuance of its final report.

CODE NO. 99TRANS-H008C

Requested by: Representatives Crawford and Cole

SMALL URBAN CONSTRUCTION DISCRETIONARY FUNDS

Section @. Of the funds appropriated in this act to the Department of Transportation:

(1) $14,000,000 shall be allocated in each fiscal year for small urban construction projects. These funds shall be allocated equally in each fiscal year of the biennium among the 14 Highway Divisions for the small urban construction program for small urban construction projects that are located within the area covered by a one-mile radius of the municipal corporate limits.

(2) $10,000,000 shall be used statewide for rural or small urban highway improvements, industrial access roads, and spot safety projects as approved by the Secretary of the Department of Transportation.

None of these funds used for rural secondary road construction are subject to the county allocation formula as provided in G.S. 136-44.5.

These funds are not subject to G.S. 136-44.7.

The Department of Transportation shall report to the members of the General Assembly on projects funded pursuant to this section in each member's district prior to the Board of Transportation's action. The Department shall make a quarterly comprehensive report on the use of these funds to the Joint Legislative Transportation Oversight Committee and the Fiscal Research Division.

CODE NO. 99TRANS-H017A

Requested by: Representatives Crawford and Cole

AMENDMENT TO THE TRANSPORTATION EQUITY FORMULA TO EXEMPT FEDERAL DISCRETIONARY FUNDING

Section @. G.S. 136-17.2A(a) reads as rewritten:

"(a) Funds expended for the Intrastate System projects listed in G.S. 136-179 and both State and federal-aid funds expended under the Transportation Improvement Program, other than (i) funds expended on an urban loop project listed in G.S. 136-180, (ii) funds received through competitive awards or discretionary grants through federal appropriations either for local governments, transportation authorities, transit authorities, or the Department, and (iii) funds appropriated through the Transportation Equity Act for the 21st Century designated as Congestion Mitigation and Air Quality (CMAQ) shall be distributed throughout the State in accordance with this section.

For purposes of this distribution, the counties of the State are grouped into seven distribution regions as follows:

(1) Distribution Region A consists of the following counties: Bertie, Camden, Chowan, Currituck, Dare, Edgecombe, Gates, Halifax, Hertford, Hyde, Johnston, Martin, Nash, Northampton, Pasquotank, Perquimans, Tyrrell, Washington, Wayne, and Wilson.

(2) Distribution Region B consists of the following counties: Beaufort, Brunswick, Carteret, Craven, Duplin, Greene, Jones, Lenoir, New Hanover, Onslow, Pamlico, Pender, Pitt, and Sampson.

(3) Distribution Region C consists of the following counties: Bladen, Columbus, Cumberland, Durham, Franklin, Granville, Harnett, Person, Robeson, Vance, Wake, and Warren.

(4) Distribution Region D consists of the following counties: Alamance, Caswell, Davidson, Davie, Forsyth, Guilford, Orange, Rockingham, Rowan, and Stokes.

(5) Distribution Region E consists of the following counties: Anson, Cabarrus, Chatham, Hoke, Lee, Mecklenburg, Montgomery, Moore, Randolph, Richmond, Scotland, Stanly, and Union.

(6) Distribution Region F consists of the following counties: Alexander, Alleghany, Ashe, Avery, Caldwell, Catawba, Cleveland, Gaston, Iredell, Lincoln, Surry, Watauga, Wilkes, and Yadkin.

(7) Distribution Region G consists of the following counties: Buncombe, Burke, Cherokee, Clay, Graham, Haywood, Henderson, Jackson, Macon, Madison, McDowell, Mitchell, Polk, Rutherford, Swain, Transylvania, and Yancey."

25

CODE NO. 99TRANS-H012F
Requested by: Representatives Crawford and Cole

EQUITY ALLOCATION DISTRIBUTION STUDY AND REPORT

Section @. (a) G.S. 136-17.2A is amended by adding a new subsection to read:

"(h) On or before December 1, 1999, the Secretary shall submit to the General Assembly a report of allocations, obligations, and actual yearly expenditures for each distribution region, covering fiscal years 1989-90 through 1997-98. On or before December 1, 2000, and every two years thereafter, the Secretary shall submit to the General Assembly a report of allocations and actual expenditures for the preceding two fiscal years. At any time in which the report indicates that allocations and expenditures by distribution region do not comply with the provisions of subsection (d) of this section, the Secretary shall also submit a plan to correct the imbalance."

(b) In addition, the Secretary shall study and report to the General Assembly by December 1, 2000 on proposals for:

(1) Transportation spending for economic development.
(2) Transportation spending for roads of statewide importance.
(3) Methods to accommodate these spending proposals in the equity formula.

CODE NO. 99TRANS-H005G

Requested by: Representatives Crawford and Cole

MEDIUM CUSTODY ROAD CREW COMPENSATION

Section @. (a) Of funds appropriated to the Department of Transportation by this act, seven million dollars ($7,000,000) per year shall be used by the Department to reimburse the Department of Correction during the 1999-2001 biennium for costs authorized by G.S. 148-26.5 for reimbursement for highway-related labor performed by medium custody prisoners. The Department of Transportation may use funds appropriated by this act to pay requested reimbursements submitted by the Department of Correction over and above the seven million dollars ($7,000,000), but those reimbursement requests shall be subject to negotiations among the Department of Transportation, the Department of Correction, and the Office of State Budget and Management prior to payment by the Department of Transportation.

(b) It is the express intent of the General Assembly that all future reimbursements for highway-related labor performed by medium custody prisoners shall be subject to negotiations among the Department of Transportation, the Department of Correction, and the Office of State Budget and Management prior to payment by the Department of Transportation and that the Governor's budget shall recommend the amount and source of funding.

#4

CODE NO. 99TRANS-H027A

Requested by: Representative Bowie

REPEAL ANNUAL TRANSFER OF HIGHWAY USE TAX FROM HIGHWAY TRUST FUND TO GENERAL FUND

Section @. (a) G.S. 105-187.9 reads as rewritten:

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

Taxes collected under this Article at the rate of eight percent (8%) shall be credited to the General Fund. Taxes collected under this Article at the rate of three percent (3%) shall be credited to the North Carolina Highway Trust Fund. ~~In each fiscal year the State Treasurer shall transfer the sum of one hundred seventy million dollars ($170,000,000) of the taxes deposited in the Trust Fund to the General Fund. The transfer of funds authorized by this section may be made by transferring one-fourth of the amount at the end of each quarter in the fiscal year or by transferring the full amount annually on July 1 of each fiscal year, subject to the availability of revenue.~~"

(b) G.S. 136-176 is amended by adding a new subsection to read:

"<u>(e) The Department of Transportation shall annually use one hundred seventy million dollars ($170,000,000) of the funds deposited in the Trust Fund pursuant to subdivision (a)(2) of this section for highway maintenance purposes.</u>"

(c) This section becomes effective July 1, 2001.

#5

CODE NO. 99TRANS-H016D

Requested by: Representative Jerry Dockham

GLOBAL TRANSPARK AUTHORITY TO REPORT ON FUTURE PLANS AND PERFORMANCE MEASURES

1 Section @. The Global Transpark Authority shall report
2 to the Joint Legislative Transportation Oversight Committee
3 (JLTOC) on its strategic and business plans for the years 2000
4 through 2010. The report shall include specific interim goals
5 and performance measures to be used to determine the success in
6 implementing these plans. The report shall be submitted on or
7 before February 1, 2000 to the JLTOC.

HOUSE APPROPRIATIONS SUBCOMMITTEE ON TRANSPORTATION
Minutes
JULY 1, 1999

The House Appropriations Subcommittee on Transportation met on July 1, 1999 at 9:00 a.m. in room 1228 of the Legislative Building. Representative Nelson Cole called the meeting to order. Due to the full Appropriations Committee meeting taking place in room 643 LOB at that time, the meeting was moved to that room and resumed when the Appropriations Committee adjourned. Representative Crawford then presided at that time. The following members were present:

Rep. Jim Crawford
Rep. Nelson Cole
Rep. Max Melton
Rep. Cary Allred
Rep. Bobby Barbee
Rep. Dan Blue
Rep. Joni Bowie
Rep. Don Davis
Rep. Jerry Dockham
Rep. Jim Gulley
Rep. Bill Hiatt
Rep. Bill Hurley
Rep. Mary McAllister
Rep. Ed McMahan
Rep. Drew Saunders
Rep. Ronnie Sutton

Rep. Hurley spoke on SB 233, TIP FUNDING ALLOCATIONS, which was before the committee. He explained that this bill addresses a method by which DOT can properly allocate the annual funding in a specific year to each division for specific projects and allow for the funds to come back into the division. It is a fairness act for each division across the state so that the funds come back in an orderly way. Rep. Sutton moved to adopt the House Committee Substitute for Senate Bill 233 that is attached. The motion carried. Rep. Saunders moved for a favorable report for the House Committee Substitute and unfavorable report to the original bill and that it be reported back to the full Appropriations Committee. The motion carried.

There being no further business, Rep. Crawford adjourned the meeting.

Respectfully submitted:

J. W. Crawford Jr.
Representative Jim Crawford, Chairman

Suzanne Smith
Suzanne Smith, Legislative Committee Clerk

Approp/

VISITOR REGISTRATION SHEET

TRANSPORTATION — July 1 1999

Name of Committee — Date

VISITORS: PLEASE SIGN BELOW AND RETURN TO COMMITTEE CLERK

NAME	FIRM OR AGENCY AND ADDRESS
Dave Roer	NCDOT
Calvin Leggett	NCDOT
Richard W. Stafford	UTU
John Phelps	NCLM

MINUTES

HOUSE COMMITTEE ON APPROPRIATIONS/TRANSPORTATION

SUBCOMMITTEE ON SB 233

The House Committee on Appropriations/Transportation Subcommittee on SB 233 met at 1:00 PM in Room 1425 of the Legislative Building on May 25, 1999. Members present were: Representatives Barbee, Bowie, Hurley, and Saunders. Senator Rand, bill sponsor, and Representatives Cole and Crawford, Chairs of the House Committee on Appropriations/Transportation were also present. Giles Perry and Evan Rodenwald, Staff Counsel, were in attendance. A visitor registration list is attached.

The meeting was called to order by Representative Drew Saunders, Chair. He introduced Melvin Kimble from the Sergeant of Arms Office and Pages: Sarah Williams from Onslow County, sponsored by Representative Preston, and Brian Smith from Cumberland County, sponsored by Representative Warner.

Secretary Norris Tolson with the Department of Transportation was recognized to comment on SB 233 TIP Funding Allocations/Loans. A question and answer period followed in which Secretary Tolson, assisted by Calvin Leggett of the Department of Transportation, answered questions. Senator Rand participated in the question and answer period, along with Lyndo Tippett, Department of Transportation Board member. Committee members questioned how the Department of Transportation Board and Department allocate money to the 14 divisions and what happens when projects in a division are held up due to problems, such as environmental issues. The staff counsel was asked to draft a proposal that would fairly adjust the equity formula if money had been allocated to a division and the project had to be put on hold. Representative Saunders requested that the proposal be sent to him by Wednesday, June 2, 1999. The proposal will be discussed at the next meeting of the subcommittee.

The meeting adjourned at 1:40 PM.

Representative Drew Saunders, Chair

Ruth Fish, Committee Assistant

MINUTES

HOUSE COMMITTEE ON APPROPRIATIONS/TRANSPORTATION

SUBCOMMITTEE FOR SB 233

June 30, 1999

The Subcommittee for SB 233 for House Committee on Appropriations/Transportation met on June 30, 1999, at 9:00 AM in Room 1425 of the Legislative Building. Members present were: Representatives Barbee, Hurley, Melton, and Saunders. Giles Perry, Staff Counsel, and Evan Rodenwald, Fiscal Research, were also present. A Visitor Register is also attached.

The meeting was called to order by Representative Drew Saunders, Chair. He welcomed Pages: Matt Ballew from McDowell County, sponsored by Rep. Gillespie; Margaret Johnson from Alamance County, sponsored by Representative Cole; Dacia Bethel from Cumberland County, sponsored by Rep. Kinney; and Chris Burke from Burke County, sponsored by Rep. Church. He also recognized Richard Riddle from the Sergeant of Arms Office.

The bill to be discussed was SB 233 TIP Funding Allocations. Representative Barbee made a motion that a committee substitute be discussed, and Representative Hurley was called upon to explain the substitute. He requested that Giles Perry assist in the explanation. Senator Rand was asked to comment on the bill, and he was agreeable with the changes. Ruth Sappie with Department of Transportation also commented on the bill. She requested that some of the language be revised. Changes would have to be approved by the Transportation Oversight Committee for some sections of the bill. After a question and answer period, Representative Hurley made a motion that the committee substitute be given a favorable report and be referred to the Transportation Committee. A vote was taken and the motion carried.

The meeting was adjourned at 9:17 AM.

Drew P. Saunders

Representative Drew P. Saunders, Chair

Ruth Fish

Ruth Fish, Committee Assistant

GENERAL ASSEMBLY OF NORTH CAROLINA

SESSION 1999

S D

PROPOSED COMMITTEE SUBSTITUTE
SENATE BILL 233
S233-CSRW-007
29-JUN-99 12:36:47

Short Title: TIP Funding Allocations. (Public)

Sponsors:

Referred to:

March 4, 1999

A BILL TO BE ENTITLED

AN ACT TO PROVIDE THAT FUNDS ALLOCATED IN A SPECIFIC YEAR TO A TRANSPORTATION DIVISION BUT NOT USED IN THAT YEAR SHALL BE ADDED TO THE NEXT YEAR'S ALLOCATION TO THE TRANSPORTATION DIVISION.

The General Assembly of North Carolina enacts:

Section 1. G.S. 136-17.2A(a) reads as rewritten:

"(a) Funds expended for the Intrastate System projects listed in G.S. 136-179 and both State and federal-aid funds expended under the Transportation Improvement Program, other than funds expended on an urban loop project listed in G.S. 136-180, shall be distributed throughout the State in accordance with this section. For purposes of this distribution, the counties of the State are grouped into seven distribution ~~regions~~ regions, each consisting of two divisions, as follows:

(1) Distribution Region A consists of ~~the following counties: Bertie, Camden, Chowan, Currituck, Dare, Edgecombe, Gates, Halifax, Hertford, Hyde,~~

~~Johnston, Martin, Nash, Northampton, Pasquotank, Perquimans, Tyrrell, Washington, Wayne, and Wilson.~~ Division 1 and Division 4.

(2) Distribution Region B consists of ~~the following counties: Beaufort, Brunswick, Carteret, Craven, Duplin, Greene, Jones, Lenoir, New Hanover, Onslow, Pamlico, Pender, Pitt, and Sampson.~~ Division 2 and Division 3.

(3) Distribution Region C consists of ~~the following counties: Bladen, Columbus, Cumberland, Durham, Franklin, Granville, Harnett, Person, Robeson, Vance, Wake, and Warren.~~ Division 5 and Division 6.

(4) Distribution Region D consists of ~~the following counties: Alamance, Caswell, Davidson, Davie, Forsyth, Guilford, Orange, Rockingham, Rowan, and Stokes.~~ Division 7 and Division 9.

(5) Distribution Region E consists of ~~the following counties: Anson, Cabarrus, Chatham, Hoke, Lee, Mecklenburg, Montgomery, Moore, Randolph, Richmond, Scotland, Stanly, and Union.~~ Division 8 and Division 10.

(6) Distribution Region F consists of ~~the following counties: Alexander, Alleghany, Ashe, Avery, Caldwell, Catawba, Cleveland, Gaston, Iredell, Lincoln, Surry, Watauga, Wilkes, and Yadkin.~~ Division 11 and Division 12.

(7) Distribution Region G consists of ~~the following counties: Buncombe, Burke, Cherokee, Clay, Graham, Haywood, Henderson, Jackson, Macon, Madison, McDowell, Mitchell, Polk, Rutherford, Swain, Transylvania, and Yancey.~~ Division 13 and Division 14."

Section 2. G.S. 136-17.2A is amended by adding a new subsection to read:

"(g) Each year, the Secretary shall report the amount of funds allocated in that year to each division, and the amount of funds in each division's allocation that was not obligated. Any amount of funds allocated to a division but not obligated in that year shall not be used to calculate the target allocation amounts under subsection (b) of this section, but instead shall be added

the allocation for that division in the next update of the Transportation Improvement Program."

Section 3. G.S. 136-14.1 reads as rewritten:

"§ 136-14.1. **Transportation engineering divisions.**

For purposes of administering transportation activities, the Department of Transportation shall ~~have authority to designate boundaries of transportation engineering divisions for the proper administration of its duties.~~ recommend to the Board boundaries for the 14 transportation engineering divisions. The Board may adopt the Department's recommendations, or may adopt different boundaries for the 14 divisions."

Section 4. This act becomes effective July 31, 1999.

1999 PERMANENT SUBCOMMITTEE REPORT
HOUSE OF REPRESENTATIVES

FOR RECOMMENDING BILLS TO STANDING COMMITTEE OR TO THE FLOOR OF THE HOUSE
The following report(s) from permanent sub committee(s) is/are presented:
By Representative(s) **Cole and Crawford** for the Permanent Subcommittee on **Transportation** of the Standing Committee on **APPROPRIATIONS.**

☒ House Committee Substitute for
S.B. 233 ☐A BILL TO BE ENTITLED AN ACT TO PROVIDE THAT UNEXPENDED FUNDS DEDICATED TO A CERTAIN DISTRIBUTION REGION PURSUANT TO G.S. 136-17.2A SHALL BE USED FOR PROJECTS IN THAT DISTRIBUTION REGION OR MAY BE USED FOR LOANS TO OTHER DISTRIBUTION REGIONS THAT MUST BE RETURNED WITHIN A SPECIFIED TIME.

REPORTED TO THE STANDING COMMITTEE ON **APPROPRIATIONS**

RECOMMENDED ACTION:

☐ With a favorable recommendation.

☐ With a favorable recommendation and recommend that the bill be re-referred to the Committee on .

☐ With a favorable recommendation, as amended.

☐ With a favorable recommendation, as amended, and recommend that the bill be re-referred to the Committee on .

☐ With an unfavorable recommendation.

☒ With a favorable recommendation as to House proposed committee substitute bill #2, which changes the title, unfavorable as to ~~original bill.~~ House Committee Substitute #1.

☐ With a favorable recommendation as to proposed House committee substitute bill, which changes the title, unfavorable as to Senate committee substitute bill.

☐ Without prejudice.

☐ Other recommended action: _____.

WITH APPROVAL OF STANDING COMMITTEE CHAIR FOR REPORT TO BE MADE DIRECTLY TO THE FLOOR OF THE HOUSE:

Rep. for the Standing Committee on _____.

s/_____

☐ With a favorable report.
☐ With a favorable report, as amended.
☐ With a favorable report as to committee substitute bill (#), ☐ which changes the title, unfavorable as to (original bill) (Committee Substitute Bill #). (and recommendation that the committee substitute bill (#) be referred to the Committee on .)

2/24/99

FOR JOURNAL USE ONLY

____ Pursuant to Rule 36(b), the bill is placed on the Calendar of _____.

____ The (committee substitute) bill/resolution (as amended,) is (ordered engrossed and) re-referred to the Committee on _____.

____ The bill/resolution is re-referred to the Committee on _____.

____ On motion of (Rep. _____,) (the Chair,) the (committee substitute) bill/resolution is (ordered engrossed and) re-referred to the Committee on _____.

____ Pursuant to Rule 36(b), the (House) committee substitute bill (No. ___)/resolution is placed on the Calendar of _____. (The original bill) (House Committee Substitute Bill No. _____)/ resolution is placed on the Unfavorable Calendar.

____ On motion of Rep. _____, (the rules are suspended) (Rule ____ is suspended) and the bill/resolution is placed on today's calendar. (for immediate consideration.)

____ On motion of Rep. _____, Committee Amendment No.(s) _____ is/are adopted (by EV____ ____).

____ On motion of Rep. _____, Committee Amendment No.(s) _____ is/are adopted (by EV____ ____).

____ Rep. _____ offers Amendment No. _____ which (is adopted.) (fails of adoption.) (by EV ____ ____,) ( ) This amendment changes the title.

____ The bill/resolution (, as amended,) passes its second reading (by following vote, ____ ____ RC) (, by EV ____ ____,) and (remains on the Calendar,) (and there being no objection is read a third time).

____ The bill/resolution (, as amended,) passes its third reading (by the following vote, ____ ____ RC) (, by EV ____ ____,) and is ordered
____ sent to the Senate.
____ without engrossment. ____ by Special message.
____ sent to the Senate for concurrence in
_____ House amendment (s).
_____ House committee substitute.
____ enrolled.

____ On motion of Rep. _____, the House concurs in the (material) Senate _____ (by the following vote, ____ ____ RC) (, by EV ____ ____,) and the bill is ordered enrolled.

Comm., Sub passed out + adopted fav. report

GENERAL ASSEMBLY OF NORTH CAROLINA

SESSION 1999

S D

SENATE BILL 233
Transportation Committee Substitute Adopted 3/24/99
House Committee Substitute Favorable 5/13/99
Proposed House Committee Substitute S233-PCS7704-RW

Short Title: TIP Funding Allocations. (Public)

Sponsors:

Referred to:

March 4, 1999

A BILL TO BE ENTITLED

AN ACT TO PROVIDE THAT ANY FUNDS ALLOCATED IN A SPECIFIC YEAR TO A TRANSPORTATION DIVISION AND UNDER OR OVER OBLIGATED SHALL BE ADDED TO THE NEXT YEAR'S ALLOCATION TO THE TRANSPORTATION DIVISION.

The General Assembly of North Carolina enacts:

Section 1. G.S. 136-17.2A is amended by adding a new subsection to read:

"(g) Each year, the Secretary shall calculate the amount of funds allocated in that year to each division, the amount of funds obligated, and the amount the obligations exceeded or were below the allocation. The target amounts obtained according to subsection (b) of this section shall be adjusted to account for any differences between allocations and obligations reported for the previous year. The new target amounts shall be used to fulfill the requirements of subsection (d) of this section for the next update of the transportation improvement program. The adjustment to the target amount shall be allocated by division."

Section 2. This act is effective when it becomes law.

Senate Appropriations Subcommittee on Transportation
June 9, 1999
9:00 AM
Room 1027

Agenda

Chair: Senator Wib Gulley

Review of House Budget

Budget Deliberations

MINUTES
SENATE APPROPRIATIONS
SUBCOMMITTEE ON TRANSPORTATION

The Senate Appropriations Subcommittee on Transportation met at 9:00 A.M. on Wednesday, June 9, 1999 in Room 1027 of the Legislative Building. Seven members were present. Senator Wib Gulley, Chairman, presided.

After opening the meeting, Senator Gulley reviewed for the Committee the differences between the House and Senate proposed budgets for Transportation (see Handout #1). It was noted that the two budgets were basically the same with only minor differences within the line items.

Next, Senator Gulley reviewed the differences between the House and Senate proposed budgets and the Governor's recommendations.

Senator Albertson questioned the amount requested for roan maintenance. Evan Rodewald, Fiscal Analyst, replied that the Department of Transportation (DOT) has an annual deficit of $240 million in maintenance money. Secretary Tolson requested $40 million this year because anymore than that amount the Department could not spend in terms of personnel.

Next, Senator Gulley reviewed the Senate recommended budget (see Handout #2). Senator Clodfelter asked if the $6 million difference in the Rail program between the Senate and Governor's budget was to make money available for maintenance and Senator Gulley replied yes.

Senator Rucho noted the $250,000 expense for three new staff for the Global Transpark and asked if there was a three-five year plan of expectation so the Legislature could assess if the Transpark was viable. Senator Gulley replied that $8 million from the general fund also went to the Global Transpark and they receive federal money also. There was no plan of guideposts or benchmarks and there was no push by the full Appropriation chairs in the Senate to have one. Senator Albertson stated that the Transpark was on track if it was compared to the Research Triangle Park. Environmental impact statements had been done and real progress has been made. Also, an additional runway has been completed. Senator Rucho remarked that a five-year strategic plan would not be a bad idea to see if the Transpark was on track. Senator Albertson replied that a basic plan was in place, but he was not sure it was written down.

Senator Gulley also felt some accountability by the Transpark was in order. Senator Hoyle further stated that once the infrastructure was in place and if nothing was done significantly then, the Transpark would have to be reassessed. For now, however, he agreed with Senator Albertson that the Transpark was moving along.

There being no further time for discussion, the meeting was adjourned at 10:00 A.M.

Senator Wib Gulley, Co-Chair

Carol Resar, Committee Clerk

1999-2001 Budget - Highway Fund

	Governor's Recommendations		Draft Subcommittee Recommendations			
			House		Senate	
	1999-2000	2000-2001	1999-2000	2000-2001	1999-2000	2000-2001
Availability						
1 Revenue	1,149,490,000	1,194,410,000	1,149,490,000	1,194,410,000	1,149,490,000	1,194,410,000
2 Surplus from Prior Year	-	-	-	-	-	-
3 Funds Available	1,149,490,000	1,194,410,000	1,149,490,000	1,194,410,000	1,149,490,000	1,194,410,000
4 Recommended Continuation Budget	1,137,920,833	1,145,178,150	1,137,920,833	1,145,178,150	1,137,920,833	1,145,178,150
5						
6 **Net Funds Available**	**11,569,167**	**49,231,850**	**11,569,167**	**49,231,850**	**11,569,167**	**49,231,850**
7						
8						
9 **Budget Reductions**						
10 Increase Trust Fund Administrative Support	(8,000,000)	(8,000,000)	(8,000,000)	(8,000,000)	(8,000,000)	(8,000,000)
11 Transfer to Highway Trust Fund	(38,000,000)	(38,000,000)	(38,000,000)	(38,000,000)	(38,000,000)	(38,000,000)
12 Defer Equipment Purchases	(6,000,000)	-	(6,000,000)	-	(6,000,000)	-
13 Reduce Ferry Operating Funds	(1,000,000)	(1,000,000)	(1,000,000)	(1,000,000)	(1,000,000)	(1,000,000)
14 Negative Reserve	(9,000,000)	-	-	-	-	-
15 Reduce Payment to Branch Agents			(500,000)		(500,000)	
16 License Plates and Stickers			(500,000)		(500,000)	
17 Driver License Photographic Contract			(800,000)		(800,000)	
18 Delay Filling of Vacancies			(7,200,000)		(7,200,000)	
19 Reallocation of 98-99 Operating funds for Western NC Svc.			(3,200,000)		(3,200,000)	
20 Delay Western NC Station Improvements			(2,000,000)		(2,000,000)	
21 Eliminate Vacant Engineer Trainee Positions			(300,238)	(300,238)	(300,238)	(300,238)
22						
23						
24						
25 **Total Adjustments and Reductions**	**(62,000,000)**	**(47,000,000)**	**(67,500,238)**	**(47,300,238)**	**(67,500,238)**	**(47,300,238)**
26						
27 **Total Funds Available for Expansion**	**73,569,167**	**96,231,850**	**79,069,405**	**96,532,088**	**79,069,405**	**96,532,088**

handout #1

1999-2001 Budget - Highway Fund

	Governor's Recommendations		Draft Subcommittee Recommendations			
			House		Senate	
	1999-2000	2000-2001	1999-2000	2000-2001	1999-2000	2000-2001
Expansion Items						
1 Contract Resurfacing	7,000,000	7,000,000	8,000,000	7,000,000	8,000,000	7,000,000
2 Maintenance	22,319,167	24,681,850	30,000,000	31,000,000	30,010,000	31,000,000
3 Employee-Related Costs	19,000,000	19,000,000	13,000,000	20,000,000	13,000,000	20,000,000
4 Public Transportation Funding	25,000,000	31,300,000	27,556,398	25,029,081	27,556,398	25,029,081
5 Global Transpark	250,000	250,000	250,000	250,000	250,000	250,000
6 Reserve for Revenue Tax Collection			253,007	253,007	253,007	253,007
7 House Bill 815 - Left Turn on Red			10,000		-	
8						
9						
10 **Total Expansion**	**73,569,167**	**82,231,850**	**79,069,405**	**83,532,088**	**79,069,405**	**83,532,088**
11						
12 **Surplus (Deficit)**	**-**	**14,000,000**	**-**	**13,000,000**	**-**	**13,000,000**

Handout #2

Transportation

HIGHWAY FUND

	FY 99-2000		FY 2000-01	
Recommended Budget	$1,137,920,833		$1,145,178,150	
Legislative Changes				
Operations				
(2420) Operations				
1 **Eliminate Vacant Engineer Trainee Positions**	($300,238)	R	($300,238)	R
Eliminates vacant engineer trainee positions.	-7.00		-7.00	
Construction and Maintenance				
(0660) Ferry Division				
2 **Reduce Ferry Operating Funds**				
Nonrecurring reduction from various line items throughout the Ferry Division budget.	($1,000,000)	NR	($1,000,000)	NR
(5240) Maintenance - Contract Resurfacing				
3 **Increase Funding for Contract Resurfacing**				
Provides additional funding for contract resurfacing.	$8,000,000	NR	$7,000,000	NR

House Items

HB 815 - Left Turn on Red 10,000 NR

Additional Funds for Airports 0

State Aid $700,000

G.F. Appropriation $700,000

Senate Subcommittee on Transportation

	FY 99-2000		FY 2000-01	

(5940) Rail Program

4 Expand and Allocate Rail Funds

	1999-00	2000-01			
			$8,656,398	NR	$9,329,081	NR
6006 State Aid	(12,100,000)	(12,100,000)			
			House Action		11,329,081	NR
6401 Piedmont, Carolinian Operating	2,875,000	2,875,000			
6402 Industrial Access	1,000,000	1,000,000			
6403 Sealed Corridor	1,500,000	1,750,000			
6404 Envir.Studies	2,025,000	1,750,000			
6405 Station Improvements	1,000,000				
6406 Western NC Service		3,525,000			
6407 Improve Travel Time Raleigh-Charlotte	12,356,398	10,529,081			
House Action		12,529,081			

(5970) Public Transportation

5 Funds for Public Transportation

Provides additional appropriations to fund public transportation.

$18,900,000	NR	$15,700,000	NR
House Action		13,700,000	NR

Division of Motor Vehicles

(0520) Vehicle Registration

6 Reduce Budget for Branch Agent Fees

Reduces budget for Branch Agent Fees for 1999-00 consistent with current trends in Branch Agent transaction volumes.

($500,000) NR

7 Reduce Budget for License Plates and Stickers

Reduces budget for license plates and stickers for 1999-00 consistent with current projections.

($500,000) NR

(0530) Driver Licensing

8 Reduce Budget for Driver License Photos

Reduces budget for driver license photos for 1999-00 consistent with current projections.

($800,000) NR

Reserves

	FY 99-2000		FY 2000-01	
(6230) Dept. of Revenue - Tax Collection				
9 **Reserve for Revenue Tax Collection** Provides funds to pay for increased data processing expenses related to the collection of motor fuel taxes.	$253,007	R	$253,007	R
(6330) Global Transpark				
10 **Increase Global Transpark Funding** Increases funding for three new administrative positions (a chief financial officer, an administrator and a secretary) and miscellaneous expenses.	$250,000	R	$250,000	R
(6370) Transfer to Highway Trust Fund				
11 **Discontinue Transfer to Highway Trust Fund** Discontinues, for biennium, transfer to Highway Trust Fund of money required by statute. These funds were originally made available from the retirement of Highway Fund bonds. As these bonds were paid off, money equal to the debt service on the bonds was paid to the Highway Trust Fund.	($38,000,000)	NR	($38,000,000)	NR
(6801) Legislative Salary Increase				
12 **Compensation Bonus** Provides one-time $125 per full-time employee compensation bonus to employees funded by the Highway Fund.	$2,000,000	NR		
13 **Legislative Salary Increase** Provides funding for a 3% compensation increase for all employees funded from the Highway Fund.	$12,000,000	R	$12,000,000	R

Senate Subcommittee on Transportation	FY 99-2000		FY 2000-01	
(6827) State Health Plan				
14 **Increased State Employee Health Plan Costs** Increases the appropriation to the teachers' and state employees' Comprehensive Major Medical Plan for each year of the biennium.	$5,000,000	R	$7,000,000	R
(6828) Reserve for Maintenance				
15 **Increase Maintenance Expenditures** Increases Maintenance Expenditures.	$30,010,000	NR	$31,000,000	NR
House Action	30,000,000	NR		
(6829) Deferred Equipment Purchases				
16 **Defer Equipment Purchases** Defers equipment purchases for 1999-00.	($6,000,000)	NR		
(6830) Administrative Budgets				
17 **Delay Filling of Vacancies** To reduce the Highway Fund appropriation, the Department will keep vacant positions empty for two additional months.	($7,200,000)	NR		
18 **Increase Trust Fund Administration Support** Increases administrative charges to the Highway Trust Fund, thereby decreasing Highway Fund requirements.	($8,000,000)	R	($8,000,000)	R

Senate Subcommittee on Transportation	FY 99-2000		FY 2000-01	
(6831) Increase in Health Plan Contribution				
19 **Prescription Drug Card Program for State Employees** Implements a prescription drug card program, effective January, 2000, in the State Employee Health Benefit Plan's self-insured indemnity program by replacing deductible and 20% coinsurance assessed members of the program for outpatient prescription drugs with prescription copayments paid by members to pharmacies at the time of purchase. Increased employer premiums also paid to HMO's.	$1,000,000	R	$1,000,000	R
(6832) Retirement Contributions				
20 **Contributions-Retiree Health Plan Premium Reserve** Suspends surcharge on employer retirement contributions for retiree health benefit premiums for 1999-2000 only; 1999-2000 retiree health benefit premiums funded out of $270 million balance in State's Reserve for Retiree Health Benefits.	($7,000,000)	NR		
Total Legislative Changes	**$10,202,769**	R	**$12,202,769**	R
	$6,566,398	NR	**$24,029,081**	NR
Total Position Changes	-7.00		-7.00	
Revised Budget	**$1,154,690,000**		**$1,181,410,000**	

(1)

VISITOR REGISTRATION SHEET

Senate Appropriations Transportation Subcommittee
Name of Committee

Date June 9, 1999 AM

VISITORS: PLEASE SIGN IN BELOW AND RETURN TO COMMITTEE CLERK

NAME	FIRM OR AGENCY AND ADDRESS
Ruth Sappie	NCDOT
Cameron Lee	DOT
Milton Alford	OSBM
Christie Barbee	CAPA
John Phelps	NCLM
Wayne Stallings	NCDOT
Slobodan Melsovic	Yugo Car of Bulgarde
VL McBride	NCSA

MINUTES
SENATE APPROPRIATIONS
SUBCOMMITTEE ON TRANSPORTATION

The Senate Appropriations Subcommittee on Transportation met at 4:15 P.M. on Wednesday, June 9, 1999 in Room 1027 of the Legislative Building. Six members were present. Senator Wib Gulley, Chairman, presided.

After opening the meeting, Senator Gulley reviewed the revised spreadsheet with a few minor changes from the morning meeting (see Handout #1). There was a change in line 22 of the handout.

Next, Senator Gulley reviewed the special provisions (see Handout #2). On page four of the handout, Senator Gulley pointed out a provision to form a Blue Ribbon Transportation Finance Study Commission. This Commission would look at the question of whether new revenue for the Department of Transportation (DOT) was necessary. Senator Albertson stated that the $200,000 for this study seemed high. Senator Gulley replied that he would tell the full Appropriations chairs that the amount for the study was questioned.

Evan Rodewald, Fiscal Analyst pointed out the provision on page 7, which would allow the same firm to design and construct highways.

A lengthy discussion took place with regard to the provision on page 8, Recycle Road Materials. Mr. David Allsbrook, DOT, stated that hot in-place and cold in-place technology must be used selectively, depending on the circumstances. Ms. Christie Barbee with the North Carolina Asphalt Association added that any provision that encouraged recycling of material was welcomed, but felt it would be a stronger provision if no specific technology were stated. After further discussion about why the language was changed by the House, **Senator Albertson moved to put Senate language back into the provision. Motion carried**.

Senator Clodfelter asked how the $10 million request for public transit (page 18 of handout) was determined. Ruth Sappie, DOT Legislative Liaison, said that DOT submitted this breakdown to the Fiscal staff. Senator Clodfelter than asked about the $2 million to the Rail Division. Mr. Rodewald said this was for a high-speed rail project.

Next, discussion was held on the special provision on page 22 of the handout, Overrealized Highway Trust Fund Revenues to Move Division 3 Headquarters, maintenance, and Public Transportation and Rail Uses. The figures in (2) are the House figures, which are different from the Senate figures. After a brief explanation and discussion of the differences, it was decided to use the Senate figures.

With regard to the special provision on page 28, Amendment to the Transportation Equity Formula to Exempt Federal Discretionary Funding, **Senator Rucho moved to include the Senate language in the special provision. Motion carried.**

Further, **Senator Rucho moved to leave the special provision on page 32, Repeal annual Transfer of Highway Use Tax From Highway Trust Fund to General Fund, in the budget. Motion Carried.**

Senator Gulley then reported to the Committee that he had been asked to hold off on the special provision on page 33, Global Transpark Authority to Report on Future Plan and Performance Measures. Although he felt strongly about this special provision, he asked the Committee to agree to hold off on the special provision.

The Committee then approved the requests to add the special provision on page 34, Vehicle Miles Traveled Methodology, and the special provision on page 35, Future of the North Carolina Railroad Study Commission to the Senate budget.

There being no further business, the meeting was adjourned at 5:40 P.M.

Senator Wib Gulley, Co-Chair

Carol Resar, Committee Clerk

1999-2001 Budget - Highway Fund

	Governor's Recommendations		Draft Subcommittee Recommendations			
			House		Senate	
	1999-2000	2000-2001	1999-2000	2000-2001	1999-2000	2000-2001
Availability						
1 Revenue	1,149,490,000	1,194,410,000	1,149,490,000	1,194,410,000	1,149,490,000	1,194,410,000
2 Surplus from Prior Year	-	-	-	-	-	-
3 Funds Available	1,149,490,000	1,194,410,000	1,149,490,000	1,194,410,000	1,149,490,000	1,194,410,000
4 Recommended Continuation Budget	1,137,920,833	1,145,178,150	1,137,920,833	1,145,178,150	1,137,920,833	1,145,178,150
5						
6 **Net Funds Available**	**11,569,167**	**49,231,850**	**11,569,167**	**49,231,850**	**11,569,167**	**49,231,850**
7						
8						
9 **Budget Reductions**						
10 Increase Trust Fund Administrative Support	(8,000,000)	(8,000,000)	(8,000,000)	(8,000,000)	(8,000,000)	(8,000,000)
11 Transfer to Highway Trust Fund	(38,000,000)	(38,000,000)	(38,000,000)	(38,000,000)	(38,000,000)	(38,000,000)
12 Defer Equipment Purchases	(6,000,000)	-	(6,000,000)	-	(6,000,000)	-
13 Reduce Ferry Operating Funds	(1,000,000)	(1,000,000)	(1,000,000)	(1,000,000)	(1,000,000)	(1,000,000)
14 Negative Reserve	(9,000,000)	-	-	-	-	-
15 Reduce Payment to Branch Agents			(500,000)		(500,000)	
16 License Plates and Stickers			(500,000)		(500,000)	
17 Driver License Photographic Contract			(800,000)		(800,000)	
18 Delay Filling of Vacancies			(7,200,000)		(7,200,000)	
19 Reallocation of 98-99 Operating funds for Western NC Svc.			(3,200,000)		(3,200,000)	
20 Delay Western NC Station Improvements			(2,000,000)		(2,000,000)	
21 Eliminate Vacant Engineer Trainee Positions			(300,238)	(300,238)	(300,238)	(300,238)
22 Technical Adjustment in L.U.S.T. Fund			-		(253,007)	(253,007)
23						
24						
25 **Total Adjustments and Reductions**	**(62,000,000)**	**(47,000,000)**	**(67,500,238)**	**(47,300,238)**	**(67,753,245)**	**(47,553,245)**
26						
27 **Total Funds Available for Expansion**	**73,569,167**	**96,231,850**	**79,069,405**	**96,532,088**	**79,322,412**	**96,785,095**

Pm Handout #1

1999-2001 Budget - Highway Fund

	Governor's Recommendations		Draft Subcommittee Recommendations			
			House		Senate	
	1999-2000	2000-2001	1999-2000	2000-2001	1999-2000	2000-2001
Expansion Items						
1 Contract Resurfacing	7,000,000	7,000,000	8,000,000	7,000,000	8,000,000	7,000,000
2 Maintenance	22,319,167	24,681,850	30,000,000	31,000,000	30,010,000	31,000,000
3 Employee-Related Costs	19,000,000	19,000,000	13,000,000	20,000,000	13,000,000	20,000,000
4 Public Transportation Funding	25,000,000	31,300,000	27,556,398	25,029,081	27,809,405	25,282,088
5 Global Transpark	250,000	250,000	250,000	250,000	250,000	250,000
6 Reserve for Revenue Tax Collection			253,007	253,007	253,007	253,007
7 House Bill 815 - Left Turn on Red			10,000		-	
8						
9						
10 **Total Expansion**	**73,569,167**	**82,231,850**	**79,069,405**	**83,532,088**	**79,322,412**	**83,785,095**
11						
12 **Surplus (Deficit)**	**-**	**14,000,000**	**-**	**13,000,000**	**-**	**13,000,000**

1999-2001 Budget - Highway Fund

	Governor's Recommendations		Draft Subcommittee Recommendations			
			House		Senate	
	1999-2000	2000-2001	1999-2000	2000-2001	1999-2000	2000-2001
Availability						
1 Revenue	1,149,490,000	1,194,410,000	1,149,490,000	1,194,410,000	1,149,490,000	1,194,410,000
2 Surplus from Prior Year	-	-	-	-	-	-
3 Funds Available	1,149,490,000	1,194,410,000	1,149,490,000	1,194,410,000	1,149,490,000	1,194,410,000
4 Recommended Continuation Budget	1,137,920,833	1,145,178,150	1,137,920,833	1,145,178,150	1,137,920,833	1,145,178,150
5						
6 **Net Funds Available**	**11,569,167**	**49,231,850**	**11,569,167**	**49,231,850**	**11,569,167**	**49,231,850**
7						
8						
9 **Budget Reductions**						
10 Increase Trust Fund Administrative Support	(8,000,000)	(8,000,000)	(8,000,000)	(8,000,000)	(8,000,000)	(8,000,000)
11 Transfer to Highway Trust Fund	(38,000,000)	(38,000,000)	(38,000,000)	(38,000,000)	(38,000,000)	(38,000,000)
12 Defer Equipment Purchases	(6,000,000)	-	(6,000,000)	-	(6,000,000)	-
13 Reduce Ferry Operating Funds	(1,000,000)	(1,000,000)	(1,000,000)	(1,000,000)	(1,000,000)	(1,000,000)
14 Negative Reserve	(9,000,000)	-	-	-	-	-
15 Reduce Payment to Branch Agents			(500,000)		(500,000)	
16 License Plates and Stickers			(500,000)		(500,000)	
17 Driver License Photographic Contract			(800,000)		(800,000)	
18 Delay Filling of Vacancies			(7,200,000)		(7,200,000)	
19 Reallocation of 98-99 Operating funds for Western NC Svc.			(3,200,000)		(3,200,000)	
20 Delay Western NC Station Improvements			(2,000,000)		(2,000,000)	
21 Eliminate Vacant Engineer Trainee Positions			(300,238)	(300,238)	(300,238)	(300,238)
22 Technical Adjustment in L.U.S.T. Fund			-		(253,007)	(253,007)
23						
24						
25 **Total Adjustments and Reductions**	**(62,000,000)**	**(47,000,000)**	**(67,500,238)**	**(47,300,238)**	**(67,753,245)**	**(47,553,245)**
26						
27 **Total Funds Available for Expansion**	**73,569,167**	**96,231,850**	**79,069,405**	**96,532,088**	**79,322,412**	**96,785,095**

1999-2001 Budget - Highway Fund

	Governor's Recommendations		Draft Subcommittee Recommendations			
			House		Senate	
	1999-2000	2000-2001	1999-2000	2000-2001	1999-2000	2000-2001
Expansion Items						
1 Contract Resurfacing	7,000,000	7,000,000	8,000,000	7,000,000	8,000,000	7,000,000
2 Maintenance	22,319,167	24,681,850	30,000,000	31,000,000	30,010,000	31,000,000
3 Employee-Related Costs	19,000,000	19,000,000	13,000,000	20,000,000	13,000,000	20,000,000
4 Public Transportation Funding	25,000,000	31,300,000	27,556,398	25,029,081	27,809,405	25,282,088
5 Global Transpark	250,000	250,000	250,000	250,000	250,000	250,000
6 Reserve for Revenue Tax Collection			253,007	253,007	253,007	253,007
7 House Bill 815 - Left Turn on Red			10,000		-	
8						
9						
10 **Total Expansion**	**73,569,167**	**82,231,850**	**79,069,405**	**83,532,088**	**79,322,412**	**83,785,095**
11						
12 **Surplus (Deficit)**	**-**	**14,000,000**	**-**	**13,000,000**	**-**	**13,000,000**

Handout #3
PM

Requested by: Representatives Easterling, Hardaway, Redwine

HIGHWAY FUND AVAILABILITY

Section 6.1. The Highway Fund appropriations availability used in developing the 1999-2001 biennial Highway Fund budget is shown below:

	1999-2000	2000-2001
Beginning Credit Balance	-	-
Estimated Revenue	1,149,490,000	1,194,410,000
Additional Reversions	5,200,000	-
TOTAL HIGHWAY FUND AVAILABILITY	$1,154,690,000	$1,194,410,000

99TRANS-H27

Requested by: Representatives Crawford, Cole, Easterling, Hardaway, Redwine

CASH-FLOW HIGHWAY FUND AND HIGHWAY TRUST FUND APPROPRIATIONS

Section 27.(a) The General Assembly authorizes and certifies anticipated revenues of the Highway Fund as follows:

FY 2001-2002	$1,237.2 million
FY 2002-2003	$1,280.0 million
FY 2003-2004	$1,317.0 million
FY 2004-2005	$1,359.6 million

The General Assembly authorizes and certifies anticipated revenues of the Highway Trust Fund as follows:

FY 2001-2002	$940.2 million
FY 2002-2003	$975.2 million
FY 2003-2004	$1,009.5 million
FY 2004-2005	$1,045.3 million.

Section 27.(b) Section 27.4 of S.L. 1998-212 is repealed.

99TRANS-H27.1

Requested by: Representatives Crawford, Cole, Easterling, Hardaway, Redwine

DISCONTINUE BOND RETIREMENT TRANSFER FROM HIGHWAY FUND TO HIGHWAY TRUST FUND FOR BIENNIUM

Section 27.1. G.S. 136-176(a)(4) and G.S. 136-183 are suspended from July 1, 1999, to June 30, 2001.

99TRANS-H27.2

Requested by: Representatives Crawford, Cole, Easterling, Hardaway, Redwine

BLUE RIBBON TRANSPORTATION FINANCE STUDY COMMISSION

Section 27.2.(a) Commission Established. -- There is established a Blue Ribbon Transportation Finance Study Commission.

Section 27.2.(b) Membership. -- The Commission shall be composed of 15 members as follows:

(1) Four members of the House of Representatives appointed by the Speaker of the House of Representatives.

(2) Four members of the Senate appointed by the President Pro Tempore of the Senate.

(3) Three members of the public appointed by the Governor, none of whom shall be State officials, and two of whom shall have expertise in transportation matters.

(4) Two members of the public appointed by the Speaker of the House of Representatives, one of whom shall be a municipal-elected official, and one of whom shall have experience in business and transportation matters.

(5) Two members of the public appointed by the President Pro Tempore of the Senate, one of whom shall be an elected county official, and one of whom shall have experience in business and transportation matters.

Any persons appointed pursuant to Section 27.15 of S.L. 1998-212 shall continue as members of this Study Commission.

Section 27.2.(c) Secretary of Transportation. -- The Commission shall invite the Secretary of Transportation to attend each meeting of the Commission and encourage his participation in the Commission's deliberations.

Section 27.2.(d) Duties of Commission. -- The Commission shall study the following matters related to transportation finance:

(1) The Highway Trust Fund Act of 1989. -- The Commission shall review the current law and recommend any revisions that may be necessary, based on the 10-year history of the fund and the current transportation needs of the State.

(2) Current revenue sources. -- The Commission shall review all current revenue sources that support State transportation programs and recommend changes, additions, or deletions based on projected needs for the next 25 years.

(3) Transportation system maintenance. -- The Commission shall review current financing of transportation system maintenance and recommend

changes to accommodate maintenance of new construction and increased traffic volume.

(4) Public transportation. -- The Commission shall evaluate funding public transportation with dedicated sources of funds. The Commission's recommendation shall include specific sources and amounts of any dedicated funds, if recommended.

(5) Highway Fund transfers. -- Transfers from the Highway Fund to other State agencies, including whether or not those funds would more appropriately come from the General Fund.

(6) Other transportation financing issues. -- The Commission may study any other transportation finance-related issue approved by the cochairs or recommended by the Secretary of Transportation and approved by the cochairs.

Section 27.2.(e) Vacancies. -- Any vacancy on the Commission shall be filled by the appointing authority.

Section 27.2.(f) Cochairs. -- Cochairs of the Commission shall be designated by the Speaker of the House of Representatives and the President Pro Tempore of the Senate from among their respective appointees. The Commission shall meet upon the call of the chairs. A quorum of the Commission shall be eight members.

Section 27.2.(g) Expenses of Members. -- Members of the Commission shall receive per diem, subsistence, and travel allowances in accordance with G.S. 120-3.1, 138-5, or 138-6, as appropriate.

Section 27.2.(h) Staff. -- Adequate staff shall be provided to the Commission by the Legislative Services Office.

Section 27.2.(i) Consultants. -- The Commission may hire consultants to assist with the study. Before expending any funds for a consultant, the Commission shall report to the Joint Legislative Commission on Governmental Operations on the consultant selected, the work products to be provided by the consultant, and the cost of the contract, including an itemization of the cost components.

Section 27.2.(j) Meetings During Legislative Session. -- The Commission may meet during a regular or extra session of the General Assembly, subject to approval of the Speaker of the House of Representatives and the President Pro Tempore of the Senate.

Section 27.2.(k) Meeting Location. -- The Commission shall meet at various locations around the State in order to promote greater public participation in its deliberations. The Legislative Services Commission shall grant adequate meeting space to the Commission in the State Legislative Building or the Legislative Office Building.

Section 27.2.(l) Report. -- The Commission shall submit an interim report to the Joint Legislative Transportation Oversight Committee on or before June 1, 2000. The Commission shall submit a final report to the Joint Legislative Transportation Oversight Committee by March 1, 2001. Upon the filing of its final report, the Commission shall terminate.

Section 27.2.(m) Appropriation. -- From appropriations to the General Assembly, the Legislative Services Commission may allocate up to two hundred thousand dollars ($200,000) for the expenses of the Commission.

99TRANS-H27.3

Requested by: Representatives Crawford, Cole, Easterling, Hardaway, Redwine

DESIGN-BUILD TRANSPORTATION CONSTRUCTION CONTRACTS AUTHORIZED

Section 27.3. Notwithstanding any other provision of law, the Board of Transportation may award up to three contracts annually for construction of transportation projects on a design-build basis. These contracts may be awarded after a determination by the Department of Transportation that delivery of the projects must be expedited and that it is not in the public interest to comply with normal design and construction contracting procedures. Prior to the award of a design-build contract, the Secretary of Transportation shall report to the Joint Legislative Transportation Oversight Committee and to the Joint Legislative Commission on Governmental Operations on the nature and scope of the project and the reasons an award on a design-build basis will best serve the public interest.

NOTE: Changed as indicated below.

99TRANS-H27.4

Requested by: Representatives Crawford, Cole, Easterling, Hardaway, Redwine

USE OF RECYCLED ROAD MATERIALS IN ROAD MAINTENANCE

Section 27.4. G.S. 136-28.8 reads as rewritten:

"**§ 136-28.8. Use of recycled materials in construction.**

(a) It is the intent of the General Assembly that the Department of Transportation continue to expand its use of recycled materials in its construction and maintenance programs.

(b) The General Assembly declares it to be in the public interest to find alternative ways to use certain recycled materials that currently are part of the solid waste stream and that contribute to problems of declining space in landfills. ~~To the extent economically practicable, the Department shall use:~~ The Department shall, consistent with economic feasibility and applicable engineering and environmental quality standards, use:

(1) Rubber from tires in road pavements, subbase materials, or other appropriate ~~applications; and~~ applications.

(2) Recycled materials for guard rail posts, right-of-way fence posts, and sign ~~supports~~ supports.

(3) Recycling technology, **including but not limited to hot and cold in-place recycling,** in road and highway maintenance.

~~so long as these materials meet all appropriate engineering standards.~~

(c) As a part of its scheduled projects, the Department shall conduct additional research, which may include demonstration projects, on the use of recycled materials in ~~construction.~~ construction and maintenance.

(d) The Department shall review and revise existing bid procedures and specifications to eliminate any procedures and specifications that explicitly discriminate against recycled materials in ~~construction,~~ construction and maintenance, except where the procedures and specifications are necessary to protect the health, safety, and welfare of the people of this State.

(e) The Department shall review and revise its bid procedures and specifications on a continuing basis to encourage the use of recycled materials in construction and maintenance and shall, to the extent economically practicable, require the use of recycled materials.

(f) All agencies shall cooperate with the Department in carrying out the provisions of this section.

(g) On or before October 1 of each year, the Department shall report to the Division of Pollution Prevention and Environmental Assistance of the Department of Environment and Natural Resources as to the amounts and types of recycled materials that were specified or used in contracts that were entered into during the previous fiscal year. On or before December 1 of each year, the

Division of Pollution Prevention and Environmental Assistance shall prepare a summary of this report and submit the summary to the Joint Legislative Commission on Governmental ~~Operations and~~ Operations, the Joint Legislative Transportation Oversight Committee, and the Environmental Review Commission.

(h) The Department, in consultation with the Department of Environment and Natural Resources, shall determine minimum content standards for recycled materials.

(i) This section is broadly applicable to all procurements by the Department if the quality of the product is consistent with the requirements of the bid specifications.

(j) The Department may adopt rules to implement this section."

99TRANS-H27.5

Requested by: Representatives Crawford, Cole, Easterling, Hardaway, Redwine

DEPARTMENT OF TRANSPORTATION TO REPORT ON DELAYED ROAD CONSTRUCTION

Section 27.5. The Department of Transportation shall study the reasons that road construction is delayed in North Carolina. Among the other issues that the Department should study and make recommendations on are:

(1) The inability to obtain environmental permits and historical permits in a timely or expedited manner.

(2) Cooperation between the Department of Transportation and other agencies involved in the permitting process.

(3) Problems in acquiring needed rights-of-way for road construction.

(4) Delays in planning and design that are related to public participation and other mandated notices and hearings, and other issues.

For each of the above issues, the Department shall report on the nature of the problem and make recommendations on how the problem will be addressed. The report shall include specific goals and performance measures to be used to determine the success in implementing these recommendations.

The Department of Transportation shall report its findings and recommendations to the November 1999 meeting of the Joint Legislative Transportation Oversight Committee and to the Fiscal Research Division and to the November 1999 meeting of the Joint Legislative Commission on Governmental Operations.

99TRANS-H27.6--DIFF.

Requested by: Representatives Crawford, Cole, Easterling, Hardaway, Redwine

DEPARTMENT OF TRANSPORTATION TO REPORT ON HIGHWAY CONSTRUCTION FINANCING

Section 27.6. The Department of Transportation shall study the various financing options available for increasing the pace of highway construction. Among the other issues that the Department should study and make recommendations on are:

(1) Cash-flow financing allowed under the General Statutes.

(2) Advanced federal funding.

(3) Proceeds from highway construction bonds.

(4) Grant Anticipation Revenue Vehicles.

(5) Toll roads.

[(6) State and local participation in financing road projects.]

The study of cash-flow financing shall include an analysis of how this financing option can be integrated into the management of the Transportation Improvement Program. The Department shall report its findings and make recommendations based on those findings to the December 1999 meeting of the Joint Legislative Transportation Oversight Committee, to the Fiscal Research Division, and to the Blue Ribbon Transportation Finance Study Commission.

99TRANS-H27.7

Requested by: Representatives Crawford, Cole, Easterling, Hardaway, Redwine

SIMPLIFY TRANSPORTATION IMPROVEMENT PROGRAM DATABASE

Section 27.7. The Department of Transportation shall redesign and modify its Transportation Improvement Program (TIP) database to make it more accessible, easier to understand, and easier to use. The Department shall consult with the Fiscal Research Division prior to redesigning the system and shall make a written report on suggested design changes to the Joint Legislative Transportation Oversight Committee by March 31, 2000. The Department shall implement these changes no later than October 1, 2000.

99TRANS-H27.8

Requested by: Representatives Crawford, Cole, Easterling, Hardaway, Redwine

SUBDIVISION ROAD ACCEPTANCE AND MAINTENANCE STUDY

Section 27.8. The Joint Legislative Transportation Oversight Committee shall study the proposed and ratified legislation and the policies for accepting and maintaining subdivision roads and streets that do and do not meet the standards adopted by the Board of Transportation and cited in G.S. 136-102.6. The Joint Legislative Transportation Oversight Committee may file an interim report with the 2000 Session of the General Assembly and shall file a final report with the 2001 Session of the General Assembly on this subject.

99TRANS-H27.9

Requested by: Representatives Crawford, Cole, Allred, Easterling, Hardaway, Redwine

DISCLOSURE OF PERSONAL INFORMATION IN MOTOR VEHICLE RECORDS

Section 27.9.(a) Section 17.1 of Chapter 23 of the 1998 Session Laws, as amended by Section 27.18(a) of Chapter 212 of the 1998 Session Laws, is repealed.

Section 27.9.(b) G.S. 20-43.1 reads as rewritten:

"**§ 20-43.1. Disclosure of personal information in motor vehicle records.**

(a) The Division shall disclose personal information contained in motor vehicle records in accordance with the federal Driver's Privacy Protection Act of 1994, as amended, 18 U.S.C. §§ 2721, et seq.

(b) As authorized in 18 U.S.C. § 2721, the Division shall not disclose personal information for the purposes specified in 18 U.S.C. § 2721(b)(11). ~~The Division shall establish procedures to disclose personal information for the purposes and in the manner described in 18 U.S.C. § 2721(b)(12) for titles and applications for leased vehicles issued on and after July 1, 1998.~~

(c) The Division shall not disclose personal information for the purposes specified in 18 U.S.C. § 2721(b)(12) unless the Division receives prior written permission from the person about whom the information is requested."

99TRANS-H27.10

Requested by: Representatives Crawford, Cole, Easterling, Hardaway, Redwine

FUNDS FOR RAIL SERVICE TO WESTERN NORTH CAROLINA REVERT

Section 27.10. Of the funds appropriated to the Department of Transportation for fiscal year 1998-99 to operate rail service and to improve stations in Western North Carolina, five million two hundred thousand dollars ($5,200,000) shall revert on June 30, 1999.

99TRANS-H27.11

Requested by: Representatives Crawford, Cole, Easterling, Hardaway, Redwine

NORTH CAROLINA RAILROAD DIVIDENDS

Section 27.11.(a) Notwithstanding G.S. 136-16.6(a), up to ten million dollars ($10,000,000) of the annual dividends of the North Carolina Railroad received by the State during the 1999-2000 fiscal year may be used to upgrade tracks in Eastern North Carolina, and any additional dividends shall be placed in a reserve and remain unencumbered and unexpended until appropriated by the General Assembly.

Section 27.11.(b) Subsection (c) of Section 32.30 of S.L. 1997-443 reads as rewritten:

"(c) Notwithstanding G.S. 147-69.1, if a majority of the outstanding shares held by shareholders other than the State are represented in person or by proxy at a North Carolina Railroad Company shareholder meeting where a plan for merger between the Beaufort and Morehead Railroad Company and the North Carolina Railroad Company is approved, then the State Treasurer shall invest on a one-time basis up to sixty-one million dollars ($61,000,000) from the reserve account created in subsection (b) of this section in obligations of the Beaufort and Morehead Railroad Company or any successor company. This investment shall be an interest-bearing demand note and shall be in a form prescribed by the State Treasurer. The loan is not subject to repayment of principal or interest prior to action of the ~~1999~~ 2000 Session of the General Assembly. The Director of the Budget shall recommend to the ~~1999~~ 2000 Session of the General Assembly, by February 1, ~~1999,~~ 2000, a plan for the repayment of the loan."

See replacement provision next page

1
2 **NOTE: Rewritten**
3
4 **99TRANS-H27.12**
5
6 Requested by: Representatives Crawford, Cole, Easterling,
7 Hardaway, Redwine
8 **FEDERAL FUNDS FOR PUBLIC TRANSPORTATION IMPROVEMENTS**
9 Section 27.12. To the extent allowable by federal law,
10 the Department of Transportation shall use ten million dollars
11 ($10,000,000) of federal highway funds during each year of the
12 1999-2001 biennium for improvements to public transportation and
13 rail.
14 The Department of Transportation shall report to the
15 Joint Legislative Transportation Oversight Committee on the use
16 of these funds prior to expending them.
17

[99TRANS-H27.12A-DIFF.

Requested by: Senator Gulley

FEDERAL FUNDS FOR PUBLIC TRANSPORTATION IMPROVEMENTS

Section @. To the extent allowable by federal law, the Department of Transportation shall use ten million dollars ($10,000,000) of federal highway funds during each year of the 1999-2001 biennium for improvements to public transportation and rail.

For fiscal year 1999-2000:

(1) $6,000,000 shall be allocated to the Public Transportation Division for support of the Triangle Transit Authority.

(2) $2,000,000 shall be allocated to the Public Transportation Division for rapid transit in Charlotte.

(3) $2,000,000 shall be allocated to the Rail Division.

For fiscal year 2000-2001:

(1) $8,000,000 shall be allocated to the Public Transportation Division for support of the Triangle Transit Authority.

(2) $2,000,000 shall be allocated to the Rail Division.

This section is not intended to prevent budgetary transfers as allowed under G.S. 143-23.]

NOTE: Funding change.

99TRANS-H27.13

Requested by: Representatives Crawford, Cole, Easterling, Hardaway, Redwine

SPENDING PUBLIC TRANSPORTATION AND RAIL DIVISION FUNDS

Section 27.13. Funds appropriated in this act to the Department of Transportation for the Public Transportation Division and the Rail Division are to be used only as set forth in the budget approved by the General Assembly in this act. These funds shall not be expended for any other purpose, except as provided for in this act.

This provision does not affect the use of the continuing public transportation appropriation pursuant to G.S. 136-16.8 and the continuing rail appropriation pursuant to G.S. 136-16.6.

Of the funds appropriated for public transportation in fiscal year 1999-2000:

(1) Thirteen million forty-six thousand nine hundred twenty-one dollars ($13,046,921) shall be budgeted for urban and regional maintenance assistance (Object Code 6701)

(2) Four million six hundred thousand dollars ($4,600,000) shall be budgeted for statewide grant match (Object Code 6702)

(3) Five million dollars ($5,000,000) shall be budgeted for assistance for the elderly and disabled (Object Code 6703)

(4) Three million three hundred fifty thousand dollars ($3,350,000) shall be budgeted for rural capital (Object Code 6704)

(5) One million seven hundred fifty thousand dollars $1,750,000 shall be budgeted for Work First and transitional employment (Object Code 6705)

(6) One million five hundred thousand dollars ($1,500,000) shall be budgeted for rural, intercity, facility, and technology (Object Code 6706)

(7) Seven million dollars ($7,000,000) shall be budgeted for regional new start and capital (Object Code 6707).

Of the funds appropriated for public transportation in fiscal year 2000-2001:

(1) Eight million one hundred forty-six thousand nine hundred twenty-one dollars ($8,146,921) shall be budgeted for urban and regional maintenance assistance (Object Code 6701)

(2) Four million six hundred thousand dollars ($4,600,000) shall be budgeted for statewide grant match (Object Code 6702)

(3) Five million ($5,000,000) shall be budgeted for assistance for the elderly and disabled (Object Code 6703)

(4) Three million fifty thousand dollars ($3,050,000) shall be budgeted for rural capital (Object Code 6704)

(5) One million seven hundred fifty thousand dollars ($1,750,000) shall be budgeted for Work First and transitional employment (Object Code 6705)

(6) One million five hundred thousand dollars ($1,500,000) shall be budgeted for rural, intercity, facility, and technology (Object Code 6706)

(7) {Seven million dollars ($7,000,000)} [**Nine million dollars ($9,000,000)**] shall be budgeted for regional new start and capital (Object Code 6707).

[**This section is not intended to prevent budgetary transfers as allowed under G.S. 143-23.**]

Deleted from Senate package

NEW

99TRANS-H27.13A

Requested by: Representatives Crawford, Cole, Nesbitt, Easterling, Hardaway, Redwine

WESTERN NORTH CAROLINA RAILROAD STATIONS

Section 27.13A. Of the funds appropriated for public transportation and rail, the Department of Transportation may use up to one million dollars ($1,000,000) in each year of the 1999-2001 biennium for train stations in Western North Carolina.

NOTE: Amended

99TRANS-H27.14-DIFF.

Requested by: Representatives Crawford, Cole, Easterling, Hardaway, Redwine

OVERREALIZED HIGHWAY TRUST FUND REVENUES TO MOVE DIVISION 3 HEADQUARTERS, MAINTENANCE, AND PUBLIC TRANSPORTATION AND RAIL USES

Section 27.14. Of the overrealized Highway Trust Fund revenues from the 1998-99 fiscal year:

(1) The Department of Transportation may use up to six million dollars ($6,000,000) to pay the capital costs required to relocate the Division 3 headquarters complex in Wilmington, North Carolina, which must be moved to make way for construction of the Smith Creek Parkway.

(2) Any remaining funds shall be transferred as follows:

a. {Eighty percent (80%)} [**Fifty percent (50%)**] to the maintenance budget in the Highway Fund.

b. {Two and ninety-two hundredths percent (2.92%)} [**Eight and thirty-three hundredths percent (8.33%)**] for rural capital projects in the budget of the Public Transportation Division (Object Code 6704).

c. {One and twenty-five hundredths percent (1.25%)} [**Two and eight hundredths percent (2.08%)**] for Work First and transitional employment projects in the budget of the Public Transportation Division (Object Code 6705).

d. {Fifteen and eighty-three hundredths percent (15.83%)} [**Eighteen and seventy-five hundredths percent (18.75%)**] for match to improve travel time between Raleigh and Charlotte in the budget of the Rail Division (Object Code 6407).

[**e. Twenty and eighty-four hundredths percent (20.84%) for urban and regional maintenance assistance (Object Code 6701).**]

1 The funds transferred pursuant to subdivision (2) of
2 this section shall be allocated, encumbered, or expended, as
3 appropriate, during the 1999-2000 fiscal year.
4

1
2 **99TRANS-H27.15**
3
4 Requested by: Representatives Crawford, Cole, Easterling,
5 Hardaway, Redwine
6 **USE OF GLOBAL TRANSPARK AUTHORITY FUNDS**
7 Section 27.15. The Global TransPark Authority's funds
8 shall be used for:
9 (1) Matching federal construction funds.
10 (2) Developmental and operational activities related to
11 the Kinston Regional Jetport and the Global
12 TransPark Education and Training Center.
13 (3) Project marketing and industrial development
14 activities.
15

99TRANS-H27.16

Requested by: Representatives Baddour, Easterling, Hardaway, Redwine

GLOBAL TRANSPARK OBLIGATIONS MATURITY DATES EXTENDED

Section 27.16. G.S. 147-69.2(b)(11) reads as rewritten:

"(11) With respect to assets of the Escheat Fund, obligations of the North Carolina Global TransPark Authority authorized by G.S. 63A-4(a)(22), not to exceed twenty-five million dollars ($25,000,000), that have a final maturity not later than September 1, ~~1999.~~ 2004. The obligations shall bear interest at the rate set by the State Treasurer. No commitment to purchase obligations may be made pursuant to this subdivision after September 1, 1993, and no obligations may be purchased after September 1, 1994. In the event of a loss to the Escheat Fund by reason of an investment made pursuant to this subdivision, it is the intention of the General Assembly to hold the Escheat Fund harmless from ~~any such~~ the loss by appropriating to ~~such~~ the Escheat Fund funds equivalent to ~~such~~ the loss."

NOTE: Flag

99TRANS-H27.17

Requested by: Representatives Crawford, Cole, Easterling, Hardaway, Redwine

ENFORCEMENT AGENCY STRUCTURE STUDY COMMITTEE

Section 27.17. There is created a Law Enforcement Agency Structure Study Commission, an independent study commission, to study the history and structure of the Enforcement Section of the Division of Motor Vehicles and the Highway Patrol Division of the Department of Crime Control and Public Safety.

The Commission shall study the history of these State motor vehicle enforcement agencies and how their structures and functions developed. The Commission shall analyze the structures and functions for efficiency and make recommendations for restructuring or reassignment of functions, as appropriate.

The Commission shall have 10 members. The membership of the Commission shall be three Senators and one representative from the Department of Crime Control and Public Safety appointed by the President Pro Tempore of the Senate and three members of the House of Representatives and one representative of the Division of Motor Vehicles appointed by the Speaker of the House of Representatives. The Secretary of Crime Control and Public Safety and the Commissioner of Motor Vehicles shall serve as ex officio members of the Commission. One Senator and one member of the House of Representatives shall be chosen by the appointing officials as Cochairs of the Commission. Members of the Commission shall receive subsistence and travel allowances in accordance with G.S. 120-3.1 or G.S. 138-5, as appropriate.

The Commission may submit an interim report and shall submit a final report by February 1, 2001.

The Commission shall terminate upon the issuance of its final report.

99TRANS-H27.18

Requested by: Representatives Crawford, Cole, Easterling, Hardaway, Redwine

SMALL URBAN CONSTRUCTION DISCRETIONARY FUNDS

Section 27.18. Of the funds appropriated in this act to the Department of Transportation:

(1) $14,000,000 shall be allocated in each fiscal year for small urban construction projects. These funds shall be allocated equally in each fiscal year of the biennium among the 14 Highway Divisions for the small urban construction program for small urban construction projects that are located within the area covered by a one-mile radius of the municipal corporate limits.

(2) $10,000,000 shall be used statewide for rural or small urban highway improvements, industrial access roads, and spot safety projects as approved by the Secretary of the Department of Transportation.

None of these funds used for rural secondary road construction are subject to the county allocation formula as provided in G.S. 136-44.5.

These funds are not subject to G.S. 136-44.7.

The Department of Transportation shall report to the members of the General Assembly on projects funded pursuant to this section in each member's district prior to the Board of Transportation's action. The Department shall make a quarterly comprehensive report on the use of these funds to the Joint Legislative Transportation Oversight Committee and the Fiscal Research Division.

NOTE: Changed in subcommittee.

99TRANS-H27.19-DIFF.

Requested by: Representatives Crawford, Cole, Easterling, Hardaway, Redwine

AMENDMENT TO THE TRANSPORTATION EQUITY FORMULA TO EXEMPT FEDERAL DISCRETIONARY FUNDING

Section 27.19. G.S. 136-17.2A(a) reads as rewritten:

"(a) Funds expended for the Intrastate System projects listed in G.S. 136-179 and both State and federal-aid funds expended under the Transportation Improvement Program, other than **[(i)]** funds expended on an urban loop project listed in ~~G.S. 136-180,~~ {G.S. 136-180 and} **[G.S. 136-180, (ii) funds received through competitive awards or discretionary grants through federal appropriations either for local governments, transportation authorities, transit authorities, or the Department, and (iii) funds appropriated through the Transportation Equity Act for the 21st Century designated as Congestion Mitigation and Air Quality (CMAQ)]** shall be distributed throughout the State in accordance with this section.

For purposes of this distribution, the counties of the State are grouped into seven distribution regions as follows:

(1) Distribution Region A consists of the following counties: Bertie, Camden, Chowan, Currituck, Dare, Edgecombe, Gates, Halifax, Hertford, Hyde, Johnston, Martin, Nash, Northampton, Pasquotank, Perquimans, Tyrrell, Washington, Wayne, and Wilson.

(2) Distribution Region B consists of the following counties: Beaufort, Brunswick, Carteret, Craven, Duplin, Greene, Jones, Lenoir, New Hanover, Onslow, Pamlico, Pender, Pitt, and Sampson.

(3) Distribution Region C consists of the following counties: Bladen, Columbus, Cumberland, Durham, Franklin, Granville, Harnett, Person, Robeson, Vance, Wake, and Warren.

(4) Distribution Region D consists of the following counties: Alamance, Caswell, Davidson, Davie, Forsyth, Guilford, Orange, Rockingham, Rowan, and Stokes.

(5) Distribution Region E consists of the following counties: Anson, Cabarrus, Chatham, Hoke, Lee,

Mecklenburg, Montgomery, Moore, Randolph, Richmond, Scotland, Stanly, and Union.

(6) Distribution Region F consists of the following counties: Alexander, Alleghany, Ashe, Avery, Caldwell, Catawba, Cleveland, Gaston, Iredell, Lincoln, Surry, Watauga, Wilkes, and Yadkin.

(7) Distribution Region G consists of the following counties: Buncombe, Burke, Cherokee, Clay, Graham, Haywood, Henderson, Jackson, Macon, Madison, McDowell, Mitchell, Polk, Rutherford, Swain, Transylvania, and Yancey."

99TRANS-H27.20

Requested by: Representatives Crawford, Cole, Easterling, Hardaway, Redwine

EQUITY ALLOCATION DISTRIBUTION STUDY AND REPORT

Section 27.20.(a) G.S. 136-17.2A is amended by adding a new subsection to read:

"(h) On or before December 1, 1999, the Secretary shall submit to the General Assembly a report of allocations, obligations, and actual yearly expenditures for each distribution region, covering fiscal years 1989-90 through 1997-98. On or before December 1, 2000, and every two years thereafter, the Secretary shall submit to the General Assembly a report of allocations and actual expenditures for the preceding two fiscal years. At any time in which the report indicates that allocations and expenditures by distribution region do not comply with the provisions of subsection (d) of this section, the Secretary shall also submit a plan to correct the imbalance."

Section 27.20.(b) In addition, the Secretary shall study and report to the General Assembly by December 1, 2000, on proposals for:

(1) Transportation spending for economic development.

(2) Transportation spending for roads of statewide importance.

(3) Methods to accommodate these spending proposals in the equity formula.

99TRANS-H27.21

Requested by: Representatives Crawford, Cole, Easterling, Hardaway, Redwine

MEDIUM CUSTODY ROAD CREW COMPENSATION

Section 27.21.(a) Of funds appropriated to the Department of Transportation by this act, seven million dollars ($7,000,000) per year shall be used by the Department to reimburse the Department of Correction during the 1999-2001 biennium for costs authorized by G.S. 148-26.5 for reimbursement for highway-related labor performed by medium custody prisoners. The Department of Transportation may use funds appropriated by this act to pay requested reimbursements submitted by the Department of Correction over and above the seven million dollars ($7,000,000), but those reimbursement requests shall be subject to negotiations among the Department of Transportation, the Department of Correction, and the Office of State Budget and Management prior to payment by the Department of Transportation.

Section 27.21.(b) It is the express intent of the General Assembly that all future reimbursements for highway-related labor performed by medium custody prisoners shall be subject to negotiations among the Department of Transportation, the Department of Correction, and the Office of State Budget and Management prior to payment by the Department of Transportation and that the Governor's budget shall recommend the amount and source of funding.

NEW; added by subcommittee amendment

99TRANS-H27.22

Requested by: Representatives Bowie, Easterling, Hardaway, Redwine

REPEAL ANNUAL TRANSFER OF HIGHWAY USE TAX FROM HIGHWAY TRUST FUND TO GENERAL FUND

Section 27.22.(a) G.S. 105-187.9 reads as rewritten:

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

Taxes collected under this Article at the rate of eight percent (8%) shall be credited to the General Fund. Taxes collected under this Article at the rate of three percent (3%) shall be credited to the North Carolina Highway Trust Fund. ~~In each fiscal year the State Treasurer shall transfer the sum of one hundred seventy million dollars ($170,000,000) of the taxes deposited in the Trust Fund to the General Fund. The transfer of funds authorized by this section may be made by transferring one-fourth of the amount at the end of each quarter in the fiscal year or by transferring the full amount annually on July 1 of each fiscal year, subject to the availability of revenue.~~"

Section 27.22.(b) G.S. 136-176 is amended by adding a new subsection to read:

"(e) The Department of Transportation shall annually use one hundred seventy million dollars ($170,000,000) of the funds deposited in the Trust Fund pursuant to subdivision (a)(2) of this section for highway maintenance purposes."

Section 27.22.(c) This section becomes effective July 1, 2001.

NEW; added by subcommittee amendment

99TRANS-H27.23

Requested by: Representatives Dockham, Easterling, Hardaway, Redwine

GLOBAL TRANSPARK AUTHORITY TO REPORT ON FUTURE PLANS AND PERFORMANCE MEASURES

Section 27.23. The Global TransPark Authority shall report to the Joint Legislative Transportation Oversight Committee on its strategic and business plans for the years 2000 through 2010. The report shall include specific interim goals and performance measures to be used to determine the success in implementing these plans. The report shall be submitted on or before February 1, 2000, to the Joint Legislative Transportation Oversight Committee.

1 NEW; Senate Provision Only
2
3 [99TRANS-H27.24-DIFF.
4
5 Requested by: Senator Gulley
6 VEHICLE MILES TRAVELED METHODOLOGY
7
8 Section 27.24. The Department of Transportation shall
9 develop a methodology to estimate the vehicle miles traveled
10 (VMT) on a county by county basis. The Department shall report
11 to the Joint Legislative Transportation Oversight Committee by
12 January, 2000 on the methodology it could use.]

NEW; Senate Provision Only
[99TRANS-H27.25-DIFF.

Requested by: Senator Gulley
FUTURE OF THE NORTH CAROLINA RAILROAD STUDY COMMISSION

Section 27.25.(a) Commission Established. -- There is established the Future of the North Carolina Railroad Study Commission.

Section 27.25.(b) Membership. -- The Commission shall be composed of 16 members as follows:

(1) Eight members of the House of Representatives appointed by the Speaker of the House.

(2) Eight members of the Senate appointed by the President Pro Tempore of the Senate.

Section 27.25.(c) Duties of the Commission.-- The Commission shall study the following matters:

(1) The appropriate purpose, powers, and governance of the North Carolina Railroad Company.

(2) Issues important to the future of passenger and freight rail service in North Carolina.

The Commission's study of these and any other matters is not intended and shall not delay the North Carolina Railroad Company's contract negotiations with freight and passenger rail service operators including Research Triangle Regional Public Transportation Authority and Norfolk Southern Railway Company.

Section 27.25.(d) Vacancies. -- Any vacancy on the Commission shall be filled by the appointing authority.

Section 27.25.(e) Cochairs. -- Cochairs of the Commission shall be designated by the Speaker of the House of Representatives and the President Pro Tempore of the Senate from among their respective appointees. The Commission shall meet upon the call of the chairs.

Section 27.25.(f) Quorum. -- A quorum of the Commission shall be nine members.

Section 27.25.(g) Expenses of Members. -- Members of the Commission shall receive per diem, subsistence, and travel allowances in accordance with G.S. 120-3.1.

Section 27.25.(h) Staff. -- Adequate staff shall be provided to the Commission by the Legislative Services Office.

Section 27.25.(i) Consultants. -- The Commission may hire consultants to assist with the study. Before expending any funds for a consultant, the Commission shall report to the Joint Legislative Commission on Governmental Operations of the consultant selected, the work products to be provided by the

1 consultant, and the cost of the contract, including an
2 itemization of the cost components.
3 Section 27.25.(j) Meeting Location. -- The Legislative
4 Services Commission shall grant adequate meeting space to the
5 Commission in the State Legislative Building or the Legislative
6 Office Building.
7 Section 27.25.(k) Report. -- The Commission shall submit
8 a final report to the General Assembly on or before May 1, 2000.
9 Upon filing of the report, the Commission shall terminate.
10 Section 27.25.(l) Appropriation. -- Of the funds
11 appropriated to the General Assembly, the Legislative Services
12 Commission may allocate up to twenty-five thousand dollars
13 ($25,000) for the expenses of the Commission.]

VISITOR REGISTRATION SHEET

Senate Appropriations Subcommittee on DOT — June 9, 1999 PM

Name of Committee — **Date**

4:15 P.M.

VISITORS: PLEASE SIGN IN BELOW AND RETURN TO COMMITTEE CLERK

NAME	FIRM OR AGENCY AND ADDRESS
David Ellenbrook	NCDOT
Christie Barber	CHPA
Ruth Sappie	NCDOT
Cameron Lee	DOT
Milton Alf	OSBM
[illegible]	NCDOT
Charles Shaw	NCDOT
John Phelps	NCLM

MINUTES
SENATE APPROPRIATIONS
SUBCOMMITTEE ON TRANSPORTATION

The Senate Appropriations Subcommittee on Transportation met at 12:00 Noon on Tuesday, June 15, 1999 in Room 1228 of the Legislative Building. Three members were present. Senator Wib Gulley, Chairman, presided.

After opening the meeting, Senator Gulley reviewed for the Committee the changes to the 1999-2001 Budget-Highway Fund that had been made since the June 9, 1999 meeting (see Handout #1).

Next, Senator Gulley reviewed the changes to the Senate recommended transportation budget that were made since the June 9, 1999 meeting (see Handout #2).

Finally, Senator Gulley reviewed the changed that were made to the special provisions since the June 9, 1999 meeting (see Handout #3). The special provision to look at the Overrealized Highway Fund Revenues was deleted. The special provision to look at the feasibility of combining the DMV Enforcement Division and the Highway Patrol was deleted. The special provision to Repeal The Annual Transfer Of Highway Use Tax From Highway Trust Fund To General Fund was deleted.

Further, the special provision for the Global Transpark Authority To Report On Future Plans And Performance Measures was deleted. The special provision On Vehicle Miles Traveled Methodology was deleted. Senator Gulley also reported that the $6 million in the special provision on page 15, North Carolina Railroad Dividends, could be used for the Charlotte station.

Senator Gulley further reported to the Committee that the special provision on page 19, Western North Carolina Railroad Stations, had been added. Also, the language on line 14 of the special provision on page 22, Small Urban construction Discretionary Funds, had been added.

The special provision on page 28, State Trees and Flowers on DOT Right-of-Way, and the special provision on page 29, Visitor Centers Exempt from Umstead Act, were also new from the special provision document discussed at the June 9, 1999 meeting.

With regards to the Visitor Centers, Senator Carpenter asked if there was a manual of "do's and don't" at visitor centers. Ruth Sappie, DOT Legislative Liaison, responded that one was presented at a Transportation Oversight meeting about two years ago. Senator Gulley asked Senator Carpenter if it would be alright for the Transportation Oversight Committee to request that again at a future meeting. Senator Carpenter was agreeable to that suggestion.

Senator Albertson then moved to accept the new special provision document. Motion carried. Senator Carpenter asked to be recorded as dissenting on the motion to delete the special provision to Repeal the Annual Transfer Of Highway Use Tax From Highway Trust Fund To General Fund.

There being no further business, the meeting was adjourned at 12:45 P.M.

Senator Wib Gulley, Co-Chair

Carol Resar, Committee Clerk

1999-2001 Budget - Highway Fund

	Governor's Recommendations		Draft Subcommittee Recommendations			
			House		Senate	
	1999-2000	2000-2001	1999-2000	2000-2001	1999-2000	2000-2001
Availability						
1 Revenue	1,149,490,000	1,194,410,000	1,149,490,000	1,194,410,000	1,149,490,000	1,194,410,000
2 Surplus from Prior Year	-	-	-	-	-	-
3 Funds Available	1,149,490,000	1,194,410,000	1,149,490,000	1,194,410,000	1,149,490,000	1,194,410,000
4 Recommended Continuation Budget	1,137,920,833	1,145,178,150	1,137,920,833	1,145,178,150	1,137,920,833	1,145,178,150
5						
6 **Net Funds Available**	**11,569,167**	**49,231,850**	**11,569,167**	**49,231,850**	**11,569,167**	**49,231,850**
7						
8						
9 **Budget Reductions**						
10 Increase Trust Fund Administrative Support	(8,000,000)	(8,000,000)	(8,000,000)	(8,000,000)	(8,000,000)	(8,000,000)
11 Transfer to Highway Trust Fund	(38,000,000)	(38,000,000)	(38,000,000)	(38,000,000)	(38,000,000)	(38,000,000)
12 Defer Equipment Purchases	(6,000,000)	-	(6,000,000)	-	(6,000,000)	-
13 Reduce Ferry Operating Funds	(1,000,000)	(1,000,000)	(1,000,000)	(1,000,000)	(1,000,000)	(1,000,000)
14 Negative Reserve	(9,000,000)	-	-	-	-	-
15 Reduce Payment to Branch Agents			(500,000)		(500,000)	
16 License Plates and Stickers			(500,000)		(500,000)	
17 Driver License Photographic Contract			(800,000)		(800,000)	
18 Delay Filling of Vacancies			(7,200,000)		(7,200,000)	
19 Reallocation of 98-99 Operating funds for Western NC Svc.			(3,200,000)		(3,200,000)	
20 Delay Western NC Station Improvements			(2,000,000)		(2,000,000)	
21 Eliminate Vacant Engineer Trainee Positions			(300,238)	(300,238)	(300,238)	(300,238)
22 Technical Adjustment in L.U.S.T. Fund			-		(253,007)	(253,007)
23						
24						
25 **Total Adjustments and Reductions**	**(62,000,000)**	**(47,000,000)**	**(67,500,238)**	**(47,300,238)**	**(67,753,245)**	**(47,553,245)**
26						
27 **Total Funds Available for Expansion**	**73,569,167**	**96,231,850**	**79,069,405**	**96,532,088**	**79,322,412**	**96,785,095**

handout #1

1999-2001 Budget - Highway Fund

	Governor's Recommendations		Draft Subcommittee Recommendations			
			House		Senate	
	1999-2000	2000-2001	1999-2000	2000-2001	1999-2000	2000-2001
Expansion Items						
1 Contract Resurfacing	7,000,000	7,000,000	8,000,000	7,000,000	8,000,000	7,000,000
2 Maintenance	22,319,167	24,681,850	30,000,000	31,000,000	30,010,000	31,000,000
3 Employee-Related Costs	19,000,000	19,000,000	13,000,000	20,000,000	13,000,000	20,000,000
4 Public Transportation Funding	25,000,000	31,300,000	27,556,398	25,029,081	27,634,405	25,107,088
5 Global Transpark	250,000	250,000	250,000	250,000	250,000	250,000
6 Reserve for Revenue Tax Collection			253,007	253,007	253,007	253,007
7 House Bill 815 - Left Turn on Red			10,000		-	
8 Visitor Centers					175,000	175,000
9						
10						
11 **Total Expansion**	**73,569,167**	**82,231,850**	**79,069,405**	**83,532,088**	**79,322,412**	**83,785,095**
12						
13 **Surplus (Deficit)**	**-**	**14,000,000**	**-**	**13,000,000**	**-**	**13,000,000**

Handout #2

Senate Subcommittee on Transportation

Transportation

HIGHWAY FUND

	FY 99-2000		FY 2000-01	
Recommended Budget	$1,137,920,833		$1,145,178,150	
Legislative Changes				
Operations				
(2420) Operations				
1 **Eliminate Vacant Engineer Trainee Positions**	($300,238)	R	($300,238)	R
Eliminates vacant engineer trainee positions.	-7.00		-7.00	
Construction and Maintenance				
(0350) Airport Program				
2 **Additional Funding for Airports**	$0	NR		

	1999-2000	2000-2001
State Aid	$700,000	0
General Fund Appropriation	$700,000	0

(0660) Ferry Division				
3 **Reduce Ferry Operating Funds**				
Nonrecurring reduction from various line items throughout the Ferry Division budget.	($1,000,000)	NR	($1,000,000)	NR
(5240) Maintenance - Contract Resurfacing				
4 **Increase Funding for Contract Resurfacing**				
Provides additional funding for contract resurfacing.	$8,000,000	NR	$7,000,000	NR

Senate Subcommittee on Transportation

	FY 99-2000		FY 2000-01	
(5940) Rail Program				
5 **Expand and Allocate Rail Funds**	$8,734,405	NR	$9,407,088	NR

	1999-00	2000-01
6006 State Aid	(12,100,000)	(12,100,000)
6401 Piedmont, Carolinian Operating	2,875,000	2,875,000
6402 Industrial Access	1,000,000	1,000,000
6403 Sealed Corridor	1,500,000	1,750,000
6404 Envir.Studies	2,025,000	1,750,000
6405 Station Improvements	1,000,000	
6406 Western NC Service		3,525,000
6407 Improve Travel Time Raleigh-Charlotte	12,434,405	10,607,088

(5970) Public Transportation

6 **Funds for Public Transportation**	$78,007	R	$78,007	R
Provides additional appropriations to fund public transportation.	$18,821,993	NR	$15,621,993	NR

Division of Motor Vehicles

(0520) Vehicle Registration

7 **Reduce Budget for Branch Agent Fees**		
Reduces budget for Branch Agent Fees for 1999-00 consistent with current trends in Branch Agent transaction volumes.	($500,000)	NR
8 **Reduce Budget for License Plates and Stickers**		
Reduces budget for license plates and stickers for 1999-00 consistent with current projections.	($500,000)	NR

(0530) Driver Licensing

9 **Reduce Budget for Driver License Photos**		
Reduces budget for driver license photos for 1999-00 consistent with current projections.	($800,000)	NR

Reserves

	FY 99-2000		FY 2000-01	
(6220) DEHNR - LUST Fund				
10 **Technical Adjustment** Appropriations are reduced to reflect a corresponding increase in the appropriation to Revenue for tax collection. By statute, revenues appropriated to the LUST Fund are net of costs of administering collection of the motor fuel inspection tax.	($253,007)	R	($253,007)	R
(6230) Dept. of Revenue - Tax Collection				
11 **Reserve for Revenue Tax Collection** Provides funds to pay for increased data processing expenses related to the collection of motor fuel taxes.	$253,007	R	$253,007	R
(6330) Global Transpark				
12 **Increase Global Transpark Funding** Increases funding for three new administrative positions (a chief financial officer, an administrator and a secretary) and miscellaneous expenses.	$250,000	R	$250,000	R
(6370) Transfer to Highway Trust Fund				
13 **Discontinue Transfer to Highway Trust Fund** Discontinues, for biennium, transfer to Highway Trust Fund of money required by statute. These funds were originally made available from the retirement of Highway Fund bonds. As these bonds were paid off, money equal to the debt service on the bonds was paid to the Highway Trust Fund.	($38,000,000)	NR	($38,000,000)	NR
(6610) Retirement Rate Reduction				
14 **Contributions-Retiree Health Plan Premium Reserve** Suspends surcharge on employer retirement contributions for retiree health benefit premiums for 1999-2000 only; 1999-2000 retiree health benefit premiums funded out of $270 million balance in State's Reserve for Retiree Health Benefits.	($7,000,000)	NR		
(6801) Legislative Salary Increase				
15 **Compensation Bonus** Provides one-time $125 per full-time employee compensation bonus to employees funded by the Highway Fund.	$2,000,000	NR		
16 **Legislative Salary Increase** Provides funding for a 3% compensation increase for all employees funded from the Highway Fund.	$12,000,000	R	$12,000,000	R

	FY 99-2000		FY 2000-01	
(6826) Trust Fund Support				
17 **Increase Trust Fund Administration Support** Increases administrative charges to the Highway Trust Fund, thereby decreasing Highway Fund requirements.	($8,000,000)	R	($8,000,000)	R
(6827) State Health Plan				
18 **Increased State Employee Health Plan Costs** Increases the appropriation to the teachers' and state employees' Comprehensive Major Medical Plan for each year of the biennium.	$5,000,000	R	$7,000,000	R
(6828) Reserve for Maintenance				
19 **Increase Maintenance Expenditures** Increases Maintenance Expenditures.	$30,010,000	NR	$31,000,000	NR
(6829) Deferred Equipment Purchases				
20 **Defer Equipment Purchases** Defers equipment purchases for 1999-00.	($6,000,000)	NR		
(6830) Administrative Budgets				
21 **Delay Filling of Vacancies** To reduce the Highway Fund appropriation, the Department will keep vacant positions empty for two additional months.	($7,200,000)	NR		
(6831) Increase in Health Plan Contributions				
22 **Prescription Drug Card Program for State Employees** Implements a prescription drug card program, effective January, 2000, in the State Employee Health Benefit Plan's self-insured indemnity program by replacing deductible and 20% coinsurance assessed members of the program for outpatient prescription drugs with prescription copayments paid by members to pharmacies at the time of purchase. Increased employer premiums also paid to HMO's.	$1,000,000	R	$1,000,000	R

Senate Subcommittee on Transportation	FY 99-2000		FY 2000-01	
(6832) Visitor Centers				
23 **Additional Funding for Visitor Centers** Provides $25,000 for each of seven visitor centers to supplement the $75,000 they receive from the Special Registration Plate Account.	$175,000	R	$175,000	R
Total Legislative Changes	**$10,202,769**	R	**$12,202,769**	R
	$6,566,398	NR	**$24,029,081**	NR
Total Position Changes	-7.00		-7.00	
Revised Budget	**$1,154,690,000**		**$1,181,410,000**	

Handout #3

Senate Subcommittee on Transportation Appropriations

Special Provisions

June 15, 1999

99TRANS-H27

Requested by: Senator Gulley

CASH-FLOW HIGHWAY FUND AND HIGHWAY TRUST FUND APPROPRIATIONS

Section 27.(a) The General Assembly authorizes and certifies anticipated revenues of the Highway Fund as follows:

FY 2001-2002	$1,237.2 million
FY 2002-2003	$1,280.0 million
FY 2003-2004	$1,317.0 million
FY 2004-2005	$1,359.6 million

The General Assembly authorizes and certifies anticipated revenues of the Highway Trust Fund as follows:

FY 2001-2002	$940.2 million
FY 2002-2003	$975.2 million
FY 2003-2004	$1,009.5 million
FY 2004-2005	$1,045.3 million.

Section 27.(b) Section 27.4 of S.L. 1998-212 is repealed.

99TRANS-H27.1

Requested by: Senator Gulley

DISCONTINUE BOND RETIREMENT TRANSFER FROM HIGHWAY FUND TO HIGHWAY TRUST FUND FOR BIENNIUM

Section 27.1. G.S. 136-176(a)(4) and G.S. 136-183 are suspended from July 1, 1999, to June 30, 2001.

99TRANS-H27.2

Requested by: Senator Gulley

BLUE RIBBON TRANSPORTATION FINANCE STUDY COMMISSION

Section 27.2.(a) Commission Established. -- There is established a Blue Ribbon Transportation Finance Study Commission.

Section 27.2.(b) Membership. -- The Commission shall be composed of 15 members as follows:

(1) Four members of the House of Representatives appointed by the Speaker of the House of Representatives.

(2) Four members of the Senate appointed by the President Pro Tempore of the Senate.

(3) Three members of the public appointed by the Governor, none of whom shall be State officials, and two of whom shall have expertise in transportation matters.

(4) Two members of the public appointed by the Speaker of the House of Representatives, one of whom shall be a municipal-elected official, and one of whom shall have experience in business and transportation matters.

(5) Two members of the public appointed by the President Pro Tempore of the Senate, one of whom shall be an elected county official, and one of whom shall have experience in business and transportation matters.

Any persons appointed pursuant to Section 27.15 of S.L. 1998-212 shall continue as members of this Study Commission.

Section 27.2.(c) Secretary of Transportation. -- The Commission shall invite the Secretary of Transportation to attend each meeting of the Commission and encourage his participation in the Commission's deliberations.

Section 27.2.(d) Duties of Commission. -- The Commission shall study the following matters related to transportation finance:

(1) The Highway Trust Fund Act of 1989. -- The Commission shall review the current law and recommend any revisions that may be necessary, based on the 10-year history of the fund and the current transportation needs of the State.

(2) Current revenue sources. -- The Commission shall review all current revenue sources that support State transportation programs and recommend changes, additions, or deletions based on projected needs for the next 25 years.

(3) Transportation system maintenance. -- The Commission shall review current financing of transportation system maintenance and recommend changes to accommodate maintenance of new construction and increased traffic volume.

(4) Public transportation. -- The Commission shall evaluate funding public transportation with dedicated sources of funds. The

Commission's recommendation shall include specific sources and amounts of any dedicated funds, if recommended.

(5) Highway Fund transfers. -- Transfers from the Highway Fund to other State agencies, including whether or not those funds would more appropriately come from the General Fund.

(6) Transportation spending. -- Proposals for (i) separate funding allocations for roads that impact large-scale economic development projects, including projects that would create new industries, (ii) separate funding allocations for major highways that impact no fewer than two funding regions, and (iii) methods to accommodate these spending proposals in the equity formula.

(7) Other transportation financing issues. -- The Commission may study any other transportation finance-related issue approved by the cochairs or recommended by the Secretary of Transportation and approved by the cochairs.

Section 27.2.(e) Vacancies. -- Any vacancy on the Commission shall be filled by the appointing authority.

Section 27.2.(f) Cochairs. -- Cochairs of the Commission shall be designated by the Speaker of the House of Representatives and the President Pro Tempore of the Senate from among their respective appointees. The Commission shall meet upon the call of the chairs. A quorum of the Commission shall be eight members.

Section 27.2.(g) Expenses of Members. -- Members of the Commission shall receive per diem, subsistence, and travel allowances in accordance with G.S. 120-3.1, 138-5, or 138-6, as appropriate.

Section 27.2.(h) Staff. -- Adequate staff shall be provided to the Commission by the Legislative Services Office.

Section 27.2.(i) Consultants. -- The Commission may hire consultants to assist with the study. Before expending any funds for a consultant, the Commission shall report to the Joint Legislative Commission on Governmental Operations on the consultant selected, the work products to be provided by the consultant, and the cost of the contract, including an itemization of the cost components.

Section 27.2.(j) Meetings During Legislative Session. -- The Commission may meet during a regular or extra session of the General Assembly, subject to approval of the Speaker of the House of Representatives and the President Pro Tempore of the Senate.

Section 27.2.(k) Meeting Location. -- The Commission shall meet at various locations around the State in order to promote greater public participation in its deliberations. The Legislative Services Commission shall grant adequate meeting space to the Commission in the State Legislative Building or the Legislative Office Building.

Section 27.2.(l) Report. -- The Commission shall submit an interim report to the Joint Legislative Transportation Oversight Committee on or before June 1, 2000. The Commission shall submit a final report to the Joint Legislative

1 Transportation Oversight Committee by March 1, 2001. Upon the filing of its final
2 report, the Commission shall terminate.

99TRANS-H27.3

Requested by: Senator Gulley

DESIGN-BUILD TRANSPORTATION CONSTRUCTION CONTRACTS AUTHORIZED

Section 27.3. Notwithstanding any other provision of law, the Board of Transportation may award up to three contracts annually for construction of transportation projects on a design-build basis. These contracts may be awarded after a determination by the Department of Transportation that delivery of the projects must be expedited and that it is not in the public interest to comply with normal design and construction contracting procedures. Prior to the award of a design-build contract, the Secretary of Transportation shall report to the Joint Legislative Transportation Oversight Committee and to the Joint Legislative Commission on Governmental Operations on the nature and scope of the project and the reasons an award on a design-build basis will best serve the public interest.

CODE NO. 99TRANS-H2.4-D-P

Requested by: Senators Gulley, Albertson

REQUIRE THE DEPARTMENT OF TRANSPORTATION TO EXPAND THE USE OF RECYCLED MATERIALS IN ROAD MAINTENANCE

Section 27.4.(a) G.S. 136-28.8 reads as rewritten:

"§ 136-28.8. Use of recycled materials in construction.

(a) It is the intent of the General Assembly that the Department of Transportation continue to expand its use of recycled materials in its construction and maintenance programs.

(b) The General Assembly declares it to be in the public interest to find alternative ways to use certain recycled materials that currently are part of the solid waste stream and that contribute to problems of declining space in landfills. ~~To the extent economically practicable, the Department shall use:~~ The Department shall, consistent with economic feasibility and applicable engineering and environmental quality standards, use:

(1) Rubber from tires in road pavements, subbase materials, or other appropriate ~~applications; and~~ applications.

(2) Recycled materials for guard rail posts, right-of-way fence posts, and sign ~~supports~~ supports.

(3) Recycling technology, including hot in-place recycling, in road and highway maintenance.

~~so long as these materials meet all appropriate engineering standards.~~

(c) As a part of its scheduled projects, the Department shall conduct additional research, which may include demonstration projects, on the use of recycled materials in ~~construction.~~ construction and maintenance.

(d) The Department shall review and revise existing bid procedures and specifications to eliminate any procedures and specifications that explicitly discriminate against recycled materials in ~~construction,~~ construction and maintenance, except where the procedures and specifications are necessary to protect the health, safety, and welfare of the people of this State.

(e) The Department shall review and revise its bid procedures and specifications on a continuing basis to encourage the use of recycled materials in construction and maintenance and shall, to the extent economically practicable, require the use of recycled materials.

(f) All agencies shall cooperate with the Department in carrying out the provisions of this section.

(g) On or before October 1 of each year, the Department shall report to the Division of Pollution Prevention and Environmental Assistance of the Department of Environment and Natural Resources as to the amounts and types of recycled materials that were specified or used in contracts that were entered into during the previous fiscal year. On or before December 1 of each year, the Division of Pollution Prevention and Environmental Assistance shall prepare a summary of this report and submit the summary to the Joint Legislative Commission on Governmental

1 ~~Operations and~~ Operations, the Joint Legislative Transportation Oversight
2 Committee, and the Environmental Review Commission.
3 (h) The Department, in consultation with the Department of Environment and
4 Natural Resources, shall determine minimum content standards for recycled
5 materials.
6 (i) This section is broadly applicable to all procurements by the Department if the
7 quality of the product is consistent with the requirements of the bid specifications.
8 (j) The Department may adopt rules to implement this section."

99TRANS-H27.5

Requested by: Senator Gulley

DEPARTMENT OF TRANSPORTATION TO REPORT ON DELAYED ROAD CONSTRUCTION

Section 27.5. The Department of Transportation shall study the reasons that road construction is delayed in North Carolina. Among the other issues that the Department should study and make recommendations on are:

(1) The inability to obtain environmental permits and historical permits in a timely or expedited manner.

(2) Cooperation between the Department of Transportation and other agencies involved in the permitting process.

(3) Problems in acquiring needed rights-of-way for road construction.

(4) Delays in planning and design that are related to public participation and other mandated notices and hearings, and other issues.

For each of the above issues, the Department shall report on the nature of the problem and make recommendations on how the problem will be addressed. The report shall include specific goals and performance measures to be used to determine the success in implementing these recommendations.

The Department of Transportation shall report its findings and recommendations to the November 1999 meeting of the Joint Legislative Transportation Oversight Committee and to the Fiscal Research Division and to the November 1999 meeting of the Joint Legislative Commission on Governmental Operations.

99TRANS-H27.6

Requested by: Representatives Crawford, Cole, Easterling, Hardaway, Redwine

DEPARTMENT OF TRANSPORTATION TO REPORT ON HIGHWAY CONSTRUCTION FINANCING

Section 27.6. The Department of Transportation shall study the various financing options available for increasing the pace of highway construction. Among the other issues that the Department should study and make recommendations on are:

(1) Cash-flow financing allowed under the General Statutes.
(2) Advanced federal funding.
(3) Proceeds from highway construction bonds.
(4) Grant Anticipation Revenue Vehicles.
(5) Toll roads.
(6) State and local participation in financing road projects.

The study of cash-flow financing shall include an analysis of how this financing option can be integrated into the management of the Transportation Improvement Program. The Department shall report its findings and make recommendations based on those findings to the December 1999 meeting of the Joint Legislative Transportation Oversight Committee, to the Fiscal Research Division, and to the Blue Ribbon Transportation Finance Study Commission.

99TRANS-H27.7

Requested by: Senator Gulley

SIMPLIFY TRANSPORTATION IMPROVEMENT PROGRAM DATABASE

Section 27.7. The Department of Transportation shall redesign and modify its Transportation Improvement Program (TIP) database to make it more accessible, easier to understand, and easier to use. The Department shall consult with the Fiscal Research Division prior to redesigning the system and shall make a written report on suggested design changes to the Joint Legislative Transportation Oversight Committee by March 31, 2000. The Department shall implement these changes no later than October 1, 2000.

99TRANS-H27.8

Requested by: Senator Gulley

SUBDIVISION ROAD ACCEPTANCE AND MAINTENANCE STUDY

Section 27.8. The Joint Legislative Transportation Oversight Committee shall study the proposed and ratified legislation and the policies for accepting and maintaining subdivision roads and streets that do and do not meet the standards adopted by the Board of Transportation and cited in G.S. 136-102.6. The Joint Legislative Transportation Oversight Committee may file an interim report with the 2000 Session of the General Assembly and shall file a final report with the 2001 Session of the General Assembly on this subject.

99TRANS-H27.9

Requested by: Senator Gulley

DISCLOSURE OF PERSONAL INFORMATION IN MOTOR VEHICLE RECORDS

Section 27.9.(a) Section 17.1 of Chapter 23 of the 1998 Session Laws, as amended by Section 27.18(a) of Chapter 212 of the 1998 Session Laws, is repealed.

Section 27.9.(b) G.S. 20-43.1 reads as rewritten:

"**§ 20-43.1. Disclosure of personal information in motor vehicle records.**

(a) The Division shall disclose personal information contained in motor vehicle records in accordance with the federal Driver's Privacy Protection Act of 1994, as amended, 18 U.S.C. §§ 2721, et seq.

(b) As authorized in 18 U.S.C. § 2721, the Division shall not disclose personal information for the purposes specified in 18 U.S.C. § 2721(b)(11). ~~The Division shall establish procedures to disclose personal information for the purposes and in the manner described in 18 U.S.C. § 2721(b)(12) for titles and applications for leased vehicles issued on and after July 1, 1998.~~

(c) The Division shall not disclose personal information for the purposes specified in 18 U.S.C. § 2721(b)(12) unless the Division receives prior written permission from the person about whom the information is requested."

99TRANS-H27.10

Requested by: Senator Gulley

FUNDS FOR RAIL SERVICE TO WESTERN NORTH CAROLINA REVERT

Section 27.10. Of the funds appropriated to the Department of Transportation for fiscal year 1998-99 to operate rail service and to improve stations in Western North Carolina, five million two hundred thousand dollars ($5,200,000) shall revert on June 30, 1999.

99TRANS-H27.11

Requested by: Senators Gulley, Odom

NORTH CAROLINA RAILROAD DIVIDENDS

Section 27.11.(a) Notwithstanding G.S. 136-16.6(a), up to ten million dollars ($10,000,000) of the annual dividends of the North Carolina Railroad received by the State during the 1999-2000 fiscal year may be used to upgrade tracks in Eastern North Carolina, up to six million dollars ($6,000,000) may be used for the Charlotte station, and any additional dividends shall be placed in a reserve and remain unencumbered and unexpended until appropriated by the General Assembly.

Section 27.11.(b) Subsection (c) of Section 32.30 of S.L. 1997-443 reads as rewritten:

"(c) Notwithstanding G.S. 147-69.1, if a majority of the outstanding shares held by shareholders other than the State are represented in person or by proxy at a North Carolina Railroad Company shareholder meeting where a plan for merger between the Beaufort and Morehead Railroad Company and the North Carolina Railroad Company is approved, then the State Treasurer shall invest on a one-time basis up to sixty-one million dollars ($61,000,000) from the reserve account created in subsection (b) of this section in obligations of the Beaufort and Morehead Railroad Company or any successor company. This investment shall be an interest-bearing demand note and shall be in a form prescribed by the State Treasurer. The loan is not subject to repayment of principal or interest prior to action of the ~~1999~~ 2000 Session of the General Assembly. The Director of the Budget shall recommend to the ~~1999~~ 2000 Session of the General Assembly, by February 1, ~~1999,~~ 2000, a plan for the repayment of the loan."

99TRANS-H27.12

Requested by: Senator Gulley

FEDERAL FUNDS FOR PUBLIC TRANSPORTATION IMPROVEMENTS

Section 27.12. To the extent allowable by federal law, the Department of Transportation shall use ten million dollars ($10,000,000) of federal highway funds during each year of the 1999-2001 biennium for improvements to public transportation and rail.

For fiscal year 1999-2000:

(1) $6,000,000 shall be allocated to the Public Transporation Division for support of the Triangle Transit Authority.

(2) $2,000,000 shall be allocated to the Public Transporation Division for rapid transit in Charlotte.

(3) $2,000,000 shall be allocated to the Rail Division.

For fiscal year 2000-2001:

(1) $8,000,000 shall be allocated to the Public Transporation Division for support of the Triangle Transit Authority.

(2) $2,000,000 shall be allocated to the Rail Division.

This section is not intended to prevent budgetary transfers as allowed under G.S. 143-23.

99TRANS-H27.13

Requested by: Senator Gulley

SPENDING PUBLIC TRANSPORTATION AND RAIL DIVISION FUNDS

Section 27.13. Funds appropriated in this act to the Department of Transportation for the Public Transportation Division and the Rail Division are to be used only as set forth in the budget approved by the General Assembly in this act. These funds shall not be expended for any other purpose, except as provided for in this act.

This provision does not affect the use of the continuing public transportation appropriation pursuant to G.S. 136-16.8 and the continuing rail appropriation pursuant to G.S. 136-16.6.

Of the funds appropriated for public transportation in fiscal year 1999-2000:

(1) Thirteen million forty-six thousand nine hundred twenty-one dollars ($13,046,921) shall be budgeted for urban and regional maintenance assistance (Object Code 6701)

(2) Four million six hundred thousand dollars ($4,600,000) shall be budgeted for statewide grant match (Object Code 6702)

(3) Five million dollars ($5,000,000) shall be budgeted for assistance for the elderly and disabled (Object Code 6703)

(4) Three million three hundred fifty thousand dollars ($3,350,000) shall be budgeted for rural capital (Object Code 6704)

(5) One million seven hundred fifty thousand dollars $1,750,000 shall be budgeted for Work First and transitional employment (Object Code 6705)

(6) One million five hundred thousand dollars ($1,500,000) shall be budgeted for rural, intercity, facility, and technology (Object Code 6706)

(7) Seven million dollars ($7,000,000) shall be budgeted for regional new start and capital (Object Code 6707).

Of the funds appropriated for public transportation in fiscal year 2000-2001:

(1) Eight million one hundred forty-six thousand nine hundred twenty-one dollars ($8,146,921) shall be budgeted for urban and regional maintenance assistance (Object Code 6701)

(2) Four million six hundred thousand dollars ($4,600,000) shall be budgeted for statewide grant match (Object Code 6702)

(3) Five million ($5,000,000) shall be budgeted for assistance for the elderly and disabled (Object Code 6703)

(4) Three million fifty thousand dollars ($3,050,000) shall be budgeted for rural capital (Object Code 6704)

(5) One million seven hundred fifty thousand dollars ($1,750,000) shall be budgeted for Work First and transitional employment (Object Code 6705)

(6) One million five hundred thousand dollars ($1,500,000) shall be budgeted for rural, intercity, facility, and technology (Object Code 6706)

(7) Nine million dollars ($9,000,000) shall be budgeted for regional new start and capital (Object Code 6707).

This section is not intended to prevent budgetary transfers as allowed under G.S. 143-23.

99TRANS-H27.13A

Requested by: Senators Gulley, Metcalf, Carter, Robinson

WESTERN NORTH CAROLINA RAILROAD STATIONS

Section 27.13A. Of the funds appropriated for public transportation and rail, the Department of Transportation may use up to one million dollars ($1,000,000) in each year of the 1999-2001 biennium for train stations in Western North Carolina.

99TRANS-H27.15

Requested by: Senators Gulley, Perdue

USE OF GLOBAL TRANSPARK AUTHORITY FUNDS

Section 27.15. The Global TransPark Authority's funds shall be used for:

(1) Matching federal construction funds.

(2) Developmental and operational activities related to the Kinston Regional Jetport and the Global TransPark Education and Training Center.

(3) Project marketing and industrial development activities.

99TRANS-H27.16

Requested by: Senators Gulley, Perdue

GLOBAL TRANSPARK OBLIGATIONS MATURITY DATES EXTENDED

Section 27.16. G.S. 147-69.2(b)(11) reads as rewritten:

"(11) With respect to assets of the Escheat Fund, obligations of the North Carolina Global TransPark Authority authorized by G.S. 63A-4(a)(22), not to exceed twenty-five million dollars ($25,000,000), that have a final maturity not later than September 1, ~~1999.~~ 2004. The obligations shall bear interest at the rate set by the State Treasurer. No commitment to purchase obligations may be made pursuant to this subdivision after September 1, 1993, and no obligations may be purchased after September 1, 1994. In the event of a loss to the Escheat Fund by reason of an investment made pursuant to this subdivision, it is the intention of the General Assembly to hold the Escheat Fund harmless from ~~any such~~ the loss by appropriating to ~~such~~ the Escheat Fund funds equivalent to ~~such~~ the loss."

99TRANS-H27.18

Requested by: Senators Plyler, Perdue, Odom

SMALL URBAN CONSTRUCTION DISCRETIONARY FUNDS

Section 27.18. Of the funds appropriated in this act to the Department of Transportation:

(1) $14,000,000 shall be allocated in each fiscal year for small urban construction projects. These funds shall be allocated equally in each fiscal year of the biennium among the 14 Highway Divisions for the small urban construction program for small urban construction projects that are located within the area covered by a one-mile radius of the municipal corporate limits.

(2) $10,000,000 shall be used statewide for rural or small urban highway improvements and related transporation enhancements, industrial access roads, and spot safety projects as approved by the Secretary of the Department of Transportation.

None of these funds used for rural secondary road construction are subject to the county allocation formula as provided in G.S. 136-44.5.

These funds are not subject to G.S. 136-44.7.

The Department of Transportation shall report to the members of the General Assembly on projects funded pursuant to this section in each member's district prior to the Board of Transportation's action. The Department shall make a quarterly comprehensive report on the use of these funds to the Joint Legislative Transportation Oversight Committee and the Fiscal Research Division.

99TRANS-H27.19

Requested by: Senator Gulley

AMENDMENT TO THE TRANSPORTATION EQUITY FORMULA TO EXEMPT FEDERAL DISCRETIONARY FUNDING

Section 27.19. G.S. 136-17.2A(a) reads as rewritten:

"(a) Funds expended for the Intrastate System projects listed in G.S. 136-179 and both State and federal-aid funds expended under the Transportation Improvement Program, other than (i) funds expended on an urban loop project listed in ~~G.S. 136-180,~~ G.S. 136-180, (ii) funds received through competitive awards or discretionary grants through federal appropriations either for local governments, transportation authorities, transit authorities, or the Department, and (iii) funds appropriated through the Transportation Equity Act for the 21st Century designated as Congestion Mitigation and Air Quality (CMAQ) shall be distributed throughout the State in accordance with this section.

For purposes of this distribution, the counties of the State are grouped into seven distribution regions as follows:

(1) Distribution Region A consists of the following counties: Bertie, Camden, Chowan, Currituck, Dare, Edgecombe, Gates, Halifax, Hertford, Hyde, Johnston, Martin, Nash, Northampton, Pasquotank, Perquimans, Tyrrell, Washington, Wayne, and Wilson.

(2) Distribution Region B consists of the following counties: Beaufort, Brunswick, Carteret, Craven, Duplin, Greene, Jones, Lenoir, New Hanover, Onslow, Pamlico, Pender, Pitt, and Sampson.

(3) Distribution Region C consists of the following counties: Bladen, Columbus, Cumberland, Durham, Franklin, Granville, Harnett, Person, Robeson, Vance, Wake, and Warren.

(4) Distribution Region D consists of the following counties: Alamance, Caswell, Davidson, Davie, Forsyth, Guilford, Orange, Rockingham, Rowan, and Stokes.

(5) Distribution Region E consists of the following counties: Anson, Cabarrus, Chatham, Hoke, Lee, Mecklenburg, Montgomery, Moore, Randolph, Richmond, Scotland, Stanly, and Union.

(6) Distribution Region F consists of the following counties: Alexander, Alleghany, Ashe, Avery, Caldwell, Catawba, Cleveland, Gaston, Iredell, Lincoln, Surry, Watauga, Wilkes, and Yadkin.

(7) Distribution Region G consists of the following counties: Buncombe, Burke, Cherokee, Clay, Graham, Haywood, Henderson, Jackson, Macon, Madison, McDowell, Mitchell, Polk, Rutherford, Swain, Transylvania, and Yancey."

99TRANS-H27.20

Requested by: Senator Gulley

EQUITY ALLOCATION DISTRIBUTION STUDY AND REPORT

Section 27.20.(a) G.S. 136-17.2A is amended by adding a new subsection to read:

"(h) On or before December 1, 1999, the Secretary shall submit to the General Assembly a report of allocations, obligations, and actual yearly expenditures for each distribution region, covering fiscal years 1989-90 through 1997-98. On or before December 1, 2000, and every two years thereafter, the Secretary shall submit to the General Assembly a report of allocations and actual expenditures for the preceding two fiscal years. At any time in which the report indicates that allocations and expenditures by distribution region do not comply with the provisions of subsection (d) of this section, the Secretary shall also submit a plan to correct the imbalance."

Section 27.20.(b) In addition, the Secretary shall study and report to the General Assembly by December 1, 2000, on proposals for:

(1) Separate funding allocations for roads that impact large-scale economic development projects, including projects that would create new industries.

(2) Separate funding allocations for major highways that impact no fewer than two funding regions.

(3) Methods to accommodate these spending proposals in the equity formula.

99TRANS-H27.21

Requested by: Senator Gulley

MEDIUM CUSTODY ROAD CREW COMPENSATION

Section 27.21.(a) Of funds appropriated to the Department of Transportation by this act, seven million dollars ($7,000,000) per year shall be used by the Department to reimburse the Department of Correction during the 1999-2001 biennium for costs authorized by G.S. 148-26.5 for reimbursement for highway-related labor performed by medium custody prisoners. The Department of Transportation may use funds appropriated by this act to pay requested reimbursements submitted by the Department of Correction over and above the seven million dollars ($7,000,000), but those reimbursement requests shall be subject to negotiations among the Department of Transportation, the Department of Correction, and the Office of State Budget and Management prior to payment by the Department of Transportation.

Section 27.21.(b) It is the express intent of the General Assembly that all future reimbursements for highway-related labor performed by medium custody prisoners shall be subject to negotiations among the Department of Transportation, the Department of Correction, and the Office of State Budget and Management prior to payment by the Department of Transportation and that the Governor's budget shall recommend the amount and source of funding.

99TRANS-H27.25-DIFF-P

Requested by: Senator Gulley

FUTURE OF THE NORTH CAROLINA RAILROAD STUDY COMMISSION

Section 27.22.(a) Commission Established. -- There is established the Future of the North Carolina Railroad Study Commission.

Section 27.22.(b) Membership. -- The Commission shall be composed of 16 members as follows:

(1) Eight members of the House of Representatives appointed by the Speaker of the House.

(2) Eight members of the Senate appointed by the President Pro Tempore of the Senate.

Section 27.22.(c) Duties of the Commission. -- The Commission shall study the following matters:

(1) The appropriate purpose, powers, and governance of the North Carolina Railroad Company.

(2) Issues important to the future of passenger and freight rail service in North Carolina.

Section 27.22.(d) Vacancies. -- Any vacancy on the Commission shall be filled by the appointing authority.

Section 27.22.(e) Cochairs. -- Cochairs of the Commission shall be designated by the Speaker of the House of Representatives and the President Pro Tempore of the Senate from among their respective appointees. The Commission shall meet upon the call of the chairs.

Section 27.22.(f) Quorum. -- A quorum of the Commission shall be nine members.

Section 27.22.(g) Expenses of Members. -- Members of the Commission shall receive per diem, subsistence, and travel allowances in accordance with G.S. 120-3.1.

Section 27.22.(h) Staff. -- Adequate staff shall be provided to the Commission by the Legislative Services Office.

Section 27.22.(i) Consultants. -- The Commission may hire consultants to assist with the study. Before expending any funds for a consultant, the Commission shall report to the Joint Legislative Commission on Governmental Operations on the consultant selected, the work products to be provided by the consultant, and the cost of the contract, including an itemization of the cost components.

Section 27.22.(j) Meeting Location. -- The Legislative Services Commission shall grant adequate meeting space to the Commission in the State Legislative Building or the Legislative Office Building.

Section 27.22.(k) Report. -- The Commission shall submit a final report to the General Assembly on or before May 1, 2000. Upon filing the report, the Commission shall terminate.

Section 27.22.(l) Acceptance of Funds From North Carolina Railroad Company. -- The Legislative Services Commission is authorized to receive funds from

1 the North Carolina Railroad Company to cover the costs of the study, including any
2 consultants.

CODE NO. 99TRANS-S050A
Requested by: Senator Gulley
STATE TREES AND FLOWERS ON DOT RIGHT-OF-WAY

Section 27.22. The Department of Transportation shall develop and implement a plan to plant the State tree, the pine, including the loblolly pine, and the State flower, the dogwood, along the State's roads and highways in the right-of-way of the Department. The Department shall consult with and use the expertise of the United States Forest Service and the Forest Resources Division of the North Carolina Department of Environment and Natural Resources in the development and implementation of the plan. The Department shall, to the fullest extent possible, use inmates of the Department of Correction to plant and maintain the trees. The Department shall submit the plan to the Joint Legislative Commission on Governmental Operations and the Joint Legislative Transportation Oversight Committee by October 1, 1999, and begin implementation of the plan by January 1, 2000.

1 **CODE NO. 99TRANS-S051-P**
2
3 Requested by: Senators Gulley, Perdue
4 **VISITOR CENTERS EXEMPT FROM UMSTEAD ACT**
5 Section 27.23 G.S. 66-58(b) is amended by adding a new subdivision to
6 read:
7 "(19) The Department of Transportation, or any nonprofit lessee of the
8 Department, for the sale of books, crafts, gifts, and other tourism-
9 related items at visitor centers owned by the Department."

VISITOR REGISTRATION SHEET

Senate Appropriations Subcommittee on DOT — June 15, 1999

Name of Committee — **Date**

VISITORS: PLEASE SIGN IN BELOW AND RETURN TO COMMITTEE CLERK

NAME	FIRM OR AGENCY AND ADDRESS
Kim Hibbard	NCLM

VISITOR REGISTRATION SHEET

Senate Appropriations Subcommittee on DOT — June 15, 1999

Name of Committee — **Date**

VISITORS: PLEASE SIGN IN BELOW AND RETURN TO COMMITTEE CLERK

NAME	FIRM OR AGENCY AND ADDRESS
DAVID KING	NCDOT
Wayne Stallings	NCDOT
Ruth Sappie	NCDOT
[illegible]	Capitol Group
[illegible]	[illegible]
VL McBride	NCDOT
Milton Alford	OSBM
Gardner Payne	Governor's Office
C. A. GARDNER	CAPA
[illegible]	NCDOT
John Phelps	NCLM

2000

JOINT APPROPRIATIONS – TRANSPORTATION

MINUTES

HOUSE AND SENATE APPROPRIATIONS SUBCOMMITTEE ON TRANSPORTATION MEETING INDEX – 2000 SHORT SESSION

The following meetings were held jointly:

May 23, 2000
May 24, 2000
May 25, 2000
May 30, 2000
June 6, 2000

The following meetings were held with House members only:

June 12, 2000

The following meetings were held with Senate members only:

June 15, 2000
June 20, 2000

SENATE APPROPRIATIONS SUBCOMMITTEE ON TRANSPORTATION MEMBERSHIP

Senator Wib Gulley, Chair
Room 408 LOB
5-3036

Senator Charlie Albertson, Vice-Chair
Room 525 LOB
3-5705

Senator Bob Carpenter, Ranking Minority
Room 517 LOB
3-5875

Senator Dan Clodfelter
Room 622 L(OB
3-6275

Senator David Hoyle
Room 300-A LOB
3-5734

Senator Brad Miller
Room 621 LOB
3-9349

Senator Bob Rucho
Room 1113 LB
3-5650

Fiscal Staff
Evan Rodewald
3-4910

Bob Weiss
3-4910

Research Staff
Giles Perry
3-2578

Bill Drafting Staff
Ken Levenbook
3-6660

Committee Clerk
Carol Resar
5-3036

HOUSE APPROPRIATIONS SUBCOMMITTEE ON TRANSPORTATION
1999-2000 SESSION

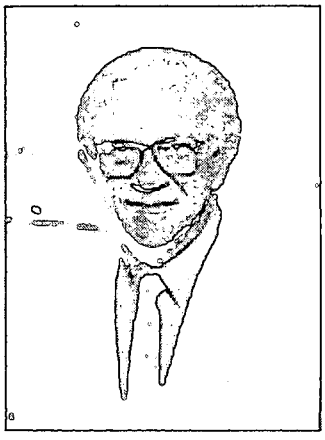
MEMBER	ASSISTANT	PHONE	OFFICE
CRAWFORD, Jim, Chairman	Linda Winstead Legislative Assist.	733-5824	1301
COLE, Nelson, Chairman	Suzanne Smith Legislative Assist.	733-5779	1218
MELTON, Max, Vice Chairman	Linda Johnson	733-5784	633
ALLRED, Cary	Jean Allred	733-5607	609
BARBEE, Bobby	Rosa Murray	733-5908	1025
BLUE, Dan	Lin Threatt	715-2528	1227
BOWIE, Joni	Sharon Gaudette	733-5877	538
DAVIS, Don	Ellen Pickett	715-6707	504
DOCKHAM, Jerry	Susanne Streb	733-5822	1106
GULLEY, Jim	Lucille Carter	733-5860	1307
HALL, John	Joan Peacock	733-5898	614
HIATT, Bill	Edna Pearce	733-5862	1008
HURLEY, Bill	Melissa Riddle	733-5601	2215
McALLISTER, Mary	Marilyn Suitt	733-5959	638
McMAHAN, Ed	Sharon Cram	733-5661	1019
SAUNDERS, Drew	Ruth Fish	733-5776	1219
SUTTON, Ronnie	Juanita Coley	715-0875	1321
Evan Rodewald, Staff		733-4910	619
Bob Weiss, Staff		733-4910	619

1999 - 00
APPROPRIATIONS - TRANSPORTATION SUBCOMMITTEE

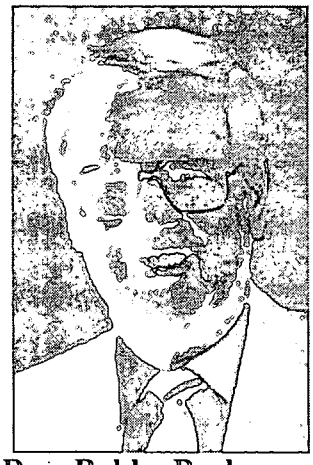
Rep. Jim Crawford
Chair

Rep. Nelson Cole
Chair

Rep. Max Melton
Vice Chair



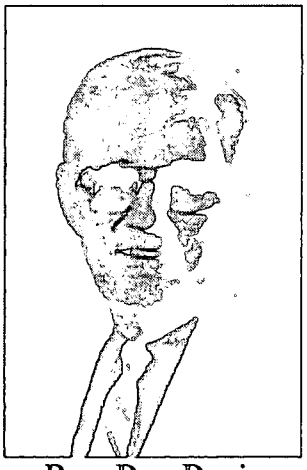
Rep. Cary Allred



Rep. Bobby Barbee

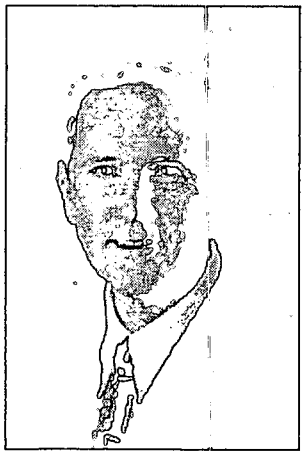
Rep. Dan Blue

Rep. Joanne Bowie



Rep. Don Davis

Rep. Jerry Dockham



Rep. Jim Gulley

Rep. Bill Hiatt

Rep. Bill Hurley

Rep. Ed McMahan

Rep. Drew Saunders

Rep. Ronnie Sutton

Ex-Officio Members

Rep. Phil Baddour

Rep. Pete Cunningham

Rep. Andy Dedmon

Rep. Beverly Earle

Rep. Joe Hackney

ATTENDANCE

Committee: APPROPRIATIONS SUBCOMMITTEE ON TRANSPORTATION

DATES	5/23	5/24	5/25	5/30	6/6											
Senator Wib Gulley, Chair	✓	✓		✓												
Senator Albertson	✓	✓		✓												
Senator Carpenter	✓	✓		✓												
Senator Clodfelter	✓			✓												
Senator Hoyle	✓	✓		✓												
Senator Miller	✓															
Senator Rucho	✓	✓		✓												
Representative Crawford, Chair	✓	✓	✓	✓	✓											
Representative Cole, Chair	✓	✓	✓	✓	✓											
Representative Allred	✓	✓	✓													
Representative Barbee	✓	✓	✓													
Representative Blue					✓											
Representative Bowie	✓	✓	✓	✓												
Representative Davis	✓	✓	✓	✓	✓											
Representative Dockham																
Representative Gulley	✓	✓	✓		✓											
Representative Hall	✓	✓	✓	✓	✓											
Representative Hiatt	✓	✓			✓											
Representative Hurley	✓	✓	✓	✓	✓											
Representative McAllister	✓	✓		✓												
Representative McMahan	✓			✓	✓											
Representative Melton	✓	✓	✓	✓	✓											
Representative Saunders	✓	✓		✓	✓											
Representative Sutton	✓	✓	✓	✓	✓											
EX-OFFICIO																
Representative Baddour																
Representative Earle																
Representative Cunningham																
Representative Dedmon																
Representative Hackney																

ATTENDANCE

APPROPRIATIONS Subcommittee on Transportation

1999-2000 Session

DATES	6/12														
Crawford, Chairman	√														
Cole, Chairman	√														
Melton, Vice-Chairman	√														
Allred	√														
Barbee															
Blue	√														
Bowie	√														
Davis	√														
Dockham															
Gulley	√														
Hall	√														
Hiatt	√														
Hurley	√														
McAllister															
McMahan															
Saunders	√														
Sutton	√														
Ex officio Members:															
Hackney, Speaker Pro Tem															
Baddour, Majority Leader															
Dedmon, Majority Whip															
Earle, Majority Whip															
Cunningham															

NORTH CAROLINA HOUSE OF REPRESENTATIVES
COMMITTEE MEETING NOTICE

You are hereby notified that the Committee on **APPROPRIATIONS/ TRANSPORTATION** will meet as follows:

DAY & DATE: **TUESDAY - MAY 23, 2000**

TIME: **8:30 a.m.**

LOCATION: **1228/1327**

The following bills will be considered (Bill # & Short Title):

Respectfully,

Representative Nelson Cole, Chair
Representative Jim Crawford, Chair

I hereby certify this notice was filed by the committee clerk at the following offices at **2:00 PM** on **MAY 18, 2000**.

___Principal Clerk
___Reading Clerk - House Chamber

Linda Winstead (Committee Clerk)

May 22, 2000

MEMO TO: House Appropriations Subcommittee on Transportation

FROM: Co-Chairs
Representative Nelson Cole
Representative Jim Crawford

SUBJECT: Appropriations-Transportation Meeting
May 23, 2000

The meeting scheduled for 8:30 a.m. on May 23, 2000, will be a joint meeting with the Senate Appropriations Subcommittee on Transportation Committee.

lw

VISITOR REGISTRATION SHEET

JT Appro Sub TRANS — 5-23-00

Name of Committee — Date

VISITORS: PLEASE SIGN BELOW AND RETURN TO COMMITTEE CLERK

NAME	FIRM OR AGENCY AND ADDRESS
Sanford Crom	NCDOT - Public Transit
Ruth Sappie	NCDOT
Wayne Stallings	NCDOT
Cameron Lee	DOT
Carol Simon	DMV
Merrill Benton	NCDOT
[illegible]	NGA
Mark Beason	Capitol Group
Milton Alford	OSBM
Natalie English	Charlotte Chamber
[illegible]	CDPH
Mary Carmichael	REBIC
[illegible]	Gov-Office
[illegible]	Gov. Office
Doris Peaur	NC CWA Political Council
Glenn Lamour	UTU
Richard Westbrook	UTU
Lynn Bonner	News & Observer
[illegible]	NCDOT

AGENDA

Joint Appropriations Subcommittee on Transportation

May 23, 2000
8:30am
RM1228/1327 Legislative Building

Chairs
Representative Nelson Cole,
Representative James Crawford
Senator Wib Gulley

- Highway Fund and Highway Trust Fund Revenue Forecasts (Budget Document, page 61)
  Paul Zipin, Office of State Budget and Management

- Overview of Governor's Budget Request (Budget Document, page 59)
  Wayne Stallings, DOT

- Capital Improvements
  Cameron Lee, DOT

- Operating and Capital Assistance to Public Transit
  Sanford Cross, DOT

MINUTES
JOINT APPROPRIATIONS SUBCOMMITTEE ON TRANSPORTATION
May 23, 2000

The Joint Appropriations Subcommittee on Transportation met on Tuesday, May 23, 2000 in Room 1228/1327 of the Legislative Building at 8:30 a.m. The following members were present: Co-Chairmen Crawford and Cole, Representatives Allred, Barbee, Bowie, Davis, Gulley, Hall, Hiatt, Hurley, McAllister, McMahan, Melton, Saunders, and Sutton. Seven senators attended. Giles Perry, Evan Rodewald and Bob Weiss, staff counselors, attended. Senator Gulley presided and introduced the pages for the day. A visitor registration list is attached and made part of these minutes.

Highway Fund and Highway Trust Fund Revenue Forecasts

Chairman Gulley introduced Paul Zipin, Office of State Budget and Management to present on revenue forecasts (handout). In the Highway Fund, total projected growth is 2.2% for FY 2000 and 7.2% for FY 2001. A gain of 3.4% is projected this year and 9.2% next year in motor fuels tax. The wholesale price component changes every six months and is based on the previous six months average price. Representative Allred questioned why the wholesale price tax is 7% rather than being taxed at the wholesale selling price which makes forecasting more difficult. Senator Gulley asked staff to prepare a thorough response to this question.

Mr. Zipin then discussed the licenses and fees forecast which represents about 30% of the revenue. No increase is projected for FY 2000 but a 3.4% increase in 2001. Investment income projections are volatile. Even though the actual growth for 1998-99 was 53.4%, the projected 1999-00 growth is 2.6% and 2000-01 is -9.5%. Representative Bowie asked staff to share with the members the chart they developed which explains transfers between the Highway Trust Fund and Highway Fund leading to the large fluctuations in the Highway Fund.

Mr. Zipin said the main difference in revenue of the Highway Trust Fund is in highway use tax due to the large number of cars sold and the increase in price of cars. By the year 2000-01 the Highway Trust Fund is projected to grow to 80% of the Highway Fund and should continue to grow.

Overview of Governor's Budget Request

Senator Gulley introduced Wayne Stallings, DOT Finance Officer, to discuss the recommended budget changes (handout). The table (p.59) shows the three major sources of funds for the transportation program--Highway Fund, Highway Trust Fund, and Federal Funds--and where the funds are spent. Department receipts mainly come from DMV motor vehicle emissions inspections in certain counties. All General Fund monies go to aviation programs. The majority of Highway Funds goes to maintenance, and the majority of Highway Trust Fund and Federal Funds go to construction.

Representative Davis read from a statement he received from the controller's office saying the state received $2.5 million for national motor carrier safety, recreational trails, local rail freight assistance, etc. and questioned why those funds are not listed. Mr. Stallings responded that motor carrier safety, capital assistance for elderly persons with disabilities, and recreational trails funds come through federal highway program and are included under construction but are a separate grant. Representative Davis questioned what transportation has to do with funds for Head Start. Those funds do not go to DOT. Representative Davis was asked to give staff a copy of his report for staff to investigate.

Mr. Stallings referred to page 70, the $83.4 million increase in Highway Trust Fund budget and how those funds will be spent, the majority of which will be spent for construction. Page 61 covers the Governor's recommendation on the Highway Fund. An unappropriated amount of $13 million was set aside for a potential pay raise recommendation in the current year. Available revenue of $45.6 million plus the $13 million gives $58.6 million to appropriate in this short session.

Mr. Stallings then explained the budget request items beginning on page 62 including additional insurance coverage on structures, increased mail costs and operations, and warehouse rental and staff. Senator Miller questioned being self-insured and how our system compares to the private sector. Mr. Cameron Lee responded that the agency insures up to $60 thousand, Department of Insurance insures from that amount to $1 million. Above that it goes to private agencies. DOT has to reimburse DOI for coverage above $60 thousand. Senator Gulley asked staff to provide more detail on insurance coverage to the committee. Mr. Stallings then explained the $200 thousand for Leaking Underground Storage Tank Trust Fund and 3% salary increase for Highway Fund supported positions.

Capital Improvements

Chairman Crawford introduced Cameron Lee, DOT, to discussed capital improvements which total $9 million (handout). He briefly described the 18 projects listed in the handout. The capital program is generally based on $15 million per year. Last year, no funds were appropriated, the year before $4 million. Representative Davis asked for information on how estimates of cost are determined and the size of buildings. Mr. Lee will provide that detail.

The meeting adjourned at 10:00. Mr. Lee was asked to complete his presentation at the next meeting.

Respectfully submitted,

Senator Wib Gulley
Presiding Chairman

Linda S. Winstead
Committee Assistant

#1

Office of State Budget and Management
May 23, 2000

HIGHWAY FUND FORECAST

Revenue Source	Actual 1998-99	Projected 1999-00	2000-01
Motor Fuels Taxes:			
Motor Fuels Tax	762,888,008	788,860,000	861,860,000
	0.0%	3.4%	9.3%
Inspection Fee	12,491,183	12,950,000	13,350,000
	4.6%	3.7%	3.1%
Highway Use Registration Fee	162,905	120,000	120,000
	-36.0%	-26.3%	0.0%
Total Motor Fuels Tax	*775,542,096*	*801,930,000*	*875,330,000*
	0.0%	*3.4%*	*9.2%*
Licenses and Fees:			
Staggered Registration Plan	139,114,535	143,290,000	146,870,000
	3.6%	3.0%	2.5%
International Registration Plan	50,791,801	48,060,000	49,260,000
	21.3%	-5.4%	2.5%
Drivers License Fees	62,278,971	57,000,000	61,320,000
	-11.2%	-8.5%	7.6%
Truck Licenses	56,781,624	58,480,000	60,240,000
	6.1%	3.0%	3.0%
Other Licenses and Fees	30,978,863	31,770,000	32,580,000
	2.8%	2.6%	2.5%
Total Licenses and Fees	*339,945,794*	*338,600,000*	*350,270,000*
	3.6%	*-0.4%*	*3.4%*
Investment Income	15,541,363	15,940,000	14,430,000
	53.4%	2.6%	-9.5%
Total Highway Fund Revenue	1,131,029,253	1,156,470,000	1,240,030,000
	1.6%	2.2%	7.2%

Office of State Budget and Management
May 23, 2000

HIGHWAY TRUST FUND

	Actual 1998-99	Projected 1999-00	2000-01
Motor Fuel Taxes	254,740,680	262,926,000	287,258,000
	0.1%	3.2%	9.3%
Highway Use Tax	489,513,431	542,867,000	583,582,000
	8.0%	10.9%	7.5%
Certicate of Title	78,154,154	80,499,000	82,833,000
	4.1%	3.0%	2.9%
Miscellaneous Title Fees	12,098,358	12,504,000	12,891,000
	1.7%	3.4%	3.1%
Total Taxes and Fees	*834,506,623*	*898,796,000*	*966,564,000*
	5.0%	*7.7%*	*7.5%*
Investment Income	39,323,555	36,220,000	28,976,000
	-3.9%	-7.9%	-20.0%
Total	873,830,178	935,016,000	995,540,000
		7.0%	6.5%

H R

IV. Transportation

A. Transportation Program

Total funding in excess of $3.0 billion is required to support the state's Transportation Program for the 2000-01 fiscal year. Approximately $1,240.0 million, or 41% of the total is provided from the traditional Highway Fund. Highway Trust Fund availability adds another $995.5 million of the total, which represents about 33%. Other state funds include General Fund support totaling $15.4 million and departmental receipts of $6.4 million. Federal Aid totals $774.7 million, or 26%.

North Carolina Transportation Program, 2000-01

Budget Code		Highway Fund	Highway Trust Fund	Department Receipts	Federal Funds	General Fund	Total
84210	Administration	$ 65,686,156	$ 5,720,183	$ 568,382	$ -	$ -	$ 71,974,721
	Division of Highways						
84220	Administration	36,495,582	6,748,700	463,675	-	-	43,707,957
84230	Construction	123,002,000	742,165,617	-	736,871,200	-	1,602,038,817
84230	Maintenance	485,569,469	-	-	-	-	485,569,469
84230	Planning and Research	2,959,649	-	-	10,932,436	-	13,892,085
84230	Motor Carrier Safety	897,172					897,172
84230	OSHA Program	425,000	-	-	-	-	425,000
84230	Ferry Operations	18,174,622	-	-	-	-	18,174,622
	State Aid						
84230	Municipalities	87,902,000	49,126,497	-	-	-	137,028,497
84230	Public Transportation	38,246,921	-	-	6,828,057	-	45,074,978
84230	Airports	-	-	-	15,478,062	11,609,165	27,087,227
84230	Railroads	21,507,088	-	-	-	-	21,507,088
84240	Governor's Highway Safety	338,121	-	-	4,567,689	-	4,905,810
84260	Division of Motor Vehicles	93,796,516	4,158,449	5,353,499	-	-	103,308,464
84290	Uncommitted Trust Fund Admin.	-	9,620,554	-	-	-	9,620,554
84270	Other State Agencies	176,966,099	-	-	-	3,825,000	180,791,099
84290	Transfer to General Fund	-	170,000,000	-	-	-	170,000,000
84290	Additional Administrative-Transfer	-	8,000,000	-	-	-	8,000,000
84270	Reserves and Transfers	79,063,605	-	-	-	-	79,063,605
	Total Operating	$1,231,030,000	$995,540,000	$6,385,556	$774,677,444	$15,434,165	$3,023,067,165
84230	Capital Improvements	9,000,000	-	-	-	-	9,000,000
	Grand Total	$1,240,030,000	$995,540,000	$6,385,556	$774,677,444	$15,434,165	$3,032,067,165

B. Highway Fund

The Highway Fund receives its support 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

Highway Fund revenue totaled $1,131.0 million in 1998-99, increasing by 1.6% from the previous year. It is projected that revenue will total $1,156.5 million in 1999-00, and $1,240 million in 2000-01, representing increases of 2.3% and 7.2% respectively. The unusually rapid projected growth in collections in 2000-01 is the result of motor fuel price increases.

Motor fuel consumption is expected to increase at an above average rate of 3.7% in 1999-00, followed by a more typical rate of 3.1%. Motor fuel prices are anticipated to peak in calendar 2000, then decline, but remain above their previous lows. As a result of the lag between the actual wholesale price of motor fuels and changes in the wholesale tax component of the motor fuels tax, fiscal year 2000-01 will feel the largest impact of the recent price increases. It is estimated that collections will total $801.9 million in 1999-00 and $875.3 million in 2000-01, representing growth of 3.4% and 9.2% respectively.

Licenses, Fees, and other state revenue are projected to total $338.6 million in 1999-00, and $350.3 million in 2000-01. This represents a decline in collections of 0.4% in 1999-00, and an increase in revenue of 3.4% in 2000-01. As a result of converting from a four-year to a five-year renewal cycle for driver licenses, collections are projected to decline by 8.5% in 1999-00, and then expand by 7.6% in 2000-01. Normal long-term annual growth is in the 1.5% range. International registration plan collections have been very volatile as other states make-up for payment deficiencies. In 1998-99 collections grew by 21.3%. It is projected that collections will decline by 5.4% in 1999-00, and than expand at a more normal rate of 2.5% the following year. The remaining licenses and fees are projected to expand in the 2.5% to 3% range.

Investment income is projected to total $15.9 million in 1999-00 and $14.4 million in 2000-01. This represents an increase of 2.6% the first year, followed by a 9.5% decline the second. The decline is a result of smaller cash balances as revenue from the 1997 bond issue is depleted.

Highway Fund Revenue, 1999-01

	1998-99 Actual	1999-00 Estimated	2000-01 Projected
Motor Fuels Taxes:			
Motor Fuels Tax	$ 762,888,008	$ 788,860,000	$ 861,860,000
Inspection Fee	12,491,183	12,950,000	13,350,000
Highway Use Registration Fee	162,905	120,000	120,000
Total Motor Fuels Tax	$ 775,542,096	$ 801,930,000	$ 875,330,000
Licenses and Fees:			
Staggered Registration Plan	$ 139,114,535	$ 143,290,000	$ 146,870,000
International Registration Plan	50,791,801	48,060,000	49,260,000
Drivers License Fees	62,278,971	57,000,000	61,320,000
Truck Licenses	56,781,624	58,480,000	60,240,000
Other Licenses and Fees	30,978,863	31,770,000	32,580,000
Total Licenses and Fees	$ 339,945,794	$ 338,600,000	$ 350,270,000
Investment Income	15,541,363	15,940,000	14,430,000
Total Highway Fund Revenue	$1,131,029,253	$1,156,470,000	$1,240,030,000

Condition of the Highway Fund, 2000-01

	1999-00 Estimated	2000-01 Authorized	Net Changes Recommended	2000-01 Recommended
Availability:				
Beginning Credit Balance:				
Estimated Reversions	$ 5,200,000	$ -	$ -	$ -
Overrealized Revenue	-	-	-	-
Subtotal	$ 5,200,000	$ -	$ -	$ -
State Highway Revenue	1,154,690,000	1,194,410,000	45,620,000	1,240,030,000
Total Availability	$1,159,890,000	$1,194,410,000	$ 45,620,000	$1,240,030,000
Expended and Reserved	1,159,890,000	1,181,410,000	58,620,000	1,240,030,000
Ending Credit Balance	$ -	$ 13,000,000	$ (13,000,000)	$ -

Recommended Adjustments

Transportation Administration – 84210

		2000-01
1. **Funds for Additional Insurance Coverage of Facilities** In accordance with analyses performed by the State Property Office and the Department of Insurance an increase in insurance coverage for existing Department of Transportation buildings is requested.	$	125,000
2. **Division of Motor Vehicles Mail Costs and Operations** This request includes $400,000 to pay postage expense due to an increase in the volume of mail for Division of Motor Vehicles. It also includes one-time funds to replace the current mail inserter that is constantly in need of repair.		595,000
3. **Central Warehouse Rental and Staff** Several years ago the Office of the State Auditor was sharply critical of the warehouse conditions and security for sensitive Division of Motor Vehicles items such as vehicle safety stickers, firearms for enforcement, and enforcement uniforms. The Department rented a better warehouse in the summer of 1999 with credit balance funds from 1998-99 to improve the situation. This request is for permanent funding for rent ($292,500), permanent staff and operating costs for the warehouse.		556,914
Number of Positions		4.0
Total Recommended Changes for Transportation Administration	$	1,276,914
Number of Positions		4.0

Transportation Construction and Maintenance – 84230

4. **Municipal Aid (Powell Bill)** This sum is required by law based on revised revenue estimates by the Office of State Budget and Management.	$	192,000
5. **Secondary Roads Construction** This sum is required by law based on revised revenue estimates by the Office of State Budget and Management.		192,000

	2000-01
6. **Capital Improvements** The Department owns hundreds of facilities statewide. Many are old and dilapidated. The Department has a capital improvement plan that schedules $15 million per year in replacement, repair and renovation. In 1998-99 only $4 million was appropriated and in 1999-00 no capital funding was appropriated. This request will allow the Department to again continue efforts to provide needed buildings, maintenance facilities and repairs across the state.	$ 9,000,000
7. **Operating and Capital Assistance to Public Transit** During the 1999 session of the General Assembly the legislature added $5.2 million to the 1999-00 public transportation budget. Of that amount, $4.9 million was for operating assistance grants to the urban bus systems throughout the state and $300,000 was for capital assistance to rural transit systems. The funds for the 1999 appropriation came from a one-time source and will not be available in the future. This request is to continue to fund these very important needs on a continuing basis from Highway Fund availability.	5,200,000
8. **Highway Maintenance** Highway maintenance continues to be a tremendous need across our state. In past years a backlog ranging from $200 million to $300 million has been constant and highway fund appropriations have not been available to remove the backlog and establish a routine maintenance schedule to keep up with the demand. This request will provide additional funds to help meet this critical need.	23,500,000
Total Recommended Changes for Transportation Construction and Maintenance	$ 38,084,000

Division of Motor Vehicles– 84260

9. **Driver License Lease Agreements Renewals** Funds are requested to pay for increases in the annual lease agreements for 19 driver license offices located across the state. The lease agreements will cover rental, utilities and janitorial services. The leases that are expiring will be renewed at higher rates.	$ 183,025

		2000-01
10. **Emissions and Safety Inspection Stickers** The Emissions Program now requires a sticker that is bar coded for tracking purposes. Since the inspection centers have only one piece of equipment for both emissions and safety inspections the sticker that is applied to the windshields of inspected vehicles must now have bar coding. This request will help supply the newly redesigned stickers.	$	194,000
11. **Additional Hearing Officers** The Division of Motor Vehicles currently has 23 Hearing Officers who conduct hearings across the state pertaining to driver license revocations. State law requires a hearing to be conducted within 60 days of a driver's request. With the current number of hearing officers it is difficult and sometimes impossible to comply. The Department projects an increase in the number of DWI violations and suspensions resulting in an increase in requested hearings. This request will provide for three additional Hearing Officers that will help afford drivers a hearing within the timeframe prescribed by law.		136,059
Number of Positions		3.0
12. **West Raleigh Office Lease** The West Raleigh Division of Motor Vehicles office just off Blue Ridge Road is inadequate. The Capital Improvement request contains funds to replace that facility and also provide space to house the Division of Motor Vehicles Enforcement Office that is also located in the same area. Until the new facility is completed it will be necessary to lease space to continue to serve the citizens in that area.		296,200
Total Recommended Changes for Division of Motor Vehicles	$	809,284
Number of Positions		3.0

Reserves and Transfers – 84270

13. **Leaking Underground Storage Tank Trust Fund** This sum is required by law based on revised revenue estimates by the Office of State Budget and Management.	$	200,000

		2000-01
14.	**Driver Education** This increase is requested by the Department of Public Instruction to provide for increased enrollment in the target age group.	$ 449,802
15.	**3% Salary Increase for Highway Fund Supported Positions** This amount was set aside but not budgeted during the 1999 Legislative Session. It will provide for a 3% salary increase for all positions currently funded from Highway Fund Appropriations.	13,000,000
16.	**Reserve for Division of Motor Vehicles Systems Maintenance** The Division of Motor Vehicles has implemented numerous automated systems to administer the motor vehicle and driver laws of the state. The systems include (STARS) Vehicle Registration, (SADLS) Driver Licensing, (CRASH) Traffic Records, (IRP) International Registration Plan and several other smaller systems each requiring continual maintenance and functional modifications. This work is currently done primarily by contracted services and costs approximately $5 million per year with a budget of $1 million. The Department has used funds from the credit balance in the past to meet these critical needs. The Department is also requesting that these funds be placed in a reserve so as to allow them to look at any benefits that may be derived by changing to having the work done in house as opposed to contracting.	3,300,000
17.	**Highway Patrol Overtime Pay** An increase in Highway Funds budgeted to support the Highway Patrol is recommended to implement overtime pay in lieu of compensatory leave. Currently there are no funds budgeted for the Highway Patrol to pay overtime. These funds would assist in the effort to increase manpower as opposed to decreasing coverage through the practice of troopers taking compensatory time off.	1,500,000
	Total Recommended Changes for Reserves and Transfers	$ 18,449,802
	Total Recommended Changes for Department of Transportation	$ 58,620,000
	Number of Positions	7.0

Changes to the 2000-01 Highway Fund Budget
(Highway Fund Appropriations Only)

	2000-01 Previously Authorized	Revision	2000-01 Revised Appropriation
DOT-General Administration	$ 64,409,242	$ 1,276,914	$ 65,686,156
Highway Division Administration	36,495,582	-	36,495,582
State Match for Federal Aid-Planning and Research	2,959,649	-	2,959,649
Construction Program:			
State Secondary System	$ 87,710,000	$ 192,000	$ 87,902,000
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
Total Construction Program	$ 122,810,000	$ 192,000	$ 123,002,000
Maintenance Program:			
Primary System	$ 114,393,724	$ -	$ 114,393,724
Secondary System	195,247,571	-	195,247,571
Urban System	37,475,926	-	37,475,926
Contract Resurfacing	114,952,248	23,500,000	138,452,248
Total Maintenance Program	$ 462,069,469	$ 23,500,000	$ 485,569,469
Ferry Operations	$ 18,174,622	$ -	$ 18,174,622
Motor Carrier Safety	897,172	-	897,172
State Aid to Municipalities	87,710,000	192,000	87,902,000
State Aid to Railroads	21,507,088	-	21,507,088
State Aid for Public Transportation	33,046,921	5,200,000	38,246,921
OSHA Program	425,000	-	425,000
Governor's Highway Safety Program	338,121	-	338,121
Division of Motor Vehicles	92,987,232	809,284	93,796,516
Total Department of Transportation	$ 943,830,098	$ 31,170,198	$ 975,000,296

2000-01 Recommended Changes
Transportation – Continued

	2000-01 Previously Authorized	Revision	2000-01 Revised Appropriation
Appropriations to Other State Agencies:			
Agriculture	$ 3,339,686	$ -	$ 3,339,686
Revenue	3,018,692	-	3,018,692
State Treasurer-Sales Tax	13,800,000	-	13,800,000
Public Instruction-Driver Education	26,201,384	449,802	26,651,186
Crime Control and Public Safety-Highway Patrol	121,745,269	-	121,745,269
Environment, and Natural Resources:			
LUST Trust Fund	6,791,622	200,000	6,991,622
Health and Human Services:			
Chemical Test	419,644	-	419,644
Global Transpark	1,000,000	-	1,000,000
Total-Other State Agencies	$ 176,316,297	$ 649,802	$ 176,966,099
Reserves and Transfers:			
Legislative Salary Increase	$ 25,668,715	$ 13,000,000	$ 38,668,715
Salary Adjustment	200,000	-	200,000
DMV Pay Equity	3,390,708	-	3,390,708
Minority Contractor Development	150,000	-	150,000
State Fire Protection Grant	150,000	-	150,000
DMV Vehicle Seizure	29,182	-	29,182
State Health Plan	7,000,000	-	7,000,000
Reserve for General Maintenance	31,000,000	-	31,000,000
Stormwater Discharge Permit	500,000	-	500,000
DMV Systems Maintenance	-	3,300,000	3,300,000
Additional Administrative Transfer	(8,000,000)	-	(8,000,000)
Additional Funding for Visitor Centers	175,000	-	175,000
Highway Patrol Overtime	-	1,500,000	1,500,000
Prescription Drug Card Program	1,000,000	-	1,000,000
Total Reserves and Transfers	$ 61,263,605	$ 17,800,000	$ 79,063,605
Total Current Operations	$1,181,410,000	$ 49,620,000	$1,231,030,000
Capital Improvements	-	9,000,000	9,000,000
Total Highway Fund Appropriation	$1,181,410,000	$ 58,620,000	$1,240,030,000

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; and (4) interest earned from investment of the Trust Fund cash balance by the State Treasurer. Effective July 1, 1996, all revenue from Title Fees is deposited in the Highway Trust Fund. In addition to the revenues above, there has been a transfer from the Highway Fund each year as required by G.S. 136-183, but this transfer was deleted for the biennium.

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 Roads Construction and Aid to Municipalities. Formula funding for administration as well as for the mentioned purposes is likewise included in the legislation.

1. Revenue

Highway Trust Fund revenue is projected to total $935 million in 1999-00 and $995 million in 2000-01. This represent increases of 7.0% and 6.5% respectively. One-fourth of motor fuels tax collections is dedicated to the Highway Trust Fund. The revenue is projected to total $262.9 million in 1999-00 and $287.3 million in 2000-01. This represents increases of 3.2% and 9.3% respectively. The rapid growth in collections is a result of increases in motor fuel prices. Although prices are expected to peak in calendar 2000, as a result n the lag between price changes and changes in the wholesale price component of the motor fuel tax, most of the impact of recent price increases will be felt in fiscal 2000-01. Reflecting strong motor vehicle sales, motor vehicle use tax collections are projected to be 10.9% in 1999-00 and 7.5% in 2000-01. Other Trust Fund fees are anticipated to increase in the 3.0% range during this period. Investment income is project to decline by 5% in 1999-00 and 20% in 2000-01. The cash balance of the Trust Fund is anticipated to decline as revenue for the1997 bond sales is depleted.

Highway Trust Fund Revenue, 1999-01

	1998-99 Actual	1999-00 Estimated	2000-01 Projected
Anticipated Collections:			
Motor Fuel Taxes	$ 254,740,680	$ 262,926,000	$ 287,258,000
Highway Use Tax	489,513,431	542,867,000	583,582,000
Title Fees:			
Certificates of Title	78,154,154	80,499,000	82,833,000
Miscellaneous Title Fees	12,098,359	12,504,000	12,891,000
Investments Income	39,323,555	36,220,000	28,976,000
Total Highway Trust Fund Revenue	$ 873,830,179	$ 935,016,000	$ 995,540,000

Condition of the Highway Trust Fund, 2000-01

	1999-00 Authorized	2000-01 Authorized	Net Changes Recommended	2000-01 Recommended
Availability:				
Beginning Credit Balance	$ -	$ -		$ -
Highway Trust Fund Revenue	880,044,000	912,060,000	83,480,000	995,540,000
Total Availability	$880,044,000	$912,060,000	$ 83,480,000	$995,540,000
Expenditures and Commitments:				
Authorized Budget	$710,044,000	$742,060,000	$ 83,480,000	$825,540,000
Transfer to General Fund (1)	170,000,000	170,000,000	-	170,000,000
Total Expenditures & Commitments	$880,044,000	$912,060,000	$ 83,480,000	$995,540,000
Ending Credit Balance	$ -	$ -	$ -	$ -

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

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 2000-01 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 2000-01 Highway Trust Fund Budget

	2000-01 Previously Authorized	Revision	2000-01 Revised Appropriation
Department of Transportation:			
Maximum Allowance for Administration	$ 30,128,464	$ 4,119,422	$ 34,247,886
Construction Allocation:			
Intrastate System	419,674,677	48,538,626	468,213,303
Urban Loop System	169,698,962	19,626,998	189,325,960
Secondary Roads	78,524,234	6,102,120	84,626,354
State Aid to Municipalities	44,033,663	5,092,834	49,126,497
Transfer to the General Fund (1)	170,000,000	-	170,000,000
Total Highway Trust Fund	$912,060,000	$ 83,480,000	$995,540,000

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

DEPARTMENT OF TRANSPORTATION
GENERAL SERVICES DIVISION
CAPITAL IMPROVEMENT PROGRAM
ANNUAL BUDGET
2000 – 2001

ORDER	DIVISION	LOCATION	EXISTING / PROPOSED BUILDING NAME	APPROPRIATION
1	DMV	RALEIGH	DMV BUILDING, LAND PURCHASE	0
2	10	ALBEMARLE	DIVISION OFFICE HVAC REPLACEMENT, SITE DEVELOPMENT	0
3	FERRY	HATTERAS	NORTH SHORE OPERATIONS CENTER	0
4	N/A	RALEIGH	MAINTENANCE / EQUIPMENT OFFICE RENOVATIONS	850,000
5	11	N.WILKESBORO	CONSOLIDATE / REPLACE ROAD & BRD. MNT. OFFICES / WHSE.	855,000
6	9	WINSTON-SALEM	DIVISION OPERATIONS YARD LAND PURCHASE	400,000
7	13	MARS HILL	SUB-MAINTENANCE YARD, DESIGN	30,000
8	FERRY	PAMLICO RIVER	NORTH DOCK OFFICE / REST AREA, CONSTRUCTION	820,000
9	DMV	WENTWORTH	DMV OFFICE, DESIGN	70,000
10	5	GILLBURG	EQUIPMENT SHOP, CONSTRUCTION	1,135,000
11	5	HENDERSON	DISTRICT OFFICE, CONSTRUCTION	498,000
12	2	NEW BERN	DIST./ RES. ENGR. OFFICE, CONSTRUCTION	664,000
13	3	JACKSONVILLE	DIST./ RES. ENGR. OFFICE, CONSTRUCTION	664,000
14	DMV	CHARLOTTE	OFFICE, LAND PURCHASE	1,015,000
15	DMV	GREENSBORO	DMV OFFICE, CONSTRUCTION	1,659,000
16	DMV	GRAHAM	DMV OFFICE, SITE DEVELOPMENT	120,000
17	ALL	STATEWIDE	SALT STORAGE	120,000
18	DMV	STATEWIDE	DMV-MISC. SMALL OFFICE ADDITIONS	100,000
			FISCAL YEAR'S TOTAL	9,000,000

5.23

A3

Department of Transportation
Capital Improvement Budget
2000-2001

Priority	Location	Description	Request
1. Raleigh		New DMV Building Land Purchase	0

96-97	Appropriation	$650,000	Balance	$403,860
97-98	Appropriation	$1,000,000	Balance	$997,200
98-99	Appropriation	$483,000	Balance	$476,000
			Total	$1, 877,060

Design and Site Work

This request is to use up to $1,877,060 balance in previous appropriations to fund land purchase for a new DMV Building.

2. Albemarle Division 10	Office Renovations	0
Stanly County/Anson County	Salt Storage	
Stanly County	DOC Property/Facility Renovation	

Receipts from sale of Anson County Borrow Pit $320,000(Est)

3. Ferry Division	Hatteras Visitor Center/Crew Quarters	0

Federal Funded TIP Project $2,500,000(Est)

Build new and expanded Visitor Center on current site
Purchase property and construct crew quarters to replace leased space

4. Raleigh Central Maintenance and Equipment Office Renovations $850,000

Renovated existing facility to provide additional office space

5. North Wilkesboro Division 11	New Maintenance Office	$855,000
97-98 Appropriation Balance	$283,500	
Division Office Land Purchase/Design		

Proposed New Division Office requires constructing new bridge maintenance office/warehouse

6. Winston Salem Division 9 Land Purchase Maintenance Yard $400,000
94-95 Appropriation Balance $295,700
Division Office Land Purchase

Private Property adjacent to existing maintenance yard needed for expansion

7. Mars Hill Division 13 Sub Maintenance Yard Design $30,000

Relocate existing inadequate facilities near new I-26

8. Ferry Division Pamlico River North Shore Office/Rest Area $820,000

Replace small, inadequate facilities at existing site

9. DMV Wentworth DMV Office, Design $70,000

Move DMV offices in Reidsville to state owned property in Wentworth

10. Gillburg Division 5 Equipment Shop Construction $1,135,000

Replace existing small, inadequate facility

11. Henderson Division 5 District Office Construction $498,000

Replace existing leased modular facility

12. New Bern Division 2 District/Resident Engineers Office $664,000

Consolidate old, inadequate District Engineer's office with Resident Engineer currently in a leased modular

13. Jacksonville Division 3 District/Resident Engineer's office $664,000

Consolidate small, inadequate District Engineer's office with Resident Engineer currently in a leased modular

14. DMV Charlotte New DMV, Highway Patrol Land Purchase $1,015,000

Land purchase for new DMV/HP to replace existing leased space

15. DMV Greensboro DMV Office Construction $1,659,000

Construct new DMV offices to relieve crowded conditions at other locations in Guilford County

16. DMV Graham	DMV Office Site Development	$120,000

Site development for new office originally planned at the existing location

17. Statewide	Salt Storage	$240,000

Continue statewide program to replace old, inadequate salt storage facilities

18. DMV Statewide	Small Office Additions	$100,000

Small office additions statewide to handle expanded emissions

Total- $9,000,000

CWL/05-00

NORTH CAROLINA HOUSE OF REPRESENTATIVES
COMMITTEE MEETING NOTICE

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

DAY & DATE: **WEDNESDAY - MAY 24, 2000**

TIME: **8:30 a.m.**

LOCATION: **1228/1327**

The following bills will be considered (Bill # & Short Title):

Respectfully,

Representative Nelson Cole, Chair
Representative Jim Crawford, Chair

I hereby certify this notice was filed by the committee clerk at the following offices at **5:00 PM** on **MAY 23, 2000**.

___Principal Clerk
___Reading Clerk - House Chamber

Linda Winstead (Committee Clerk)

AGENDA

Joint Appropriations Subcommittee on Transportation

May 24, 2000
8:30am
RM1228/1327 Legislative Building

Chairs
Representative Nelson Cole
Representative James Crawford
Senator Wib Gulley

- Continued Discussion of Governor's Recommended Budget

  - Highway Patrol Overtime Pay (page 65, number 17)
    Colonel Richard W. Holden, State Highway Patrol
    Mike Barham, Crime Control and Public Safety

  - Operating and Capital Assistance to Public Transit (page 63, number 7)
    Sanford Cross, DOT

  - Reserve for Division of Motor Vehicles Systems Maintenance (page 65, number 16)
    Paul Roberts, DOT

  - Highway Maintenance (page 63, number 8)
    David Allsbrook, DOT

  - Division of Motor Vehicles (page 63-64)
    Carol Simon, DMV
    9. Driver License Agreements Renewals
    10. Emission and Safety Inspection Stickers
    11. Additional Hearing Officers
    12. West Raleigh Office Lease

  - Capital Improvements (continued)
    Cameron Lee, DOT

- Recommended Repayment Plan for North Carolina Railroad Company Loan
  Milton Alford, Office of State Budget and Management

JOINT APPROPRIATIONS SUBCOMMITTEE ON TRANSPORTATION
Minutes
May 24, 2000
8:30 A.M.
Room 1228 LB

The Joint Appropriations Subcommittee on Transportation met on May 24, 2000 at 8:30 a.m. in room 1228 of the Legislative Building. Representative Nelson Cole chaired the meeting. Five members of the Senate committee were present. A visitor registration list is attached and made part of these minutes. The following members of the House were present:

Rep. Jim Crawford	Rep. John Hall
Rep. Nelson Cole	Rep. Bill Hiatt
Rep. Cary Allred	Rep. Bill Hurley
Rep. Bobby Barbee	Rep. Mary McAllister
Rep. Jonie Bowie	Rep. Max Melton
Rep. Don Davis	Rep. Drew Saunders
Rep. Jim Gulley	Rep. Ronnie Sutton

Representative Cole opened the meeting, acknowledged the pages, and indicated that the committee will continue to discuss the Governor's recommended budget. He introduced Mike Barham with Crime Control and Public Safety who discussed the need for a $1.5 million expansion request in the Highway Fund to pay overtime for State Troopers. Currently troopers must work overtime to complete court appearances, arrests, citizens' arrests and wreck investigations that occur at the end of their shifts. Under current federal law the state is required to pay troopers overtime or compensatory time. In past years the state highway patrol has not had the funds to pay troopers overtime and because of this, the state has lost 50 troopers that could be serving our citizens. They feel this expansion request is the most effective way of putting their troopers back on the road. See handout #1 which outlines this Highway Fund expansion request. The summary of the cost savings and advantages of the $1.5 million in overtime funds would put approximately 28 troopers back on the road by paying overtime instead of giving them time off. The first year cost of 28 troopers is approximately $2.5 million so this would equate to a savings of $1 million. Discussion followed.

Colonel Richard W. Holden of the State Highway Patrol then answered questions from the committee. See handout #2 which gives some statistics from the Highway Patrol showing that the increase in vehicles miles and licensed drivers in North Carolina has increased 118% and 79% since 1973, while the number of state troopers has only increased by 22%. This handout indicates that our state troopers are having to do more work in order to serve the citizens of North Carolina but with less troopers and manpower. Discussion then followed. Senator Hoyle made the recommendation this request be authorized to be put in the budget and have Transportation Oversight address

the additional requests and concerns that have been brought up where more time can be given to them. The main concern was the amount of time troopers are called on to work special events and private events, i.e. car races at various race tracks, that keeps them from patrolling the highways. Senator Albertson asked Colonel Holden to give the committee a chart that shows the number of citations that have been issued since 1973 relating to handout #2 with the statistics from the Highway Patrol. Colonel Holden agreed to give the committee this information. Rep. Cole thanked Colonel Holden for presenting the Highway Patrol request and indicated it would be given careful consideration.

Rep. Cole then introduced Sanford Cross with DOT where he addressed the operating and capital assistance to public transit. Mr. Cross indicated that DOT has a request for an additional $5.2 million in order to continue two programs that were funded for this current year in additional funds. $4.9 million of these funds were allocated for urban operating assistance that provides for the 18 large urban bus systems across the state. The remaining $300,000 provides for capital assistance for the 84 Human Service Transportation systems throughout the state. This allowed the department to purchase additional vans for the system. If this request is provided again this year, the money will be allocated as it was during this current year. See attached handout #3 that indicates how the money was allocated. There were no questions asked from the committee.

Rep. Cole introduced Paul Roberts with DOT who addressed the request for $3.3 million recurring funds for Division of Motor Vehicles Systems Maintenance so the computer systems in DMV can continue to operate as they are today. This system covers the five base computer systems in the state: the state title and registration system, drivers license system, crash reporting system, and enforcement in international registration. The cost covers the labor and maintenance for operating these computer systems throughout the state.

With time being a factor, the chair indicated that the remaining presenters would be called on at the next meeting on Thursday, May 25th at 8:30 a.m. The meeting was adjourned at 9:50 a.m.

Respectfully submitted:

Nelson Cole

Representative Nelson Cole
Chairman, House Committee

Suzanne Smith

Suzanne Smith
House Legislative Committee Assistant

SENATE PAGES:	House Pages:
Name: Chris Miller	Becca Lee
Town: Gastonia	Goldsboro
Sponsor: Sen. David Hoyle	Rep. Carolyn Russell
Name:	JASON DIXON-ACOSTA
Town:	BURLINGTON
Sponsor:	Rep. W. B. Teague Jr.

VISITOR REGISTRATION SHEET

HOUSE APPRO/SUBCOMMITTEE ON TRANSPORTATION 5-24, ~~1999~~ 2000

Name of Committee — Date

VISITORS: PLEASE SIGN BELOW AND RETURN TO COMMITTEE CLERK

NAME	FIRM OR AGENCY AND ADDRESS
George Gibson	NCDOT
Jennifer Brandenburg	NCDOT
L.D. Love	NCDOT
D.A. Ollsbrook	NCDOT
Ruth Sappie	NCDOT
Don Goins	NCDOT.
Carol Simon	DMV
Cameron Lee	DOT
RICHARD W. HOLDEN	NC STATE Highway PATROL
Kelly Little	Fiscal Research - GA
Robert Powell	OSBM
Wayne Stallings	NCDOT
Meridee Bentman	NCDOT
Milton Alford	OSBM
Sanford Crow	NCDOT
Mark Gleason	Capitol Group
PAUL ROBERTS	NCDOT
Danny Rogers	NCDOT
Jim Ritchey	TTA
Greg McLeod	CCPS
Mike Barkson	CCPS
Christie Barbee	CAPA
Giles Perry	NCGA Staff
Mary Carmichael	REBIC
Natalie English	Charlotte Chamber
[illegible]	The Capitol Group
Doris Weaver	NC CWA Political Council
ROGER SHEATS	NC RURAL CENTER

VISITOR REGISTRATION SHEET

VISITORS: PLEASE SIGN BELOW AND RETURN TO COMMITTEE CLERK

NAME	FIRM OR AGENCY
1. Nellie Riley	OSP
2. Lynn Bonner	NCO
3. Richard Westbrook	UTU
4. GLENN LAMM	UTU
5. David Knight	NC Public Trans
6.	
7.	
8.	
9.	
10.	
11.	
12.	
13.	
14.	
15.	
16.	
17.	
18.	
19.	
20.	
21.	

#1

North Carolina Department of Crime Control and Public Safety
Highway Fund Expansion Request For
$1.5 Million to Begin Paying Overtime to State Troopers
Legislative Briefing

Background Information

- Based on a 40-hour workweek, in 1999,the State Highway Patrol would have given the equivalent of 104,666 hours in compensatory time off to State Troopers (non supervisory) for overtime worked.

- 104,666 compensatory hours equates to approximately 50 troopers (104,666 divided by 2080 hours)

- The first year cost to put a trooper on the road is approximately $90,000.

- The approximate cost to put 50 troopers on the road would be $4.5 million

Cost Savings and Advantages

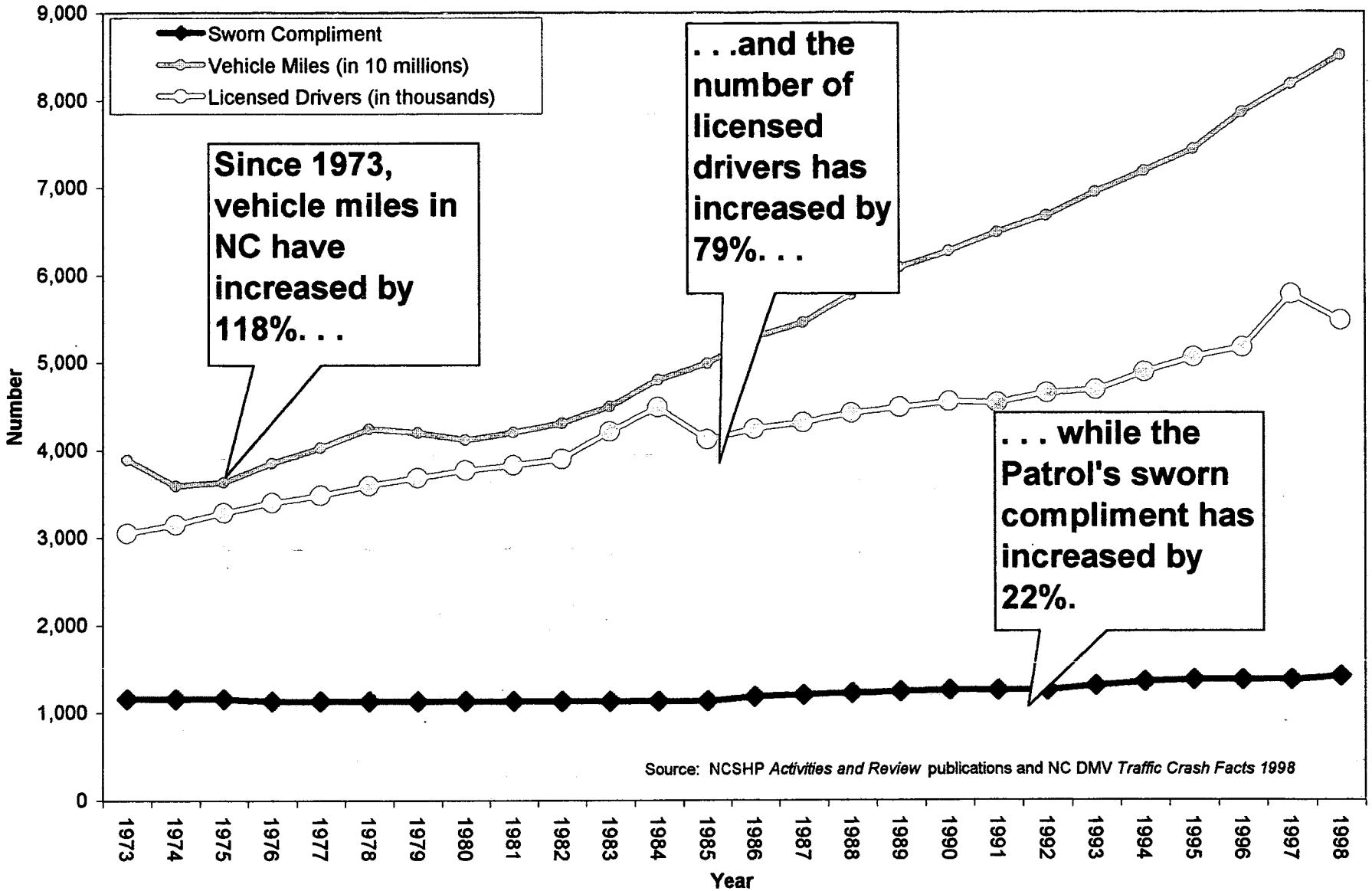
- The appropriation of $1.5 million in overtime funds equates to putting approximately 28 troopers back on the road by paying overtime instead of giving time off.

- The first year cost of 28 troopers is approximately $2.5 million.

- The $1.5 million would in effect generate savings of $1 million.

- Provides for immediate increased enforcement versus waiting for new troopers to be recruited, trained and equipped.

May 24, 2000



NC State Highway Patrol
Research and Planning

5/23/00

selected statistics.xls

#2

Attachment 2: Selected North Carolina Traffic Statistics: 1973-1998

Year	SHP Sworn Compliment	Compliment Percent Change	Vehicle Miles (10 million)	Veh. Miles Percent Change	Licensed Drivers (thousands)	Lic. Drivers Percent Change
1973	1,164	n/a	3,897	n/a	3,060	n/a
1974	1,164	0%	3,602	-8%	3,161	3%
1975	1,164	0%	3,640	1%	3,294	4%
1976	1,139	-2%	3,860	6%	3,403	3%
1977	1,138	0%	4,031	4%	3,490	3%
1978	1,138	0%	4,250	5%	3,599	3%
1979	1,138	0%	4,208	-1%	3,692	3%
1980	1,137	0%	4,123	-2%	3,777	2%
1981	1,137	0%	4,206	2%	3,831	1%
1982	1,137	0%	4,310	2%	3,903	2%
1983	1,137	0%	4,504	5%	4,215	8%
1984	1,137	0%	4,805	7%	4,490	7%
1985	1,137	0%	4,992	4%	4,123	-8%
1986	1,187	4%	5,288	6%	4,244	3%
1987	1,207	2%	5,460	3%	4,319	2%
1988	1,227	2%	5,778	6%	4,422	2%
1989	1,245	1%	6,088	5%	4,485	1%
1990	1,260	1%	6,275	3%	4,553	2%
1991	1,260	0%	6,489	3%	4,544	0%
1992	1,260	0%	6,680	3%	4,655	2%
1993	1,310	4%	6,949	4%	4,685	1%
1994	1,355	3%	7,192	3%	4,890	4%
1995	1,380	2%	7,445	4%	5,060	3%
1996	1,380	0%	7,861	6%	5,174	2%
1997	1,380	0%	8,183	4%	5,781	12%
1998	1,415	3%	8,515	4%	5,477	-5%
Percent Increase '73-'98	n/a	22%	n/a	118%	n/a	79%

Source: NCSHP *Activities and Review* publications and the NC DMV *Traffic Crash Facts 1998*

ATTACHMENT 3: NORTH CAROLINA STATE HIGHWAY PATROL MANPOWER STAFFING METHODOLOGY

To identify field manpower staffing levels, the Highway Patrol employs the nationally accepted Police Allocation Model (developed for use by state police and highway patrol agencies by the Northwestern University Traffic Institute). This model answers two basic questions:

1. What is the total number of sworn members and supervisors required in the field to provide an acceptable level of service?

2. How should the field force be distributed in geographical regions throughout the state?

The table below outlines how many additional personnel are needed in the field based on specified Response Levels. Based on the table, if the Highway Patrol were to have an 85% Response Level--that is, 85% of the Patrol's calls for service would be immediately answerable by a trooper in the field--the Patrol would need an additional 316 troopers and 66 supervisors. When the Response Level is raised to 95%, the Patrol would need an additional 914 troopers and 151 supervisors.

Breakdown of Personnel Requirements for Selected PAMA Response Levels

Response Levels	Additional Troopers Needed for Response Level	Additional Supervisors Needed for Response Level	Total Additional Personnel Required for Response Level
85%	316	66	382
90%	527	96	623
95%	914	151	1065

Note: Response levels denote the percentage of time that a trooper would be available to respond immediately to a call for service.

#3

ALLOCATION FOR SFY2000 STATE MAINTENANCE ASSISTANCE FUNDING

URBAN AND SMALL URBAN AREA SYSTEMS

SYSTEM NAME	ALLOCATION FOR UNLINKED PASS. TRIPS PER VEH. REVENUE HOUR (30% OF ALLOC.)	ALLOCATION FOR NET COST PER UNLINKED PASS. TRIP (30% OF ALLOC.)	TOTAL PERFORMANCE ALLOCATION (60% OF ALLOC.)	ALLOCATION FOR SHARE OF TOTAL LOCAL REVENUES (30% OF ALLOC.)	ALLOCATION FOR EQUAL SHARE OF 10% OF ALLOC. AM'T (10% OF ALLOC.)	TOTAL ALLOCATION (100%)
AppalCART	$51,029	$52,798	$103,827	$30,436	$72,483	$206,746
Asheville	121,766	131,382	253,148	89,922	$72,483	415,553
Chapel Hill	355,272	420,145	775,417	332,054	$72,483	1,179,954
Charlotte	1,433,067	1,396,309	2,829,376	1,799,472	$72,483	4,701,331
Durham	353,708	360,045	713,753	322,329	$72,483	1,108,565
Fayetteville	94,554	45,900	140,454	132,093	$72,483	345,030
Gastonia	50,923	35,569	86,492	35,094	$72,483	194,069
Greensboro	175,137	128,469	303,606	176,489	$72,483	552,578
Greenville	24,256	15,986	40,242	24,198	$72,483	136,923
Hickory	16,917	6,878	23,795	19,370	$72,483	115,648
High Point	92,832	156,884	249,716	35,049	$72,483	357,248
Raleigh	363,360	350,253	713,613	391,501	$72,483	1,177,597
Rocky Mount	31,066	24,837	55,903	22,600	$72,483	150,986
Salisbury	18,009	12,382	30,391	11,963	$72,483	114,837
Wilmington	127,679	190,306	317,985	71,638	$72,483	462,106
Wilson	26,050	16,002	42,052	28,990	$72,483	143,525
Winston-Salem	294,595	286,079	580,674	278,497	$72,483	931,654
TOTALS	$3,630,220	$3,630,224	$7,260,444	$3,801,695	$1,232,211	$12,294,350

ALLOCATION FOR SFY2000 STATE MAINTENANCE ASSISTANCE FUNDING

REGIONAL SYSTEMS

SYSTEM NAME	ALLOCATION FOR UNLINKED PASS. TRIPS PER VEH. REVENUE HOUR (30% OF ALLOC.)	ALLOCATION FOR NET COST PER UNLINKED PASS. TRIP (30% OF ALLOC.)	TOTAL PERFORMANCE ALLOCATION (60% OF ALLOC.)	ALLOCATION FOR SHARE OF TOTAL LOCAL REVENUES (30% OF ALLOC.)	ALLOCATION FOR EQUAL SHARE OF 10% OF ALLOC. AM'T (10% OF ALLOC.)	TOTAL ALLOCATION (100%)
Triangle Transit	$283,853	$283,853	$567,706	$112,382	$72,483	$752,571
REGIONAL SYSTEM TOTALS	$283,853	$283,853	$567,706	$112,382	$72,483	$752,571
MAX. PERFORMANCE FUNDS AVAILABLE TO REGIONAL SYSTEMS	$283,853	$283,853	$567,706			

AGENDA

Joint Appropriations Subcommittee on Transportation

May 25, 2000
8:30am
RM1228/1327 Legislative Building

Chairs
Representative Nelson Cole
Representative James Crawford
Senator Wib Gulley

- Continued Discussion of Governor's Recommended Budget

  - Highway Maintenance (page 63, number 8)
    David Allsbrook, DOT

  - Division of Motor Vehicles (page 63-64)
    Carol Simon, DMV
    9. Driver License Agreements Renewals
    10. Emission and Safety Inspection Stickers
    11. Additional Hearing Officers
    12. West Raleigh Office Lease

  - Capital Improvements (continued)
    Cameron Lee, DOT

- Recommended Repayment Plan for North Carolina Railroad Company Loan
  Milton Alford, Office of State Budget and Management

MINUTES
SENATE AND HOUSE JOINT APPROPRIATIONS
SUBCOMMITTEE ON TRANSPORTATION

The Senate and House Joint Appropriations Subcommittee on Transportation met at 8:30 A.M. on Thursday, May 25, 2000 in Room 1228 of the Legislative Building. Representatives Crawford, Chair, Cole, Chair, Allred, Barbee, Bowie, Davis, Gulley, Hall, Hurley, Melton, and Sutton, and five Senate members were present. Senator Wib Gulley, Senate Chair, presided.

First, Mr. Milton Alford, Office of State Budget and Management, reviewed the recommended repayment plan for the North Carolina Railroad Company loan (see Attachment #1).

Next, Mr. David Allsbrook with the Department of Transportation (DOT) presented Governor Hunt's recommended budget for highway maintenance (see Attachment #2). Mr. Allsbrook reported that $509 million was needed for routine maintenance during the 2000-2001 fiscal year, but only $378 million was budgeted. The need for resurfacing funds was $217 million, but $115 million was in the 2000-2001 budget. The Governor's budget proposal adds $23.5 million to this line item, which left a $78.5 million shortfall. Representative Sutton asked if DOT had the workers and contractors to do the work if the maintenance budget was fully funded. Mr. Allsbrook replied that DOT did have the personnel. Representative Davis asked for a report showing the federal money North Carolina received for preventative maintenance compared to other states.

Representative Cole asked Mr. Allsbrook if DOT had any suggestions on how to solve the funding shortfall. Mr. Allsbrook said that DOT relied on the General Assembly for solutions. Representative Cole stated that he would like to officially ask DOT for its recommendations for solving the shortfall and ask DOT to report to the Transportation Finance Committee during the interim.

Representative Hurley asked if Hot In-Place Resurfacing was being used and Mr. Allsbrook replied it was being used in certain applications. Representative Melton asked about the disaster recovery shortfall of $61 million shown on page 6 of the handout. Mr. Allsbrook stated that FEMA paid for snow and ice removal during the January, 2000 storm, but only for the first 72 hours. It took longer than 72 hours to remove the snow and ice and that expense was not reimbursed by FEMA.

Representative Hoyle asked about the bridge conditions in North Carolina. Mr. Allsbrook stated that according to federal guidelines, the bridges were inspected every two years. Representative Bowie then asked about DOT's role in the bridge collapse at the Charlotte speedway. Mr. Don Goins, DOT Chief Maintenance Engineer, stated that DOT gave its approval for the structure to be built over the highway and a DOT person was on site during construction. The owner of the speedway was responsible for inspection and maintenance and the overpass was not under the federal two-year

inspection guideline. He further stated that the speedway owner was leading the investigation of the collapse of the overpass. Mr. Goins told the Committee that there were 87 pedestrian bridges in North Carolina and 10 of those were private and not inspected by DOT. In the future DOT would inspect the private bridges as well as the public bridges.

Senator Gulley asked Mr. Allsbrook what the priorities would be if extra money was given to the maintenance fund. Mr. Allsbrook replied that the highway maintenance fund and the contract resurfacing fund would split any money 50/50.

Next, Ms. Carol Simon with Division of Motor Vehicles (DMV) reviewed Governor Hunt's proposed DMV budget (see Attachment #3). Representative Cole asked where the inspection stickers were made (item #10, page 64 of handout). Ms. Simon reponded that an out-of-state company made the stickers.

Senator Gulley asked if the Office of State Budget and Management reviewed the office leases (item 12, page 64 of handout). Ms. Simon said yes it did.

Senator Rucho asked if all hearings were done in Raleigh (item 11, page 64 of handout). Ms. Simon replied that the hearings were held across the state. Senator Rucho stated he agreed with Representative Sutton that DMV should tried to streamline the hearing process. Senator Clodfelter asked if local government facilities were ever used for DMV offices. Ms. Simon stated that 20 were currently being donated to DMV.

Next, Mr. Cameron Lee with DOT reviewed the capital improvement items proposed in Governor Hunt's budget (see Attachment #4). The items on the list totaled $9 million. Senator Gulley asked if the Office of State Budget and Management reviewed the items listed. Mr. Lee replied that they were reviewed. Senator Gulley then asked if the 18 items were in priority order. Mr. Lee replied that the items were a consolidated list also reviewed by the Highway Patrol. Senator Gulley asked Mr. Lee to have DOT set its priorities from the submitted list of capital improvements. Representative Bowie asked if the list was the Governor or DOT's priority list. Mr. Lee replied that DOT's list totaled more than $9 million and DOT was asked by the Governor to reevaluate the list and the 18 items presented is a scaled down version of the original list.

There being no further business, the meeting was adjourned at 9:50 A.M.

Wib Gulley

Senator Wib Gulley, Senate Chair

Carol Resar

Carol Resar, Committee Clerk

Attachment #1

State of North Carolina

Office of State Budget and Management

James B. Hunt Jr.
Governor and Director
of the Budget

Marvin K. Dorman, Jr.
State Budget Officer

February 1, 2000

MEMORANDUM

TO: Honorable Marc Basnight
President Pro Tempore of the Senate

Honorable James B. Black
Speaker of the House of Representatives

SUBJECT: Session Law 1999-237, Section 27.11.(d)

Section 27.11.(d) of S. L. 1999-237 provides that the Director of the Budget shall recommend a plan for the repayment of the loan regarding the acquisition of the North Carolina Railroad Company (NCRR) in 1998.

Attached is the recommendation regarding repayment, including certain background information. This recommendation is consistent with the recommendations of the Board of the NCRR in their report to the Future of the North Carolina Railroad Study Commission (see Section 27.25 of 1999-237).

If you have any questions, please contact me at 733-7061.

Sincerely,

Marvin K. Dorman, Jr.

Attachment

Mailing Address:
20320 MAIL SERVICE CENTER
RALEIGH, NC 27699-0320

www.osbm.state.nc.us
(919) 733-7061 • Fax: (919) 733-0640
An EEO/AA Employer

Office Location:
5200 Administration Building
116 West Jones Street

North Carolina Railroad Company
Recommendation - S. L. 1999-237

In August, 1999, NCRR and Norfolk Southern announced a new rental agreement for Norfolk Southern's continued operation of the 317 mile line owned by NCRR. Norfolk Southern payments to NCRR (back rental) in excess of $19 million will be used for railroad improvement projects in accordance with the approval of the General Assembly in 1999.

Beginning in 2000, Norfolk Southern will pay approximately $11 million annually for its use of the line, on a net basis, to NCRR. Norfolk Southern is responsible for all freight operations and for maintenance of the tracks. In addition, NCRR receives income from other leases and agreements totaling approximately $450,000 annually.

In the 1999 budget, the General Assembly provided for the use of $19 million of NCRR income available in early 2000 (from the Norfolk Southern agreement) for certain railroad related improvement projects statewide. $10 million of improvements are earmarked for NCRR's freight line in eastern North Carolina for improvements specifically identified in the Norfolk Southern agreement. The 1999 legislation applied the $19 million as an offset to the initial $61 million of state reserve funds set side in 1997 used to acquire the NCRR in 1998, resulting in a current "balance" of $42 million.

The 1997 buy out authorization legislation establishing the reserve fund for the state's acquisition of the remaining NCRR stock resulted in NCRR assuming a demand note payable to the state. We propose to continue to use NCRR income for railroad improvement projects, that the remaining $42 million obligation continue to be reduced by NCRR's Real Estate Investment Trust (REIT) distributions as provided in the 1999 budget provision, and that no interest be due. NCRR's net income is held by NCDOT Rail Division by statute (see N. C. Gen. Stat. section 136-16.6, as amended). The obligation should be reduced to zero no later than 2004 if interest is deferred.

Continuing to offset the reserve fund obligation with NCRR distributions and deferring any interest will resolve a significant tax problem associated with NCRR's REIT structure. As a REIT, for income tax purposes NCRR is required to annually make a "shareholder distribution" to its shareholders of 95% of its "net REIT taxable income" in order to maintain its favorable REIT status. Unless the repayment term were more than 30 years, NCRR cannot cash flow both (i) principal and interest payments to the state on the $42 million "debt" and (ii) 95% shareholder distributions to the state from net income. The technical reason for this is that net income for a REIT (for corporate tax purposes) is not reduced by principal curtailments on debt.

As with the 1999 legislation, any budget provision in this area should be carefully prepared so as not to create technical or other income tax problems for the NCRR and its REIT status.

North Carolina Railroad

Recent Chronology

1997

Sec. 32.20 of S.L. 97-443 authorizes the State Treasurer to invest up to $61 million to purchase the shares of the North Carolina Railroad not owned by the State.

April 1, 1998

The non-State owned common stock of NCRR is acquired by the State for approximately $71 million, financed with the $61 million provided by the General Assembly plus $10 million of dividends held by DOT.

June 30, 1999

HB 168 Section 27.11 provides:

- Any dividends of the NCRR received by the State during the 1999-2000 fiscal year and used as follows shall be applied to reduce the NCRR's obligation:
  - $10,000,000 shall be used to upgrade tracks in eastern North Carolina
  - $6,000,000 shall be used to purchase right-of-way for the Charlotte train station
  - Up to $3,000,000 may be used for the old Burlington station/roundhouse.

HB 168 also establishes the Future of the North Carolina Railroad Study Commission.

August 1999

After two years of negotiations, NCRR and Norfolk Southern reach a trackage rights agreement. Norfolk Southern will continue to operate and maintain the entire NCRR line and will pay NCRR $11 million annually. Norfolk Southern will also pay back rent of approximately $24 million to NCRR.

January 2000

NCRR pays a cash dividend in excess of $19 million to the State of North Carolina, reducing its balance from $61 million to $42 million.

February 1, 2000

State Budget Officer Marvin Dorman submits recommended repayment plan as required by S.L. 1997-443 as amended. The recommendation is to continue to use NCRR income for railroad improvement projects, that the remaining $42 million obligation continue to be reduced by NCRR's distributions as provided in the 1999 budget provision, and that no interest be due.

May 1, 2000

Future of the North Carolina Railroad Study Commission to submit a final report to the General Assembly.

Attachment #2

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

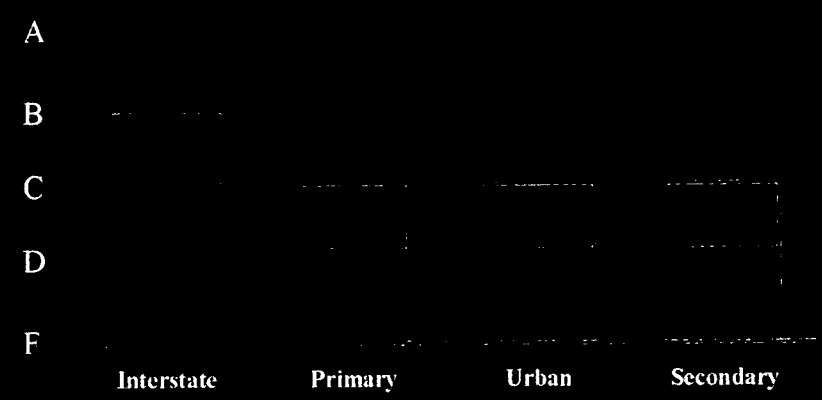
Maintenance Funding Report

May 24, 2000

Condition of the Highway System

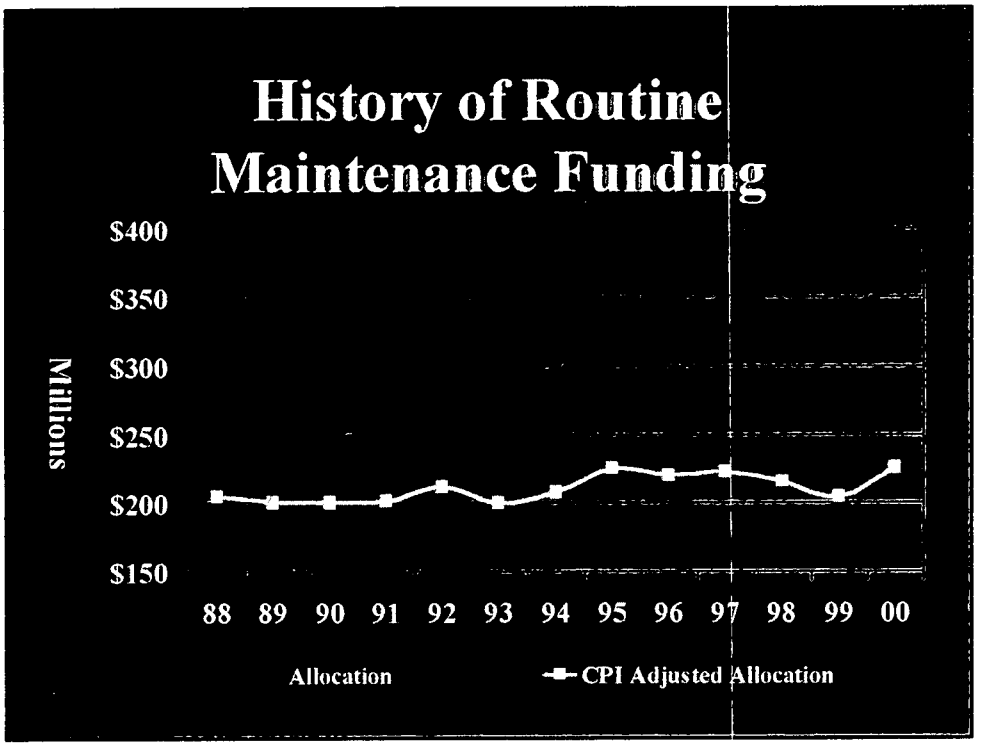
- Pavement Condition Survey
- Bridge Condition Survey
- Maintenance Condition Survey

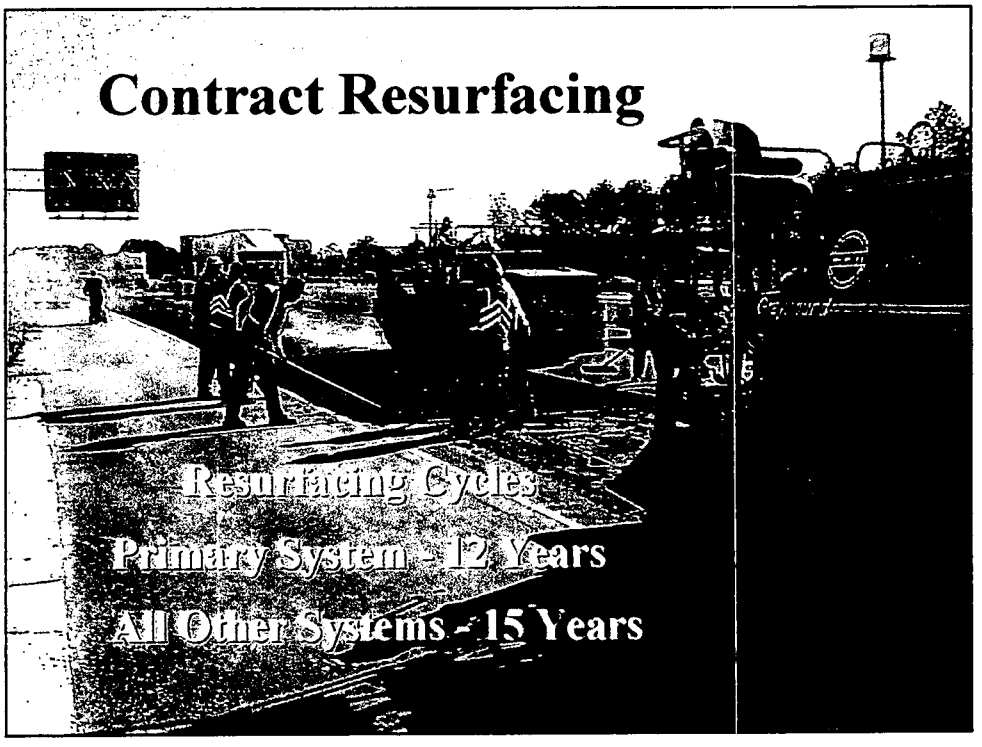
Level of Service

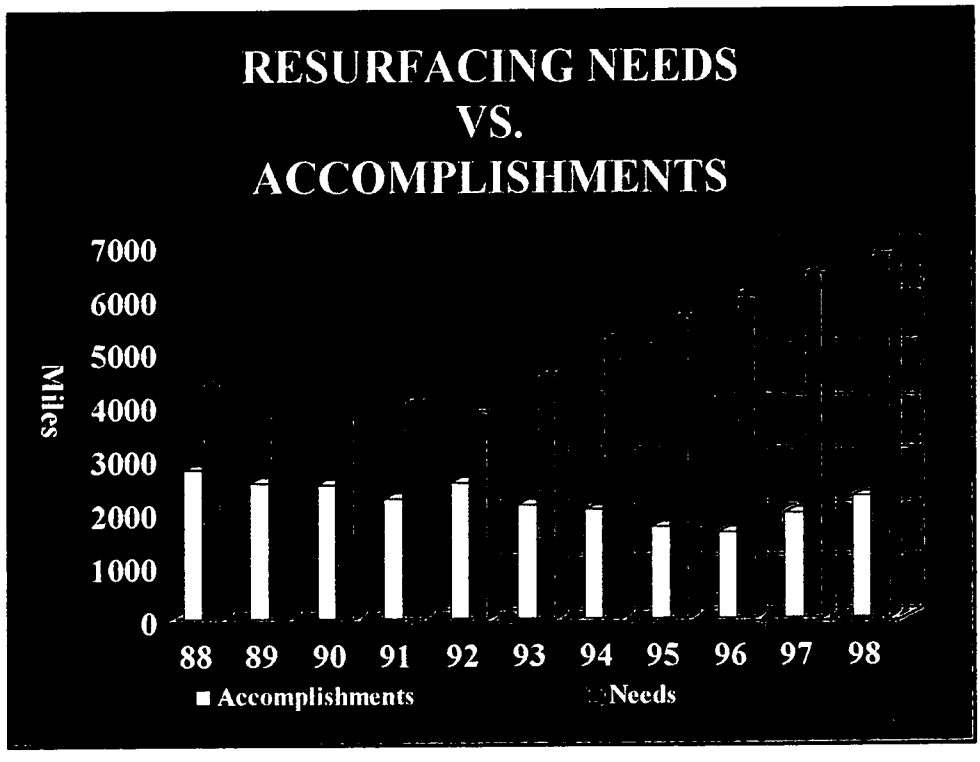


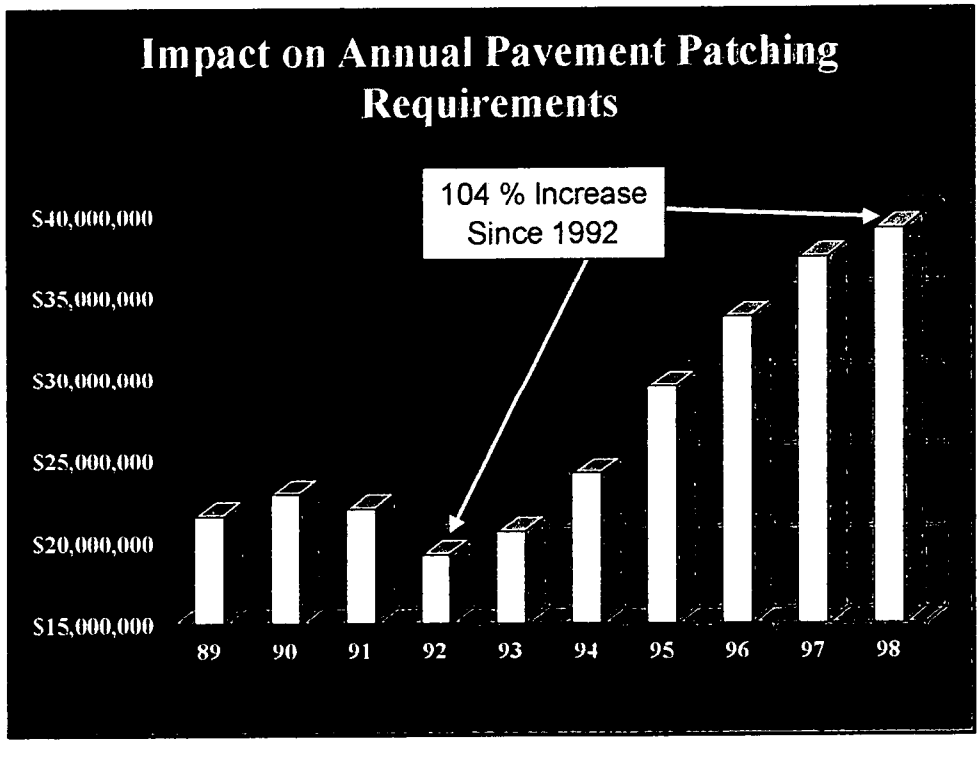
Maintenance Funding Needs (Millions)

	Needs	Budget (00-01)	Shortfall
Routine Maintenance (Roads & Bridges)	$ 509	$ 378	$ 131


History of Routine Maintenance Funding
$400
$350
$300
$250
$200
$150
Millions
88 89 90 91 92 93 94 95 96 97 98 99 00
Allocation
CPI Adjusted Allocation


Contract Resurfacing
Resurfacing Cycles
Primary System - 12 Years
All Other Systems - 15 Years

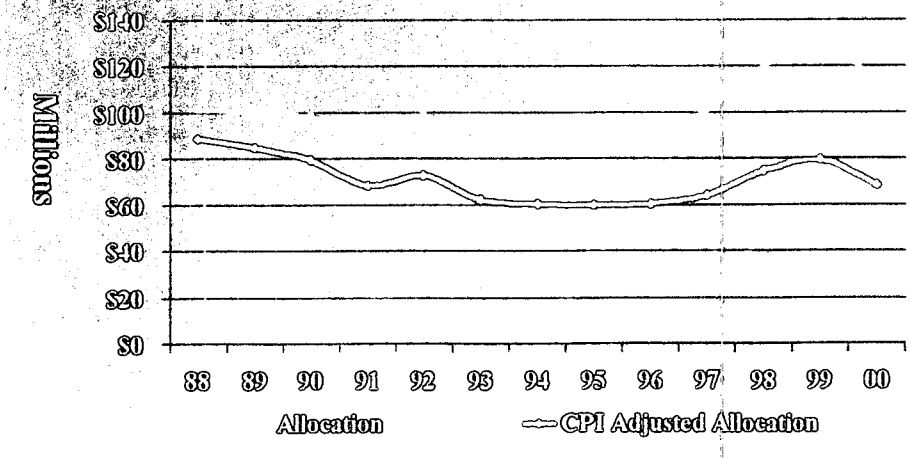

RESURFACING NEEDS
VS.
ACCOMPLISHMENTS
Miles
7000
6000
5000
4000
3000
2000
1000
0
88 89 90 91 92 93 94 95 96 97 98
Accomplishments
Needs


Impact on Annual Pavement Patching Requirements
104 % Increase
Since 1992
$40,000,000
$35,000,000
$30,000,000
$25,000,000
$20,000,000
$15,000,000
89 90 91 92 93 94 95 96 97 98

Maintenance Funding Needs (Millions)

	Needs	Budget (00-01)	Shortfall
Routine Maintenance (Roads & Bridges)	$ 509	$ 378	$ 131
Contract Resurfacing	$ 217	$ 115	$ 102

History of Resurfacing Funding



Emergency/Disaster Needs

Storm	Expenditures (Millions)	DOT Debt (Millions)
Fran	$119.0	$ 19.5
Floyd	$ 60.0 (est.)	$ 15.0 (est.)
Jan. 2000 Snow Storm	$ 18.0 (est.)	$ 12.5 (est.)
Other Storms	$ 22.6	$ 14.0
Grand Total	$219.6	$ 61.0

Maintenance Funding Needs (Millions)

	Needs	Budget (00-01)	Shortfall
Routine Maintenance (Roads & Bridges)	$ 509	$ 378	$ 131
Contract Resurfacing	$ 217	$ 115	$ 102
Disaster Recovery	$ 61	$ 0	$ 61
Grand Total	$ 787	$ 493	$ 294

Statewide Annual Maintenance Funding Plan

	Fiscal Year ($ Millions)				
Maintenance Programs	**2000-2001**	**2001-2002**	**2002-2003**	**2003-2004**	**2004-2005**
Disasters/Emergencies	61.00	15.00	15.00	15.00	15.00
Total Maintenance Needs	509.39	522.01	544.96	568.85	594.23
Total Resurfacing Needs	217.21	227.93	239.17	250.98	263.37
Grand Total	***787.40***	***764.94***	***799.13***	***834.83***	***872.60***
Projected Appropriations	493.07	463.07	463.07	463.07	463.07
Shortfall	***(294.33)***	***(301.87)***	***(336.06)***	***(371.76)***	***(409.53)***

History of Maintenance and Resurfacing Funding

Fiscal Year	Consumer Price Index (CPI)	Maintenance		Resurfacing	
		Allocation	CPI Adjusted	Allocation	CPI Adjusted
88	113.6	$ 232,847,119	$ 204,971,055	$ 100,912,425	$ 88,831,360
89	118.3	$ 237,221,460	$ 200,525,325	$ 100,567,150	$ 85,010,270
90	124.0	$ 248,508,533	$ 200,410,107	$ 98,721,048	$ 79,613,748
91	130.7	$ 263,032,836	$ 201,249,301	$ 89,567,150	$ 68,528,806
92	136.3	$ 289,024,806	$ 212,050,481	$ 99,050,000	$ 72,670,580
93	140.3	$ 280,949,520	$ 200,249,123	$ 87,500,000	$ 62,366,358
94	144.5	$ 300,699,561	$ 208,096,582	$ 87,500,000	$ 60,553,633
95	148.2	$ 334,534,598	$ 225,731,848	$ 89,127,392	$ 60,139,941
96	152.4	$ 336,528,927	$ 220,819,506	$ 91,830,500	$ 60,256,234
97	156.9	$ 350,486,332	$ 223,381,983	$ 100,875,815	$ 64,293,062
98	160.5	$ 346,748,259	$ 216,042,529	$ 119,792,020	$ 74,636,773
99	163.0	$ 333,443,300	$ 204,566,442	$ 130,000,000	$ 79,754,601
2000	166.6	$ 377,117,220	$ 226,360,876	$ 115,952,000	$ 69,599,040

STATEWIDE ANNUAL MAINTENANCE FUNDING PLAN

	FISCAL YEAR - million dollars								
MAINTENANCE PROGRAMS	2000-2001	2001-2002	2002-2003	2003-2004	2004-2005	2005-2006	2006-2007	2007-2008	2008-2009
Disasters/Emergencies	61.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00
Total Maintenance Needs	509.39	522.01	544.96	568.85	594.23	620.93	649.01	678.55	709.62
Total Resurfacing Needs	217.21	227.93	239.17	250.98	263.37	276.38	290.03	304.36	319.40
GRAND TOTAL	787.60	764.94	799.13	834.83	872.60	912.31	954.04	997.91	1,044.02
Projected Appropriations 2000-2009	493.07	463.07*	463.07*	463.07*	463.07*	463.07*	463.07*	463.07*	463.07*
SHORTFALL	($294.53)	($301.87)	($336.06)	($371.76)	($409.53)	($449.24)	($490.97)	($534.84)	($580.95)

* Reduction of $30.0 million of non-reoccurring general maintenance dollars - Action required by the Legislature to continue the $30.0 million transfer.

Appendix B

Attachment #3

IV. Transportation

A. Transportation Program

Total funding in excess of $3.0 billion is required to support the state's Transportation Program for the 2000-01 fiscal year. Approximately $1,240.0 million, or 41% of the total is provided from the traditional Highway Fund. Highway Trust Fund availability adds another $995.5 million of the total, which represents about 33%. Other state funds include General Fund support totaling $15.4 million and departmental receipts of $6.4 million. Federal Aid totals $774.7 million, or 26%.

North Carolina Transportation Program, 2000-01

Budget Code		Highway Fund	Highway Trust Fund	Department Receipts	Federal Funds	General Fund	Total
84210	Administration	$ 65,686,156	$ 5,720,183	$ 568,382	$ -	$ -	$ 71,974,721
	Division of Highways						
84220	Administration	36,495,582	6,748,700	463,675	-	-	43,707,957
84230	Construction	123,002,000	742,165,617	-	736,871,200	-	1,602,038,817
84230	Maintenance	485,569,469	-	-	-	-	485,569,469
84230	Planning and Research	2,959,649	-	-	10,932,436	-	13,892,085
84230	Motor Carrier Safety	897,172					897,172
84230	OSHA Program	425,000	-	-	-	-	425,000
84230	Ferry Operations	18,174,622	-	-	-	-	18,174,622
	State Aid						
84230	Municipalities	87,902,000	49,126,497	-	-	-	137,028,497
84230	Public Transportation	38,246,921	-	-	6,828,057	-	45,074,978
84230	Airports	-	-	-	15,478,062	11,609,165	27,087,227
84230	Railroads	21,507,088	-	-	-	-	21,507,088
84240	Governor's Highway Safety	338,121	-	-	4,567,689	-	4,905,810
84260	Division of Motor Vehicles	93,796,516	4,158,449	5,353,499	-	-	103,308,464
84290	Uncommitted Trust Fund Admin.	-	9,620,554	-	-	-	9,620,554
84270	Other State Agencies	176,966,099	-	-	-	3,825,000	180,791,099
84290	Transfer to General Fund	-	170,000,000	-	-	-	170,000,000
84290	Additional Administrative-Transfer	-	8,000,000	-	-	-	8,000,000
84270	Reserves and Transfers	79,063,605	-	-	-	-	79,063,605
	Total Operating	$1,231,030,000	$995,540,000	$6,385,556	$774,677,444	$15,434,165	$3,023,067,165
84230	Capital Improvements	9,000,000	-	-	-	-	9,000,000
	Grand Total	$1,240,030,000	$995,540,000	$6,385,556	$774,677,444	$15,434,165	$3,032,067,165

B. Highway Fund

The Highway Fund receives its support 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

Highway Fund revenue totaled $1,131.0 million in 1998-99, increasing by 1.6% from the previous year. It is projected that revenue will total $1,156.5 million in 1999-00, and $1,240 million in 2000-01, representing increases of 2.3% and 7.2% respectively. The unusually rapid projected growth in collections in 2000-01 is the result of motor fuel price increases.

Motor fuel consumption is expected to increase at an above average rate of 3.7% in 1999-00, followed by a more typical rate of 3.1%. Motor fuel prices are anticipated to peak in calendar 2000, then decline, but remain above their previous lows. As a result of the lag between the actual wholesale price of motor fuels and changes in the wholesale tax component of the motor fuels tax, fiscal year 2000-01 will feel the largest impact of the recent price increases. It is estimated that collections will total $801.9 million in 1999-00 and $875.3 million in 2000-01, representing growth of 3.4% and 9.2% respectively.

Licenses, Fees, and other state revenue are projected to total $338.6 million in 1999-00, and $350.3 million in 2000-01. This represents a decline in collections of 0.4% in 1999-00, and an increase in revenue of 3.4% in 2000-01. As a result of converting from a four-year to a five-year renewal cycle for driver licenses, collections are projected to decline by 8.5% in 1999-00, and then expand by 7.6% in 2000-01. Normal long-term annual growth is in the 1.5% range. International registration plan collections have been very volatile as other states make-up for payment deficiencies. In 1998-99 collections grew by 21.3%. It is projected that collections will decline by 5.4% in 1999-00, and than expand at a more normal rate of 2.5% the following year. The remaining licenses and fees are projected to expand in the 2.5% to 3% range.

Investment income is projected to total $15.9 million in 1999-00 and $14.4 million in 2000-01. This represents an increase of 2.6% the first year, followed by a 9.5% decline the second. The decline is a result of smaller cash balances as revenue from the 1997 bond issue is depleted.

Highway Fund Revenue, 1999-01

	1998-99 Actual	1999-00 Estimated	2000-01 Projected
Motor Fuels Taxes:			
Motor Fuels Tax	$ 762,888,008	$ 788,860,000	$ 861,860,000
Inspection Fee	12,491,183	12,950,000	13,350,000
Highway Use Registration Fee	162,905	120,000	120,000
Total Motor Fuels Tax	$ 775,542,096	$ 801,930,000	$ 875,330,000
Licenses and Fees:			
Staggered Registration Plan	$ 139,114,535	$ 143,290,000	$ 146,870,000
International Registration Plan	50,791,801	48,060,000	49,260,000
Drivers License Fees	62,278,971	57,000,000	61,320,000
Truck Licenses	56,781,624	58,480,000	60,240,000
Other Licenses and Fees	30,978,863	31,770,000	32,580,000
Total Licenses and Fees	$ 339,945,794	$ 338,600,000	$ 350,270,000
Investment Income	15,541,363	15,940,000	14,430,000
Total Highway Fund Revenue	$1,131,029,253	$1,156,470,000	$1,240,030,000

Condition of the Highway Fund, 2000-01

	1999-00 Estimated	2000-01 Authorized	Net Changes Recommended	2000-01 Recommended
Availability:				
Beginning Credit Balance:				
Estimated Reversions	$ 5,200,000	$ -	$ -	$ -
Overrealized Revenue	-	-	-	-
Subtotal	$ 5,200,000	$ -	$ -	$ -
State Highway Revenue	1,154,690,000	1,194,410,000	45,620,000	1,240,030,000
Total Availability	$1,159,890,000	$1,194,410,000	$ 45,620,000	$1,240,030,000
Expended and Reserved	1,159,890,000	1,181,410,000	58,620,000	1,240,030,000
Ending Credit Balance	$ -	$ 13,000,000	$ (13,000,000)	$ -

Recommended Adjustments

Transportation Administration – 84210

		2000-01
1. **Funds for Additional Insurance Coverage of Facilities** In accordance with analyses performed by the State Property Office and the Department of Insurance an increase in insurance coverage for existing Department of Transportation buildings is requested.	$	125,000
2. **Division of Motor Vehicles Mail Costs and Operations** This request includes $400,000 to pay postage expense due to an increase in the volume of mail for Division of Motor Vehicles. It also includes one-time funds to replace the current mail inserter that is constantly in need of repair.		595,000
3. **Central Warehouse Rental and Staff** Several years ago the Office of the State Auditor was sharply critical of the warehouse conditions and security for sensitive Division of Motor Vehicles items such as vehicle safety stickers, firearms for enforcement, and enforcement uniforms. The Department rented a better warehouse in the summer of 1999 with credit balance funds from 1998-99 to improve the situation. This request is for permanent funding for rent ($292,500), permanent staff and operating costs for the warehouse.		556,914
Number of Positions		4.0
Total Recommended Changes for Transportation Administration	$	1,276,914
Number of Positions		4.0

Transportation Construction and Maintenance – 84230

4. **Municipal Aid (Powell Bill)** This sum is required by law based on revised revenue estimates by the Office of State Budget and Management.	$	192,000
5. **Secondary Roads Construction** This sum is required by law based on revised revenue estimates by the Office of State Budget and Management.		192,000

		2000-01
6.	**Capital Improvements** The Department owns hundreds of facilities statewide. Many are old and dilapidated. The Department has a capital improvement plan that schedules $15 million per year in replacement, repair and renovation. In 1998-99 only $4 million was appropriated and in 1999-00 no capital funding was appropriated. This request will allow the Department to again continue efforts to provide needed buildings, maintenance facilities and repairs across the state.	$ 9,000,000
7.	**Operating and Capital Assistance to Public Transit** During the 1999 session of the General Assembly the legislature added $5.2 million to the 1999-00 public transportation budget. Of that amount, $4.9 million was for operating assistance grants to the urban bus systems throughout the state and $300,000 was for capital assistance to rural transit systems. The funds for the 1999 appropriation came from a one-time source and will not be available in the future. This request is to continue to fund these very important needs on a continuing basis from Highway Fund availability.	5,200,000
8.	**Highway Maintenance** Highway maintenance continues to be a tremendous need across our state. In past years a backlog ranging from $200 million to $300 million has been constant and highway fund appropriations have not been available to remove the backlog and establish a routine maintenance schedule to keep up with the demand. This request will provide additional funds to help meet this critical need.	23,500,000
	Total Recommended Changes for Transportation Construction and Maintenance	$ 38,084,000

Division of Motor Vehicles– 84260

9.	**Driver License Lease Agreements Renewals** Funds are requested to pay for increases in the annual lease agreements for 19 driver license offices located across the state. The lease agreements will cover rental, utilities and janitorial services. The leases that are expiring will be renewed at higher rates.	$ 183,025

		2000-01
10. **Emissions and Safety Inspection Stickers** The Emissions Program now requires a sticker that is bar coded for tracking purposes. Since the inspection centers have only one piece of equipment for both emissions and safety inspections the sticker that is applied to the windshields of inspected vehicles must now have bar coding. This request will help supply the newly redesigned stickers.	$	194,000
11. **Additional Hearing Officers** The Division of Motor Vehicles currently has 23 Hearing Officers who conduct hearings across the state pertaining to driver license revocations. State law requires a hearing to be conducted within 60 days of a driver's request. With the current number of hearing officers it is difficult and sometimes impossible to comply. The Department projects an increase in the number of DWI violations and suspensions resulting in an increase in requested hearings. This request will provide for three additional Hearing Officers that will help afford drivers a hearing within the timeframe prescribed by law.		136,059
Number of Positions		3.0
12. **West Raleigh Office Lease** The West Raleigh Division of Motor Vehicles office just off Blue Ridge Road is inadequate. The Capital Improvement request contains funds to replace that facility and also provide space to house the Division of Motor Vehicles Enforcement Office that is also located in the same area. Until the new facility is completed it will be necessary to lease space to continue to serve the citizens in that area.		296,200
Total Recommended Changes for Division of Motor Vehicles	$	809,284
Number of Positions		3.0

Reserves and Transfers – 84270

13. **Leaking Underground Storage Tank Trust Fund** This sum is required by law based on revised revenue estimates by the Office of State Budget and Management.	$	200,000

		2000-01
14.	**Driver Education** This increase is requested by the Department of Public Instruction to provide for increased enrollment in the target age group.	$ 449,802
15.	**3% Salary Increase for Highway Fund Supported Positions** This amount was set aside but not budgeted during the 1999 Legislative Session. It will provide for a 3% salary increase for all positions currently funded from Highway Fund Appropriations.	13,000,000
16.	**Reserve for Division of Motor Vehicles Systems Maintenance** The Division of Motor Vehicles has implemented numerous automated systems to administer the motor vehicle and driver laws of the state. The systems include (STARS) Vehicle Registration, (SADLS) Driver Licensing, (CRASH) Traffic Records, (IRP) International Registration Plan and several other smaller systems each requiring continual maintenance and functional modifications. This work is currently done primarily by contracted services and costs approximately $5 million per year with a budget of $1 million. The Department has used funds from the credit balance in the past to meet these critical needs. The Department is also requesting that these funds be placed in a reserve so as to allow them to look at any benefits that may be derived by changing to having the work done in house as opposed to contracting.	3,300,000
17.	**Highway Patrol Overtime Pay** An increase in Highway Funds budgeted to support the Highway Patrol is recommended to implement overtime pay in lieu of compensatory leave. Currently there are no funds budgeted for the Highway Patrol to pay overtime. These funds would assist in the effort to increase manpower as opposed to decreasing coverage through the practice of troopers taking compensatory time off.	1,500,000
	Total Recommended Changes for Reserves and Transfers	$ 18,449,802
	Total Recommended Changes for Department of Transportation	$ 58,620,000
	Number of Positions	7.0

Changes to the 2000-01 Highway Fund Budget
(Highway Fund Appropriations Only)

	2000-01 Previously Authorized	Revision	2000-01 Revised Appropriation
DOT-General Administration	$ 64,409,242	$ 1,276,914	$ 65,686,156
Highway Division Administration	36,495,582	-	36,495,582
State Match for Federal Aid-Planning and Research	2,959,649	-	2,959,649
Construction Program:			
State Secondary System	$ 87,710,000	$ 192,000	$ 87,902,000
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
Total Construction Program	$ 122,810,000	$ 192,000	$ 123,002,000
Maintenance Program:			
Primary System	$ 114,393,724	$ -	$ 114,393,724
Secondary System	195,247,571	-	195,247,571
Urban System	37,475,926	-	37,475,926
Contract Resurfacing	114,952,248	23,500,000	138,452,248
Total Maintenance Program	$ 462,069,469	$ 23,500,000	$ 485,569,469
Ferry Operations	$ 18,174,622	$ -	$ 18,174,622
Motor Carrier Safety	897,172	-	897,172
State Aid to Municipalities	87,710,000	192,000	87,902,000
State Aid to Railroads	21,507,088	-	21,507,088
State Aid for Public Transportation	33,046,921	5,200,000	38,246,921
OSHA Program	425,000	-	425,000
Governor's Highway Safety Program	338,121	-	338,121
Division of Motor Vehicles	92,987,232	809,284	93,796,516
Total Department of Transportation	$ 943,830,098	$ 31,170,198	$ 975,000,296

2000-01 Recommended Changes
Transportation – Continued

	2000-01 Previously Authorized	Revision	2000-01 Revised Appropriation
Appropriations to Other State Agencies:			
Agriculture	$ 3,339,686	$ -	$ 3,339,686
Revenue	3,018,692	-	3,018,692
State Treasurer-Sales Tax	13,800,000	-	13,800,000
Public Instruction-Driver Education	26,201,384	449,802	26,651,186
Crime Control and Public Safety-Highway Patrol	121,745,269	-	121,745,269
Environment, and Natural Resources:			
LUST Trust Fund	6,791,622	200,000	6,991,622
Health and Human Services:			
Chemical Test	419,644	-	419,644
Global Transpark	1,000,000	-	1,000,000
Total-Other State Agencies	$ 176,316,297	$ 649,802	$ 176,966,099
Reserves and Transfers:			
Legislative Salary Increase	$ 25,668,715	$ 13,000,000	$ 38,668,715
Salary Adjustment	200,000	-	200,000
DMV Pay Equity	3,390,708	-	3,390,708
Minority Contractor Development	150,000	-	150,000
State Fire Protection Grant	150,000	-	150,000
DMV Vehicle Seizure	29,182	-	29,182
State Health Plan	7,000,000	-	7,000,000
Reserve for General Maintenance	31,000,000	-	31,000,000
Stormwater Discharge Permit	500,000	-	500,000
DMV Systems Maintenance	-	3,300,000	3,300,000
Additional Administrative Transfer	(8,000,000)	-	(8,000,000)
Additional Funding for Visitor Centers	175,000	-	175,000
Highway Patrol Overtime	-	1,500,000	1,500,000
Prescription Drug Card Program	1,000,000	-	1,000,000
Total Reserves and Transfers	$ 61,263,605	$ 17,800,000	$ 79,063,605
Total Current Operations	$1,181,410,000	$ 49,620,000	$1,231,030,000
Capital Improvements	-	9,000,000	9,000,000
Total Highway Fund Appropriation	$1,181,410,000	$ 58,620,000	$1,240,030,000

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; and (4) interest earned from investment of the Trust Fund cash balance by the State Treasurer. Effective July 1, 1996, all revenue from Title Fees is deposited in the Highway Trust Fund. In addition to the revenues above, there has been a transfer from the Highway Fund each year as required by G.S. 136-183, but this transfer was deleted for the biennium.

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 Roads Construction and Aid to Municipalities. Formula funding for administration as well as for the mentioned purposes is likewise included in the legislation.

1. Revenue

Highway Trust Fund revenue is projected to total $935 million in 1999-00 and $995 million in 2000-01. This represent increases of 7.0% and 6.5% respectively. One-fourth of motor fuels tax collections is dedicated to the Highway Trust Fund. The revenue is projected to total $262.9 million in 1999-00 and $287.3 million in 2000-01. This represents increases of 3.2% and 9.3% respectively. The rapid growth in collections is a result of increases in motor fuel prices. Although prices are expected to peak in calendar 2000, as a result n the lag between price changes and changes in the wholesale price component of the motor fuel tax, most of the impact of recent price increases will be felt in fiscal 2000-01. Reflecting strong motor vehicle sales, motor vehicle use tax collections are projected to be 10.9% in 1999-00 and 7.5% in 2000-01. Other Trust Fund fees are anticipated to increase in the 3.0% range during this period. Investment income is project to decline by 5% in 1999-00 and 20% in 2000-01. The cash balance of the Trust Fund is anticipated to decline as revenue for the1997 bond sales is depleted.

Highway Trust Fund Revenue, 1999-01

	1998-99 Actual	1999-00 Estimated	2000-01 Projected
Anticipated Collections:			
Motor Fuel Taxes	$ 254,740,680	$ 262,926,000	$ 287,258,000
Highway Use Tax	489,513,431	542,867,000	583,582,000
Title Fees:			
Certificates of Title	78,154,154	80,499,000	82,833,000
Miscellaneous Title Fees	12,098,359	12,504,000	12,891,000
Investments Income	39,323,555	36,220,000	28,976,000
Total Highway Trust Fund Revenue	$ 873,830,179	$ 935,016,000	$ 995,540,000

Condition of the Highway Trust Fund, 2000-01

	1999-00 Authorized	2000-01 Authorized	Net Changes Recommended	2000-01 Recommended
Availability:				
Beginning Credit Balance	$ -	$ -		$ -
Highway Trust Fund Revenue	880,044,000	912,060,000	83,480,000	995,540,000
Total Availability	$880,044,000	$912,060,000	$ 83,480,000	$995,540,000
Expenditures and Commitments:				
Authorized Budget	$710,044,000	$742,060,000	$ 83,480,000	$825,540,000
Transfer to General Fund (1)	170,000,000	170,000,000	-	170,000,000
Total Expenditures & Commitments	$880,044,000	$912,060,000	$ 83,480,000	$995,540,000
Ending Credit Balance	$ -	$ -	$ -	$ -

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

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 2000-01 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 2000-01 Highway Trust Fund Budget

	2000-01 Previously Authorized	Revision	2000-01 Revised Appropriation
Department of Transportation:			
Maximum Allowance for Administration	$ 30,128,464	$ 4,119,422	$ 34,247,886
Construction Allocation:			
Intrastate System	419,674,677	48,538,626	468,213,303
Urban Loop System	169,698,962	19,626,998	189,325,960
Secondary Roads	78,524,234	6,102,120	84,626,354
State Aid to Municipalities	44,033,663	5,092,834	49,126,497
Transfer to the General Fund (1)	170,000,000	-	170,000,000
Total Highway Trust Fund	$912,060,000	$ 83,480,000	$995,540,000

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

DEPARTMENT OF TRANSPORTATION
GENERAL SERVICES DIVISION
CAPITAL IMPROVEMENT PROGRAM
ANNUAL BUDGET
2000 – 2001

ORDER	DIVISION	LOCATION	EXISTING / PROPOSED BUILDING NAME	APPROPRIATION
1	DMV	RALEIGH	DMV BUILDING, LAND PURCHASE	0
2	10	ALBEMARLE	DIVISION OFFICE HVAC REPLACEMENT, SITE DEVELOPMENT	0
3	FERRY	HATTERAS	NORTH SHORE OPERATIONS CENTER	0
4	N/A	RALEIGH	MAINTENANCE / EQUIPMENT OFFICE RENOVATIONS	850,000
5	11	N.WILKESBORO	CONSOLIDATE / REPLACE ROAD & BRD. MNT. OFFICES / WHSE.	855,000
6	9	WINSTON-SALEM	DIVISION OPERATIONS YARD LAND PURCHASE	400,000
7	13	MARS HILL	SUB-MAINTENANCE YARD, DESIGN	30,000
8	FERRY	PAMLICO RIVER	NORTH DOCK OFFICE / REST AREA, CONSTRUCTION	820,000
9	DMV	WENTWORTH	DMV OFFICE, DESIGN	70,000
10	5	GILLBURG	EQUIPMENT SHOP, CONSTRUCTION	1,135,000
11	5	HENDERSON	DISTRICT OFFICE, CONSTRUCTION	498,000
12	2	NEW BERN	DIST./ RES. ENGR. OFFICE, CONSTRUCTION	664,000
13	3	JACKSONVILLE	DIST./ RES. ENGR. OFFICE, CONSTRUCTION	664,000
14	DMV	CHARLOTTE	OFFICE, LAND PURCHASE	1,015,000
15	DMV	GREENSBORO	DMV OFFICE, CONSTRUCTION	1,659,000
16	DMV	GRAHAM	DMV OFFICE, SITE DEVELOPMENT	120,000
17	ALL	STATEWIDE	SALT STORAGE	120,000
18	DMV	STATEWIDE	DMV-MISC. SMALL OFFICE ADDITIONS	100,000
			FISCAL YEAR'S TOTAL	9,000,000

Attachment #4

Department of Transportation
Capital Improvement Budget
2000-2001

Priority	Location	Description	Request
1. Raleigh		New DMV Building Land Purchase	0

96-97	Appropriation	$650,000	Balance	$403,860
97-98	Appropriation	$1,000,000	Balance	$997,200
98-99	Appropriation	$483,000	Balance	$476,000
			Total	$1, 877,060

Design and Site Work

This request is to use up to $1,877,060 balance in previous appropriations to fund land purchase for a new DMV Building.

2. Albemarle Division 10	Office Renovations	0
Stanly County/Anson County	Salt Storage	
Stanly County	DOC Property/Facility Renovation	

Receipts from sale of Anson County Borrow Pit $320,000(Est)

3. Ferry Division	Hatteras Visitor Center/Crew Quarters	0

Federal Funded TIP Project $2,500,000(Est)

Build new and expanded Visitor Center on current site
Purchase property and construct crew quarters to replace leased space

4. Raleigh Central Maintenance and Equipment Office Renovations $850,000

Renovated existing facility to provide additional office space

5. North Wilkesboro Division 11	New Maintenance Office	$855,000
97-98 Appropriation Balance	$283,500	
Division Office Land Purchase/Design		

Proposed New Division Office requires constructing new bridge maintenance office/warehouse

6. Winston Salem Division 9 Land Purchase Maintenance Yard $400,000
94-95 Appropriation Balance $295,700
Division Office Land Purchase

Private Property adjacent to existing maintenance yard needed for expansion

7. Mars Hill Division 13 Sub Maintenance Yard Design $30,000

Relocate existing inadequate facilities near new I-26

8. Ferry Division Pamlico River North Shore Office/Rest Area $820,000

Replace small, inadequate facilities at existing site

9. DMV Wentworth DMV Office, Design $70,000

Move DMV offices in Reidsville to state owned property in Wentworth

10. Gillburg Division 5 Equipment Shop Construction $1,135,000

Replace existing small, inadequate facility

11. Henderson Division 5 District Office Construction $498,000

Replace existing leased modular facility

12. New Bern Division 2 District/Resident Engineers Office $664,000

Consolidate old, inadequate District Engineer's office with Resident Engineer currently in a leased modular

13. Jacksonville Division 3 District/Resident Engineer's office $664,000

Consolidate small, inadequate District Engineer's office with Resident Engineer currently in a leased modular

14. DMV Charlotte New DMV, Highway Patrol Land Purchase $1,015,000

Land purchase for new DMV/HP to replace existing leased space

15. DMV Greensboro DMV Office Construction $1,659,000

Construct new DMV offices to relieve crowded conditions at other locations in Guilford County

16. DMV Graham	DMV Office Site Development	$120,000

Site development for new office originally planned at the existing location

17. Statewide	Salt Storage	$240,000

Continue statewide program to replace old, inadequate salt storage facilities

18. DMV Statewide	Small Office Additions	$100,000

Small office additions statewide to handle expanded emissions

Total- $9,000,000

CWL/05-00

VISITOR REGISTRATION SHEET

Joint Appropriations Subcommittee on Transportation — May 25, 2000

Name of Committee — **Date**

VISITORS: PLEASE SIGN IN BELOW AND RETURN TO COMMITTEE CLERK

NAME	FIRM OR AGENCY AND ADDRESS
Seth Whitaker	House Appropriations Staff
Wayne Stallings	NCDOT
Mercidee Benton	NCDOT
C. A. GARDNER	CAPA
Christie Barbee	CAPA
Cathy Matthews	DMV
Debby Pesoten	DMV
Michael Bryant	DMV
Carol Simm	DMV
Cameron Lee	DOT
Hope Mozingo	NCDOT - DMV

VISITOR REGISTRATION SHEET

Joint Appropriations Subcommittee on Transportation — May 25, 2000

Name of Committee — **Date**

VISITORS: PLEASE SIGN IN BELOW AND RETURN TO COMMITTEE CLERK

NAME	FIRM OR AGENCY AND ADDRESS
LT B. M. CROSS	NCDNW ENF
John Long	Martin Marietta
Jennifer Brandenburg	NCDOT
George Gibson	"
David Allsbrook	"
Larry Love	"
Kate Venters	NCRR
Don Goins	NCDOT.
Wayne Hurder	DMV
Denny Rogers	NC DOT
VL McBride	NCDOT

VISITOR REGISTRATION SHEET

Joint Appropriations Subcommittee on Transportation — May 25, 2000

Name of Committee — **Date**

VISITORS: PLEASE SIGN IN BELOW AND RETURN TO COMMITTEE CLERK

NAME	FIRM OR AGENCY AND ADDRESS
Fred Aiken	NC Aggregates Assn.
Gary Walker	ALLTEL
Ruth Sappie	NCDOT
Robert Powell	OSBM
MILTON ALFORD	OSBM
Coles PERRY	NCGA staff
Natalie English	Charlotte Chamber
Wally Roadrunner	TWC
Glenn LAMAR	U.T.U.
Richard Westbrook	UTU
Tommy Hamilton	Lobbyist

VISITOR REGISTRATION SHEET

Joint Appropriations Subcommittee on Transportation — May 25, 2000

Name of Committee — **Date**

VISITORS: PLEASE SIGN IN BELOW AND RETURN TO COMMITTEE CLERK

NAME	FIRM OR AGENCY AND ADDRESS
Mike Shea	NC State AFL CIO

NORTH CAROLINA HOUSE OF REPRESENTATIVES
COMMITTEE MEETING NOTICE

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

DAY & DATE: **TUESDAY - MAY 30, 2000**

TIME: **9:00 a.m.**

LOCATION: **1228/1327**

The following bills will be considered (Bill # & Short Title):

Respectfully,

Representative Nelson Cole, Chair
Representative Jim Crawford, Chair

I hereby certify this notice was filed by the committee clerk at the following offices at **11:00 AM** on **MAY 25, 2000**.

___Principal Clerk
___Reading Clerk - House Chamber

Linda Winstead (Committee Clerk)

VISITOR REGISTRATION SHEET

Joint Appro Trans — 5-30-00
Name of Committee — Date

VISITORS: PLEASE SIGN BELOW AND RETURN TO COMMITTEE CLERK

NAME	FIRM OR AGENCY AND ADDRESS
Charlie Diehl	NC Trucking Assn.
V. McBride	NCPA
Mercedee Benton	NC DOT
Milton Alford	OSBM
Glenn Lamm	UTU.
Cathy Matthews	DMV
Debby Pesiten	DMV
Michael A Bryant	DMV
Christopher B Barbee	CAPA
Gary McLand	CCPS
Ruth Sappie	NCDOT
Wayne Stallings	NCDOT
Wally Cyote	Ariz.
Carol Simon	DMV
Sandra Long	Martin Marietta
Robert Glaser	NC Auto Dealers Assn.
David Meredith	NC State Grange
Mark Gerson	Legislative Group
Kevin Howell	Gov's Office
[illegible]	Pre-mtg
Emily Meeker	CCNC
Donald Knight	NC Sierra

AGENDA

Joint Appropriations Subcommittee on Transportation

May 30, 2000
9:00am
RM1228/1327 Legislative Building

Chairs
Representative Nelson Cole
Representative James Crawford
Senator Wib Gulley

- DOT Strategic Plan
  Janet D'Ignazio, Chief Planning and Environmental Officer, DOT

- Response to Committee Questions
  State Highway Patrol

AGENDA

Joint Appropriations Subcommittee on Transportation

May 30, 2000
9:00am
RM1228/1327 Legislative Building

Chairs
Representative Nelson Cole
Representative James Crawford
Senator Wib Gulley

- DOT Strategic Plan
  Janet D'Ignazio, Chief Planning and Environmental Officer, DOT

- Response to Committee Questions
  State Highway Patrol

MINUTES
JOINT APPROPRIATIONS SUBCOMMITTEE ON TRANSPORTATION
May 30, 2000

The Joint Appropriations Subcommittee on Transportation met on Tuesday, May 30, 2000 in Room 1228/1327 of the Legislative Building at 9:00 a.m. The following members were present: Co-Chairmen Crawford and Cole, Representatives Bowie, Davis, Hall, Hurley, McAllister, McMahan, Melton, Saunders, and Sutton. Six senators attended. Giles Perry, Evan Rodewald and Bob Weiss, staff counselors, attended. Representative Crawford presided and introduced the pages for the day. A visitor registration list is attached and made part of these minutes.

DOT Strategic Plan

Chairman Crawford introduced Janet D'Ignazio, DOT Chief Planning and Environmental Officer, (slide presentation and handout including electronic feedback sheet). About a year ago, the department began looking at its long-range planning process and developed the policy document that will guide the programs and services. The federal government requires a 25-year long-range program plan. The strategic plan was developed using focus groups that included department employees, the public, transportation professionals, elected officials, etc. The plan includes mission, vision, goals, objectives, strategies, and values, and Ms. D'Ignazio discussed each element.

Response to Committee Questions

Chairman Crawford introduced Greg McCloud with the State Highway Patrol (handout) to respond to questions the committee raised at a prior meeting. Attachment 1 showed the number of hours and percentage of time sworn Highway Patrol employees worked special assignments and a breakdown of non-profit and for-profit events. Discussion centered around distinguishing between non-profit and for-profit events and requiring reimbursement from for-profit sponsors. Time did not allow for discussing Attachments 2-4; however, the Highway Patrol has submitted its recommendations to the General Assembly.

The meeting adjourned at 10:00.

Respectfully submitted,

James W. Crawford Jr.
Representative Jim Crawford
Presiding Chairman

Linda S. Winstead
Linda S. Winstead
Committee Assistant

North Carolina Department of Crime Control and Public Safety

James B. Hunt Jr., Governor | David E. Kelly, Secretary

MEMORANDUM

TO: Members of the Joint Transportation Appropriations Subcommittee

FROM: David E. Kelly
Secretary

DATE: May 26, 2000

RE: Request for information

The attached information is in response to questions posed by Members of the Committee.

Attachment 1 - Percentage of time/summary of hours NCSHP sworn personnel spent on traffic direction special assignments in 1999

Attachment 2 - Selected North Carolina and NCSHP traffic and activities statistics: 1973-1998 **(Amended to include total violations charged and violations percent change from 1973-1998)**

Attachment 3 - Allotted and assigned personnel for Lee County

Attachment 4 - Analysis of overtime pay versus new troopers

If I can be of any further assistance please do not hesitate to contact me.

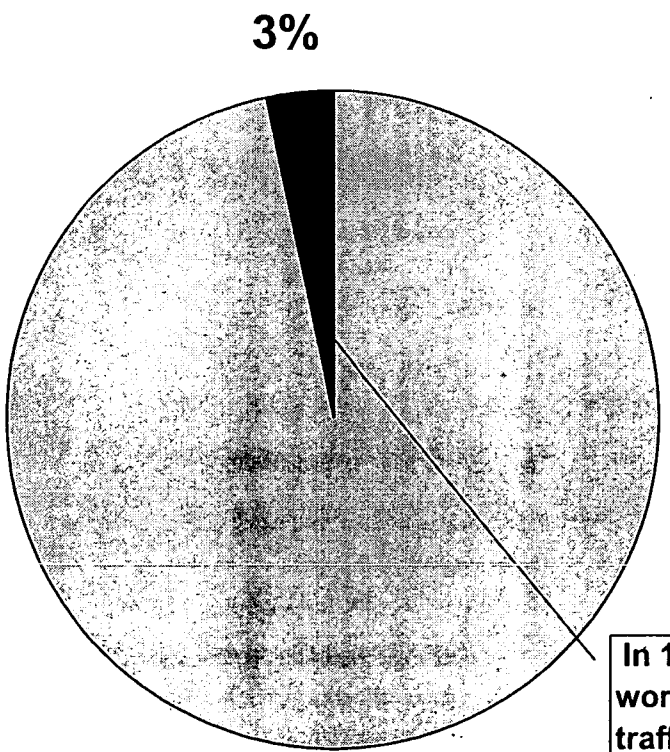
MAILING ADDRESS:
4701 Mail Service Center
Raleigh, NC 27699-4701
Telephone: (919) 733-2126

www.NCCrimeControl.org
An Equal Opportunity/Affirmative Action Employer

OFFICE LOCATION:
512 N. Salisbury Street
Raleigh, NC 27604-1159
Fax: (919) 715-8477

Attachment 1 - Percentage of time/summary of hours NCSHP sworn personnel spent on traffic direction special assignments in 1999

Percent of Time NCSHP Sworn Employees Spent on Traffic Direction Special Assignments



In 1999, NCSHP sworn employees worked a total of 82,135 hours on traffic direction assignments. This is 3% of the total time sworn employees worked in 1999.

Source: NCSHP Field Operations and Research and Planing Sections
(data taken from HP-335 Form)

Summary of Hours Worked on Traffic Direction Special Assignment Events by Sworn SHP Employees: 1999

Rank/Position	Non-Profit Events	For-Profit Events	TOTAL
Captain	576	422	998
Lieutenant	748	507	1,255
First Sergeant	1,233	932	2,165
Line Sergeant	4,479	4,253	8,732
Trooper	23,392	45,593	68,985
TOTAL	30,428	51,707	82,135

Source: NCSHP Field Operations and Research and Planning Sections (data taken from HP-335 Form)

Attachment 2 - Selected North Carolina and NCSHP traffic and activities statistics: 1973-1998 (Amended to include total violations charged and violations percent change from 1973-1998)

Attachment 2: Selected North Carolina & SHP Traffic and Activities Statistics: 1973-1998 (Amended)

Year	SHP Sworn Compliment	Compliment Percent Change	Vehicle Miles (10 million)	Veh. Miles Percent Change	Licensed Drivers (thousands)	Lic. Drivers Percent Change	Total Violations Charged	Violations Percent Change
1973	1,164	n/a	3,897	n/a	3,060	n/a	406,789	n/a
1974	1,164	0%	3,602	-8%	3,161	3%	447,091	10%
1975	1,164	0%	3,640	1%	3,294	4%	480,583	7%
1976	1,139	-2%	3,860	6%	3,403	3%	436,080	-9%
1977	1,138	0%	4,031	4%	3,490	3%	452,239	4%
1978	1,138	0%	4,250	5%	3,599	3%	545,964	21%
1979	1,138	0%	4,208	-1%	3,692	3%	527,761	-3%
1980	1,137	0%	4,123	-2%	3,777	2%	528,581	0%
1981	1,137	0%	4,206	2%	3,831	1%	475,824	-10%
1982	1,137	0%	4,310	2%	3,903	2%	424,985	-11%
1983	1,137	0%	4,504	5%	4,215	8%	450,406	6%
1984	1,137	0%	4,805	7%	4,490	7%	468,796	4%
1985	1,137	0%	4,992	4%	4,123	-8%	473,188	1%
1986	1,187	4%	5,288	6%	4,244	3%	552,234	17%
1987	1,207	2%	5,460	3%	4,319	2%	615,555	11%
1988	1,227	2%	5,778	6%	4,422	2%	684,006	11%
1989	1,245	1%	6,088	5%	4,485	1%	742,363	9%
1990	1,260	1%	6,275	3%	4,553	2%	787,889	6%
1991	1,260	0%	6,489	3%	4,544	0%	788,157	0%
1992	1,260	0%	6,680	3%	4,655	2%	805,611	2%

Year	SHP Sworn Compliment	Compliment Percent Change	Vehicle Miles (10 million)	Veh. Miles Percent Change	Licensed Drivers (thousands)	Lic. Drivers Percent Change	Total Violations Charged	Violations Percent Change
1993	1,310	4%	6,949	4%	4,685	1%	787,120	-2%
1994	1,355	3%	7,192	3%	4,890	4%	832,657	6%
1995	1,380	2%	7,445	4%	5,060	3%	855,181	3%
1996	1,380	0%	7,861	6%	5,174	2%	848,090	-1%
1997	1,380	0%	8,183	4%	5,781	12%	853,355	1%
1998	1,415	3%	8,515	4%	5,477	-5%	823,484	-4%
Percent Increase '73-'98	n/a	22%	n/a	118%	n/a	79%	n/a	102%

"Violations Charged" refers to SHP personnel only. Source: NCSHP *Activities and Review* publications and the NC DMV *Traffic Crash Facts 1998*

Attachment 3 - Allotted and assigned personnel for Lee County

ALLOTTED VS. ACTUAL PERSONNEL

T/D	COUNTY		TROOPERS ALLOTTED	TROOPERS ASSIGNED	TROOPERS +/-	SERGEANTS ALLOTTED	SERGEANTS ASSIGNED	SERGEANTS +/-
D X			0	0	0	1	1	0
D 1	CHATHAM	019	10	10	0	1	1	0
	LEE	053	7	7	0	1	1	0
	TOTAL		17	17	0	2	2	0
D 2	GUILFORD	041	32	30	2-	4	4	0
	TOTAL		32	30	2-	4	4	0
D 3	ROCKINGHAM	079	14	14	0	2	2	0
	TOTAL		14	14	0	2	2	0
D 4	CASWELL	017	6	6	0	1	1	0
	PERSON	073	6	7	1	1	1	0
	TOTAL		12	13	1	2	2	0
D 5	ALAMANCE	001	15	15	0	2	2	0
	ORANGE	068	12	11	1-	1	1	0
	TOTAL		27	26	1-	3	3	0
D 6	RANDOLPH	076	18	18	0	2	2	0
	TOTAL		18	18	0	2	2	0
TOTAL TROOP D			120	118	2-	16	16	0

Attachment 4 - Analysis of overtime pay versus new troopers

DEPARTMENT OF CRIME CONTROL AND PUBLIC SAFETY
STATE HIGHWAY PATROL
ANALYSIS OF OVERTIME PAY VERSUS NEW POSITIONS
MAY 26, 2000

	FY01	FY02	FY03	FY04	FY05	TOTAL
Overtime Pay*	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	7,500,000

(Equates to 28 Troopers)

*Results in immediate enforcement impact from day one.

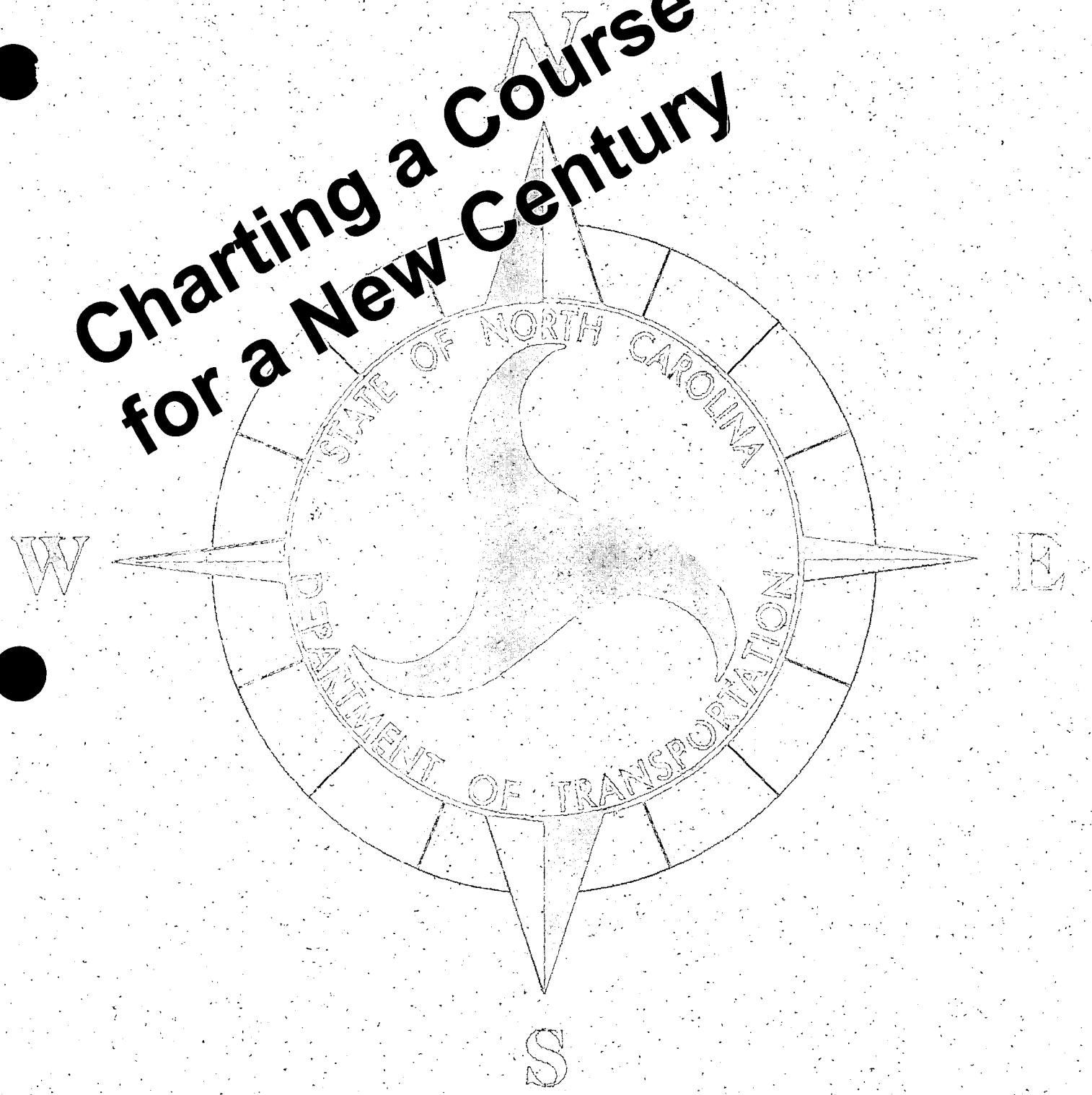
	FY01	FY02	FY03	FY04	FY05	TOTAL
Hiring 28 New Troopers**	2,520,000	1,260,000	1,260,000	1,260,000	1,260,000	7,560,000

Approximate Cost for New Trooper

First Year	90,000
Subsequent Years	45,000

**The day a cadet enters NCSHP Basic School it takes approximately 10-12 months before a new Trooper is on the road taking enforcement action

Charting a Course for a New Century



Strategic Plan for Transportation in the 21st Century

Draft - 4/00

The Strategic Plan is the Board of Transportation Policy Document that will guide the programs and services of the North Carolina Department of Transportation.

Mission

Provide and support an integrated transportation system and related services that enhance the state's well-being.

Guiding Principles

- Balance
- Effective Decision-Making
- Partnership
- Choices
- Integrity
- Performance Excellence
- Stewardship
- Customer Focus
- Open Communication
- Safety

System Vision (External)

The Transportation System in North Carolina will provide safe, affordable choices for the movement of all people and products. The system will support and sustain economic opportunities throughout the state. It will be a well-maintained, reliable, multi-modal and connected system that is considerate of local land use plans, natural resources and the environment. This system will be planned and operated in partnership with communities, local, regional, state and federal agencies, and private entities.

Department Vision (Internal)

The North Carolina Department of Transportation will make decisions in an open and collaborative manner that is responsive to the needs of its customers and employees. The department will promote a safe, desirable working environment and will invest in the continuous improvement and development of the organization and its employees. Employees will be customer friendly, technically competent, fiscally responsible, and environmentally sensitive.

Draft - 4/00

The North Carolina Department of Transportation desires your feedback on the following elements of the Department's Strategic Plan. Please check the box representing your opinion for each statement. Please feel free to mark editorial suggestions for any statements directly on this form. Thank you for your participation.

	Agree	No Opinion	Disagree
Mission Provide and support an integrated transportation system and related services that enhance the state's well-being.	❑	❑	❑
Guiding Principles • Balance • Customer Focus • Integrity • Partnership • Safety • Choices • Effective Decision-Making • Open Communication • Performance Excellence • Stewardship	❑	❑	❑
System Vision (External) The Transportation System in North Carolina will provide safe, affordable choices for the movement of all people and products. The system will support and sustain economic opportunities throughout the state. It will be a well-maintained, reliable, multi-modal and connected system that is considerate of local land use plans, natural resources and the environment. This system will be planned and operated in partnership with communities, local, regional, state and federal agencies, and private entities.	❑	❑	❑
Department Vision (Internal) The North Carolina Department of Transportation will make decisions in an open and collaborative manner that is responsive to the needs of its customers and employees. The department will promote a safe, desirable working environment and will invest in the continuous improvement and development of the organization and its employees. Employees will be customer friendly, technically competent, fiscally responsible, and environmentally sensitive.	❑	❑	❑
Goal - Provide a safe and well-maintained transportation system that offers modal choices for the movement of all people and goods	❑	❑	❑
Objectives			
• Strive to meet transportation system needs for services, construction, and maintenance	❑	❑	❑
• Develop partnerships with other transportation providers	❑	❑	❑
• Support the development of multi-modal transportation systems	❑	❑	❑
• Ensure transportation safety through the enforcement of applicable state and federal laws	❑	❑	❑
• Continuously monitor and update the department's long range transportation plan	❑	❑	❑

More on reverse, please continue.

	Agree	No Opinion	Disagree
Goal - Provide quality customer service	❑	❑	❑
Objectives			
• Understand customer requirements	❑	❑	❑
• Respond to customer needs in a timely manner	❑	❑	❑
• Strive to meet customer expectations in a customer friendly manner	❑	❑	❑
• Regularly assess the quality of customer service	❑	❑	❑
Goal - Develop efficient processes to provide quality transportation services	❑	❑	❑
Objectives			
• Move projects from conception to completion quickly and efficiently with regular progress completion assessments	❑	❑	❑
• Apply technology to support efficient processes and effective decision-making	❑	❑	❑
• Establish policies and procedures that are consistent with the mission, vision, and guiding principles	❑	❑	❑
• Regularly assess progress toward goals and objectives	❑	❑	❑
• Establish an interactive public communication process	❑	❑	❑
• Continually search for innovative and flexible transportation solutions including Intelligent Transportation Systems (ITS)	❑	❑	❑
Goal - Demonstrate responsible stewardship of fiscal resources	❑	❑	❑
Objective			
• Maximize the effective use of existing and potential financial resources	❑	❑	❑
Goal - Demonstrate responsible stewardship of resources	❑	❑	❑
Objectives			
• Preserve and enhance existing transportation infrastructure	❑	❑	❑
• Consider transportation needs to preserve natural, cultural and human resources	❑	❑	❑
Goal - Support the development of sustainable, vibrant communities	❑	❑	❑
Objectives			
• Collaborate with communities in land use planning that is consistent with community values and state goals	❑	❑	❑
• Promote the integration of transportation and land use planning	❑	❑	❑
Goal - Maintain a quality workforce	❑	❑	❑
Objectives			
• Provide employees a safe working environment	❑	❑	❑
• Recruit, develop and retain competent and qualified employees	❑	❑	❑
• Create a supportive working environment for employees that will keep morale high and motivate them to do their best	❑	❑	❑
• Create and provide a meaningful recognition system	❑	❑	❑
• Be an Equal Opportunity Employer	❑	❑	❑
Goal - Make decisions in a manner that builds trust and mutual respect	❑	❑	❑
Objectives			
• Collaborate with stakeholders to build consensus in an open decision-making process	❑	❑	❑
• Share decision-making authority with recognized local as well as state and federal regional transportation planning agencies	❑	❑	❑

Please check one box that best categorizes the stakeholder group you represent.

❑ Aviation/Ports/Railroad
❑ Bicycle/Pedestrian Association
❑ Business/Industry
❑ Consultant/Planner/Engineer
❑ Contractor
❑ Developer/Realtor/Homebuilder
❑ Federal Agency
❑ General Public
❑ Local/Regional Government
❑ NCDOT Employee
❑ Planner/Engineer Association
❑ Public Transportation Services Provider
❑ State Agency
❑ Trucking Association/Industry/Provider
❑ Other _____

Goal - Provide a safe and well-maintained transportation system that offers modal choices for the movement of all people and goods

Objectives

- Strive to meet transportation system needs for services, construction, and maintenance
- Develop partnerships with other transportation providers
- Support the development of multi-modal transportation systems
- Ensure transportation safety through the enforcement of applicable state and federal laws
- Continuously monitor and update the department's long range transportation plan

Goal - Provide quality customer service

Objectives

- Understand customer requirements
- Respond to customer needs in a timely manner
- Strive to meet customer expectations in a customer friendly manner
- Regularly assess the quality of customer service

Goal - Develop efficient processes to provide quality transportation services

Objectives

- Move projects from conception to completion quickly and efficiently with regular progress completion assessments
- Apply technology to support efficient processes and effective decision-making
- Establish policies and procedures that are consistent with the mission, vision, and guiding principles
- Regularly assess progress toward goals and objectives
- Establish an interactive public communication process
- Continually search for innovative and flexible transportation solutions including Intelligent Transportation Systems (ITS)

Goal - Demonstrate responsible stewardship of fiscal resources

Objective

- Maximize the effective use of existing and potential financial resources

Goal - Demonstrate responsible stewardship of resources

Objectives

- Preserve and enhance existing transportation infrastructure
- Consider transportation needs to preserve natural, cultural and human resources

Goal - Support the development of sustainable, vibrant communities

Objectives

- Collaborate with communities in land use planning that is consistent with community values and state goals
- Promote the integration of transportation and land use planning

Goal - Maintain a quality workforce

Objectives

- Provide employees a safe working environment
- Recruit, develop and retain competent and qualified employees
- Create a supportive working environment for employees that will keep morale high and motivate them to do their best
- Create and provide a meaningful recognition system
- Be an Equal Opportunity Employer

Goal - Make decisions in a manner that builds trust and mutual respect

Objectives

- Collaborate with stakeholders to build consensus in an open decision-making process
- Share decision-making authority with recognized local as well as state and federal regional transportation planning agencies

For Further Information
Please Contact us at:

NCDOT Strategic Plan
P.O. Box 25201
Raleigh, NC 27611

Phone: 1-877-DOT-4YOU
Email: NCDOTStrategicPlan@dot.state.nc.us
Web:www.dot.state.nc.us

Draft - 4/00

AGENDA

Joint Appropriations Subcommittee on Transportation

June 6, 2000
8:30am
RM1228/1327 Legislative Building

Chairs
Representative Nelson Cole
Representative James Crawford
Senator Wib Gulley

- Draft Budget Recommendations

MINUTES
SENATE AND HOUSE JOINT APPROPRIATIONS
SUBCOMMITTEE ON TRANSPORTATION

The Senate and House Joint Appropriations Subcommittee on Transportation met at 8:30 A.M. on Tuesday, June 6, 2000 in Room 1228 of the Legislative Building. Representatives Crawford, Chair, Cole, Chair, Blue, Davis, Gulley, Hall, Hiatt, Hurley, McMahan, Melton, Saunders and Sutton, and five Senate members were present. Senator Wib Gulley, Senate Chair, presided.

Senator Gulley asked Evan Rodewald, Fiscal Analyst, to go through the proposed budget recommendations from Governor Hunt and the proposed budget recommendations from the Joint Appropriations Subcommittee on Transportation (see Attachment #1). Evan highlighted the differences between the two sets of recommendations and reviewed which items were non-recurring items. The first eight lines of the handout showed the available funds. The net funds available beyond the continuation budget totaled $58.6 million in the Governor's budget and $65.6 million in the Committee's budget $6.9 million non-recurring).

Evan then told the Committee that lines 12-34 of the handout were expansion budget items recommended by the Governor and the Committee. The differences between the two sets of recommendations were:

1) The Governor recommended $23.5 million for contract resurfacing and $0 for maintenance. The Committee recommended $17.1 million for contract resurfacing and $10.5 million for maintenance, which totaled $4.2 million more than the $23.5 million recommended by the Governor (lines 12-13 of handout).
2) The Governor recommended $5.2 million for public transit and the Committee recommended $8.3 million (lines 16-18 of handout).
3) The Governor recommended $1.5 million for Highway Patrol overtime pay and the Committee recommended $0 for overtime pay but $2.4 million for addition troopers and equipment (lines 20-22 of handout).
4) The Governor's property insurance coverage item (line 23 of handout) was $63,000 more than the Committee.
5) The Governor recommended spending $44,000 more for inspection stickers than the Committee (line 28 of handout).

Senator Hoyle asked why the Committee did not put some money into Highway Patrol overtime pay. Representative Cole stated that he did not want to set a precedent for state employees. Senator Gulley added that it was felt that adding new troopers on the road was a better solution. Also, if the Highway Patrol waited until January 2001 to hire the addition troopers, the Highway Patrol would save six months of expense and could use that money for overtime pay.

Senator Gulley further told the Committee that the $9 million requested by DOT for capital improvements would have to be looked at and he felt the full appropriations chairs would make the final decision regarding that expenditure.
Representative Sutton asked if the state would ever reach a point where it would not need to budget for clean up of leaking underground storage tanks (line 31 of handout). Senator Gulley responded that he did not know if the state would ever reach that day.

Next, Representative Crawford gave a further brief explanation of the item differences in the two proposed budgets. Senator Albertson asked if any decision was made regarding the use of Highway Patrol troopers at car races and other moneymaking events. Representative Crawford stated that DOT Secretary Kelly was looking at options but DOT needed more time to come up with a proposal. One of the special provisions stated that DOT needed to report by November 1, 2000 to the Transportation Oversight Committee. Between now and November, administrative action would be taken.

Next, the Committee looked at the proposed Special Provisions (see Attachment #2). Representative Hiatt asked how many clients the Global Transpark currently had. The fiscal staff did not have the number and Senator Gulley asked staff to get that information to the Committee members in the next day or two (provision 2000 TRANS-H006).

Representative Blue asked what other quasi-government agencies (besides the Global Transpark) could go to the Escheat Fund for funding for land and buildings. Senator Gulley asked staff to include this information in the report to the Committee members.

Representative Hall asked why contract goals for women was only 5% (provision 2000TRANS-H004). Senator Gulley stated that the 5% was existing law and the provision only added 10% for disabled veterans. Senator Gulley then asked DOT to report to the Committee on the monitoring of the contract goals.

Senator Hoyle moved to approve the budget recommendations of the Appropriations Subcommittee on Transportation. The Senators tentatively approved the budget recommendations.

There being no further business, the meeting was adjourned at 9:30 A.M.

Wib Gulley

Senator Wib Gulley, Senate Chair

Carol Resar

Carol Resar, Committee Clerk

Handout #1

2000-2001 Budget - Highway Fund

Line #		Recommendations: Governor	Recommendations: Draft - Joint Transportation Subcommittee	
	Availability			
1	Revenue Estimate	$ 1,240,030,000	$ 1,240,030,000	
2	Surplus from Prior Year	-	6,980,000	NR
3	Funds Available	1,240,030,000	1,247,010,000	
4	Continuation Budget	1,181,410,000	1,181,410,000	
5				
6	**Total Net Funds Available:**	**$ 58,620,000**	**$ 65,600,000**	
7	Nonrecurring		6,980,000	NR
8	Recurring		58,620,000	
9				
10				
11	**Expansion Items**			
12	Contract Resurfacing	$ 23,500,000	$ 17,163,120	
13	Maintenance	-	10,519,332	
14	3% Salary Increase	13,000,000	13,000,000	
15	Capital Improvements	9,000,000	9,000,000	
16	Operating Assistance - Urban and Regional Transit	4,900,000	5,900,000	
17	Capital Assistance - Rural Transit	300,000	800,000	
18	Elderly, Disabled, General Public - Rural Transit	-	500,000	
19	DMV Computer Systems Maintenance	3,300,000	3,300,000	
20	Highway Patrol Overtime Pay	1,500,000	-	NR
21	Highway Patrol - 28 New Troopers Salaries, Benefits	-	1,135,629	
22	Highway Patrol - 28 New Troopers Equipment	-	1,267,919	NR
23	Property Insurance Coverage	125,000	63,000	
24	DMV Postage	400,000	400,000	
25	DMV Mail Equipment	195,000	195,000	NR
26	DMV Central Warehouse Rental and 4 Positions	556,914	556,914	
27	Driver License Office Lease Increase	183,025	183,025	
28	Emissions and Safety Inspection Stickers	194,000	150,000	
29	3 Additional DMV Hearing Officers	136,059	136,059	
30	Rental of New DMV Office in Raleigh	296,200	296,200	
31	Leaking Underground Storage Tank Fund	200,000	200,000	
32	Municipal Aid (Powell Bill)	192,000	192,000	
33	Secondary Road Construction	192,000	192,000	
34	Driver Education Enrollment Increase	449,802	449,802	
35				
36	**Total Expansion Request**	**$ 58,620,000**	**$ 65,600,000**	
37	Recurring		55,332,081	
38	Nonrecurring		10,267,919	NR
39				
40				
41				
42	**Surplus (Deficit)**	-	-	

Handout #2

CODE NO. 2000TRANS-H001

Requested by: Representatives Cole and Crawford

CASH-FLOW HIGHWAY FUND AND HIGHWAY TRUST FUND APPROPRIATIONS

Section @. (a) The General Assembly authorizes and certifies anticipated revenues of the Highway Fund as follows:

FY 2001-2002	$1,281.1 million
FY 2002-2003	$1,303.7 million
FY 2003-2004	$1,331.0 million
FY 2004-2005	$1,336.2 million

The General Assembly authorizes and certifies anticipated revenues of the Highway Trust Fund as follows:

FY 2001-2002	$1,042.1 million
FY 2002-2003	$1,083.6 million
FY 2003-2004	$1,127.6 million
FY 2004-2005	$1,176.5 million.

Section @.(b) Section 27 of S.L. 1999-237 is repealed.

CODE NO. 2000TRANS-H004

Requested by: Representative Davis

DEPARTMENT OF TRANSPORTATION CONTRACT GOALS FOR BUSINESSES OWNED BY DISABLED VETERANS

Section @. G.S. 136-28.4(b) reads as rewritten:

"(b) A ten percent (10%) goal is established for participation by minority ~~businesses~~ businesses, a ten percent (10%) goal is established for participation by businesses owned by disabled veterans, and a five percent (5%) goal for participation by women businesses is established in contracts let by the Department of Transportation for the design, construction, alteration, or maintenance of State highways, roads, streets, or bridges and for the procurement of materials for these projects. The Department of Transportation shall endeavor to award to minority businesses at least ten percent (10%), by value, of the contracts it lets for these purposes, shall endeavor to award to businesses owned by disabled veterans at least ten percent (10%), by value, of the contracts it lets for these purposes, and shall endeavor to award to women businesses at least five percent (5%), by value, of the contracts it lets for these purposes. The Department shall adopt written procedures specifying the steps it will take to achieve these goals. The Department shall give equal opportunity for contracts it lets without regard to race, religion, color, creed, national origin, sex, age, or handicapping condition, as defined in G.S. 168A-3, to all contractors and businesses otherwise qualified."

CODE NO. 2000TRANS-H005A

Requested by: Representatives Cole and Crawford

STATE HIGHWAY PATROL TO STUDY REIMBURSEMENTS FOR COSTS OF ADDED SPECIAL SERVICES AT CORPORATE EVENTS

Section @. The State Highway Patrol shall study the implementation of a program for the reimbursement to the State of North Carolina of costs for added services provided by the Patrol at various categories of scheduled events.

Any program shall provide for a determination of normal law enforcement costs and the added costs, including additional supervision, added shifts, and overtime.

The State Highway Patrol shall report the results of this study, along with any recommendations containing legislative proposals to the Joint Legislative Transportation Oversight Commission by November 1, 2000.

CODE NO. 2000TRANS-H007

Requested by: Representative Baker

INCREASE WEIGHT OF CERTAIN BUSINESS VEHICLES TO BE MARKED

Section @. Section 20-101 reads as rewritten:

"**§ 20-101. Certain business vehicles to be marked.**

A motor vehicle that is subject to 49 U.S.C. Part 390, the federal motor carrier safety regulations, ~~must~~ shall be marked as required by that Part.

A motor vehicle that is not subject to those regulations, has a gross vehicle weight rating of more than ~~10,000~~ 26,000 pounds, and is used in intrastate commerce ~~must~~ shall have the name of the owner printed on the side of the vehicle in letters not less than three inches in height.

A motor vehicle that is subject to regulation by the North Carolina Utilities Commission ~~must~~ shall be marked as required by that Commission and as otherwise required by this section."

CODE NO. 2000TRANS-H006

Requested by: Representative Baddour

GLOBAL TRANSPARK CONSTRUCTION BONDS

Section @. G.S. 63A-4(a)(22) reads as rewritten:

"(a) The Authority shall have all of the powers necessary to execute the provisions of this Chapter, which shall include at least the following powers:

* * * * *

(22) To issue obligations, without Local Government Commission approval, to finance the purchase or acquisition of land or options on ~~land.~~ land, or the construction of buildings or facilities. An obligation may be secured by the land purchased or acquired, or by the buildings or facilities constructed, may be unsecured, or may be made payable from revenues, the proceeds of notes, bonds, or the sale of any lands, the proceeds of any bonds of the State or moneys appropriated by the State, or any other available moneys of the Authority. An obligation to finance the purchase or acquisition of land or options on ~~land~~ land, or the construction of buildings or facilities, may be sold only to the Escheat Fund as an investment of the Fund pursuant to G.S. 147-69.2(b)(11)."

VISITOR REGISTRATION SHEET

Senate Appropriations Subcommittee on DOT — June 6, 2000

Name of Committee — **Date**

VISITORS: PLEASE SIGN IN BELOW AND RETURN TO COMMITTEE CLERK

NAME	FIRM OR AGENCY AND ADDRESS
Mercidee Benton	NCDOT
Wayne Stallings	NCDOT
GILES PERRY	NCGA SGPB
GLENN LAMM	UTU.
Richard Westbrook	UTU
Angela Strach	DOT
John Long	Martin Marietta

VISITOR REGISTRATION SHEET

Senate Appropriations Subcommittee on DOT — June 6, 2000

Name of Committee — **Date**

VISITORS: PLEASE SIGN IN BELOW AND RETURN TO COMMITTEE CLERK

NAME	FIRM OR AGENCY AND ADDRESS
Greg McLeod	CCPS
RICHARD W. HOLDEN	NC SHP
Mike Barbour	CCPS
TERRY STROUD	NC SHP
V L McBride	NCTA
Carol Simm	DMV
Carol Howard	DMV
BARRY CROSS	NCDMV ENF
Hope Mozingo	NCDMV-Enf.
Ruth Sappie	NCDOT
Doris Weaver	NC CWA Political Council

VISITOR REGISTRATION SHEET

Senate Appropriations Subcommittee on DOT — June 6, 2000

Name of Committee — **Date**

VISITORS: PLEASE SIGN IN BELOW AND RETURN TO COMMITTEE CLERK

NAME	FIRM OR AGENCY AND ADDRESS
Don Gomes	N.C. D.O.T.
David Ackerman	NC DOT
Jim Smalenburg	nc DOT
Cameron Lee	NC DOT
Milton Alford	OSBM
KEITH WILDER	NCDOT
SANFORD CROSS	NCDOT
PAUL ROBERTS	NCDOT
MIKE BRYANT	DL/DMV/DOT
Dale Pegram	DL/DMV/DOT
Cathy Matthews	DL/DMV/DOT

NORTH CAROLINA HOUSE OF REPRESENTATIVES
COMMITTEE MEETING NOTICE

You are hereby notified that the Committee on **APPROPRIATIONS/ TRANSPORTATION** will meet as follows:

DAY & DATE: **MONDAY - JUNE 12, 2000**

TIME: **2:00 p.m.**

LOCATION: **1228/1327**

The following bills will be considered (Bill # & Short Title):

Respectfully,

Representative Nelson Cole, Chair
Representative Jim Crawford, Chair

I hereby certify this notice was filed by the committee clerk at the following offices at **2:00 PM** on **JUNE 8, 2000**.

___Principal Clerk
___Reading Clerk - House Chamber

Linda Winstead (Committee Clerk)

HOUSE APPROPRIATIONS SUBCOMMITTEE ON TRANSPORTATION
Minutes
June 12, 2000
2:00 P.M.
Room 1228 LB

The House Appropriations Subcommittee on Transportation met on June 12, 2000 at 2:00 p.m. in room 1228 of the Legislative Building. Representative Nelson Cole chaired the meeting. The following members were present:

Rep. Jim Crawford	Rep. John Hall
Rep. Nelson Cole	Rep. Bill Hiatt
Rep. Cary Allred	Rep. Bill Hurley
Rep. Dan Blue	Rep. Max Melton
Rep. Joni Bowie	Rep. Drew Saunders
Rep. Don Davis	Rep. Ronnie Sutton
Rep. Jim Gulley	

Representative Cole opened the meeting explaining the intent of the meeting was to go through budget revisions for this fiscal year. He asked Rep. Crawford to go over the numbers first and then he would go over the special provisions in the Highway Fund for the 2000-2001 budget. See handout #1. There has been some changes in the salaries which freed up some money, about $4.5 million, to allow for the changes which are indicated on handout #1. These monies will go for: a little more than $2 million for contract resurfacing; $500,000 for capital assistance for rural transit; $500,000 toward the pilot program to improve unpaved roads that were constructed after 1975 by scraping and adding gravel; and $1,500,000 to go for highway patrol overtime pay and the addition of 28 new troopers in the school that will start in January 2001.

Representative Cole presented the special provisions for the budget. He begin with page 137 of HB 1840, 2000 APPROPRIATIONS ACT, handout #2 as follows:

The first provision is line 6, page 137; CASH-FLOW HIGHWAY FUND AND HIGHWAY TRUST FUND APPROPRIATIONS-the same as done last year.

The next provision is line 23, page 137; DEPARTMENT OF TRANSPORTATION CONTRACT GOALS FOR BUSINESSESS OWNED BY DISABLED VETERANS, which establishes a 10% goal for combined participation by minority businesses and service disabled veteran businesses and a 5% goal for participation by women businesses. This provision mirrors the federal legislation.

The next provision is line 43, page 137; STATE HIGHWAY PATROL TO STUDY REIMBURSEMENTS FOR COSTS OF ADDED SPECIAL SERVICES AT SCHEDULED EVENTS. This states for the State Highway Patrol to provide for a determination of added costs, including additional supervision, added shifts, and overtime

and report the results of this study, along with any recommendations, to the Joint Legislative Transportation Oversight Committee by November 1, 2000.

The next provision is line 3, page 138; GLOBAL TRANSPARK BONDS. This allows for the money from the Escheat Fund, which was allocated in last years' budget, to be used for the construction of buildings or facilities at the park. These facilities could then be leased to major carriers moving in and out of the park. Discussion followed led by Representative Blue.

The next provision is line 23, page 138; UNPAVED ROAD IMPROVEMENT PILOT PROGRAM. The DOT will select at least two counties in the state to be included in the pilot program. Unpaved roads that were built since 1975, but not built and taken over by the state at that time, will be selected to be scraped and graveled to allow emergency vehicles and other public vehicles better access to houses on those unpaved roads. Discussion followed. Evan Rodewald, staff, explained that a study was done in 1996 and since 1975 there were 4,600 miles of unpaved roads in North Carolina. At that time it was estimated it would take $200 million to bring the roads up to unpaved standards. Now that estimate has increased to $250-300 million. The cost to pave them now rather than to bring them up to unpaved standards is $700-800 million.

The next provision is line 24, page 139; STUDY OF COMMISSION CONTRACTS FOR ISSUANCE OF MOTOR VEHICLE REGISTRATION PLATES AND CERTIFICATES. This provision is designed to study contract stations and duties they perform for DOT, which will report back to Legislative Oversight when the study is completed.

The next provision is line 41, page 140; CLARIFY DEVELOPMENT AUTHORITY OF REGIONAL PUBLIC TRANSPORTATION AUTHORITIES. This clarifies the use of land around regional transportation authorities not to be used for private businesses but to enhance mobility within the area.

The next provision is line 10, page 141; STATE FULL FUNDING GRANT AGREEMENTS WITH TRANSPORTATION AUTHORITIES. This allows for contributions of State funds in multiyear allotments.

The next provision is line 40, page 141; EXEMPT FARM TRUCKS FROM THE STATE REQUIREMENTS THAT CERTAIN BUSINESS VEHICLES BE MARKED. This will eliminate three-inch business markings on the side of farm vehicles that has been required on vehicles weighing more than 10,000 pounds.

Representative Blue offered an amendment to page 138; GLOBAL TRANSPARK CONSTRUCTION BONDS, by adding line 20 to say: "no building or facility shall be constructed using these funds unless a bonafided offer or proposal to lease at least 50% of the building or facility has been made, and no satisfactory comparable building or facility is available within five miles of the Global Transpark Airport." Rep. Hurley seconded the motion and motion passed.

Representative Blue offered an amendment to page 138 to delete the entire provision starting on line 21, UNPAVED ROAD IMPROVEMENT PILOT PROGRAM, through line 21 of page 139. This amendment moves $1.5 million from the unpaved roads pilot program and increases CONTRACT RESURFACING by $1.5 million. Discussion followed. The motion was seconded and passed unanimously.

Representative Allred asked if a special provision could be added to renew license plates in two-year terms by mail rather than the present one-year term. Representative Crawford indicated that it was too late to present a special provision before the committee. He said it could be presented to the full House the following day.

Representative Saunders moved the Appropriations Budget and Special Provisions for 2000-2001 Transportation Budget be approved. The motion was seconded and all present were in favor except for Representative Allred.

There being no further business, the meeting was adjourned at 3:10 p.m.

Respectfully submitted:

Representative Nelson Cole
Chairman

Suzanne Smith
House Legislative Committee Assistant

VISITOR REGISTRATION SHEET

HOUSE APPRO/SUBCOMMITTEE ON TRANSPORTATION 6/12, 2000

Name of Committee — Date

VISITORS: PLEASE SIGN BELOW AND RETURN TO COMMITTEE CLERK

NAME	FIRM OR AGENCY AND ADDRESS
Gary McHand	CCPS
David E. Kelley	CCPS
David King	NCDOT
David Knight	NCITA, NCCPT
Ruth Sappie	NCDOT
Elizabeth Outzs	NCPIRG
Meridee Benton	DOT
Wayne Stallings	NCDOT
Carol Simon	DMV
J W Keel	DSBM
Sandra Lowe	Martin Marietta
Charlie Smith	NCDVA
Ken Ivey	FHWA
STEVE VARNEDOE	NCDOT
ROBERTO CANALES	NCDOT
Jim Ritchey	TTA
Joseph Herrin	NCDOJ
Don Beason	the Capital Group
Olivia Blackburn	CADA
LYMAN COOPER	CSX Corp.
Natalie Endlich	Charlotte Chamber
Dale McLeod	Scenic NC, Inc.
Daniel Arnold	SEANC
Brandon Thomas	"

Handout #1

2000-2001 Budget - Highway Fund

Line #		Governor	Recommendations: 6-6-00 Draft - Joint Transportation Subcommittee	Recommendations: Rev. Draft - Joint Transportation Subcommittee
	Availability			
1	Revenue Estimate	$ 1,240,030,000	$ 1,240,030,000	$ 1,240,030,000
2	Surplus from Prior Year	-	6,980,000 NR	6,980,000 NR
3	Funds Available	1,240,030,000	1,247,010,000	1,247,010,000
4	Continuation Budget	1,181,410,000	1,181,410,000	1,181,410,000
5				
6	**Total Net Funds Available:**	**$ 58,620,000**	**$ 65,600,000**	**$ 65,600,000**
7	Nonrecurring		6,980,000 NR	6,980,000 NR
8	Recurring		58,620,000	58,620,000
9				
10				
11	**Expansion Items**			
12	Contract Resurfacing	$ 23,500,000	$ 17,163,120	$ 19,426,120
13	Maintenance	-	10,519,332	10,519,332
14	Salary Increase	13,000,000	13,000,000	21,720,000
15	1% 401K Contribution		-	4,400,000
16	Reduce Retirement Contributions		-	(13,436,600)
17	Reduce Death Benefit Contribution		-	(846,400) NR
18	Retiree Health Plan Premium Reductions		-	(3,100,000) NR
19	Capital Improvements	9,000,000	9,000,000 NR	9,000,000 NR
20	Operating Assistance - Urban and Regional Transit	4,900,000	5,900,000	5,900,000
21	Capital Assistance - Rural Transit	300,000	800,000	1,300,000
22	Elderly, Disabled, General Public - Rural Transit	-	500,000	500,000
23	DMV Computer Systems Maintenance	3,300,000	3,300,000	3,300,000
24	Highway Patrol Overtime Pay	1,500,000	-	480,564 NR
25	Highway Patrol - 28 New Troopers Salaries, Benefits	-	1,135,629	655,065
26	Highway Patrol - 28 New Troopers Equipment	-	1,267,919 NR	1,267,919 NR
27	Property Insurance Coverage	125,000	63,000	63,000
28	DMV Postage	400,000	400,000	400,000
29	DMV Mail Equipment	195,000	195,000 NR	195,000 NR
30	DMV Central Warehouse Rental and 4 Positions	556,914	556,914	556,914
31	Driver License Office Lease Increase	183,025	183,025	183,025
32	Emissions and Safety Inspection Stickers	194,000	150,000	150,000
33	3 Additional DMV Hearing Officers	136,059	136,059	136,059
34	Rental of New DMV Office in Raleigh	296,200	296,200	296,200
35	Leaking Underground Storage Tank Fund	200,000	200,000	200,000
36	Municipal Aid (Powell Bill)	192,000	192,000	192,000
37	Secondary Road Construction	192,000	192,000	192,000
38	Driver Education Enrollment Increase	449,802	449,802	449,802
39	Pilot Program to Improve Unpaved Roads	-	-	1,500,000 NR
40				
41	**Total Expansion Request**	**$ 58,620,000**	**$ 65,600,000**	**$ 65,600,000**
42	Recurring		55,137,081	57,102,917
43	Nonrecurring		10,462,919 NR	8,497,083 NR
44				
45				
46				
47	**Surplus (Deficit)**	-	-	-

PART XXV. DEPARTMENT OF TRANSPORTATION

CODE NO. 2000TRANS-H001-P
Requested by: Representatives Cole, Crawford, Easterling, Redwine
CASH-FLOW HIGHWAY FUND AND HIGHWAY TRUST FUND APPROPRIATIONS

Section 25.(a) The General Assembly authorizes and certifies anticipated revenues of the Highway Fund as follows:

FY 2001-2002	$1,281.1 million
FY 2002-2003	$1,303.7 million
FY 2003-2004	$1,331.0 million
FY 2004-2005	$1,336.2 million.

The General Assembly authorizes and certifies anticipated revenues of the Highway Trust Fund as follows:

FY 2001-2002	$1,042.1 million
FY 2002-2003	$1,083.6 million
FY 2003-2004	$1,127.6 million
FY 2004-2005	$1,176.5 million.

Section 25.(b) Section 27 of S.L. 1999-237 is repealed.

***CODE NO. 2000TRANS-H004A**
Requested by: Representatives Cole, Crawford, Easterling, Redwine, Davis
DEPARTMENT OF TRANSPORTATION CONTRACT GOALS FOR BUSINESSES OWNED BY DISABLED VETERANS

Section 25.1. G.S. 136-28.4(b) reads as rewritten:

"(b) A ten percent (10%) goal is established for <u>the combined</u> participation by minority businesses <u>and service disabled veteran businesses</u> and a five percent (5%) goal for participation by women businesses is established in contracts let by the Department of Transportation for the design, construction, alteration, or maintenance of State highways, roads, streets, or bridges and for the procurement of materials for these projects. The Department of Transportation shall endeavor to award to minority businesses <u>and service disabled veteran businesses</u> at least ten percent (10%), by value, of the contracts it lets for these purposes, and shall endeavor to award to women businesses at least five percent (5%), by value, of the contracts it lets for these purposes. The Department shall adopt written procedures specifying the steps it will take to achieve these goals. The Department shall give equal opportunity for contracts it lets without regard to race, religion, color, creed, national origin, sex, age, or handicapping condition, as defined in G.S. 168A-3, to all contractors and businesses otherwise qualified."

CODE NO. 2000TRANS-H005D-P
Requested by: Representatives Cole, Crawford, Easterling, Redwine
STATE HIGHWAY PATROL TO STUDY REIMBURSEMENTS FOR COSTS OF ADDED SPECIAL SERVICES AT SCHEDULED EVENTS

Section 25.2. The State Highway Patrol shall study the implementation of a program for the reimbursement to the State of North Carolina of costs for added services provided by the Patrol at various categories of scheduled events.

Any program shall provide for a determination of normal law enforcement costs and the added costs, including additional supervision, added shifts, and overtime.

The State Highway Patrol shall report the results of this study, along with any recommendations containing legislative proposals to the Joint Legislative Transportation Oversight Committee by November 1, 2000.

CODE NO. 2000TRANS-H006-P
Requested by: Representatives Cole, Crawford, Easterling, Redwine, Baddour
GLOBAL TRANSPARK CONSTRUCTION BONDS

Section 25.3. G.S. 63A-4(a)(22) reads as rewritten:

"(a) The Authority shall have all of the powers necessary to execute the provisions of this Chapter, which shall include at least the following powers:

. . .

(22) To issue obligations, without Local Government Commission approval, to finance the purchase or acquisition of land or options on ~~land.~~ land, or the construction of buildings or facilities. An obligation may be secured by the land purchased or acquired, or by the buildings or facilities constructed, may be unsecured, or may be made payable from revenues, the proceeds of notes, bonds, or the sale of any lands, the proceeds of any bonds of the State or moneys appropriated by the State, or any other available moneys of the Authority. An obligation to finance the purchase or acquisition of land or options on ~~land~~ land, or the construction of buildings or facilities, may be sold only to the Escheat Fund as an investment of the Fund pursuant to G.S. 147-69.2(b)(11)."

CODE NO. 2000TRANS-H009H-P
Requested by: Representatives Cole, Crawford, Easterling, Redwine
UNPAVED ROAD IMPROVEMENT PILOT PROGRAM

Section 25.4.(a) Funds appropriated from the Highway Fund for the unpaved road improvement pilot program for the 2000-2001 fiscal year shall be used by the Department of Transportation in the following manner:

(1) The Department shall select at least two counties to be included in the pilot program with at least one county to be an urban county and at least one county to be a rural county.

(2) The Department shall establish eligibility guidelines for the unpaved roads to be improved under the pilot program. These guidelines may include the requirement that the eligible unpaved roads appear on a map or plat filed with the register of deeds and that any roads selected allow for public access. These guidelines shall be based on the number of houses per mile served by the road, the need for road improvement based on condition, and any other factors deemed relevant by the Department.

(3) The Department shall select, in consultation with the chosen counties, and applying the guidelines developed pursuant to subdivision (2) of this section, the unpaved roads to be minimally improved.

(4) The Department shall report to the Joint Legislative Transportation Oversight Committee on the developed eligibility guidelines and the nature of the proposed improvements before any of the funds for the pilot program are expended.

(5) The pilot program shall provide for the minimal improvements of the selected unpaved roads. The pilot program may include grading and spreading gravel to allow emergency vehicles and other public vehicles access to the houses on those unpaved roads. The pilot program is not intended to provide for the paving, reconstruction, or widening of the unpaved roads to bring them up to standards necessary for acceptance onto the State highway system.

(6) Based on the pilot program, the Department shall report to the Joint Legislative Transportation Oversight Committee, by December 31, 2000, on all of the following:
a. The implementation of the program, including the nature of the improvements performed on the selected unpaved roads.
b. The costs of expanding the pilot program statewide, including the number, location, and length of eligible unpaved roads that require minimal improvement to provide access to public vehicles and costs to provide those improvements.
c. The total number of eligible unpaved roads and the cost to bring those roads up to standards necessary for acceptance onto the State highway system and the projected additional cost of maintaining those roads once they are on the State highway system.

Section 25.4.(b) Improvements of an unpaved road under this pilot program do not obligate the State to further improve or maintain the unpaved road in the future.

Section 25.4.(c) The State shall not be liable for any direct or indirect damages alleged to have been caused by the improvement of the unpaved road.

CODE NO. 2000TRANS-S001C-P
Requested by: Representatives Cole, Crawford, Easterling, Redwine
STUDY OF COMMISSION CONTRACTS FOR ISSUANCE OF MOTOR VEHICLE REGISTRATION PLATES AND CERTIFICATES

Section 25.5.(a) The Commission to Study Commission Contracts for the Issuance of Motor Vehicle Registration Plates and Certificates is created. The Commission shall consist of 11 members:
(1) Four Senators appointed by the President Pro Tempore of the Senate and four Representatives appointed by the Speaker of the House of Representatives.
(2) The President Pro Tempore of the Senate and the Speaker of the House of Representatives shall each appoint one person currently contracted with the Division of Motor Vehicles to issue registration plates and certificates.
(3) The Commissioner of Motor Vehicles or the Commissioner's designee shall serve as a voting member of the Commission.

Section 25.5.(b) The President Pro Tempore of the Senate shall designate one Senator as cochair and the Speaker of the House of Representatives shall designate one Representative as cochair.

Section 25.5.(c) The Commission shall:
(1) Review the history and policies that led to the enactment of G.S. 20-63(h) providing for contracts for the issuance of registration plates and certificates.
(2) Study the current implementation and consequences of the provisions of G.S. 20-63(h).
(3) Study how registration plates and certificates are issued in other states.
(4) Study the implications and potential effects on the contract agents of the authority of the Division of Motor Vehicles to use electronic applications and collections authorized in G.S. 20-63(i).

(5) Study any other factors it deems relevant related to the use of contract agents for the issuance of registration plates and certificates.

(6) Make findings and recommendations on improving the services related to the issuance of registration plates and certificates to the citizens of North Carolina while reducing the costs to the State.

Section 25.5.(d) The Commission shall submit a final report of its findings and recommendations to the General Assembly on or before the first day of the 2001 Session of the General Assembly by filing the report with the President Pro Tempore of the Senate and the Speaker of the House of Representatives. Upon filing its final report, the Commission shall terminate.

Section 25.5.(e) The Commission, while in the discharge of official duties, may exercise all the powers provided for under the provisions of G.S. 120-19, and G.S. 120-19.1 through G.S. 120-19.4. The Commission may meet at any time upon the joint call of the cochairs. The Commission may meet in the State Legislative Building or the Legislative Office Building.

Section 25.5.(f) Legislative members of the Commission shall receive subsistence and travel expenses at the rates set forth in G.S. 120-3.1. Nonlegislative members shall receive subsistence and travel expenses at the rates set forth in G.S. 138-5.

Section 25.5.(g) The Commission may contract for professional, clerical, or consultant services as provided by G.S. 120-32.02. The Legislative Services Commission, through the Legislative Administrative Officer, shall assign professional staff to assist in the work of the Commission. The House of Representatives' and the Senate's Supervisors of Clerks shall assign clerical staff to the commission or committee, upon the direction of the Legislative Services Commission. The expenses relating to clerical employees shall be borne by the Commission.

Section 25.5.(h) When a vacancy occurs in the membership of the Commission, the vacancy shall be filled by the same appointing officer who made the initial appointment.

Section 25.5.(i) All State departments and agencies and local governments and their subdivisions shall furnish the Commission with any information in their possession or available to them.

Section 25.5.(j) There is appropriated from the Highway Fund to the General Assembly the sum of twenty-five thousand dollars ($25,000) for the 2000-2001 fiscal year for the expenses of the Commission.

Section 25.5.(k) This act becomes effective July 1, 2000.

CODE NO. 2000TRANS-S002B-P

Requested by; Representatives Cole, Crawford, Easterling, Redwine

CLARIFY DEVELOPMENT AUTHORITY OF REGIONAL PUBLIC TRANSPORTATION AUTHORITIES

Section 25.6. G.S. 160A-610 reads as rewritten:

"**§ 160A-610. General powers of the Authority.**

The general powers of the Authority shall include any or all of the following:

. . .

(7a) To enhance mobility within the region and promote sound growth patterns through joint transit development projects as generally described by Federal Transit Administration (FTA) policy at 62 Fed. Reg. 12266 (1997) and implementing guidelines in FTA Circular 9300.1A, Appendix B, as the policy and guidance may be amended; and, with respect to the planning, construction, and operation of joint transit development projects, upon the governing

board's adoption of policies and procedures to ensure fair and open competition, to select developers or development teams in substantially the same manner as permitted by G.S. 143-129(h); and to enter into development agreements with public, private, or nonprofit entities to undertake the planning, construction, and operation of joint transit development projects."

CODE NO. 2000TRANS-S003B-P
Requested by: Representatives Cole, Crawford, Easterling, Redwine
STATE FULL FUNDING GRANT AGREEMENTS WITH TRANSPORTATION AUTHORITIES

Section 25.7. G.S. 136-44.20 is amended by adding a new subsection to read:

"(b1) The Secretary or other eligible entity may, subject to the appropriations made by the General Assembly for any fiscal year, enter into State Full Funding Grant Agreements with a Regional Public Transportation Authority (RPTA) duly created and existing pursuant to Article 26 of Chapter 160A, a Regional Transportation Authority (RTA) duly created and existing pursuant to Article 27 of Chapter 160A, or a city organized under the laws of this State as defined in G.S. 160A-1(2), to provide State matching funds for 'new start' fixed guideway projects in development by any entity pursuant to 49 U.S.C. § 53. These grant agreements shall be executable only upon an Authority's or city's completion of and the Federal Transit Administration (FTA) approval of Preliminary Engineering and Environmental Impact Studies in anticipation of federal funding pursuant to 49 U.S.C. § 5309.

Prior to executing State Full Funding Grant Agreements, the Secretary shall submit proposed grant agreements or amendments to the Joint Legislative Transportation Oversight Committee for review. The agreements, consistent with federal guidance, shall define the limits of the 'new starts' projects within the State, commit maximum levels of State financial participation, and establish terms and conditions of State financial participation.

State Full Funding Grant Agreements may provide for contribution of State funds in multiyear allotments. The multiyear allotments shall be based upon the Department's estimates, made in conjunction with an Authority or city, of the grant amount required for 'new start' project work to be performed in the appropriation fiscal year."

CODE NO. 2000TRANS-H007D-P
Requested by: Representatives Cole, Crawford, Easterling, Redwine, Baker
EXEMPT FARM TRUCKS FROM THE STATE REQUIREMENTS THAT CERTAIN BUSINESS VEHICLES BE MARKED

Section 25.8. G.S. 20-101 reads as rewritten:

"**§ 20-101. Certain business vehicles to be marked.**

A motor vehicle that is subject to 49 ~~U.S.C.~~ C.F.R. Part 390, the federal motor carrier safety regulations, ~~must~~ shall be marked as required by that Part.

A motor vehicle that is not subject to those regulations, has a gross vehicle weight rating of more than 10,000 pounds, ~~and~~ is used in intrastate ~~commerce~~ commerce, and is not a farm vehicle, as further described in G.S. 20-118 (c)(4), (c)(5), or (c)(12), ~~must~~ shall have the name of the owner printed on the side of the vehicle in letters not less than three inches in height.

A motor vehicle that is subject to regulation by the North Carolina Utilities Commission ~~must~~ shall be marked as required by that Commission and as otherwise required by this section."

Transportation

HIGHWAY FUND

	FY 00-01
Total Budget Approved 1999 Session	$1,181,410,000

Budget Changes

Administration

(0240) General Services

1 Additional Postage Costs for DMV Provides additional funding for DMV postage expenses due to increased volume. One-time funds are included to replace the existing mail inserter.	$400,000 $195,000	R NR
2 Central Warehouse Rental and Staff Funds rental of a new central warehouse and four new positions for operating the warehouse, two stock clerks II, one processing assistant III, and one warehouse manager.	$556,914 4.00	R
3 Additional Property Insurance Payments Provides additional funding for payments into the Sate Property Fire Insurance Fund.	$63,000	R

Construction and Maintenance

(5120) Construction - Secondary

4 Technical Adjustment The allocation to secondary road construction is determined by statute and is a function of gas tax revenues. Because estimates of gas tax revenues have increased, this corresponding technical adjustment is made in the budget for secondary road construction.	$192,000	R

(5240) Maintenance - Contract Resurfacing

5 Increased Maintenance - Contract Resurfacing Provides additional funds for contract resurfacing as part of the maintenance program for the State's highways.	$19,426,120	R

(5400) Capital Improvements

6 Capital Improvements Provides funds for replacement, repair, and renovation of the Department's facilities.	$9,000,000	NR

(5910) State Aid - Municipalities

7 Technical Adjustment — $192,000 — R

The allocation to municipalities is determined by statute and is a function of gas tax revenues. Because estimates of gas tax revenues have increased, this corresponding technical adjustment is made in the budget for aid to municipalities.

(5970) Public Transportation

8 Operating Assistance to Urban and Regional Transit — $5,900,000 — R

Provides funds for operating assistance for urban and regional transit programs around the state.

9 Capital Assistance - Rural Transit — $1,300,000 — R

Provides funds for capital assistance for rural transit programs.

(5970) Public Transportation Program

10 Rural Transit - Elderly, Disabled, General Public — $500,000 — R

Provides funds to assist rural transit programs for the elderly, disabled, and the general public.

Division of Motor Vehicles

(0530) Driver License

11 Additional Field Hearing Officers (Driver License) — $136,059 — R

3.00

DMV is finding it difficult to comply with the law requiring hearings within 60 days of a driver's request. In addition, effective July 1, 2000, DMV will be implementing the 1999 DWI legislation and the Division is predicting an increase in the number of suspensions of license for violation of DWI restrictions and a consequent increase in hearings.

12 West Raleigh Office Lease — $296,200 — R

The West Raleigh DMV office off Blue Ridge Road is inadequate. Funds are provided to lease a space for 36 Enforcement employees and 17 Driver License employees.

(0530/0540) Driver License/School Bus

13 Driver License Office Lease Agreement Renewals — $183,025 — R

Provides additional funds for increased lease payments for offices of the Driver License Section and the School Bus and Traffic Safety Section.

(0571) Enforcement Section

14 Increase in Safety Inspection Sticker Costs — $150,000 R

Provides additional funds due to increased costs for safety inspection stickers.

Reserves

(6220) Leaking Underground Storage Tanks

15 Technical Adjustment — $200,000 R

The allocation to the Leaking Underground Storage Tank (LUST) Trust Fund is determined by statute and is a function of gasoline inspection tax revenues. Because estimates of gas tax revenues have increased, this corresponding technical adjustment is made in the budget for the LUST Trust Fund.

(6270) Crime Control & Public Safety

16 Highway Patrol Overtime Pay — $480,564 NR

Provides funds for overtime pay for State Highway Patrol in lieu of compensatory leave.

17 Reserve for Equipment for 28 New SHP Troopers — $1,267,919 NR

Provides equipment for 28 new SHP Troopers.

18 Salaries and Benefits for New SHP Troopers — $655,065 R

Provides a reserve for salaries and benefits for 28 new SHP troopers to be hired effective January 2001. — 28.00

(6310) Department of Public Instruction

19 Driver Education Program — $449,802 R

Increased payments from the Highway Fund to the Department of Public Instruction for the Driver Education Program to reflect new ADM estimates.

(6610) Retirement Rate Reduction

20 Retiree Health Plan Premium Reserve — ($3,100,000) NR

Currently, the State reserve for Retiree Health Benefits has a $130 million balance. This item would suspend a portion of the surcharge on employer retirement contributions from the Highway Fund for retiree health benefit premiums for FY 2000-01 only.

(6611) Retirement Rate Adjustment

21 Reduce Fund for Retirement Rate Adjustment ($13,436,600) R

Reduce contributions in the Teacher's and State Employees' Retirement System.

(6612) Supplemental Retirement Benefits

22 Employer Contribution $4,400,000 R

Provides funding for an employer contribution of 1% of employees' salaries to 401(k) or Deferred Compensation Plans.

(6613) Death Benefit Contributions)

23 Reduce Death Benefit Contribution Rate ($846,000) NR

Currently, the Death Benefit Plan has a cash balance of $44.9 million. This reduction would suspend the State's contribution to the fund for 2000-2001 only.

(6801) Legislative Salary Increase

24 Funds for Salary Increase $21,720,000 R

Provides for a 3% cost-of-living adjustment and a 2% career growth recognition award.

(6833) Pilot Program - Unpaved Roads

25 Pilot Program to Improve Unpaved Roads $1,500,000 NR

Provides funds for pilot program to provide minimal improvements to make unpaved roads more accessible.

(6834) Reserve for DMV Systems Maint.

26 Reserve for DMV Computer Systems Maintenance $3,300,000 R

The Division currently performs computer system maintenance primarily with contractors at a total cost of $5 million per year but with a budget of approximately $1 million. This reserve would permit DMV to begin a transition to in- house staff at a lower cost than contractors.

(6850) Reserve for Maintenance

27 Additional Funds for Maintenance $10,519,332 R

Provides reserve for additional funds for primary, secondary, and urban maintenance.

Budget Changes	**$57,102,917**	**R**
	$8,497,483	**NR**
Total Position Changes	35.00	
Revised Total Budget	**$1,247,010,400**	

MINUTES
SENATE APPROPRIATIONS
SUBCOMMITTEE ON TRANSPORTATION

The Senate Appropriations Subcommittee on Transportation met at 9:00 A.M. on Thursday, June 15, 2000 in Room 1027 of the Legislative Building. Five members were present. Senator Wib Gulley, Chair, presided.

Senator Gulley asked Evan Rodewald, Fiscal Analyst, to present the budget proposal from the House and to explain the differences between the House proposal and the Joint Transportation Subcommittee proposal tentatively approved at the June 6, 2000 meeting (see Attachment #1). Evan told the Committee that the only difference was that the Joint Subcommittee at $0 for nonrecurring contract resurfacing and the House proposed spending $1.5 million (line 13). The Joint Subcommittee put that $1.5 million nonrecurring money in a pilot program to improve unpaved roads (line 40). Evan further told the Committee that Attachment #2 was a more detailed explanation of the line items in Attachment #1.

Senator Carpenter asked if the $1.5 million for the pilot program would be spent equally across the state. Senator Gulley stated that there was a special provision by Representative Gardner that addressed that issue. Senator Gulley also stated that there was a strong interest by the full Appropriations chairs to have a pilot program to improve unpaved roads. Senator Rucho said the state needed to tell developers that they needed to build roads at state standards because the state could not continue to take over roads the developers did not build adequately.

Next, Bob Weiss, Fiscal Analyst, reviewed the special provisions proposed by the House (see Attachment #3). Bob stated that there had been a change to the provision regarding contract goals. The goal for minority and disabled veteran businesses was now a combined 10%. Bob also said he thought the 5% goal for women businesses was going to be changed to 10%. Ruth Sappie from DOT told the Committee that DOT was concerned about the arbitrary goals and DOT could be open to immediate legal challenges. It was felt that the state would be better served if it allowed DOT to study these goals rather than arbitrarily set them. There needed to be a disparity study to make the federal and state laws consistent. Senator Gulley suggested that the Committee leave the existing goals of 10% for minority businesses and 5% for women businesses and study the disabled veteran business goal and the increase of the women business goal to 10% in light of the federal law.

Senator Rucho asked if there had been a cost increase resulting from following these guidelines. Ms. Sappie replied that since the federal government mandated it, no cost study had been done. Senator Rucho said he thought data was needed to see if the state could be more efficient and perhaps challenge the federal mandate. Ms. Sappie replied that the state established these goals in 1993 and they were just goals. A competitive bidding process was still being used by DOT.

Bob Weiss then told the Committee that the House added language in the Global Transpark special provision starting on line 47, page 131 of handout. Senator Gulley asked if any other quasi-government agency used Escheat funds. Bob replied no.

Next, Bob pointed out to the Committee that the next three provisions beginning on page 133, line 18 through page 134, line 52 were new provisions that the Senate Committee had not seen before. Representative Gardner's provision on page 134, line 32 was similar to legislation that was heard and died in the Senate Transportation Committee. It was felt that it was not good public policy. Senator Rucho asked how much money this provision effected. Evan Rodewald replied $31.4 million. Evan further stated that DOT was studying the various factors (cold climate being one of them) that effect the maintenance costs and DOT was to report to the Transportation Oversight Committee (line 40, 25.9(b)). Senator Gulley said that section of the provision might be worth keeping.

There being no further business, the meeting was adjourned at 9:45 A.M.

Senator Wib Gulley, Senate Chair

Carol Resar, Committee Clerk

Handout #1

2000-2001 Budget - Highway Fund

Line #		Governor	Recommendations: Draft - Joint Transportation Subcommittee		Recommendations: Approved House Transportation Subcommittee	
	Availability					
1	Revenue Estimate	$ 1,240,030,000	$ 1,240,030,000		$ 1,240,030,000	
2	Surplus from Prior Year	-	6,980,000	NR	6,980,000	NR
3	Funds Available	1,240,030,000	1,247,010,000		1,247,010,000	
4	Continuation Budget	1,181,410,000	1,181,410,000		1,181,410,000	
5						
6	**Total Net Funds Available:**	**$ 58,620,000**	**$ 65,600,000**		**$ 65,600,000**	
7	Nonrecurring		6,980,000	NR	6,980,000	NR
8	Recurring		58,620,000		58,620,000	
9						
10						
11	**Expansion Items**					
12	Contract Resurfacing - Recurring	$ 23,500,000	$ 19,426,120		$ 19,426,120	
13	Contract Resurfacing - Nonrecurring	-	-		1,500,000	NR
14	Maintenance	-	10,519,332		10,519,332	
15	Salary Increase	13,000,000	21,720,000		21,720,000	
16	1% 401K Contribution		4,400,000		4,400,000	
17	Reduce Retirement Contributions		(13,436,600)		(13,436,600)	
18	Reduce Death Benefit Contribution		(846,400)	NR	(846,400)	NR
19	Retiree Health Plan Premium Reductions		(3,100,000)	NR	(3,100,000)	NR
20	Capital Improvements	9,000,000	9,000,000	NR	9,000,000	NR
21	Operating Assistance - Urban and Regional Transit	4,900,000	5,900,000		5,900,000	
22	Capital Assistance - Rural Transit	300,000	1,300,000		1,300,000	
23	Elderly, Disabled, General Public - Rural Transit	-	500,000		500,000	
24	DMV Computer Systems Maintenance	3,300,000	3,300,000		3,300,000	
25	Highway Patrol Overtime Pay	1,500,000	480,564	NR	480,564	NR
26	Highway Patrol - 28 New Troopers Salaries, Benefits	-	655,065		655,065	
27	Highway Patrol - 28 New Troopers Equipment	-	1,267,919	NR	1,267,919	NR
28	Property Insurance Coverage	125,000	63,000		63,000	
29	DMV Postage	400,000	400,000		400,000	
30	DMV Mail Equipment	195,000	195,000	NR	195,000	NR
31	DMV Central Warehouse Rental and 4 Positions	556,914	556,914		556,914	
32	Driver License Office Lease Increase	183,025	183,025		183,025	
33	Emissions and Safety Inspection Stickers	194,000	150,000		150,000	
34	3 Additional DMV Hearing Officers	136,059	136,059		136,059	
35	Rental of New DMV Office in Raleigh	296,200	296,200		296,200	
36	Leaking Underground Storage Tank Fund	200,000	200,000		200,000	
37	Municipal Aid (Powell Bill)	192,000	192,000		192,000	
38	Secondary Road Construction	192,000	192,000		192,000	
39	Driver Education Enrollment Increase	449,802	449,802		449,802	
40	Pilot Program to Improve Unpaved Roads	-	1,500,000	NR	-	
41						
42	**Total Expansion Request**	**$ 58,620,000**	**$ 65,600,000**		**$ 65,600,000**	
43	Recurring		57,102,917		57,102,917	
44	Nonrecurring		8,497,083	NR	8,497,083	NR
45						
46						
47						
48	**Surplus (Deficit)**	-	-		-	

Handout #2

House Subcommittee on Transportation

Transportation

HIGHWAY FUND

Total Budget Approved 1999 Session	FY 00-01
	$1,181,410,000

Budget Changes

Administration

(0240) General Services

1 Additional Postage Costs for DMV Provides additional funding for DMV postage expenses due to increased volume. One-time funds are included to replace the existing mail inserter.	$400,000 $195,000	R NR
2 Central Warehouse Rental and Staff Funds rental of a new central warehouse and four new positions for operating the warehouse, two stock clerks II, one processing assistant III, and one warehouse manager.	$556,914 4.00	R
3 Additional Property Insurance Payments Provides additional funding for payments into the State Property Fire Insurance Fund.	$63,000	R

Construction and Maintenance

(5120) Construction - Secondary

4 Technical Adjustment The allocation to secondary road construction is determined by statute and is a function of gas tax revenues. Because estimates of gas tax revenues have increased, this corresponding technical adjustment is made in the budget for secondary road construction.	$192,000	R

(5240) Maintenance - Contract Resurfacing

5 Increased Maintenance - Contract Resurfacing Provides additional funds for contract resurfacing as part of the maintenance program for the State's highways.	$19,426,120 $1,500,000	R NR

(5400) Capital Improvements

6 Capital Improvements Provides funds for replacement, repair, and renovation of the Department's facilities.	$9,000,000	NR

(5910) State Aid - Municipalities

7 Technical Adjustment — $192,000 R

The allocation to municipalities is determined by statute and is a function of gas tax revenues. Because estimates of gas tax revenues have increased, this corresponding technical adjustment is made in the budget for aid to municipalities.

(5970) Public Transportation

8 Capital Assistance - Rural Transit — $1,300,000 R

Provides funds for capital assistance for rural transit programs.

9 Operating Assistance to Urban and Regional Transit — $5,900,000 R

Provides funds for operating assistance for urban and regional transit programs around the state.

(5970) Public Transportation Program

10 Rural Transit - Elderly, Disabled, General Public — $500,000 R

Provides funds to assist rural transit programs for the elderly, disabled, and the general public.

Division of Motor Vehicles

(0530) Driver License

11 Additional Field Hearing Officers (Driver License) — $136,059 R

3.00

DMV is finding it difficult to comply with the law requiring hearings within 60 days of a driver's request. In addition, effective July 1, 2000, DMV will be implementing the 1999 DWI legislation and the Division is predicting an increase in the number of suspensions of license for violation of DWI restrictions and a consequent increase in hearings.

12 West Raleigh Office Lease — $296,200 R

The West Raleigh DMV office off Blue Ridge Road is inadequate. Funds are provided to lease a space for 36 Enforcement employees and 17 Driver License employees.

(0530/0540) Driver License/School Bus

13 Driver License Office Lease Agreement Renewals — $183,025 R

Provides additional funds for increased lease payments for offices of the Driver License Section and the School Bus and Traffic Safety Section.

(0571) Enforcement Section

14 Increase in Safety Inspection Sticker Costs
Provides additional funds due to increased costs for safety inspection stickers. $150,000 R

Reserves

(6220) Leaking Underground Storage Tanks

15 Technical Adjustment
The allocation to the Leaking Underground Storage Tank (LUST) Trust Fund is determined by statute and is a function of gasoline inspection tax revenues. Because estimates of gas tax revenues have increased, this corresponding technical adjustment is made in the budget for the LUST Trust Fund. $200,000 R

(6270) Crime Control & Public Safety

16 Highway Patrol Overtime Pay
Provides funds for overtime pay for State Highway Patrol in lieu of compensatory leave. $480,564 NR

17 Reserve for Equipment for 28 New SHP Troopers
Provides equipment for 28 new SHP Troopers. $1,267,919 NR

18 Salaries and Benefits for New SHP Troopers
Provides a reserve for salaries and benefits for 28 new SHP troopers to be hired effective January 2001. $655,065 R
28.00

(6310) Department of Public Instruction

19 Driver Education Program
Increased payments from the Highway Fund to the Department of Public Instruction for the Driver Education Program to reflect new ADM estimates. $449,802 R

(6610) Retirement Rate Reduction

20 Retiree Health Plan Premium Reserve
Currently, the State reserve for Retiree Health Benefits has a $130 million balance. This item would suspend a portion of the surcharge on employer retirement contributions from the Highway Fund for retiree health benefit premiums for FY 2000-01 only. ($3,100,000) NR

(6611) Retirement Rate Adjustment

21 Reduce Fund for Retirement Rate Adjustment Reduce contributions in the Teacher's and State Employees' Retirement System.	($13,436,600)	R

(6612) Supplemental Retirement Benefits

22 Employer Contribution Provides funding for an employer contribution of 1% of employees' salaries to 401(k) or Deferred Compensation Plans.	$4,400,000	R

(6613) Death Benefit Contributions)

23 Reduce Death Benefit Contribution Rate Currently, the Death Benefit Plan has a cash balance of $44.9 million. This reduction would suspend the State's contribution to the fund for 2000-2001 only.	($846,000)	NR

(6801) Legislative Salary Increase

24 Funds for Salary Increase Provides for a 3% cost-of-living adjustment and a 2% career growth recognition award.	$21,720,000	R

(6834) Reserve for DMV Systems Maint.

25 Reserve for DMV Computer Systems Maintenance The Division currently performs computer system maintenance primarily with contractors at a total cost of $5 million per year but with a budget of approximately $1 million. This reserve would permit DMV to begin a transition to in- house staff at a lower cost than contractors.	$3,300,000	R

(6850) Reserve for Maintenance

26 Additional Funds for Maintenance Provides reserve for additional funds for primary, secondary, and urban maintenance.	$10,519,332	R

Budget Changes	**$57,102,917**	R
	$8,497,483	NR
Total Position Changes	35.00	
Revised Total Budget	**$1,247,010,400**	

RESERVE FOR ATTORNEYS' FEES OF RULES REVIEW COMMISSION

Section 24.(a) A reserve is established in the Office of State Budget and Management. This reserve shall consist of appropriations from the General Assembly and funds received from any State agency in accordance with this section.

Section 24.(b) When a State agency files a petition for judicial review of a final decision of the Rules Review Commission under Article 4 of Chapter 150B of the General Statutes and the Rules Review Commission prevails in that action, that State agency shall deposit to the reserve under subsection (a) of this section a sum equal to the Commission's actual attorneys' fees.

If the Department of Labor or the Commissioner of Labor has filed a petition for judicial review of a final decision of the Rules Review Commission under Article 4 of Chapter 150B of the General Statutes and that petition is pending on the date this section becomes effective, then unless there is deposited from funds available to the Department of Labor to the reserve under subsection (a) of this section the amount of one hundred ninety-six thousand dollars ($196,000), which is the estimated costs of the legal expenses of the Commission, upon petition of the Rules Review Commission, the petition shall be dismissed. If the amount is deposited and the petitioner prevails, the deposit shall be refunded.

PART XXIVA. DEPARTMENT OF STATE TREASURER

Requested by: Representative Redwine

DEPARTMENT OF STATE TREASURER INFORMATION TECHNOLOGY SYSTEMS

Section 24A. Upon approval by the Information Resources Management Commission and concurrence by the Select Committee on Information Technology, the Department of State Treasurer may spend departmental receipts for the 2000-2001 fiscal year to continue improvement of the Department's investment banking operations system, retirement payroll systems, and other information technology infrastructure needs.

PART XXV. DEPARTMENT OF TRANSPORTATION

Requested by: Representatives Cole, Crawford, Easterling, Redwine

CASH-FLOW HIGHWAY FUND AND HIGHWAY TRUST FUND APPROPRIATIONS

Section 25.(a) The General Assembly authorizes and certifies anticipated revenues of the Highway Fund as follows:

FY 2001-2002	$1,281.1 million
FY 2002-2003	$1,303.7 million
FY 2003-2004	$1,331.0 million
FY 2004-2005	$1,336.2 million.

The General Assembly authorizes and certifies anticipated revenues of the Highway Trust Fund as follows:

FY 2001-2002	$1,042.1 million
FY 2002-2003	$1,083.6 million
FY 2003-2004	$1,127.6 million
FY 2004-2005	$1,176.5 million.

Section 25.(b) Section 27 of S.L. 1999-237 is repealed.

Requested by: Representatives Cole, Crawford, Easterling, Redwine, Davis

DEPARTMENT OF TRANSPORTATION CONTRACT GOALS FOR BUSINESSES OWNED BY DISABLED VETERANS

Section 25.1. G.S. 136-28.4(b) reads as rewritten:

"(b) A ten percent (10%) goal is established for the combined participation by minority ~~businesses~~ businesses and service disabled veteran businesses and a five percent (5%) goal for participation by women businesses is established in contracts let by the Department of Transportation for the design, construction, alteration, or maintenance of State highways, roads, streets, or bridges and for the procurement of materials for these projects. The Department of Transportation shall endeavor to award to minority businesses and service disabled veteran businesses at least ten percent (10%), by value, of the contracts it lets for these purposes, and shall endeavor to award to women businesses at least five percent (5%), by value, of the contracts it lets for these purposes. The Department shall adopt written procedures specifying the steps it will take to achieve these goals. The Department shall give equal opportunity for contracts it lets without regard to race, religion, color, creed, national origin, sex, age, or handicapping condition, as defined in G.S. 168A-3, to all contractors and businesses otherwise qualified."

Requested by: Representatives Cole, Crawford, Easterling, Redwine

STATE HIGHWAY PATROL TO STUDY REIMBURSEMENTS FOR COSTS OF ADDED SPECIAL SERVICES AT SCHEDULED EVENTS

Section 25.2. The State Highway Patrol shall study the implementation of a program for the reimbursement to the State of North Carolina of costs for added services provided by the Patrol at various categories of scheduled events.

Any program shall provide for a determination of normal law enforcement costs and the added costs, including additional supervision, added shifts, and overtime.

The State Highway Patrol shall report the results of this study, along with any recommendations containing legislative proposals to the Joint Legislative Transportation Oversight Committee by November 1, 2000.

Requested by: Representatives Cole, Crawford, Easterling, Redwine, Baddour

GLOBAL TRANSPARK CONSTRUCTION BONDS

Section 25.3. G.S. 63A-4(a)(22) reads as rewritten:

"(a) The Authority shall have all of the powers necessary to execute the provisions of this Chapter, which shall include at least the following powers:

. . .

(22) To issue obligations, without Local Government Commission approval, to finance the purchase or acquisition of land or options on ~~land.~~ land, or the construction of buildings or facilities. An obligation may be secured by the land purchased or acquired, or by the buildings or facilities constructed, may be unsecured, or may be made payable from revenues, the proceeds of notes, bonds, or the sale of any lands, the proceeds of any bonds of the State or moneys appropriated by the State, or any other available moneys of the Authority. An obligation to finance the purchase or acquisition of land or options on ~~land~~ land, or the construction of buildings or facilities, may be sold only to the Escheat Fund as an investment of the Fund pursuant to G.S. 147-69.2(b)(11). No building or facility shall be constructed using these funds unless a bona fide offer or proposal to lease at least fifty percent (50%) of the square footage of the building or facility has been made and no satisfactory comparable building or facility is available within five miles of the Global TransPark Airport."

Section 25.4. [RESERVED.]

Requested by: Representatives Cole, Crawford, Easterling, Redwine

STUDY OF COMMISSION CONTRACTS FOR ISSUANCE OF MOTOR VEHICLE REGISTRATION PLATES AND CERTIFICATES

Section 25.5.(a) The Commission to Study Commission Contracts for the Issuance of Motor Vehicle Registration Plates and Certificates is created. The Commission shall consist of 11 members:

(1) Four Senators appointed by the President Pro Tempore of the Senate and four Representatives appointed by the Speaker of the House of Representatives.

(2) The President Pro Tempore of the Senate and the Speaker of the House of Representatives shall each appoint one person currently contracted with the Division of Motor Vehicles to issue registration plates and certificates.

(3) The Commissioner of Motor Vehicles or the Commissioner's designee shall serve as a voting member of the Commission.

Section 25.5.(b) The President Pro Tempore of the Senate shall designate one Senator as cochair and the Speaker of the House of Representatives shall designate one Representative as cochair.

Section 25.5.(c) The Commission shall:

(1) Review the history and policies that led to the enactment of G.S. 20-63(h) providing for contracts for the issuance of registration plates and certificates.

(2) Study the current implementation and consequences of the provisions of G.S. 20-63(h).

(3) Study how registration plates and certificates are issued in other states.

(4) Study the implications and potential effects on the contract agents of the authority of the Division of Motor Vehicles to use electronic applications and collections authorized in G.S. 20-63(i).

(5) Study any other factors it deems relevant related to the use of contract agents for the issuance of registration plates and certificates.

(6) Make findings and recommendations on improving the services related to the issuance of registration plates and certificates to the citizens of North Carolina while reducing the costs to the State.

Section 25.5.(d) The Commission shall submit a final report of its findings and recommendations to the General Assembly on or before the first day of the 2001 Session of the General Assembly by filing the report with the President Pro Tempore of the Senate and the Speaker of the House of Representatives. Upon filing its final report, the Commission shall terminate.

Section 25.5.(e) The Commission, while in the discharge of official duties, may exercise all the powers provided for under the provisions of G.S. 120-19, and G.S. 120-19.1 through G.S. 120-19.4. The Commission may meet at any time upon the joint call of the cochairs. The Commission may meet in the State Legislative Building or the Legislative Office Building.

Section 25.5.(f) Legislative members of the Commission shall receive subsistence and travel expenses at the rates set forth in G.S. 120-3.1. Nonlegislative members shall receive subsistence and travel expenses at the rates set forth in G.S. 138-5.

Section 25.5.(g) The Commission may contract for professional, clerical, or consultant services as provided by G.S. 120-32.02. The Legislative Services

Commission, through the Legislative Administrative Officer, shall assign professional staff to assist in the work of the Commission. The House of Representatives' and the Senate's Supervisors of Clerks shall assign clerical staff to the commission or committee, upon the direction of the Legislative Services Commission. The expenses relating to clerical employees shall be borne by the Commission.

Section 25.5.(h) When a vacancy occurs in the membership of the Commission, the vacancy shall be filled by the same appointing officer who made the initial appointment.

Section 25.5.(i) All State departments and agencies and local governments and their subdivisions shall furnish the Commission with any information in their possession or available to them.

Section 25.5.(j) There is appropriated from the Highway Fund to the General Assembly the sum of twenty-five thousand dollars ($25,000) for the 2000-2001 fiscal year for the expenses of the Commission.

Section 25.5.(k) This act becomes effective July 1, 2000.

Requested by: Representatives Cole, Crawford, Easterling, Redwine

CLARIFY DEVELOPMENT AUTHORITY OF REGIONAL PUBLIC TRANSPORTATION AUTHORITIES

Section 25.6. G.S. 160A-610 reads as rewritten:

"**§ 160A-610. General powers of the Authority.**

The general powers of the Authority shall include any or all of the following:

. . .

(7a) To enhance mobility within the region and promote sound growth patterns through joint transit development projects as generally described by Federal Transit Administration (FTA) policy at 62 Fed. Reg. 12266 (1997) and implementing guidelines in FTA Circular 9300.1A, Appendix B, as the policy and guidance may be amended; and, with respect to the planning, construction, and operation of joint transit development projects, upon the governing board's adoption of policies and procedures to ensure fair and open competition, to select developers or development teams in substantially the same manner as permitted by G.S. 143-129(h); and to enter into development agreements with public, private, or nonprofit entities to undertake the planning, construction, and operation of joint transit development projects."

Requested by: Representatives Cole, Crawford, Easterling, Redwine

STATE FULL FUNDING GRANT AGREEMENTS WITH TRANSPORTATION AUTHORITIES

Section 25.7. G.S. 136-44.20 is amended by adding a new subsection to read:

"(b1) The Secretary or other eligible entity may, subject to the appropriations made by the General Assembly for any fiscal year, enter into State Full Funding Grant Agreements with a Regional Public Transportation Authority (RPTA) duly created and existing pursuant to Article 26 of Chapter 160A, a Regional Transportation Authority (RTA) duly created and existing pursuant to Article 27 of Chapter 160A, or a city organized under the laws of this State as defined in G.S. 160A-1(2), to provide State matching funds for 'new start' fixed guideway projects in development by any entity pursuant to 49 U.S.C. § 53. These grant agreements shall be executable only upon an Authority's or city's completion of and the Federal Transit Administration (FTA) approval of Preliminary Engineering and

Environmental Impact Studies in anticipation of federal funding pursuant to 49 U.S.C. § 5309.

Prior to executing State Full Funding Grant Agreements, the Secretary shall submit proposed grant agreements or amendments to the Joint Legislative Transportation Oversight Committee for review. The agreements, consistent with federal guidance, shall define the limits of the 'new starts' projects within the State, commit maximum levels of State financial participation, and establish terms and conditions of State financial participation.

State Full Funding Grant Agreements may provide for contribution of State funds in multiyear allotments. The multiyear allotments shall be based upon the Department's estimates, made in conjunction with an Authority or city, of the grant amount required for 'new start' project work to be performed in the appropriation fiscal year."

Requested by: Representatives Cole, Crawford, Easterling, Redwine, Baker

EXEMPT FARM TRUCKS FROM THE STATE REQUIREMENTS THAT CERTAIN BUSINESS VEHICLES BE MARKED

Section 25.8. G.S. 20-101 reads as rewritten:

"**§ 20-101. Certain business vehicles to be marked.**

A motor vehicle that is subject to 49 ~~U.S.C.~~ C.F.R. Part 390, the federal motor carrier safety regulations, ~~must~~ shall be marked as required by that Part.

A motor vehicle that is not subject to those regulations, has a gross vehicle weight rating of more than 10,000 pounds, ~~and~~ is used in intrastate ~~commerce~~ commerce, and is not a farm vehicle, as further described in G.S. 20-118 (c)(4), (c)(5), or (c)(12), ~~must~~ shall have the name of the owner printed on the side of the vehicle in letters not less than three inches in height.

A motor vehicle that is subject to regulation by the North Carolina Utilities Commission ~~must~~ shall be marked as required by that Commission and as otherwise required by this section."

Requested by: Representative Gardner

SOME MAINTENANCE FUNDS FOR GOOD ROADS IN NORTH CAROLINA DISTRIBUTED ON THE BASIS OF NEED

Section 25.9.(a) Of the funds appropriated by this act to the Department of Transportation from the Highway Fund for the 2000-2001 fiscal year, one-half of the funds appropriated for road maintenance and one-half of the funds appropriated for contract resurfacing shall be expended by the Highway Divisions based only on the pavement condition survey component of the current formula for allocation of contract resurfacing funds developed pursuant to G.S. 136-44.6.

Section 25.9.(b) The Department of Transportation shall study ways of incorporating measures of maintenance needs into the allocation formulas for all maintenance funds, including funds for contract resurfacing and funds for maintaining the primary, secondary, and urban systems.

In making its recommendations, the Department should consider among other relevant measures of maintenance needs: pavement structure and conditions, bridge conditions, passenger vehicle traffic, commercial vehicle traffic, climate and weather conditions, and any other measures the Department considers relevant to measuring maintenance needs.

The Department shall report its findings and recommendations to the Joint Legislative Transportation Oversight Committee and the Fiscal Research Division no later than December 1, 2000.

PART XXVI. SALARIES AND BENEFITS

VISITOR REGISTRATION SHEET

Senate Appropriations Subcommittee on DOT — June 15, 2000

Name of Committee — **Date**

VISITORS: PLEASE SIGN IN BELOW AND RETURN TO COMMITTEE CLERK

NAME	FIRM OR AGENCY AND ADDRESS
Eugene Collins	DMV
Greg Michaud	CCPS
Natalie English	Charlotte Chamber
Christie Barbee	CAPA
Don Guins	N.C. D.O.T.
Mark Gleason	Capital Group
Ron Watson	NC DOT
Steve Varnedoe	NCDOT
Stuart Albright	Lt. Governor's office
VL McBride	NCTA
DAVE A. MOODY	DMV ENFORCEMENT / RAL HQ

VISITOR REGISTRATION SHEET

Senate Appropriations Subcommittee on DOT — June 15, 2000

Name of Committee — **Date**

VISITORS: PLEASE SIGN IN BELOW AND RETURN TO COMMITTEE CLERK

NAME	FIRM OR AGENCY AND ADDRESS
Carol Simon	DMV
Milton Alford	OSBM

MINUTES
SENATE APPROPRIATIONS
SUBCOMMITTEE ON TRANSPORTATION

The Senate Appropriations Subcommittee on Transportation met at 9:00 A.M. on Tuesday, June 20, 2000 in Room 1027 of the Legislative Building. Three members were present. Senator Wib Gulley, Chairman, presided.

Senator Gulley reviewed the proposed Senate budget (see Attachment #1). He told the Committee that the differences between the House and Senate budgets were in the boxes on lines 12-17 dealing with contract resurfacing, maintenance and salaries; lines 24-25 dealing with the Western North Carolina Rail Service; and line 42 dealing with the pilot program to improve unpaved roads. The $3.5 million for Rail Service on lines 24-25 was recategorized from recurring to nonrecurring funds. It was pointed out that Attachment #2 was a more detailed explanation of the items listed in Attachment #1.

The Committee next looked at the special provisions (see Attachment #3) and the differences between the Senate and House versions.

Senator Gulley made the following comments regarding the special provisions:

1) The contract goals provision was changed stating that DOT would study the goals rather than setting the goals without a study (page 1 of handout).
2) The Global Transpark provision (page 2 of handout) was changed to return the provision to its original form.
3) The unpaved road pilot program provision (page 2 of handout) pertained to public access roads, not private roads. DOT was to report to Transportation Oversight on December 31, 2000 on this program. Also, section 25.4(b) of the provision stated that the state was not obligated to further improve or maintain the unpaved road in the future. Senator Rucho asked if there was an effort to curtail the practice of building roads and not maintaining them. Ruth Sappie with DOT replied that developers would have to stop building these roads and that nothing was in the provision to stop it.
4) The word "municipalities" was added to the provision on page 5 of the handout.
5) The provision regarding the North Carolina Railroad dividends on page 6 of the handout was a new provision.
6) The detention of commercial vehicles provision on page 6 of handout was a new provision.
7) On page 7, the Wake Forest University provision was a new provision requested by Senators Horton and Garrou and DOT was agreeable to the provision.
8) The Western North Carolina Passenger Rail provision on page 7 of handout was a new provision.
9) The provision allowing the Transportation Oversight committee to study highway fund and highway trust fund cash balances on page 7 of handout was a new provision. A consulting firm would do the study and report to the Oversight committee by

March 31, 2001. It was pointed out that the Legislature would be in session in March, 2001 so the report would have to be made to the Appropriations Subcommittee rather than the Oversight committee. Senator Gulley asked staff to make the change.

10) The last provision on page 8 of handout regarding the study of providing passenger rail service to western North Carolina was a new provision.

Senator Carpenter moved to accept the Senate budget proposal as presented. Motion carried.

There being no further business, the meeting was adjourned at 9:50 A.M.

Senator Wib Gulley, Chair

Carol Resar, Committee Clerk

Handout #1

2000-2001 Budget - Highway Fund

Line #		Governor	Recommendations: Approved House Transportation Subcommittee		Recommendations: Draft - Senate Transportation Subcommittee	
	Availability					
1	Revenue Estimate	$ 1,240,030,000	$ 1,240,030,000		$ 1,240,030,000	
2	Surplus from Prior Year	-	6,980,000	NR	6,980,000	NR
3	Funds Available	1,240,030,000	1,247,010,000		1,247,010,000	
4	Continuation Budget	1,181,410,000	1,181,410,000		1,181,410,000	
5						
6	**Total Net Funds Available:**	**$ 58,620,000**	**$ 65,600,000**		**$ 65,600,000**	
7	Nonrecurring		6,980,000	NR	6,980,000	NR
8	Recurring		58,620,000		58,620,000	
9						
10						
11	**Expansion Items**					
12	Contract Resurfacing - Recurring	$ 23,500,000	$ 19,426,120		$ 24,945,452	
13	Contract Resurfacing - Nonrecurring	-	1,500,000	NR	-	
14	Maintenance	-	10,519,332		5,000,000	
15	Salary Increase	13,000,000	21,720,000		-	
16	1% 401K Contribution		4,400,000		-	
17	Reduce Retirement Contributions		(13,436,600)		-	
18	Reduce Death Benefit Contribution		(846,400)	NR	(846,400)	NR
19	Retiree Health Plan Premium Reductions		(3,100,000)	NR	(3,100,000)	NR
20	Capital Improvements	9,000,000	9,000,000	NR	9,000,000	NR
21	Operating Assistance - Urban and Regional Transit	4,900,000	5,900,000		5,900,000	
22	Capital Assistance - Rural Transit	300,000	1,300,000		1,300,000	
23	Elderly, Disabled, General Public - Rural Transit	-	500,000		500,000	
24	Western North Carolina Rail Service - Make Funds	-	-		(3,525,000)	
25	Appropriated for 2000-2001 Nonrecurring	-	-		3,525,000	NR
26	DMV Computer Systems Maintenance	3,300,000	3,300,000		3,300,000	
27	Highway Patrol Overtime Pay	1,500,000	480,564		480,564	NR
28	Highway Patrol - 28 New Troopers Salaries, Benefits	-	655,065		655,065	
29	Highway Patrol - 28 New Troopers Equipment	-	1,267,919		1,267,919	NR
30	Property Insurance Coverage	125,000	63,000		63,000	
31	DMV Postage	400,000	400,000		400,000	
32	DMV Mail Equipment	195,000	195,000		195,000	NR
33	DMV Central Warehouse Rental and 4 Positions	556,914	556,914		556,914	
34	Driver License Office Lease Increase	183,025	183,025		183,025	
35	Emissions and Safety Inspection Stickers	194,000	150,000		150,000	
36	3 Additional DMV Hearing Officers	136,059	136,059		136,059	
37	Rental of New DMV Office in Raleigh	296,200	296,200		296,200	
38	Leaking Underground Storage Tank Fund	200,000	200,000		200,000	
39	Municipal Aid (Powell Bill)	192,000	192,000		192,000	
40	Secondary Road Construction	192,000	192,000		192,000	
41	Driver Education Enrollment Increase	449,802	449,802		449,802	
42	Pilot Program to Improve Unpaved Roads	-	-		1,500,000	NR
43						
44	**Total Expansion Request**	**$ 58,620,000**	**$ 65,600,000**		**$ 52,916,600**	
45	Recurring		57,102,917		40,894,517	
46	Nonrecurring		8,497,083	NR	12,022,083	NR
47						
48						
49						
50	**Surplus (Deficit)**	-	-		**12,683,400**	

Handout #2

Senate Subcommittee on Transportation

Transportation

HIGHWAY FUND

	FY 00-01
Total Budget Approved 1999 Session	**$1,181,410,000**

Budget Changes

Administration

(0240) General Services

1 Additional Postage Costs for DMV Provides additional funding for DMV postage expenses due to increased volume. One-time funds are included to replace the existing mail inserter.	$400,000 $195,000	R NR
2 Central Warehouse Rental and Staff Funds rental of a new central warehouse and four new positions for operating the warehouse, two stock clerks II, one processing assistant III, and one warehouse manager.	$556,914 4.00	R
3 Additional Property Insurance Payments Provides additional funding for payments into the State Property Fire Insurance Fund.	$63,000	R

Construction and Maintenance

(5120) Construction - Secondary

4 Technical Adjustment The allocation to secondary road construction is determined by statute and is a function of gas tax revenues. Because estimates of gas tax revenues have increased, this corresponding technical adjustment is made in the budget for secondary road construction.	$192,000	R

(5240) Maintenance - Contract Resurfacing

5 Increased Maintenance - Contract Resurfacing Provides additional funds for contract resurfacing as part of the maintenance program for the State's highways.	$24,945,452	R

(5400) Capital Improvements

6 Capital Improvements Provides funds for replacement, repair, and renovation of the Department's facilities.	$9,000,000	NR

(5910) State Aid - Municipalities

7	**Technical Adjustment** The allocation to municipalities is determined by statute and is a function of gas tax revenues. Because estimates of gas tax revenues have increased, this corresponding technical adjustment is made in the budget for aid to municipalities.	$192,000	R

(5940) Rail Program

8	**Make Western N. C. Rail Funding Nonrecurring**	($3,525,000) $3,525,000	R NR

(5970) Public Transportation

9	**Capital Assistance - Rural Transit** Provides funds for capital assistance for rural transit programs.	$1,300,000	R
10	**Operating Assistance to Urban and Regional Transit** Provides funds for operating assistance for urban and regional transit programs around the state.	$5,900,000	R

(5970) Public Transportation Program

11	**Rural Transit - Elderly, Disabled, General Public** Provides funds to assist rural transit programs for the elderly, disabled, and the general public.	$500,000	

Division of Motor Vehicles

(0530) Driver License

12	**Additional Field Hearing Officers (Driver License)** DMV is finding it difficult to comply with the law requiring hearings within 60 days of a driver's request. In addition, effective July 1, 2000, DMV will be implementing the 1999 DWI legislation and the Division is predicting an increase in the number of suspensions of license for violation of DWI restrictions and a consequent increase in hearings.	$136,059 3.00	R
13	**West Raleigh Office Lease** The West Raleigh DMV office off Blue Ridge Road is inadequate. Funds are provided to lease a space for 36 Enforcement employees and 17 Driver License employees.	$296,200	R

(0530/0540) Driver License/School Bus

14	**Driver License Office Lease Agreement Renewals** Provides additional funds for increased lease payments for offices of the Driver License Section and the School Bus and Traffic Safety Section.	$183,025	R

(0571) Enforcement Section

15 Increase in Safety Inspection Sticker Costs — $150,000 R

Provides additional funds due to increased costs for safety inspection stickers.

Reserves

(6220) Leaking Underground Storage Tanks

16 Technical Adjustment — $200,000 R

The allocation to the Leaking Underground Storage Tank (LUST) Trust Fund is determined by statute and is a function of gasoline inspection tax revenues. Because estimates of gas tax revenues have increased, this corresponding technical adjustment is made in the budget for the LUST Trust Fund.

(6270) Crime Control & Public Safety

17 Reserve for Equipment for 28 New SHP Troopers — $1,267,919 NR

Provides equipment for 28 new SHP Troopers.

18 Salaries and Benefits for New SHP Troopers — $655,065 R

Provides a reserve for salaries and benefits for 28 new SHP troopers to be hired effective January 2001. — 28.00

19 Highway Patrol Overtime Pay — $480,564 NR

Provides funds for overtime pay for State Highway Patrol in lieu of compensatory leave.

(6310) Department of Public Instruction

20 Driver Education Program — $449,802 R

Increased payments from the Highway Fund to the Department of Public Instruction for the Driver Education Program to reflect new ADM estimates.

(6610) Retirement Rate Reduction

21 Retiree Health Plan Premium Reserve — ($3,100,000) NR

Currently, the State reserve for Retiree Health Benefits has a $130 million balance. This item would suspend a portion of the surcharge on employer retirement contributions from the Highway Fund for retiree health benefit premiums for FY 2000-01 only.

(6613) Death Benefit Contributions)

22 Reduce Death Benefit Contribution Rate — ($846,400) NR

Currently, the Death Benefit Plan has a cash balance of $44.9 million. This reduction would suspend the State's contribution to the fund for 2000-2001 only.

(6833) Pilot Program - Unpaved Roads

23 Pilot Program to Improve Unpaved Roads Provides funds for pilot program to provide minimal improvements to make unpaved roads more accessible.	$1,500,000	NR
(6834) Reserve for DMV Systems Maint.		
24 Reserve for DMV Computer Systems Maintenance The Division currently performs computer system maintenance primarily with contractors at a total cost of $5 million per year but with a budget of approximately $1 million. This reserve would permit DMV to begin a transition to in- house staff at a lower cost than contractors.	$3,300,000	R
(6850) Reserve for Maintenance		
25 Additional Funds for Maintenance Provides reserve for additional funds for primary, secondary, and urban maintenance.	$5,000,000	R
Budget Changes	**$40,894,517**	**R**
	$12,022,083	**NR**
Total Position Changes	35.00	
Revised Total Budget	**$1,234,326,600**	

Handout #3

PART XXV. DEPARTMENT OF TRANSPORTATION

CODE NO: 2000TRANS-H25 =
Requested by: Senators Gulley, Plyler, Perdue, Odom
CASH-FLOW HIGHWAY FUND AND HIGHWAY TRUST FUND APPROPRIATIONS

Section 25.(a) The General Assembly authorizes and certifies anticipated revenues of the Highway Fund as follows:

FY 2001-2002	$1,281.1 million
FY 2002-2003	$1,303.7 million
FY 2003-2004	$1,331.0 million
FY 2004-2005	$1,336.2 million.

The General Assembly authorizes and certifies anticipated revenues of the Highway Trust Fund as follows:

FY 2001-2002	$1,042.1 million
FY 2002-2003	$1,083.6 million
FY 2003-2004	$1,127.6 million
FY 2004-2005	$1,176.5 million.

Section 25.(b) Section 27 of S.L. 1999-237 is repealed.

CODE NO. 2000TRANS-S009
Requested by: Senators Gulley, Plyler, Perdue, Odom
DEPARTMENT OF TRANSPORTATION TO STUDY CONTRACT GOALS FOR DISADVANTAGED BUSINESS PARTICIPATION IN HIGHWAY CONTRACTS

Section 25.1. The Department of Transportation shall conduct a study to determine all of the following:

(1) The need for continuing or modifying the current contract goals for the participation of disadvantaged businesses in highway contracts set forth in G.S. 136-28.4.
(2) The need for new or modified goals for identified classes of disadvantaged businesses mandated by changes in federal law or regulations.
(3) The need for setting new goals for other identified classes of businesses.

The Department shall report to the 2001 Session of the General Assembly, no later than February 1, 2001, on the results of the study including any legislative recommendations developed as the result of this study.

CODE NO: 2000TRANS-H25.2 =
Requested by: Senators Gulley, Plyler, Perdue, Odom
STATE HIGHWAY PATROL TO STUDY REIMBURSEMENTS FOR COSTS OF ADDED SPECIAL SERVICES AT SCHEDULED EVENTS

Section 25.2. The State Highway Patrol shall study the implementation of a program for the reimbursement to the State of North Carolina of costs for added services provided by the Patrol at various categories of scheduled events.

Any program shall provide for a determination of normal law enforcement costs and the added costs, including additional supervision, added shifts, and overtime.

The State Highway Patrol shall report the results of this study, along with any recommendations containing legislative proposals to the Joint Legislative Transportation Oversight Committee by November 1, 2000.

CODE NO: 2000TRANS-H25.3/S25.3
Requested by: Senators Kerr, Warren, Plyler, Perdue, Odom,

GLOBAL TRANSPARK CONSTRUCTION BONDS

Section 25.3. G.S. 63A-4(a)(22) reads as rewritten:

"(a) The Authority shall have all of the powers necessary to execute the provisions of this Chapter, which shall include at least the following powers:

. . .

(22) To issue obligations, without Local Government Commission approval, to finance the purchase or acquisition of land or options on ~~land.~~ land, or the construction of buildings or facilities. An obligation may be secured by the land purchased or acquired, or by the buildings or facilities constructed, may be unsecured, or may be made payable from revenues, the proceeds of notes, bonds, or the sale of any lands, the proceeds of any bonds of the State or moneys appropriated by the State, or any other available moneys of the Authority. An obligation to finance the purchase or acquisition of land or options on ~~land~~ land, or the construction of buildings or facilities, may be sold only to the Escheat Fund as an investment of the Fund pursuant to G.S. 147-69.2(b)(11)."

CODE NO. 2000TRANS-S006C

Requested by: Senators Gulley, Plyler, Perdue, Odom

UNPAVED ROAD IMPROVEMENT PILOT PROGRAM

Section 25.4.(a) Funds appropriated from the Highway Fund for the unpaved road improvement pilot program for the 2000-2001 fiscal year shall be used by the Department of Transportation in the following manner:

(1) The Department shall establish eligibility guidelines for the unpaved roads to be improved under the pilot program. These guidelines may include the requirement that the eligible unpaved roads appear on a map or plat filed with the register of deeds and that any roads selected allow for public access. These guidelines may include neighborhood public roads as defined in G.S. 136-67. These guidelines shall be based on the number of permanently occupied houses per mile served by the road, the need for road improvement based on condition, and any other factors deemed relevant by the Department.

(2) The Department shall select at least one eligible county in each of the seven Distribution Regions as defined in G.S. 136-17.2A to be included in the pilot program by applying the guidelines developed pursuant to subdivision (1) of this section.

(3) The Department shall report to the Joint Legislative Transportation Oversight Committee on the developed eligibility guidelines and the nature of the proposed improvements before any of the funds for the pilot program are expended.

(4) The pilot program shall provide for the minimal improvements of the selected unpaved roads. The pilot program may include grading and spreading gravel to allow emergency vehicles and other public vehicles access to the houses on those unpaved roads. The pilot program is not intended to address major drainage problems or to provide for the paving, reconstruction, or widening of the unpaved roads, to bring them up to standards necessary for acceptance onto the State highway system.

(5) The Department of Transportation may contract with private vendors to perform the actual minimal improvements to the selected roads.

(6) Based on the pilot program, the Department shall report to the Joint Legislative Transportation Oversight Committee, by December 31, 2000, on all of the following:

a. The implementation of the program including the nature of the improvements performed on the selected unpaved roads.

b. The costs of expanding the pilot program statewide, including the number, location, and length of eligible unpaved roads that require minimal improvement to provide access to public vehicles and costs to provide those improvements.

c. The total number of eligible unpaved roads and the cost to bring those roads up to standards necessary for acceptance onto the State highway system and the projected additional cost of maintaining those roads once they are on the State highway system.

Section 25.4.(b) Improvements of an unpaved road under this pilot program do not obligate the State to further improve or maintain the unpaved road in the future.

Section 25.4.(c) The State shall not be liable for any direct or indirect damages alleged to have been caused by the improvement of the unpaved road.

CODE NO: 2000TRANS-H25.5 =

Requested by: Senators Hoyle, Gulley, Plyler, Perdue, Odom

STUDY OF COMMISSION CONTRACTS FOR ISSUANCE OF MOTOR VEHICLE REGISTRATION PLATES AND CERTIFICATES

Section 25.5.(a) The Commission to Study Commission Contracts for the Issuance of Motor Vehicle Registration Plates and Certificates is created. The Commission shall consist of 11 members:

(1) Four Senators appointed by the President Pro Tempore of the Senate and four Representatives appointed by the Speaker of the House of Representatives.

(2) The President Pro Tempore of the Senate and the Speaker of the House of Representatives shall each appoint one person currently contracted with the Division of Motor Vehicles to issue registration plates and certificates.

(3) The Commissioner of Motor Vehicles or the Commissioner's designee shall serve as a voting member of the Commission.

Section 25.5.(b) The President Pro Tempore of the Senate shall designate one Senator as cochair and the Speaker of the House of Representatives shall designate one Representative as cochair.

Section 25.5.(c) The Commission shall:

(1) Review the history and policies that led to the enactment of G.S. 20-63(h) providing for contracts for the issuance of registration plates and certificates.

(2) Study the current implementation and consequences of the provisions of G.S. 20-63(h).

(3) Study how registration plates and certificates are issued in other states.

(4) Study the implications and potential effects on the contract agents of the authority of the Division of Motor Vehicles to use electronic applications and collections authorized in G.S. 20-63(i).

(5) Study any other factors it deems relevant related to the use of contract agents for the issuance of registration plates and certificates.

(6) Make findings and recommendations on improving the services related to the issuance of registration plates and certificates to the citizens of North Carolina while reducing the costs to the State.

Section 25.5.(d) The Commission shall submit a final report of its findings and recommendations to the General Assembly on or before the first day of the 2001 Session of the General Assembly by filing the report with the President Pro Tempore of the Senate and the Speaker of the House of Representatives. Upon filing its final report, the Commission shall terminate.

Section 25.5.(e) The Commission, while in the discharge of official duties, may exercise all the powers provided for under the provisions of G.S. 120-19, and G.S. 120-19.1 through G.S. 120-19.4. The Commission may meet at any time upon the joint call of the cochairs. The Commission may meet in the State Legislative Building or the Legislative Office Building.

Section 25.5.(f) Legislative members of the Commission shall receive subsistence and travel expenses at the rates set forth in G.S. 120-3.1. Nonlegislative members shall receive subsistence and travel expenses at the rates set forth in G.S. 138-5.

Section 25.5.(g) The Commission may contract for professional, clerical, or consultant services as provided by G.S. 120-32.02. The Legislative Services Commission, through the Legislative Administrative Officer, shall assign professional staff to assist in the work of the Commission. The House of Representatives' and the Senate's Supervisors of Clerks shall assign clerical staff to the commission or committee, upon the direction of the Legislative Services Commission. The expenses relating to clerical employees shall be borne by the Commission.

Section 25.5.(h) When a vacancy occurs in the membership of the Commission, the vacancy shall be filled by the same appointing officer who made the initial appointment.

Section 25.5.(i) All State departments and agencies and local governments and their subdivisions shall furnish the Commission with any information in their possession or available to them.

Section 25.5.(j) There is appropriated from the Highway Fund to the General Assembly the sum of twenty-five thousand dollars ($25,000) for the 2000-2001 fiscal year for the expenses of the Commission.

Section 25.5.(k) This act becomes effective July 1, 2000.

CODE NO: 2000TRANS-H25.6 =

Requested by: Senators Gulley, Plyler, Perdue, Odom

CLARIFY DEVELOPMENT AUTHORITY OF REGIONAL PUBLIC TRANSPORTATION AUTHORITIES

Section 25.6. G.S. 160A-610 reads as rewritten:

"**§ 160A-610. General powers of the Authority.**

The general powers of the Authority shall include any or all of the following:

. . .

(7a) To enhance mobility within the region and promote sound growth patterns through joint transit development projects as generally described by Federal Transit Administration (FTA) policy at 62 Fed. Reg. 12266 (1997) and implementing guidelines in FTA Circular 9300.1A, Appendix B, as the policy and guidance may be amended; and, with respect to the planning, construction, and operation of joint transit development projects, upon the governing

board's adoption of policies and procedures to ensure fair and open competition, to select developers or development teams in substantially the same manner as permitted by G.S. 143-129(h); and to enter into development agreements with public, private, or nonprofit entities to undertake the planning, construction, and operation of joint transit development projects."

CODE NO: 2000TRANS-H25.7/S25.7
Requested by: Senators Gulley, Plyler, Perdue, Odom
STATE FULL FUNDING GRANT AGREEMENTS WITH TRANSPORTATION AUTHORITIES AND MUNICIPALITIES

Section 25.7. G.S. 136-44.20 is amended by adding a new subsection to read:

"(b1) The Secretary may, subject to the appropriations made by the General Assembly for any fiscal year, enter into State Full Funding Grant Agreements with a Regional Public Transportation Authority (RPTA) duly created and existing pursuant to Article 26 of Chapter 160A, a Regional Transportation Authority (RTA) duly created and existing pursuant to Article 27 of Chapter 160A, or a city organized under the laws of this State as defined in G.S. 160A-1(2), to provide State matching funds for 'new start' fixed guideway projects in development by any entity pursuant to 49 U.S.C. § 5309. These grant agreements shall be executable only upon an Authority's or city's completion of and the Federal Transit Administration (FTA) approval of Preliminary Engineering and Environmental Impact Studies in anticipation of federal funding pursuant to 49 U.S.C. § 5309.

Prior to executing State Full Funding Grant Agreements, the Secretary shall submit proposed grant agreements or amendments to the Joint Legislative Transportation Oversight Committee for review. The agreements, consistent with federal guidance, shall define the limits of the 'new starts' projects within the State, commit maximum levels of State financial participation, and establish terms and conditions of State financial participation.

State Full Funding Grant Agreements may provide for contribution of State funds in multiyear allotments. The multiyear allotments shall be based upon the Department's estimates, made in conjunction with an Authority or city, of the grant amount required for 'new start' project work to be performed in the appropriation fiscal year."

CODE NO: 2000TRANS-H25.8 =
Requested by: Senators Albertson, Gulley, Plyler, Perdue, Odom
EXEMPT FARM TRUCKS FROM THE STATE REQUIREMENTS THAT CERTAIN BUSINESS VEHICLES BE MARKED

Section 25.8. G.S. 20-101 reads as rewritten:

"**§ 20-101. Certain business vehicles to be marked.**

A motor vehicle that is subject to 49 ~~U.S.C.~~ C.F.R. Part 390, the federal motor carrier safety regulations, ~~must~~ shall be marked as required by that Part.

A motor vehicle that is not subject to those regulations, has a gross vehicle weight rating of more than 10,000 pounds, ~~and~~ is used in intrastate ~~commerce~~ commerce, and is not a farm vehicle, as further described in G.S. 20-118 (c)(4), (c)(5), or (c)(12), ~~must~~ shall have the name of the owner printed on the side of the vehicle in letters not less than three inches in height.

A motor vehicle that is subject to regulation by the North Carolina Utilities Commission ~~must~~ shall be marked as required by that Commission and as otherwise required by this section."

CODE NO. 2000TRANS-S100
Requested by: Senators Gulley, Dalton, Plyler, Perdue, Odom
NORTH CAROLINA RAILROAD DIVIDENDS

Section 25.10. Chapter 124 of the General Statutes is amended by adding a new section to read:

"**§ 124-5.1. State use of North Carolina Railroad dividends.**

(a) Notwithstanding the provisions of G.S. 136-16.6, in order to increase the capital of the North Carolina Railroad Company, any dividends of the North Carolina Railroad Company received by the State shall be applied to reduce the obligations described in subsection (c) of Section 32.30 of S.L. 1997-443, as amended by subsection (d) of Section 27.11 of S.L. 1999-237. Any dividends of the North Carolina Railroad Company received by the State shall be used by the Department of Transportation for the improvement of the property of the North Carolina Railroad Company as recommended and approved by the Board of Directors of the North Carolina Railroad Company.

(b) Effective January 1, 2000, interest shall not be accrued or otherwise charged on the remaining balance of the obligations described in subsection (c) of Section 32.30 of S.L. 1997-443, as amended by subsection (d) of Section 27.11 of S.L. 1999-237. Interest accrued on those obligations relating to periods prior to January 1, 2000, shall be deemed paid and contributed by the State to the capital of the North Carolina Railroad Company."

CODE NO. 2000TRANS-S005
Requested by: Senators Gulley, Plyler, Perdue, Odom
DETENTION OF COMMERCIAL VEHICLES UNTIL FINES AND PENALTIES ARE PAID

Section 25.11. G.S. 20-96 reads as rewritten:

"**§ 20-96. Detaining property-hauling vehicles or vehicles regulated by the Motor Carrier Safety Regulation Unit until fines or penalties and taxes are collected.**

(a) Authority to Detain Vehicles. -- A law enforcement officer may seize and detain the following property-hauling vehicles operating on the highways of the State:

(1) A property-hauling vehicle with an overload in violation of G.S. 20-88(k) and G.S. 20-118.

(2) A property-hauling vehicle that does not have a proper registration plate as required under G.S. 20-118.3.

(3) A property-hauling vehicle that is owned by a person liable for any overload penalties or assessments due and unpaid for more than 30 days.

(4) A property-hauling vehicle that is owned by a person liable for any taxes or penalties under Article 36B of Chapter 105 of the General Statutes.

(5) Any commercial vehicle operating under the authority of a motor carrier when the motor carrier has been assessed a fine pursuant to G.S. 20-17.7 and that fine has not been paid.

The officer may detain the vehicle until the delinquent fines or penalties and taxes are paid and, in the case of a vehicle that does not have the proper registration plate, until the proper registration plate is secured.

(b) Storage; Liability. -- When necessary, an officer who detains a vehicle under this section may have the vehicle stored. The motor carrier under whose authority the vehicle is being operated or the owner of a vehicle that is detained or stored under this section is responsible for the care of any property being hauled by the vehicle and for any storage charges. The State shall not be liable for damage to the vehicle or loss of the property being hauled."

CODE NO. 2000TRANS-S004
Requested by: Senator Garrou, Horton, Plyler, Perdue, Odom
DOT TO LEASE RIGHT-OF-WAY OF HIGHWAY 421/BUSINESS 40 TO WAKE FOREST UNIVERSITY FOR MEDICAL SCHOOL PARKING

Section 15.12. The Department of Transportation may lease to Wake Forest University on behalf of its School of Medicine the portion of the right-of-way of Highway 421/Business 40 below and adjacent to the elevated roadway and lying between Eden Terrace Street on the west and Hawthorne Road on the east, exclusive of any street right-of-way, for parking purposes in conjunction with private nonprofit hospital or other health programs or facility purposes as those terms are now used in G.S. 160A-209(c)(17).

No parking facility shall be established that, in the opinion of the Department of Transportation, does any of the following:

(1) Unreasonably interferes or impairs any property rights or easements of abutting owners.
(2) Unreasonably interferes or obstructs the public use of Highway 421/Business 40.
(3) Unreasonably interferes with or obstructs the maintenance of the highway structure located on the right-of-way.

CODE NO. 2000TRANS-S012
Requested by: Senator Carter, Metcalf, Robinson, Gulley, Plyler, Perdue, Odom
WESTERN NORTH CAROLINA PASSENGER RAIL INFRASTRUCTURE FUNDS PLACED IN RESERVE

Section 25.13. The funds appropriated for the 1998-1999 fiscal year for infrastructure improvements in connection with the implementation of passenger rail service in western North Carolina remaining unencumbered and unexpended shall be placed in a reserve and shall remain unencumbered and unexpended until further action by the General Assembly.

CODE NO. 2000TRANS-S008A
Requested by: Senator Gulley, Plyler, Perdue, Odom
JOINT LEGISLATIVE TRANSPORTATION OVERSIGHT COMMITTEE TO STUDY HIGHWAY FUND AND HIGHWAY TRUST FUND CASH BALANCES AND USE OF CASH-FLOW FINANCING

Section 25.14. The Joint Legislative Transportation Oversight Committee (JLTOC) shall contract with a consultant to study the issue of cash balances in the State transportation funds and cash-flow financing of transportation programs. The provisions of G.S. 120-32.02 shall apply to any contract with a consultant.

The study shall include recommendations on all of the following:

(1) The appropriate level of cash balances in the Highway Fund and the Highway Trust Fund needed to operate and fund transportation programs efficiently.
(2) Amounts or proportions of future revenues, including federal funds, that could be used to accelerate highway construction.
(3) Appropriate safeguards to ensure that the Department of Transportation does not enter into contract obligations greater than can be covered from a combination of cash balances, anticipated future revenues, and other funding sources.
(4) Any organizational or work process changes in the Department of Transportation necessary to effectively use cash-flow financing. In determining these changes, the consultant should consider the preconstruction process, environmental permitting, right-of-way

acquisition, planning and programming, budgeting, contract letting, and financial management.

(5) Any changes in the current cash-flow statutes or any other statutes required to allow the Department of Transportation to effectively use cash-flow financing.

(6) Any other matters that, by agreement between the consultant and the Chairs of JLTOC, are deemed necessary for inclusion in the study.

The JLTOC may consult with the Legislative Research Commission Transportation Finance Committee in designing this study.

The JLTOC may solicit input from the Department of Transportation in designing this study.

The study shall be completed before March 31, 2001 and a final report shall be submitted by the consultant to the JLTOC and the Fiscal Research Division.

The study shall be funded from funds available to the Joint Legislative Transportation Oversight Committee.

CODE NO. 2000TRANS-S010A

Requested by: Senator Carter, Metcalf, Robinson, Gulley, Plyler, Perdue, Odom

DEPARTMENT OF TRANSPORTATION TO STUDY PROVIDING PASSENGER RAIL SERVICE TO WESTERN NORTH CAROLINA

Section 25.15. Of the funds appropriated for the 2000-2001 fiscal year for operating funds for passenger rail service for western North Carolina, the Department of Transportation shall use necessary funds to conduct a study of the feasibility of providing passenger rail service to western North Carolina.

The study shall update the Western North Carolina Rail Passenger Study reported in 1997.

The study shall include all of the following:

(1) A phased project timetable for the implementation of passenger service to western North Carolina.

(2) The cost of implementing each phase.

(3) Specific interim goals and performance measures to be used to determine the success in implementing this plan.

The report shall be submitted on or before March 1, 2001 to the chairman of the Senate Appropriations Committee on the Department of Transportation, to the chairmen of the House Appropriations Subcommittee on Transportation, and to the Fiscal Research Division.

VISITOR REGISTRATION SHEET

Senate Appropriations Subcommittee on DOT — June 20, 2000

Name of Committee — **Date**

VISITORS: PLEASE SIGN IN BELOW AND RETURN TO COMMITTEE CLERK

NAME	FIRM OR AGENCY AND ADDRESS
STEVE VARNEDOE	NCDOT
Ruth Sappie	NCDOT
Beth Leonard McKay	NCDOJ for NCDOT
Carol Simm	DMV
Milton Alford	DSBM
V L McBride	NCDOT
Lt. Darrell Moody	N.C. DMV ENFORCEMENT
Capt. Braden Zeigler	N.C. DMV Enforcement
Wayne Stallings	NCDOT
Mercidee Benton	NCDOT
Mary Beason	Capitol Group

VISITOR REGISTRATION SHEET

Senate Appropriations Subcommittee on DOT — June 20, 2000

Name of Committee — **Date**

VISITORS: PLEASE SIGN IN BELOW AND RETURN TO COMMITTEE CLERK

NAME	FIRM OR AGENCY AND ADDRESS
Wyley Coyote	Roadrunner, Wy.
Chris L Barbee	CAPA
Dal Kay	CCPS
Guy McLeod	CCPS
David Knight	NCPTA, NCCPT
Don Beaver	TCG
John Long	Martin Marietta
Karen Sinclair	City of Durham
Sue Burke	City of Durham
John Hilp	City of Durham