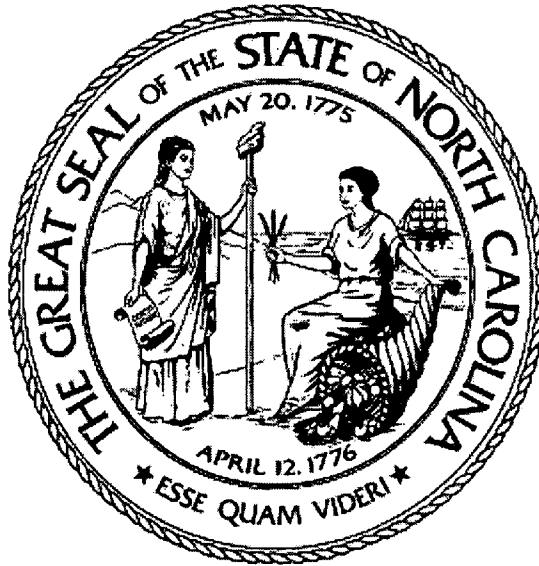


2006

**SENATE
TRANSPORTATION**

**COMMITTEE
MINUTES**

**STATE OF NORTH CAROLINA
NORTH CAROLINA GENERAL ASSEMBLY
STATE LEGISLATIVE BUILDING**



**SENATE TRANSPORTATION COMMITTEE
2006 Session**

Senator Larry Shaw, Chair

Vice-Chairs

**Senator Bozeman
Senator Hoyle**

**Committee Assistant
Barbara Lee**

SENATE TRANSPORTATION COMMITTEE

2006 SESSION

MEMBERSHIP

Senator Larry Shaw, Chair

Senator Julia Boseman, Vice Chairman

Senator David W. Hoyle, Vice Chairman

Senator Don East

Senator C.W. "Pete" Bland

Senator Brunstetter

Senator Malcolm Graham

Senator Clark Jenkins

Senator John Snow

Senator A.B. Swindell

Senator David F. Weinstein

Senator Phillip E. Berger

Senator Andrew C. Brock

Senator Daniel G. Clodfelter

Senator Neal Hunt

Senator Keith Presnell

Senator Richard Stevens

Senator Jerry W. Tillman

2006 SESSION

SENATE COMMITTEE ON TRANSPORTATION

INDEX OF BILLS

2005-2006 Biennium

Bill	Introducer	Short Title	Date	Latest Action
<u>S 150=</u>	<u>Hoyle</u>	NC TURNPIKE AUTHORITY CHANGES. 8-YEAR DRIVERS LICENSE/INTERNET DL RENEWAL.	S 02-16-2005	Ref To Com On Transportation
S 154=	Jenkins	DOT DRIVEWAY CONNECTION CHANGES. REVISE SAFETY AND EMISSIONS INSPECTION LAW.	S 02-16-2005	Ref To Com On Transportation
S 155=	Jenkins	TWO-YEAR VEHICLE REGISTRATION/EIGHT-YEAR DL. OVERSIZE/OVERWEIGHT VEHICLE CHANGES.-AB	S 02-16-2005	Ref To Com On Transportation
S 530	Dalton	DOT UTILITY RELOCATION.-AB AGREEMENT FOR TRANSPORTATION IMPROVEMENTS.-AB	S 03-15-2005	Ref To Com On Transportation
S 585	Albertson	DEFINING STATE ROADS.-AB SECONDARY ROAD CONSTRUCTION.-AB	S 03-16-2005	Ref To Com On Transportation
S 597=	Jenkins	DOT SECONDARY ROAD FORMULA CHANGE.	S 03-17-2005	Ref To Com On Transportation
S 599=	Jenkins	NC/VA INTERSTATE TOLL ROAD COMPACT.	S 03-17-2005	Ref To Com On Transportation
S 655=	Jenkins	SEAT BELT USE CHANGES. AUTISM RECOMMENDATIONS.	S 03-16-2005	Ref To Com On Transportation
S 657=	Jenkins		S 03-17-2005	Ref To Com On Transportation
S 658=	Jenkins		S 03-17-2005	Ref To Transportation. If fav, re-ref to Appropriations/ Base Budget
S1382	Jenkins	NC TURNPIKE ENCOURAGEMENT AND ASSISTANCE.	S 05-16-2006	Ref To Com On Transportation
S1578	Jenkins	TURNPIKE REVENUE RETENTION.	S 05-18-2006	Ref To Com On Transportation
S1582	Jenkins	EXEMPT CERTAIN FARM VEHICLE REGISTRATIONS.	S 05-18-2006	Ref To Com On Transportation
S1603	Purcell		S 05-18-2006	Ref To Transportation. If fav, re-ref to Education/ Higher Education. If fav, re-ref to Appropriations/Base Budget
S1819	Jenkins		S 05-24-2006	Ref To Com On Transportation
S1826	Jenkins		S 05-24-2006	Ref to Transportation. If fav, re-ref to Finance
S2055	Bingham		S 05-26-2006	Ref To Com On Transportation

'\$' indicates the bill is an appropriations bill.

'*' indicates the text of the original bill was changed by some action.

'=' indicates that the original bill is identical to another bill.

**Senate Transportation Committee
Agenda
Wednesday June 14, 2006
11:00 a.m.
1027 Legislative Building**

Welcome and Opening Remarks

Introduction of Pages

Bills

SB 1381 Repeal Toll Bridge Authority

Senator Jenkins

Senate Transportation Committee Meeting
Wednesday June 14, 2006
11:00 a.m.
1027 Legislative Building

Senator Shaw, Chairman presided.

Senator Shaw welcomed pages Alice Miller, Greensboro, N.C. Senator Hagan sponsor. Lindsey Huckabee, Belmont, N.C. Senator Hoyle sponsor. Chapman Thomas, Henderson, N.C. Senator Rand sponsor. Stephanie Smith, Raleigh, N.C. Senator Malone sponsor. Sergeant at Arms were also recognized.

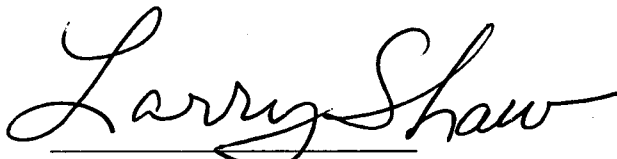
Senator Jenkins was recognized to lead discussion on SB 1381. The North Carolina Turnpike Authority has statutory authority to plan and develop up to nine Turnpike Projects, including a bridge of more than two miles in length going from the mainland to a peninsula bordering the State of Virginia. The N.C. Turnpike Authority is prohibited from converting any segment of the no tolled state highway system into a toll facility.

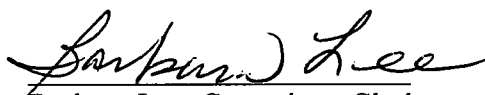
The bill repeals Articles 6F and 6G of Chapter 136 regarding the Private Pilot Toll Project. The bill amends prohibiting the conversion of free highways to toll facilities

After some discussion a motion was made for favorable report as to committee substitute. Motion passed unanimously.

There being no further business, Senator Shaw adjourned the meeting.

Respectfully submitted,


Senator Larry Shaw, Chair


Barbara Lee, Committee Clerk

GENERAL ASSEMBLY OF NORTH CAROLINA
SESSION 2005

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SENATE BILL 1381*
PROPOSED COMMITTEE SUBSTITUTE S1381-PCS15412-RV-27

Short Title: Repeal Toll Bridge Authority.

(Public)

Sponsors:

Referred to:

May 16, 2006

A BILL TO BE ENTITLED

AN ACT TO REPEAL THE NORTH CAROLINA BRIDGE AUTHORITY AND THE
AUTHORIZATION FOR THE DEPARTMENT OF TRANSPORTATION TO
ISSUE A PRIVATE PILOT TOLL PROJECT LICENSE, AS RECOMMENDED
BY THE JOINT LEGISLATIVE TRANSPORTATION OVERSIGHT
COMMITTEE, TO AUTHORIZE THE NC TURNPIKE AUTHORITY TO
CONVERT CERTAIN FREE HIGHWAYS CONTIGUOUS TO EXISTING OR
PLANNED TOLL FACILITIES, AND TO GRANT THE TURNPIKE
AUTHORITY RIGHT OF ENTRY FOR SURVEYS.

The General Assembly of North Carolina enacts:

SECTION 1. Article 6F of Chapter 136 of the General Statutes is repealed.

SECTION 2. Article 6G of Chapter 136 of the General Statutes is repealed.

SECTION 3. G.S. 136-89.187 reads as rewritten:

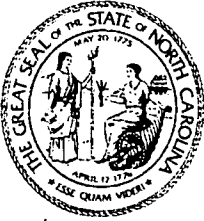
"§ 136-89.187. Conversion of free highways prohibited.

The Authority Board is prohibited from converting any segment of the nontolled State highway system to a toll facility, unless the segment is contiguous to an existing or planned toll facility and the Authority Board determines that converting the segment to a toll facility is needed to help establish the financial viability of the existing or planned toll facility. If the Authority Board determines that converting the segment to a toll facility is needed to help establish the financial viability of the existing or planned toll facility, the Department is authorized to dedicate or otherwise convey the segment of the State highway system to the Authority for use as a toll facility."

SECTION 4. G.S. 136-89.194 is amended by adding a new subsection to read:

"(d) Entry for Surveys. – The Turnpike Authority and its employees and contractors shall have the same right of entry for surveys, borings, soundings or examinations as granted the Department of Transportation in G.S. 136-120."

SECTION 5. This act is effective when it becomes law.



SENATE BILL 1381: Repeal Toll Bridge Authority

BILL ANALYSIS

Committee: Senate Transportation
Introduced by: Sen. Jenkins
Version: PCS to First Edition
S1381-CSR-V-27

Date: June 13, 2006
Summary by: Brenda J. Carter
Committee Counsel

SUMMARY: *This proposed committee substitute would repeal the statutes concerning the North Carolina Bridge Authority and the Private Pilot Toll Project as recommended by the Joint Legislative Transportation Oversight Committee. It would authorize the NC Turnpike Authority to convert certain free highways contiguous to existing or planned toll facilities, and grant the Turnpike Authority the authority to enter property for survey.*

[As introduced, this bill was identical to H1828, as introduced by Rep. Cole, which is currently in Rules, Calendar, and Operations of the House.]

CURRENT LAW: Article 6F of Chapter 136 of the General Statutes created the North Carolina Bridge Authority to construct, maintain, repair, and operate "a bridge of more than two miles in length going from the mainland to a peninsula from which land egress is through property of the United States." Article 6G of Chapter 136 authorized the Department of Transportation to issue a license to an applicant to finance, design, construct, maintain or operate from private resources a pilot toll transportation project within this State. The NC Turnpike Authority has statutory authority to plan and develop up to nine Turnpike Projects, including a bridge of more than two miles in length going from the mainland to a peninsula bordering the State of Virginia. Under G.S. 136-89.187, the NC Turnpike Authority is prohibited from converting any segment of the nontolled State highway system into a toll facility.

BILL ANALYSIS: *Section 1* of the bill repeals Article 6F of Chapter 136 of the General Statutes, concerning the North Carolina Bridge Authority. *Section 2* of the bill repeals Article 6G of Chapter 136, concerning the Private Pilot Toll Project. These changes are recommended by the Joint Legislative Transportation Oversight Committee upon recommendation of the Department of Transportation, as the issues governed by those statutes are now being handled by the NC Turnpike Authority. *Section 3* of the bill amends the statute that prohibits the conversion of free highways to toll facilities. The bill would give the Turnpike Authority the authority to convert a segment of a nontoll highway if the segment is contiguous to an existing or planned toll facility and the segment is necessary for the financial viability of the toll facility. *Section 4* of the bill amends the statute concerning laws applicable to the Turnpike Authority to provide that, like the Department of Transportation, the Turnpike Authority may enter land to make surveys, borings, soundings, and examinations as may be necessary in carrying out its statutory duties. The agency would be required to make reimbursement to the owner for any resulting damage.

EFFECTIVE DATE: The bill would be effective when it becomes law.

S1381e1-SMRV-CSR-V-27

**NORTH CAROLINA GENERAL ASSEMBLY
SENATE**

**TRANSPORTATION COMMITTEE REPORT
Senator Larry Shaw, Chair**

Wednesday, June 14, 2006

Senator SHAW,
submits the following with recommendations as to passage:

**UNFAVORABLE AS TO BILL, BUT FAVORABLE AS TO COMMITTEE SUBSTITUTE
BILL**

S.B.	1381	Repeal Toll Bridge Authority.	
		Draft Number:	PCS15412
		Sequential Referral:	None
		Recommended Referral:	None
		Long Title Amended:	No

TOTAL REPORTED: 1

Committee Clerk Comments:

VISITOR REGISTRATION SHEET

Name of Committee

Date _____

VISITORS:.. PLEASE SIGN BELOW AND RETURN TO COMMITTEE CLERK

NAME

FIRM OR AGENCY AND ADDRESS

S Coward	NCDOT
Charlie Dill	NC Trucking Association
Arl Brown	
Steve Woods	NC Farm Bureau
Joh Palmer	NCAAA
Source POP	civitas institute

**Senate Transportation Committee
Agenda
Tuesday July 11, 2006
11:00 a.m.
422 Legislative Office Building
Agenda**

Welcome and Opening Remarks

Introduction of Pages

Bills

HB 2868 DOT Lease Property Near Holden Beach Bridge Rep. Stiller

Senate Transportation Committee Meeting
Tuesday July 11, 2006
11:00 a.m.
422 Legislative Office Building

Senator Shaw, Chairman presided.


Senator Shaw welcomed pages Stephen Kling, Senator Garrou sponsor. Christopher Horne, Senator Rand sponsor. Anderson Hurley, Senator P. Berger sponsor. Holly Johnsen, Senator Hagan sponsor. Mary Mac Holland, Senator P. Berger sponsor. Sergeant at Arms were also recognized.

Representative Stiller was recognized to lead discussion on HB 2868. This bill authorizes the Department of Transportation to lease certain property on the mainland side of the Holden Beach Bridge.

After some discussion, Senator East moved for a favorable report. Motion carried unanimously.

There being no further business, Senator Shaw adjourned the meeting.

Respectfully submitted,

A handwritten signature in cursive script, reading "Larry Shaw".

Senator Larry Shaw, Chair

A handwritten signature in cursive script, reading "Barbara Lee".

Barbara Lee, Committee Clerk

**NORTH CAROLINA GENERAL ASSEMBLY
SENATE**

**TRANSPORTATION COMMITTEE REPORT
Senator Larry Shaw, Chair**

Tuesday, July 11, 2006

Senator SHAW,
submits the following with recommendations as to passage:

FAVORABLE

H.B.(CS #1) 2868	DOT Lease Property Near Holden Beach Bridge.
	Sequential Referral: None
	Recommended Referral: None

TOTAL REPORTED: 1

Committee Clerk Comments:

TRANSPORTATION

7/11/05

Amy SIMES
Jim Blackburn
7 Jany ~~mm~~
Jeff Miron
Kathleen Shrock
Jerome Brown
Johanna Reese
Charlie Dietl
Andy Roman T

NC DENR
N. C. ASSN. County Commrs.
RAME - NCBA VC
Civitas
UNC-CH Daryl Bullock
City of Fayetteville
DOT
NETA
NCCM

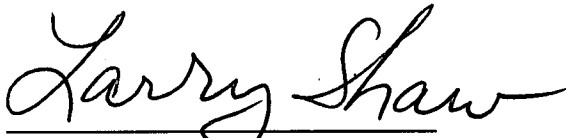
**Senate Transportation Committee Meeting
Tuesday July 12, 2006
1:45 p.m.
Senate Chamber
Desk Senator Larry Shaw**

Senator Shaw called meeting to order. House Bill 643 was discussed. This bill would provide private funding of public interchanges when criteria are met, and authorizes DOT to permit encroachment of airspace above a State road near Rocky Mount for constructing a material conveyance system.


After discussing this bill motion was made for favorable report as to committee substitute. Motion carried unanimously.

Senator Shaw adjourned the meeting.

Respectfully submitted,

A handwritten signature in cursive script that reads "Larry Shaw".

Senator Larry Shaw, Chair

A handwritten signature in cursive script that reads "Barbara Lee".

Barbara Lee, Committee Clerk

GENERAL ASSEMBLY OF NORTH CAROLINA

SESSION 2005

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HOUSE BILL 643

Corrected Copy 3/18/05

Committee Substitute Favorable 5/12/05

PROPOSED SENATE COMMITTEE SUBSTITUTE H643-PCS80682-RW-69

Short Title: Interchange Districts.

(Public)

Sponsors:

Referred to:

March 15, 2005

A BILL TO BE ENTITLED AN ACT TO PROVIDE FOR PRIVATE FUNDING OF CERTAIN PUBLIC INTERCHANGES AND TO AUTHORIZE THE DEPARTMENT OF TRANSPORTATION TO PERMIT ENCROACHMENT OF AIRSPACE ABOVE STATE ROAD 1250, SPRINGFIELD ROAD, NEAR ROCKY MOUNT FOR THE CONSTRUCTION OF A MATERIAL CONVEYANCE SYSTEM.

The General Assembly of North Carolina enacts:

SECTION 1. Chapter 136 of the General Statutes is amended by adding a new Article to read:

"Article 19.

"Privately Funded Interchanges.

"§ 136-225 . Privately funded interchange districts: legislative findings.

The General Assembly makes the following findings regarding the need for privately funded interchange districts:

- (1) Economic development in the State will be served by providing an opportunity for private developers and property owners to fund the construction of interchanges, thereby creating solutions to traffic problems and providing employment opportunities for the residents of North Carolina.
- (2) When an existing public thoroughfare can be modified with private funds to meet the needs of a growing community, it is in the public interest to provide a mechanism for such modifications to occur.
- (3) The health and safety of the citizens of this State will be served through the provision of privately funded solutions to growing traffic problems.

(4) The public interest of the State will be served by encouraging private investment in public roadways.

"§ 136-226 Privately funded interchange districts; purpose.

A privately funded interchange district shall exist to provide a means for private developers and property owners to pay for the construction of highway interchanges that serve the public and meet standards set by the North Carolina Department of Transportation.

"§ 136-227 Privately funded interchange districts: establishment, criteria.

(a) A privately funded interchange district may be established on any parcel or tract of land or on any combination of contiguous parcels or tracts of land as provided in this section. To establish a privately funded interchange district, the private entity that intends to construct an interchange located within the boundaries of the district shall certify to the Secretary of State that the district meets all of the criteria set out in this section. This certification shall constitute prima facie evidence that these criteria have been met. The district shall be considered to be established as a privately funded interchange district on the date the certification is filed. Once established, a privately funded interchange district shall continue to exist until the interchange is completed and accepted by the Department of Transportation.

(b) Any parcel or tract of land, or any combination of contiguous parcels or tracts of land, that meets all of the following criteria is eligible for establishment as a privately funded interchange district::

- (1) The property is located in a county that is at least 500,000 acres in size with a population of at least 600,000 persons.
- (2) All of the real property comprising the district is in a publicly owned highway right of way of 50 acres or more.
- (3) The proposed interchange will provide access to a planned unit development consisting of 1,000 acres or more.
- (4) Failure to allow private funding will cause construction of the proposed interchange to be indefinitely delayed.
- (5) The proposed interchange will be funded solely through private funds and upon completion will be taken onto the State highway system for maintenance.
- (6) The proposed interchange is the subject of an agreement previously entered into by the private developer or landowner and the Department of Transportation.

"§ 136-228 Privately funded interchange districts; permitting and construction.

(a) Notwithstanding any other provisions of law, the Department of Environment and Natural Resources shall allow a private developer or landowner to be the sole applicant for any necessary permits or certifications relating to the construction of a bridge and interchange within a privately funded interchange district.

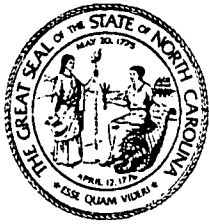
(b) The private developer or landowner shall possess any and all rights and responsibilities, pertaining solely to the construction of the proposed bridge and interchange within the privately funded interchange district, that have been previously granted by permit or certification to the Department of Transportation.

1 (c) The private developer or landowner shall be entitled to credit for any
2 environmental mitigation, related solely to the construction of the proposed bridge and
3 interchange, that has been or will be performed by the Department of Transportation
4 with respect to impacts located within the privately funded interchange district.

5 (d) The private developer or landowner shall be responsible for the construction
6 of the roadways connecting the interchange ramps to existing State-owned roadways.
7 Upon completion, the project will be taken onto the State highway system for
8 maintenance. The Department of Transportation shall review and approve the design
9 and construction of the project. The project shall be constructed to State standards for
10 highway construction."

11 **SECTION 2.** The Department of Transportation is hereby authorized to
12 permit private use and encroachment upon the airspace above State Road 1250,
13 Springfield Road, near the City of Rocky Mount, for the purpose of construction of a
14 material conveyance system, provided, in the opinion of the Department of
15 Transportation, such material conveyance system will not unreasonably interfere with or
16 impair the property rights or easements of abutting owners nor unreasonably interfere
17 with or obstruct the public use of State Road 1250, Springfield Road. This
18 encroachment shall be subject to all other rules, regulations, and conditions of the
19 Department of Transportation for encroachments. The location, plans, and specifications
20 for the material conveyance system shall be approved by the Department.

21 **SECTION 3.** This act is effective when it becomes law.



HOUSE BILL 643: Interchange Districts

BILL ANALYSIS

Committee: Senate Transportation
Introduced by: Rep. Miller
Version: PCS to Third Edition
H643-CSRW-69[v.7]

Date: July 12, 2006
Summary by: Brenda J. Carter
Committee Counsel

SUMMARY: *This proposed committee substitute for House Bill 643 would provide for private funding of public interchanges when prescribed criteria are met, and would authorize DOT to permit encroachment of airspace above a State road near Rocky Mount for construction of a material conveyance system.*

BILL ANALYSIS: Section 1 of the bill sets out findings regarding the need for privately funded interchange districts, including support of economic development, serving the public interest and meeting the health and safety needs of citizens by providing privately funded solutions to growing traffic problems. The bill would create privately funded interchange districts as a means for private developers and property owners to pay for the construction of highway interchanges. A district could be established if all of the following requirements are met:

- Property is located in a county that is at least 500,000 acres in size with a population of at least 600,000 persons
- Real property comprising the district is in a publicly owned highway right of way of at least 50 acres
- Proposed interchange will provide access to a planned unit development consisting of at least 1,000 acres
- Failure to allow private funding will cause construction of the proposed interchange to be indefinitely delayed.
- Proposed interchange will be funded solely through private funds and upon completion and will be taken onto the State highway system for maintenance
- Proposed interchange is the subject of an agreement between the private developer/landowner and DOT

The bill requires DENR to allow a private developer or landowner to be the sole applicant for necessary permits or certifications to construct a bridge and interchange within a privately funded interchange district. The private developer or landowner would be granted all rights and responsibilities pertaining to the construction of a proposed bridge and interchange that have been granted to DOT, and the developer/landowner would be entitled to credit for any environmental mitigation performed by DOT with respect to impacts in the interchange district. The developer/landowner would be responsible for the construction of roadways connecting the interchange ramps to existing roads. DOT would review and approve design and construction of the project, subject to State standards for highway construction.

Section 2 of the bill authorizes DOT to permit private use and encroachment upon the airspace above State Road 1250 (Springfield Road near Rocky Mount) for construction of a material conveyance system that would not interfere with public use of the road or with property rights of neighboring

House Bill 643

Page 2

landowners. Any encroachment would be subject to rules and conditions of DOT, and the plans and specifications for the material conveyance system would be approved by DOT.

EFFECTIVE DATE: The act would be effective when it becomes law.

H0643e3-SMRV-CSRW-69

**NORTH CAROLINA GENERAL ASSEMBLY
SENATE**

**TRANSPORTATION COMMITTEE REPORT
Senator Larry Shaw, Chair**

Wednesday, July 12, 2006

Senator SHAW,
submits the following with recommendations as to passage:

**UNFAVORABLE AS TO COMMITTEE SUBSTITUTE BILL NO. 1, BUT FAVORABLE
AS TO SENATE COMMITTEE SUBSTITUTE BILL**

H.B.(CS #1) **643**

Speed and Traffic Defeating Devices.

Draft Number:	PCS80682
Sequential Referral:	None
Recommended Referral:	None
Long Title Amended:	Yes

TOTAL REPORTED: 1

Committee Clerk Comments:


**Senate Transportation Committee Meeting
Tuesday July 26, 2006
3:45 p.m.
Senate Chamber
Desk Senator Larry Shaw**

Senator Shaw called meeting to order. House Bill 267 was discussed. This bill authorizes the issuance of eight-year driver licenses for persons from 18 to 53 years of age. Additionally it provides for the issuance of temporary driving certificates valid for a period of 20 days.

After discussing this bill, motion was made for favorable as to Senate Committee Substitute. Motion carried unanimously.

Senator Shaw adjourned the meeting.

Respectfully submitted,


Senator Larry Shaw, Chair


Barbara Lee, Committee Clerk

GENERAL ASSEMBLY OF NORTH CAROLINA
SESSION 2005

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HOUSE BILL 267*
Committee Substitute Favorable 4/25/05
PROPOSED SENATE COMMITTEE SUBSTITUTE H267-PCS30638-RV-29

Short Title: 8-Year Drivers License Renewal.

(Public)

Sponsors:

Referred to:

February 17, 2005

A BILL TO BE ENTITLED

AN ACT TO AUTHORIZE EIGHT-YEAR DRIVERS LICENSES AS
RECOMMENDED BY THE JOINT LEGISLATIVE TRANSPORTATION
OVERSIGHT COMMITTEE, AND TO PROVIDE FOR THE ISSUANCE OF
TEMPORARY DRIVING CERTIFICATES PENDING THE ISSUANCE OF A
DRIVERS LICENSE.

The General Assembly of North Carolina enacts:

SECTION 1. G.S. 20-7(f) reads as rewritten:

"(f) Duration and Renewal of Licenses. - Expiration and Temporary License.
~~The first drivers license the Division issues to a person expires on the person's fourth or~~
~~subsequent birthday that occurs after the license is issued and on which the individual's~~
~~age is evenly divisible by five, unless this subsection sets a different expiration date. A~~
~~first drivers license may be issued for a shorter duration if the Division determines that a~~
~~license of shorter duration should be issued when the applicant holds a visa of limited~~
~~duration issued by the United States Department of Homeland Security. The first~~
~~drivers license the Division issues to a person who is at least 17 years old but is less~~
~~than 18 years old expires on the person's twentieth birthday. The first drivers license the~~
~~Division issues to a person who is at least 62 years old expires on the person's birthday~~
~~in the fifth year after the license is issued, whether or not the person's age on that~~
~~birthday is evenly divisible by five. Drivers licenses shall be issued and renewed~~
pursuant to the provisions of this subsection.

(1) Duration of license for persons under age 18. - A full provisional
license issued to a person under the age of 18 shall expire on the
person's twenty-first birthday.

(2) Duration of license for persons at least 18 years of age or older. - A
drivers license issued to a person at least 18 years old but less than 54
years old expires eight years after the date of issuance. A drivers

license issued to a person at least 54 years old expires five years after the date of issuance.

(3) Duration of license. – A drivers license that was issued by the Division and is renewed by the Division expires ~~five years at the end of the period provided by this subsection~~ after the expiration date of the license that is renewed unless the Division determines that a license of shorter duration should be issued when the applicant holds a visa of limited duration from the United States Department of Homeland Security, but in no event shall the license expire later than the applicant's lawful presence in the United States. A person may apply to the Division to renew a license during the 180-day period before the license expires. The Division may not accept an application for renewal made before the 180-day period begins.

(4) Renewal by mail. – The Division may renew by mail a drivers license issued by the Division to a person who meets any of the following descriptions:

(1)a. Is serving on active duty in the armed forces of the United States and is stationed outside this State.

(2)b. Is a resident of this State and has been residing outside the State for at least 30 continuous days.

When renewing a license by mail, the Division may waive the examination that would otherwise be required for the renewal and may impose any conditions it finds advisable. A license renewed by mail is a temporary license that expires 60 days after the person to whom it is issued returns to this State".

SECTION 2. G.S. 20-7(f) is amended by adding a new subdivision to read:

"(5) License to be sent by mail. – The Division shall issue to the applicant a temporary driving certificate valid for 20 days, unless the applicant is applying for renewal by mail under subdivision (4) of this subsection. The temporary driving certificate shall be valid for driving purposes only and shall not be valid for identification purposes. The Division shall produce the applicant's drivers license at a central location and send it to the applicant by first-class mail at the residence address provided by the applicant."

SECTION 3. Section 1 of this act becomes effective January 1, 2007.

Section 2 of this act becomes effective July 1, 2008.



HOUSE BILL 267: 8-Year Drivers License Renewal

BILL ANALYSIS

Committee: Senate Transportation
Introduced by: Rep. Sutton
Version: Ratified

Date: July 27, 2006
Summary by: Brenda J. Carter
Committee Counsel

SUMMARY: *House Bill 267 authorizes the issuance of eight-year drivers licenses for persons from 18 to 53 years of age. It also provides for the issuance of temporary driving certificates valid for a period of 20 days; the drivers licenses will be sent by mail to the applicant's residence address.*

CURRENT LAW: Under G.S. 20-7, the renewal period for most drivers is five years. A license of shorter duration may be issued when the applicant holds a visa of limited duration.

BILL ANALYSIS: **Section 1** of the bill makes changes to the law concerning the duration and renewal of licenses. A full provisional license issued to a person under the age of 18 would expire on the person's 21st birthday. A drivers license issued to a person at least 18 but less than 54 years old would expire 8 years after the date of issuance. A drivers license issued to a person at least 54 years old would expire 5 years after the date of issuance. A drivers license issued to a person who holds a visa of limited duration would be issued only for the duration of the visa. **Section 2** of the bill provides that an applicant for a drivers license would be issued a 20-day driving certificate. The drivers license would be sent by mail to the applicant's residence address.

EFFECTIVE DATES: **Section 1** of the bill, concerning the duration of drivers licenses would become effective January 1, 2007. **Section 2**, concerning temporary driving certificates and requiring that licenses be sent by mail, would become effective July 1, 2008.

H0267sl-SMRV

**NORTH CAROLINA GENERAL ASSEMBLY
SENATE**

**TRANSPORTATION COMMITTEE REPORT
Senator Larry Shaw, Chair**

Wednesday, July 26, 2006

Senator SHAW,
submits the following with recommendations as to passage:

**UNFAVORABLE AS TO COMMITTEE SUBSTITUTE BILL NO. 1, BUT FAVORABLE
AS TO SENATE COMMITTEE SUBSTITUTE BILL**

H.B.(CS #1) 267	8-Year Drivers License/Internet DL Renewal.
	Draft Number: PCS30638
	Sequential Referral: None
	Recommended Referral: None
	Long Title Amended: Yes

TOTAL REPORTED: 1

Committee Clerk Comments: