2015-2016

HOUSE APPROPRIATIONS – TRANSPORTATION

MINUTES



North Carolina House of Representatives

Joint Appropriations Committee on

Transportation

2015-2016

Representative Frank Iler
Representative Phil Shepard
Representative Paul Tine
Representative John A. Torbett

Katy Kingsbury-Clerk
Pamela Pate-Clerk

HOUSE APPROPRIATIONS COMMITTEE ON TRANSPORTATION\

2015-2016

MEMBER	ASSISTANT	PHONE	OFFICE	SEAT
Frank Iler, Co-Chair	Carla Farmer	301-1450	639LOB	14
Phil Shepard, Co-Chair	Pamela Pate	715-9645	530LOB	53
Paul Tine, Co-Chair	Katy Kingsbury	733-5906	529LOB	79
John A. Torbett, Co-Chair	Viddia Torbett	733-5868	539LOB	41
Nathan Baskerville	Anita Bennett	733-5824	1004LB	105
Dana Bumgardner	Margie Penven	733-5809	2119LB	40
Carl Ford	Kyle Chermak	733-5881	608LOB	76
Duane Hall	Graham Kennedy	733-5755	1019LB	46
Grier Martin	Sylvia Hammons	733-5773	1023LB	96
Evelyn Terry	Franklin Terry	733-5777	1015LB	92

HOUSE APPROPRIATIONS COMMITTEE ON TRANSPORTATION
2015 SESSION

Clerks: Katy Kingsbury and Pam Pate



Rep. Frank Iler
Co-Chair



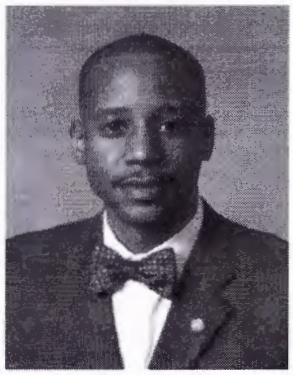
Rep. Phil Shepard
Co-Chair



Rep. Paul Tine
Co-Chair



Rep. John A. Torbett
Co-Chair



Rep. Nathan Baskerville



Rep. Dana Bumgardner



Rep. Carl Ford



Rep. Duane Hall



Rep. Grier Martin



Rep. Evelyn Terry

ATTENDANCE

2015-2016

HOUSE APPROPRIATIONS COMMITTEE ON TRANSPORTATION

DATES	2-10-15	2-11-15	2-24-15	3-3-15	3-4-15	3-5-15	3-11-15	3-17-15	3-18-15	3-19-15	3-25-15	3-31-15	4-1-15	4-2-15	4-14-15
Rep. Frank Iler Co-Chair	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x
Rep. Phil Shepard Co-Chair	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x
Rep. Paul Tine Co-Chair	x	x	x	x	x	x	x	x	x	x	x	x	x		x
Rep. John Torbett Co-Chair	x	x	x		x	x	x	x	x	x	x	x	x	x	x
Rep. Nathan Baskerville															
Rep. Dana Bumgardner	x	x	x	x	x	x	x	x	x		x	x	x		x
Rep. Carl Ford	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x
Rep. Duane Hall	x														
Rep. Grier Martin		x						x		x		x			
Rep. Evelyn Terry	x	x	x		x	x	x						x		x
Katy Kinsgbury-Clerk	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x
Pam Pate-Clerk	x	x		x	x	x	x	x	x	x	x	x	x	x	x
Amna Cameron-Fiscal Research		x	x	x	x		x	x	x	x	x	x	x	x	x
Bryce Ball-Fiscal Research	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x
Jeff Cherry-Staff Attorney								x	x						
Luke Gillenwater-Staff Attorney	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x
Karlynn O'Shaughnessy- Fiscal Research	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x

ATTENDANCE

2015-2016

HOUSE APPROPRIATIONS COMMITTEE ON TRANSPORTATION

DATES	5-14-15	6-30-15	7-14-15	7-21-15											
Rep. Frank Iler Co-Chair	x	x	x	x											
Rep. Phil Shepard Co-Chair	X	x	x	x											
Rep. Paul Tine Co-Chair	x	x	x	x											
Rep. John Torbett Co-Chair	x	x	x	x											
Rep. Nathan Baskerville	x														
Rep. Dana Bumgardner	x														
Rep. Carl Ford	x	x	x	x											
Rep. Duane Hall	x														
Rep. Grier Martin	x	x	x	x											
Rep. Evelyn Terry	x	x													
Katy Kinsgbury-Clerk	x	x	x	x											
Pam Pate-Clerk	x	x	x	x											
Amna Cameron-Fiscal Research	x	x	x												
Bryce Ball-Fiscal Research	x	x	x	x											
Jeff Cherry-Staff Attorney															
Luke Gillenwater-Staff Attorney	x	x	x	x											
Karlynn O'Shaughnessy- Fiscal Research	x	x	x	x											

Rep. Iler

Rep. Shepard

Rep. Tine

Rep. Torbett

Rep. Baskerville, Rep. Bumgardner, Rep. Ford, Rep. D. Hall, Rep. G. Martin, Rep. Terry

Sen. Wesley Meredith

Sen. Bill Rabon

Sen. Warren Daniel

Sen. Stan Bingham, Sen. Dan Blue, Sen. Joel D. M. Ford, Sen. Rick Gunn, Sen. Joyce Krawiec

House Committee on Appropriations, Transportation
Tuesday, February 10, 2015 at 8:30 AM
Room 1228/1327 of the Legislative Building

MINUTES

The House Committee on Appropriations, Transportation met at 8:30 AM on February 10, 2015 in Room 1228/1327 of the Legislative Building. Representatives Bumgardner, Ford, D. Hall, Iler, Shepard, Terry, Tine, and Torbett attended. Senator Meredith, Gunn, Krawiec were in attendance.

Representative John Torbett presided and called the meeting to order at 8:30 a.m.

Chairman Torbett introduced the Sergeant-at-Arms Staff and Pages for the meeting.

Chairman Torbett had the introduction of the committee members and clerks.

Chairman Torbett recognized Senator Meredith; he made a motion for the committee to go paperless. Representative Iler seconds the motion and by a show of hands it was approved for the committee to be paperless.

Chairman Torbett recognized Nick Tennyson, Chief Deputy Secretary, NCDOT for comments and introduction of the management staff.

Chairman Torbett recognized Bryce Ball, Fiscal Research to present:
Committee Protocol, see attachment (1)
Budget Process, Roles of Staff and Committee Schedule, see attachment (2)
Budget Process, Budget Starting Points-"Long Sheet" and 2015-2017 Consensus Revenue Forecast. See attachments (3)

Questions were answered by Bryce and staff.

The meeting adjourned at 9:03 a.m.

John L. Torbett

John Torbett, Chairman
Presiding

Pamela Pate

Pamela Pate, Committee Clerk

NORTH CAROLINA HOUSE OF REPRESENTATIVES
JOINT COMMITTEE MEETING NOTICE
AND
BILL SPONSOR NOTIFICATION
2015-2016 SESSION

You are hereby notified that the **House Committee on Appropriations, Transportation** will meet as follows:

DAY & DATE: Tuesday, February 10, 2015
TIME: **8:30 AM**
LOCATION: **1228/1327 LB**
COMMENTS: Representative John Torbett ,Presiding

Respectfully,

Representative Frank Iler, Co-Chair
Representative Phil Shepard, Co-Chair
Representative Paul Tine, Co-Chair
Representative John A. Torbett, Co-Chair

I hereby certify this notice was filed by the committee assistant at the following offices at 12:09 PM on Thursday, February 05, 2015.

___ Principal Clerk
___ Reading Clerk – House Chamber

Pamela Pate (Committee Assistant)

Joint Appropriations Committee on Transportation

February 10, 2015
8:30 a.m.
Room 1228/1327 LB

Agenda

Chairs:	Representative John Torbett, Chairing	Senator Bill Rabon
	Representative Phil Shepard	Senator Wesley Meredith
	Representative Frank Iler	
	Representative Paul Tine	

- Call to Order

- Committee Member Introductions

- NCDOT Remarks and Management Introductions

  Nick Tennyson, Chief Deputy Secretary, NCDOT

- Committee Protocol

  Bryce Ball, Fiscal Research

- Budget Process, Roles of Staff, and Committee Schedule

  Bryce Ball, Fiscal Research

- Budget Starting Points – "Long Sheet" and 2015-17 Consensus Revenue Forecast

  Bryce Ball, Fiscal Research

Next meeting: DOT Primer - Wednesday, February 11, 8:30 a.m.

2015 Legislative Session - Joint Appropriations Subcommittee on Transportation - Agency Contacts

Agency	Contact Name	Title	Email	Phone
Department of Transportation	Tony Tata	Secretary	ajtata@ncdot.gov	919-707-2800
	Nick Tennyson	Chief Deputy Secretary	njtennyson@ncdot.gov	919-707-2800
	Bobby Lewis	Chief of Staff & ED Strategic Initiatives	bobbylewis@ncdot.gov	919-707-2800
	Shelley Blake	General Counsel	srblake@ncdot.gov	919-707-2800
	Mike Charbonneau	Deputy Secretary of Communications	mcharbonneau@ncdot.gov	919-707-2670
	David Tyeryar	Chief Financial Officer	dtyeryar1@ncdot.gov	919-707-4320
	Jeff Mann	Deputy Secretary for Transit	jmann1@ncdot.gov	919-707-2800
	Rodger Rochelle	Technical Services Administrator	rdrochelle@ncdot.gov	919-707-2900
	Susan Pullium	Director of Strategic Planning	swpullium@ncdot.gov	919-707-0912
	Don Voelker	Project Prioritization	djvoelker@ncdot.gov	919-707-4740
	David Ulmer	Chief Information Officer	dhulmer1@ncdot.gov	919-707-2200
	Mike Holder	Chief Engineer	mholder@ncdot.gov	919-707-2500
	Mary Jernigan	Govt. Affairs & Policy Director	mljernigan1@ncdot.gov	919-707-2828
				252-312-8359 (CELL)
	Reston Jones	Legislative Liaison	lrjones1@ncdot.gov	919-707-2839
				336-407-8839 (CELL)
Division of Motor Vehicles	Kelly Thomas	Commissioner of Motor Vehicles	kellyjthomas@ncdot.gov	919-861-3015
NCAMVRC, Inc. (License Tag Agents)	Patti Smithson	Legislative Chairperson	pdsmithson@bizec.rr.com	910-262-7166
Global TransPark	Rudy Lupton	Logistics & GTP Director	srlupton1@ncdot.gov	919-707-2512
Ports Authority	Paul Cozza	Chief Executive Officer	paul.cozza@ncports.com	(910) 343-6485

Joint Transportation Appropriations Committee

Committee Protocol for Presenters and Audience

1. Do not speak unless recognized by the chair.

2. Once recognized by the chair, state your name and who you represent.

3. Stand up when speaking.

4. Presenters may not recognize members from the audience to answer questions; only the chair has the authority to call on someone to speak in committee.

5. No materials may be distributed to the subcommittee without prior approval. Materials must be sent to Fiscal Research staff and to the six committee chairs by noon on the day prior to the committee meeting. Fiscal Research staff will respond to you if the handout is permitted.

6. All final presentations must be e-mailed to Fiscal Research staff and to the six committee chairs by noon on the day preceding the presentation.

7. Copies must be double-sided, three-hole punched, and stapled in the corner.

8. Copies need to be delivered to the committee clerk by 3:00 pm on the day prior to the committee meeting.

9. Please respect your fellow presenters and strictly adhere to the time limits.

Attachment (2)

Budget Process

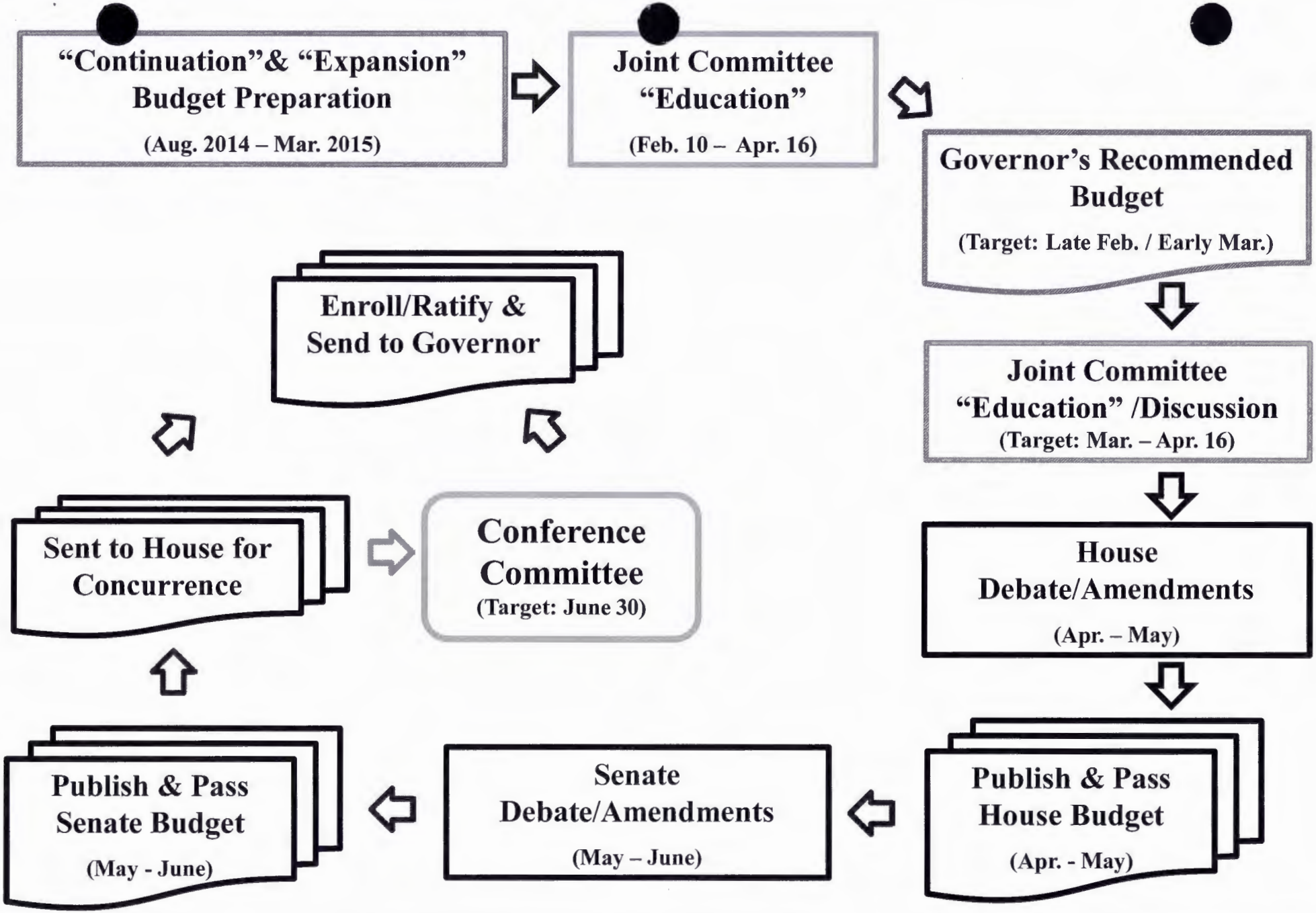
Joint Appropriations Committee on Transportation

February 10, 2015

FISCAL RESEARCH DIVISION
A Staff Agency of the North Carolina General Assembly

Presentation Outline

1. Budget/Committee Process
2. Roles of Staff & Agencies
3. Next Steps/Calendar


"Continuation"& "Expansion" Budget Preparation
(Aug. 2014 – Mar. 2015)
Joint Committee "Education"
(Feb. 10 – Apr. 16)
Governor's Recommended Budget
(Target: Late Feb. / Early Mar.)
Joint Committee "Education" /Discussion
(Target: Mar. – Apr. 16)
House Debate/Amendments
(Apr. – May)
Publish & Pass House Budget
(Apr. - May)
Senate Debate/Amendments
(May – June)
Publish & Pass Senate Budget
(May - June)
Sent to House for Concurrence
Conference Committee
(Target: June 30)
Enroll/Ratify & Send to Governor

Committee Process

- Joint process streamlines education and facilitates collaboration.
- Presentations balance the need for background and issue awareness.
- Transparency is the goal…

All documents and reference materials are online:

http://www.ncleg.net/gascripts/documentsites/browsedocsite.asp?nid=131

Fiscal Research Division (FRD)

- Non-partisan, professional analysts who serve all members
- Responsibilities (Chapter 120, Article 7A) include:

Budget & Policy Analysis

- Analyzing and producing the budget
- Fiscal Notes/Memoranda
- Confidential member requests
- Special studies ("Continuation Reviews" and interim studies)

Guidance & Coordination

- Appropriations Committees
- Joint Legislative Transportation Oversight Committee
- Joint Legislative Commission on Governmental Operations

Transportation/IT Team

Amna Cameron:

- Motor Fuel and Highway Use Revenues
- State Transportation Improvement Program (STIP)
- Highway Construction & Maintenance
- Turnpike Authority
- Department of Transportation (DOT) Central Administration
- Governor's Highway Safety Program
- Powell Bill/State Aid to Municipalities

Transportation/IT Team

Bryce Ball:

- Division of Motor Vehicles (DMV)
- Modal Divisions:

  Public Transportation, Ferry, Rail, Aviation, Bicycle/Pedestrian
- Logistics:

  State Ports Authority, Global TransPark, North Carolina Railroad Company
- Driver Education
- Visitor Centers

Karlynn O'Shaughnessy:

- DOT/DMV Information Technology

Bill Drafting & Research

Bill Drafting & Research Divisions:

- Draft legislation and budgetary provisions
- Conduct legal research and analysis:
  - ❖ Constitutionality, statutory conformance, administrative process/regulations
- Staff Standing, Interim, and Oversight Committees

Program Evaluation Division (PED)

Program Evaluation Division:

- Conducts formal, longer-term studies of programs
- Evaluation components:
  - ✓ Performance audits
  - ✓ Activity-based costing
  - ✓ Strategic planning

OSBM & Agency Staff

Office of State Budget & Management (OSBM) and Agencies:

- Governor's Recommended Budget
- Orientation to agency programs
- Data collection
- *Budget execution*

Next Steps

Tentative Schedule:

- 2/11/15: Transportation Primer
- 2/17/15: Transportation Funding
- 2/18/15: NCDOT 101
- 2/19/15: Highways – Maintenance & Construction
- 2/24/15: Highways – Staffing & Budget
- 2/25/15: Strategic Transportation Investments Update
- 2/26/15: Debt Affordability & Tolling
- 3/03/15: State Ports & Dredging

QUESTIONS?

Fiscal Research Division
919-733-4910

Amna Cameron – Amna.Cameron@ncleg.net
Bryce Ball – Bryce.Ball@ncleg.net
Karlynn O'Shaughnessy – Karlynn.O'Shaughnessy@ncleg.net

Transportation Budget Comparison: 2013-2015 Biennium

	Governor's Recommended 2013-15 Biennial Budget						2013 "Long" Session Enacted Biennial Budget (S.L. 2013-360)				2014 "S
	2013-14	2013-14	2013-14	2014-15	2014-15	2014-15	2013-14	2013-14	2014-15	2014-15	2014-15
Program/Item	BASE/ CONTINUATION	Increase/Decrease (from Base)	GOVERNOR'S RECOMMENDED	BASE/ CONTINUATION	Increase/Decrease (from Base)	GOVERNOR'S RECOMMENDED	CONFERENCE (S.L. 2013-360)	Increase/Decrease (from Base)	CONFERENCE (S.L. 2013-360)	Increase/Decrease (from Base)	CONFERENCE (S.L. 2013-360)
HIGHWAY FUND											
Highway Fund Operations:											
DOT-General Administration	85,067,084	9,413,995	94,481,079	85,067,084	14,380,395	99,447,479	91,066,219	5,999,135	94,975,916	9,908,832	94,975,91
Highway Division Administration	35,139,990	(426,429)	34,713,561	35,139,990	(426,429)	34,713,561	35,139,990	-	35,139,990	-	35,139,99
Federal Aid Match - Planning and Research	4,055,402	-	4,055,402	4,055,402	-	4,055,402	4,055,402	-	4,055,402	-	4,055,40
Construction Program:											
State Secondary System	88,886,298	(1,486,064)	87,400,234	88,708,526	(1,990,013)	86,718,513	27,000,000	(61,886,298)	12,000,000	(76,708,526)	12,000,00
Contingency Fund	12,000,000	2,000,000	14,000,000	12,000,000	2,000,000	14,000,000	12,000,000	-	12,000,000	-	12,000,00
Spot Safety Improvements	12,100,000	(242,000)	11,858,000	12,100,000	(242,000)	11,858,000	12,100,000	-	12,100,000	-	12,100,00
Access and Public Service Roads	1,758,885	(35,178)	1,723,707	1,758,885	(35,178)	1,723,707	1,723,707	(35,178)	1,723,707	(35,178)	1,723,70
Economic Development Fund	-	3,569,535	3,569,535	-	4,036,171	4,036,171	3,846,215	3,846,215	4,036,171	4,036,171	4,036,17
Small Urban Const.	7,000,000	(7,000,000)	-	7,000,000	(7,000,000)	-	5,000,000	(2,000,000)	5,000,000	(2,000,000)	5,000,00
Subtotal - Construction Program	**121,745,183**	**(3,193,707)**	**118,551,476**	**121,567,411**	**(3,231,020)**	**118,336,391**	**61,669,922**	**(60,075,261)**	**46,859,878**	**(74,707,533)**	**46,859,87**
Maintenance Program:											
Primary System	163,352,819	(16,488,083)	146,864,736	163,352,819	(19,308,083)	144,044,736	147,097,510	(16,255,309)	147,523,208	(15,829,611)	147,523,20
Secondary System	283,000,313	(12,755,795)	270,244,518	283,000,313	(14,635,795)	268,364,518	270,593,678	(12,406,635)	273,582,225	(9,418,088)	273,582,22
Contract Resurfacing	274,884,653	81,000,000	355,884,653	274,884,653	81,000,000	355,884,653	433,462,800	158,578,147	402,423,088	127,538,435	402,423,08
System Preservation/Bridge Program	79,328,495	101,500,000	180,828,495	79,628,495	100,600,000	180,228,495	179,599,774	100,271,279	153,008,350	73,379,855	153,008,35
Pavement Preservation	-	-	-	-	-	-	-	-	-	-	-
General Maintenance Reserve	37,800,312	51,989,914	89,790,226	37,800,312	7,760,538	45,560,850	89,790,226	51,989,914	45,560,850	7,760,538	45,560,85
Subtotal - Maintenance Program	**838,366,592**	**205,246,036**	**1,043,612,628**	**838,666,592**	**155,416,660**	**994,083,252**	**1,120,543,988**	**282,177,396**	**1,022,097,721**	**183,431,129**	**1,022,097,72**
State Aid to Municipalities	88,886,298	(1,486,064)	87,400,234	88,708,526	(1,990,013)	86,718,513	142,102,740	53,216,442	136,874,010	48,165,484	136,874,01
Ferry Operations	34,378,683	329,237	34,707,920	34,378,683	(820,763)	33,557,920	39,707,920	5,329,237	38,557,920	4,179,237	38,557,92
Ferry Division Administration	1,227,618	-	1,227,618	1,227,618	-	1,227,618	1,227,618	-	1,227,618	-	1,227,61
State Aid to Railroads	21,201,153	(424,023)	20,777,130	21,201,153	(424,023)	20,777,130	39,458,130	18,256,977	24,008,130	2,806,977	24,008,13
Rail Division Administration	684,164	-	684,164	684,164	-	684,164	684,164	-	684,164	-	684,16
State Aid to Public Transportation	84,643,069	(1,692,861)	82,950,208	84,643,069	(2,192,861)	82,450,208	84,843,069	200,000	84,843,069	200,000	84,843,06
Public Transportation Division Administration	401,166	-	401,166	401,166	-	401,166	401,166	-	401,166	-	401,16
State Aid to Airports	19,968,373	(446,221)	19,522,152	17,871,694	(446,221)	17,425,473	26,500,000	6,531,627	20,000,000	2,128,306	20,000,00
Aviation Division Administration	2,244,510	-	2,244,510	2,244,510	-	2,244,510	2,244,510	-	2,244,510	-	2,244,51

Transportation Budget Comparison: 2013-2015 Biennium

	Governor's Recommended 2013-15 Biennial Budget						2013 "Long" Session Enacted Biennial Budget (S.L. 2013-360)				2014 "S
	2013-14	2013-14	2013-14	2014-15	2014-15	2014-15	2013-14	2013-14	2014-15	2014-15	2014-15
Program/Item	BASE/ CONTINUATION	Increase/Decrease (from Base)	GOVERNOR'S RECOMMENDED	BASE/ CONTINUATION	Increase/Decrease (from Base)	GOVERNOR'S RECOMMENDED	CONFERENCE (S.L. 2013-360)	Increase/Decrease (from Base)	CONFERENCE (S.L. 2013-360)	Increase/Decrease (from Base)	CONFERENCE (S.L. 2013-360
Bicycle/Pedestrian	880,513	-	880,513	880,513	-	880,513	751,066	(129,447)	751,066	(129,447)	751,0
OSHA	372,792	(7,455)	365,337	372,792	(7,455)	365,337	365,337	(7,455)	365,337	(7,455)	365,3
Governor's Highway Safety Program	284,932	-	284,932	284,932	-	284,932	284,932	-	284,932	-	284,9
Division of Motor Vehicles	97,122,623	8,058,345	105,180,968	97,127,001	7,575,309	104,702,310	118,994,643	21,872,020	119,532,589	22,405,588	119,532,5
Subtotal - Highway Fund Operations	**1,436,670,145**	**215,370,853**	**1,652,040,998**	**1,434,522,300**	**167,833,579**	**1,602,355,879**	**1,770,040,816**	**333,370,671**	**1,632,903,418**	**198,381,118**	**1,632,903,4**
Transfers to Other State Agencies:											
Agriculture (Gas Inspection Fee)	5,053,457	-	5,053,457	5,053,457	-	5,053,457	5,053,457	-	5,053,457	-	5,053,4
Revenue (Motor Fuels Tax & IRP)	5,112,866	-	5,112,866	5,112,866	-	5,112,866	5,112,866	-	5,112,866	-	5,112,8
State Treasurer (Sales Tax Refund)	21,551,663	-	21,551,663	19,288,738	-	19,288,738	21,551,663	-	19,288,738	-	19,288,7
OSC - Best Shared Services	481,835	-	481,835	481,835	-	481,835	481,835	-	481,835	-	481,8
Public Instruction - Driver Education	27,847,950	(625,322)	27,222,628	28,384,055	(595,583)	27,788,472	26,138,808	(1,709,142)	26,682,132	(1,701,923)	26,682,1
DPS - Motor Carrier Safety	2,010,053	-	2,010,053	2,010,053	-	2,010,053	2,010,053	-	2,010,053	-	2,010,0
Tsf to General Fund	196,582,981	-	196,582,981	196,582,981	-	196,582,981	196,582,981	-	196,582,981	-	196,582,9
State Ethics Commission	-	-	-	-	-	-	55,146	55,146	55,146	55,146	55,1
DHHS - Chemical Test	572,321	-	572,321	572,321	-	572,321	572,321	-	572,321	-	572,3
Subtotal - Transfers to Other State Agencies	**259,213,126**	**(625,322)**	**258,587,804**	**257,486,306**	**(595,583)**	**256,890,723**	**257,559,130**	**(1,653,996)**	**255,839,529**	**(1,646,777)**	**255,839,5**
Reserves & Transfers:											
Minority Contractor Development	150,000	-	150,000	150,000	-	150,000	150,000	-	150,000	-	150,0
State Fire Protection Grant	158,000	-	158,000	158,000	-	158,000	158,000	-	158,000	-	158,0
Storm Water Management	500,000	-	500,000	500,000	-	500,000	500,000	-	500,000	-	500,0
Global TransPark	1,000,000	-	1,000,000	1,000,000	-	1,000,000	1,000,000	-	1,000,000	-	1,000,0
Consolidated Call Center	556,074	-	556,074	556,074	-	556,074	556,074	-	556,074	-	556,0
Reserve for Administrative Reduction	(2,132,962)	-	(2,132,962)	(2,132,962)	-	(2,132,962)	(2,132,962)	-	(2,132,962)	-	(2,132,9
Reserve for Health Insurance Adjustment	-	2,200,000	2,200,000	-	6,900,000	6,900,000	1,700,000	1,700,000	4,450,000	4,450,000	4,450,0
Employer's Contribution to Retirement	82,741	1,200,000	1,282,741	82,741	1,200,000	1,282,741	1,203,741	1,121,000	1,203,741	1,121,000	1,203,7
Reserve for Retiree COLA	-	1,000,000	1,000,000	-	1,000,000	1,000,000	-	-	-	-	
Disability Income Plan	-	-	-	-	-	-	-	-	-	-	
Legislative Increase (or Bonus/Compensation/Etc. Reserve)	-	3,801,845	3,801,845	-	3,801,845	3,801,845	-	-	-	-	
Reserve for Future Benefit Needs	-	-	-	-	-	-	-	-	1,745,000	1,745,000	1,745,0
Reserve for Retirement/COLA	-	-	-	-	-	-	-	-	-	-	
Salary Adjustment	-	-	-	-	-	-	-	-	-	-	
Subtotal - Reserves & Transfers	**313,853**	**8,201,845**	**8,515,698**	**313,853**	**12,901,845**	**13,215,698**	**3,134,853**	**2,821,000**	**7,629,853**	**7,316,000**	**7,629,8**
Subtotal - Current Operations	**1,696,197,124**	**222,947,376**	**1,919,144,500**	**1,692,322,459**	**180,139,841**	**1,872,462,300**	**2,030,734,799**	**334,537,675**	**1,896,372,800**	**204,050,341**	**1,896,372,8**
Capital Improvements	**-**	**18,055,500**	**18,055,500**	**-**	**19,937,700**	**19,937,700**	**18,055,500**	**18,055,500**	**19,937,700**	**19,937,700**	**19,937,7**

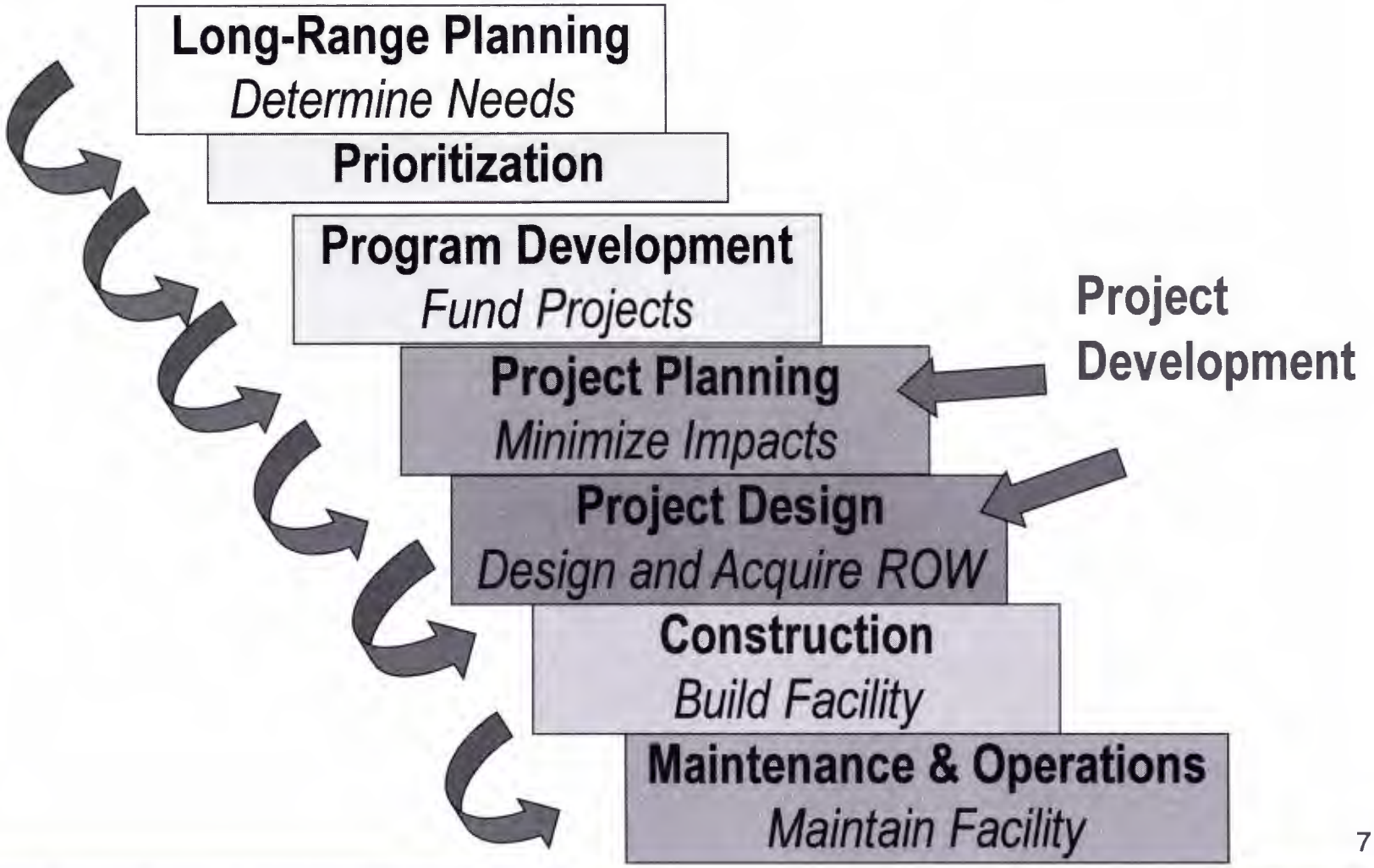
Transportation Budget Comparison: 2013-2015 Biennium

	Governor's Recommended 2013-15 Biennial Budget						2013 "Long" Session Enacted Biennial Budget (S.L. 2013-360)				2014 "S
	2013-14	2013-14	2013-14	2014-15	2014-15	2014-15	2013-14	2013-14	2014-15	2014-15	2014-15
Program/Item	BASE/ CONTINUATION	Increase/Decrease (from Base)	GOVERNOR'S RECOMMENDED	BASE/ CONTINUATION	Increase/Decrease (from Base)	GOVERNOR'S RECOMMENDED	CONFERENCE (S.L. 2013-360)	Increase/Decrease (from Base)	CONFERENCE (S.L. 2013-360)	Increase/Decrease (from Base)	CONFERENCE (S.L. 2013-360)
TOTAL - Highway Fund Appropriation	**1,696,197,124**	**241,002,876**	**1,937,200,000**	**1,692,322,459**	**200,077,541**	**1,892,400,000**	**2,048,790,299**	**352,593,175**	**1,916,310,500**	**223,988,041**	**1,916,310,50**
TOTAL - Highway Fund Availability			**1,937,200,000**			**1,892,400,000**	**2,048,790,299**		**1,916,310,500**		**1,916,310,50**
Projected Revenue			*1,937,200,000*			*1,892,400,000*	*1,937,200,000*		*1,892,400,000*		*1,892,400,00*
Transfers/Appropriated Balance/Adjustments			-			-	*111,590,299*		*23,910,500*		*23,910,50*
HIGHWAY TRUST FUND											
DOT - Administration	53,599,200	(619,200)	52,980,000	55,202,400	(2,236,800)	52,965,600	45,590,880	(8,008,320)	45,590,880	(9,611,520)	45,590,88
Intrastate System	515,520,933	(8,390,482)	507,130,451	530,210,557	(27,849,812)	502,360,745	-	(515,520,933)	-	(530,210,557)	
Urban Loop System	164,864,838	(3,392,762)	161,472,076	191,571,718	(11,261,304)	180,310,414	-	(164,864,838)	-	(191,571,718)	
State Secondary System	78,972,723	382,801	79,355,524	86,253,540	(2,329,990)	83,923,550	-	(78,972,723)	-	(86,253,540)	
Strategic Transportation Investments Program	-	-	-	-	-	-	930,926,530	930,926,530	950,101,672	950,101,672	950,101,67
HTF State Aid to Municipalities	56,072,216	(880,357)	55,191,859	58,054,337	(2,922,094)	55,132,243	-	(56,072,216)	-	(58,054,337)	
Bonds:											
Bond Redemption	62,417,880	-	62,417,880	46,676,132	-	46,676,132	62,417,880	-	46,676,132	-	46,676,13
Bond Interest	16,752,210	-	16,752,210	13,631,316	-	13,631,316	16,752,210	-	13,631,316	-	13,631,31
NC Turnpike Authority (Gap $)	112,000,000	-	112,000,000	112,000,000	-	112,000,000	49,000,000	(63,000,000)	49,000,000	(63,000,000)	49,000,00
NC Mobility Fund	58,000,000	-	58,000,000	58,000,000	-	58,000,000	-	(58,000,000)	-	(58,000,000)	
Transfer to Highway Fund (Visitor Center Reserve)	400,000	-	400,000	400,000	-	400,000	400,000	-	400,000	-	400,00
TOTAL - Highway Trust Fund Appropriation	**1,118,600,000**	**(12,900,000)**	**1,105,700,000**	**1,152,000,000**	**(46,600,000)**	**1,105,400,000**	**1,105,087,500**	**(13,512,500)**	**1,105,400,000**	**(46,600,000)**	**1,105,400,00**
TOTAL - Highway Trust Fund Availability			**1,105,700,000**			**1,105,400,000**	**1,105,087,500**		**1,105,400,000**		**1,105,400,00**
Projected Revenue			*1,105,700,000*			*1,105,400,000*	*1,105,700,000*		*1,105,400,000*		*1,105,400,00*
Transfers/Appropriated Balance/Adjustments			-			-	*(612,500)*		-		-

Highway System

- Responsible for 79,500+ mile highway network, comprised of:
  - Interstates – 1,327
  - Primary
    - US routes – 5,566
    - NC routes – 8,170
  - Secondary – 64,522
    - Farm-to-market or local roads
- Responsible for more than 18,000 bridges, culverts and pipes along the highway system

Transportation Program Life Cycle



Project Development

- Identify purpose and need of transportation project
- Evaluate route alternatives to minimize impacts to the environment, homes and businesses
- Select preferred alternative
- Complete environmental planning documents
- Determine construction limits

Typical Preconstruction Times

(from start of planning to contract letting)

Major new location projects — 8 to 10 years

Widening projects — 5 to 8 years

Bridge projects — 1 to 4 years

Highway Design

- Survey and design highways, bridges and other features, including:
  - Right of way
  - Utilities
  - Drainage systems
  - Retaining walls
  - Lighting



- Goals:
  - Provide cost-effective designs that meet schedule and budget
  - Minimize impacts to the environment
  - Minimize impacts to homes and businesses

Contract Award

- Prepare project contract information
- Advertise project lettings
- Bids are submitted by contractors
- Bids are reviewed for cost and ensuring bids meet requirements
- By law, contract is awarded to lowest bidder that meets all requirements

Phases of Construction Work

- Surveying
- Clearing
- Erosion Control
- Bottom Drainage
- Rough Grading
- Bridge Foundations
- Top drainage
- Fine grading
- Base and Pave
- Bridge Beams and Deck
- Guardrail
- Markings, Signs, Signals

Construction

- Provide support for construction contract administration
- Responsible for oversight of approximately 600 active highway-related projects
- Projects are diverse and dynamic
  - Bridges and roads
  - Rest areas
  - Bus terminals
  - Weight stations
  - Communication technologies
- Requires innovation and flexibility

Typical Project Construction Times

- New Location – 3 ½ - 4 years
- Major Pavement Rehabilitation - 2 ½ - 3 years
- Urban Widening - 2 - 3 years
- Bridge Replacement (low impact) - 6–18 months

Field Operations

- Under direction of Chief Engineer

- 14 transportation divisions



- 3 primary functions:
  - Construction
  - Operations/Traffic Management
  - Maintenance

Maintenance and Operations



- Primary and Secondary Maintenance
  - Traffic management
  - Roadside environmental activities
  - Snow and ice removal
  - Litter and debris removal
  - Drainage installation and improvements
  - Pavement markings, sign installation & replacement
  - Mowing and vegetation management
- Pavement Preservation
- Contract Resurfacing
- Bridge Program Activities
  - Repair, preservation, and replacement

Rail





- Railroads in North Carolina operate more than 3,300 miles of track
- There are 3,834 at-grade public crossings statewide
  - 70% have signal warning devices (gates and/or flashing lights)
- Two Class I and 21 short line railroads operate in North Carolina, transporting more than 1.6 million carloads of freight each year
- The state-owned *Piedmont* provides passenger service between Charlotte and Raleigh 3 times daily; state-supported *Carolinian* provides service between Charlotte and Raleigh with continuing service to New York City

Aviation



- Responsible for 3 primary functions:
  - State system planning
  - Airport and aviation system development
  - Operations and maintenance of state aircraft
- Aircraft provide a range of services:
  - Statewide emergency response
  - Aerial photography and spatial information for transportation projects
  - Passenger service
- Commercial and general aviation airports contribute about $26 billion to the state's economy each year and help create more than 108,000 jobs.

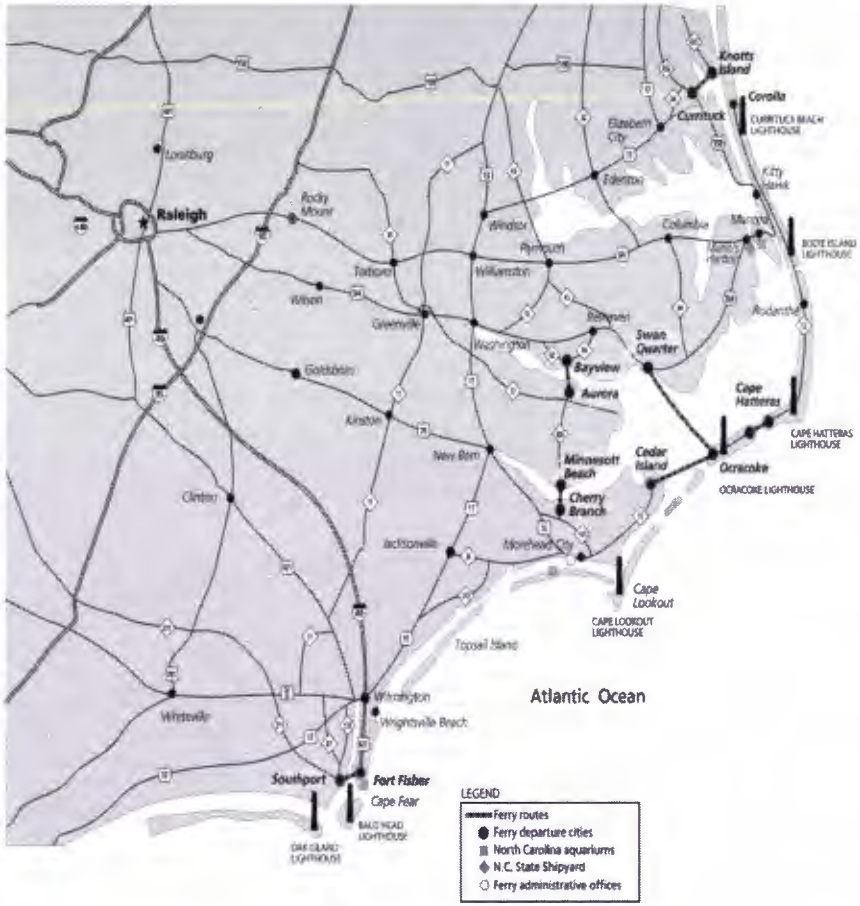
Public Transportation





- Administer federal and state grants, provides safety and training opportunities, and planning and technical assistance to systems
- Systems are county/municipally owned and provide service in all 100 counties; includes light rail
  - Provided 77.5 million individual trips in 2014
  - Operate 2,398 vehicles
  - Provided 88.9 million miles of service
- 15% ridership increase since 2008
- Systems employ about 5,000 people across the state; $409 million industry

Ferry



- Largest state-owned system on the east coast; second largest in the nation
- Operate 22 ferries across 7 routes; 3 routes tolled
- Carry about 2 million passengers per year
- Vital in hurricane evacuation and post-storm recovery on Outer Banks

Bicycle and Pedestrian





- Touches all aspects of bicycling and walking, including:
  - Designing facilities
  - Creating and implementing safety and educational programs and campaigns
  - Fostering multi-modal planning
  - Integrating bicycling and walking into ongoing activities of NCDOT
  - Mapping cross-state bicycle routes

Division of Motor Vehicles (DMV)

- Registers about 34,500 vehicles per day; 8.8 million vehicles registered in North Carolina
- Conducts more than 8,300 driver license-related transactions daily; 7.4 million licensed drivers in North Carolina
- Oversees administrative hearings, DWI revocations and insurance lapses
- Tracks and audits more than 5.9 million vehicle emissions inspections and more than 3 million safety inspections
- DMV's License and Theft Bureau recovered 911 stolen vehicles valued at $7.4 million in 2014



Questions?

Committee Sergeants at Arms

NAME OF COMMITTEE Joint Comm on Approp Transp

DATE: 3/4/15 Room: 1228/1327

House Sgt-At Arms:

1. Name: Carlton Adams
2. Name: Martha Gadison
3. Name: Joe Austin
4. Name:
5. Name:

Senate Sgt-At Arms:

1. Name: Steve McKaig
2. Name: Giles Jeffreys
3. Name:
4. Name:
5. Name:

SENATE PAGES ATTENDING

COMMITTEE: Joint App. – D.O.T.

DATE: 3/4, TIME: 8:30, ROOM: 1228

Pages: Please print legibly.....*or else!!!!!!!!!!!!!!!!*

Page Name	Hometown	Sponsoring Senator
1 Kei'SShiona Jones	Enfield	Sen. Angela Bryant
2		
3		
4		
5		
6		
7		
8		
9		

Do not add additional names below the grid.

Pages: Please present this form to either the Committee Clerk at the meeting or a Sgt. at Arms.

Wednesday, March 4	**Room**	**Time**
APPROPRIATIONS, TRANSPORTATION (JOINT)	1228/1327	8:30 am

Name	County	Sponsor
Lauren Trivette	Bladen	William D. Brisson

VISITOR REGISTRATION SHEET

JT Comm on App, Trans 3/4/15

Name of Committee Date

VISITORS: PLEASE SIGN IN BELOW AND RETURN TO COMMITTEE CLERK

NAME	FIRM OR AGENCY AND ADDRESS
Pam Mung	NCGA
Don Anthrop	Rep Stam
H. IASAICO	NCDOT
ANDY WALSH	SA
MISSY PAIR	NCDOT
Jennifer Brandenburg	NCDOT
GREG PELFOTTI	NCDOT
Tony Mills	Misc. Clients
Jay Stem	NCAA
Barry Jenkins	CAROLINAS AGC
AL MILAK	NC DEPT OF REVENUE

VISITOR REGISTRATION SHEET

JT Comm on App, Trans 3/4/15

Name of Committee Date

VISITORS: PLEASE SIGN IN BELOW AND RETURN TO COMMITTEE CLERK

NAME	FIRM OR AGENCY AND ADDRESS
Amy McCleary	NC Beverage
Ellis Powell	CAPA
~~NCD~~ Bobby Lewis	NCDOT

VISITOR REGISTRATION SHEET

JT Comm on App, Trans 3/4/15

Name of Committee Date

VISITORS: PLEASE SIGN IN BELOW AND RETURN TO COMMITTEE CLERK

NAME	FIRM OR AGENCY AND ADDRESS
	NCDOT
	NCDTSEA
	SEANC
	NCDOT
	NCDOT
Kristin Barnes	NCDOT
MARY JENNIGAN	NCDOT
Reston Jones	NCDOT
Joe McClees	McClees Consulting
Chris Emanuel	CG Emanuel Group
Phoebe Landon	Brooks Pierce

VISITOR REGISTRATION SHEET

JT Comm on App, Trans 3/4/15

Name of Committee Date

VISITORS: PLEASE SIGN IN BELOW AND RETURN TO COMMITTEE CLERK

NAME	FIRM OR AGENCY AND ADDRESS
Tony Moore	North Carolina Driving School

House Committee on Appropriations, Transportation
Wednesday, March 11, 2015 at 8:30 AM
Room 1228/1327 of the Legislative Building

MINUTES

The House Committee on Appropriations, Transportation met at 8:30 AM on March 11, 2015 in Room 1228/1327 of the Legislative Building. Representatives Iler, Shepard, Tine, Torbett, Bumgardner, Ford, and Terry and Senators Daniel, Ford, Gunn, and Krawiec attended.

Representative Paul Tine, Chair, presided and called the meeting to order at 8:30 a.m.

Chairman Tine introduced the Sergeant-at-Arms Staff and pages for the meeting.

Chairman Tine recognized Thomas Cheek, Transportation Budget Analyst, Office of State Budget and Management to present:
Governor's Transportation Budget, see attachment (1)

Questions were asked by the committee and answered by committee staff.

At the conclusion of Mr. Cheek's presentation Chairman Tine recognized Bobby Lewis, Chief of Staff, NCDOT to present:
Governor's Transpiration Bond, see attachment (2)

Questions were asked by the committee and answered by the presenter.

The meeting adjourned at 9:07 a.m.

Representative Paul Tine, Chair
Presiding

Katelyn O Kingsbury

Katy Kingsbury, Committee Clerk

NORTH CAROLINA HOUSE OF REPRESENTATIVES
JOINT COMMITTEE MEETING NOTICE
AND
BILL SPONSOR NOTIFICATION
2015-2016 SESSION

You are hereby notified that the **House Committee on Appropriations, Transportation** will meet **JOINTLY** as follows:

DAY & DATE: Wednesday, March 11, 2015
TIME: **8:30 AM**
LOCATION: **1228/1327 LB**
COMMENTS: **Representative Tine will be presiding.**

Respectfully,

Representative Frank Iler, Co-Chair
Representative Phil Shepard, Co-Chair
Representative Paul Tine, Co-Chair
Representative John A. Torbett, Co-Chair

I hereby certify this notice was filed by the committee assistant at the following offices at 2:48 PM on Monday, April 27, 2015.

___ Principal Clerk
___ Reading Clerk – House Chamber

Katy Kingsbury (Committee Assistant)

Joint Appropriations Committee on Transportation

March 11, 2015
8:30 a.m.
Room 1228/1327 LB

Agenda

Chairs:

Representative John Torbett
Representative Phil Shepard
Representative Frank Iler
Representative Paul Tine, Chairing

Senator Bill Rabon
Senator Wesley Meredith

- Call to Order

- Presentation of Governor's Transportation Budget

  Thomas Cheek, Transportation Budget Analyst
  Office of State Budget and Management

- Presentation of Governor's Transportation Bond

  Bobby Lewis, Chief of Staff
  Department of Transportation

Next meeting: Department of State Treasurer's Transportation Debt Affordability Study, Turnpike Authority and Tolling; - Thursday, March 12, 8:30 a.m.

achment (1)

The Governor's Recommended Budget



Pat McCrory
Governor

The State of North Carolina
2015 - 2017

Timetable for the 2015-17 Budget Preparation Process

August 26, 2014: 2015-17 biennial budget instructions were sent out by the Office of State Budget and Management

October 31, 2014: All base budget adjustments, expansion, reduction, and capital requests were due into the Office of State Budget and Management.

March 5, 2015: Governor Pat McCrory releases his recommended budget

Components of the Budget

Components of the Budget:

Base Budget

The Base Budget is part of the recommended State budget that provides the baseline for the next biennium. The base budget is the authorized budget for an agency with adjustments for the following {Per G.S. 143C-1-1(d)}:

- Annualization of programs and positions
- Reductions to adjust for items funded with nonrecurring funds during the prior fiscal biennium.
- Increases to adjust for nonrecurring reductions during the prior fiscal biennium.
- Adjustments for federal payroll tax changes
- Rate increases in accordance with the terms of existing leases of real property
- Adjustments to receipt projects, made in accordance with G.S. 143C-3-5(b)(2)c
- Reconciliation of intra-governmental and inter-governmental transfers

Recommended Changes: Expansion (operating and capital) & Reductions

- Agencies were asked to provide 2% reduction options

Highway Fund Base Budget

Highway Fund (84210)

Adjustments to the Base Budget 2015-16

		Changes to Base Budget			
Total	2014-15 Authorized	Net Recurring	Net Non-Recurring	Total Change	2015-16 Base Budget
Requirements	$7,284,747,772	($67,899,440)		($67,899,440)	$7,216,848,332
Receipts	$5,300,605,486	($2,433,578)		($2,433,578)	$5,298,171,908
Appropriations	$1,984,142,286	($65,465,862)		($65,465,862)	$1,918,676,424
CFB	$0	$0		$0	$0
FTE	12,454.000	(55.000)		(55.000)	12,399.000

Adjustments to the Base Budget for 2016-17

		Changes to Base Budget			
Total	2014-15 Authorized	Net Recurring	Net Non-Recurring	Total Change	2016-17 Base Budget
Requirements	$7,284,747,772	($67,899,440)		($67,899,440)	$7,216,848,332
Receipts	$5,300,605,486	$4,018,921		$4,018,921	$5,304,624,407
Appropriations	$1,984,142,286	($71,918,361)		($71,918,361)	$1,912,223,925
CFB	$0	$0		$0	$0
FTE	12,454.000	(55.000)		(55.000)	12,399.000

Highway Trust Fund Base Budget

Highway Trust Fund (84290)

Adjustments to the Base Budget 2015-16

		Changes to Base Budget			
Total	2013-14 Actual	Net Recurring	Net Non-Recurring	Total Change	2015-16 Base Budget
Requirements	$635,447,695	($346,477)		($346,477)	$1,162,046,663
Receipts	$0	$0		$0	$0
Appropriations	$635,447,695	($346,477)		($346,477)	$1,162,046,663
CFB	$0	$0		$0	$0
FTE	0.000	0.000		0.000	0.000

Adjustments to the Base Budget for 2016-17

		Changes to Base Budget			
Total	2013-14 Actual	Net Recurring	Net Non-Recurring	Total Change	2016-17 Base Budget
Requirements	$635,447,695	($346,477)		($346,477)	$1,162,046,663
Receipts	$0	$0		$0	$0
Appropriations	$635,447,695	($346,477)		($346,477)	$1,162,046,663
CFB	$0	$0		$0	$0
FTE	0.000	0.000		0.000	0.000

Table 8

Highway Fund and Highway Trust Fund Budget, 2015-16

Function	FY 2015-16 Base Appropriation	Reductions			Other Continuation/Expansion			Net Change	2015-16 Approved Appropriation	Net Position Change
		Recurring	Nonrecurring	Appropriation Supported Positions	Recurring	Nonrecurring	Appropriation Supported Positions			
DOT Administration	86,036,808	-	-	-	2,534,500	23,956,000	-	26,490,500	112,527,308	-
Division of Highways										
Administration	33,467,959	-	-	-			-	-	33,467,959	-
Construction	41,859,878	-	-	-	5,000,000		-	5,000,000	46,859,878	-
Maintenance	1,084,441,389	(31,359,865)	-	-	19,563,777		-	(11,796,088)	1,072,645,301	-
Planning and Research	4,055,402	(4,055,402)	-	-			-	(4,055,402)	-	-
OSHA Program	358,030	-	-	-			-	-	358,030	-
State Aid to Municipalities	146,328,000	(2,246,400)	-	-			-	(2,246,400)	144,081,600	-
Multi-Modal										
Airports	21,260,952	-	-	-			-	-	21,260,952	-
Bicycle	726,895	-	-	-			-	-	726,895	-
Ferry	38,900,395	-	-	-	850,000	700,000	-	1,550,000	40,450,395	
Public Transportation	85,173,419	-	-	-	3,000,000		-	3,000,000	88,173,419	-
Railroads	23,651,674	-	-	-			-	-	23,651,674	-
Governor's Highway Safety Program	251,241	-	-	-			-	-	251,241	-
Division of Motor Vehicles	120,402,414	-	-	-			-	-	120,402,414	-
Other State Agencies	13,673,581	(21,815)	-	-			-	(21,815)	13,651,766	-
Transfer to General Fund	215,871,719	-	-	-	983,726			983,726	216,855,445	
Other Reserves	2,216,668	(6,495,418)	-	(50.00)	2,807,073		-	(3,688,345)	(1,471,677)	(50.00)
Capital Improvements	-					18,007,400	-	18,007,400	18,007,400	
Total Highway Fund	1,918,676,424	(44,178,900)	-	(50.00)	34,739,076	42,663,400	-	33,223,576	1,951,900,000	(50.00)
Administration	35,064,813	-	-	-	30,000	-	-	30,000	35,094,813	-
Construction										
Strategic Prioritization Program	1,017,967,033	-	-	-	58,018,453	-	-	58,018,453	1,075,985,486	
Intrastate System	-							-	-	-
Urban Loop System	-							-	-	-
Secondary Roads	-							-	-	-
State Aid to Munipalities	-							-	-	-
Bonds										
Bond Redemption	46,676,132	-	(10,909,476)	-	-	-	-	(10,909,476)	35,766,656	-
Bond Interest	12,938,685	-	(85,640)	-	-	-	-	(85,640)	12,853,045	-
NC Turnpike Authority (GAP Funds)	49,000,000	-	-	-	-	-	-	-	49,000,000	-
NC Mobility Fund	-							-	-	-
Reserve for Visitor's Centers	400,000	-	-	-	-	-	-	-	400,000	-
Total Highway Trust Fund	1,162,046,663	-	(10,995,116)	-	58,048,453	-	-	47,053,337	1,209,100,000	-

Table 9

Highway Fund and Highway Trust Fund Budget, 2016-17

Function	FY 2016-17 Base Appropriation	Reductions			Other Continuation/Expansion			Net Change	2016-17 Approved Appropriation	Net Position Change
		Recurring	Nonrecurring	Appropriation Supported Positions	Recurring	Nonrecurring	Appropriation Supported Positions			
DOT Administration	86,036,808	-	-	-	4,110,500	-	-	4,110,500	90,147,308	-
Division of Highways										
Administration	33,467,959	-	-	-				-	33,467,959	-
Construction	41,859,878	-	-	-	5,000,000	-	-	5,000,000	46,859,878	-
Maintenance	1,084,441,389	(31,364,874)	-	-	94,174,252	-	-	62,809,378	1,147,250,767	-
Planning and Research	4,055,402	(4,055,402)	-	-				(4,055,402)	-	-
OSHA Program	358,030	-						-	358,030	-
State Aid to Municipalities	146,328,000	(7,404,800)	-	-				(7,404,800)	138,923,200	-
Mult-Modal										
Airports	21,260,952	-	-	-	-	-	-	-	21,260,952	-
Bicycle	726,895	-	-	-	-	-	-	-	726,895	-
Ferry	38,900,395	-	-	-	850,000	-	-	850,000	39,750,395	-
Public Transportation	85,173,419	-	-	-	3,000,000	-	-	3,000,000	88,173,419	-
Railroads	23,651,674							-	23,651,674	
Governor's Highway Safety Program	251,241	-	-	-	-	-	-	-	251,241	-
Division of Motor Vehicles	113,949,915	-	-	-	-	-	-	-	113,949,915	-
Other State Agencies	13,673,581	(16,806)	-	-	-	-	-	(16,806)	13,656,775	-
Transfer to General Fund	215,871,719	-	-	-	2,017,621	-	-	2,017,621	217,889,340	
Other Reserves	2,216,668	(7,028,442)	-	(50.00)	6,174,726	-	-	(853,716)	1,362,952	(50.00)
Capital Improvements	-	-	-	-	-	18,019,300	-	18,019,300	18,019,300	
Total Highway Fund	**1,912,223,925**	**(49,870,324)**	**-**	**(50.00)**	**115,327,099**	**18,019,300**	**-**	**83,476,075**	**1,995,700,000**	**(50.00)**
Administration	35,064,813	-	-	-	100,000	-	-	100,000	35,164,813	-
Construction										
Strategic Prioritization Program	1,017,967,033	-	-	-	77,155,925	-	-	77,155,925	1,095,122,958	
Intrastate System	-							-	-	-
Urban Loop System	-							-	-	-
Secondary Roads	-							-	-	-
State Aid to Municipalities	-							-	-	-
Bonds										
Bond Redemption	46,676,132	-	-	-	1,243,028	-	-	1,243,028	47,919,160	-
Bond Interest	12,938,685	-	-	-	154,384	-	-	154,384	13,093,069	-
NC Turnpike Authority	49,000,000	-	-	-	-	-	-	-	49,000,000	-
NC Mobility Fund	-							-	-	-
Reserve for Visitor's Centers	400,000	-	-	-	-	-	-	-	400,000	-
Total Highway Trust Fund	**1,162,046,663**	**-**	**-**	**-**	**78,653,337**	**-**	**-**	**78,653,337**	**1,240,700,000**	**-**

Highway Fund Revenue Forecast
2015-17

The Highway Fund receives support from three revenue sources. The primary source is the excise tax on motor fuels, of which the Highway Fund receives seventy-five percent. The second source is licenses and fees collected by the Division of Motor Vehicles. The third source is interest earned on investments of Highway Fund cash balances held by the State Treasurer. Table 11 shows revised projections for the Highway Fund revenue collections for FY 2014-15 and projections for the 2015-17 biennium.

Current Fiscal Year Update

FY 2014-15 revenues are projected to decrease by 0.9 percent compared to last year, but still finish $14.6 million over budget. This result is mainly driven by an unexpected increase in licenses and fees revenue (1.8 percent over last year and 4.0 percent over forecast). While motor fuel consumption is expected to increase over the previous year due to falling gas prices, motor fuel tax revenue will likely decrease by 2.2 percent due to a lower than expected motor fuel tax rate, and finish 0.5 percent below forecast.

Fiscal Year 2015-17 Revenue Projections

Total Highway Fund revenue collections are expected to decline 1.8 percent in FY 2015-16 and then increase 2.2 percent in FY 2016-17. The forecast anticipates a modification to the motor fuel tax rate effective March 1, 2015. The changes increase total motor fuel tax revenue by an estimated $475 million over the biennium. Despite this revenue boost, motor fuel tax revenues are projected to decrease 3.6 percent in FY 2015-16 as gas prices are estimated to remain significantly low. As prices start to trend higher, motor fuel tax revenue is forecast to grow 2.4 percent in FY 2016-17. Reflecting a growing population and strengthening economy, the revenue from licenses and fees is anticipated to grow 2.2 percent in FY 2015-16 and 1.9 percent in FY 2016-17.

Anticipated Revenue Changes

- Modify Motor Fuel Tax Rate – The forecast anticipates changes to stabilize motor fuel revenue and accelerate a reduction in the motor fuel tax rate to 35 cents per gallon effective March 1, 2015 through December 31, 2015, which is 2.5 cents lower than the current rate. Also, effective January 1, 2016, the forecast anticipates changes to the computation of the variable component of the motor fuel tax rate. The changes insulate the rate from future volatility in gas prices and maintain it at or below recent levels (see figure 12). Based on current gas price projections, the tax changes slightly reduce FY 2014-15 revenue, and increase total motor fuel tax revenue by an estimated $475 million over the biennium.

Table 11

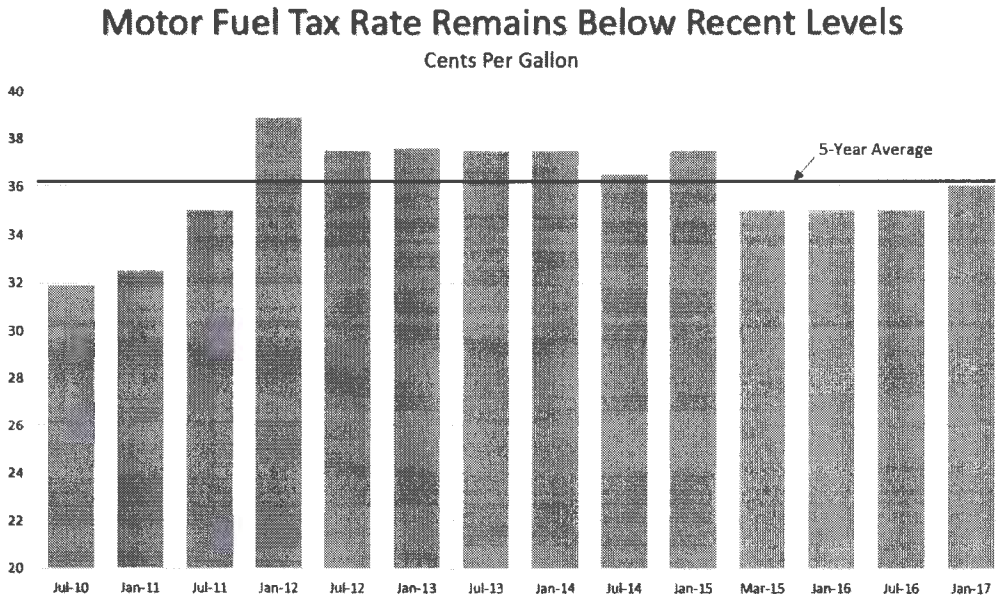
Highway Fund Revenue by Fiscal Year: Recent History and Forecast

(In Millions)

Source	2013-14 Actual	2014-15 Budget	2014-15 Revised	2015-16 Budget	Percent Change	2016-17 Revised	Percent Change
Motor Fuels Tax							
Motor Fuels	1,416.2	1,392.3	1,385.4	1,335.8	-3.6%	1,368.3	2.4%
Gasoline Inspection	13.9	13.5	13.8	13.4	-2.9%	13.4	0.0%
Highway Use Reg.	0.4	0.4	0.4	0.4	10.8%	0.4	0.0%
Total Motor Fuel Taxes	1,430.5	1,406.2	1,399.5	1,349.6	-3.6%	1,382.1	2.4%
Licenses and Fees							
Staggered Registration	203.0	212.0	212.0	220.0	3.8%	227.0	3.2%
International Registration Plan	110.0	99.4	111.2	112.3	1.0%	113.1	0.7%
Driver Licenses	134.0	132.6	140.0	134.9	-3.6%	136.0	0.8%
Truck Licenses	64.1	62.7	57.0	64.5	13.1%	65.6	1.7%
Other Licenses and Fees	63.1	55.5	64.2	65.7	2.2%	66.9	1.9%
Total Licenses and Fees	574.3	562.2	584.4	597.3	2.2%	608.6	1.9%
Investment Income	1.7	5.4	4.4	4.9	11.4%	5.0	2.4%
Total Highway Fund Availability	2,006.5	1,973.7	1,988.3	1,951.9	-1.8%	1,995.7	2.2%

Totals may differ from the sum of their parts due to rounding.

Figure 12



*July 2010 through January 2015 reflect actual motor fuel tax rates. March 2015 through January 2017 projected rates from Governor's 2015-17 Recommended Budget.

Highway Trust Fund Revenue Forecast
2015-17

The Highway Trust Fund, established in 1989, receives support from four sources. The primary source is the highway use tax, or sales tax, on vehicle sales. The second source is twenty-five percent of the excise tax on motor fuels. The third source is fees on various title registrations. The final source is the interest earned from investments of the Highway Trust Fund cash balances held by the State Treasurer. Table 12 shows revised projections for the Highway Trust Fund revenue collections for FY 2014-15 and projections for the 2015-17 biennium.

Current Fiscal Year Update

FY 2014-15 revenues are expected to exceed last year's levels by 2.1 percent, close to $35 million above the official forecast. The surplus is primarily fueled by better than anticipated highway use tax as car sales exceed expectations. The revenue from this source is anticipated to finish 5.6 percent over FY 2013-14 and $34.8 million above forecast. Motor fuel tax revenue is projected to decrease by approximately $3 million due to a lower than expected motor fuel tax rate, while certificate of title and miscellaneous fees are forecast to grow 5.3 percent over the last fiscal year and finish above forecast.

Fiscal Year 2015-17 Revenue Projections

Total Highway Trust Fund revenue is expected to increase 1.0% in FY 2015-16 and 2.6 percent in FY 2016-17. The forecast anticipates a modification to the motor fuel tax rate effective March 1, 2015. The changes increase total motor fuel tax revenue by an estimated $475 million over the biennium. Despite this revenue boost, motor fuel tax revenues are projected to decrease 3.6 percent in FY 2015-16 as gas prices are estimated to remain significantly low. As prices start to trend higher, motor fuel tax revenue is forecast to grow 2.4 percent in FY 2016-17. Highway use tax revenue is anticipated to increase 3.9 percent and 2.6 percent in FY 2015-16 and FY 2016-17, respectively, as the economy continues to improve. Combined, title registrations and miscellaneous fees are projected to grow 3.5 percent in each year of the biennium.

Anticipated Revenue Changes

- Modify Motor Fuel Tax Rate – The forecast anticipates changes to stabilize motor fuel revenue and accelerate a reduction in the motor fuel tax rate to 35 cents per gallon effective March 1, 2015 through December 31, 2015, which is 2.5 cents lower than the current rate. Also, effective January 1, 2016, the forecast anticipates changes to the computation of the variable component of the motor fuel tax rate. The changes insulate the rate from future volatility in gas prices and maintain it at or below recent levels (see figure 12). Based on current gas price projections, the tax changes slightly reduce FY 2014-15 revenue, and increase total motor fuel tax revenue by an estimated $475 million over the biennium.

Table 12

Highway Trust Fund Revenue by Fiscal Year: Recent History and Forecast

(In Millions)

Source	2013-14 Actual	2014-15 Budget	2014-15 Revised	2015-16 Budget	Percent Change	2016-17 Revised	Percent Change
Fuel Taxes and Fees							
Motor Fuel Tax	474.6	464.8	461.8	445.3	-3.6%	456.1	2.4%
Highway Use	597.4	596.1	630.9	655.6	3.9%	672.7	2.6%
Certificate of Title Fees	82.7	84.4	87.4	90.3	3.2%	92.9	2.9%
Miscellaneous Title Fees	14.7	15.0	15.2	16.0	5.3%	17.1	6.6%
Subtotal	1,169.4	1,160.4	1,195.3	1,207.1	1.0%	1,238.7	2.6%
Interest on Investments	3.2	2.0	2.0	2.0	0.0%	2.0	0.0%
Total Highway Trust Fund Availability	1,172.7	1,162.4	1,197.3	1,209.1	1.0%	1,240.7	2.6%

Totals may differ from the sum of their parts due to rounding.

Figure 13

Transportation Funding Sources for 2015-16

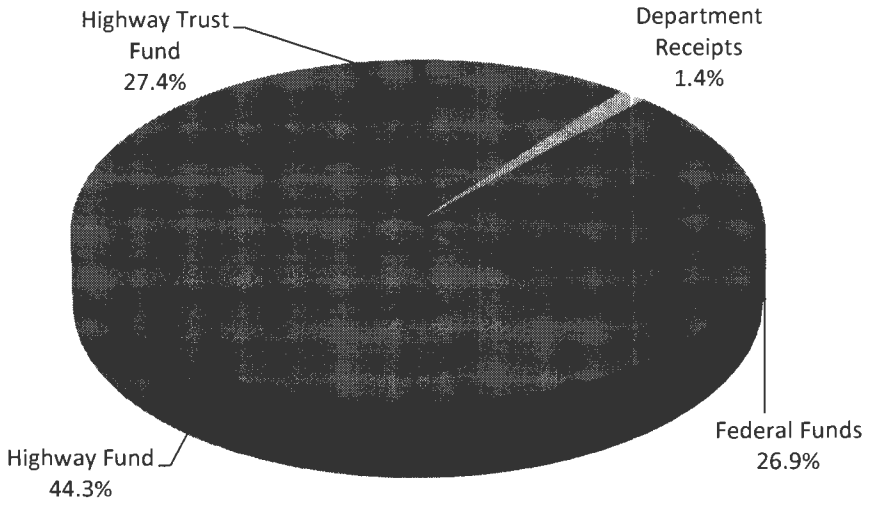


Figure 14

Transportation Appropriations for 2015-16

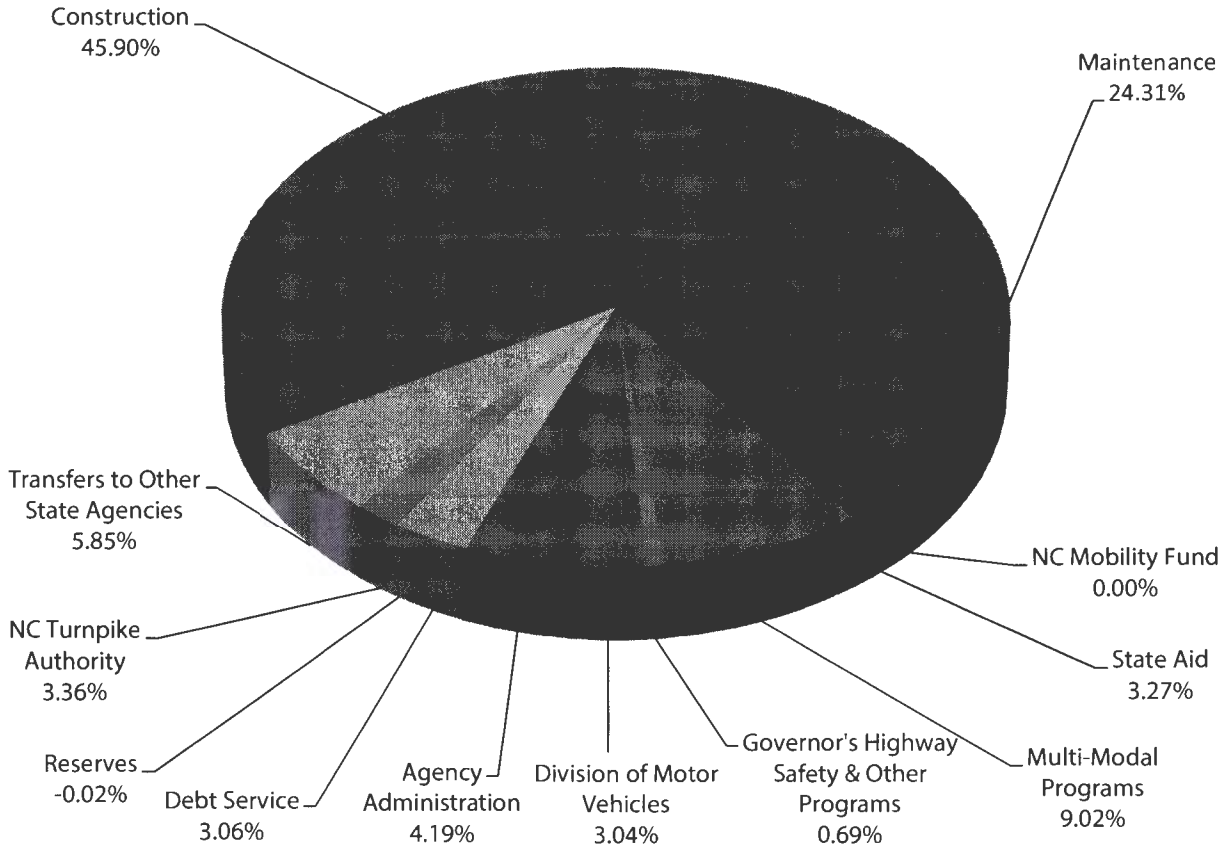


Table 13

Highway Fund - Approved Availability and Appropriations - 2015-17

Description	2015-16 Approved	2016-17 Approved
Budget Availability		
Beginning Credit Balance:		
Unappropriated Balance from FY 2014-15	$ -	-
Anticipated Reversions from FY 2014-15	-	-
Anticipated Over collections from FY 2014-15	-	-
Anticipated Beginning Unreserved Credit Balance	-	-
Budgeted Revenue:		
Tax Revenue	1,349,600,000	1,382,100,000
Non-tax Revenue	597,400,000	608,600,000
Intvestment Income	1,000,000	1,000,000
NC Railroad Company Dividend Payment	3,900,000	4,000,000
Total Highway Fund Revenue	**1,951,900,000**	**1,995,700,000**
Total Availability	**1,951,900,000**	**1,995,700,000**
Appropriations:		
Original Certified Budget	1,918,676,424	1,912,223,925
Reductions	(44,178,900)	(49,870,324)
Expansion	77,402,476	133,346,399
Total Appropriations	**1,951,900,000**	**1,995,700,000**
Total Ending Balance	**$ -**	**$ -**

Table 14

Highway Trust Fund - Approved Availability and Appropriations - 2015-17

Description	2015-16 Approved	2016-17 Approved
Budget Availability		
Beginning Credit Balance:		
Unappropriated Balance from FY 2014-15	$ -	$ -
Anticipated Reversions from FY 2014-15	-	-
Anticipated Over collections from FY 2014-15	-	-
Anticipated Beginning Unreserved Credit Balance	-	-
Budgeted Revenue:		
Tax Revenue	1,100,900,000	1,128,800,000
Non-tax Revenue	106,200,000	109,900,000
Investment Income	2,000,000	2,000,000
Total Highway Trust Fund Revenue	**1,209,100,000**	**1,240,700,000**
Total Availability	**1,209,100,000**	**1,240,700,000**
Appropriations:		
Original Certified Budget	1,162,046,663	1,162,046,663
Reductions	(10,995,116)	-
Expansion	58,048,453	78,653,337
Total Appropriations	**1,209,100,000**	**1,240,700,000**
Total Ending Balance	**$ -**	**$ -**

Funding for Supplemental Budget

Highway Fund Forecast (Primarily Operations & Maintenance, DMV)

	FY 2015-16	FY 2016-17
Base Budget to Continue Current Operations	$ 1,918,676,424	$ 1,912,223,925
Revenue Estimate with Floor of 35 cents on Gas Tax *Note: OSBM Estimate based on SB 20*	$ 1,951,900,000	$ 1,995,700,000
Funds Available for Supplemental Budget Requests:	$ 33,223,576	$ 83,476,075

Highway Trust Fund Forecast (Primarily New Road Construction)

	FY 2015-16	FY 2016-17
Base Budget to Continue Current Operations	$ 1,162,046,663	$ 1,162,046,663
Revenue Estimate with Floor of 35 cents on Gas Tax *Note: OSBM Estimate based on SB 20*	$ 1,209,100,000	$ 1,240,700,000
Funds Available for Supplemental Budget Requests:	$ 47,053,337	$ 78,653,337

Transportation

Commits nearly $4.8 billion over the biennium to lay the foundation for our 25-year transportation vision, which focuses on connecting small towns and economic centers to simplify citizens' commutes for work, school and recreation.

Supports economic growth and job creation by providing increased funding for strategic investments in preserving and improving our state's critical infrastructure.

Makes targeted investments in various transportation improvement projects to ease congestion, particularly in urban and rural communities across the state.

Maintains our commitment to improve citizen experiences with the Division of Motor Vehicles by allocating funds for a substantial technology and equipment upgrade.

Highway Fund

Highway Fund (84210)

Year 1

Adjustments to the Base Budget 2015-16

Total	2013-14 Actual	2014-15 Certified	2014-15 Authorized	Changes to Base Budget: Net Recurring	Changes to Base Budget: Net Non-Recurring	Changes to Base Budget: Total Change	% Δ from 2014-15 Authorized	2015-16 Base Budget
Requirements	$ 7,535,121,883	$ 6,708,248,496	$ 7,284,747,772	$ (67,899,440)	$ -	$ (67,899,440)	(0.93%)	$ 7,216,848,332
Receipts	$ 5,388,302,629	$ 4,724,106,210	$ 5,300,605,486	$ (2,433,578)	$ -	$ (2,433,578)	(0.05%)	$ 5,298,171,908
Appropriations	$ 2,146,819,254	$ 1,984,142,286	$ 1,984,142,286	$ (65,465,862)	$ -	$ (65,465,862)	(3.30%)	$ 1,918,676,424
FTE	12,725.000	12,393.000	12,454.000	(55.000)	0.000	(55.000)	(0.44%)	12,399.000

Recommended Change Budget for 2015-16

	2014-15 Authorized Budget	2015-16 Base Budget	Recommended Change Budget for 2015-16: Net Recurring	Recommended Change Budget for 2015-16: Net Non Recurring	Recommended Change Budget for 2015-16: Recommended Change	Recommended 2015-16 Budget	% Δ from 2014-15 Authorized	% Δ from 2015-16 Base Budget
Requirements	$ 7,284,747,772	$ 7,216,848,332	$ 650,321	$ 42,663,400	$ 43,313,721	$ 7,260,162,053	(0.34%)	0.60%
Receipts	$ 5,300,605,486	$ 5,298,171,908	$ 10,090,145	$ -	$ 10,090,145	$ 5,308,262,053	0.14%	0.19%
Appropriation	$ 1,984,142,286	$ 1,918,676,424	$ (9,439,824)	$ 42,663,400	$ 33,223,576	$ 1,951,900,000	(1.62%)	1.73%
FTE	12,454.000	12,399.000	(50.000)	0.000	(50.000)	12,349.000	(0.84%)	(0.40%)

Year 2

Adjustments to the Base Budget for 2016-17

Total	2013-14 Actual	2014-15 Certified	2014-15 Authorized	Changes to Base Budget: Net Recurring	Changes to Base Budget: Net Non-Recurring	Changes to Base Budget: Total Change	% Δ from 2014-15 Authorized	2016-17 Base Budget
Requirements	$ 7,535,121,883	$ 6,708,248,496	$ 7,284,747,772	$ (67,899,440)	$ -	$ (67,899,440)	(0.93%)	$ 7,216,848,332
Receipts	$ 5,388,302,629	$ 4,724,106,210	$ 5,300,605,486	$ 4,018,921	$ -	$ 4,018,921	0.08%	$ 5,304,624,407
Appropriations	$ 2,146,819,254	$ 1,984,142,286	$ 1,984,142,286	$ (71,918,361)	$ -	$ (71,918,361)	(3.62%)	$ 1,912,223,925
FTE	12,725.000	12,393.000	12,454.000	(55.000)	0.000	(55.000)	(0.44%)	12,399.000

Recommended Change Budget for 2016-17

	2014-15 Authorized Budget	2016-17 Base Budget	Recommended Change Budget for 2016-17: Net Recurring	Recommended Change Budget for 2016-17: Net Non Recurring	Recommended Change Budget for 2016-17: Recommended Change	Recommended 2016-17 Budget	% Δ from 2014-15 Authorized	% Δ from 2016-17 Base Budget
Requirements	$ 7,284,747,772	$ 7,216,848,332	$ (21,855,585)	$ 18,019,300	$ (3,836,285)	$ 7,213,012,047	(0.98%)	(0.05%)
Receipts	$ 5,300,605,486	$ 5,304,624,407	$ (87,312,360)	$ -	$ (87,312,360)	$ 5,217,312,047	(1.57%)	(1.65%)
Appropriation	$ 1,984,142,286	$ 1,912,223,925	$ 65,456,775	$ 18,019,300	$ 83,476,075	$ 1,995,700,000	0.58%	4.37%
FTE	12,454.000	12,399.000	(50.000)	0.000	(50.000)	12,349.000	(0.84%)	(0.40%)

Recommended Changes for Highway Fund (84210)

		2015-2016			2016-2017		
		Recurring Changes	Non Recurring Changes	Total	Recurring Changes	Non Recurring Changes	Total
1. Statutory Adjustment - DOT Sales Tax Exemption							
Adjusts the amount required from the Highway Fund to reimburse the State's General Fund for the department's sales tax exemption on purchases per GS 105-164.44D.	Req	$ 983,726	$ -	$ 983,726	$ 2,017,621	$ -	$ 2,017,621
	Rec	$ -	$ -	$ -	$ -	$ -	$ -
	Appr	$ 983,726	$ -	$ 983,726	$ 2,017,621	$ -	$ 2,017,621
	Pos	0.000	0.000	0.000	0.000	0.000	0.000
2. Reserves and Transfers - Benefit Adjustments for Department of Transportation Employees							
Increases funding to the State's contribution to the Teachers' and State Employees' Comprehensive Major Medical Plan for employees in the Department of Transportation and other state agencies supported by Highway Fund appropriations, effective January 1, 2016. Funding is also provided to match the anticipated employee longevity schedule for the 2015-17 biennium.	Req	$ 1,815,540	$ -	$ 1,815,540	$ 5,224,702	$ -	$ 5,224,702
	Rec	$ 78,905	$ -	$ 78,905	$ 78,905	$ -	$ 78,905
	Appr	$ 1,736,635	$ -	$ 1,736,635	$ 5,145,797	$ -	$ 5,145,797
	Pos	0.000	0.000	0.000	0.000	0.000	0.000
3. Reserves and Transfers - Department Wide Payroll Additive Adjustment							
Adjusts the annual payroll additive charged to the Administrative fund centers. The payroll additive is a standard indirect labor charge to cover unemployment and worker's compensation as a percentage of direct labor cost.	Req	$ 1,327,054	$ -	$ 1,327,054	$ 1,327,054	$ -	$ 1,327,054
	Rec	$ 256,616	$ -	$ 256,616	$ 298,125	$ -	$ 298,125
	Appr	$ 1,070,438	$ -	$ 1,070,438	$ 1,028,929	$ -	$ 1,028,929
	Pos	0.000	0.000	0.000	0.000	0.000	0.000
4. Invest in Road Preservation and Improvements Across the State - Reserve for General Maintenance							
Increases General Maintenance Reserve funding to preserve and improve roads throughout the state. The reserve provides flexible funding that can be allocated by system (primary and secondary) based on need for specific highway maintenance activities that preserve or improve the overall condition of the transportation system. This adjustment is an increase of 42.94% in FY 2015-16 and 206.70% in FY 2016-2017 when compared to the 2014-15 certified budget.	Req	$ 19,563,777	$ -	$ 19,563,777	$ 94,174,252	$ -	$ 94,174,252
	Rec	$ -	$ -	$ -	$ -	$ -	$ -
	Appr	$ 19,563,777	$ -	$ 19,563,777	$ 94,174,252	$ -	$ 94,174,252
	Pos	0.000	0.000	0.000	0.000	0.000	0.000
5. Construction - Improve Safety and Ease Congestion - Continue Small Construction Improvements							
Funds transportation improvement projects in rural and urban areas across the state through the Small Construction Program. These improvement projects enhance safety for the traveling public and support congestion mitigation. (Session Law 2013-360 changed the program funding from recurring to non-recurring.)	Req	$ 5,000,000	$ -	$ 5,000,000	$ 5,000,000	$ -	$ 5,000,000
	Rec	$ -	$ -	$ -	$ -	$ -	$ -
	Appr	$ 5,000,000	$ -	$ 5,000,000	$ 5,000,000	$ -	$ 5,000,000
	Pos	0.000	0.000	0.000	0.000	0.000	0.000
6. IT Division - Modernization of Driver Services and Vehicle Services (DMV)							
Completes the modernization of the Division of Motor Vehicles Statewide Automated Driver License System, improving efficiency and customer service.	Req	$ 2,500,000	$ 23,956,000	$ 26,456,000	$ 4,076,000	$ -	$ 4,076,000
	Rec	$ -	$ -	$ -	$ -	$ -	$ -
	Appr	$ 2,500,000	$ 23,956,000	$ 26,456,000	$ 4,076,000	$ -	$ 4,076,000
	Pos	0.000	0.000	0.000	0.000	0.000	0.000

		2015-2016			2016-2017		
		Recurring Changes	Non Recurring Changes	Total	Recurring Changes	Non Recurring Changes	Total
7. Motor Vehicles - Tax and Tag Together Program							
Continues 44 of the 54 current time-limited positions set to expire June 30, 2015 for the Tax and Tag Together program. The positions are supported by the administrative fee authorized in GS 105-330.5(b).	Req	$ 2,001,011	$ -	$ 2,001,011	$ 2,001,011	$ -	$ 2,001,011
	Rec	$ 2,001,011	$ -	$ 2,001,011	$ 2,001,011	$ -	$ 2,001,011
	Appr	$ -	$ -	$ -	$ -	$ -	$ -
	Pos	0.000	0.000	0.000	0.000	0.000	0.000
8. Multi-Modal Transportation (Ferry Division) - Hatteras Alternate Route and Spill Response Requirement							
Reallocates highway funds to cover fuel costs for the newly designated Hatteras Inlet route, which has increased from four miles in length to ten miles. Also provides funds for the new federal mandate to prepare and train for oil spill responses for vessels 400 gross tons and above.	Req	$ 850,000	$ -	$ 850,000	$ 850,000	$ -	$ 850,000
	Rec	$ -	$ -	$ -	$ -	$ -	$ -
	Appr	$ 850,000	$ -	$ 850,000	$ 850,000	$ -	$ 850,000
	Pos	0.000	0.000	0.000	0.000	0.000	0.000
9. Multi-Modal Transportation (Ferry Division) - Equipment Replacement and Water Tower Repair							
Replaces deteriorating hydro-blasting equipment, repairs the water tower at the shipyard, and upgrades underground water lines to ensure an adequate supply of water remains available. Allocates highway funds on a nonrecurring basis.	Req	$ -	$ 700,000	$ 700,000	$ -	$ -	$ -
	Rec	$ -	$ -	$ -	$ -	$ -	$ -
	Appr	$ -	$ 700,000	$ 700,000	$ -	$ -	$ -
	Pos	0.000	0.000	0.000	0.000	0.000	0.000
10. Multi-Modal Transportation (Public Transportation) - Increase funds for Statewide Grant, Rural Capital and Urban Bus Programs							
Allocates funds to the Public Transportation Division to match federal funds and provide state funding for programs not receiving federal funds. The recommendation provides $1 million each for the rural and urban capital match funds.	Req	$ 3,000,000	$ -	$ 3,000,000	$ 3,000,000	$ -	$ 3,000,000
	Rec	$ -	$ -	$ -	$ -	$ -	$ -
	Appr	$ 3,000,000	$ -	$ 3,000,000	$ 3,000,000	$ -	$ 3,000,000
	Pos	0.000	0.000	0.000	0.000	0.000	0.000
11. Capital, Repairs and Renovations							
Funds capital improvements, repair, and renovation projects included in the Department of Transportation's 2015-21 Capital Improvements Plan. Capital projects are listed in the Capital Section of the budget document.	Req	$ -	$ 18,007,400	$ 18,007,400	$ -	$ 18,019,300	$ 18,019,300
	Rec	$ -	$ -	$ -	$ -	$ -	$ -
	Appr	$ -	$ 18,007,400	$ 18,007,400	$ -	$ 18,019,300	$ 18,019,300
	Pos	0.000	0.000	0.000	0.000	0.000	0.000
12. Administration - Board of Transportation							
Funds the Board of Transportation based on actual expenses.	Req	$ 34,500	$ -	$ 34,500	$ 34,500	$ -	$ 34,500
	Rec	$ -	$ -	$ -	$ -	$ -	$ -
	Appr	$ 34,500	$ -	$ 34,500	$ 34,500	$ -	$ 34,500
	Pos	0.000	0.000	0.000	0.000	0.000	0.000
13. Statutory Adjustment - State Aid to Municipalities							
Adjusts the State Aid to Municipalities appropriation per GS 136-41.1. The revenue forecast used to adjust this program is based on the Governor's recommendation to modify the Motor Fuels Tax Rate in GS 105-449.80. This adjustment is a decrease of 1.54% in FY 2015-16 and 5.06% in FY 2016-17 when compared to the 2014-15 certified budget for this program.	Req	$ (2,246,400)	$ -	$ (2,246,400)	$ (7,404,800)	$ -	$ (7,404,800)
	Rec	$ -	$ -	$ -	$ -	$ -	$ -
	Appr	$ (2,246,400)	$ -	$ (2,246,400)	$ (7,404,800)	$ -	$ (7,404,800)
	Pos	0.000	0.000	0.000	0.000	0.000	0.000

		2015-2016			2016-2017		
		Recurring Changes	Non Recurring Changes	Total	Recurring Changes	Non Recurring Changes	Total
14. Adjustment for Federal Revenue							
Adjusts receipts to match anticipated federal revenue for the upcoming biennium.	Req	$ 8,570,211	$ -	$ 8,570,211	$ (88,873,803)	$ -	$ (88,873,803)
	Rec	$ 12,625,613	$ -	$ 12,625,613	$ (84,818,401)	$ -	$ (84,818,401)
	Appr	$ (4,055,402)	$ -	$ (4,055,402)	$ (4,055,402)	$ -	$ (4,055,402)
	Pos	0.000	0.000	0.000	0.000	0.000	0.000
15. Transfers - Base Budget Adjustments to Other State Agencies							
Adjusts transfers from the Gasoline Inspection Fee to cover expenses for the Department of Revenue ($1,313 in FY 2015-16 and $6,322 in FY 2016-17) for collecting the tax, and the expenses for the Department of Agriculture ($5,283 in FY 2015-16 and $5,283 in FY 2016-17) for fuel inspection. Funds are being reduced to the Department of Public Health by $21,451 for the Alcohol Forensic Test Program to match their base budget. A $30,032 reduction is being taken in the transfer to the Department of Revenue for Fuel Tax Compliance due to reduction in rent expenses. A $23,072 increase is being budgeted for the Motor Carrier Safety Program administered by the State Highway Patrol in the Department of Public Safety.	Req	$ (21,815)	$ -	$ (21,815)	$ (16,806)	$ -	$ (16,806)
	Rec	$ -	$ -	$ -	$ -	$ -	$ -
	Appr	$ (21,815)	$ -	$ (21,815)	$ (16,806)	$ -	$ (16,806)
	Pos	0.000	0.000	0.000	0.000	0.000	0.000
16. Maintenance - Statutory - Adjustment for Bridge Program to Repair Structurally Deficient Bridges							
Adjusts the funding for the Bridge Program based on the revised revenue estimate for the Highway Fund. This program receives the balance of funds generated from the Gasoline Inspection Fee after deducting expenses for the Department of Revenue for collecting the tax and expenses for the Department of Agriculture for fuel inspection. This adjustment is a 0.32% decrease when compared to the 2014-15 certified budget for this program.	Req	$ (493,957)	$ -	$ (493,957)	$ (498,966)	$ -	$ (498,966)
	Rec	$ -	$ -	$ -	$ -	$ -	$ -
	Appr	$ (493,957)	$ -	$ (493,957)	$ (498,966)	$ -	$ (498,966)
	Pos	0.000	0.000	0.000	0.000	0.000	0.000
17. Maintenance - Reallocation of Primary Maintenance Reserve							
Reallocates funding for the Primary Maintenance Program. Funds for the program are used for routine highway and bridge maintenance activities such as patching, mowing, snow removal, signing, pavement marking, rest area operations, and bridge repair on the state primary system comprised of all Interstate, US, and NC designated highways. This adjustment is a 7.67% decrease when compared to the 2014-15 certified budget for this program.	Req	$ (10,803,068)	$ -	$ (10,803,068)	$ (10,803,068)	$ -	$ (10,803,068)
	Rec	$ -	$ -	$ -	$ -	$ -	$ -
	Appr	$ (10,803,068)	$ -	$ (10,803,068)	$ (10,803,068)	$ -	$ (10,803,068)
	Pos	0.000	0.000	0.000	0.000	0.000	0.000
18. Maintenance - Reallocate Secondary Maintenance Reserve							
Reallocates funding for the Secondary Maintenance Program. The Secondary Maintenance Program provides for routine highway and bridge maintenance activities such as patching, mowing, snow removal, signing, pavement marking, bridge repair, machining, and stabilization on the state secondary system comprised of all paved and unpaved routes carrying the "SR" designation. This adjustment is a 7.63% decrease when compared to the 2014-15 certified budget for this program.	Req	$ (20,062,840)	$ -	$ (20,062,840)	$ (20,062,840)	$ -	$ (20,062,840)
	Rec	$ -	$ -	$ -	$ -	$ -	$ -
	Appr	$ (20,062,840)	$ -	$ (20,062,840)	$ (20,062,840)	$ -	$ (20,062,840)
	Pos	0.000	0.000	0.000	0.000	0.000	0.000

		2015-2016			2016-2017		
		Recurring Changes	Non Recurring Changes	Total	Recurring Changes	Non Recurring Changes	Total
19. Reserves and Transfers - Eliminate Prior Year Employee Benefit Reserves							
Reduces funds that were not required to implement the prior year Legislative Increase, Retirement rate, and Hospital/Medical rate adjustments.	Req	$ (2,189,761)	$ -	$ (2,189,761)	$ (2,189,761)	$ -	$ (2,189,761)
	Rec	$ -	$ -	$ -	$ -	$ -	$ -
	Appr	$ (2,189,761)	$ -	$ (2,189,761)	$ (2,189,761)	$ -	$ (2,189,761)
	Pos	0.000	0.000	0.000	0.000	0.000	0.000
20. Reserves and Transfers - Actuarial Retirement Rate Adjustment							
Reduces the State's contribution to the Teachers' and State Retirement System for the 2015-17 biennium to fund the Annual Required Contribution while maintaining actuarial soundness.	Req	$ (2,229,013)	$ -	$ (2,229,013)	$ (2,762,037)	$ -	$ (2,762,037)
	Rec	$ -	$ -	$ -	$ -	$ -	$ -
	Appr	$ (2,229,013)	$ -	$ (2,229,013)	$ (2,762,037)	$ -	$ (2,762,037)
	Pos	0.000	0.000	0.000	0.000	0.000	0.000
21. Reserves and Transfers - Position Reductions							
Reallocates funding for 50 administrative positions and 81 field positions to aid the department in reaching outsourcing targets set by the General Assembly.	Req	$ (6,948,644)	$ -	$ (6,948,644)	$ (6,948,644)	$ -	$ (6,948,644)
	Rec	$ (4,872,000)	$ -	$ (4,872,000)	$ (4,872,000)	$ -	$ (4,872,000)
	Appr	$ (2,076,644)	$ -	$ (2,076,644)	$ (2,076,644)	$ -	$ (2,076,644)
	Pos	(50.000)	0.000	(50.000)	(50.000)	0.000	(50.000)
Total Requirements		**$ 650,321**	**$ 42,663,400**	**$ 43,313,721**	**$ (21,855,585)**	**$ 18,019,300**	**$ (3,836,285)**
Total Receipts		**$ 10,090,145**	**$ -**	**$ 10,090,145**	**$ (87,312,360)**	**$ -**	**$ (87,312,360)**
Total Appropriation		**$ (9,439,824)**	**$ 42,663,400**	**$ 33,223,576**	**$ 65,456,775**	**$ 18,019,300**	**$ 83,476,075**
Total GF Positions		**(50.000)**	**0.000**	**(50.000)**	**(50.000)**	**0.000**	**(50.000)**

Highway Trust Fund

Highway Trust Fund (84290)

Year 1

Adjustments to the Base Budget 2015-16

Total	2013-14 Actual	2014-15 Certified	2014-15 Authorized	Changes to Base Budget: Net Recurring	Changes to Base Budget: Net Non-Recurring	Total Change	% Δ from 2014-15 Authorized	2015-16 Base Budget
Requirements	$ 635,447,695	$ 1,162,393,140	$ 1,162,393,140	$ (346,477)	$ -	$ (346,477)	(0.03%)	$ 1,162,046,663
Receipts	$ -	$ -	$ -	$ -	$ -	$ -	0.00%	$ -
Appropriations	$ 635,447,695	$ 1,162,393,140	$ 1,162,393,140	$ (346,477)	$ -	$ (346,477)	(0.03%)	$ 1,162,046,663
FTE	0.000	0.000	0.000	0.000	0.000	0.000	0.00%	0.000

Recommended Change Budget for 2015-16

	2014-15 Authorized Budget	2015-16 Base Budget	Recommended Change Budget for 2015-16: Net Recurring	Net Non Recurring	Recommended Change	Recommended 2015-16 Budget	% Δ from 2014-15 Authorized	% Δ from 2015-16 Base Budget
Requirements	$ 1,162,393,140	$ 1,162,046,663	$ 58,048,453	$ (10,995,116)	$ 47,053,337	$ 1,209,100,000	4.02%	4.05%
Receipts	$ -	$ -	$ -	$ -	$ -	$ -	0.00%	0.00%
Appropriation	$ 1,162,393,140	$ 1,162,046,663	$ 58,048,453	$ (10,995,116)	$ 47,053,337	$ 1,209,100,000	4.02%	4.05%
FTE	0.000	0.000	0.000	0.000	0.000	0.000	0.00%	0.00%

Year 2

Adjustments to the Base Budget for 2016-17

Total	2013-14 Actual	2014-15 Certified	2014-15 Authorized	Changes to Base Budget: Net Recurring	Changes to Base Budget: Net Non-Recurring	Total Change	% Δ from 2014-15 Authorized	2016-17 Base Budget
Requirements	$ 635,447,695	$ 1,162,393,140	$ 1,162,393,140	$ (346,477)	$ -	$ (346,477)	(0.03%)	$ 1,162,046,663
Receipts	$ -	$ -	$ -	$ -	$ -	$ -	0.00%	$ -
Appropriations	$ 635,447,695	$ 1,162,393,140	$ 1,162,393,140	$ (346,477)	$ -	$ (346,477)	(0.03%)	$ 1,162,046,663
FTE	0.000	0.000	0.000	0.000	0.000	0.000	0.00%	0.000

Recommended Change Budget for 2016-17

	2014-15 Authorized Budget	2016-17 Base Budget	Recommended Change Budget for 2016-17: Net Recurring	Net Non Recurring	Recommended Change	Recommended 2016-17 Budget	% Δ from 2014-15 Authorized	% Δ from 2016-17 Base Budget
Requirements	$ 1,162,393,140	$ 1,162,046,663	$ 59,515,865	$ -	$ 78,653,337	$ 1,240,700,000	6.74%	6.77%
Receipts	$ -	$ -	$ -	$ -	$ -	$ -	0.00%	0.00%
Appropriation	$ 1,162,393,140	$ 1,162,046,663	$ 59,515,865	$ -	$ 78,653,337	$ 1,240,700,000	6.74%	6.77%
FTE	0.000	0.000	0.000	0.000	0.000	0.000	0.00%	0.00%

Recommended Changes for Highway Trust Fund (84290)

		2015-2016			2016-2017		
		Recurring Changes	Non Recurring Changes	Total	Recurring Changes	Non Recurring Changes	Total
1. Adjustment for Debt Service Obligation							
Adjusts the amount budgeted for debt service payments to accurately reflect the principal and interest due based on the current repayment schedule.	Req	$ -	$ (10,995,116)	$ (10,995,116)	$ 1,397,412	$ -	$ 1,397,412
	Rec	$ -	$ -	$ -	$ -	$ -	$ -
	Appr	$ -	$ (10,995,116)	$ (10,995,116)	$ 1,397,412	$ -	$ 1,397,412
	Pos	0.000	0.000	0.000	0.000	0.000	0.000
2. Adjustment to Administration Funding - Benefit Adjustment for Department of Transportation Employees							
Provides funds to increase the State's contribution to the State Employees' Comprehensive Major Medical Plan for employees in the Department of Transportation and other state agencies supported by Highway Trust Fund receipts effective January 1, 2016.	Req	$ 30,000	$ -	$ 30,000	$ 100,000	$ -	$ 100,000
	Rec	$ -	$ -	$ -	$ -	$ -	$ -
	Appr	$ 30,000	$ -	$ 30,000	$ 100,000	$ -	$ 100,000
	Pos	0.000	0.000	0.000	0.000	0.000	0.000
3. Increase Strategic Investment in Infrastructure							
Funds the Strategic Prioritization funding plan as established in Session Law 2013-183, House Bill 817. This adjustment is a 5.70% increase in FY 2015-16 and a 7.58% increase when compared to the 2014-15 certified budget for this program. The increased funding will provide $1,075,985,486 in FY 2015-16 and $1,095,122,958 in FY 2016-17.	Req	$ 58,018,453	$ -	$ 58,018,453	$ 77,155,925	$ -	$ 77,155,925
	Rec	$ -	$ -	$ -	$ -	$ -	$ -
	Appr	$ 58,018,453	$ -	$ 58,018,453	$ 77,155,925	$ -	$ 77,155,925
	Pos	0.000	0.000	0.000	0.000	0.000	0.000
Total Requirements		**$ 58,048,453**	**$ (10,995,116)**	**$ 47,053,337**	**$ 78,653,337**	**$ -**	**$ 78,653,337**
Total Receipts		**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**
Total Appropriation		**$ 58,048,453**	**$ (10,995,116)**	**$ 47,053,337**	**$ 78,653,337**	**$ -**	**$ 78,653,337**
Total GF Positions		**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**

Turnpike Authority

Turnpike Authority (64208)

Year 1

Adjustments to the Base Budget 2015-16

Total	2013-14 Actual	2014-15 Certified	2014-15 Authorized	Changes to Base Budget: Net Recurring	Changes to Base Budget: Net Non-Recurring	Changes to Base Budget: Total Change	% Δ from 2014-15 Authorized	2015-16 Base Budget
Requirements	$ 133,971,018	$ 88,028,886	$ 86,292,671	$ 6,869	$ -	$ 6,869	0.01%	$ 86,299,540
Receipts	$ 112,901,450	$ 88,028,886	$ 86,292,671	$ 6,869	$ -	$ 6,869	0.01%	$ 86,299,540
Appropriations	$ -	$ -	$ -	$ -	$ -	$ -	0.00%	$ -
CFB	$ (21,069,569)	$ -	$ -	$ -	$ -	$ -	0.00%	$ -
FTE	14.000	19.000	13.000	0.000	0.000	0.000	0.00%	13.000

Recommended Change Budget for 2015-16

	2014-15 Authorized Budget	2015-16 Base Budget	Recommended Change for 2015-16: Net Recurring	Recommended Change for 2015-16: Net Non Recurring	Recommended Change for 2015-16: Recommended Change	Recommended 2015-16 Budget	% Δ from 2014-15 Authorized	% Δ from 2015-16 Base Budget
Requirements	$ 86,292,671	$ 86,299,540	$ 18,059,511	$ -	$ 18,059,511	$ 104,359,051	20.94%	20.93%
Receipts	$ 86,292,671	$ 86,299,540	$ 18,059,511	$ -	$ 18,059,511	$ 104,359,051	20.94%	20.93%
Appropriation	$ -	$ -	$ -	$ -	$ -	$ -	0.00%	0.00%
CFB	$ -	$ -	$ -	$ -	$ -	$ -	0.00%	0.00%
FTE	13.000	13.000	0.000	0.000	0.000	13.000	0.00%	0.00%

Year 2

Adjustments to the Base Budget for 2016-17

Total	2013-14 Actual	2014-15 Certified	2014-15 Authorized	Changes to Base Budget: Net Recurring	Changes to Base Budget: Net Non-Recurring	Changes to Base Budget: Total Change	% Δ from 2014-15 Authorized	2016-17 Base Budget
Requirements	$ 133,971,018	$ 88,028,886	$ 86,292,671	$ 6,869	$ -	$ 6,869	0.01%	$ 86,299,540
Receipts	$ 112,901,450	$ 88,028,886	$ 86,292,671	$ 6,869	$ -	$ 6,869	0.01%	$ 86,299,540
Appropriations	$ -	$ -	$ -	$ -	$ -	$ -	0.00%	$ -
CFB	$ (21,069,569)	$ -	$ -	$ -	$ -	$ -	0.00%	$ -
FTE	14.000	19.000	13.000	0.000	0.000	0.000	0.00%	13.000

Recommended Change Budget for 2016-17

	2014-15 Authorized Budget	2016-17 Base Budget	Recommended Change for 2016-17: Net Recurring	Recommended Change for 2016-17: Net Non Recurring	Recommended Change for 2016-17: Recommended Change	Recommended 2016-17 Budget	% Δ from 2014-15 Authorized	% Δ from 2016-17 Base Budget
Requirements	$ 86,292,671	$ 86,299,540	$ 21,448,511	$ -	$ 21,448,511	$ 107,748,051	24.86%	24.85%
Receipts	$ 86,292,671	$ 86,299,540	$ 21,448,511	$ -	$ 21,448,511	$ 107,748,051	24.86%	24.85%
Appropriation	$ -	$ -	$ -	$ -	$ -	$ -	0.00%	0.00%
CFB	$ -	$ -	$ -	$ -	$ -	$ -	0.00%	0.00%
FTE	13.000	13.000	0.000	0.000	0.000	13.000	0.00%	0.00%

Recommended Changes for Turnpike Authority (64208)

		2015-2016			2016-2017		
		Recurring Changes	Non Recurring Changes	Total	Recurring Changes	Non Recurring Changes	Total
1. Payroll Additive and Longevity Adjustment							
Adjusts the annual payroll additive charged to the Administrative fund centers. The payroll additive is a standard indirect labor charge to cover unemployment and worker's compensation as a percentage of direct labor cost. Funding is also provided to adjust the longevity account lines to match the anticipated longevity schedule for the biennium.	Req	$ 13,511	$ -	$ 13,511	$ 13,511	$ -	$ 13,511
	Rec	$ 13,511	$ -	$ 13,511	$ 13,511	$ -	$ 13,511
	Δ FB	$ -	$ -	$ -	$ -	$ -	$ -
	Pos	0.000	0.000	0.000	0.000	0.000	0.000
2. Adjustment for Debt Service Obligation							
Adjusts the amount budgeted for debt service payments to accurately reflect the principal and interest due based on the current repayment schedule.	Req	$ 18,046,000	$ -	$ 18,046,000	$ 21,435,000	$ -	$ 21,435,000
	Rec	$ 18,046,000	$ -	$ 18,046,000	$ 21,435,000	$ -	$ 21,435,000
	Δ FB	$ -	$ -	$ -	$ -	$ -	$ -
	Pos	0.000	0.000	0.000	0.000	0.000	0.000
Total Requirements		**$ 18,059,511**	**$ -**	**$ 18,059,511**	**$ 21,448,511**	**$ -**	**$ 21,448,511**
Total Receipts		**$ 18,059,511**	**$ -**	**$ 18,059,511**	**$ 21,448,511**	**$ -**	**$ 21,448,511**
Total Change in Fund Balance (Δ FB)		**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**
Total NGF Positions		**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**

Capital - Non-General Fund

Recommended Changes for Department of Transportation

		2015-2016			2016-2017		
		Recurring Changes	Non Recurring Changes	Total	Recurring Changes	Non Recurring Changes	Total
1. Department of Motor Vehicles - Headquarters							
Funds design and construction of a new 282,000 SF facility on NCDOT owned property/parcel on Poole Rd in Raleigh, improving customer service and enhancing efficiency.	Req	$ -	$ -	$ -	$ -	$ -	$ -
	Rec	$ -	$ 4,844,800	$ 4,844,800	$ -	$ -	$ -
	Δ FB	$ -	$ 4,844,800	$ 4,844,800	$ -	$ -	$ -
	Pos	0.000	0.000	0.000	0.000	0.000	0.000
2. Anson County Blacksmith Shop							
Funds replacement of 1500 SF shop on the existing site. The building was constructed in 1931 and has exceeded its useful life.	Req	$ -	$ -	$ -	$ -	$ -	$ -
	Rec	$ -	$ 195,000	$ 195,000	$ -	$ -	$ -
	Δ FB	$ -	$ 195,000	$ 195,000	$ -	$ -	$ -
	Pos	0.000	0.000	0.000	0.000	0.000	0.000
3. Nash County Equipment Sub-Shop							
Funds design and construction of a new 11,000 SF equipment sub-shop. Current facility is 50 years old.	Req	$ -	$ -	$ -	$ -	$ -	$ -
	Rec	$ -	$ 194,200	$ 194,200	$ -	$ 2,590,800	$ 2,590,800
	Δ FB	$ -	$ 194,200	$ 194,200	$ -	$ 2,590,800	$ 2,590,800
	Pos	0.000	0.000	0.000	0.000	0.000	0.000
4. Gaston County Equipment Sub-Shop							
Funds design and construction to replace existing shop constructed in 1945.	Req	$ -	$ -	$ -	$ -	$ -	$ -
	Rec	$ -	$ 2,409,000	$ 2,409,000	$ -	$ -	$ -
	Δ FB	$ -	$ 2,409,000	$ 2,409,000	$ -	$ -	$ -
	Pos	0.000	0.000	0.000	0.000	0.000	0.000
5. Local Truck Storage Shed - Statewide							
Funds statewide replacement of several local truck storage sheds.	Req	$ -	$ -	$ -	$ -	$ -	$ -
	Rec	$ -	$ -	$ -	$ -	$ 194,800	$ 194,800
	Δ FB	$ -	$ -	$ -	$ -	$ 194,800	$ 194,800
	Pos	0.000	0.000	0.000	0.000	0.000	0.000
6. Greenville DMV/State Highway Patrol Office and SHP Garage							
Funds design and construction of a new 25,000 SF DMV/SHP office building and 10,000 SF SHP garage on existing land in Pitt County.	Req	$ -	$ -	$ -	$ -	$ -	$ -
	Rec	$ -	$ 5,344,700	$ 5,344,700	$ -	$ 2,190,000	$ 2,190,000
	Δ FB	$ -	$ 5,344,700	$ 5,344,700	$ -	$ 2,190,000	$ 2,190,000
	Pos	0.000	0.000	0.000	0.000	0.000	0.000
7. Lee County Resident Engineer's Office							
Funds design and construction of the resident engineer's office. The current facility is rated as poor and has exceeded its useful life.	Req	$ -	$ -	$ -	$ -	$ -	$ -
	Rec	$ -	$ -	$ -	$ -	$ 1,198,000	$ 1,198,000
	Δ FB	$ -	$ -	$ -	$ -	$ 1,198,000	$ 1,198,000
	Pos	0.000	0.000	0.000	0.000	0.000	0.000

		2015-2016			2016-2017		
		Recurring Changes	Non Recurring Changes	Total	Recurring Changes	Non Recurring Changes	Total
8. Watauga County District Engineer's Office							
Funds design and construction of a 5,000 SF district office. The current facility was constructed in 1969.	Req	$ -	$ -	$ -	$ -	$ -	$ -
	Rec	$ -	$ -	$ -	$ -	$ 1,165,000	$ 1,165,000
	Δ FB	$ -	$ -	$ -	$ -	$ 1,165,000	$ 1,165,000
	Pos	0.000	0.000	0.000	0.000	0.000	0.000
9. Surry County District Engineer's Office							
Funds design and construction of new 5,000 SF district engineer's office in Surry County on the existing yard.	Req	$ -	$ -	$ -	$ -	$ -	$ -
	Rec	$ -	$ -	$ -	$ -	$ 1,197,000	$ 1,197,000
	Δ FB					$ 1,197,000	$ 1,197,000
	Pos	0.000	0.000	0.000	0.000	0.000	0.000
10. Guilford County Bridge/Bridge Maintenance Assembly							
Funds design and construction of a 4,000 5F Bridge/Bridge Maintenance building on the existing yard in Guilford County.	Req	$ -	$ -	$ -	$ -	$ -	$ -
	Rec	$ -	$ -	$ -	$ -	$ 1,024,000	$ 1,024,000
	Δ FB					$ 1,024,000	$ 1,024,000
	Pos	0.000	0.000	0.000	0.000	0.000	0.000
11. Scotland County Maintenance Office							
Funds design and construction of a 5000 SF maintenance office on the existing yard in Scotland County. Existing facility was constructed in 1955 and has exceeded its useful life.	Req	$ -	$ -	$ -	$ -	$ -	$ -
	Rec	$ -	$ -	$ -	$ -	$ 1,109,000	$ 1,109,000
	Δ FB					$ 1,109,000	$ 1,109,000
	Pos	0.000	0.000	0.000	0.000	0.000	0.000
Total Requirements		**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**
Total Receipts		**$ -**	**$ 12,987,700**	**$ 12,987,700**	**$ -**	**$ 10,668,600**	**$ 10,668,600**
Change in Fund Balance (Δ FB)		**$ -**	**$ 12,987,700**	**$ 12,987,700**	**$ -**	**$ 10,668,600**	**$ 10,668,600**
Positions		**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**

ncIBIS

Worksheet III Summary of Capital Requests
Non General Fund Fund Repairs and Renovations
Budget Period : 2015-21

150-Department of Transportation

Priority	Project Title		2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	Total
1	High-Rise Code Compliance Renovations	Requirements	$957,000	$957,000	$0	$0	$0	$0	$1,914,000
		Receipts	$0	$0	$0	$0	$0	$0	$0
		Appropriation	$957,000	$957,000	$0	$0	$0	$0	$1,914,000
2	Roof Repairs & Replacements - Statewide	Requirements	$3,450,000	$3,450,000	$0	$0	$0	$0	$6,900,000
		Receipts	$0	$0	$0	$0	$0	$0	$0
		Appropriation	$3,450,000	$3,450,000	$0	$0	$0	$0	$6,900,000
3	Chilled Water Piping and Insulation Replacement	Requirements	$612,700	$612,700	$612,700	$0	$0	$0	$1,838,100
		Receipts	$0	$0	$0	$0	$0	$0	$0
		Appropriation	$612,700	$612,700	$612,700	$0	$0	$0	$1,838,100
4	TBC: Annex Building Window Replacement	Requirements	$0	$724,000	$0	$0	$0	$0	$724,000
		Receipts	$0	$0	$0	$0	$0	$0	$0
		Appropriation	$0	$724,000	$0	$0	$0	$0	$724,000
5	Art Museum Elevator Modernization	Requirements	$0	$251,000	$0	$0	$0	$0	$251,000
		Receipts	$0	$0	$0	$0	$0	$0	$0
		Appropriation	$0	$251,000	$0	$0	$0	$0	$251,000
6	DMV Field Facilities - Window Replacement Statewide	Requirements	$0	$341,000	$0	$0	$0	$0	$341,000
		Receipts	$0	$0	$0	$0	$0	$0	$0
		Appropriation	$0	$341,000	$0	$0	$0	$0	$341,000
7	Rowan County Renovation and Addition	Requirements	$0	$630,000	$0	$0	$0	$0	$630,000
		Receipts	$0	$0	$0	$0	$0	$0	$0
		Appropriation	$0	$630,000	$0	$0	$0	$0	$630,000
Total 150-Department of Transportation		**Requirements**	**$5,019,700**	**$6,965,700**	**$612,700**	**$0**	**$0**	**$0**	**$12,598,100**
		Receipts	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**
		Appropriation	**$5,019,700**	**$6,965,700**	**$612,700**	**$0**	**$0**	**$0**	**$12,598,100**

- $10 million to ease congestion in rural and small urban areas.

- Proposes targeted, long-term investment to update our state's critical infrastructure through bond financing.
  - We will request a transportation bond of $1.2 to $1.4 billion that will allow us to take advantage of historically low interest rates for quicker construction of projects in the 25-year vision plan.
  - Projects funded through a revenue bond will be the next projects in line, scored under the Mobility Formula, with environmental documents in place to ensure projects can begin immediately.
  - North Carolina has an established history of responsibly using long-term financing for critical infrastructure that supports the needs of a growing population and economy.
- Begins to address the inefficiency of state buildings that are a blight to North Carolina's main streets.
  - Simply using the same amount of space per state employee as is standard in the private sector could save an estimated $180 million.
  - We will submit a $1.2 to $1.4 billion general obligation bond proposal, which will revitalize buildings that can be saved, and build new, workable and efficient facilities for the National Guard, community colleges and other agencies that will help create economic development opportunities for their communities.
  - This financing, achieved at historically low interest rates, will help improve safety and increase productivity, while saving taxpayer money.

Supporting those who keep North Carolina safe

Fulfilling the core government function of providing for the safety and security of our citizens, and supporting those who defend our freedom.

- This budget reinforces North Carolina's reputation as the most military-friendly state in the nation by providing for those who defend our freedom.
  - Funds in-state tuition for nonresident military veterans at institutions within the UNC system and the state's 58 community colleges.
  - Coordinates and centralizes services for military communities, active duty personnel and veterans by creating the Department of Military and Veterans Affairs at no additional cost. The department will reorganize programs that protect and advocate on behalf of our military bases, promote the health and safety of our veterans and military families and connect our veterans to jobs.
  - Directs the Governor's Crime Commission to engage local officials to support the development of additional veterans' courts, building on the success of courts in Harnett and Cumberland counties.

Appendix Table 7C
Total North Carolina Transportation Program Budget by Function and Source of Funds, 2015-16

Function	Highway Fund	Highway Trust Fund	* Other	Federal	Total
DOT Administration	$ 112,527,308	$ 9,348,559	$ 5,891,609	$ -	$ 127,767,476
Division of Highways					
Administration	33,467,959	20,513,654	286,434	-	54,268,047
Construction	46,859,878	1,075,985,486	-	884,829,562	2,007,674,926
Maintenance	1,072,645,301	-	-	-	1,072,645,301
Planning and Research	-	-	-	17,680,000	17,680,000
OSHA Program	358,030	-	-	-	358,030
State Aid to Municipalities	144,081,600	-	-	-	144,081,600
Multi-Modal					
Airports	21,260,952	-	-	18,000,000	39,260,952
Bicycle	726,895	-	-	-	726,895
Ferry	40,450,395	-	5,000,000	-	45,450,395
Public Transportation	88,173,419	-	-	31,000,000	119,173,419
Railroads	23,651,674	-	-	121,954,342	145,606,016
Governor's Highway Safety	251,241	-	-	12,000,000	12,251,241
Division of Motor Vehicles	120,402,414	4,408,057	9,539,372	-	134,349,843
NC Turnpike Authority	-	49,820,124	13,499,731	16,000,000	79,319,855
NC Mobility Fund	-	-	-	-	-
Other State Agencies	13,651,766	-	27,700,000	-	41,351,766
Transfer to General Fund	216,855,445	-	-	-	216,855,445
Other Reserves	(1,471,677)	400,000	-	-	(1,071,677)
Capital Improvements	18,007,400	-	-	-	18,007,400
Debt Service	-	48,619,701	-	86,322,962	134,942,663
Uncommitted Trust Fund Administration	-	4,419	-	-	4,419
Total Transportation	**$ 1,951,[illegible]**	**$ 1,[illegible]**	**$ [illegible]**	**$ 1,187,786,866**	**$ [illegible]**

* Other does not include $4,098,625,804 in receipts related to projects that represent a duplication of other budgeted funds.

Appendix Table 7D

Total North Carolina Transportation Program Budget by Function and Source of Funds, 2016-17

Function	Highway Fund	Highway Trust Fund	* Other	Federal	Total
DOT Administration	$ 90,147,308	$ 9,348,559	$ 5,891,609	$ -	$ 105,387,476
Division of Highways					
Administration	33,467,959	20,513,654	286,434	-	54,268,047
Construction	46,859,878	1,095,122,958	-	884,829,562	2,026,812,398
Maintenance	1,147,250,767	-	-	-	1,147,250,767
Planning and Research	-	-	-	17,680,000	17,680,000
OSHA Program	358,030	-	-	-	358,030
State Aid to Municipalities	138,923,200	-	-	-	138,923,200
Multi-Miodal					
Airports	21,260,952	-	-	18,000,000	39,260,952
Bicycle	726,895	-	-	-	726,895
Ferry Operations	39,750,395	-	5,000,000	-	44,750,395
Public Transportation	88,173,419	-	-	31,000,000	119,173,419
Railroads	23,651,674	-	-	121,954,342	145,606,016
Governor's Highway Safety	251,241	-	-	12,000,000	12,251,241
Division of Motor Vehicles	113,949,915	4,408,057	15,991,871	-	134,349,843
NC Turnpike Authority	-	49,820,124	13,499,731	16,000,000	79,319,855
NC Mobility Fund	-	-	-	-	-
Other State Agencies	13,656,775	-	27,700,000	-	41,356,775
Transfer to General Fund	217,889,340	-	-	-	217,889,340
Other Reserves	1,362,952	400,000	-	-	1,762,952
Capital Improvements	18,019,300	-	-	-	18,019,300
Debt Service	-	61,012,229	-	86,322,962	147,335,191
Uncommitted Trust Fund Administration	-	74,419	-	-	74,419
Total Transportation	**$ 1,995,700,000**	**$ 1,240,700,000**	**$ 68,369,645**	**$ 1,187,786,866**	**$ 4,492,556,511**

* Other does not include $4,105,078,303 in receipts related to projects that represent a duplication of other budgeted funds.

Attachment (2)

UNIVERSE OF PROJECTS WITH COMPLETED DOCUMENTS AS OF JANUARY 1, 2015 WITH CONSTRUCTION UNFUNDED IN THE 5 YEAR STIP

STIP	DIV	COUNTY	ROUTE	DESCRIPTION	STI ELIGIBLE CATEGORY	DOCUMENT TYPE	DOC DATE	REMAINING COST (000'S)
R-2582A *	1	NORTHAMPTON	US 158	US 158 FROM I-95/NC 46 IN ROANOKE RAPIDS TO SR 1312 (ST. JOHN CHURCH ROAD) IN NORTHAMPTON COUNTY * PLANNING DOCUMENT FOR R-2582 INCLUDES R-2584 *	SW	State ROD Approved (SROD)	09/2013	$62,040
R-5311 B *	1	HERTFORD	US 13	US 13/NC 11, NC 11/NC 561 INTERSECTION NEAR AHOSKIE TO US 13/158/NC 45 INTERSECTION NEAR WINTON.	SW	FONSI Approved (FONSI)	11/2014	$81,263
R-2584B *	1	NORTHAMPTON	US 158	US 158 FROM EAST OF SR 1500 TO EAST OF SR 1365.	SW	State ROD Approved (SROD)	09/2013	$56,713
R-2584C *	1	NORTHAMPTON	US 158	US 158 FROM EAST OF SR 1365 TO THE MURFREESBORO BYPASS.	SW	State ROD Approved (SROD)	09/2013	$15,505
R-2582B *	1	NORTHAMPTON	US 158	US 158 FROM SR 1312 (ST. JOHN CHURCH ROAD) TO SR 1333 (MT. CARMEL ROAD) EAST OF JACKSON * PLANNING DOCUMENT FOR R-2582 INCLUDES R-2584 *	SW	State ROD Approved (SROD)	09/2013	$66,928
R-2584A *	1	NORTHAMPTON	US 158	US 158 FROM SR 1333 EAST OF JACKSON TO EAST OF SR 1500.	SW	State ROD Approved (SROD)	09/2013	$36,130
R-2511 *	1 & 2	BEAUFORT/MARTIN	US 17	US 17 FROM WASHINGTON BYPASS NORTH OF NC 171TO MULTI-LANES SOUTH OF WILLIAMSTON.	SW	FONSI Approved (FONSI)	10/2014	$72,100

STIP	DIV	COUNTY	ROUTE	DESCRIPTION	STI ELIGIBLE CATEGORY	DOCUMENT TYPE	DOC DATE	REMAINING COST (000'S)
R-4463 A	2	CRAVEN	SR1304	NC 43 CONNECTOR FROM US 17 TO SOUTH OF US 70	REG	State FONSI Approved (SFONSI)	08/2005	$11,375
U-5606	2	PITT	SR 1598	SR 1598 (DICKINSON AVENUE) FROM NC 11 TO SR 1610 (READE CIRCLE) IN GREENVILLE.	DIV	CE Approved (CE)	10/2014	$12,115
R-2303E *	3	SAMPSON	NC024	NC 24 FROM US 421-701/SR 1296 (SUNSET AVENUE) TO WEST OF SR1920 (MOLTONVILLE RD)	SW	ROD Approved (ROD)	09/2010	$34,204
R-2303F *	3	SAMPSON/DUPLIN	NC024	NC 24 FROM WEST OF SR 1920 (MOLTONVILLE RD) IN SAMPSON COUNTY TO I-40 IN DUPLIN COUNTY	SW	ROD Approved (ROD)	09/2010	$120,741
R-3300 *	3	PENDER/NEW HANOVER	US 17	US 17 (HAMPSTEAD BYPASS) FROM US 17 TO US 17 NORTH OF HAMPSTEAD.	SW	State ROD Approved (SROD)	09/2014	$265,563
R-2814C	5	WAKE/FRANKLIN	US 401	US 401 FROM NC 96 TO SR 1103	REG	FONSI Approved (FONSI)	10/2006	$35,054

STIP	DIV	COUNTY	ROUTE	DESCRIPTION	STI ELIGIBLE CATEGORY	DOCUMENT TYPE	DOC DATE	REMAINING COST (000'S)
R-2814D	5	FRANKLIN	US 401	US 401 FROM SR 1103 TO SR 1700 AT LOUISBURG	REG	FONSI Approved (FONSI)	10/2006	$30,585
U-4437	5	WAKE	NC 54	RALEIGH - NC 54 (HILLSBOROUGH STREET) AND SR 1664-3074 (BLUE RIDGE ROAD) NEAR CSX TRANSPORTATION SYSTEM AND SOUTHERN RAILROAD AND SR 3042 (BERYL ROAD)	REG	CE Approved (CE)	09/2012	$26,630
R-2241B	5	PERSON	US 501	US 501 SR 1521 (HALIFAX ROAD) TO SR 1329 (OLD US 501)	REG	FONSI Approved (FONSI)	04/2000	$25,120
R-2241C	5	PERSON	US 501	US 501, 'SR 1329 (OLD NC 501) TO NORTH OF VIRGINIA STATE LINE	REG	FONSI Approved (FONSI)	04/2000	$25,000
U-4414	6	CUMBERLAND	SR1007	FAYETTEVILLE - SR 1007 (ALL-AMERICAN FREEWAY) FROM SR 1151 (OWEN DRIVE) TO NORTH OF SR 1437 (SANTA FE DRIVE)	SW	FONSI Approved (FONSI)	12/2012	$47,903
U-3424	6	CUMBERLAND	SR1411	FAYETTEVILLE - SR 1410-SR 1411 (BUNCE RD) FROM US 401 (RAEFORD RD) TO SR 1400 (CLIFFDALE RD)	SW	FONSI Approved (FONSI)	08/2014	$14,716
U-4706	6	CUMBERLAND	SR1131	HOPE MILLS - SR 1131 (CAMERON RD) FROM WEST OF NC 59 (MAIN STREET) TO EAST OF SR 1132 (LEGION ROAD)	REG	CE Approved (CE)	11/2013	$8,000
U-2809A	6	CUMBERLAND	SR1132	FAYETTEVILLE - SR 1132 (LEGION RD) FROM SR 1131 (CAMERON RD) TO SR 1363 (ELK RD)	DIV	FONSI Approved (FONSI)	08/2000	$12,260

STIP	DIV	COUNTY	ROUTE	DESCRIPTION	STI ELIGIBLE CATEGORY	DOCUMENT TYPE	DOC DATE	REMAINING COST (000'S)
U-2519AA	6	CUMBERLAND/ROBESON	I-295	FAYETTEVILLE OUTER LOOP, I-95 IN ROBESON COUNTY TO SOUTH OF SR 1118 (PARKTON ROAD) IN CUMBERLAND COUNTY	REG	ROD Approved (ROD)	11/2005	$54,500
U-2519AB	6	CUMBERLAND	I-295	FAYETTEVILLE OUTER LOOP, SOUTH OF SR 1118 (PARKTON ROAD) TO SOUTH OF SR 1003 (CAMDEN ROAD)	REG	ROD Approved (ROD)	11/2005	$131,900
U-2412A	7	GUILFORD	SR 1486/SR 4121	US 311 BYPASS TO SR 4228 (VICKREY CHAPEL ROAD)	DIV	ROD Approved (ROD)	12/2006	$48,100
U-3109B	7	ALAMANCE	NC119	MEBANE - NC 119 RELOCATION FROM NORTH OF US 70 TO SOUTH OF SR 1918 (MRS. WHITE ROAD)	REG	ROD Approved (ROD)	12/2009	$17,813
U-3109A	7	ALAMANCE	NC119	MEBANE - NC 119 RELOCATION FROM I-40/85 TO US 70	REG	ROD Approved (ROD)	12/2009	$85,992
U-3615A	7	GUILFORD	SR1820	HIGH POINT - SR 1003-SR 1820 (SKEET CLUB ROAD) FROM US 311 TO EAST OF SR 1818 (JOHNSON STREET)	DIV	FONSI Approved (FONSI)	04/2004	$21,200
R-2501C *	8	RICHMOND	US 1	US 1 FROM 2 KM NORTH OF SR 1606 (FOX RD) TO SOUTH OF SR 1001 (MARSTON ROAD)	SW	ROD Approved (ROD)	06/2013	$16,800
R-2527 *	8	MONTGOMERY	NC 24-27	NC 24-27 FROM NC 73 TO TROY BYPASS (COST INCLUDES B-4974)	SW	State FONSI Approved (SFONSI)	10/2014	$44,650
R-2501BB *	8	RICHMOND	US001	US 1 FROM US 74 BYPASS TO US 74 BUSINESS	SW	ROD Approved (ROD)	06/2013	$83,523

STIP	DIV	COUNTY	ROUTE	DESCRIPTION	STI ELIGIBLE CATEGORY	DOCUMENT TYPE	DOC DATE	REMAINING COST (000'S)
R-2501BC *	8	RICHMOND	US001	NEW ROUTE FROM US 74 BUS TO 2 KM NORTH OF SR 1606 (FOX ROAD)	SW	ROD Approved (ROD)	06/2013	$101,612
R-3421A	8	RICHMOND	US220	US 220 BYPASS FROM US 74 BYPASS WEST OF ROCKINGHAM AT SR 1109 (ZION CHURCH ROAD) INTERCHANGE TO SOUTH OF SR 1140 (OLD CHARLOTTE HIGHWAY); FUTURE I-73/74 CORRIDOR	SW	FONSI Approved (FONSI)	02/2002	$65,500
R-3421B	8	RICHMOND	US220	US 220 BYPASS FROM SOUTH OF SR 1140 (OLD CHARLOTTE HIGHWAY)TO SOUTHWEST OF SR 1304 (HARRINGTON ROAD); FUTURE I-73/74 CORRIDOR	SW	FONSI Approved (FONSI)	02/2002	$62,800
R-2247B *	9	FORSYTH	W-S BELTWAY / I-74	WINSTON-SALEM NORTHERN BELTWAY FROM SOUTH OF I-40 TO NORTH OF US 421 * PLANNING DOCUMENT INCLUDES U-2579 *	SW	ROD Approved (ROD)	02/2008	$67,824
R-2247CB *	9	FORSYTH	W-S BELTWAY / I-74	WINSTON-SALEM NORTHERN BELTWAY FROM NORTH OF US 421 INTERCHANGE TO SR 1314 (ROBINHOOD RD) * PLANNING DOCUMENT INCLUDES U-2579 *	SW	ROD Approved (ROD)	02/2008	$46,450
R-2247D *	9	FORSYTH	W-S BELTWAY / I-74	WINSTON-SALEM NORTHERN BELTWAY FROM SR 1314 (ROBINHOOD ROAD- MEADOWLARK DRIVE)TO NC 67 * PLANNING DOCUMENT INCLUDES U-2579 *	SW	ROD Approved (ROD)	02/2008	$48,700
R-2247EA *	9	FORSYTH	W-S BELTWAY / I-74	WINSTON-SALEM NORTHERN BELTWAY FROM NC 67 TO SOUTH OF US 52* PLANNING DOCUMENT INCLUDES U-2579 *	SW	ROD Approved (ROD)	02/2008	$38,800

STIP	DIV	COUNTY	ROUTE	DESCRIPTION	STI ELIGIBLE CATEGORY	DOCUMENT TYPE	DOC DATE	REMAINING COST (000'S)
R-2247CA *	9	FORSYTH	W-S BELTWAY / I-74	WINSTON-SALEM NORTHERN BELTWAY INTERCHANGE WITH US 421 AND INTERCHANGE WITH SR 1140 (PEACEHAVEN ROAD) * PLANNING DOCUMENT INCLUDES U-2579 *	SW	ROD Approved (ROD)	02/2008	$45,450
R-2247EB *	9	FORSYTH	W-S BELTWAY / I-74	SOUTH OF US 52 TO EAST OF US 52	SW	ROD Approved (ROD)	02/2008	$142,800
U-2579D	9	FORSYTH	W-S BELTWAY / I-74	US 311 TO SR 2211 (BAUX MOUNTAIN ROAD)	SW	ROD Approved (ROD)	02/2008	$100,900
U-2579E *	9	FORSYTH	W-S BELTWAY / I-74	WSNB-E, SR 2211 TO NC 8	SW	ROD Approved (ROD)	02/2008	$81,910
U-2579F *	9	FORSYTH	W-S BELTWAY / I-74	WSNB-E, NC 8 TO US 52	SW	ROD Approved (ROD)	02/2008	$83,690
R-2247A	9	FORSYTH	W-S BELTWAY / I-74	WINSTON-SALEM NORTHERN BELTWAY FROM US 158 TO SOUTH OF I-40* PLANNING DOCUMENT INCLUDES U-2579 *	REG	ROD Approved (ROD)	02/2008	$19,400

STIP	DIV	COUNTY	ROUTE	DESCRIPTION	STI ELIGIBLE CATEGORY	DOCUMENT TYPE	DOC DATE	REMAINING COST (000'S)
U-2545	9	DAVIDSON	NEW ROUTE	LEXINGTON WESTSIDE BYPASS	REG	FONSI Approved (FONSI)	03/2010	$61,000
R-211EC *	10	MECKLENBURG	SR 3468	I-485/SR 3468 (WEDDINGTON ROAD) INTERCHANGE.	DIV	FONSI Approved (FONSI)	02/2009	$20,103
R-2246A	10	CABARRUS		GEORGE LILES PARKWAY, NC 49 TO SR 1304 (ROBERTA ROAD).	DIV	FONSI Approved (FONSI)	02/1999	$17,000
R-2707D *	12	CLEVELAND	US074	US 74 BYPASS FROM WEST OF NC 150 TO EXISTING US 74 WEST OF SR 2238 (LONGBRANCH ROAD). GRADING AND STRUCTURES.	SW	ROD Approved (ROD)	12/2008	$34,550
R-2707H *	12	CLEVELAND	US074	US 74 BYPASS FROM WEST OF NC 150 TO EXISTING US 74 WEST OF SR 2238 (LONGBRANCH ROAD). PAVING.	SW	ROD Approved (ROD)	12/2008	$15,800
R-2707E *	12	CLEVELAND	US074	US 74 BYPASS FROM EXISTING US 74 WEST OF SR 2238 TO WEST OF SR 1001 (STONEY POINT ROAD). GRADING, STRUCTURES, PAVING.	SW	ROD Approved (ROD)	12/2008	$41,700
I-3819B	12	IREDELL	I-040	STATESVILLE - I-40/I-77 INTERCHANGE; I-40 FROM SR 2003 (INDIAN RIDGE RD) TO SR 2158 (OLD MOCKSVILLE RD); I-77 FROM SR 2171 (SOWERS RD) TO SR 2321 (E BROAD ST)	SW	FONSI Approved (FONSI)	07/2008	$168,445
R-2233 BA *	13	RUTHERFORD	US221	US 221 FROM NORTH OF US 74 BYPASS TO NORTH OF US 74 BUSINESS. WIDEN EXISTING ROADWAY AND CONSTRUCT PART ON NEW LOCATION.	SW	State ROD Approved (SROD)	10/2013	$119,200

STIP	DIV	COUNTY	ROUTE	DESCRIPTION	STI ELIGIBLE CATEGORY	DOCUMENT TYPE	DOC DATE	REMAINING COST (000'S)
R-204 E *	13	MCDOWELL	US 221	US 221 FROM I-40 TO SR 1153	SW	State EA/FONSI Approved (SEA/FON)	03/2014	$46,760
R-204 D *	13	MCDOWELL	US 221	US 221 FROM NC 226 INTERSECTION SOUTH OF MARION TO I-40	SW	State EA/FONSI Approved (SEA/FON)	03/2014	$42,180
R-2597A *	13	RUTHERFORD	US221	US 221 NORTH OF SR 1366 (ROPER LOOP ROAD) TO SR 1325 (NANNYTOWN ROAD) *PLANNING DOCUMENT FOR R-2597 INCLUDES R-0204D &R-0204E*	SW	State EA/FONSI Approved (SEA/FON)	03/2014	$26,625
R-2597C *	13	MCDOWELL	US221	US 221 FROM SR 1781 (POLLY SPROUT ROAD) NORTHERN INTERSECTION TO SR 1153 (GOOSE CREEK ROAD) *PLANNING DOCUMENT FOR R-2597 INCLUDES R-0204D & R-0204E*	SW	State EA/FONSI Approved (SEA/FON)	03/2014	$30,500
R-3612	13	RUTHERFORD	US 221A	US 221A FROM SR 1920 (MAIN STREET) IN HENRIETTA TO SR 1941 (MELTON STREET) IN CAROLEEN	REG	CE Approved (CE)	09/2012	$7,626
R-2597B *	13	RUTHERFORD/MCDOWELL	US221	FROM SR 1325 (NANNEY TOWN ROAD) TO SR 1781 (POLLY SPROUT ROAD) NORTHERN INTERSECTION ROAD) *PLANNING DOCUMENT FOR R-2597 INCLUDES R-0204D & R-0204E*	SW	State EA/FONSI Approved (SEA/FON)	03/2014	$63,800

Committee Sergeants at Arms

NAME OF COMMITTEE: Joint Comm on Appropriations, Transportation

DATE: ~~3/5/15~~ 3/11/15 Room: 1228/1327

House Sgt-At Arms:

1. Name: Carlton Adams
2. Name: Martha Gadison
3. Name: Joe Austin
4. Name:
5. Name:

Senate Sgt-At Arms:

1. Name: STEVE MCKAIG
2. Name: TERRY BARNHARDT
3. Name:
4. Name:
5. Name:

SENATE PAGES ATTENDING

COMMITTEE: Joint Approps - D.O.T.

DATE: 3-11, TIME: 8:30, ROOM: 1228

Pages: Please print legibly.....*or else!!!!!!!!!!!!!!!!*

Page Name	Hometown	Sponsoring Senator
1 Ella Stevens	Mooresville	Curtis
2 ~~Trent Brown~~	Cerro Gordo	~~Robert~~
3 Marissa Bishop	Apex	Barringer
4		
5		
6		
7		
8		
9		

Do not add additional names below the grid.

Pages: Please present this form to either the Committee Clerk at the meeting or a Sgt. at Arms.

Wednesday, March 11	**Room**	**Time**
APPROPRIATIONS, TRANSPORTATION (JOINT)	1228/1327	8:30 am

Name	County	Sponsor
Ava Rosenbaum	Wake	Nelson Dollar
Claire Stevens	Iredell	John A. Fraley

VISITOR REGISTRATION SHEET

Transportation — 3-11-2015

Name of Committee — Date

VISITORS: PLEASE SIGN IN BELOW AND RETURN TO COMMITTEE CLERK

NAME	FIRM OR AGENCY AND ADDRESS
Erin Jones	TWC
Mac Boxley	NCAA
DTYERMAN	NCDOT
Reggie Flythe	NCDPI
[illegible]	RAMC NCMA · LPAs
[illegible]	RHAC
SUSAN HARRISON	NCDTSEA
BERRY JENKINS	CAROLINAS AGC
Anca Grozav	NC OSBM
Fred Steen II	Gov's office
Tony Moore	Town of Winterville

VISITOR REGISTRATION SHEET

Transportation — March 11, 2015

Name of Committee — Date

VISITORS: PLEASE SIGN IN BELOW AND RETURN TO COMMITTEE CLERK

NAME	FIRM OR AGENCY AND ADDRESS
Chloe Gossage	OSBM

VISITOR REGISTRATION SHEET

Transportation — 3-11-2015

Name of Committee — Date

VISITORS: PLEASE SIGN IN BELOW AND RETURN TO COMMITTEE CLERK

NAME	FIRM OR AGENCY AND ADDRESS
Kym Hunter	Southern Environmental Law Center
RICK BECKER	MAYOR, TOWN OF MINERAL SPRINGS
Lynda Paxton	Mayor of Stallings 2005-2013
Kate Asquith	Southern Env. Law Center
Reston Jones	NC DOT
[illegible]	MF&S
Phoebe Landon	Brooks Pierce
ANDY WALSH	SA
June Blotnick	Clean Air Carolina
[illegible]	MWC
Krista Barnes	NCDOT

VISITOR REGISTRATION SHEET

Transportation — 3-11-2015

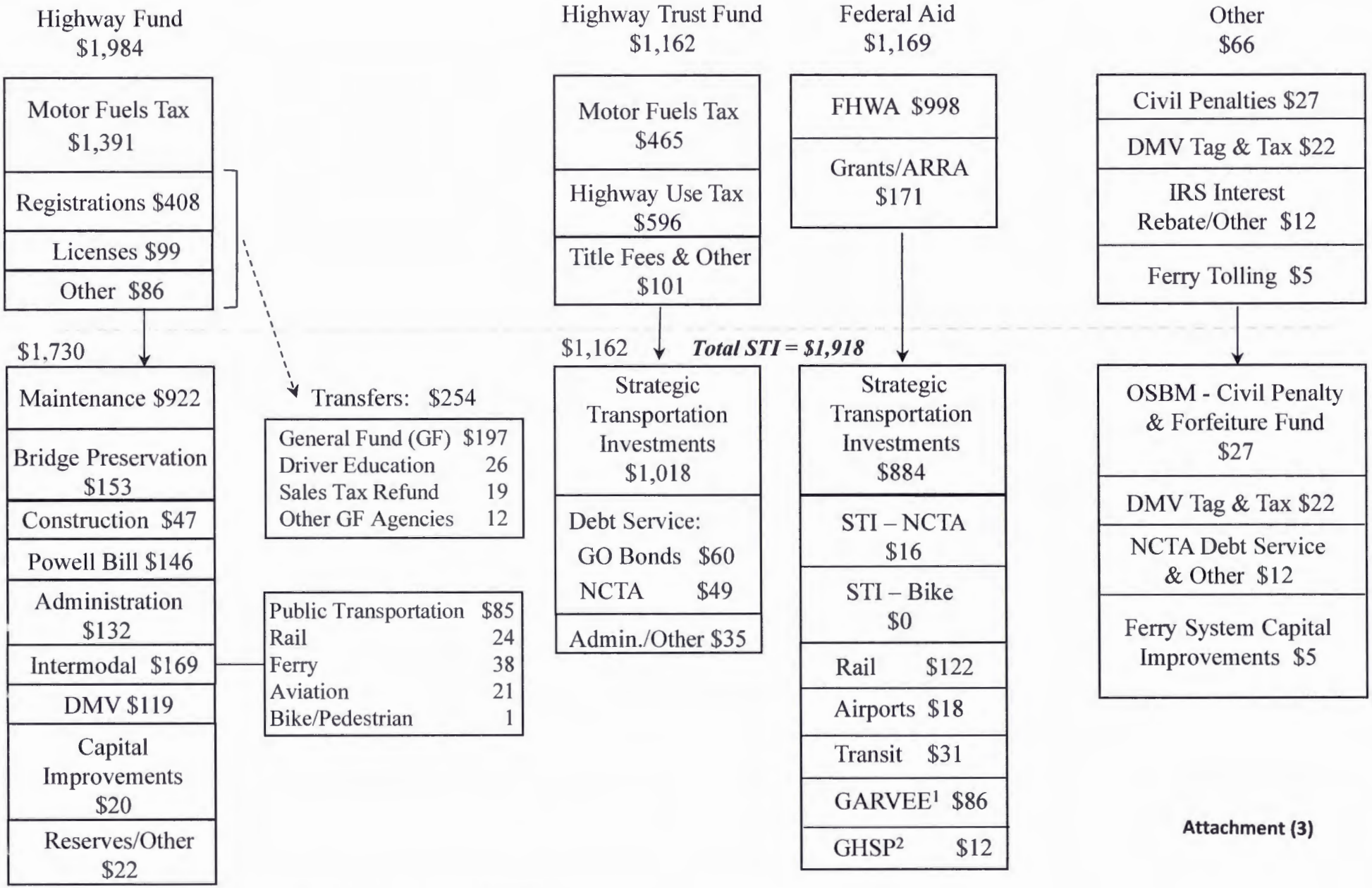
Name of Committee — Date

VISITORS: PLEASE SIGN IN BELOW AND RETURN TO COMMITTEE CLERK

NAME	FIRM OR AGENCY AND ADDRESS
Mary Jernigan	NCDOT
Bobby Lewis	NCDOT
[signature]	NCADA
[signature]	Governor's Office
Andy Chase	KMA
Bebe Baby	CMAC
Joe McClees	McClees Consulting

Highway Fund, Highway Trust Fund & Federal Funds 2014-15

($ in Millions)



[1] *Includes federal aid and GARVEE proceeds for NCTA projects*

[2] Governor's Highway Safety Program

Attachment (3)

January Consensus Forecast

Highway Fund	FY 2012-13 Actual	FY 2013-14 Actual	FY 2014-15 Budget	FY 2014-15 Estimate	FY 2015-16 *Consensus*	FY 2016-17 *Consensus*	FY 2015-16 *Variance*	FY 2016-17 *Variance*
Motor Fuels Tax								
Motor Fuels	1,400.0	1,416.2	1,392.3	1,410.3	1,158.2	1,189.7	(234.1)	(202.6)
Gasoline Inspection	13.6	13.9	13.5	13.8	13.4	13.4	(0.1)	(0.1)
Highway Usage Registration	0.3	0.4	0.4	0.4	0.4	0.4	0.0	0.0
Total Motor Fuels Taxes	**1,413.9**	**1,430.5**	**1,406.2**	**1,424.4**	**1,172.0**	**1,203.5**	**(234.2)**	**(202.7)**
Licenses & Fees								
Staggered Registration	198.3	197.8	212.0	212.0	220.0	227.0	8.0	15.0
Driver Licenses	111.5	110.0	99.4	111.2	112.3	113.1	12.9	13.7
Truck Licenses	132.5	134.0	132.6	140.0	134.9	136.0	2.3	3.4
International Registration Plan	61.5	64.1	62.7	57.0	64.5	65.6	1.8	2.9
Other Licenses and Fees	31.2	68.1	55.5	64.2	65.7	66.9	10.2	11.4
Total Licenses & Fees	**535.0**	**574.0**	**562.2**	**584.4**	**597.3**	**608.6**	**35.1**	**46.4**
Investment Income	2.3	1.7	1.6	1.4	1.0	1.0	(0.6)	(0.6)
NC Railroad Co. Dividend Payment	-	19.2	3.8	3.0	3.9	4.0	0.2	0.3
Total Highway Fund	**1,951.3**	**2,025.4**	**1,973.7**	**2,013.2**	**1,774.2**	**1,817.1**	**(199.5)**	**(156.6)**
Highway Trust Fund								
Motor Fuels	467.6	473.0	464.8	470.1	386.1	396.6	(78.7)	(68.2)
Highway Use	554.8	597.4	596.1	630.9	655.6	672.7	59.5	76.6
al Tax	**1,022.4**	**1,070.4**	**1,060.9**	**1,101.0**	**1,041.7**	**1,069.3**	**(19.2)**	**8.4**
Fees								
Certificate of Title Fees	79.6	82.7	84.4	87.4	90.3	92.9	5.9	8.5
Miscellaneous Title Fees	10.2	10.8	11.0	11.4	12.0	13.0	1.0	2.0
Lien Recording	3.9	4.0	4.0	3.8	4.0	4.1	(0.0)	0.1
Total	**93.7**	**97.4**	**99.4**	**102.6**	**106.3**	**109.9**	**6.9**	**10.5**
Investment Income	2.2	3.2	2.0	2.0	2.0	2.0	-	-
Total Highway Trust Fund	**1,118.2**	**1,171.1**	**1,162.4**	**1,205.6**	**1,149.9**	**1,181.2**	**(12.5)**	**18.8**
MFT Rate (¢/gallon)	37.6	37.5	37.0	37.0	30.4	31.3	(6.6)	(5.7)
Fuel Consumption (M gallons)	5,218.5	5,259.1	5,280.3	5,349.8	5,368.5	5,348.5	88.2	68.2
Motor Fuel Tax	1,881.5	1,903.5	1,871.1	1,894.5	1,558.1	1,600.1	(313.0)	(271.0)
Highway Use Tax	554.8	597.4	596.1	630.9	655.6	672.7	59.5	76.6
DMV Fees	633.2	695.6	668.9	693.4	710.5	725.5	41.6	56.6
Total Revenues	**3,069.5**	**3,196.4**	**3,136.1**	**3,218.8**	**2,924.2**	**2,998.3**	**(211.9)**	**(137.8)**

Glossary of Transportation Related Terms

Acceleration Lane – A paved auxiliary lane, including tapered areas, allowing vehicles to accelerate when entering the through-traffic lane of the roadway.

Access – The ability to reach or connect to a transportation facility (e.g. from an individual property or another mode).

Access Management – The planning, design, and implementation of land use and transportation strategies that maintain a safe flow of traffic while accommodating the access needs of adjacent development. The goal of Access Management is to balance the need to provide efficient, safe, and timely travel with the desired ability to allow access to the individual destination.

Access Point – An intersection, driveway, or opening on the right-hand side of a roadway. An entry on the opposite side of a roadway or a median opening also can be considered as an access point if it is expected to influence traffic flow significantly in the direction of interest.

Alternative – One of a number of specific transportation improvement proposals, alignments, options, design choices, etc., in a defined study area. For a transportation project, alternatives to be studied normally include the no-action alternative, an upgrading of the existing roadway alternative, new transportation routes and locations, transportation systems management strategies, multimodal alternatives, if warranted, and any combinations of the above.

Alternative Access – The ability of any vehicle to enter a roadway indirectly through a roadway of lower classification.

Alternatives Analysis – Comparative analysis of the social, economic and environmental impacts and benefits for alternatives on a proposed action.

Annual Average Daily Traffic (AADT) – The total volume of traffic on a highway segment for one year, divided by the number of days in the year.

Arterial – A class of roads serving major traffic movements (high-speed, high volume) for travel between major points.

Auxiliary Lane – An additional lane on a freeway to connect an on-ramp and an off-ramp.

Average Daily Traffic (ADT) – Total volume during a given time period (in whole days), greater than one day and less than one year, divided by the number of days in that time period.

Avoidance Alternative – general term used to refer to any alignment proposal which has been either developed, modified, shifted, or downsized to specifically avoid impacting one or more resources.

Boulevard – A facility with a functional purpose of moderate mobility and low to moderate access. The facility has limited or partial control of access, traffic signals, and a minimum of two travel lanes with a median. Connections are provided primarily at at-grade intersections for major and minor cross streets.

Capacity – A transportation facility's ability to accommodate a moving stream of people or vehicles in a given time period.

Clean Air Act (CAA) – Purpose is to "protect and enhance the quality of the Nation's air resources." Its primary programs regulate the release of contaminants to air from new and existing polluting facilities.

Clean Air Act Amendments of 1990 (CAAA) – Federal legislation passed in 1990 that amended the Clean Air Act. It strengthened ability of EPA to set and enforce pollution control programs aimed at protecting human health and the environment; included provisions for acid rain program.

Clean Water Act (CWA) – Objective is to "restore and maintain the chemical, physical, and biological integrity of the Nation's waters." One of the act's major enforcement tools is the National Pollutant Discharge Elimination System permit.

Collector – In rural areas, routes that serve intracounty rather than statewide travel. In urban areas, streets that provide direct access to neighborhoods and arterials.

Collector/Distributor – A roadway parallel to a freeway that carries one-way traffic to and from ramps, which would otherwise exit or enter the freeway directly.

Comment Period – Duration of time during which written comments or responses may be submitted to an agency that has distributed a document for review and comment. It can be applicable to all types of documents that are circulated, as well as to formal presentations such as those, which may be given by transportation department officials at a public hearing.

Comprehensive Transportation Plan (CTP) – A mutually adopted, multimodal transportation planning set of vision maps (highway, public transportation & rail, bicycle, and pedestrian) that serves present and anticipated travel demand in a safe and effective manner.

Connectivity – The ability to travel to desired destinations.

Control of Access – The regulation of public access rights to and from properties abutting and public streets crossing highway facilities. Also see Full Control of Access, Limited Control of Access, Partial Control of Access, and No Control of Access.

Corridor – A broad geographical land area that is linear, connects major sources of trips, and may contain a number of streets, highways, transit lines, and routes; generally follows an interstate, greenway, or major roadway.

Cross-section – A basic description of type of roadway. Includes at a minimum the number of lanes and whether the roadway has a median or two-way left turn lane.

Deceleration Lane – A paved auxiliary lane, including tapered areas, allowing vehicles leaving the through-traffic lane of the roadway to decelerate.

Design Speed – A selected speed used to determine the various geometric design features of the roadway. The assumed design speed should be a logical one with respect to topography, the adjacent lane use, the classification of the highway, and the anticipated operating speed (usually 5 mph less than design speed).

Direct Effects – Effects caused by a given action and occurring at the same time and place. Changes in noise levels, fill discharges in wetlands, and changes in visual conditions are examples of direct effects.

Directional Crossover – Also known as a "left-over", is an intersection which eliminates full-movement intersections. Traffic on the primary route is not affected; however, traffic on the secondary route must turn right onto the primary route and make a U-turn either at a median opening or the next full-movement intersection.

Directional Median Opening – An opening in a restrictive median that provides for specific movements and physically restricts other movements.

Diverge – A movement in which traffic separates from the primary roadway onto an exit ramp.

Ecosystem Enhancement Program (EEP) – NCDOT and NCDENR partnered to create the Ecosystem Enhancement Program, in order to deal with a rapidly expanding transportation program that would impact acres of wetlands and streams. The EEP protects the state's natural resources through the assessment, restoration, enhancement, and preservation of ecosystem functions, and through identifying and implementing compensatory mitigation programmatically, at the watershed level.

Environmental Impact Statement (EIS) – Report developed as part of the National Environmental Policy Act (NEPA) requirements, which details any adverse economic, social, and environmental effects of a proposed transportation project for which federal funding is being sought. Adverse effects could include air, water, or noise pollution; destruction or disruption of natural resources; adverse employment effects; injurious displacement of people or businesses; or disruption of desirable community or regional growth. A Draft (DEIS) and Final (FEIS) document are prepared. The FEIS must address comments received on the DEIS, making any appropriate revisions or decisions and,

identify (if not identified in the DEIS) and describe the preferred alternative and the basis for the decision.

Environmental Impacts – Direct effects of socio-economic activities and natural events on the components of the environment.

Environmental Justice Populations – Historically ethnic and low-income groups who do not typically participate in the planning process and have been under-represented and/or underserved by the transportation system.

Erosion – Wearing away of the land by running water, rainfall, wind, ice or other geological agents, including such processes as detachment, entrainment, suspension, transportation and mass movement. Geologically, erosion is defined as the process that slowly shapes hillsides, allowing the formation of soil cover from the weathering of rocks and from alluvial and colluvial deposits. Erosion is often intensified by land-clearing human activities related to farming, resident and industrial development and it has as effect increasing run-offs, decline of arable layers, siltation in lakes, lagoons and oceans.

Expansion – Activities focused on adding capacity of new facilities/services.

Expressway – A facility with a functional purpose of high mobility and low to moderate access. The facility has limited or partial control of access, no traffic signals, and a minimum of 4 travel lanes with a median. Connections are provided only at interchanges for major cross streets and at-grade intersections for minor cross streets.

Facility Type – A classification for highways in terms of the character of service that individual facilities are providing or are intended to provide, including the level of access, ranging from travel mobility to land access. Facility Types include Freeways, Expressways, Boulevards, and Thoroughfares.

Freeway – A facility with a functional purpose of high mobility and low access. The facility has full control of access, no traffic signals, no driveways, and a minimum of 4 travel lanes with a median. Connections are provided only at interchanges for major cross streets. All cross streets are grade-separated.

Frontage Road – A public or private drive that generally parallels a public roadway between the right-of-way and the front building setback line. The frontage road provides access to private properties while separating them from the arterial roadway. Also see Service Road.

Full Control of Access – Connections to a facility provided only via ramps at interchanges. All cross-streets are grade-separated. No private driveway connections allowed. A control of access fence is placed along the entire length of the facility and at a minimum of 1000 feet beyond the ramp intersections on the Y lines (minor facility) at interchanges (if possible).

Functional Design – A general design that includes horizontal and vertical alignments, edge of pavements, slope stakes, and right of way limits. No turn lanes are added at this stage. This type of design is usually performed using orthophotographs.

Gore Area – The triangular area located immediately between the left edge of a ramp pavement and the right edge of the major roadway pavement at either a merge or diverge area.

Grade-Separation – The use of a bridge structure and its approaches to confine portions of traffic to different elevations, thus dividing or separating the crossing movement.

High-Occupancy Toll (HOT) – HOV facilities that allow lower occupancy vehicles, such as solo drivers, to use HOV lanes in return for toll payments.

High-Occupancy Vehicle (HOV) – A vehicle with a defined minimum number of occupants (>1); HOVs often include buses, taxis, and carpools, when a lane is reserved for their use.

Hurricane Evacuation Route – Major facilities that shall be used to evacuate people from coastal areas in the event of a hurricane; developed by the North Carolina Division of Emergency Management.

Indirect and Cumulative Impacts (ICI) – Impacts on the environment which result from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (federal or non-federal) or person undertakes such other actions. Indirect impacts may include growth inducing effects and other effects related to induced changes in the pattern of land use, population density or growth rate, and related effects on air and water and other natural systems, including ecosystems. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time.

Intelligent Transportation Systems (ITS) – Advanced traffic operations and communications technologies that increase traffic flow on existing facilities, improve safety, and provide better and more accurate traveler information.

Interagency Leadership Team (ILT) – Their purpose is to address Goal #1 of the FHWA/NCDOT Joint Work Plan for Timely Program Delivery with Environmental Excellence. The goal is to: "develop and implement an action plan that demonstrates NCDOT, FHWA, and resource agency commitment to deliver NC's transportation program in a timely manner with environmental excellence." The mission of the ILT is "to develop an interagency plan for North Carolina to balance successfully mobility, natural and cultural resource protection, community values, and economic vitality at the confluence of our missions". Partners include: FHWA, USACE, USEPA, USFWS, NOAA, NCDOT, NCDOC, NCDENR, NCDCR, and the NCWRC.

Interchange – A system of interconnecting roadways in conjunction with one or more grade separations that provides for the movement of traffic between two or more roadways or highways on different levels (with ramps).

Intermodal – Interconnectivity between various types (modes) of transportation.

Intermodal Surface Transportation Efficiency Act (ISTEA) – Landmark federal legislation signed into law in 1991. It made broad changes in the way transportation decisions are made by emphasizing diversity and balance of modes as well as the preservation of existing systems and construction of new facilities. The law expired in 1997, but much of the program were carried forward by the Transportation Equity Act for the 21st Century (TEA-21).

Intersection – The general area where two of more highways join or cross, including the roadway and roadside facilities for traffic movements within the area. The three general types of highway crossings are at-grade intersections, grade separations without ramps, and interchanges.

Interstate – A full control of access Freeway of at least four lanes designated by USDOT as part of the Interstate System. Interstates are the highest form of Freeways and have uniform geometric and construction standards, which include a minimum of four 12-foot wide travel lanes, a minimum shoulder width, full control of access, and design speeds of 50 to 70 miles per hour.

Interstate System – Formally known as the Dwight D. Eisenhower National System of Interstate and Defense Highways, it is the system of highways that connects the principal metropolitan areas, cities, and industrial centers of the United States. Also connects the United States to internationally significant routes in Canada and Mexico.

Interstate Loops and Spurs – Interstate connectors or full or partial circumferential beltways around an urban area. These highways carry a three-digit number.

Land Use Plan – A plan that establishes strategies for the use of land to meet identified community needs.

Land Use – Refers to the manner in which portions of land or the structures on them are used, i.e. commercial, residential, retail, industrial, etc.

Land-use Classification – Classification providing information on land cover, and the types of human activity involved in land use. It may also facilitate the assessment of environmental impacts on, and potential or alternative uses of, land.

Left-over – Also known as a "Directional Crossover", is an intersection which eliminates full-movement intersections. Traffic on the primary route is not affected; however, traffic on the secondary route must turn right onto the primary route and make a U-turn either at a median opening or the next full-movement intersection.

Level of Service (LOS) – 1) A qualitative assessment of a road's operating conditions. For local government comprehensive planning purposes, LOS means an indicator of the extent or degree of service provided by, or proposed to be provided by, a facility based on and related to the operational characteristics of the facility. LOS indicates the capacity per unit of demand for each public facility. 2) This term refers to a standard measurement used by transportation officials which reflects the relative ease of traffic flow on a scale of A to F, with free-flow being rated LOS-A and congested conditions rated as LOS-F.

Limited Control of Access – Connections to a facility provided only via ramps at interchanges (major crossings) and at-grade intersections (minor crossings and service roads). No private driveway connections allowed. A control of access fence is placed along the entire length of the facility, except at intersections, and at a minimum of 1000 feet beyond the ramp intersections on the Y lines (minor facility) at interchanges (if possible).

Long Range Transportation Plan (LRTP) – A document resulting from regional or statewide collaboration and consensus on a region or state's transportation system, and serving as the defining vision for the region's or state's transportation systems and services. In metropolitan areas, the plan indicates all of the transportation improvements scheduled for funding over the next 20 years.

Median – The portion of a highway physically separating opposing directions of travel, not including two-way left-turn lanes; can be non-traversable (a physical barrier, such as a concrete barrier or landscaped island) or traversable (grass median or monolithic island), but not painted or striped.

Merge – A movement in which traffic combines from the primary roadway and an entrance ramp.

Merger 01 – The melding together of 404 regulations and NEPA for current projects. One of the goals of the Merger 01 process is to incorporate regulatory requirements into the NEPA decision-making process. The Merger 01 process is also designed to improve interagency coordination and it is an effort to streamline the project development and permitting processes.

Metropolitan Planning Organization (MPO) – A federally mandated transportation policymaking entity made up of representatives from local government and transportation authorities for urban areas with populations greater than 50,000. MPOs are responsible for developing long-range transportation plans and Transportation Improvement Plans (TIP) for their respective regions, while ensuring transportation projects and programs are based on a comprehensive, cooperative, and continuing (3-C) planning process.

Mitigation – The process of moderating the impact(s) a project has on the environment.

Mobility – The ability to move unimpeded, safely, and efficiently using a reliable transportation system.

Multimodal – The availability of multiple transportation options, especially within a system or corridor.

Multiple Land Use – Use of land for more than one purpose, for example, grazing of livestock, recreation and timber production. The term may also apply to the use of associated bodies of water for recreational purposes, fishing and water supply.

National Ambient Air Quality Standards (NAAQS) – Federal standards that set allowable concentrations and exposure limits for various pollutants. The USEPA developed the standards in response to a requirement of the Clean Air Act of 1990. Air quality standards have been established for the following six criteria pollutants: ozone (or smog), carbon monoxide, particulate matter, nitrogen dioxide, lead, and sulfur dioxide.

National Environmental Policy Act of 1969 (NEPA) – An act to establish a national policy for the environment, to provide for the establishment of a Council on Environmental Quality (CEQ) to administer NEPA, and to provide for other purposes. NEPA requires that any project using federal funding or requiring federal approval, including transportation projects, examine the effects of proposed and alternative choices on the environment before a federal decision is made. The NEPA process consists of a set of fundamental objectives that include interagency coordination and cooperation, and public participation in planning and project development decision-making. Environmental reviews involve an interdisciplinary and interagency process. This coordinated review process includes input from the public, as well as from other agencies, to guarantee that all environmental protections, as well as other issues are addressed.

National Highway System (NHS) – The Interstate System as well as other roads important to the nation's economy, defense, and mobility; developed by the United States Department of Transportation in cooperation with the states, local officials, and metropolitan planning organizations.

Natural Resources – Natural assets (raw materials) occurring in nature that can be used for economic production or consumption. See also renewable natural resources and non-renewable natural resources.

No Control of Access – Connections to a facility provided via ramps at interchanges, at-grade intersections, and private driveways. No physical restrictions, i.e., a control of access fence, exist. Normally, private driveway connections are defined as one connection per parcel. Additional connections may be considered if they are justified and if such connections do not negatively impact traffic operations and public safety.

North Carolina Intrastate System – A 3,600 mile system of highways designated by the North Carolina General Assembly in 1989 to be improved to at least four lanes in

order to encourage economic development and growth, and connect the population areas to outlying areas of the state.

Notice of Intent (NOI) – An announcement to the public and to interested agencies that a project is being developed and that an EIS will be prepared. It briefly describes the study area, the proposed action, its proposed purpose and need, the agency's proposed public scoping process, and identifies the agency contact person (name and address).

Operations – The day to day tasks associated with maintaining and constructing highways. Includes evaluating driveway permits, traffic signal installations, overseeing constructing projects, and patching potholes. The 14 NCDOT Highway Division Offices are the primary groups responsible for handling the daily operations.

Partial Control of Access – Connections to a facility provided via ramps at interchanges, at-grade intersections, and private driveways. Private driveway connections are normally defined as a maximum of one connection per parcel. One connection is defined as one ingress and one egress point. The use of shared or consolidated connections is highly encouraged. Connections may be restricted or prohibited if alternate access is available through other adjacent public facilities. A control of access fence is placed along the entire length of the facility, except at intersections and driveways, and at a minimum of 1000 feet beyond the ramp terminals on the minor facility at interchanges (if possible).

Permit – Written permission given by a governmental agency with "permitting" authority to take certain action during specific steps of a project development process. Example: permits may include permission for any construction, excavation, depositing of material, or other work in navigable waters (USACE), permission required for the discharge of dredged or fill material into waters of the United States (USACE). A permit may also refer certain other clearances or certifications such as a clearance from the FAA for proposed highway construction in the vicinity of public use and military airports, and water quality certifications for the licensing of an action that would result in a discharge into regulated waters. These approvals, plus certain others relating to solid waste management, underground storage tanks, coastal zone areas, etc., involve approvals and documentation commonly referred to as permits.

Preferred Alternative – The recommended alternative put forth no later than the FEIS. A recommended Preferred Alternative can be identified in the DEIS.

Public Hearing – A meeting designed to afford the public the fullest opportunity to express opinions on a transportation project. A verbatim record (transcript) of the proceedings is made part of the project record.

Public Involvement – The process through which government communicates with its stakeholders using a series of products, tools, documents and outreach opportunities.

Public Meeting – An announced meeting conducted by the convening agency designed to facilitate participation in the decision-making process and to assist the public in

gaining an informed view of a proposed project at any level. Can be referred to as a public information meeting or workshop.

Purpose and Need Statement – Establishes why the project is proposed and is the foundation to determine if alternatives meet the needs in the area. The Purpose and Need Statement is developed in consultation with local, state and federal agencies as well as the public. It is the first concurrence point of the 404/Merger process.

Quadrant Interchange – Also known as "square loops", is an interchange which consists of converting a full movement intersection into a grade separation and provides a quadrant roadway connecting the two streets, thus creating two new intersections. By dividing the movements of a single full movement intersection into two full movement intersections the overall efficiency is improved.

Queue – A line of vehicles waiting to be served by the roadway network or intersection control.

Ramp Junction – A short segment of highway along which vehicles transfer from an entrance ramp to the main roadway or from the main rain roadway to an exit ramp.

Ramp Meter – A traffic signal that controls the entry of vehicles from a ramp onto a limited access facility; the signal allows one or two vehicles to enter on each green or green flash.

Ramp Terminal – The roadway segment over which an entrance or an exit ramp joins with a surface street.

Right-in/Right-out – A roadway intersection where vehicles are restricted to entering and exiting an intersection by right-turn movement only.

Right of Way – The land (usually a strip) acquired for or devoted to highway transportation purposes.

Roundabout – An unsignalized intersection with a circulatory roadway around a central island with all entering vehicles yielding to the circulating traffic.

Rural Planning Organization (RPO) – Planning entities for rural (non-MPO) areas of three to 15 counties (establishment is voluntary). Core roles include: 1) development and prioritization of transportation projects for input into the State Transportation Improvement Program (TIP); (2) coordination of local and regional multimodal transportation plans; (3) providing an information clearinghouse (information resource center); and, (4) providing a mechanism for meaningful public participation.

Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) – Congressional act authorizing federal surface transportation

programs for highways, highway safety, and transit for the five-year period from 2005-2009.

Scoping – The process of establishing the principal issues to be addressed in an environmental impact assessment.

Secondary and Cumulative Effects – See Indirect and Cumulative Impacts.

Service Interchange – A junction between a freeway and a secondary roadway.

Service Road – A public or private road, auxiliary to and normally located parallel to a controlled access facility or arterial that maintains local road continuity and provides access to parcels adjacent to the controlled access facility or arterial.

Shared Access – A single access connection serving two or more adjoining lots or parcels.

Shoulder – The portion of the roadway contiguous to the traveled way for accommodation of stopped vehicles, for emergency use, and for lateral support of the roadway.

Square Loops – Also known as "quadrant interchange", is an interchange which consists of converting a full movement intersection into a grade separation and provides a quadrant roadway connecting the two streets, thus creating two new intersections. By dividing the movements of a single full movement intersection into two full movement intersections the overall efficiency is improved.

Stakeholder – Individuals, communities, government agencies, private organizations, nongovernmental organizations or others having a legitimate interest or "stake" in both the process and outcomes of a project.

Statewide Transportation Plan – Formally known as North Carolina's Long-Range Multimodal Transportation Plan, it is the state's plan which identifies and evaluates a full spectrum of future transportation needs and potential solutions by mode and by function. The overriding purpose of this Statewide Transportation Plan is to establish a long-range blueprint for transportation investment in North Carolina. The Statewide Transportation Plan also provides a balanced picture of the state's transportation challenges and opportunities based on anticipated resources, projected passenger and freight movement needs, and estimated improvement costs. The end result is a preferred North Carolina transportation investment strategy for the next 25 years.

STRAHNET – The Department of Defense's Strategic Highway Network for moving military personnel and equipment.

Strategic Highway Corridors (SHC) – A set of primarily existing highway corridors that exemplify the long-term potential to serve passenger and freight movemen; in a high-

speed manner. These facilities, upon some level of improvement, will substantially increase the mobility and connectivity of travel to destinations within and just outside North Carolina, while helping foster economic prosperity and promoting environmental stewardship. The Board of Transportation adopted the SHC concept as a part of the Statewide Transportation Plan in September 2004.

Superfund – The common name used for the trust fund or process established under the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) to clean up hazardous waste sites across the country. Also used to in the context of a cleanup site that has been place on the National Priorities List (e.g. a Superfund site).

Superstreet – The common name for an intersection design on a divided highway in an urban area in which a right turn, followed by a u-turn, replaces a prohibited left turn or through movement. Motorists using the major highway have the ability to turn right and (usually) left onto the minor street. Motorists on the side street can only to turn right onto the major highway, then must proceed to median crossover at least 800 feet downstream, make a u-turn on the major highway followed by a right onto the minor street to continue on "through" the intersection (if applicable). The intersections and median crossovers may be signalized. A similar design with directional crossovers, median u-turns, and no traffic signals is used in rural areas.

System Interchange – A junction between two intersecting freeways.

Thoroughfare – A facility with a functional purpose of moderate to low mobility and high access. The facility has no control of access, traffic signals, driveways with full movements, and a minimum of 2 travel lanes without a median. Connections are provided primarily at at-grade intersections.

Transportation Equity Act for the 21st Century (TEA-21) – Congressional act authorizing federal surface transportation programs for highways, highway safety, and transit for the six-year period from 1998-2003.

Transportation Improvement Program (TIP) – Federally-mandated, fiscally constrained schedule that prioritizes transportation projects and studies of regional or statewide significance that covers a minimum period of three years. (7 years in North Carolina.) A short-term, fiscally constrained program of multimodal transportation projects for metropolitan areas. It documents the anticipated timing, cost, and rationale for transportation improvements to be made in the region. It translates recommendations from the long-range transportation plan into a short-term program of improvements. The MPO generally prepares and updates the TIP every year (but is only required to do so every 2 years) in cooperation with the state transportation and public transit operators. MPOs, federal transportation agencies, and the Governor must approve the program.

Travel Demand – A measure of transportation activity. Specifically for highways, the number of vehicles desiring to use a particular facility.

Travel Demand Management (TDM) – A system of actions whose purpose is to alleviate traffic problems through improved management of vehicle trip demand. These actions, which are primarily directed at commuter travel, are structured to either reduce the dependence on and use of single-occupant vehicles, or to alter the timing of travel to other, less congested time periods. Simply stated, the purpose of travel demand management is to maximize the movement of "people," not vehicles, within the transportation system.

Truck Traffic Percentages – The percentage of trucks of the total number vehicles using a highway.

Vehicle Miles Traveled (VMT) – A measure of highway use; measures the total miles traveled by all vehicles in the area for a specified time period (one vehicle traveling one mile is one vehicle-mile).

Weaving – The crossing of two or more traffic streams traveling in the same direction along a significant length of highway, without the aid of traffic control devices (except for guide signs).

Wetlands – Areas that are inundated or saturated by surface water or groundwater at a frequency and duration sufficient to support, and under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions.

Zoning – Process in physical planning, or the results thereof, in which specific functions or uses are assigned to certain areas (for example, industrial zones, residential areas).

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NCDOT Acronyms

A

AADT	Annual Average Daily Traffic	
AAH	Adopt-a-Highway	
AAMVA	American Association of Motor Vehicle Administrators	http://www.aamva.org/
AASHTO	American Association of State Highway & Transportation Officials	http://www.aashto.org/
ABAND	Abandoned	
ABC	Aggregate Base Course	
AC	Acre	
ACBC	Asphalt Concrete Base Course	
ACEC	American Council of Engineering Companies	
ACI	American Concrete Institute	
ACIC	Asphalt Concrete Intermediate Course	
ACOE	Army Corps of Engineers	
ACS	Auxiliary Coordinate System	
ACSC	Asphalt Concrete Surface Course	
ACTT	Accelerated Construction Technology Transfer	
AD	Arterial Design Side Slope	
ADA	Americans with Disabilities Act	
ADT	Average Daily Traffic	
AEC	Area of Environmental Concern	
AETC	All Electronic Toll Collection	
AFV	Alternative Fuel Vehicles	
AG	Attorney General	
AGC	Associated General Contractors of America	
AH	Ahead	

AICP	American Institute of Certified Planners
AISC	American Institute of Steel Construction
ALPR	Automatic License Plate Recognition
ANSI	American National Standards Institute
AP or APPR	Approach
APE	Area of Potential Effect
API	American Petroleum Institute
APL	Approved Product List
ARA	American Railway Association
ARC	Appalachian Regional Commission
ARC	Aviation Rulemaking Committee
ARID	Attribute Road Inventory Data
ASCE	American Society of Civil Engineers
ASHE	American Society of Highway Engineers
ASPH	Asphalt
AST	Asphalt Surface Treatment
ASTM	American Society for Testing & Materials
AT-1	Anchor Terminal
ATC	Alternative Technical Concepts
ATE	Area Traffic Engineer
ATS	Average Travel Speed
AUE	Aerial Utility Easement
AWSC	All-Way Stop-Controlled
AZ	Azimuth

B

B	Bridge Projects (B-1234)
BA	Biological Assessment

BAFO	Best and Final Offer	
BEACON	Building Enterprise Access for North Carolina's Core Operation Needs	https://mybeacon.its.state.nc.us/irj/portal
BEG	Begin	
BIA	Bureau of Indian Affairs	http://www.bia.gov/
BIC	Buried in Cut	
BK	Back	
BL	Base Line	
BM	Bench Mark	
BMP	Best Management Practices	
BMR	Bar Metal Rails	
BMU	Bridge Management Unit	
BPF	Blows per Foot	
BRG	Bridge	
BS	Backsight	
BSIP	Business System Information Portal	
BST	Bituminous Surface Treatment	
BW	Barrier Wall or Barbed Wire (Fence)	

C

C	Congestion Mitigation Projects (C-1234)	
C&D	Cease & Desist Order	
CA or C/A	Control of Access	
CAB	Capital Appreciation Bonds	
CADD	Computer Aided Design Drawing	
CAMA	Coastal Area Management Act	
CAMPO	Capitol Area Metropolitan Planning Organization	http://www.campo-nc.us/
CAP	Corrective Action Plan	

CAPA	Carolina Asphalt Paving Association
CAT	Capital Area Transit
CAT-1	Cable Anchor Terminal
CATV	Cable Television
CB	Catch Basin
CBD	Central Business District
CBOM	Contract Bill of Materials
CC	Center of Curve or Compound Curve
CCC or 3C	Continuing Comprehensive Cooperatively
CCFR	Curb Cut for Future Wheelchair Ramp
CCP	Coal Combustion Products
CCPCUA	Central Coastal Plain Capacity Use Area
CCR	Coal Combustion Residuals
CCTV	Closed Circuit Television
CD	Collector / Distributor
CE	Categorical Exclusion
CEAP	Civil Engineering Awareness Program
CEC	Cation Exchange Capacity
CEI	Construction Engineering & Inspection
CEQ	Council on Environmental Quality
CFI	Combined Field Inspection
CFR	Code of Federal Regulations
CG or C&G	Curb and Gutter
CGIA	Center for Geographic Information and Analysis
CGR	Cable Guide Rail
CIA	Community Impact Assessment or Community Impact Area
CIB	Current Interest Bonds

CICA	Continuing Immediate Corrective Action
CII	Construction Industry Institute
CIP	Cast in Place
CIW	Citizen's Information Workshop
CL	Center Line or Chain Linked (Fence)
CLOMR	Conditional Letter of Map Revision
CM	Construction Manager
CMAQ	Congestion Mitigation Air Quality
CMB	Concrete Median Barrier
CMP	Corrugated Metal Pipe
CMS	Changeable Message Sign
CO	Certificate of Occupancy
COGO	Coordinate Geometry
CONC	Concrete
CONSTR	Construction
COTS	Commercial Off the Shelf
CP	Concurrence Point
CPESC	Certified Professional in Erosion and Sediment Control
CPI	Continuous Process Improvement
CPM	Certified Public Manager
CPM	Critical Path Method
CPSWQ	Certified Professional in Storm Water Quality
CPT	Cone Penetration Test
CQC	Contractor Quality Control
CRC	Coastal Resource Commission
CRI	Criteria
CRSI	Concrete Reinforcing Steel Institute

CS	Corrugated Steel
CS	Curve to Spiral
CSP	Corrugated Steel Pipe
CSR	Culvert Survey Report
CSS	Context Sensitive Solution
CT	Center
CTBC	Cement Treated Base Course
CTE	Center for Transportation and the Environment
CTP	Comprehensive Transportation Plan
CVS	Certified Value Specialist
CWA	Clean Water Act

D

D	Directional Split or Factor
DB	Design-Build
DBB	Design-Bid-Build
DBE	Disadvantaged Business Enterprise
DBEC	Design-Build Executive Committee
DBIA	Design-Build Institute of America
DBT	Design-Build Team
DCIA	Demographic Community Impact Area
DCM	Division of Coastal Management
DCP	Dynamic Cone Penetrometer
DDE	Drainage Ditch Excavation
DEIS	Draft Environmental Impact Statement
DEM	Digital Elevation Model
DENR	Department of Environmental and Natural Resources

DET	Detour Design	
DHV	Design Hourly Volume	
DI	Drop Inlet	
DIP	Ductile Iron Pipe	
DLR	Division of Land Resources	
DLT	Dual Left Turns	
DMD	Double Meridian Distance	
DMS	Dynamic Message Signs	
DMV	Division of Motor Vehicles	https://inside.ncdot.gov/DMV/default.aspx
DOD	(US) Department of Defense	
DOH	Division of Highways	
DOT	Department of Transportation	
DP	Deficiency Points	
DPI	Department of Public Instruction	
DSA	Detailed Study Alternatives	
DTCD	Drop Type Concrete Drive	
DTE	Division Traffic Engineer	
DTM	Digital Terrain Model	
DW or D/W	Driveway	
DWQ	Division of Water Quality	

E

E	East or Eastern or Easting | English | Enhancement Project Roadside (E-1234)
EA	Environmental Assessment
EBL	East Bound Lane
EC	Erosion Control
ECHS	Executive Committee for Highway Safety
ECM	Enterprise Content Management

ECRM	Enterprise Content and Records Management
EDM	Electronic Distance Measurement
EEP	Ecosystem Enhancement Program
EFH	Essential Fish Habitat
EIS	Environmental Impact Statement
EIS	Environmental Impact Statement (Draft and Final)
EL	Elevation
EMB	Embankment
EMS	Emergency Medical Services
EMS	Environmental Management Service
END	Ending
EOP	Edge of Pavement
EOT	Edge of Travel Lane
EPA	Environmental Protection Agency
EQN	Equation
ESA	Endangered Species Act
ESA	Environmentally Sensitive Area
ESA	Environmental Site Assessment
ESALs	Equivalent Single Axle Loads
EST	Estimated
ETC	Electronic Toll Collection
ETJ	Extra Territorial jurisdiction
EW	Earthwork
EXC	Excavation
EXIST	Existing

F

F	Ferry Projects (F-1234)	
FAA	Federal Aviation Administration	
FD	Freeway Design (Side Slope)	
FDPS	Full Depth Paved Shoulder	
FEIS	Final Environmental Impact Statement	
FEMA	Federal Emergency Management Agency	http://www.fema.gov/
FES	Flared End Section	
FF	Filter Fabric	
FFI	Final Field Inspection	
FFS	Free Flow Speed	
fhv	Heavy Vehicle Factor	
FHWA	Federal Highway Administration	http://www.fhwa.dot.gov/
FIRMs	Flood Insurance Rate Maps	
FLP	Federal Lands Program	
FLUSA	Future Land Use Study Area	
FMEA	Failure Mode and Effects Analysis	
FMIS	Fiscal Management Information System	
FMLA	Family Medical Leave Act	
FOB	Free on Board	
FONSI	Finding of No Significant Impact	
fp	Driver Population Factor	
FPPA	Farmland Protection Policy Act	
FRA	Federal Railroad Administration	http://www.fra.dot.gov/
FS	Feasibility Study	
FS	Foresight	
FSC	Federal Species of Concern	

Ft	Foot or Feet	
FTA	Federal Transit Administration	http://www.fta.dot.gov/
FTS	File Transfer System	https://fts.dot.state.nc.us/
FueltaCS	Fuel Tax Collection System	
FWD	Falling Weight Deflectometer	

G

GDI	Grated Drop Inlet	
GHSP	Governor's Highway Safety Program	
GI	Graded Inlet	
GIS	Geographical Information System	
GMP	Guaranteed Maximum Price	
GP	Grade Point	
GPK	Geopack files	
GPR	Ground Penetrating Radar	
GPS	Global Positioning System	
GR	Guard Rail	
GRAU	Guardrail Anchor Unit	
GS	General Statute	
GTAC	GIS Technical Advisory Committee	

H

HAR	Highway Advisory Radio	
HARN	High Accuracy Reference Network	
HCM	Highway Capacity Manual	
HCS	Highway Capacity Software	
HCS	Highway Capacity Software	
HDPE	High Density Polyethylene	

HEC RAS	Hydrologic Engineering Center - River Analysis System
HI	Height of Instrument
HiCAMS	Highway Construction and Materials System
HLA	High Level Assessment
HMA	Hot Mix Asphalt
HMR	Hearing Map Review
HOV	High Occupancy Vehicle
HPC	High Performance Concrete
HPMS	Highway Performance Monitoring System
HPO	Historic Preservation Office
HQW	High Quality Waters
HSP	Highway Stormwater Program
HT	Height
HUB	Historically Underutilized Businesses
HUC	Hydrologic Unit Code
HV	Heavy Vehicle
HYD	Hydraulic

I

I	Interstate or Interstate Projects (I-1234)
IAU	Impact Attenuator Unit
ICA	Immediate Corrective Action
ICE	Indirect & Cumulative Effects
ICI	Indirect & Cumulative Impact(s)
ICPM	Initial Critical Path Method
ICT	Intermediate Contract Time
IDAS	ITS Deployment Analysis System
IDP	Individual Development Plan

IM	Interstate Maintenance	
IMAP	Incident Management Assistance Patrol	
IMPACT	Information Management Public Affairs, Construction and Traffic Control	
IN	Inch	
IPL	In Place Length	
ISTEA	Intermodal Surface Transportation Efficiency Act	
IT	Information Technology	http://www.ncdot.gov/it/
ITE	Institute of Transportation Engineers	http://www.ite.org/
ITRE	Institute for Transportation Research & Education	http://itre.ncsu.edu/
ITS	Intelligent Transportation Systems	

J

JB	Junction Box	
JCT	Junction	
JD	Jurisdictional Determination	
JMF	Job Mix Formula	
JTOC	Joint Transportation Oversight Committee	

K

K	Rest Area Projects (K-1234)	
KM	Kilometer	

L

L off	Length of Runoff	
L out	Length of Tangent Runout	
LADA	Location and Design Approval Letter	
LARS	Linear Referencing Attribute Reporting System	
LC	Long Chord	

LD	Local Design (Side Slope)
LEDPA	Least Environmentally Damaging Practicable Alternative
LEED	Leadership in Energy and Environmental Design
LiDAR	Light Detection and Ranging
LMC	Latex Modified Concrete
LMDA	Leadership and Management Development Association
LOC	Location and Surveys | Limits of Construction
LOI	Letter of Interest
LOMR	Letter of Map Revision
LOP	Letter of Permission
LOS	Level of Service
LP	Loop (-LPA-, -LPD-)
LPA	Local Public Agency
LRFD	Load and Resistance Factor Design
LRS	Linear Referencing System
LRTP	Long Range Transportation Plan
LSA	Limited Service Agreement
LT	Left

M

M	Meter or Metric or Median Anchor Unit (M-350)
MANLAA	May Affect, Not Likely to Adversely Affect
MAT	Material
MBE	Minority Business Enterprises
MBT	Modified Bulb Tee
MCI	Monolithic Concrete Island
MD	Middle
MDI	Median Drop Inlet (also see GDI)

MDNDS	Median Ditch Slope
MDS	Masonry Drainage Structure
MH	Man Hole
MHW	Mean High Water
MI	Mile
MMS	Maintenance Management System
MMTF	Multi-Modal Transportation Facility
MOA	Memorandum of Agreement
MOD	Modified
MOE	Maintenance of Effort
MOE	Measures of Effectiveness
MOT	Maintenance of Traffic
MOU	Memorandum of Understanding
MPH	Miles per hour
MPO	Metropolitan Planning Organization
MPT	Magnetic Particle Testing
MRG	Maximum Relative Gradient
MRTDM	Metroline Regional Traffic Demand Model
MSDS	Material Safety Data Sheets
MSE	Mechanically Stabilized Earthwalls
MSL	Mean Sea Level
MTV	Material Transfer Vehicle
MUMPO	Mecklenburg-Union Metropolitan Planning Organization
MUTCD	Manual on Uniform Traffic Control Devices
MVD	Microwave Vehicle Detectors
MVM	Million(s) of Vehicle-Mile(s)
MVR	Motor Vehicle Registration

N

N	North or Northern or Northing	
NAAQS	National Ambient Air Quality Standards	
NAC	Noise Abatement Criteria	
NAD	North American Datum (+ MSL datum year: NAD 83)	
NADO	National Association of Development Organizations	
NAPA	National Asphalt Paving Association	
NAVD	North American Vertical Datum	
NB(L)	North Bound (Lane)	
NC	Normal Crown or North Carolina (Route Number)	
NCAC	North Carolina Administrative Code	
NCAR	North Carolina Accountability Report	
NCAT	National Center for Asphalt Technology	
NCDENR	North Carolina Department of Environment and National Resources	http://portal.ncdenr.org/web/guest/
NCDMF	North Carolina Division of Marine Fisheries	http://www.ncfisheries.net/
NCDOT	North Carolina Department of Transportation	
NCEES	National Council of Examiners for Engineering and Surveying	
NCFMP	North Carolina Floodplain Mapping Program	
NCHRP	National Cooperative Highway Research Program	
NCMIN	North Carolina Multimodal Investment Network	
NCNHP	North Carolina Natural Heritage Program	
NCR	Non-Compliance Report	
NCTA	North Carolina Turnpike Authority	http://www.ncturnpike.org/
NCUTLO	National Committee on Uniform Traffic Laws & Ordinances	
NCWRC	North Carolina Wildlife Resources Commission	

NDI	Narrow Slot Drop Inlet	
NEE	Net Ecosystem Exchange	
NEPA	National Environmental Policy Act	
NEU	Natural Environment Unit	
NFA	Bridge Replacement Off-Federal-Aid System	
NFAM	Municipal Bridge Replacement Program	
NHI	National Highway Institute	
NHP	National Heritage Program	
NHPN	National Highway Planning Network	
NHS	National Highway System	
NHTSA	National Highway Traffic Safety Administration	http://www.nhtsa.gov/
NMA	National Management Association	
NMFS	National Marine Fisheries Service	
NOAA	National Oceanic and Atmospheric Administration	http://www.noaa.gov/
NOV	Notice of Violation	
NPDES	National Pollutant Discharge Elimination System	
NPHQ	National Partnership for Highway Quality	
NPOAG	National Parks Overflights Advisory Group	
NPS	National Park Service	
NR	National Register	
NRCS	Natural Resources Conservation Service	
NRT	National Recreational Trails	
NRTR	Natural Resources Technical Reports	
NSW	Nutrient Sensitive Waters	
NTOC	National Transportation Operation Coalition	
NTP	Notice to Proceed	
NTS	Not to Scale	

NTSB	National Transportation Safety Board	http://www.ntsb.gov/
NTU	Nephelometric Turbidity Units	
NWI	National Wetlands Inventory	
NWP	Nationwide Permit	

O

O&D	Origin and Destination (Survey)	
OBD	On-Board Diagnostics	
OCR	Optical Character Recognition	
OEQ	Office of Environmental Quality	
OGAFC	Open Graded Asphalt Friction Course	
OJT	On-the-Job Training	
ONE	Office of Natural Environment	
ORT	Open Road Tolling	
ORW	Outstanding Resource Waters	
OS	Outside of Study	
OSBM	Office of State Budget, and Management	http://www.osbm.state.nc.us/
OSHA	Occupational Safety and Health Administration	http://www.osha.gov/
OSM	Office of Surface Mining	
OSP	Office of State Personnel	http://www.osp.state.nc.us/

P

P	Passenger Rail Projects (P-1234) or Passenger (Car)
PADL	Permeable Asphalt Drainage Layer
PAM	Polyacrylamide
PART	Piedmont Area Rapid Transit
PAT	Pattern Lines
PC	Passenger Car

PCB	Portable Concrete Barrier
PCBB	Prestressed Concrete Box Beam (Unit)
PCE	Programmatic Categorical Exclusion
PCMS	Portable Changeable Message Sign
PCN	Pre-Construction Notification
PDA	Performance Dashboard & Appraisal
PDA	Pile Driving Analyzer
PDE	Permanent Drainage Easement
PDEA	Project Development and Environmental Analysis
PDF	Portable Document Format
PDPS	Partial Depth Pavement Shoulder
PE	Professional Engineer
PEF	Private Engineering Firm
PEP	Product Evaluation Process
PERT	Program Evaluation and Review Technique
PFI	Preliminary Field Inspection
PFL	Profile Sheets File (.PFL)
PGL	Profile Grade Line
PGL	Profile Grade Line
PHF	Peak Hour Factor
PI	Plasticity Index
PI	Pont of Intersection
PINC	Point of Intersection No Curve
PIS	Point of Intersection for Spirals
PLF	Personalized Auto License Plate Fund
PLN	Existing Topography File (.PLN)
PLS	Professional Land Surveyor

PM	Performance Metrics
PMEM	Polymer-Modified Emulsion Membrane
PMP	Pavement Marking Plans
PMP	Project Management Professional
PMP	Public Manager Program
PMR	Post Hearing Map Review
PMS	Portable Message Signs
POC	Proof of Concept
POC	Point on Curve
POT	Point on Tangent
PPC	Precast Prestressed Concrete
PPP	Public-Private-Partnerships
PRC	Point of Reverse Curve
PRL	Property Graphics File (.PRL)
PRO	Profile
PROP	Proposed
PRS or RS	Point of Reverse Spiral
PS	Paved Shoulder
PS&E	Plans, Specifications, and Cost Estimate
PSA	Preliminary Site Assessment
PSH	Preformed Scour Hole
PSH	Plan Sheets
PSP	Project Special Provisions
PT	Point of Tangency or Point
PTSF	Percent Time-Spent-Following
PUD	Planned Unit Development
PUE	Permanent Utility Easement

PVC	Point of Vertical Intersection
PVI	Point of Vertical Intersection
PVMT	Pavement
PVMT SCHL	Pavement Schedule
PVT	Point of Vertical Tangency

Q

QA	Quality Assurance
QC	Quality Control
QCP	Quality Control Plan
QMP	Quality Management Plan
QMS	Quality Management System
QPL	Qualified Products List

R

R	Rural Projects (R-1234) or Radius
RA	Risk Assessment
RAP	Reclaimed Asphalt Pavement
RAS	Reclaimed Asphalt Shingle
RB	Regional Business
RC	Rapid Curing
RC	Remove Adverse Crown, Reverse Crown, or Reverse Curve
RCBC	Reinforced Concrete Box Culvert
RCL	Reduced Candidate List
RCP	Reinforced Concrete Pipe
RCRA	Resource Conservation and Recovery Act
RCW	Red-Cockaded Woodpecker
RDM	Roadway Design Manual

REINF	Reinforced
REM	Remove
REPL	Replace
RESURF	Resurface
RET	Retain
REU	Roadside Environmental Unit
REV	Revised Topo from Photogrammetry
RFC	Release for Construction
RFI	Request for Information
RFID	Radio Frequency Identification
RFP	Request for Proposals
RFQ	Request for Qualifications
RGP	Regional General Permit
RM	Raised Median
ROD	Record of Decision
ROW	Right of Way
RP	Ramp (-RPA-, -RPD-)
RPO	Rural Planning Organization
RPOB	Recycled Plastic Offset Blocks
RR	Railroad
RR	Railroad or Rip Rap or Rub Rail
RRR or 3R	Resurfacing, Restoration, and Rehabilitation
RS	Reverse Spiral
RT	Right
RTCD	Radius Type Concrete Drive
RTE	Regional Transportation Engineer
RTOR	Right Turn on Red

RTP	Research Triangle Park
RTUT	Right Turn Followed by U-Turn
RW or R/W	Right of Way

S

S	State Construction
S	South or Southern or Southing | Scenic Beautification Projects (S-1234)
SA	Supplemental Agreements
SABC	Sand Asphalt Base Course
SADLS	State Automated Driver License System
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SAP	Systems and Applications in Data Processing
SASC	Sand Asphalt Surface Course
SASHTO	Southeastern Association of State Highway & Transportation Officials http://www.sashto.org/
SAU	Structure Anchor Unit
SAV	Submerged Aquatic Vegetation
SAVE	Society of American Value Engineers
SB (L)	South Bound (Lane)
SBE	Small Business Enterprise
SBG	Shoulder Berm Gutter
SC	Special Commercial
SCC	Sedimentation Control Commission
SCS	Survey Control Sheets
SCS	Spiral Curve Spiral
SDV	Spatial Data Viewer
SE	Super Elevation (Rate)

SEANC	State Employees Association of North Carolina
SEE	Social, Economic, and Environmental
SEP	Strategic Energy Plan
SEPA	State Environmental Policy Act
SFY	State Fiscal Year
SG	Safety Grant
SHA	State Highway Agency
SHC	Strategic Highway Corridor
SHC	Strategic Highway Corridors
SHP	Shape File
SHPO	State Historic Preservation Officer
SHRP	Strategic Highway Research Program
SHSP	Strategic Highway Safety Plan
SI	Systeme International (French) | Hazard Elimination Projects (SI-1234)
SIP	State Implementation Plan
SIPF	Stay In Place Form
SLT	Short-Listed Teams
SMC	Strategic Management Committee
SMO	Schedule Management Office
SNHA	Significant Natural Heritage Area
SOQ	Statement of Qualifications
SP	Shear Point or Super Pave
SPCA	Sedimentation Pollution Control Act
SPD	Shear Point Diagram
SPDI	Single Point Diamond Interchange
SPECS	Specification, Proposals, Estimating, Contract System
SPI	Spiral

SPT	Standard Penetration Test
SPUI	Single Point Urban Interchange
SR	Secondary Road
SR	Sufficiency Rating
SR	Service Road or Secondary Road
SREC	Structure Recommendations
SRW	Segmental Retaining Wall
SS	Temporary Slope Stake File
SSTI	Smart State Transportation Initiative
ST	Spiral to Tangent (Point)
STA	Station
STaRS	Schedule Tracking and Reporting System
STARS	State Titling And Registration System
STBC	Soil Type Base Course
STD	State Transportation Department
STD	Standard
STIP	Surface Transportation Improvement Program
STPDA	Surface Transportation Program, Direct Attributable
STPE	Surface Transport Program, Enhancement
STR	Structure
STRAHNET	Strategic Highway Network
SUE	Subsurface Utility Engineering
SUM	Summary Sheets File
Superpave	SUperior PERforming Asphalt PAVEments
SUT	Single Unit Truck
SV	Single Vehicle
SYB	Symbol

T

T	Tangent or Truck Volume (ADT)
T&E	Threatened and Endangered
TAA	Take Appropriate Action
TAZ	Traffic Analysis Zones
TB	Top of Bank
TB	Traffic Bearing
TBDI	Traffic Bearing Drop Inlet
TBJB	Traffic Bearing Juction Box
TBM	Temporary Bench Mark
TCE	Temporary Construction Easement
TCEO	Traffic Congestion and Engineering Operations
TCM	Transportation Control Measures
TCP	Traffic Control Plans
TDE	Temporary Drainage Easement
TDF	Tire-Derived Fuel
TDI	Tight Diamond Interchange
TDM	Travel or Transportation Demand Management
TDP	Time, Distance, and Place
TEA-21	Transportation Equity Act for the 21st Century
TEASS	Traffic Engineering Accident Analysis System
TEMP	Temporary
TEPPL	Traffic Engineering Policies, Practices, and Legal Authority
TER	Truck Escape Ramps
TERM	Terminator
TES	Terminal End Section

TESSB	Traffic Engineering & Safety Systems Branch	
TIA	Traffic Impact Analysis	
TIFIA	Transportation Infrastructure Finance & Innovation Act	
TIGER	Transportation Investment Generating Economic Recovery	
TIMS	Traveler Information Management System	
TIN	Triangulated Irregular Network	
TIP	Transportation Improvement Program	
TIS	Traffic Impact Study	
TJCOG	Triangle J Council of Governments	
TMC	Transportation or Traffic Management Center	
TMT	Transformation Management Team	
TND	Traditional Neighborhood Development	
TNM	Traffic Noise Model	
TO	Task Order	
TP	Turning Point	
TR	Trailing	
TRB	Transportation Research Board	http://www.trb.org/Main/Home.aspx
TRC	Technical Review Committee	
TS	Tangent to Spiral (Point) or Typical Section	
TSF	Temporary Silt Fence	
TSH	Title Sheet	
TSM	Transportation Systems Management	
TSR	Retained Tensile Strength	
TSW	Truck Size and Weight	
TT	Turning Template	
TTA	Triangle Transit Authority	

TTST	Truck Tractor Semi-Trailer	
TWG	Technical Work Group	
TWLTL	Two-Way Left Turn Lane	
TWSC	Two-Way Stop-Controlled	
TYP	Typical Sections Details	

U

UA	Utility Agreement	
UAPR	Utility Analysis and Preliminary Routing	
UBWC	Ultrathin Bonded Wearing Course	
UHPC	Ultra-High Performance Concrete	
URA	Utilities Relocation Agreement	
USCOE	United States Army Corp of Engineers	http://www.usace.army.mil/Pages/default.aspx
USEPA	Unites States Environmental Protection Agency	http://www.epa.gov/
USFWS	United States Fish and Wildlife Service	http://www.fws.gov/
USGS	U.S. Geological Stream	
USGS	US Geodetic Survey or US Geological Survey	
UST	Underground Storage Tanks	
UTL	Utility File	
UTs	Unnamed Tributaries	

V

V	(Velocity) Design Speed	
VC	Vertical Curve	
VECP	Value Engineering Change Proposal	
VII	Vehicle Infrastructure Integration	
VMT	Vehicle Miles Traveled	

VPD	Vehicles Per Day	
VPS	Vehicle Positioning Systems	
VSL	Variable Speed Limits	
VTM	Voids in Total Mix	
VTPD	Vehicle Trips Per Day	

W

W	West or Western or Westing | Hazard Elimination Projects (W-1234)	
WB	Wheel Base	
WBE	Women Business Enterprises	
WBL	West Bound Lane	
WBS	Work Breakdown Structure	
WCC	Wheelchair Ramp Curb Cut	
WCR	Wheelchair Ramp	
WIM	Weigh-in-Motion	
WLB	Wetland Limit Boundary	
WRC	Wildlife Resources Commission	http://www.ncwildlife.org/
WTAT	Wet Track Abrasion Test	
WW or WWF	Woven Wire or Woven Wire Fence	

X

XS or XSECT	Cross Section	

Y

Y	Passenger Rail Projects (Y-1234)	

Z

Z	Passenger Rail Projects (Z-1234)	

SENATE

PAGES ATTENDING

Date & Time: 2-10 8:30

Committee: Joint: DOT Room: 1228

PLEASE PRINT LEGIBILY!!!!!

Page Name	Hometown	Sponsoring Senator
1 Ben Marklin	Mocksville	Senator Brock
2		
3		
4		
5		
6		
7		
8		
9		

Do not add additional names below the grid.

Pages: Please present this form to either the Committee Clerk at the meeting or a Sgt. at Arms.

HOUSE

Tuesday, February 10	Room	Time
APPROPRIATIONS, TRANSPORTATION (JOINT)	1228/1327	8:30 am

Name	County	
Kaila Ramos	Cumberland	Rick Glazier

HOUSE PAGES

NAME OF COMMITTEE Comm. on Agric. Transp DATE 2/10/2015

1. Name: _____

   County: _____

   Sponsor: _____

2. Name: _____

   County: _____

   Sponsor: _____

3. Name: _____

   County: _____

   Sponsor: _____

4. Name: _____

   County: _____

   Sponsor: _____

5. Name: _____

   County: _____

   Sponsor: _____

SGT-AT-ARM

1. Name: _____
2. Name: _____
3. Name: _____
4. Name: _____

Committee Sergeants at Arms

NAME OF COMMITTEE Jt. Committee on Appropriation, Transportation

DATE: 2/10/15 Room: 1228/1327

House Sgt-At Arms:

1. Name: Carlton Adams, Jr.
2. Name: Joe D. Austin
3. Name: Martha Gaddison
4. Name: _____
5. Name: _____

Senate Sgt-At Arms:

1. Name: Terry BARNHART
2. Name: Steve WILSON
3. Name: _____
4. Name: _____
5. Name: _____

VISITOR REGISTRATION SHEET

Appropriations Committee on Transportation — 2/10/16

Name of Committee — **Date**

VISITORS: PLEASE SIGN IN BELOW AND RETURN TO COMMITTEE CLERK

NAME	FIRM OR AGENCY AND ADDRESS
Kate Asquith	SELC
Berry Jenkins	Carolinas AGC
John Handi	MF&S
Erin Jones	TWC
Sarah Hardin	CTR
Susan Harris	NCDTSEA
Reggie Flythe	NCDPI
Isabel Villa-Garcia	UCAIR
Kevin LeCount	SEANC

VISITOR REGISTRATION SHEET

Appropriations Committee on Transportation — 2/10/15

Name of Committee — **Date**

VISITORS: PLEASE SIGN IN BELOW AND RETURN TO COMMITTEE CLERK

NAME	FIRM OR AGENCY AND ADDRESS
[signature]	NCRMA
[signature]	CSX
[signature]	NCDOT
[signature]	NCAA
Bruce Mildwurf	NCSBA

VISITOR REGISTRATION SHEET

Appropriations Committee on Transportation — 2/10/15

Name of Committee — **Date**

VISITORS: PLEASE SIGN IN BELOW AND RETURN TO COMMITTEE CLERK

NAME	FIRM OR AGENCY AND ADDRESS
Travis Huling	NCGA
Jake Coghlon	NC Chamber
Trey Raborn	ABT
AL Milak	NC Dept. of Revenue
Rhian Merwald	Williams Mullen
Susan Pullium	NCDOT
Adam Banks	Safron Law
Andy Walsh	SA
Andy Chase	KMA
Robert Broome	NCAR
Jackie Cecutt	NSS

VISITOR REGISTRATION SHEET

Appropriations Committee on Transportation — 2/10/15

Name of Committee — **Date**

VISITORS: PLEASE SIGN IN BELOW AND RETURN TO COMMITTEE CLERK

NAME	FIRM OR AGENCY AND ADDRESS
Kristen Vastel	SSGNC
Crystal Collins	NC Trucking Assn.
Kelly Thomas	DMV
Al Inman	TWC News
Andy Munn	Speaker's Office
Mike Holder	DOT - DOH
Reston Jones	NCDOT
MARY JERNIGAN	NCDOT
Rudy Lupton	NCDOT
Jeff Mann	NCDOT
R Munn	RARC - LPAC · NCMA

Joint Appropriations Committee on Transportation
Tuesday, February 24, 2015 at 8:30
Room 1228/1327 LB

MINUTES

The Joint Appropriations Committee on Transportation met at 8:30 a. m. on February 24, 2015 in Room 1228/1327. Representatives, Bumgardner, Ford, Iler, Shepard, Terry, Tine, and Torbett and Senator Daniel, Rabon, Gunn, Ford attended.

Representative Phil Shepard presided and called the meeting to order and recognized the Sergeants-at-arms staff and the Pages for the meeting.

Chairman Shepard recognized the presenters from NCDOT and they presented the Transportation Revenue Options to the committee, as follows:

Burt Tasaico, State Program Analysis Engineer, Department of Transportation (Attachment 1) and Mike Holder, Chief Engineer, Department of Transportation (Attachment 2)

Questions were asked by the committee and answered by the presenters and Bobby Lewis, Chief of Staff for the Department of Transportation.

The meeting adjourned at 9:55 a.m.

Representative Phil Shepard
Presiding

Pamela Pate, Committee Clerk

NORTH CAROLINA HOUSE OF REPRESENTATIVES
JOINT COMMITTEE MEETING NOTICE
AND
BILL SPONSOR NOTIFICATION
2015-2016 SESSION

You are hereby notified that the **House Committee on Appropriations, Transportation** will meet **JOINTLY** as follows:

DAY & DATE: Tuesday, February 24, 2015
TIME: **8:30 AM**
LOCATION: **1228/1327 LB**
COMMENTS: **Representative Shepard, presiding**

Respectfully,

Representative Frank Iler, Co-Chair
Representative Phil Shepard, Co-Chair
Representative Paul Tine, Co-Chair
Representative John A. Torbett, Co-Chair

I hereby certify this notice was filed by the committee assistant at the following offices at 3:50 PM on Thursday, February 19, 2015.

___ Principal Clerk
___ Reading Clerk – House Chamber

Pamela Pate (Committee Assistant)

Joint Appropriations Committee on Transportation

February 24, 2015
8:30 a.m.
Room 1228/1327 LB

Agenda

Chairs:	Representative John Torbett	Senator Bill Rabon
	Representative Phil Shepard, Chairing	Senator Wesley Meredith
	Representative Frank Iler	
	Representative Paul Tine	

- Call to Order

- Transportation Revenue Options

  Burt Tasaico, State Program Analysis Engineer
  Department of Transportation

  Mike Holder, Chief Engineer
  Department of Transportation

Next meeting: DOT Overview - Wednesday, February 25, 8:30 a.m.

Attachment (1)

North Carolina
DEPARTMENT OF TRANSPORTATION

Joint Appropriations Committee on Transportation

Transportation Funding

H. Tasaico, PE
February 24, 2015

Meeting Outline

- State Transportation Funding Sources
  - Transportation Primer - Brief Recap
  - Revenue Outlook – 2 &10 years
  - DMV Fee Structure
    - Comparison to VA, SC, TN & GA
  - Electric & Hybrid Vehicle Revenues
- Transportation Revenue in Other States
- Funding Options

Present Funding

State Funding



Motor Fuel Tax 60%

Highway Use Tax 15%

Fees 25%



- No Political Appetite for National Solutions
- Up to States to Fix

Federal Funding (since 2008)



Motor Fuel Tax 70%

Fees 10%

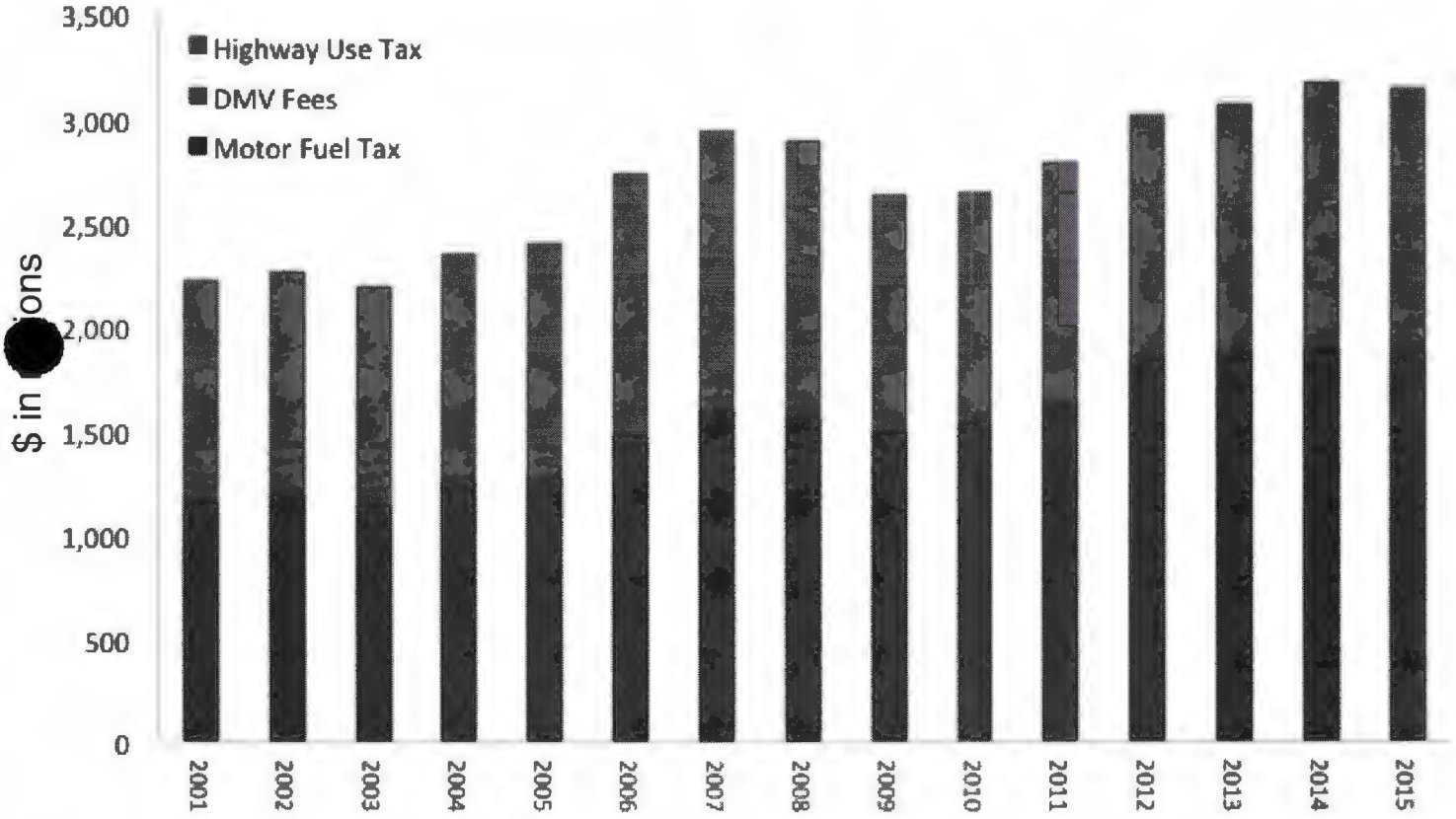
General Fund 20%

Revenue Variable and Data Sources

Source	Variables	Data Sources
Motor Fuel Tax	Rate	• US – EIA • Global Insight • Legislative
	Fuel Consumption	• In-House Model
DMV Fees	Rate	• General Statute
	Transactions	• Regression Analysis • Historical • NC Population Growth
Highway Use Tax	Rate	• General Statute
	Transactions	• Historical • NC Population Growth
	Vehicle Pricing	• Global Insight
Federal	Revenue	• Congressional Budget Office

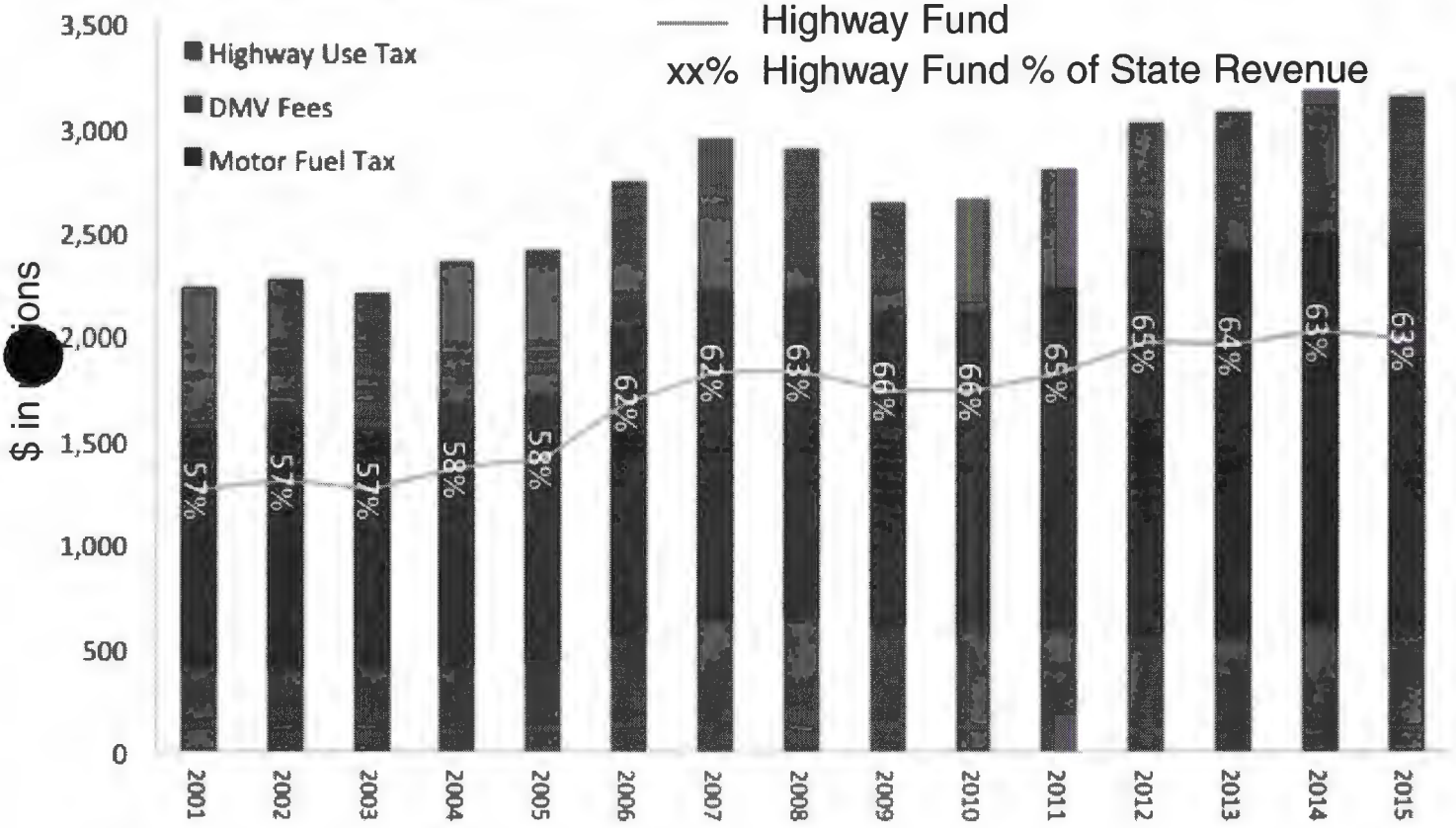
State Transportation Revenue Sources

(2001 - 2014 Actual & 2015 Estimated)



State Transportation Revenue Sources

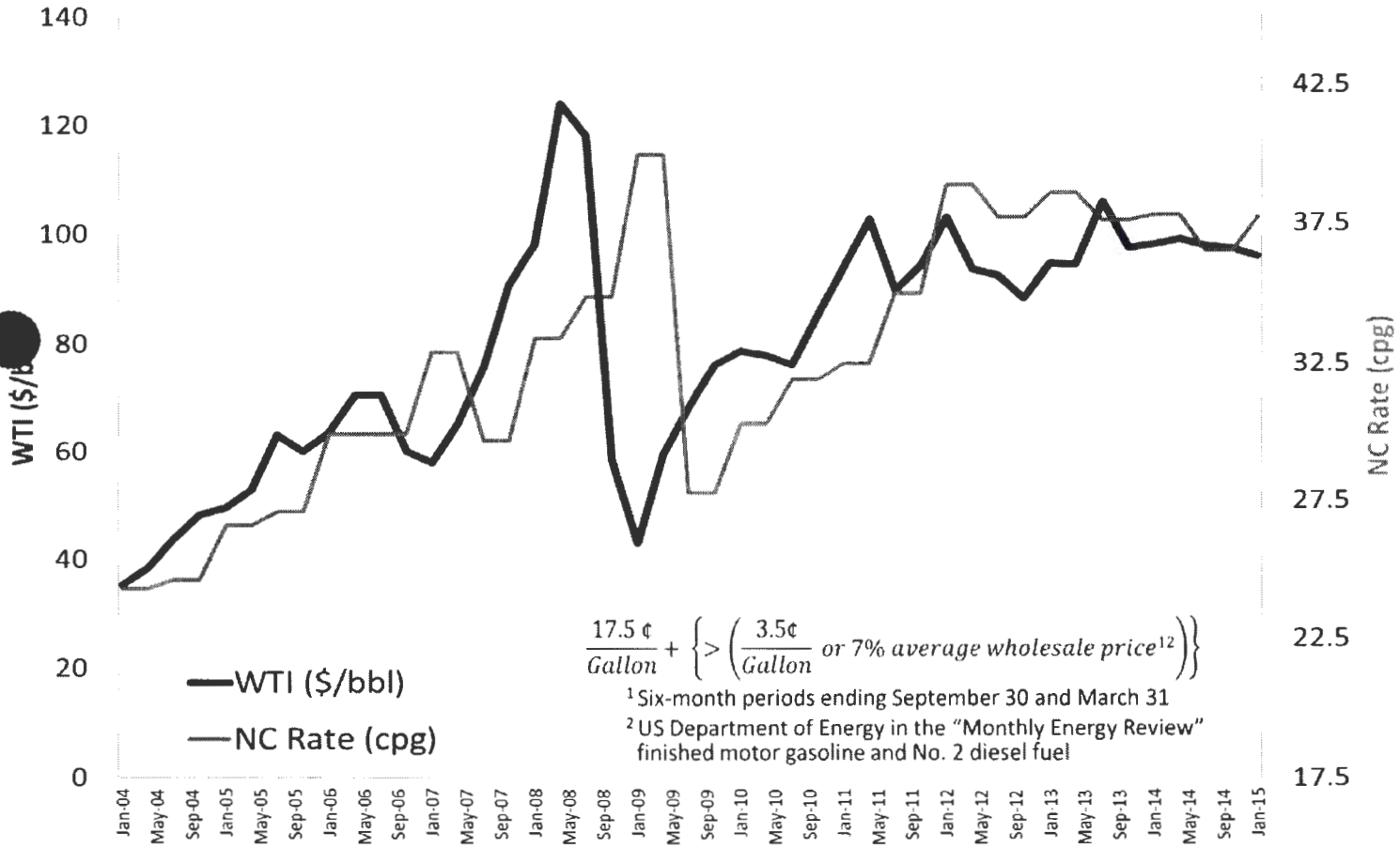
(2001 - 2014 Actual & 2015 Estimated)



North Carolina
DEPARTMENT OF TRANSPORTATION

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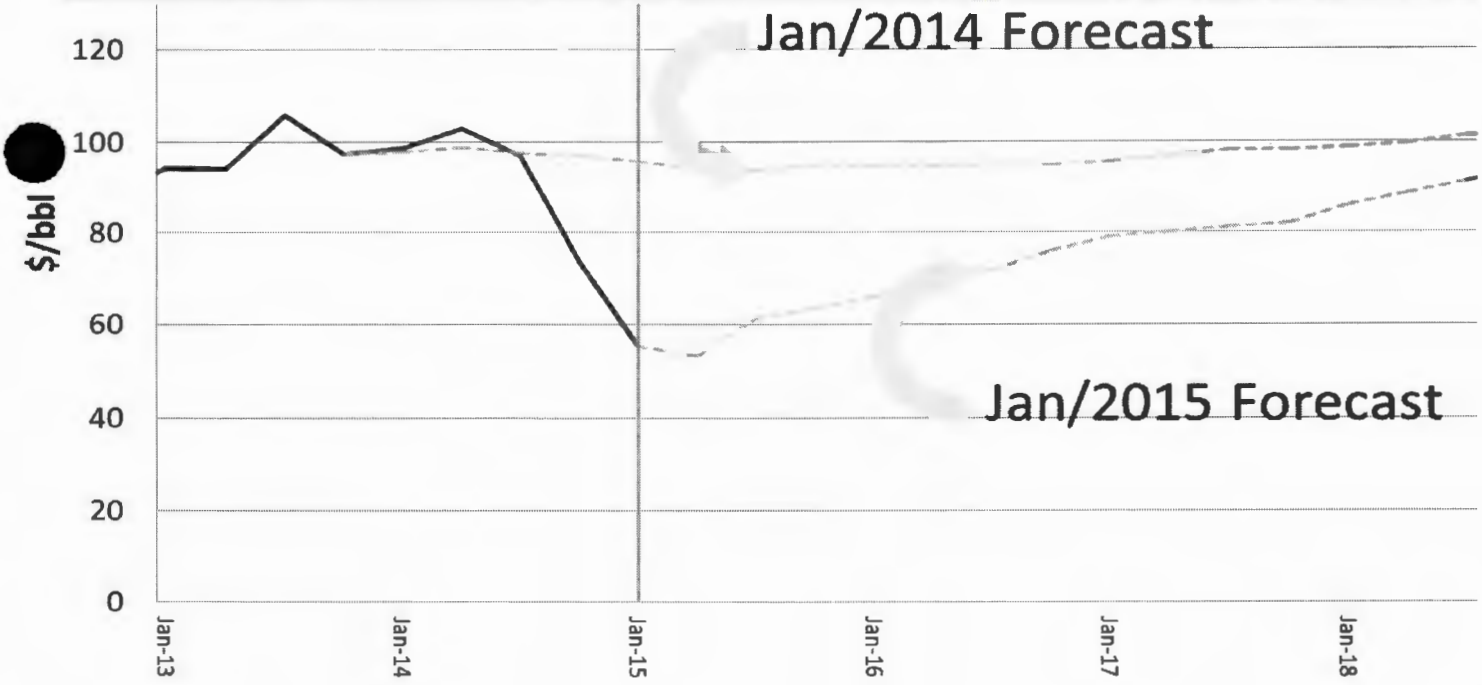
Crude Oil Prices (WTI) & NC MFT Rate



Crude Oil Forecast

Unknowns

How Low (price)	How Long (month)	Recovery Rate (slope)



Biennium – Sneak Preview (as of Jan/15)

	Rate	Volume	Price	Overall
Motor Fuel Taxes	↓	→	n/a	↓
DMV Fees	↔	→	n/a	→
Highway Use Tax	↔	↗	→	↗

2015 % Change

-7% 2016
-4% 2017

Revenue Variable and Data Sources

Source	Variables	Data Sources	10 Year Change
Motor Fuel Tax	Rate	• US – EIA • Global Insight • Legislative	
	Fuel Consumption	• In-House Model	
DMV Fees	Rate	• General Statute	
	Transactions	• Regression Analysis • Historical • NC Population Growth	
Highway Use Tax	Rate	• General Statute	
	Transactions	• Historical • NC Population Growth	
	Vehicle Pricing	• Global Insight	
Federal	Revenue	• Congressional Budget Office	

State Revenue Sources



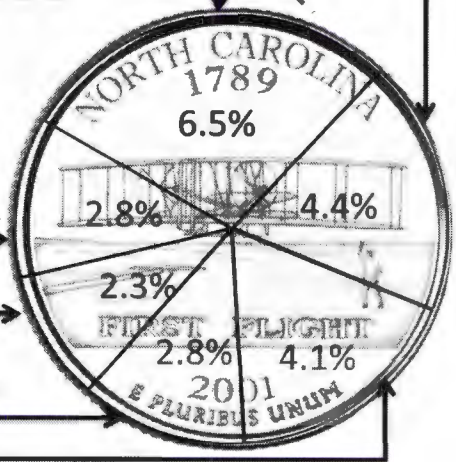
Motor Fuel Tax 60%

Highway Use Tax 15%

Fees 25%

Truck Registration

Vehicle Registration



Other - 21 Fees

International Registration Plan

Certificate of Title

Driver Licenses

NC Driver and Vehicle Fees

NC General Statutes – Chapter 20
Found at http://www.ncdot.gov/dmv/fees/
25+ DMV Fee Revenue Categories
Single Revenue Category – multiple fees

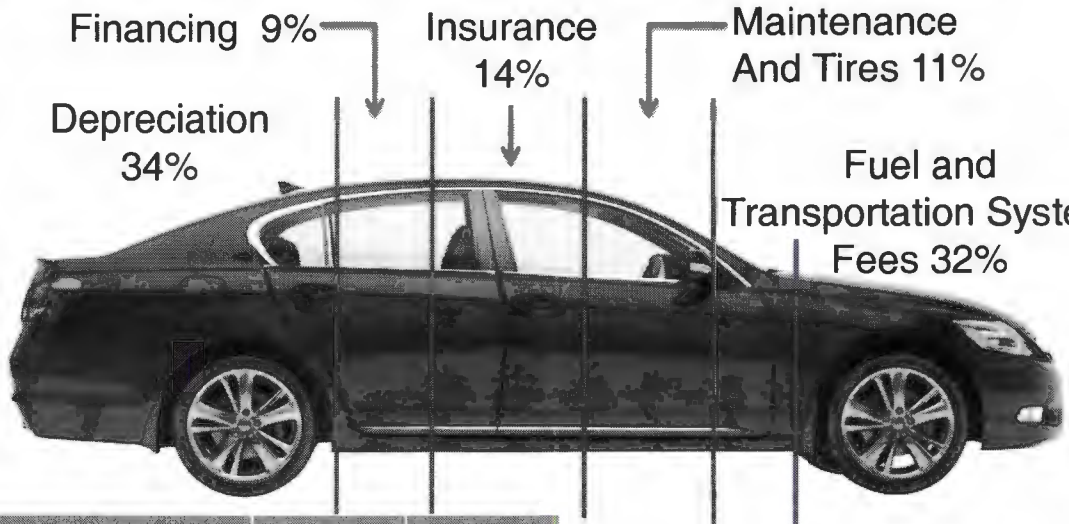
Driver License Fees	Application	Class A	Class B	Class C	Learner Permit	Duplicate	Endorsement	Temporary	Provisional	Limited	Limited Provisional
Driver		X	X	X		X	X				
Learner					X	X	X				
Commercial	X	X	X	X	X	X	X				
Graduated						X		X	X	X	X

North Carolina
DEPARTMENT OF TRANSPORTATION

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Vehicle Ownership - $7,100/year



Transportation System Fees (9%)	%	Annual
Fuel Taxes	66	$422
DMV Fees	15	$96
Civil Penalties	1	$6
Highway Use Tax	13	$83
Other	5	$32
Total		$640

nc> North Carolina Chamber
A force for business.

ITRE

Comparison – Annual Costs ($)

	NC	VA	SC	TN	GA
Motor Fuel Tax – Gas (cpg)	37.5	19.88	16.0	20.0	26.53
Diesel (cpg)	37.5	23.38	16.0	17.0	30.1
Local (cpg)				1 .0	
Surcharge (%)					4
[1]Motor Fuel Tax Cost ($)	281.25	152.23	120.00	150.75	206.93
Driver License ($)	4.00	4.00	2.50	3.90	4.00
Title Fee ($)	8.00	2.00	3.00	2.30	3.60
Local Tax ($)				41.35	
Vehicle Registration	28.00	40.75	24.00	24.00	20.00
Highway Use Tax Rate (%)	3.00	4.05	5.00	7.00	7.00
Trade-In	Yes		Yes	Yes	Yes
Cap ($)			300		
[2]Highway Use Tax Cost ($)	150.00	243.00	60.00	350.00	350.00
Total (rounded)	$471	$442	$210	$572	$585

Assumptions
[1]Mileage 15,000
[1]MPG 20

[2]Vehicle Price $30,000
[2]Trade-in $5,000
[2]Ownership (years) 5

NC Vehicle Registration – 2014

Approximately 8.8 million vehicles

- 66% Autos
- 20% Trucks (≈50% <4,000 lbs.)
- 11% Trailers
- 3% Other (motorcycles, RV, buses, etc.)

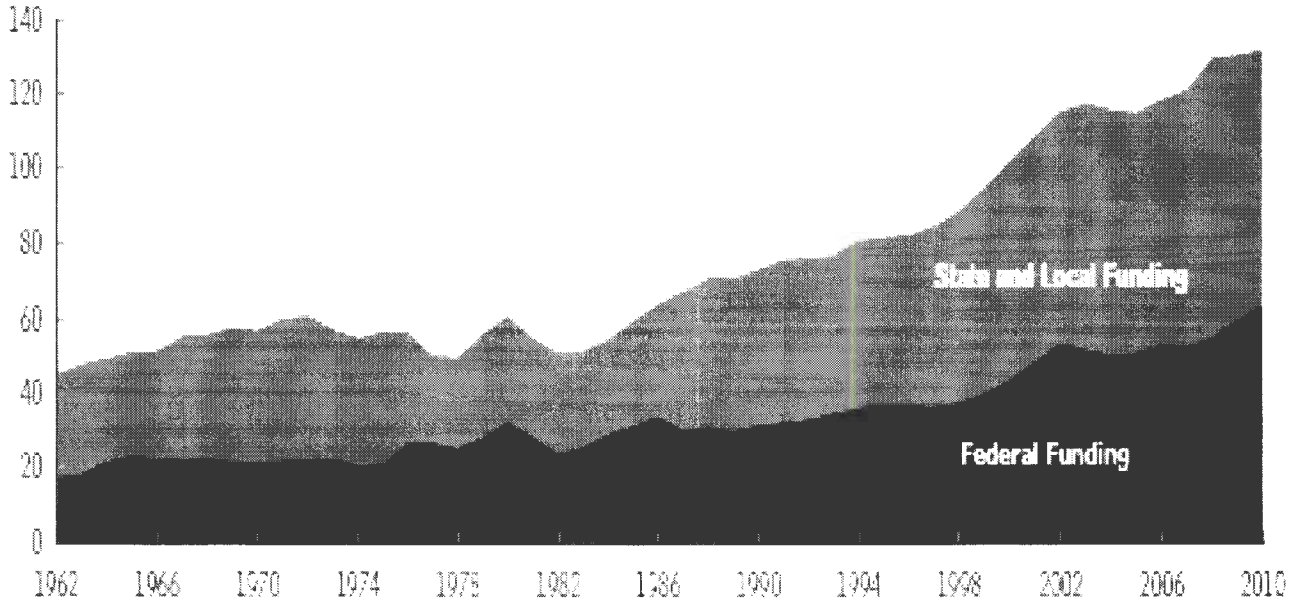
Vehicle Type	2014	Annual Increase	
	Approx.	2009-14	2015-20
Electric	2,000	40%	11%
Hybrid	40,000	30%	8%

North Carolina
DEPARTMENT OF TRANSPORTATION

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Transportation Infrastructure Investment

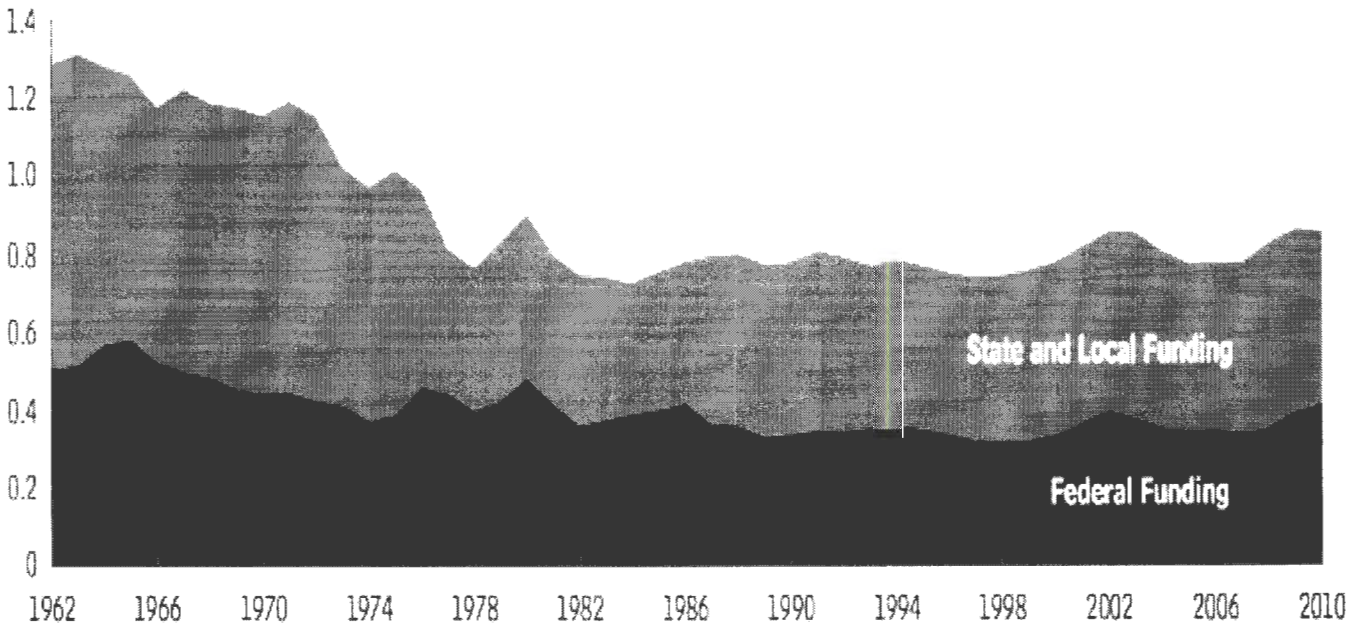
Billions of 2012 Dollars



CBO – December 2013

Growing Funding Need

Percentage of Gross Domestic Product



CBO – December 2013

State Revenue Sources



State Revenue Sources



Sources North Carolina participates in are indicated in red

States are Seeking Transportation Funding and Finance

Traditional Funding Options	Less Traditional Options
• Gas taxes • Other taxes on motor fuels • Motor vehicle fees • Tolls	• Distance-based fee • Taxes on alternative fuels
Finance Solutions that borrow against or otherwise leverage revenues	
• Bonds • Federal credit assistance	• State infrastructure banks • Public-private partnerships

Legislation Attempted for Increased Transportation Revenue



Actively considered (but not enacted) in 2013-2014 sessions

Source: Transportation for America

Successful in Increasing Transportation Revenue

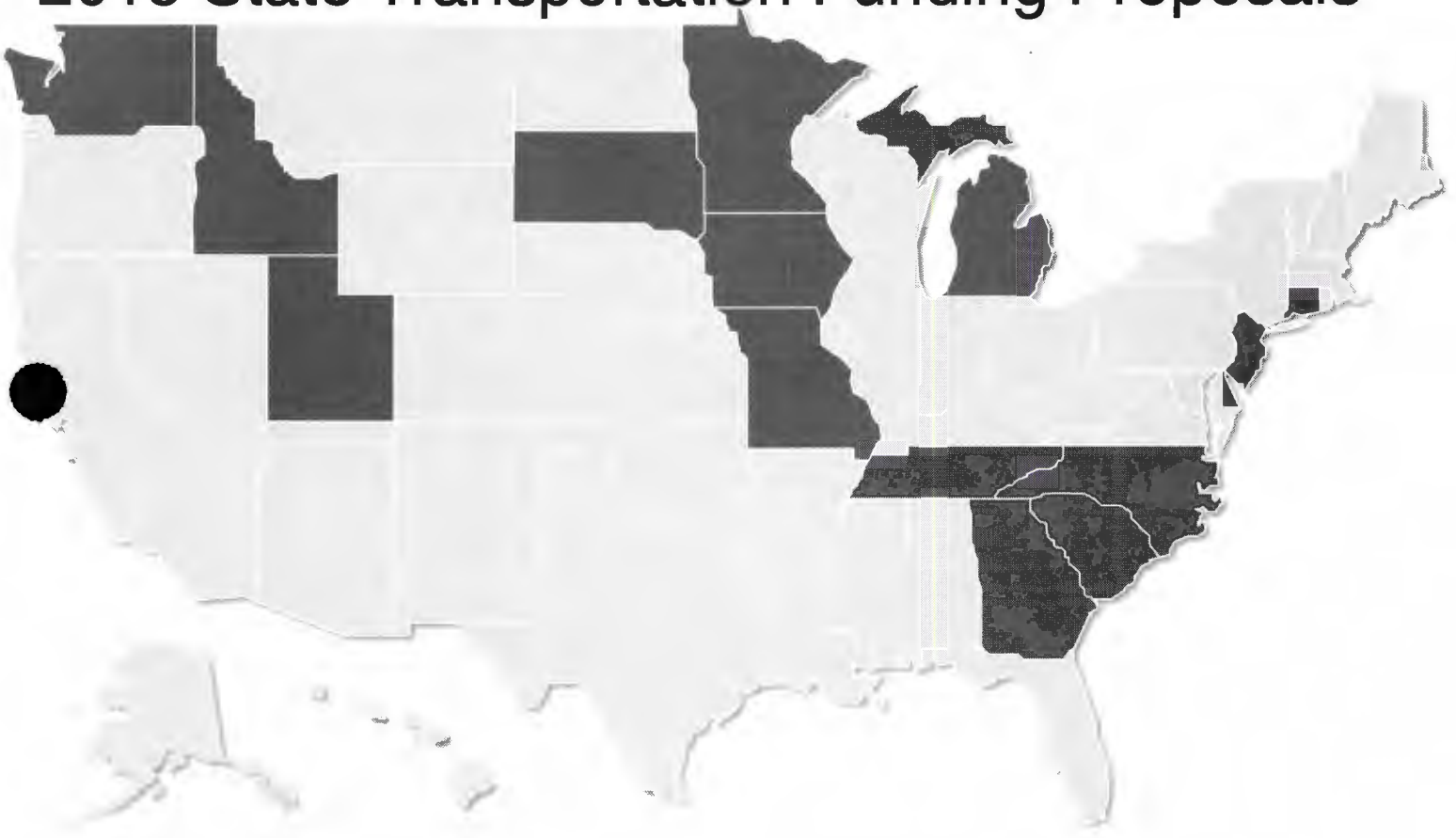


Source: Transportation for America

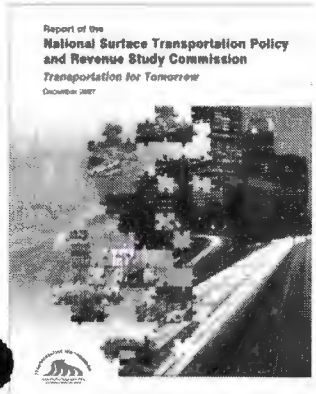
North Carolina
DEPARTMENT OF TRANSPORTATION

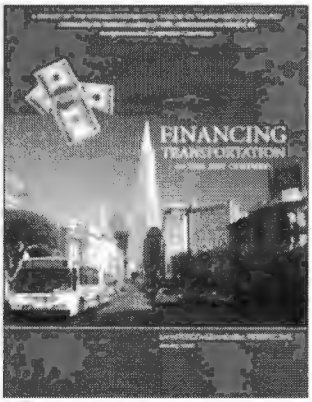
ncdot.gov

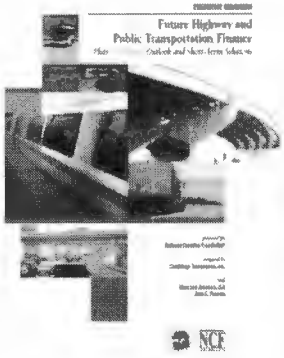
2015 State Transportation Funding Proposals



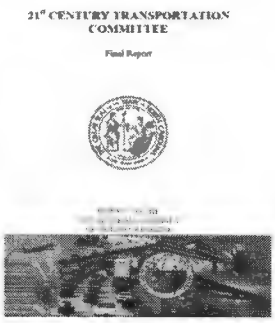
Previous Revenue Studies

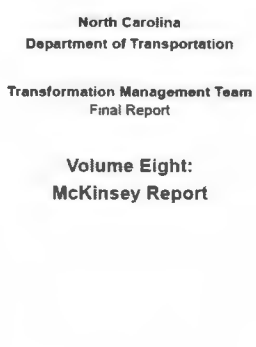


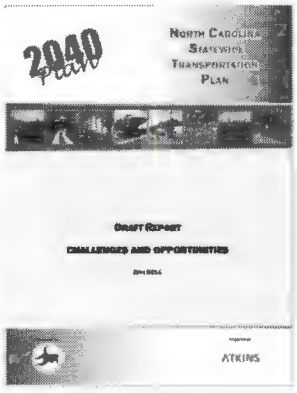




National





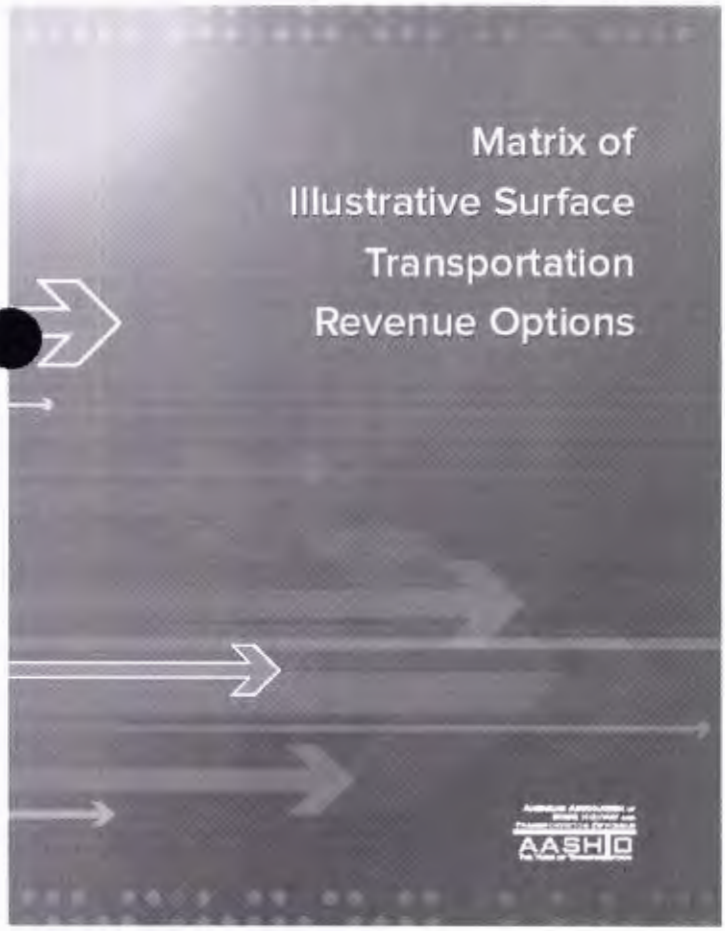


State

North Carolina
DEPARTMENT OF TRANSPORTATION

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AASHTO – Revenue Options



Matrix of Illustrative Surface Transportation Revenue Options

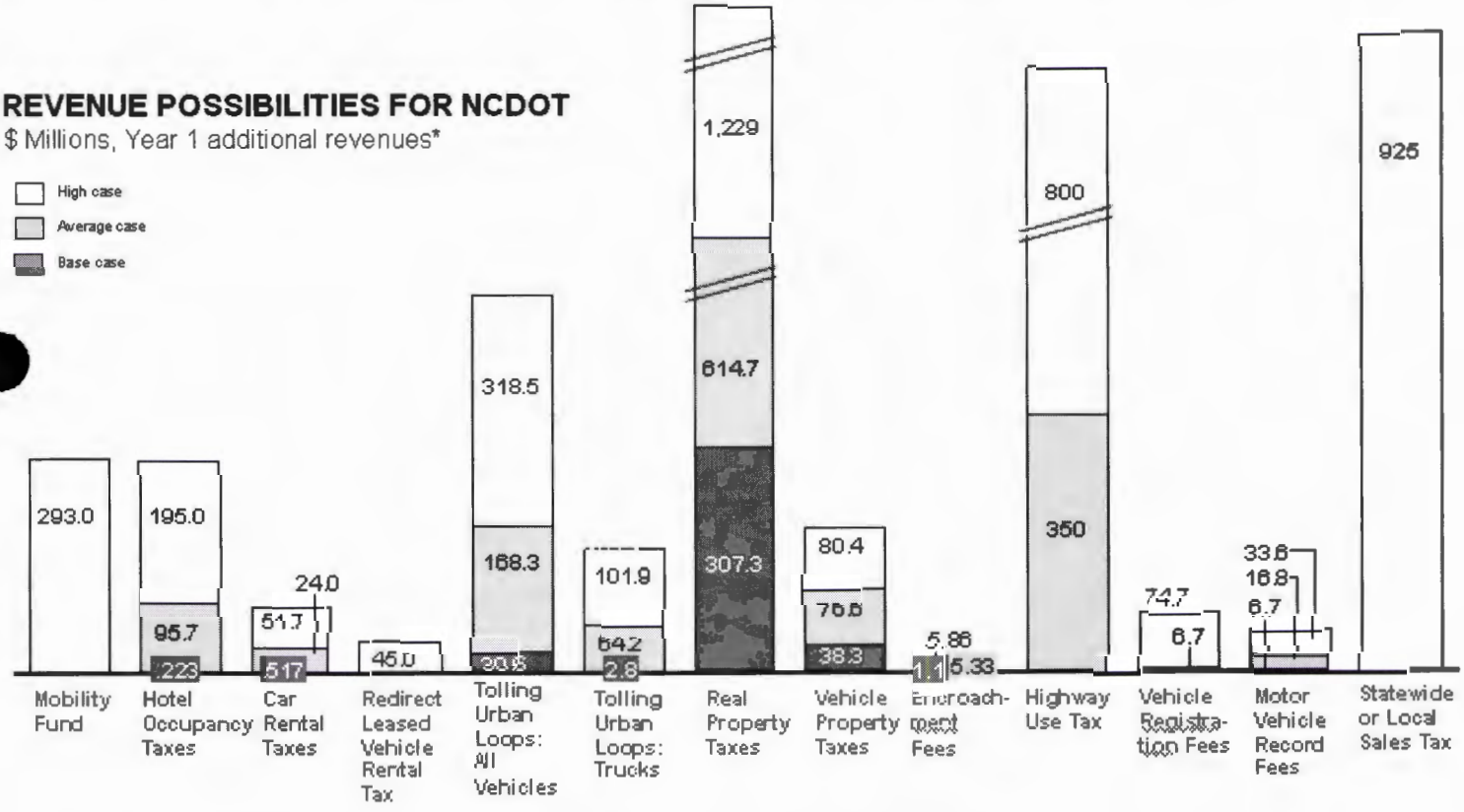
Existing Highway Trust Fund Revenue Mechanisms	Illustrative Rate or Percentage Increase	Definition of Mechanism/Increase	$ in billions: Assumed	$ in billions: Total Forecast 2015–2025
Motor Fuel Tax—Diesel	[illegible]	¢/gal increase in current rate (approx. 10% increase in total rate)	$6.54	$41.79
Motor Fuel Tax—Gas	[illegible]	¢/gal increase in current rate (approx. 10% increase in total rate)	$13.21	$76.12
Heavy Vehicle Use Tax	[illegible]	Increase in current revenues, structure not defined	$0.56	$3.42
Sales Tax—Trucks and Trailers	10%	Increase in current revenues, structure not defined	$0.33	$2.19
Tire Tax—Trucks	[illegible]	Increase in current revenues, structure not defined	$0.04	$0.23
Potential Highway User Fees Revenue Mechanisms	**Illustrative Rate or Percentage Increase**	**Definition of Mechanism/Increase**	**2014 Yield**	**Total Cumulative Yield 2015–2025***
Container Tax	$10.00	Dollar per TEU	$0.66	$4.26
Customs Revenues	0.03%	Increase in reallocation of current revenues, structure not defined	$1.80	$11.60
Drivers License Surcharge	$5.00	Dollar annually	$1.08	$6.98
Freight Bill—Truck Only	0.9%	Percent of gross freight revenues (primary shipments only)	$3.07	$19.80
Freight Bill—All Modes	0.9%	Percent of gross freight revenues (primary shipments only)	$3.80	$24.48
Freight Charge—Ton (Truck Only)	[illegible]	¢/ton of domestic shipments	$1.17	$7.54
Freight Charge—Ton (All Modes)	[illegible]	¢/ton of domestic shipments	$1.44	$9.29
Freight Charge—Ton-Mile (Truck Only)	[illegible]	¢/ton-mile of domestic shipments	$1.41	$9.10
Freight Charge—Ton-Mile (All Modes)	[illegible]	¢/ton-mile of domestic shipments	$3.48	$22.42
Harbor Maintenance Tax	25.0%	Increase in reallocation of current revenues, structure not defined	$0.43	$2.79
Imported Oil Tax	$2.50	Dollar/barrel	$5.76	$37.09
Income Tax—Business	1.0%	Increase in reallocation of current revenues, structure not defined	$2.79	$18.00
Income Tax—Personal	0.4%	Increase in reallocation of current revenues, structure not defined	$6.70	$43.16
Motor Fuel Tax Indexing to CPI—Diesel	–	¢/gal excise tax	–	$6.22
Motor Fuel Tax Indexing to CPI—Gas	–	¢/gal excise tax	–	$14.63
Oil, Gas, and Minerals Receipts	25.0%	Increase in reallocation of current revenues, structure not defined	$2.20	$14.20
Registration Fee—Electric LDVs	$100.00	Dollar annually	$0.01	$0.06
Registration Fee—Hybrid LDVs	$65.00	Dollar annually	$0.17	$1.12
Registration Fee—Light Duty Vehicles	$14.00	Dollar annually	$3.57	$23.11
Registration Fee—Trucks	$160.00	Dollar annually	$1.63	$10.54
Registration Fee—All vehicles	$27.00	Dollar annually	$4.98	$32.29
Sales Tax—Auto-related Parts & Services	1.0%	Percent of sales	$2.32	$15.04
Sales Tax—Bicycles	1.0%	Percent of sales	$0.06	$0.38
Sales Tax—Diesel	7.0%	Percent of sales (excl. excise taxes)	$0.68	$22.80
Sales Tax—Gas	5.0%	Percent of sales (excl. excise taxes)	$24.05	$155.66
Sales Tax—New Light Duty Vehicles	1.0%	Percent of sales	$2.41	$15.51
Sales Tax—New and Used Light Duty Vehicles	1.0%	Percent of sales	$3.46	$22.40
Tire Tax—Bicycles	$0.50	Dollar per bicycle tire	$0.08	$0.53
Tire Tax—Light Duty Vehicles	0.5%	Of sales of LDV tires	$0.35	$2.32
Transit Passenger Miles Traveled Fee	1.5¢	¢/passenger mile traveled on all transit modes	$0.84	$5.45
Vehicle Miles Traveled Fee—Light Duty Vehicles	1.0¢	¢/LDV vehicle mile traveled on all roads	$27.12	$174.98
Vehicle Miles Traveled Fee—Trucks	3.0¢	¢/truck vehicle mile traveled on all roads	$10.93	$70.75
Vehicle Miles Traveled Fee—All Vehicles	–	¢/vehicle mile traveled on all roads	$38.05	$245.73

21st Century Transportation Committee - Recommendations

Goal: $1 billion per year for the next 10 years

- Eliminate Transfers (HF and HTF)
- Implement VMT (Statewide and Local Option)
- Increase Highway Use Tax Rate and Class A & B caps
- Increase Passenger Vehicle Registration Fees
- Increase Stagger Registration Fees
- Consider Weight based Vehicle Registration Fees
- Consider Bond Referendum
- Allow Local Option Tax
- Implement Indexing DMV Fee Rates Structure
- Implement Statewide Interstate Tolling
- Implement Differential Fuel Tax Rates

McKinsey Report – Revenue Options



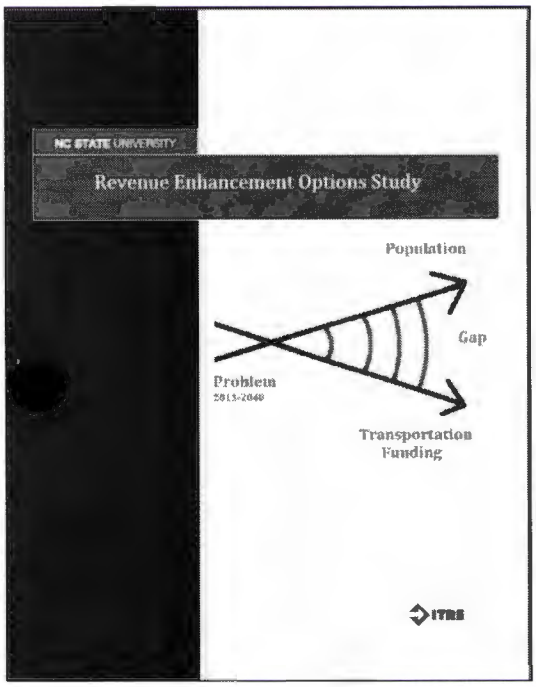
Legend = New Sources of Funding/Current Sources of Funding

* *Except Leveraging Debt, which measures additional revenues every other year over an 8-year period; and General Fund transfers, which measures average annual return over an 8-year period.*

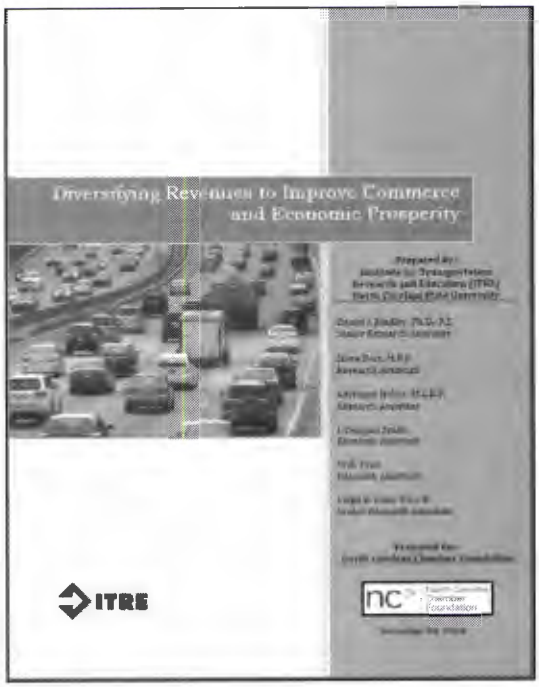
2040 Plan - Revenue Enhancement Options

Continue motor fuel tax indexing	$19 Billion
Increase registration/license fees	$6 Billion
Eliminate Highway Fund transfers	$4 Billion
Redirect vehicle lease fee to NCDOT	$1 Billion
Increase Highway Use Tax	$3 Billion
Local vehicle property tax	$1 Billion
Auto insurance surcharge	$12 Billion
Wholesale motor fuels tax	$12 Billion
Interstate tolling	$42 Billion
VMT Fee	$27 Billion

Recent Studies



Do we have a crisis?
Do we need a paradigm shift?
What are our best options?
What are our next steps?
Annotated Bibliography Supplement



Benefits of Infrastructure Investment
Infrastructure Spending Impacts
Annual Driving Expenses
Criteria for Ranking Revenue Options

Attachment (2)

North Carolina
DEPARTMENT OF TRANSPORTATION

Fees/Privatization/Sponsorship Opportunities

Mike Holder, PE, Chief Engineer

Appropriations, Transportation
February 24, 2015

Statutory Requirement

Section 34.17 of Budget Bill:

- Board of Transportation to study fees, sponsorship, and privatization to reduce public funds used on services provided by DOT
- Board must report to NCGA JLTOC by Dec. 1, 2014.

Report Recommendations: Fees

Development Fees

- Traffic Impact Analysis Reviews
- Commercial Driveway Permits
- Encroachment Reviews
- Subdivisions: plan and plat reviews, and on-site inspections

Table F-1

TRAFFIC IMPACT ANALYSIS FEE SCHEDULE

Description/Projected Average Trips Per Day of Site	Processing Fee
Category A – Uses with 10 - 3,000 TPD	$250
Category B - Uses with 3,000- 10,000 TPD	$1,000
Category C - Uses with 10,000-15,000 TPD	$3,000
Category D - Uses with above 15,000 TPD	$4,000

DRIVEWAY PERMIT APPLICATION FEE SCHEDULE

Driveway Permit application fee (Includes inpsection)	Trip Generation (Trips per day)			
	<1,500	1,500-3,000	3,000 - 15,000	> 15,000
	$150	$500	$1,000	$2,000
C/A Break	$2,000			
Median Break	$1,000			

FEE STRUCTURE FOR ENCROACHMENTS*

Encroachment Type	Agreement	Project Scope		
		Small	Medium	Large
Utility	16.1	0-1,000'	1,000'-2 miles	>2 miles
		$250	$500	$750
Non-Utility	16.1A	$200		
Widening, Curb & Gutter, Storm Drainage, etc.	16.1B	$500		
Piping Treated Effluent	16.1C	$200		
Interstate & Other C/A Highways	16.2	0-1,000'	1,000'-2 miles	>2 miles
		$250	$500	$1,000
Original Blanket Agreements	16.3, 16.4,16.5	$100		
Blanket Encroachment Authorization Letters	NA	$100		
Three-Party Agreements (Primary & Secondary Roadways)	16.6	0-500'	500'-1,000'	>1,000'
		$250	$500	$750
Three-Party Agreements (Interstate & Other C/A Highways)	16.6A	$250	$500	$1,000
Grading on ROW on Interstates & Other C/A Highways	16.7	0-1,000 CY Disturbed		$500
		>1,000 CY Disturbed		$1,000
		Material Removed From ROW		$1/CY

* Encroachment Fees do not apply to encroachments for single family dwellings.

SUBDIVISION REVIEWS FEE SCHEDULE

Activity	Processing Fee		
	Total Linear Feet of Roadway		
	< 5,000	5,000' - 15,000'	> 15,000'
Plan Review (Construction or As-Built)	$2,000	$3,500	$5,000
Inspection for Built to Standards (basic letter issue)	$500	$1,000	$1,500
Plat Review (Signed plat for Recordation)	$200	$275	$350
Petition fee for Road Addition	$150 flat fee		

Report Recommendations: Fees

Development Fees (Cost Recovery)

- Traffic Impact Analysis Reviews
  - New Fee Schedule – See Table F-1
  - Based on projected Trips Per Day generated by site
  - Ranges from $250 to $4,000
  - Existing fee: none
- Commercial Driveway Permits
  - New Fee Schedule – See Table F-1
  - Based on projected Trips per Day generated by site
  - Ranges from $150 to $2,000
  - Surcharges for Control of Access breaks or median breaks
  - Existing fee: $50

Report Recommendations: Fees

Development Fees (Cost Recovery)

- Encroachment Reviews
  - New Fee Schedule – See Table F-1
  - Based on type of encroachment, and in some cases length
  - Ranges from $100 to $1,000
- Subdivisions: plan and plat reviews, and on-site inspections
  - New Fee Schedule – See Table F-1
  - Based on linear feet of roadway
  - Ranges from $150 to $5,000
  - Existing Fee: none

Report Recommendations: Fees

Residential Driveways and Driveway Pipe Installation

- No fee proposed (no change)

Surplus Right of Way (ROW) Disposal/Control of Access (C/A) Revision (Cost Recovery)

- New Administrative Fee: $1,600
- Retain Appraisal Fee: $3,500 (approx)

45/yr ⇨ $72,000

Courses Offered to Private Sector (Cost Recovery)

- Increase fees to approximate cost per student
- Currently charge fees, but fees are too low
- Expected cost recovery : $90,000 annually

3000/yr ⇨ $90,000

Selective Vegetation Removal (Cost Recovery)

- Increase Fee to $600 (from $200) to cover costs

196/yr ⇨ $78,400

Report Recommendations: Fees

Outdoor Advertising (Cost Recovery)

- Increase New Permit Fee to $240 (from $120)
- Increase Annual Renewal Fee to $120 (from $60)

7,800/yr ➡ $235,000

Oversize/Overweight (OSOW) Loads (Cost Offset)

- Increase (from $12) to $17/dimension
- Increase Superload (from $3) to $4 per 1,000 lbs over 350K lbs

180,000/yr ➡ $1,480,000

House Moves (Cost Recovery)

- Increase individual permit fee to $100 (from $20) when no signals are involved
- Charge actual cost when signals are involved

322/yr ➡ $25,000

Crash Analysis Reports (Cost Recovery)

- New Flat Fee: $200/report
- Current Fee: none

1,500/yr ➡ $300,000

Report Recommendations: Sponsorships and Privatization

Sponsor-A-Highway (Litter Pickup) (Cost Avoidance)

- Expand to all Interstate/Primary
- Pilot for 7 Divisions now being expanded to 14 Divisions

Expand Sponsorship Program to Include Interchange Landscaping & Mowing (Cost Avoidance)

Advertise for Rest Area Sponsorships (Cost Offset)

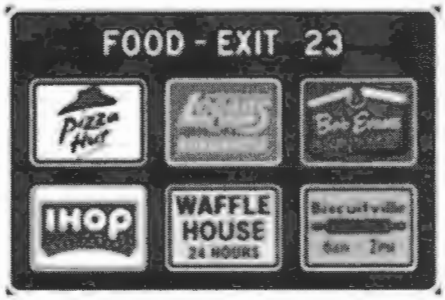
Logo Signs/Tourist-Oriented Destination Signs (TODS) Program – Revenue Generation

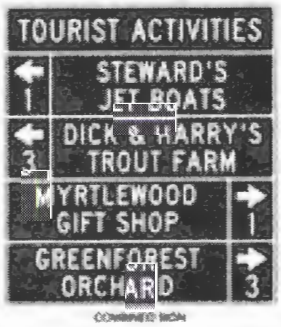
- Convert to revenue-generating program (requires legislative change)
- Privatize

Report Recommendations: Sponsorships and Privatization

Logo/TODS Program

- Convert to revenue-generating program (requires legislative change)
- Privatize





Report Recommendations: Other Cost Avoidance/Cost Recovery Opportunities

Subdivision Bridge Inspections – Cost Avoidance

- No fee proposed, but applicant must pay for inspection by a prequalified private engineering firm
- Current fee: none

Signals Required by Development – Cost Avoidance (existing program)

- Recover actual costs via agreement
- Same as existing process

Lease ROW to Telecommunication Companies – Revenue Generation

- Seek legislative change to authorize DOT to collect and retain revenue for use of ROW by telecommunication companies; Verizon agreement potential: $4M

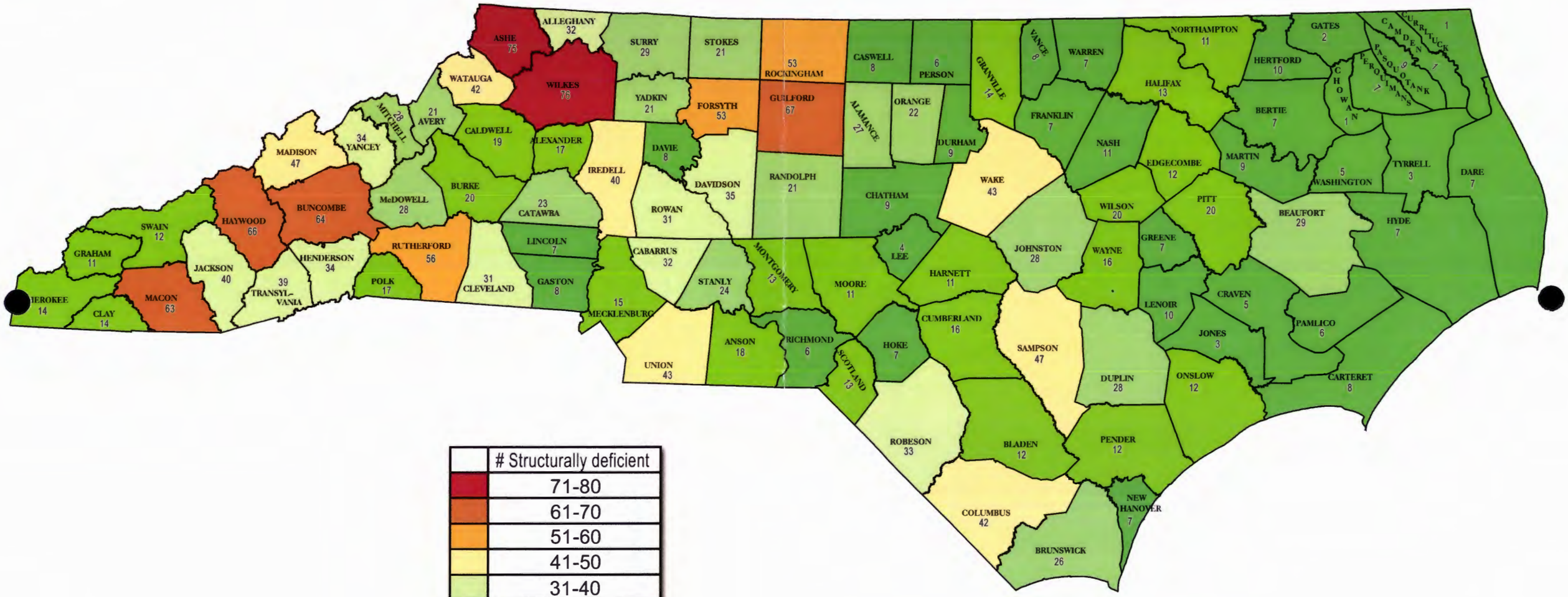
Summary of Fee Recommendations – Table F-2

Service	Existing Fee	Proposed Fee	Financial Benefit	Estimated Net Annual Revenue Increase
Various Developer Fees		See Fee Schedule	Cost Recovery	$5,000,000
Residential Driveways & Pipe Installation	$0	$0	N/A	N/A
ROW disposal, C/A revision	$0 Admin fee Actual Cost Appraisal Fee	$1,600 Admin Fee Actual Cost Appraisal Fee (no change)	Cost Recovery	$72,000
Courses offered to private sector	$0	Actual cost per student	Cost Recovery	$90,000
Selective Vegetation Removal	$200	$600	Cost Recovery	$78,000
Outdoor Advertising	$120 new $60 renewal	$240 new $120 renewal	Cost Recovery	$235,000
Oversize/Overweight	$12 per dimension; $3/1,000 lbs for Superloads	$17 per dimension; $4/1,000 lbs for Superloads	Cost Offset	$1,500,000
House moves	$100 annual $20 individual	$100 annual (no change) $100 individual (no signals involved); actual cost when signals are involved	Cost Recovery	$25,000
Crash Analysis Reports	$0	$200	Cost Recovery	$300,000

Summary of Other Recommendations – Table F-3

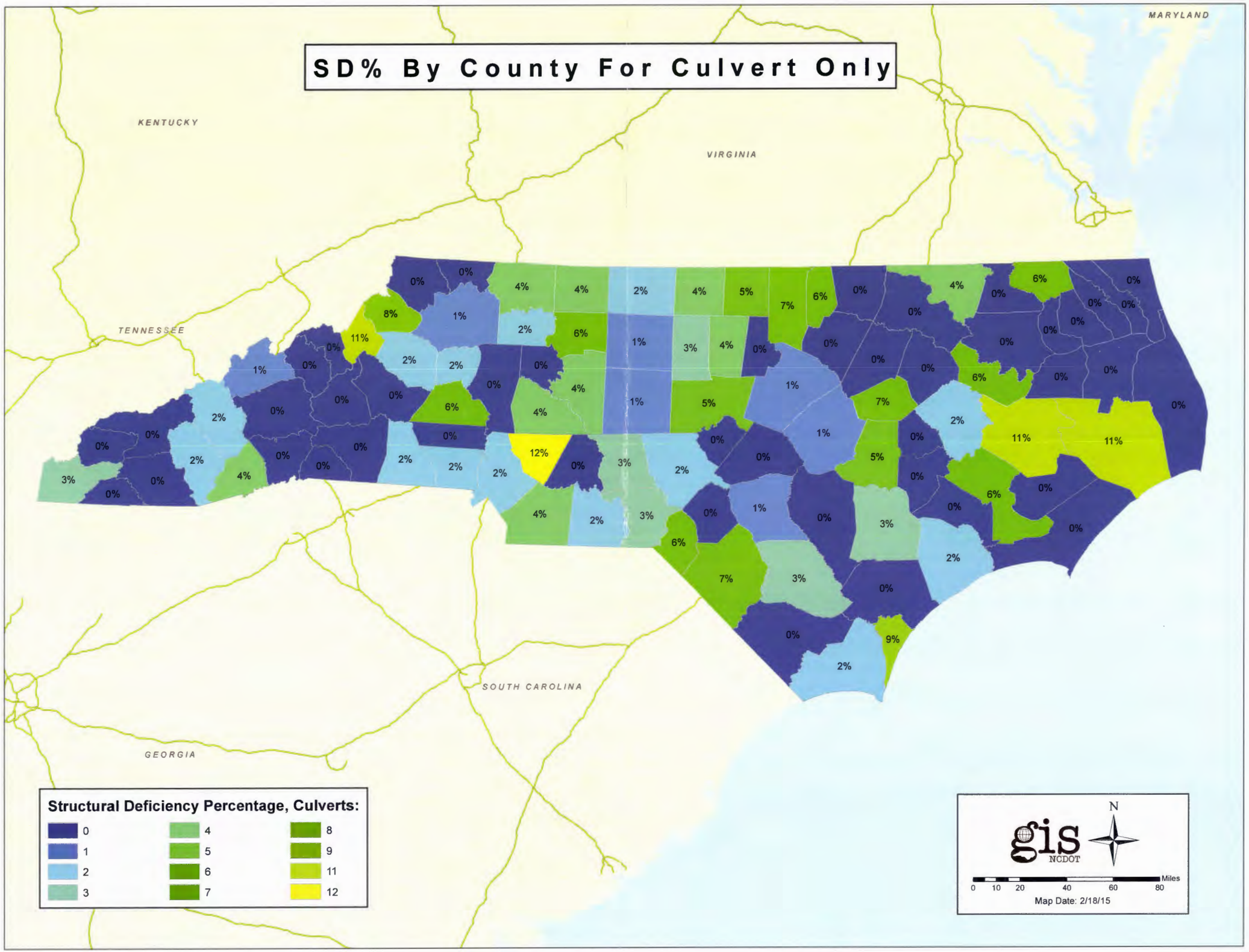
Item	Recommendation	Financial benefit	Estimated Net Annual Revenue Increase
Subdivision Bridge Inspections	Make applicant responsible for inspections	Cost avoidance	$82,000
Signals Required by Developer	Keep current process (recover actual cost)	Cost avoidance	$0
Lease ROW to Telecommunication companies	Seek legislative change to authorize DOT to collect and retain revenue	Revenue generation	$4,000,000+
Sponsorships – highways	Expand Sponsor-a-Highway (Litter Pickup) to all Interstate/Primary	Cost avoidance	$300,000
Sponsorships – interchanges	Expand Sponsorship Program to Include Interchange Landscaping & Mowing	Cost avoidance	$10,000/ interchange
Sponsorships – rest areas	Advertise for Rest Area Sponsorships	Cost offset	$1,000-$5,000 /site
Privatization	Logo/TODS; also convert to revenue–generating program (requires legislative change)	Revenue generation	$1,000,000-$3,000,000 or more

Number of Structurally Deficient Bridges By County



	# Structurally deficient
	71-80
	61-70
	51-60
	41-50
	31-40
	21-30
	11-20
	1-10

SD% By County For Culvert Only


KENTUCKY
VIRGINIA
MARYLAND
TENNESSEE
SOUTH CAROLINA
GEORGIA
0% 0% 4% 4% 2% 4% 5% 7% 6% 0% 4% 0% 6% 0% 0% 0

Committee Sergeants at Arms

NAME OF COMMITTEE Jt Appropriations , Transportation

DATE: 2-24-15 Room: 1228 /1327

House Sgt-At Arms:

1. Name: Carlton Adams
2. Name: Martha Gaddison
3. Name: Joe Austin
4. Name:
5. Name:

Senate Sgt-At Arms:

1. Name: Terry Barnhardt
2. Name: Anderson Meadows
3. Name:
4. Name:
5. Name:

House

Tuesday, February 24
APPROPRIATIONS,
TRANSPORTATION
(JOINT)

Room
1228

Time
8:30 am

Name	County	Sponsor
Marc vonReppert	Stanly	Justin P. Burr

SENATE PAGES ATTENDING

COMMITTEE: Joint Approps - DOT

DATE: 2-24, TIME: 8:30, ROOM: 1228

Pages: Please print legibly.....*or else!!!!!!!!!!!!!!!!*

Page Name	Hometown	Sponsoring Senator
1 Malcolm Livingston	Raleigh	Alexander
2		
3		
4		
5		
6		
7		
8		
9		

Do not add additional names below the grid.

Pages: Please present this form to either the Committee Clerk at the meeting or a Sgt. at Arms.

VISITOR REGISTRATION SHEET

24

APPROPRIATIONS ON DEPARTMENT OF TRANSPORTATION — February ~~11~~, 2015

Name of Committee — **Date**

VISITORS: PLEASE SIGN IN BELOW AND RETURN TO DEBBIE LOWN

NAME	FIRM OR AGENCY AND ADDRESS
Travis Huling	NCGA
Nathan Babcock	NC Chamber
[illegible]	
[signature]	NCAA
Dana Fenton	City of Charlotte
Tony McEwen	City of Wilmington
Jay Stem	NCAA
Phoebe Landon	Brooks Pierce
KEVIN LECOUNT	SEANC

VISITOR REGISTRATION SHEET

24

APPROPRIATIONS ON DEPARTMENT OF TRANSPORTATION — February ~~11~~, 2015

Name of Committee — **Date**

VISITORS: PLEASE SIGN IN BELOW AND RETURN TO DEBBIE LOWN

NAME	FIRM OR AGENCY AND ADDRESS
Bobby Lewis	NCDOT
Kristin Barnes	NCDOT
Nicole meister	NCDOT
Missy Pair	NCDOT
Ricky Greene	NCDOT
	NCRA
Crystal Collins	NC Trucking Assn
	MFS
Andy Walsh	SA
	RAPC. LPAs · NCMA
Berry Jenkins	Carolinas AGC

VISITOR REGISTRATION SHEET

Joint Ways Transportation — 2/24/15

Name of Committee — Date

VISITORS: PLEASE SIGN IN BELOW AND RETURN TO COMMITTEE CLERK

NAME	FIRM OR AGENCY AND ADDRESS
Erin Wynia	NCLM
Kevin Lacy	NCDOT
Bleeden Blackwell	CFUMC

House Committee on Appropriations, Transportation
Wednesday, March 4, 2015 at 8:30 AM
Room 1228/1327 of the Legislative Building

MINUTES

The House Committee on Appropriations, Transportation met at 8:30 AM on March 4, 2015 in Room 1228/1327 of the Legislative Building. Representatives Iler, Tine, Torbett, Bumgardner, Ford, Hall, and Terry and Senators Meredith, Rabon, Ford, and Krawiec attended.

Representative Frank Iler, Chair, presided and called the meeting to order at 8:34 a.m.

Chairman Iler introduced the Sergeant-at-Arms Staff and pages for the meeting.

Chairman Iler recognized Nick Tennyson, Chief Deputy Secretary, NCDOT to present:
NCDOT Overview, see attachment

Questions were asked by the committee and answered by the presenter, Nick Tennyson and committee staff.

The meeting adjourned at 9:15 a.m.

Representative Frank Iler, Chair
Presiding

Katy Kingsbury, Committee Clerk

NORTH CAROLINA HOUSE OF REPRESENTATIVES
JOINT COMMITTEE MEETING NOTICE
AND
BILL SPONSOR NOTIFICATION
2015-2016 SESSION

You are hereby notified that the **House Committee on Appropriations, Transportation** will meet **JOINTLY** as follows:

DAY & DATE: Wednesday, March 4, 2015
TIME: **8:30 AM**
LOCATION: **1228/1327 LB**
COMMENTS: **Representative Iler will be presiding.**

Respectfully,

Representative Frank Iler, Co-Chair
Representative Phil Shepard, Co-Chair
Representative Paul Tine, Co-Chair
Representative John A. Torbett, Co-Chair

I hereby certify this notice was filed by the committee assistant at the following offices at 2:47 PM on Monday, April 27, 2015.

___ Principal Clerk
___ Reading Clerk – House Chamber

Katy Kingsbury (Committee Assistant)

Joint Appropriations Committee on Transportation

March 4, 2015
8:30 a.m.
Room 1228/1327 LB

Agenda

Chairs:

Representative John Torbett
Representative Phil Shepard
Representative Frank Iler, Chairing
Representative Paul Tine

Senator Bill Rabon, Chairing
Senator Wesley Meredith

- Call to Order

- DOT Overview

  Nick Tennyson, Chief Deputy Secretary
  Department of Transportation

Next meeting: STI: Review of P3.0/ Analysis of P3.0 Methodology/Overview of P4.0 Potential Changes/ MPO & RPO feedback - Thursday, March 5, 8:30 a.m.

Attachment

North Carolina
DEPARTMENT OF TRANSPORTATION

NCDOT Overview

Nick Tennyson, Chief Deputy Secretary
March 4, 2015

Overview

- Major Functions of DOT
- Board of Transportation
- Highway System Overview
- Construction- Road Building Process
- Operations and Maintenance
- Intermodal

North Carolina Department of Transportation

- Employs about 12,000 people
  - Positions range from transportation workers and engineers to archaeologists and ferry captains
- Led by the Secretary of Transportation, a member of the Governor's cabinet
- Oversees all aspects of transportation in North Carolina, including:
  - ◊ Highways
  - ◊ Rail
  - ◊ Aviation
  - ◊ Ferries
  - ◊ Public Transit
  - ◊ Bicycle and Pedestrian Transportation
  - ◊ Division of Motor Vehicles
  - ◊ State Ports
  - ◊ Global TransPark

Board of Transportation

- Works with NCDOT staff members to make decisions about transportation priorities and funding allocations
- Comprised of 19 members; all appointed by the Governor
- Each of the 14 divisions has one representative
- Five at-large members representing:
  - State Ports and Aviation Issues
  - Rural Transportation Issues
  - Environmental Issues
  - Government-Related Finance & Accounting Issues
  - Mass Transit

Board of Transportation

- At least 3 members must be registered voters of a political party other than the political party of the Governor
- No more than 2 members may reside in the same highway division
- The Governor must submit proposed appointees to the Joint Legislative Transportation Oversight Committee for a 30-day review/comment period

Joint Appropriations Committee on Transportation
March, 18, 2015 at 8:30 a.m.
Room 1228/1327 in the Legislative Building

MINUTES

The Joint Appropriations Committee on Transportation met at 8:31 a.m. on March 18, 2015 in Room **1228/1327.** Representatives, Bumgardner, Ford, Iler, Tine, Torbett and Senator Ford, Krawiec attended.

Representative John Torbett presided and called the meeting to order at 8:31 a.m., and introduced the Sergeant-at-Arms Staff and Pages for the meeting.

Chairman Torbett recognized Scott Saylor, President, of North Carolina Railroad Company to present: North Carolina Railroad Company (see attachment) (1)

Chairman Torbett recognized Tom Reeder, Assistant Secretary for Environment, Department of Natural Resources to present: Dredging Jurisdiction & Funding (see attachment) (2)

Chairman Torbett had to leave the meeting and Chairman Iler chaired the remainder of the meeting.

Questions were asked by the committee and answered by the presenters.

The meeting adjourned at 9:21.

Representative John Torbett,
Presiding

Pamela Pate, Committee Clerk

NORTH CAROLINA HOUSE OF REPRESENTATIVES
JOINT COMMITTEE MEETING NOTICE
AND
BILL SPONSOR NOTIFICATION
2015-2016 SESSION

You are hereby notified that the **House Committee on Appropriations, Transportation** will meet **JOINTLY** as follows:

DAY & DATE: Wednesday, March 18, 2015
TIME: **8:30 AM**
LOCATION: **1228/1327 LB**

Respectfully,

Representative Frank Iler, Co-Chair
Representative Phil Shepard, Co-Chair
Representative Paul Tine, Co-Chair
Representative John A. Torbett, Co-Chair

I hereby certify this notice was filed by the committee assistant at the following offices at 1:42 PM on Friday, March 20, 2015.

___ Principal Clerk
___ Reading Clerk – House Chamber

Pamela Pate (Committee Assistant)

Joint Appropriations Committee on Transportation

March 18, 2015
8:30 a.m.
Room 1228/1327 LB

Agenda

Chairs:	Representative John Torbett, Chairing	Senator Bill Rabon
	Representative Phil Shepard	Senator Wesley Meredith
	Representative Frank Iler	
	Representative Paul Tine	

- Call to Order
- North Carolina Railroad Company

  Scott Saylor, President
  North Carolina Railroad Company

- Dredging Jurisdiction & Funding

  Tom Reeder, Assistant Secretary for Environment
  Department of Environment and Natural Resources

Next meeting: North Carolina State Ports Authority and Global TransPark - Thursday, March 19, 8:30 a.m.

Joint Committee of Appropriations on Transportation

Scott Saylor

President, North Carolina Railroad Company

March 18, 2015

NORTH CAROLINA RAILROAD COMPANY

WHO WE ARE

Our Mission

To develop the unique NCRR assets for the good of the people of North Carolina, our single shareholder

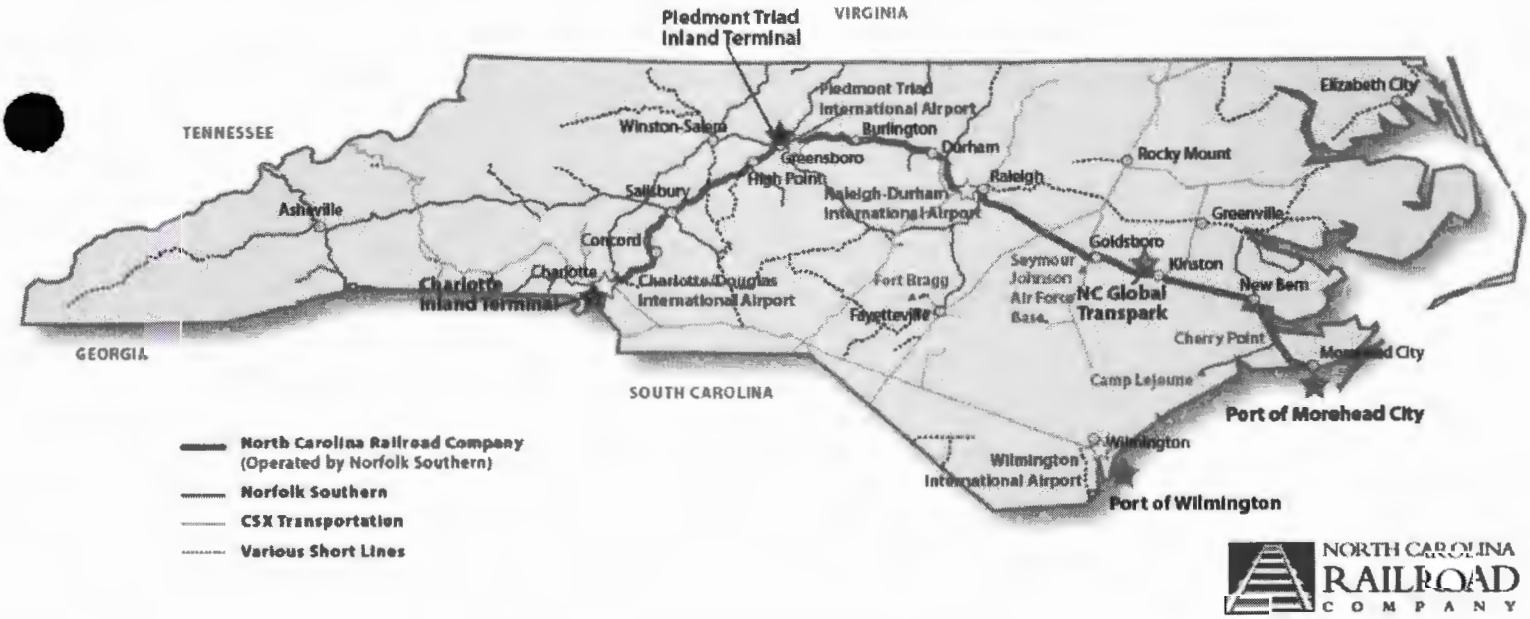
Our Vision

To improve our state by enabling freight to grow business, expanding rail to move people, and investing in North Carolina

NORTH CAROLINA RAILROAD COMPANY

WHO WE ARE

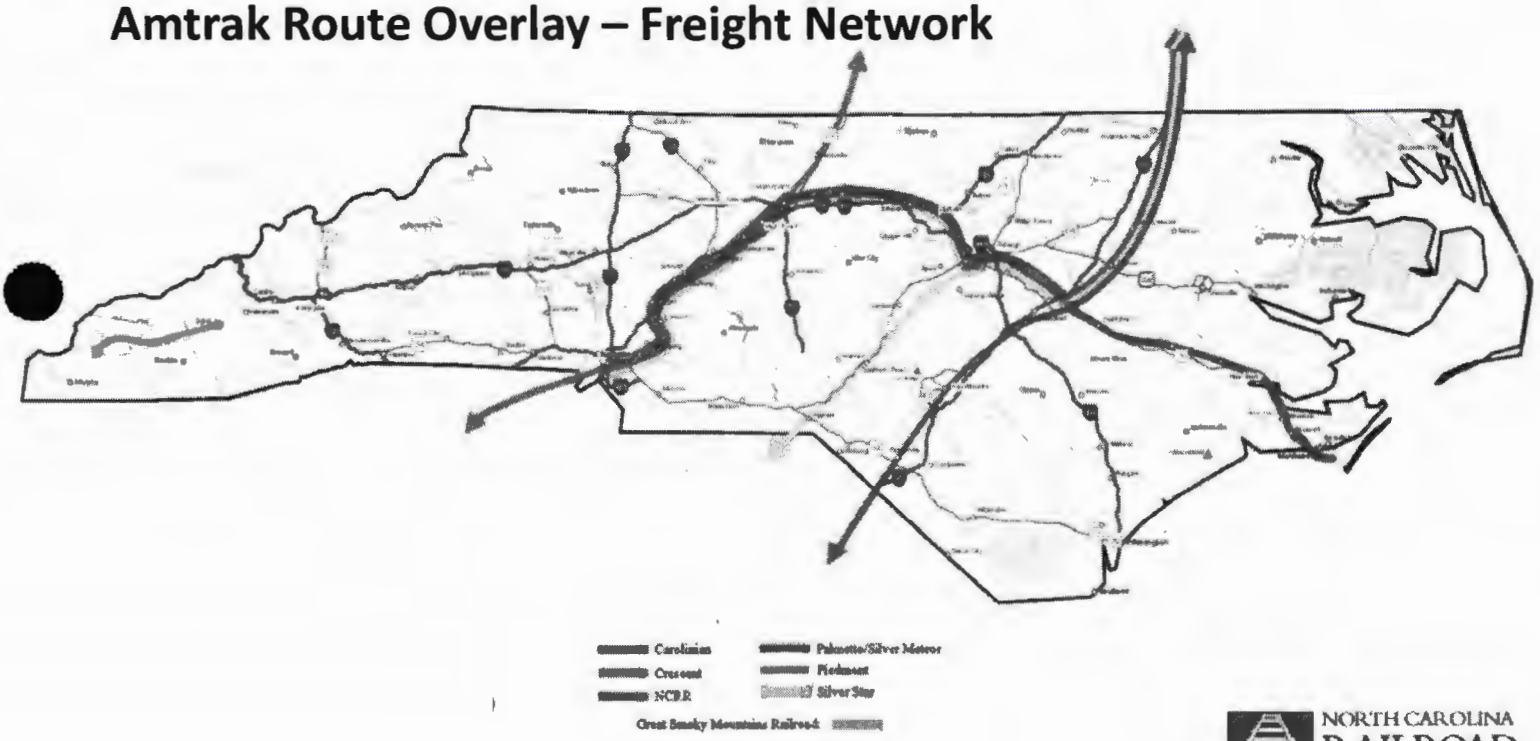
We manage the assets and capital of the 317-mile rail corridor between Charlotte and Morehead City



NORTH CAROLINA RAILROAD COMPANY

WHO WE ARE

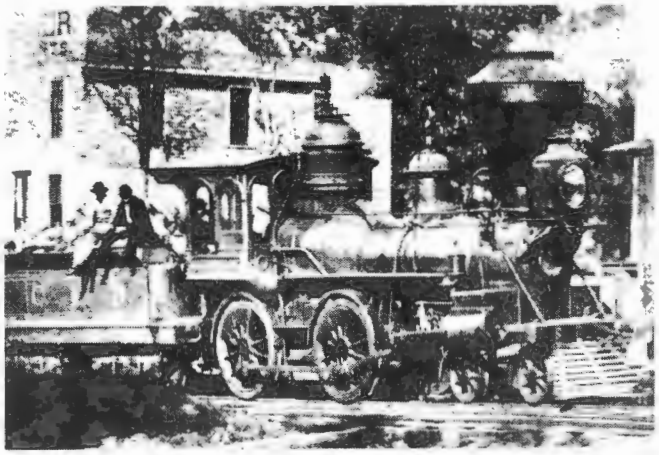
Amtrak Route Overlay – Freight Network

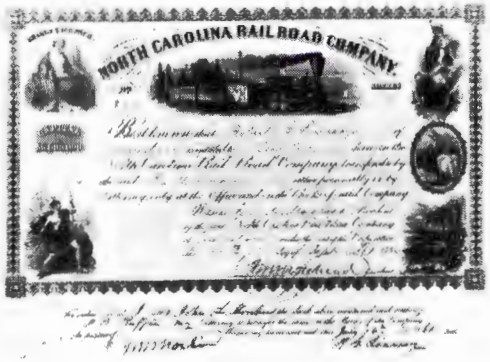


NORTH CAROLINA RAILROAD COMPANY

COMPANY HISTORY

- Business corporation chartered in 1849
- Founded with both private and state stock owners
- Operated by Southern Railway under a 99-year net lease, which expired in 1995
- Remaining private shares acquired in 1998 ($71 million)
- New (net) agreement with Norfolk Southern in 1999; Renewals to 2044





NORTH CAROLINA RAILROAD COMPANY

WHO WE ARE

We've been a unique part of the state's transportation system for 166 years

- Private/Public Structure
  - A private corporation with stock owned by the state
- Revenue-Generating for Economic Development & Infrastructure
  - Approx. $12 million annually in infrastructure and economic development capital (incl. dividends)
- Operates with Private, Non-Taxpayer Money
  - Receives no state appropriations
- Assets Part of Tax Base
  - Generates nearly $2 million in property tax revenue annually

NORTH CAROLINA RAILROAD COMPANY

ORGANIZATION



- 13 member Board of Directors
  - 4-year staggered terms

- Long-term, renewable lease with Norfolk Southern that runs through 2044.
  - Lease generates approximately $12-14 million each year in working capital
  - Corporate revenue funds NCRR's capital investments and expenses (14 employees)

NORTH CAROLINA RAILROAD COMPANY

WHO WE ARE

NCRR pays an annual dividend to the State

- December, 2013 - one time payment of $15.5 million
- January, 2014 – annual payment of $3.6 million
- February, 2015 – annual payment of $3.7 million

Total dividend payments since Dec, 2013 = $22.8 million

- Per G.S. 124-5.1 (S.L. 2013-360) dividend payments are deposited by State into the Freight Rail & Rail Crossing Safety Improvement fund administered by the NCDOT Rail Division

NORTH CAROLINA RAILROAD COMPANY

NCRR ASSETS

- 317-mile, 200-foot wide corridor from Charlotte to Morehead City
- Stations & Buildings
- Yards & Maintenance Facilities
- Other Land & Property







NORTH CAROLINA RAILROAD COMPANY

NCRR PROPERTY

- Original corridor: 7,662 acres
  - Roadways in the corridor: 460.1 acres
- Corridor additions (since 1800's): 189.5 acres
- Other property (since 1800's): 203.2 acres

All NCRR property is included in ad valorem tax base (city/county)

NORTH CAROLINA RAILROAD COMPANY

WHO WE ARE

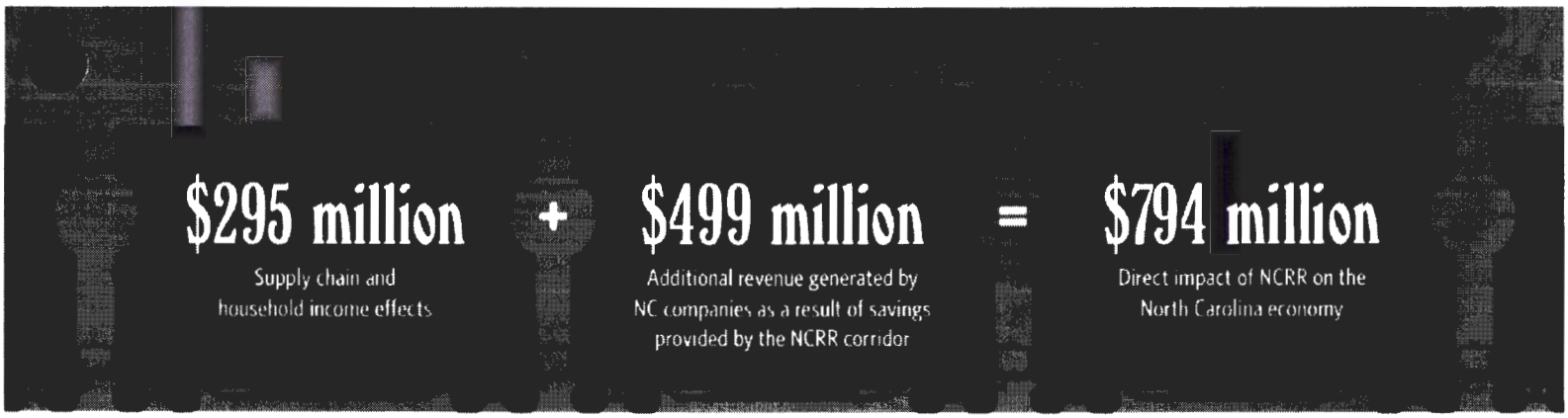
Making the most of a valuable asset

- **Economic Development:** Leveraging assets to bring in jobs and business opportunities
- **Capital Investments**: NCRR invested $80 million over the past 13 years to improve and expand rail infrastructure
- **Unique Structure:** Business structure and flexibility to serve the people of the state to create jobs
- **Direct and Indirect Revenue Contribution:** Rail and infrastructure improvements and dividend

NORTH CAROLINA RAILROAD COMPANY

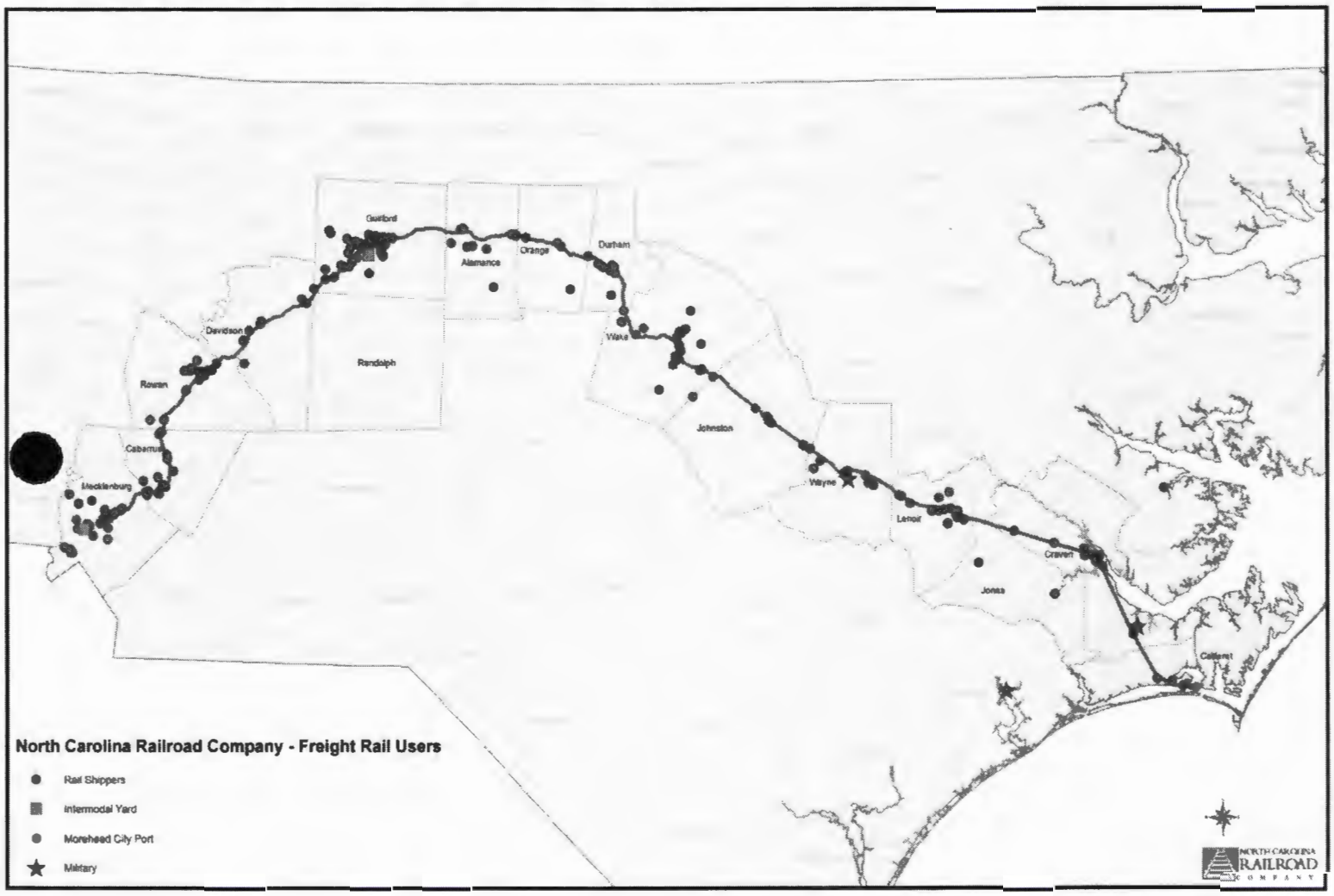
ECONOMIC IMPACT

We help pump $800 million dollars of economic benefit into the state's economy *annually*



NORTH CAROLINA RAILROAD COMPANY

FOOTNOTE:
Source: RTI International
The RTI analyzed transportation costs and economic values associated with NCRR as compared with moving freight solely by other means without NCRR.


Guilford
Alamance
Orange
Durham
Davidson
Randolph
Rowan
Cabarrus
Mecklenburg
Wake
Johnston
Wayne
Lenoir
Craven
Jones
Carteret
North Carolina Railroad Company - Freight Rail Users
Rail Shippers
Intermodal Yard
Morehead City Port
Military
NORTH CAROLINA RAILROAD COMPANY

ECONOMIC IMPACT

Our impact is statewide

100+ North Carolina employers

Rely on NCRR lines to conduct business

159,000 carloads + 188,000 containers = 11.4 million tons

Freight traffic originated or terminated on the NCRR corridor

$80 million Invested by NCRR alone in capital improvements to enhance safety and efficiency since 2001, plus partner investments

NORTH CAROLINA RAILROAD COMPANY

STRATEGIC PLAN

Our Strategy for the Future

- **Increase business development investment to create competitive advantage for NC**
  - Freight customer (track) access
  - Partnerships with Local Economic Developers to protect rail-served industrial sites
  - Planning for infrastructure expansion over the long term for the main corridor – double and triple tracking where justified
- **Evaluate other investments that have economic development catalyst potential, such as inland terminal or hub expansions**
- **Promote safe access in urban areas to protect through routes**
- **Ensure rail operations growth while supporting population boom within the state**

NORTH CAROLINA RAILROAD COMPANY

STRATEGIC PLAN

Strategic Plan Implementation – Property Assets

- Non-Corridor Legacy Key Properties under evaluation and negotiation for Sale/Exchange
- Focus on reinvestment into Industrial Property to better align with Strategic Plan Job Creation Goals
- Rail Site availability is declining in NC – urban growth

NORTH CAROLINA RAILROAD COMPANY

PARTNERSHIPS & INVESTMENTS

nc north carolina Department of Commerce

THRIVE IN NORTH CAROLINA

New and Expanding Industry

NORFOLK SOUTHERN

North Carolina Chamber
A force for business.

NCDOT NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

NORTH CAROLINA NCEDA ECONOMIC DEVELOPERS ASSOCIATION

NC LEAGUE OF MUNICIPALITIES
Good government. Great hometowns.

AMTRAK

CATS CHARLOTTE AREA TRANSIT SYSTEM

NORTH CAROLINA PORTS

CSX How tomorrow moves

811 www.nc811.org

triangletransit

NC Main Street Program

NORTH CAROLINA RAILROAD COMPANY

PARTNERSHIPS & INVESTMENTS

Committed investments:

- NCRR currently has over $96 million in investments committed through 2019

- Since 2001 NCRR has invested over $80 million in improvements to the railroad



NORTH CAROLINA RAILROAD COMPANY

PARTNERSHIPS & INVESTMENTS

Investment in action:

Sanderson Farms Expansion

- NCRR improvements helping support business expansion in N.C.
- 1,500 jobs announced in 2008 (now over 1600 jobs)
- 1,100 new jobs announced March 12
- Rail-served grain delivery in Kinston along NCRR will serve both operations



Sanderson Farms, Kinston

NORTH CAROLINA RAILROAD COMPANY

PARTNERSHIPS & INVESTMENTS

Investment in action: Cambro

- Cambro is building a facility in Alamance County, bringing 100 jobs and $34 million in local investments
- NCRR is investing $750,000 in a lead track to serve Cambro and spark wider development for rail
- NCDOT gave $200,000 from NCRR dividends to help build spur track as incentive



Cambro Groundbreaking at NCIC in Mebane, May 2014

NORTH CAROLINA RAILROAD COMPANY

PARTNERSHIPS & INVESTMENTS

Investment in action: Additional capital investment

- In 2014, NCRR approved $13 million in new economic development investments
- These investments will expand rail access, improve safety and sustain rail projects from Mecklenburg County northeast to Durham County and southeast to Wake and Craven Counties
- With a focus on improving freight infrastructure, these investments highlight the new strategic plan's emphasis on job creation and retention

NORTH CAROLINA RAILROAD COMPANY

BENEFITS FOR OUR CITIZENS

Looking forward, here's what we'll do under our Strategic Plan:

- Collaborate with all our partners, including the economic development community, to expand the manufacturing base of the state and create high value jobs
- Create new partnerships with economic developers and state agencies to attract development and give NC a strategic advantage in attracting jobs
- Commit to a new focus on capital investment in freight that spurs development both on and off the corridor
- Work with NCDOT and local entities to support the growth of passenger service in key markets

NORTH CAROLINA RAILROAD COMPANY


THE ROAD TO LONG-TERM
JOB CREATION
IS MORE THAN JUST A ROAD.
NORTH CAROLINA
RAILROAD
COMPANY



Dredging in North Carolina

Joint Transportation Appropriations Committee

March 18, 2015

Overview

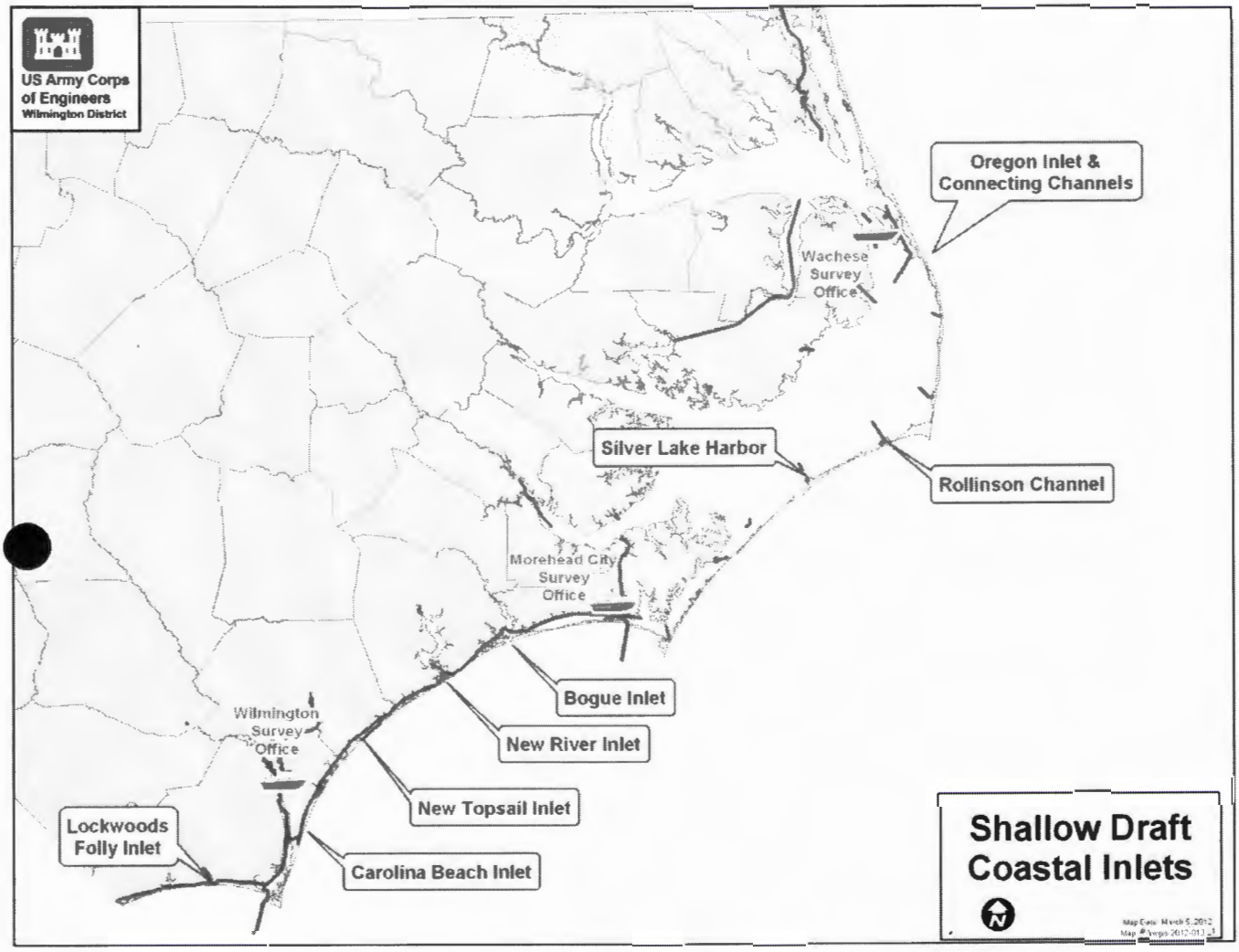
- Type of Inlets in North Carolina
- State & Federal Funding for Dredging Operations
  - Shallow Draft Navigation Channel & Lake Dredging Fund
- Memorandums of Agreement with Army Corps
- Other Dredging Issues/Alternatives

Why Do We Need Dredging?

- NC Coastline has a wide variety of inlets that are critical to coastal commerce – coastal highways
  - Commercial traffic at NC Ports / Commercial fishermen/ Charter fisherman / Recreation & tourism
- These inlets constantly shoal & fill in with sand
- Only through routine dredging and maintenance can these inlets remain open to support NC's economy

Two Types of Federally Authorized Inlets in NC

- **Federally-Authorized** Channels/Inlets:
- Shallow Draft Inlets:
  - Authorized depths of 15 feet or less
  - Many shallow draft inlets in NC
  - Historically have been the biggest problem due to their tendency to shoal rapidly
- Deep Draft Inlets:
  - Authorized depths greater than 15 feet
  - Two in NC: Wilmington Harbor & Morehead City
  - Historically have not been as big a problem in NC


US Army Corps of Engineers
Wilmington District
Oregon Inlet & Connecting Channels
Wachese Survey Office
Silver Lake Harbor
Rollinson Channel
Morehead City Survey Office
Bogue Inlet
New River Inlet
Wilmington Survey Office
New Topsail Inlet
Lockwoods Folly Inlet
Carolina Beach Inlet
Shallow Draft Coastal Inlets

US Army Corps of Engineers

Morehead City Harbor





US Army Corps of Engineers

Wilmington Harbor



Other Dredging Requirements in NC

- Not "Federally Authorized:"
- Ferry Channels
  - Maintained by NC DOT
  - DENR has "passed through" money from DOT to Corps
  - Connecting channels from federal inlets to ferry channels covered under Shallow Draft MOA
- Berthing Areas at State Ports
  - Entirely maintained by State Ports & NC DOT
  - No DENR involvement

Funding for Dredging Operations

Background

- If inlets are "federally authorized" – feds maintain if funding is available.
- NC used to receive substantial federal funding to maintain shallow draft and deep draft inlets
- Federal funding supplemented occasionally for both Deep Draft & Shallow Draft Channels w/State funds
- Federal funding has declined in recent years

Federal Dredge Funding FY 2011 - 2015

Project	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Wilmington Harbor	$11.9M	$20.4M	$16.5M	$18.0M	$14.0M
Morehead City	$4.0M	$8.7M	$10.1M	$6.3M	$8.9M
Shallow Draft Inlets	$12.7M	$22.3M	$19.8M	$8.8M	$6.4M

Alternatives to Federal Funding

- Develop Memorandum of Agreement (MOA) with Army Corps
- Provide State funding to Corps to conduct dredging
  - Corps already has permits for dredging & experience and trained staff for project management
  - State needs funding source

Memorandum of Agreement (MOA)

- Corps can not accept non-federal funding without a MOA
- MOAs are usually drafted for a specific project, i.e, dredging project, beach nourishment project, study…
- MOAs can cover a one-time activity (short term MOA) or may cover a number of activities over several years (long term MOA)
- MOAs must go through Washington DC for approval and normally take 6 months or longer to be finalized

Shallow Draft Inlet Dredging (Non-Oregon Inlet)

- NC realized it could no longer depend upon federal govt for routine dredging of shallow draft inlets
- Two actions were taken
  - Long-term MOA developed
  - Shallow Draft Navigation Channel & Lake Dredging Fund

Shallow Draft MOA

- Covers 5 years
- Allows NC to contribute up to $4M per year to Corps for dredging of all shallow draft channels
- Contributed money is made up of State & local funds
- MOA does not have enough capacity to keep Oregon Inlet open year round (OI needs $7M - $10M/yr)
- Dredging is performed (usually) by Corps dredges
- MOA allows for Corps to contract w/private dredges
- Dredging done at request/discretion of NC

Shallow Draft Navigation Channel & Lake Dredging Fund

- Established by G.S.143-215.73F
- Provides State share for Shallow Draft MOA
- Also provides State share for Non-Corps & interior lake dredging projects
- State funds must be matched 50-50 with local funds
- Funds provided by small percentage of gas tax & percentage of boater registration fees
- Provides approximately $6M per year
  - About $1.5M per quarter

Shallow Draft Navigation Channel & Lake Dredging Fund

- $8,717,521 received in fund since its establishment
- $6,766,946 encumbered in 7 grant contracts
- One additional grant for $517,250 pending for N. Topsail
- $300,000 pending for Oregon Inlet dredging
- One grant request only partially filled
  - Requested $4.25M
  - $1.25M provided to date (remainder will follow this year)
- No request denied to date

Outstanding Issues

- Dredging of Morehead City / Wilmington Channels
  - One time MOA in development (Morehead City)
  - Long Term MOA may be necessary
  - Source for State funding
  - Other potential sources for funding
- Dredging of Oregon Inlet
  - Potential MOA in development
  - 340 days of dredging @ OI per year for $7.2M
  - $3.6M local funds / $3.6M State match
  - State funding source

Other Issues of Interest

- Future Funding Gaps
  - Very difficult to predict
  - Storms / Federal funding / Rates of shoaling
- Bundling of Dredging-Beach Nourishment Projects
  - Accomplished where practical
  - Dredged sand must be beach compatible
  - Done in the past at request of local govt
  - Funding supplemented by State/local sources

Other Alternatives

- State obtains federal dredge authorizations
  - This process underway for some shallow draft inlets
- Allows State to contract with private dredges independent of Corps
- State procures its own dredges
  - Studied in 2005
  - Not the most cost effective alternative in 2005
  - O& M costs/Crewing costs/Overhead & management

Contact Information:

Tom Reeder
Assistant Secretary for Environment
919-707-8619
tom.reeder@ncdenr.gov

3-18

PAGES ATTENDING

Date: Joint: D.O.T. 8:30

Committee: " **Room:** 1228

PLEASE PRINT LEGIBILY!!!!!

	Page Name	Hometown	Sponsoring Senator
1	Anthony Forte	Boiling Spring Lakes	Rabon
2			
3			
4			
5			
6			
7			
8			
9			

Do not add additional names below the grid.

Pages: Please present this form to either the Committee Clerk at the meeting or a Sgt. at Arms.

Committee Sergeants at Arms

NAME OF COMMITTEE Joint Comm. on Approp., Transportation

DATE: 3/18/15 Room: 1228

House Sgt-At Arms:

1. Name: Carlton Adams
2. Name: Joe Austin
3. Name: Martha Gadison
4. Name:
5. Name:

Senate Sgt-At Arms:

1. Name: Terry Barnhardt
2. Name: Hal Roach
3. Name:
4. Name:
5. Name:

Wednesday, March 18	Room	Time
APPROPRIATIONS TRANSPORTATION (JOINT)	1228/1327	8:30 am

Name	County	Sponsor
Sierra Cox	Gaston	Speaker

VISITOR REGISTRATION SHEET

Appropriations Committee on Transportation — 3/18/15

Name of Committee — **Date**

VISITORS: PLEASE SIGN IN BELOW AND RETURN TO COMMITTEE CLERK

NAME	FIRM OR AGENCY AND ADDRESS
Michelle Frazier	MFTS
John Mitchell	MFTS
John Hardin	MFTS
Phoebe Landon	Brooks Pierce
Dana Simpson	SIA
Reston Jones	NCDOT
Thomas Check	OSBM
W. Tyre Ely	NCSA
Harris Vaughan	Eckel & Vaughan
[illegible]	NS
AL MILAIC	NC Dept of Revenue

VISITOR REGISTRATION SHEET

Appropriations Committee on Transportation — 3/18/15

Name of Committee — **Date**

VISITORS: PLEASE SIGN IN BELOW AND RETURN TO COMMITTEE CLERK

NAME	FIRM OR AGENCY AND ADDRESS
[illegible]	[illegible]
Don Carrington	Carolina Journal
[illegible]	RAM
Debbie Collins	NCDOT
Paul Worley	NCDOT
James Smith	ACEC/NC
Andy Wachsh	SA
Jake Cashion	NCCC
Joe McClees	McClees Consulting
Moe Boxley	NC Aggregates
Nathan Babcock	NC Chamber

VISITOR REGISTRATION SHEET

Appropriations Committee on Transportation — 3/18/15

Name of Committee — **Date**

VISITORS: PLEASE SIGN IN BELOW AND RETURN TO COMMITTEE CLERK

NAME	FIRM OR AGENCY AND ADDRESS
Gary Shannon	NC Chamber
Henry Hyatt	NCBA
Kelvin LeCount	SEANC

Joint Appropriations Committee on Transportation
March 25, 2015 at 8:30.a.m.
Room 1228/1327 LB

MINUTES

The House Committee on Appropriations, Transportation met at 8:32 on March 25, 2015 in Room 1228/1327. Representatives Bumgardner, Ford, Iler, Shepard, Tine, and Torbett and Senator Daniel, Ford, and Krawiec attended.

Representative Phil Shepard presided and called the meeting to order and introduced the Sergeant-at-Arms Staff and Pages for the meeting.

Chairman Shepard recognized the presenter Paul Worley, Director Rail Division, North Carolina Department of Transportation

Presentation on: NC Rail Division (Attachment 1)

Question were asked by the committee and answered by the presenter.

The meeting adjourned at 9:21.

Phil Shepard
Representative Phil Shepard,
Presiding

Pamela Pate
Pamela Pate, Committee Clerk

NORTH CAROLINA HOUSE OF REPRESENTATIVES
JOINT COMMITTEE MEETING NOTICE
AND
BILL SPONSOR NOTIFICATION
2015-2016 SESSION

You are hereby notified that the **House Committee on Appropriations, Transportation** will meet **JOINTLY** as follows:

DAY & DATE: Wednesday, March 25, 2015
TIME: **8:30 AM**
LOCATION: **1228/1327 LB**

Respectfully,

Representative Frank Iler, Co-Chair
Representative Phil Shepard, Co-Chair
Representative Paul Tine, Co-Chair
Representative John A. Torbett, Co-Chair

I hereby certify this notice was filed by the committee assistant at the following offices at 2:51 PM on Tuesday, March 24, 2015.

___ Principal Clerk
___ Reading Clerk – House Chamber

Pamela Pate (Committee Assistant)

Joint Appropriations Committee on Transportation

March 25, 2015
8:30 a.m.
Room 1228/1327 LB

Agenda

Chairs:	Representative John Torbett	Senator Bill Rabon
	Representative Phil Shepard, Chairing	Senator Wesley Meredith
	Representative Frank Iler	
	Representative Paul Tine	

- Call to Order
- NCDOT Rail Division

Paul Worley, Director, Rail Division
North Carolina Department of Transportation

Next meeting: NCDOT Ferry Division - Thursday, March 26, 8:30 a.m.

Attachment (1)

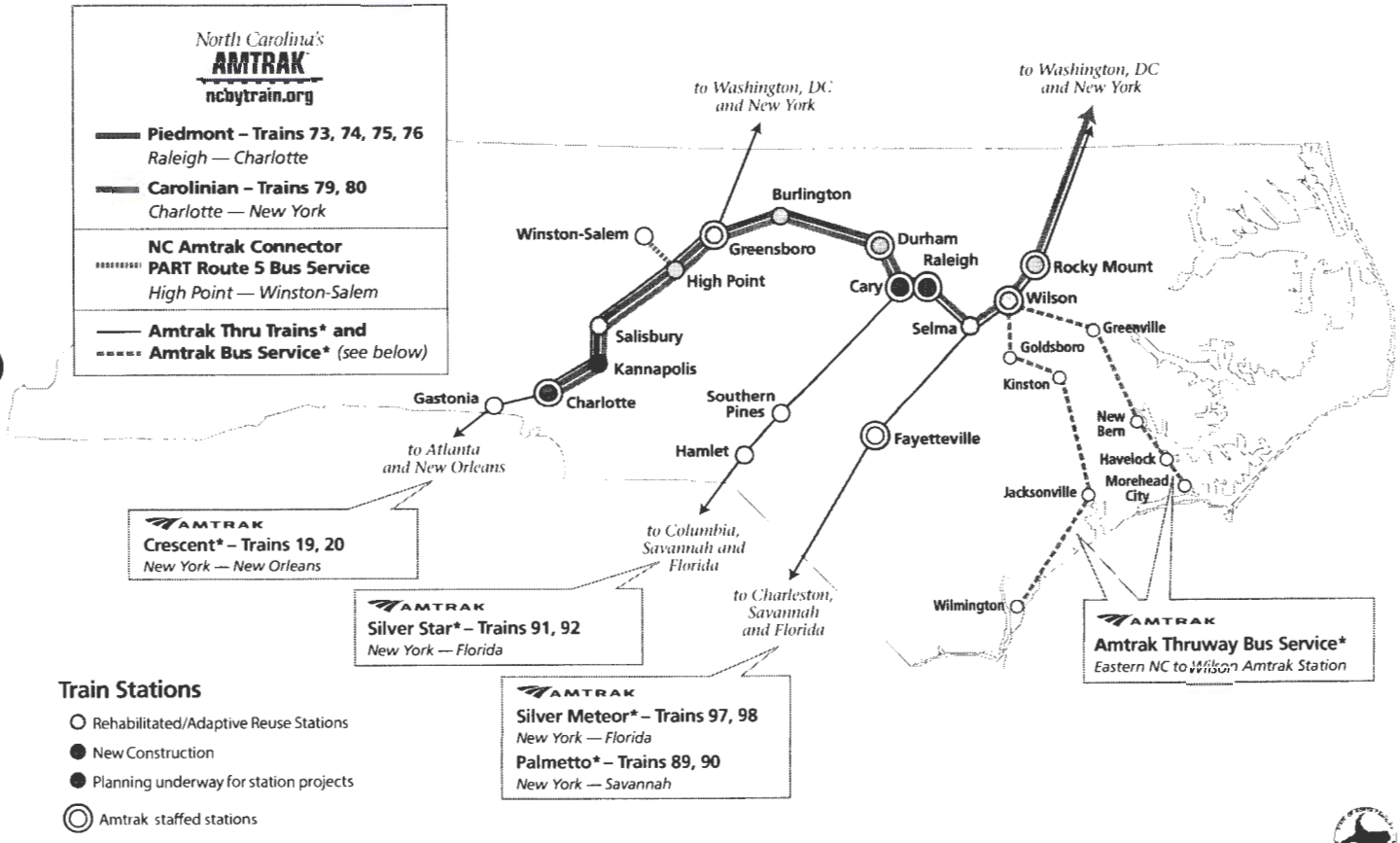


NCDOT Rail Division

Joint Legislative Transportation Oversight Committee
March 24, 2015

Paul C. Worley, CPM
Rail Director

North Carolina Passenger Train Service



2/2014

NCDOT Rail Division, 1553 MSC, Raleigh, NC 27699, 919-707-4700

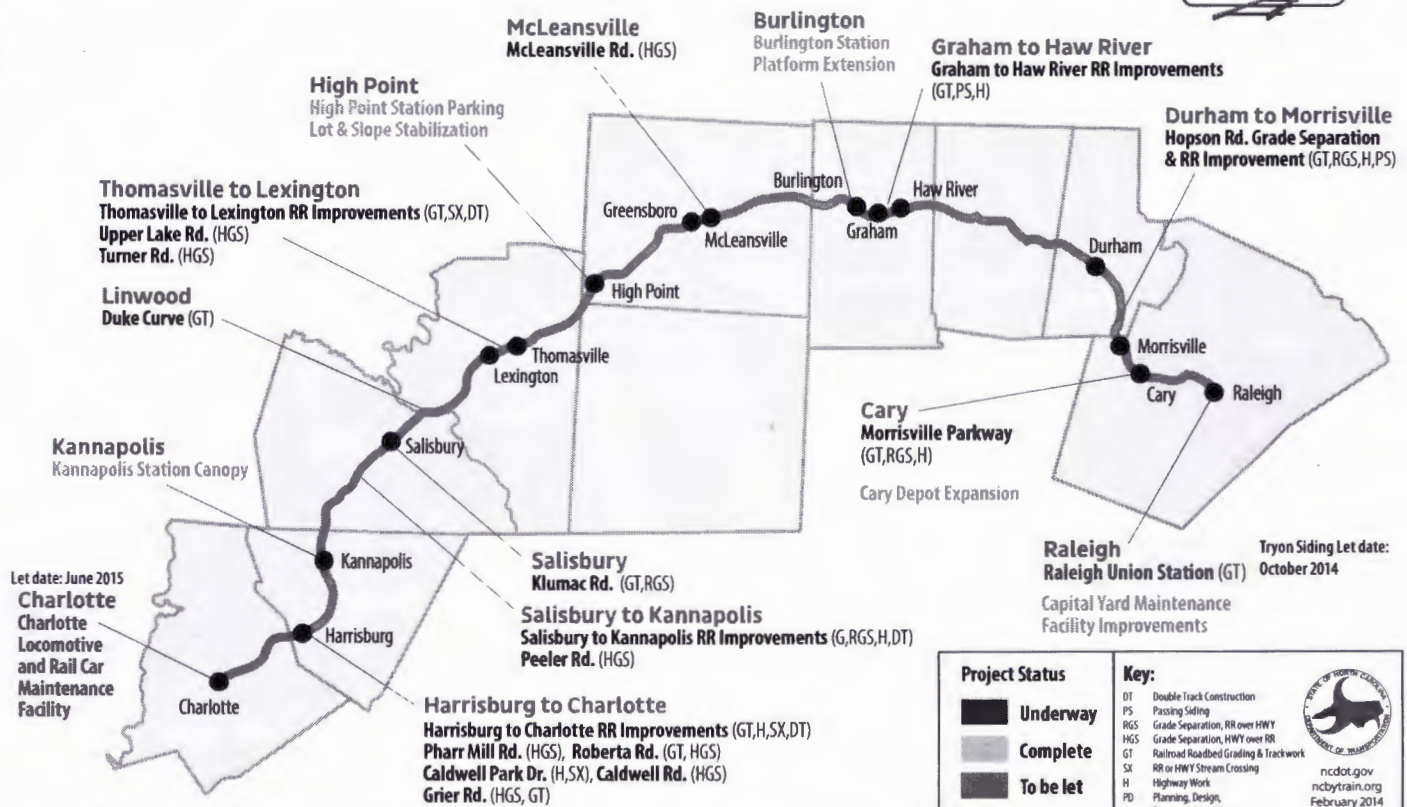
NC Passenger Train Operating and Track Maintenance Obligations - Forecast

millions of $s	Actual SFY2014	Projected SFY2014	SFY2015	SFY2016	SFY2017	SFY2018	SFY2019	SFY2020	SFY2021	SFY2022	SFY2023	SFY2024	SFY2025
Rail Operations Cost and Funding:													
Operations Cost:													
1 **Current Operations Cost through 3rd Frequency (RGH - CLT)**[1]	31.848	33.077	33.769	34.332	35.362	36.422	37.515	38.640	39.799	40.993	42.222	43.488	44.793
Cost for ARRA Service Additions:													
- 4th Frequency (RGH - CLT)						6.201	6.387	6.579	6.776	6.980	7.189	7.405	7.627
Total Operations Cost	31.848	33.077	33.769	34.332	35.362	42.624	43.902	45.219	46.575	47.972	49.411	50.893	52.419
Operations Contingency[2]	0.549	0.919	0.960	0.980	1.009	1.376	1.417	1.459	1.503	1.548	1.595	1.643	1.692
Total Operations Cost with Contingency	**32.397**	**33.997**	**34.729**	**35.312**	**36.371**	**43.999**	**45.319**	**46.678**	**48.078**	**49.520**	**51.006**	**52.535**	**54.111**
Farebox Revenues:													
Carolinian	16.345	16.433	16.502	16.667	17.167	17.682	18.212	18.759	19.322	19.901	20.498	21.113	21.747
Piedmont - Existing Service	3.413	3.512	3.559	3.666	3.778	3.889	4.006	4.126	4.250	4.377	4.508	4.644	4.783
Estimated Piedmont 3rd RT[3] *(4th RT RGH to CLT)*						1.400	1.442	1.485	1.530	1.576	1.623	1.672	1.722
Total Farebox Revenues[4]	19.758	19.945	20.061	20.333	20.943	22.971	23.660	24.370	25.101	25.854	26.630	27.428	28.251
Total Operations Obligation:	12.638	14.052	14.668	14.980	15.429	21.029	21.659	22.309	22.977	23.666	24.376	25.107	25.860
Operations Funding:													
- CMAQ and State Match - 3rd Frequency RGH - CLT[6]			7.500	3.750	3.750	3.750	3.750	3.750	3.750	3.750	3.750	3.750	3.750
- CMAQ and State Match - Public Outreach & Education[5]			0.819	0.818	0.750	0.750	0.750	0.750	0.750	0.750	0.750	0.750	0.750
- CMAQ and State Match - 4th Frequency RGH - CLT[7]			0.000	0.000	0.000	4.801	4.801	4.801	0.000	0.000	0.000	0.000	0.000
Total CMAQ Funding:	0.000	0.000	8.319	4.568	4.500	9.301	9.301	9.301	4.500	4.500	4.500	4.500	4.500
Total Fairbox Revenue and Operations Funding:	**12.638**	**14.052**	**22.987**	**19.548**	**19.929**	**30.330**	**30.960**	**31.610**	**27.477**	**28.166**	**28.876**	**29.607**	**30.360**
Operations Funding Required from NCDOT O&M:	**12.638**	**14.052**	**6.349**	**10.412**	**10.929**	**11.727**	**12.358**	**13.007**	**18.477**	**19.166**	**19.876**	**20.607**	**21.360**
Rail Maintenance Cost and Funding:													
Rail Maintenance Cost:[10]													
- Current Track Maintenance	1.353	1.498	1.546	1.801	1.653	1.706	1.780	1.817	1.875	1.935	1.997	2.061	2.128
- Cost for ARRA Track Maintenance	0.000	-0.002	0.007	0.075	0.312	0.428	0.442	0.456	0.471	0.486	0.502	0.518	0.534
Total Maintenance Obligation:	1.353	1.496	1.553	1.676	1.965	2.134	2.202	2.273	2.346	2.421	2.499	2.579	2.662
Rail Maintenance Funding:													
- NCDOT Rail Funding - Highway Fund	0.000	2.400	2.400										
Total Maintenance Funding:	0.000	2.400	2.400	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Rail Maintenance Funding Required from NCDOT O&M:	1.353	-0.904	-0.847	1.676	1.965	2.134	2.202	2.273	2.346	2.421	2.499	2.579	2.662

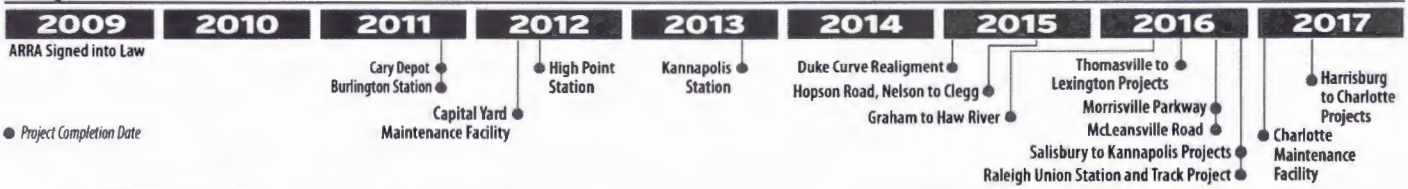
Notes:

1) Includes direct expenses + station and facility rent and NCDOT station attendants. Excludes non-direct administrative expenses and capital maintenance.
2) Contingency necessary due to fluctuations in fuel prices, revenue and host railroad payments that are credited/charged on an actual performance basis
3) 3rd Piedmont RT between Raleigh and Charlotte - 4 RT total with Carolinian.
4) Revenue growth is projected at 3% per year after SFY2015.
5) Eligibility for use of CMAQ funding to support the midday Piedmont service is no longer subject to the three year limit. CMAQ is authorized through MAP2
6) Pending final approval of application to use CMAQ funding to offset public outreach and marketing efforts for the Piedmont and Carolinian services.
7) Pending approval of application to use CMAQ funds to support the 4th RGH - CLT daily round trip. CMAQ funding at 80%. Subject to 3 year time limitation, with option to extend third year payment to years 4 and 5 (no net increase).
8) For comparison purposes only. 2011 Forecast did not include O&M contingency.
9) 2011 Forecast. Net of CMAQ and Passenger Revenues.
10) Per agreement with Norfolk Southern. Does not include track access and maintenance payment made through Amtrak (included in Operations Costs) to Norfolk Southern and CSX.

Piedmont Improvement Program – February 2015 Status Report



Project Schedule



ARRA Funds Spent to Date *(effective 2/18/2014)*

Component	Expenditure
PD&A/ROW	$44,729,161
Equipment Procurement & Rebuild	$26,257,230
Stations & Facilities	$10,941,117
Track & Structures	$149,895,328
CRISP	$2,180,376.32
Program Totals	**$234,003,214.01** of $520M awarded FRA Grant Funds

PIP Milestones

Harrisburg - A critical permanent track realignment *(below)* at the location of the new Roberta Road overpass was completed and put in service the weekend of February 14-16. The half-mile track realignment allowed the removal of the existing track which was necessary for the completion of the overpass structure and the progression of track construction to the west.



Bowers to Lake - Track construction has progressed over two miles from the now removed Lower Lake Road at-grade road crossing to the south end of the project.

Piedmont Improvement Program Project Photos – February 2015



P-5201 Morrisville Parkway



U-4716 Hopson Road bridge construction



U-4716 Nelson to Clegg passing siding construction



P-5205 Graham to Haw River Passing Siding – Grading



P-5204 McLeansville Road, clearing



C-4901 Bowers to Lake, Rich Fork Creek bridge track construction

Piedmont Improvement Program Project Photos – January 2015



C-4901 Bowers to Lake, track construction



P-5206 Reid to North Kannapolis, signal installation



P-5206 Reid to North Kannapolis, utility relocation



P-5206 Peeler Road Bridge construction

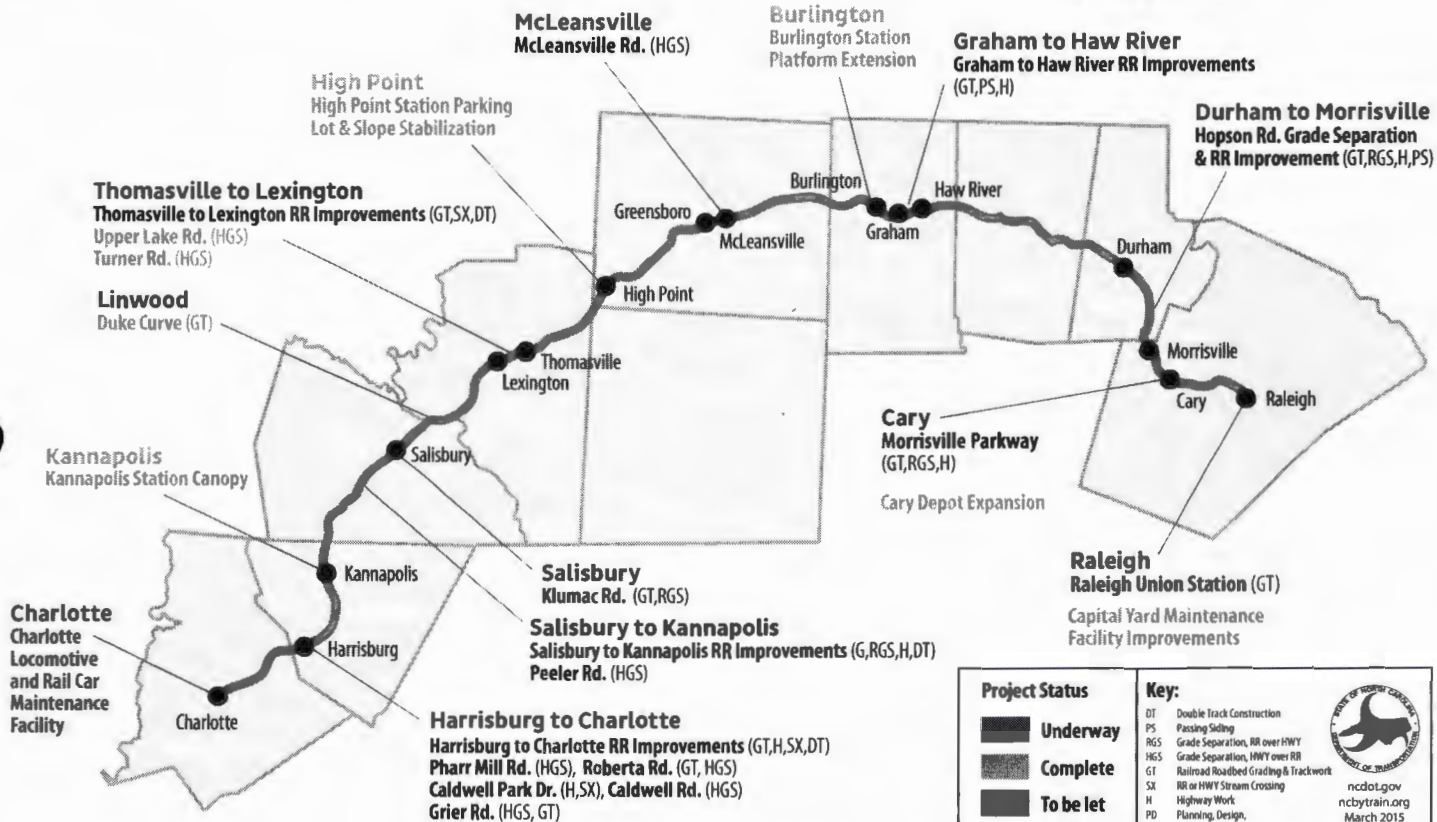


P-5208 Haydock to Junker - Roberta Road Bridge construction



P-5208 Haydock to Junker - retaining wall

Piedmont Improvement Program Projects

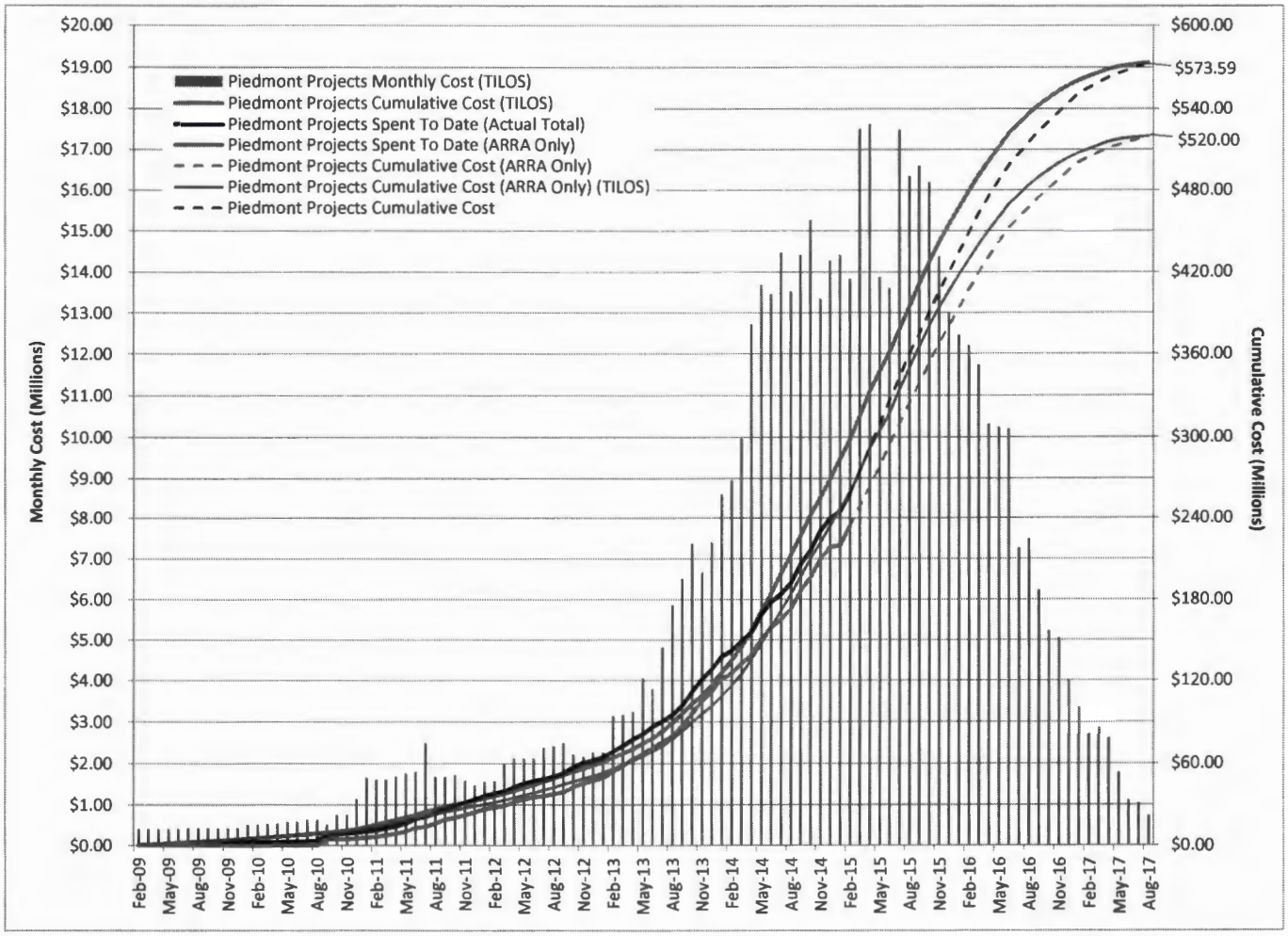


Piedmont Equipment
Rebuild 7 Locomotives
Refurbish 12 Railcars
Build 5 Cab Control Units



Private Crossing Safety Initiative Projects totaling $1.3M will be constructed in Alamance, Cabarrus, Guilford, Orange, Rowan & Wake Counties.

Piedmont Projects Cash Flow Chart

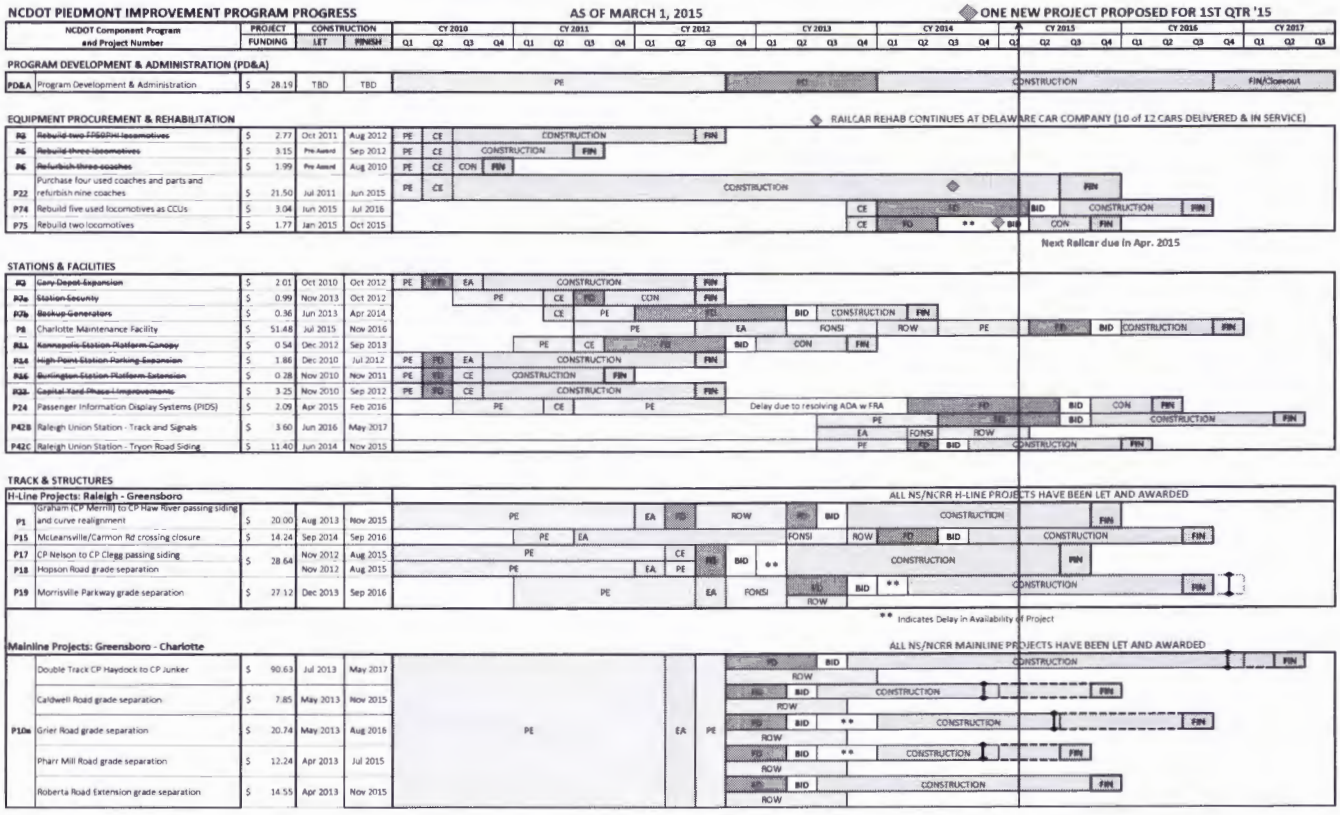


Status Date: 12/31/14

Printed: 3/10/2015

Piedmont Projects Program Progress

High Speed Intercity Passenger Rail Program 2010 ARRA Projects



3/16/2015

Piedmont Projects Program Progress

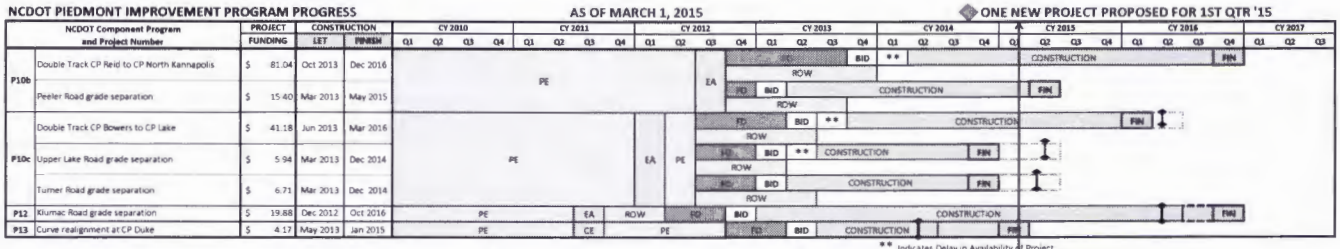
High Speed Intercity Passenger Rail Program 2010 ARRA Projects

NCDOT PIEDMONT IMPROVEMENT PROGRAM PROGRESS

AS OF MARCH 1, 2015

◆ ONE NEW PROJECT PROPOSED FOR 1ST QTR '15

	NCDOT Component Program and Project Number	PROJECT FUNDING	CONSTRUCTION LET	CONSTRUCTION FINISH
P10b	Double Track CP Reid to CP North Kannapolis	$ 81.04	Oct 2013	Dec 2016
	Peeler Road grade separation	$ 15.40	Mar 2013	May 2015
P10c	Double Track CP Bowers to CP Lake	$ 41.18	Jun 2013	Mar 2016
	Upper Lake Road grade separation	$ 5.94	Mar 2013	Dec 2014
	Turner Road grade separation	$ 6.71	Mar 2013	Dec 2014
P12	Klumac Road grade separation	$ 19.88	Dec 2012	Oct 2016
P13	Curve realignment at CP Duke	$ 4.17	May 2013	Jan 2015



** Indicates Delay in Availability of Project

PRIVATE CROSSING SAFETY INITIATIVE (PCSI: H-Line)

P21	3.1: Thomas and Howard	$ 0.33	Jun 2014	Jan 2015
	3.2: Long and Patterson	$ 0.45	N/A	Apr 2015
	3.7: Andrew B. Lloyd	$ 0.38	Oct 2014	Oct 2015
	3.9: Partin's Trailer Park	$ 0.29		Jul 2016
	3.10: Byrdsville Road 3.11.Greenbrier Dr. & Gordon Thomas	$ 3.32	Oct 2015	Dec 2016
	3.12: Progress Energy	$ 0.46		

*Coordinated with Hillsborough Station Project

**Total Property Acquisition & Closure

T&S	Track & Structures Total	$ 415.54		

CRISP-NS/CSXT MAINLINE GRADE SEPARATION

P9	NS/CSXT Mainline Grade Separation	$ 8.01	N/A	N/A

PIP SUMMARY

PIP TOTAL ($520.0M ARRA)	$ 561.79

CONGESTION MITIGATION

THE THREE A-LINE CM PROJECTS WERE BID IN OCT. 2014

PDA	Project Development & Administration	$ 1.99	TBD	TBD
P42A	Boylan Wye Crossovers (RUS - CSX S Line)	$ 10.05	May 2015	Mar 2016
P60A	South Weldon	$ 4.54	Jul 2014	Nov 2015
P60B	Enfield	$ 4.88	Jul 2014	May 2015
P60C	Armstrong	$ 5.10	Jul 2014	Aug 2015

*Coordinated with Raleigh Union Station Project

PROGRAM SUMMARY

PROGRAM TOTAL ($546.5M ARRA)	$ 588.35

This symbol shows the Track and Structures original construction contract completion dates. If a project has no symbol, then the project is considered on schedule.

This bar color pattern indicates that a Track and Structures construction contract is currently behind schedule.

This bar color pattern indicates that a Track and Structures construction contract is currently ahead of schedule.

3/16/2015

2015 Freight Rail & Rail Crossing Safety Improvement Fund Projects

Projects by Category

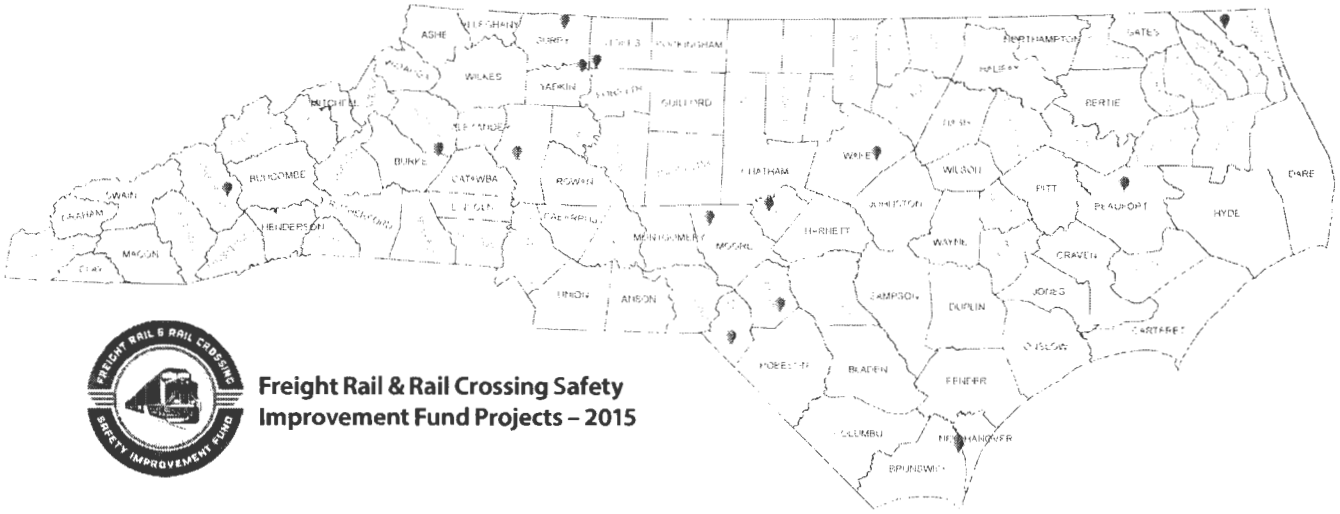
Purpose	Funds	Projects
Short Line Improvements	$2,838,532	11
Rail Access Improvements	$411,000	2
Crossing Improvements	$500,000	2

Fifteen projects totaling $3,749,532 were approved by the NCDOT Board of Transportation, December 2014 and January 2015. The total includes project administration, engineering and inspection for track and rail access improvements.

FR&RCSI funds are authorized by the 2013 session of the General Assembly through Senate Bill 402 and utilize dividends received from the North Carolina Railroad Company.

Town/County Division	Project Description	Estimated Cost
Division 1 Chowan, Perquimans, Pasquotank, Camden & Currituck Counties	Improve the Chesapeake & Albemarle Railroad corridor to enhance infrastructure condition, safety, and operating efficiency. FR&RCSI funds 50% of actual project costs not to exceed $228,438. Work includes the installation of crossties and improvement of bridge condition.	**$228,438**
Divisions 2 & 4 Beaufort, Nash, Pitt, Greene & Wilson Counties	Improve the Carolina Coastal Railway corridors to enhance infrastructure condition, safety, and operating efficiency. FR&RCSI funds 50% of actual project costs not to exceed $377,385. Work includes rail replacement and crosstie installation.	**$377,385**
Division 3 New Hanover County	Improve the Wilmington Terminal Railroad yard to enhance infrastructure condition, safety, and operating efficiency. FR&RCSI funds 50% of actual project costs not to exceed $401,125. Work includes replacement of a yard track and upgrades to a bridge.	**$401,125**
Division 3 New Hanover County	Partially finance the cost of constructing rail industrial access track to serve Project Loco in New Hanover County. The company proposes to hire more than 1,300 new employees and make a capital investment of at least $50 million. They anticipate shipping approximately 1,300 carloads of rail freight per year. Work includes upgrade of a crossing at River Road and significant new industry tracks for outbound finished goods.	**$200,000**
Division 5 Wake County	Close at-grade crossing (465 681P, NS 220.9) at Fayetteville Road (SR 2513) in Knightdale. As mitigation for the closure, the project will include improvements at the intersection of Smithfield Road (SR 2233) and First Avenue. The Department will be responsible for the design and construction of the project. The Department shall not be responsible for right-of- way. The total cost is estimated to be $200,000.	**$200,000**
Divisions 6 & 8 Hoke & Cumberland Counties	Improve the Aberdeen & Rockfish Railroad corridor to enhance infrastructure condition, safety, and operating efficiency. FR&RCSI funds 50% of actual project costs not to exceed $380,452. Work includes replacement of rail.	**$380,452**
Divisions 8 & 10 Chatham, Montgomery, Moore, & Stanly Counties	Improve the Aberdeen Carolina & Western Railway corridor to enhance infrastructure condition, safety, and operating efficiency. FR&RCSI funds 50% of actual project costs not to exceed $342,201. Work includes upgrades to several bridges.	**$342,201**
Division 8 Lee County	Improve the Atlantic & Western Railway corridor to enhance infrastructure condition, safety, and operating efficiency. FR&RCSI funds 50% of actual project costs not to exceed $88,000. Work includes replacement of a bridge and crosstie replacement.	**$88,000**

Town/County Division	Project Description	Estimated Cost
Division 8 Scotland & Hoke Counties	Improve the Laurinburg & Southern Railroad corridor to enhance infrastructure condition, safety, and operating efficiency. FR&RCSI funds 50% of actual project costs not to exceed $100,055. Work includes replacement of rail.	**$100,055**
Division 9 Stokes County	Close two at-grade crossings (Goff Road (721 952Y) and a second crossing to be determined). To improve traffic flow at the Old US 52 and Goff Road (SR 1138) intersection, a new crossing on the Yadkin Valley Railroad CF line will be constructed. This project has been requested by the Stokes County Board of Education due to the high number of accidents involving inexperienced drivers traveling to and from West Stokes High School.	**$300,000**
Division 11 Surry County	Add a siding to the Yadkin Valley Railroad mainline to provide loading and unloading capacity for the North Carolina Granite Corporation near Mount Airy. The new track is needed to provide access for a customer who is switching to rail. FR&RCSI funds 50% of actual project costs not to exceed $250,000.	**$250,000**
Divisions 9 & 11 Surry, Stokes, Wilkes & Forsyth Counties	Improve the Yadkin Valley Railroad corridor to enhance infrastructure condition, safety, and operating efficiency. FR&RCSI funds 50% of actual project costs not to exceed $375,004. Work includes crosstie replacement and track surfacing.	**$375,004**
Divisions 11, 12, & 13 Caldwell, Burke & Catawba Counties	Improve the Caldwell County Railroad corridor to enhance infrastructure condition, safety, and operating efficiency. FR&RCSI funds 50% of actual project costs not to exceed $40,013.Work includes crosstie replacement.	**$40,013**
Division 12 Iredell & Alexander Counties	Improve the Alexander Railroad Company corridor to enhance infrastructure condition, safety, and operating efficiency. FR&RCSI funds 50% of actual project costs not to exceed $136,325. Work includes crosstie replacement.	**$136,325**
Divisions 13 & 14 Buncombe, Haywood, Henderson, Jackson & Transylvania Counties	Improve the Blue Ridge Southern Railroad corridor to enhance infrastructure condition, safety, and operating efficiency. The Department shall participate in 50% of actual project costs not to exceed $369,534. Work includes crosstie replacement, surfacing, and crossing improvements.	**$369,534**



Freight Rail & Rail Crossing Safety Improvement Fund Projects – 2015

Freight Rail and Rail Crossing Safety Improvements Progress

NCDOT FREIGHT RAIL & RAILROAD CROSSING SAFETY IMPROVEMENTS PROGRAM PROGRESS

As of March 1, 2015

	Project Number, Project Category & Project Type	ID	PROJECT BUDGET ($M) FRANCH FUNDING	MATCHING FUNDING	TOTAL FUNDING	CONSTRUCTION Task 4 CONSTRUCT	CONSTRUCTION Task 4 COMPLETE	CLOSE OUT Finish
1 - TRACK INFRASTRUCTURE IMPROVEMENTS								
	Economic Development	F14100	Rail Line Improvements	$ 0.522	$ -	$ 0.522			
			Economic Development Sub-Total	$ 0.522		$ 0.522			
	Short Line	F14120	ACWR	$ 0.801	$ 0.878	$ 1.679	Dec 15	Apr 16	Jul 16
		F14121	AR	$ 0.133	$ 0.133	$ 0.266	Jan 16	Mar 16	May 16
		F14122	ATW	$ 0.126	$ 0.126	$ 0.252	Jan 15	Mar 15	May 15
		F14123	CA	$ 0.300	$ 0.300	$ 0.600	Nov 14	Apr 15	Jun 15
		F14124	CLNA	$ 0.574	$ 0.574	$ 1.148	Sep 14	Jan 15	Mar 15
		F14125	CWCY	$ 0.050	$ 0.050	$ 0.100	Nov 14	Jul 16	Sep 16
		F14126	CTR	$ 0.190	$ 0.190	$ 0.380	Dec 14	Jun 15	Aug 15
		F14127	HPTD	$ 0.250	$ 0.250	$ 0.500	Feb 16	May 16	Jul 16
		F14128	LRS	$ 0.105	$ 0.105	$ 0.210	Sep 14	Jan 15	Mar 15
		F14129	NCVA	$ 0.250	$ 0.250	$ 0.500	Mar 15	May 15	Jul 15
		F14130	TBRY	$ 0.058	$ 0.058	$ 0.116	Nov 14	Apr 15	Jun 15
		F14131	WTR	$ 0.060	$ 0.060	$ 0.120	Mar 15	Jun 15	Aug 15
		F14132	YVRR	$ 0.373	$ 0.373	$ 0.746	Nov 14	Apr 15	May 15
1		F15100	ACWR	$ 0.342	$ 0.342	$ 0.684	2016	2016	2016
		F15101	AR	$ 0.380	$ 0.380	$ 0.761	2016	2016	2016
		F15102	ARC	$ 0.136	$ 0.136	$ 0.273	Jun 15	Sep 15	Nov 15
		F15103	ATW	$ 0.088	$ 0.088	$ 0.176	Nov 15	Jan 16	Mar 16
		F15104	BLU	$ 0.370	$ 0.370	$ 0.739	Sep 15	Dec 15	Feb 16
		F15105	CA	$ 0.228	$ 0.228	$ 0.457	Sep 15	Jan 16	Mar 16
		F15106	CLNA	$ 0.377	$ 0.377	$ 0.755	Nov 15	Apr 16	Jun 16
		F15107	CWCY	$ 0.040	$ 0.040	$ 0.080	2016	2016	2016
		F15108	LRS	$ 0.100	$ 0.100	$ 0.200	2016	2016	2016
		F15109	WTR/NCSPA	$ 0.401	$ 0.401	$ 0.802	Jun 15	Sep 15	Nov 15
		F15110	YVRR	$ 0.375	$ 0.375	$ 0.750	Jul 15	Oct 15	Dec 15
			Short Line Sub-Total	$ 6.109	$ 6.186	$ 12.295			
	Potential Match Funds and Other Projects	~~F4150~~	~~NCWR~~	~~$ -~~	~~$ -~~	~~$ -~~	~~Jan-15~~	~~Nov-15~~	~~Feb-16~~
			Potential Match Funds and Other Projects Sub-Total	$ -	$ -	$ -			
	Management	F14199	TII-Program Management	$ 0.150	$ -	$ 0.150			
			Management Sub-Total	$ 0.150	$ -	$ 0.150			
			1 - TRACK INFRASTRUCTURE IMPROVEMENTS TOTAL	$ 6.781	$ 6.186	$ 12.967			
2 - CROSSING SAFETY AND SIGNALS IMPROVEMENTS									
	Closure	F14200	Barefoot Road (Crossing Closure)	$ 0.040	$ -	$ 0.040	March 15	Jul 15	Sept 15
		F14201	Brick Kiln Road (Closure)	$ 0.015	$ -	$ 0.015	Aug 14	Sept 14	Dec 14
		F14202	Fleethethan Road (Closure)	$ 0.100	$ -	$ 0.100	Sept 14	Nov 14	Mar 15
		F14203	Naco Rd. Extension	$ 0.600	$ -	$ 0.600			
		F14204	Winslow/Rankin St. (Closure & Improvements)	$ 1.275	$ -	$ 1.275	Sept 14	Jul 15	Nov 15
		F14205	Pine & Lowdermilk	$ 1.100	$ -	$ 1.100	June 15	Mar 16	Jul 16
			Closure Sub-Total	$ 3.140	$ -	$ 3.140			
	Corridor	F14210	Bank St. (SR 2314) and Lyerly St. Crossing	$ 1.150	$ -	$ 1.150	Sept 14	Oct 15	Jan 16
		F14211	Mountain St. and Gold St	$ 0.400	$ -	$ 0.400	Oct 14	Nov 15	Mar 16
			Corridor Sub-Total	$ 1.550	$ -	$ 1.550			
	Crossing Assistance	F14420	Andy Griffith Pkwy (US 52) & Rockford St. (SR 2426)	$ 0.240	$ -	$ 0.240	Aug 14	Nov 14	Mar 15
		F14221	Municipal Signage and Pavement Markings	$ 0.750	$ -	$ 0.750	Apr 15	Jun 15	Aug 15
		F14230	LED Lighting Initiative	$ 1.112	$ -	$ 1.112		Dec 15	Feb 16
		F14231	Vehicle Detection	$ 0.900	$ -	$ 0.900	May 15	Dec 15	Feb 16
		F14232	McCrimmon Parkway	$ 0.350	$ -	$ 0.350	2016	2016	2016
		F14233	Howard Gap	$ 0.050	$ -	$ 0.050	2016	2016	2016
		F15200	Fayetteville St. - Knightdale	$ 0.200	$ -	$ 0.200	2016	2016	2016
		F15201	Goff Rd - King	$ 0.300	$ -	$ 0.300	2016	2016	2016
2			Crossing Assistance Sub-Total	$ 3.902	$ -	$ 3.902			
	Crossing Surface	F14240	Carrie Rd. - Stantonsburg	$ 0.015	$ -	$ 0.015	2015	2015	2015
		F14241	Barbee Rd. Zebulon	$ 0.015	$ -	$ 0.015	2015	2015	2015
		F14242	Stokes Rd. Middlesex	$ 0.015	$ -	$ 0.015	2015	2015	2015
		F14243	Old Airport Rd. Fletcher	$ 0.020	$ 0.020	$ 0.040	2015	2015	2015
		F14244	Main St. Us 23 Bus. Waynesville	$ 0.040	$ 0.040	$ 0.080	2015	2015	2015
		F14245	US 19 Governors Island Rd. - Bryson City	$ 0.032	$ -	$ 0.032	2015	2015	2015
		F14246	Horton Rd. Zebulon	$ 0.020	$ -	$ 0.020	2015	2015	2015
		F14247	Planer Mill Rd. Middlesex	$ 0.032	$ -	$ 0.032	2015	2015	2015
		F14248	NC 71 Shannon	$ 0.075	$ -	$ 0.075	2015	2015	2015
		F14249	Neverson Rd. Sims	$ 0.040	$ -	$ 0.040	2015	2015	2015
		F14250	Robertson Rd. Knightdale	$ 0.032	$ -	$ 0.032	2015	2015	2015
		F14251	US 264 Alt. Farmville	$ 0.150	$ -	$ 0.150	2015	2015	2015
		F14252	Depot St. - Whittier	$ 0.072	$ -	$ 0.072	2015	2015	2015
		F14253	Highland Rd. Laurinburg	$ 0.032	$ -	$ 0.032	2015	2015	2015
		F14254	S. Front St. - Wilmington	$ 0.200	$ -	$ 0.200	2016	2016	2016
			Crossing Surface Sub-Total	$ 0.790	$ 0.060	$ 0.850			
	Management	F14299	Program Management	$ 0.045	$ -	$ 0.045			
			Management Sub-Total	$ 0.045	$ -	$ 0.045			
			2 - CROSSING SAFETY AND SIGNALS IMPROVEMENTS TOTAL	$ 8.427	$ 0.060	$ 8.487			

CY 2014: Apr May Jun Jul Aug Sep Oct Nov Dec

CY 2015: Jan Feb Mar Apr May Jun Jul Aug Sep Oct Nov Dec

CY 2016: Jan Feb Mar Apr May Jun Jul Aug Sep Oct Nov Dec

Funded by TIGER Grant

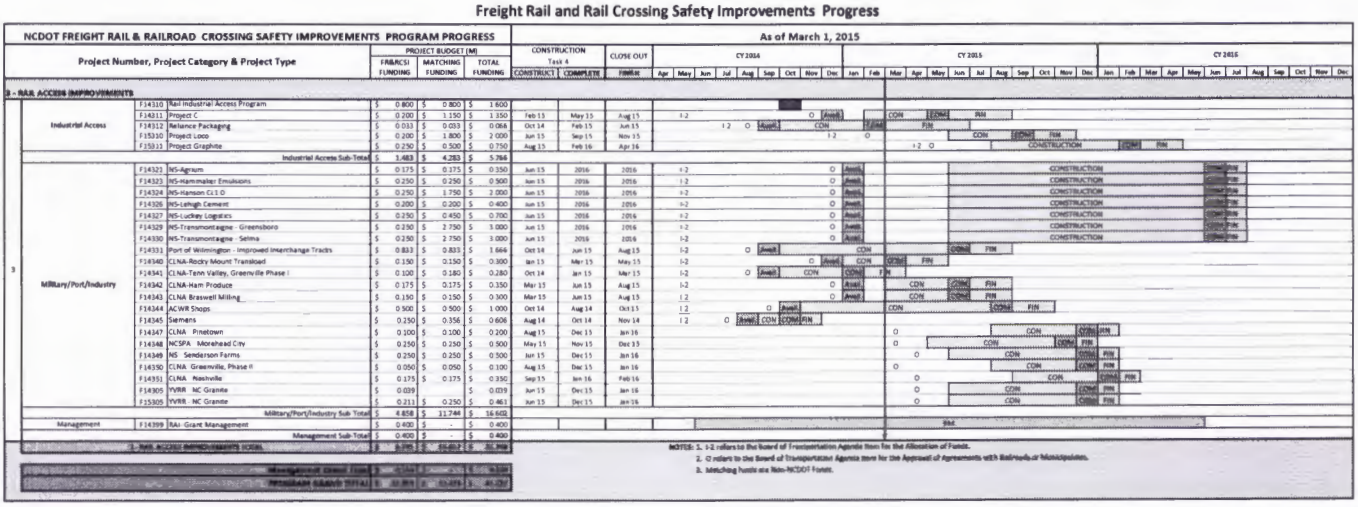
2016 Schedule TBD

2015 Construction Schedule TBD

FRACS Program Progress Chart

3/11/2015

Freight Rail and Rail Crossing Safety Improvements Progress



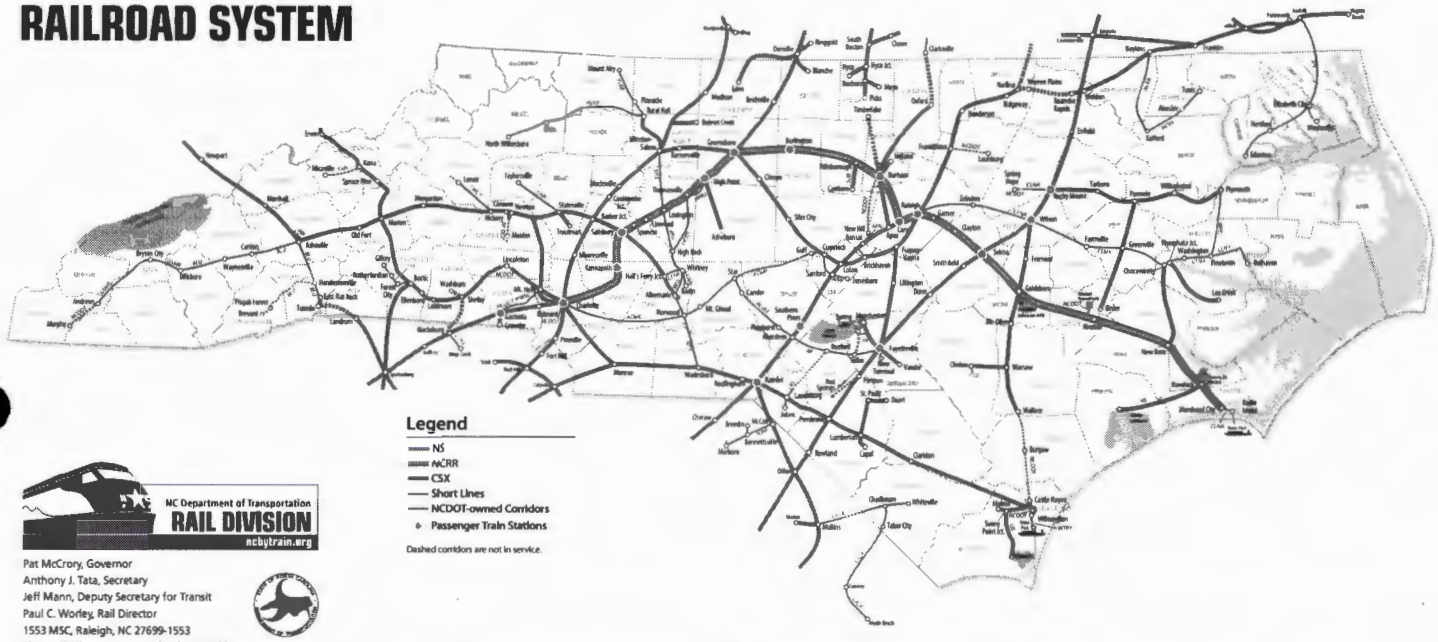
NCDOT FREIGHT RAIL & RAILROAD CROSSING SAFETY IMPROVEMENTS PROGRAM PROGRESS

As of March 1, 2015

Project Number, Project Category & Project Type			PROJECT BUDGET (M) FRRCSI FUNDING	MATCHING FUNDING	TOTAL FUNDING	CONSTRUCTION Task 4 CONSTRUCT	CONSTRUCTION Task 4 COMPLETE	CLOSE OUT FINISH
3 - RAIL ACCESS IMPROVEMENTS								
3	Industrial Access	F14310 Rail Industrial Access Program	$ 0.800	$ 0.800	$ 1.600			
		F14311 Project C	$ 0.200	$ 1.150	$ 1.350	Feb 15	May 15	Aug 15
		F14312 Reliance Packaging	$ 0.033	$ 0.033	$ 0.066	Oct 14	Feb 15	Jun 15
		F15310 Project Loco	$ 0.200	$ 1.800	$ 2.000	Jun 15	Sep 15	Nov 15
		F15311 Project Graphite	$ 0.250	$ 0.500	$ 0.750	Aug 15	Feb 16	Apr 16
	Industrial Access Sub-Total		$ 1.483	$ 4.283	$ 5.766			
	Military/Port/Industry	F14321 NS-Agrium	$ 0.175	$ 0.175	$ 0.350	Jun 15	2016	2016
		F14323 NS-Hammaker Emulsions	$ 0.250	$ 0.250	$ 0.500	Jun 15	2016	2016
		F14324 NS-Hanson CL1 O	$ 0.250	$ 1.750	$ 2.000	Jun 15	2016	2016
		F14326 NS-Lehigh Cement	$ 0.200	$ 0.200	$ 0.400	Jun 15	2016	2016
		F14327 NS-Luckey Logistics	$ 0.250	$ 0.450	$ 0.700	Jun 15	2016	2016
		F14329 NS-Transmontaigne - Greensboro	$ 0.250	$ 2.750	$ 3.000	Jun 15	2016	2016
		F14330 NS-Transmontaigne - Selma	$ 0.250	$ 2.750	$ 3.000	Jun 15	2016	2016
		F14331 Port of Wilmington - Improved Interchange Tracks	$ 0.833	$ 0.833	$ 1.666	Oct 14	Jun 15	Aug 15
		F14340 CLNA-Rocky Mount Transload	$ 0.150	$ 0.150	$ 0.300	Jan 15	Mar 15	May 15
		F14341 CLNA-Tenn Valley, Greenville Phase I	$ 0.100	$ 0.180	$ 0.280	Oct 14	Jan 15	Mar 15
		F14342 CLNA-Ham Produce	$ 0.175	$ 0.175	$ 0.350	Mar 15	Jun 15	Aug 15
		F14343 CLNA Braswell Milling	$ 0.150	$ 0.150	$ 0.300	Mar 15	Jun 15	Aug 15
		F14344 ACWR Shops	$ 0.500	$ 0.500	$ 1.000	Oct 14	Aug 14	Oct 15
		F14345 Siemens	$ 0.250	$ 0.356	$ 0.606	Aug 14	Oct 14	Nov 14
		F14347 CLNA Pinetown	$ 0.100	$ 0.100	$ 0.200	Aug 15	Dec 15	Jan 16
		F14348 NCSPA Morehead City	$ 0.250	$ 0.250	$ 0.500	May 15	Nov 15	Dec 15
		F14349 NS Sanderson Farms	$ 0.250	$ 0.250	$ 0.500	Jun 15	Dec 15	Jan 16
		F14350 CLNA Greenville, Phase II	$ 0.050	$ 0.050	$ 0.100	Aug 15	Dec 15	Jan 16
		F14351 CLNA Nashville	$ 0.175	$ 0.175	$ 0.350	Sep 15	Jan 16	Feb 16
		F14305 YVRR NC Granite	$ 0.039		$ 0.039	Jun 15	Dec 15	Jan 16
		F15305 YVRR NC Granite	$ 0.211	$ 0.250	$ 0.461	Jun 15	Dec 15	Jan 16
	Military/Port/Industry Sub-Total		$ 4.858	$ 11.744	$ 16.602			
	Management	F14399 RAI Grant Management	$ 0.400	$ -	$ 0.400			
	Management Sub-Total		$ 0.400	$ -	$ 0.400			
	3 - RAIL ACCESS IMPROVEMENTS TOTAL		$ 6.741	$ 16.027	$ 22.768			
	Management Grant Total		$ 0.400	$ -	$ 0.400			
	PROGRAM GRAND TOTAL		$ 22.741	$ 18.027	$ 40.768			

NOTES: 1. I-2 refers to the Board of Transportation Agenda Item for the Allocation of Funds.
2. O refers to the Board of Transportation Agenda Item for the Approval of Agreements with Railroads or Municipalities.
3. Matching funds are Non-NCDOT Funds.

North Carolina
RAILROAD SYSTEM



Legend

- NS
- NCRR
- CSX
- Short Lines
- NCDOT-owned Corridors
- Passenger Train Stations

Dashed corridors are not in service.

NC Department of Transportation
RAIL DIVISION
ncbytrain.org

Pat McCrory, Governor
Anthony J. Tata, Secretary
Jeff Mann, Deputy Secretary for Transit
Paul C. Worley, Rail Director
1553 MSC, Raleigh, NC 27699-1553
Phone: (919) 707-4700, Fax: (919) 715-6580

Train Stations

Burlington	Gastonia	Rocky Mount
Cary	Greensboro	Salisbury
Charlotte	Hamlet	Selma
Durham	High Point	Southern Pines
Fayetteville	Kannapolis	Wilson
	Raleigh	

Information & Reservations – ncbytrain.org or 1-800-8Y-TRAIN (1-800-298-7246)

Railway Association of North Carolina – www.ncrailways.org

REPORTING MARK	RAILROAD NAME
ACWR	Aberdeen Carolina & Western Railway
AR	Aberdeen & Rockfish Railroad
ARC	Alexander Railroad
ATW	Atlantic & Western Railway, LP
BLU	Blue Ridge Southern Railroad
CA	Chesapeake & Albemarle Railroad
CALA	Carolina Southern Railroad
CFR	Cape Fear Railways
CLNA	Carolina Coastal Railway
CMR	Craggy Mountain Railroad
CPLJ	Camp Lejuene Railroad
CSX	CSX Transportation
CTR	Clinton Terminal Railroad
CWCY	Caldwell County Railroad
GSMR	Great Smoky Mountains Railroad
HPTD	High Point, Thomasville & Denton Railroad
LRS	Laurinburg & Southern Company, Inc.
NCDOT	N.C. Department of Transportation
NCRR	North Carolina Railroad Company
NCVA	North Carolina & Virginia Railroad
NHV	New Hope Valley Railroad
NS	Norfolk Southern Corporation
PDRR	Pee Dee River Railway
PNRW	Piedmont & Northern Railway
RSNR	Red Springs & Northern Railroad
SUR	State University Railroad
TBRY	Thermal Belt Railway
US	US Military
WSS	Winston-Salem Southbound Railway
WTRY	Wilmington Terminal Railroad, Inc.
YVRR	Yadkin Valley Railroad

NCDOT
BeRailSafe
BeRailSafe.org

CSX Emergency Number
1-800-232-0144
NS Emergency Number
1-800-453-2530

January 2015

NORTH CAROLINA RAILROAD DIRECTORY

Class I

Reporting Mark	Railroad/Address	Contact
CSX	CSX Transportation Corporate Headquarters 500 Water St., Jacksonville, FL 32202	Michael J. Ward, President and CEO (904) 359-3100; www.csx.com
	CSX Regional Development 1610 Forest Ave., Ste. 120, Richmond, VA 23229	Jim Van Derzee, Manager (804) 226-7504; (804) 226-7759 FAX; Jim_Vanderzee@csx.com
	CSX Public Affairs 1201 Main St., Ste. 1980, Columbia, SC 29201	John Dillard (803) 748-1280; (803) 748-1338 FAX; John_Dillard@csx.com
	CSX Florence Division 100 Oakland Ave., Florence, SC 29506	Jermaine Swafford, Division Manager (843) 629-2275; (904) 245-2735 FAX; Jermaine_Swafford@csx.com
NS	Norfolk Southern Corporation Corporate Headquarters Three Commercial Place, Norfolk, VA 23510	Charles W. Moorman, President and CEO (757) 629-2600; www.nscorp.com
	NS Piedmont Division 1120 W. Washington St., Greenville, SC 29601	Neville Wilson, Superintendent (864) 255-4210; (864) 255-4279 FAX
	NS State Office 1500 Carson St., Raleigh, NC 27608	Durwood Laughinghouse, Resident Vice President (919) 831-3002; (919) 831-3041 FAX; dslaughi@nscorp.com
	NS Industrial Development 1500 Carson St., Raleigh, NC 27608	Troy Akers, Industrial Development Manager (919) 831-3092; (919) 831-3041 FAX; jim.bowman@nscorp.com
	NS East Carolina Business Unit (ECBU) 1500 Carson St., Raleigh, NC 27608	Joshua Booker, General Manager (919) 831-3029; (919) 831-3041 FAX; joshua.booker@nscorp.com
	NS Virginia Division 110 Franklin Rd. SE, Box 53, Roanoke, VA 24042	Haskel Stanback, Superintendent (540) 981-4478; (540) 981-4680 FAX

Affiliated with a Class I

Reporting Mark	Railroad/Address	Contact	Ownership
[illegible]U	Camp Lejeune Railroad	Norfolk Southern Corporation	USMC (Right of Way)
[illegible]PTD	High Point, Thomasville & Denton RR	Winston-Salem Southbound Railway	CSX & NS (Corporate)
SUR	State University Railroad	Norfolk Southern Corporation	NC & NCRR (Right of Way)
US	US Army Railroad	Steve Kerr, Director of Operations (910) 457-8336	US Army (Right of Way)
WSS	Winston-Salem Southbound Railway 4550 Overdale Rd., Winston-Salem, NC 27107	Melvin Cohoon, Operations Manager Eddy Mills, Assistant Operations Manager (336) 788-9407; (336) 788-9085 FAX Melvin_Cohoon@csx.com; Eddy_Mills@csx.com	CSX & NS (Corporate)

Independently Owned

Reporting Mark	Railroad/Address	Contact	Ownership
ACWR	Aberdeen Carolina & Western Railway Company 967 NC Hwy 211 East, Candor, NC 27229	Robert M. Menzies, President Carl Hollowell, VP & General Manager (910) 974-4219; (910) 974-4307 FAX www.acwr.com	ACWR (Corporate) NS (Charlotte-Gulf) (Right of Way)
AR	Aberdeen & Rockfish Railroad PO Box 917 101 East Main St., Aberdeen, NC 28315	Garland Horton, President (910) 944-2341; (910) 944-9738 FAX www.aberdeen-rockfish.com	AR (Corporate & Right of Way)
ARC	Alexander Railroad PO Box 277 51 Second Ave. N, Taylorsville, NC 28681	Benjamin Zachary, General Manager (828) 632-2103; (828) 632-3179 FAX www.alexanderrailroad.com	ARC (Corporate & Right of Way)
ATW	Atlantic & Western Railway, L.P. 138 South Steele St. Room L, Sanford, NC 27330 1200 C. Scottsville Rd., Ste. 200, Rochester, NY 14624	Billy Tucker, General Manager (910) 343-0461; www.gwrr.com Charles Jeffries (919) 776-7521; (919) 774-4621 FAX	Genesee & Wyoming (Corp. & Right of Way) Rochester, NY
BLU	Blue Ridge Southern Railroad 2364 Hendersonville Rd., Arden, NC 28704	Darl Farris, General Manager 828-782-0092 www.watcocompanies.com	Watco Companies, LLC (Corporate) Pittsburg, KS
CA	Chesapeake & Albemarle Railroad 214 N. Railroad St., Ahoskie, NC 27910	Jason Woods, General Manager (843) 749-0687; (252) 332-3325 FAX www.gwrr.com	Genesee & Wyoming, Inc. (Corporate) Rochester, NY NS (Right of Way)

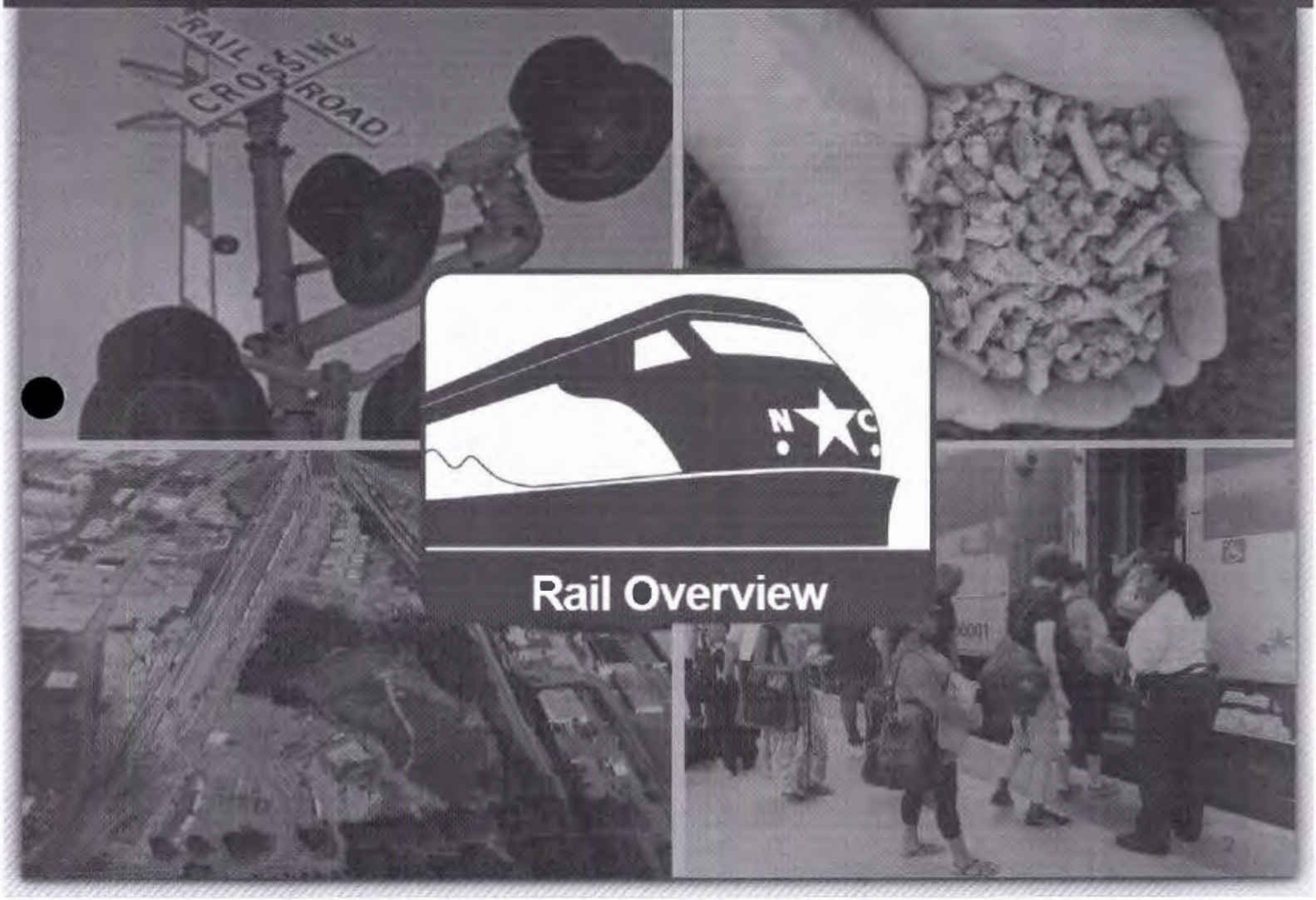
Independently Owned (continued)

Reporting Mark	Railroad/Address	Contact	Ownership
CALA	Carolina Southern Railroad 171 Hwy. 905, Conway, SC 29526	Ken Pippin, President Jason Pippin, VP & General Manager (843) 248-8008; (843) 248-8003 FAX www.carolinasouthernrailroad.com	CALA (Corporate & Right of Way)
CFR	Cape Fear Railways PO Box 70090 Bldg. 5-5519 Honeycutt Marshalling Yd. Fort Bragg, NC 28310	Jim Torpey, Superintendent (910) 396-7683; (910) 396-7688 FAX www.bragg.army.mil/ito/railhead.htm	Seaboard Corp. (Corporate) Shawnee Mission, KS US Army (Right of Way)
CLNA	Carolina Coastal Railway (including the former Morehead & South Fork RR Co. & the former Nash County RR) PO Box 8158, Wilson, NC 27893	Doug Golden, President (215) 741-6007; (215) 741-6009 FAX dsgd@voicenet.com; www.mlrail.com Virgil Holman, General Manager (252) 945-0963; clnarailroad@yahoo.com	CLNA (Right of Way: Rocky Mt-Nashville line) NS (Right of Way: Ral-Plym/Pinetown line) NCSPA (Right of Way: Morehead line) Alcoa (Right of Way: Stanly County line)
CMR	Craggy Mountain Railroad 436 Cedar Lane, Arden, NC 28704	Rocky Hollifield, President (828) 808-4877; (828) 648-7309 FAX www.craggymountainline.com	Craggy Mountain Line Inc. (Corporate & Right of Way)
CTR	Clinton Terminal Railroad Co. PO Box 11, Elizabeth & Railroad Sts. Clinton, NC 28329	Robert Lowe, President (717) 877-6087	CTR (Corporate & Right of Way)
CWCY	Caldwell County Railroad 5725 Giles Farm Rd., Morganton, NC 28655	Don J. McGrady, President (828) 433-7409; (828) 437-9852 FAX	Southeast Shortlines (Corporate) Morganton, NC Caldwell RR Commission (Right of Way) Lenoir, NC
GSMR	Great Smoky Mountains Railroad, Inc PO Box 1490 225 Everett St. G&H Bryson City, NC 28713	Kim Albritton, VP & General Manager (828) 586-8811; (800) 872-4681 (828) 488-0427 FAX; www.gsmr.com	American Heritage Railways (Corporate & Right of Way) Coral Gables, FL
LRS	Laurinburg & Southern Company, Inc. PO Box 623, 915 S. Main St. Laurinburg, NC 28353	Terry Haywood, General Manager (910) 276-2811; (910) 276-2853 FAX www.gulfandohio.com	Gulf & Ohio Railways (Corporate & Right of Way) Knoxville, TN
NCDOT	North Carolina Dept. of Transportation Rail Division MSC 1553, Raleigh, NC 27699-1553	W. Stephen Head, Corridor Manager (919) 707-4708 www.ncbytrain.org	Owner of RR Right of Way
NCRR	North Carolina Railroad Company 2809 Highwoods Blvd, Ste. 100 Raleigh, NC 27604	Scott Saylor, President (919) 954-7601; (919) 954-7099 FAX www.ncrr.com	Owner of RR Right of Way
NCSPA	North Carolina State Ports Authority 2202 Burnett St. Wilmington, NC 28401	Stephanie Ayers, Director Port Planning & Development (910) 251-7073; www.ncports.com	Owner of RR Right of Way
NCVA	North Carolina & Virginia Railroad 214 N. Railroad St., Ahoskie, NC 27910	Jason Woods, General Manager (843) 749-0687; (252) 332-3325 FAX www.gwrr.com	Genesee & Wyoming, Inc. (Corporate) Rochester, NY
PNRW	Piedmont & Northern Railway 1548 Union Road, Ste. B Gastonia, NC 28504		NCDOT (Right of Way)
RSNR	Red Springs & Northern Railroad PO Box 700, Parkton, NC 28371	Tom Stallings, Board Secretary (252) 363-4232 tomstallings@coastalnet.com	Red Springs & Northern Foundation (Corporate & Right of Way)
TBRY	Thermal Belt Railway 5725 Giles Farm Rd. Morganton, NC 28655	Don J. McGrady, President (828) 433-7409; (828) 437-9852 FAX	Southeast Shortlines (Corporate) Morganton, NC Rutherford RR Development Corp. (Right of Way) Forest City, NC
WTRY	Wilmington Terminal Railway, Inc. 1717 Woodbine St. Wilmington, NC 28401	Billy Tucker, General Manager (910) 343-0461; (910) 251-8159 FAX www.gwrr.com	Genesee & Wyoming, Inc. (Corporate) Rochester, NY NC State Ports Authority (Right of Way) Wilmington, NC
YVRR	Yadkin Valley Railroad PO Box 1218, 8301 Depot St. Rural Hall, NC 27045	Todd Burchette, Regional Vice President (336) 969-8055; (336) 969-9168 FAX www.gulfandohio.com	Gulf & Ohio Railways (Corporate) Knoxville, TN NS (Right of Way)

Map inquiries/revisions should be submitted to Neil Perry, NCDOT Rail Division, 1553 MSC, Raleigh, NC 27699-1553 (919) 707-4711; email: nlperry@ncdot.gov
January 1, 2015

North Carolina
DEPARTMENT OF TRANSPORTATION

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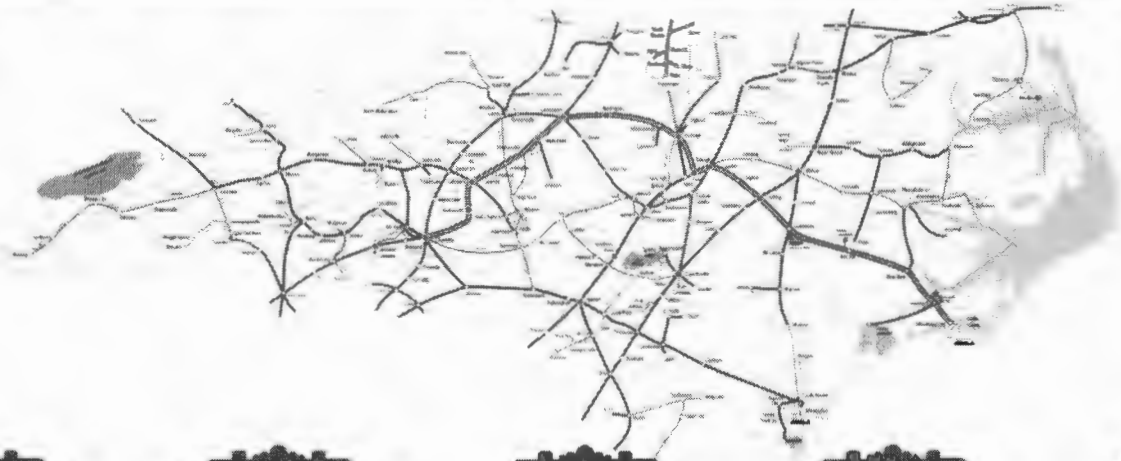


Rail Overview

North Carolina
DEPARTMENT OF TRANSPORTATION

ncdot.gov

Railroads Operate in 86 of 100 Counties



2
Class I Railroads
2,331 miles

19
Short Line Railroads
1,024 miles

14
State-owned Corridors
109 miles

6
Daily State Supported Trains

8
Daily Amtrak Thru-Trains

Freight Rail Traffic



Originated in NC

10.4 million tons/204,200 carloads



Terminated in NC

47.9 million tons/591,200 carloads

*2012 Data

Train Economics

- One train can carry as much freight as several hundred trucks
- Reduces long-distance truck volumes on highways
- 75% of trips are more than 440 miles in distance and heavy loads

It would take approximately

+ 4.6 Million

additional trucks to handle the

82 Million Tons of freight

that originate in, terminate in or moved through North Carolina by rail each year.

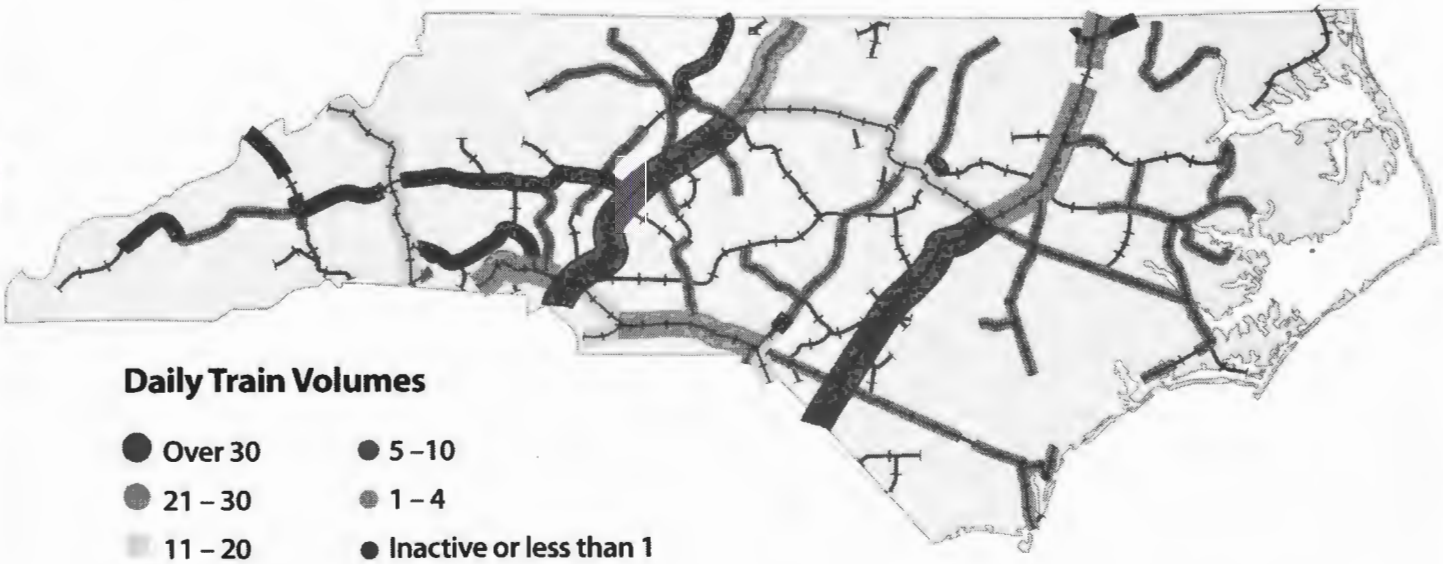


The Role of Rail

The potential advantage of different modes with respect to weight and distance



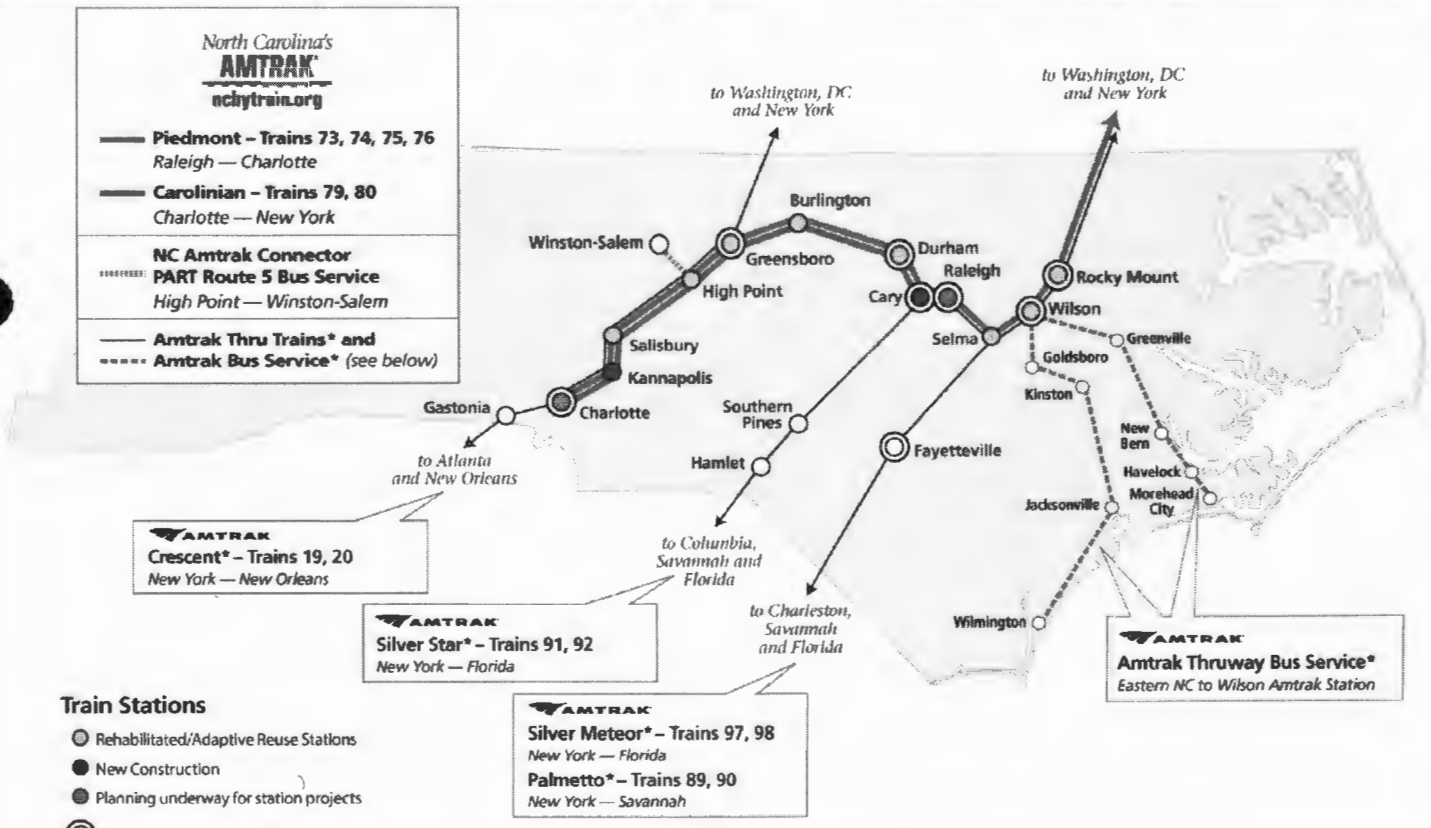
2014 Train Volumes in North Carolina



Daily Train Volumes

- Over 30
- 21 – 30
- 11 – 20
- 5 –10
- 1 – 4
- Inactive or less than 1

Current Passenger Rail Services



Economic Impact of Rail in North Carolina

Railroad Direct Economic Impacts for Freight and Passenger Rail in North Carolina

	Freight (2014 Dollars)*	**Passenger** (2014 Dollars)*
User Cost Savings (Shipper)	$1,496M	-
Amtrak Wages and Purchases	-	$89M
Tourist Spending	-	** $2M
GSMR Direct Wages and Purchases		$6M
GSMR Tourist Direct Spencing		$16M
Pavement Savings	$96M	$4M
Congestion Savings	$162M	$4M
Total	**$1,754M**	**$121M**

**Tourist spending, pavement savings, congestion savings, auto emissions, and safety for passenger rail are based on trips to NC that would not have been made without rail.*

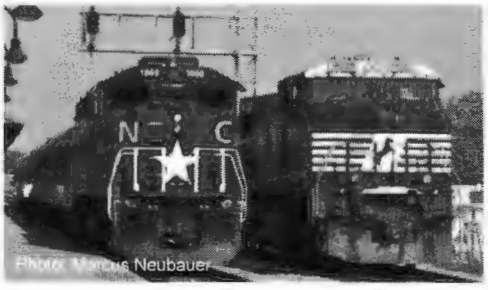
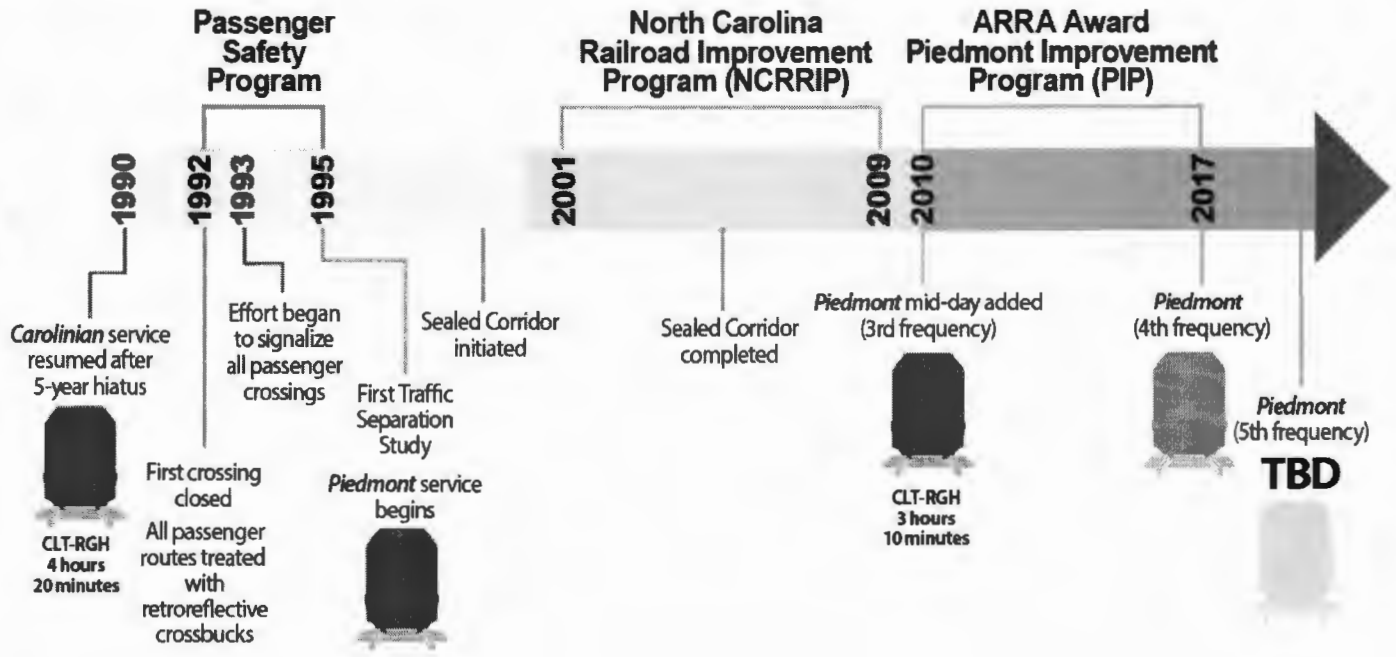


Photo: Marcus Neubauer

NCDOT Rail Improvements History



NCDOT Rail Corridors – 109 miles preserved

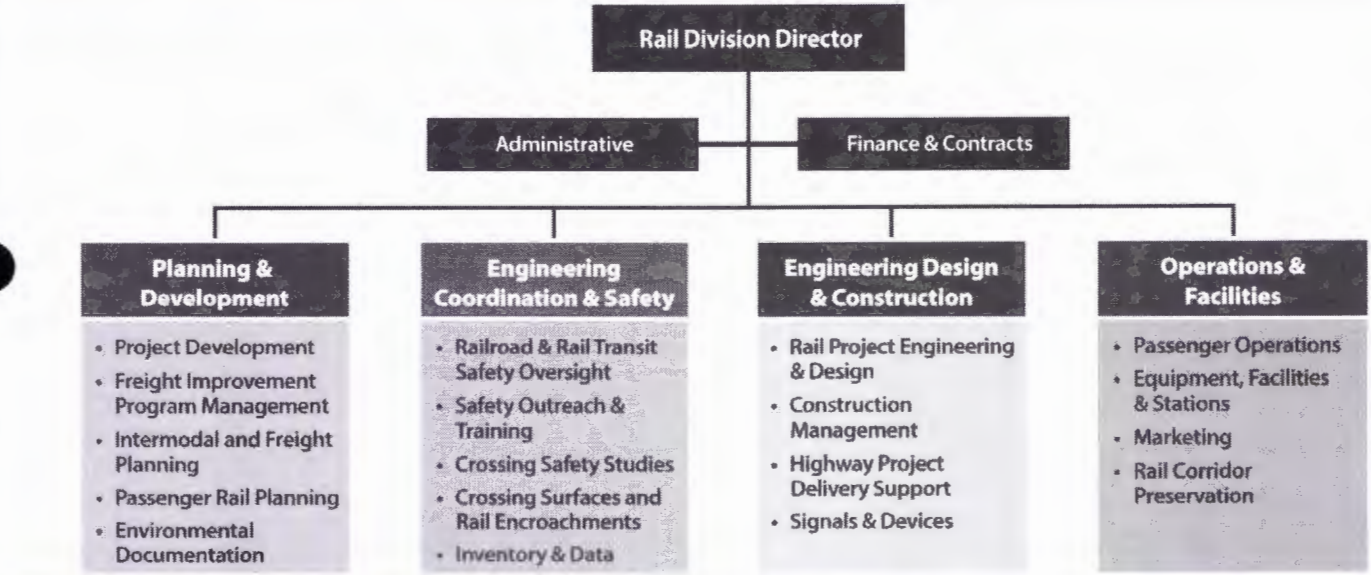
Corridor	Location	Date acquired	Length (miles)	Cost	Status
1. **Murphy Branch**	Andrews to Murphy	7-18-88	14.23	$650,000	Rail Banked
2. **Franklin County**	Franklinton to Louisburg	11-2-90	9.6	$162,108	Rail Banked
3. **Piedmont & Northern** (Charlotte)	Charlotte	11-27-91	0.77	$186,000	Trail Lease
4. **Piedmont & Northern** (Mt. Holly)	Mt. Holly to Gastonia & Belmont	12-5-91	11.6 (main) 3.0 (spur)	$483,221	Operating Lease
5. **Maiden Branch**	S. Newton to Lincoln Co. line	4-13-93	6.3	$130,000	Rail Banked
6. **Wilmington & Weldon**	Wallace to Castle Hayne	8-4-94	27.1	-	Rail Banked
7. **Durham & South Carolina**	Durham to NC 54	8-18-95	5.07 (main) 3.07 (spur)	$1	Trail Lease & Rail Banked
8. **Durham & South Carolina**	Chatham-Wake Co. line to New Hill	8-18-95	7.35	$1	Trail Lease & Rail Banked
9. **Lincolnton** (C&NW)	Lincolnton	1-27-97	0.61	$10	Rail Banked
10. **Durham & South Carolina**	Fayetteville Street to Chatham-Wake Co. line	8-6-98	6.34	$425,000	Trail Lease
11. **Wilmington Lead**	Fourth Street to McRae Street	6-12-02	.25	$100,000	Rail Banked
12. **Nash County Railroad**	Momeyer to Spring Hope	11-02-05	4.3	$10	Rail Banked
13. **Winston-Salem R-Line**	Downtown Winston-Salem	2-26-06	2.0	$2,686,276	Trail Lease & Rail Banked
14. **Global TransPark Spur**	Kinston	9-30-12	5.7	-	Soliciting Lease

NCDOT Corridor Activity

- **Piedmont & Northern** – Gastonia to Mount Holly, resumed operation February 2012, preliminary negotiations underway with new operator
- **Andrews to Murphy Line** – Study complete, strong local interest in track/service restoration
- **Global TransPark Spur** – Evaluating lease options
- **Wallace to Castle Hayne Line** – Department of Defense interested in restoration
- **S- and SA-Line** – Preservation for future Southeast Corridor connecting North Carolina to Northeast Corridor



NCDOT Rail Division Functions



48 State Employees

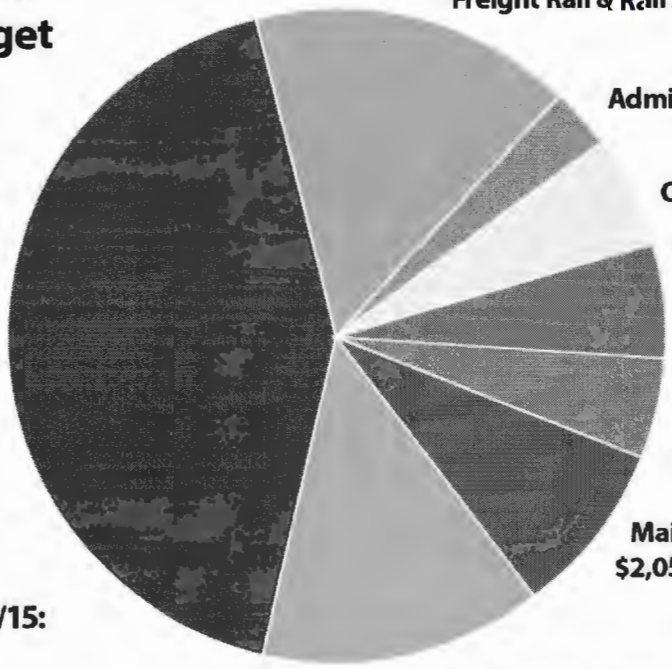
4 Temporary Employees

64 Private Contractors

Rail Division – State Funding

Rail Division Allocation from Governor's Budget for SFY 2015:

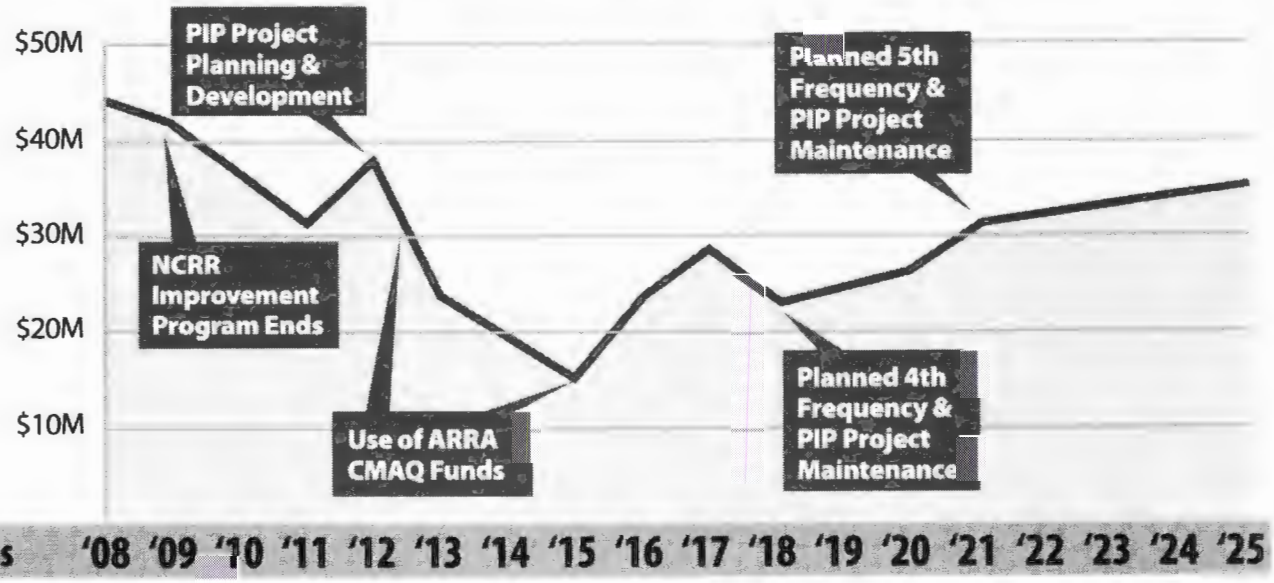
$23,519,768



Unencumbered Funds as of 3/15: $2,855,067

O&M History and Future Estimates

Operations and Maintenance



Plan Draft Recommendations – Freight

- Safety improvements along Investment Tier corridors *(heavy freight traffic and serving our ports)*
- Capacity improvements at/near intermodal terminals
- Evaluate competitive intermodal service to Eastern NC and the Triangle, considering agriculture, cold storage and manufacturing
- Study railroad bypasses of New Bern and Morehead City
- Seek partnerships for restoration of Wallace-Castle Hayne segment *(Port of Wilmington)*
- Study market needs for hydraulic fracturing
- Serve emerging markets *(wood pellets)*
- Preserve corridors





Freight Program – Funding Needs and Sources

Short Line Projects and Needs (Based on 11 short line survey responses) – Eligible for Funding by FRRCSI	Funding Needs By Time Period		
	0-5 Years	6-10 Years	11-20 Years
Bridges	$3,524,000	$3,200,000	$21,692,000
Rail	$4,838,000	$11,413,000	$27,600,000
Ties and Surfacing	$13,834,000	$14,072,000	$29,544,000
Additional Capacity	$15,500,000	$4,650,000	$1,300,000
Rail Yards	$1,100,000	$1,600,000	-
Transloads	$2,360,000	$500,000	-
Other Needs	$2,370,000	$1,135,000	$2,070,000
Other Short Line Projects			
Relocate ACWR *(Mecklenburg County)*		$16,500,000	
Front Street Lead Track Signals and Gates *(New Hanover County)**	$900,000		
Andrews to Murphy Reactivation *(Cherokee County)*		$16,400,000	
Grade Separations and Port of Wilmington Gates *(New Hanover Co.)**	$50,000,000		
Total – Short line Project Needs	**$94,426,000**	**$69,470,000**	**$82,206,000**

** If identified by a Traffic Separation Study, could potentially be funded by grade separation funds Y-5500*

Freight Program – Funding Needs and Sources

Class I Projects and Needs – Funded / Identified by STI/SMF P3.0	0-5 Years
New Norfolk Southern TBT (Bulk Terminal) Facility in Charlotte	$976,000
Container parking / storage adjacent to Norfolk Southern's Greensboro Intermodal Facility (converts former Roundhouse property)	$1,695,000
CSXT - 10,000 foot siding extension at Stouts in Union County. Creates passing siding on segment of single track that benefits general freight and intermodal traffic	$10,600,000
Upgrade NS rail line paralleling US 52 in Albemarle (Stanly County) to allow for freight	$2,126,000
Subtotal	$15,397,000
Funded by State	$8,549,000
Funded by CSXT	$5,300,000
Funded by NS	$1,549,000
Additional Near, Mid, and Long-term Class I freight rail projects: (2015-2040) *track improvements/new access, intermodal and rail yard improvements, crossing safety and grade separations, corridor preservation and energy development support.*	$1.1B

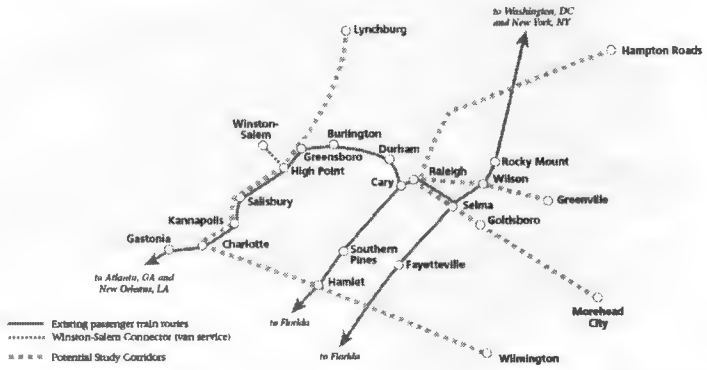
Plan Draft Recommendations – Passenger

Southeast Corridor

- Implement 4th and 5th frequencies
- Add stops, increase speeds, and improve travel times (esp. Greensboro to Raleigh)
- Construct multimodal stations – Charlotte & Raleigh
- Secure S-Line corridor and complete service planning

New Markets

- Utilize Thruway bus services to grow markets/ridership
- Incrementally develop WNC and SENC service
- Conduct studies for future market connections



Passenger Program – Funding Needs and Sources

Program	Funding Needs	Funding Sources	Timeframe
Southeast Corridor – Fourth and Fifth Frequencies			
Wi-Fi on *Piedmont*	$567,000	State O&M, Amenities Charge	2015-2016
Implement Positive Train Control (PTC) (8 locomotives, 5 CCU, 4 spares)	$2,125,000	State O&M	2015
Ongoing maintenance for PTC	$150,000/yr.	State O&M	2016-future
Hillsborough Station and track improvements	$8,400,000	STI/ Other (TTA), Local	2018
5th Frequency – Expansion of Capital Yard; new equipment (loco, CCU, lounge, coach)	$35,400,000	Federal, STI	2019
Southeast Corridor – Service Improvements, Piedmont Corridor			
New Stations at Lexington, Harrisburg, associated track upgrades to class 5 *(90 MPH)*, station improvements	$237,400,000	Federal, STI, Local	2022-2035
Charlotte Gateway Station *(and associated track improvements)*	$210,000,000	Public-Private Partnership, FTA grant, Federal, STI, Local funds	2020-2030
Southeast Corridor – Full Implementation			
Full Southeast Corridor Implementation *(Charlotte-Greensboro-Raleigh-Richmond)*	$4,451,000,000	Federal, STI, Public-Private Partnerships	2025-2030
***Carolinian* Improvements**			
New equipment to replace existing *Carolinian* trainsets	$76,600,000	Federal, STI, Amtrak	2020
Eastern North Carolina Service			
Station improvements *(Fayetteville, Wilson, Selma)* to accommodate growing ridership	$2,500,000	Federal, STI	2018-2025
Potential Connecting Services			
Western NC Passenger Service *(Salisbury to Asheville)*	TBD	Federal, STI, O&M, Local	2018 (Thruway Bus Service) 2035 (Rail)
Southeastern NC Passenger Service *(Raleigh to Wilmington)*(Amtrak currently provides Thruway Bus service between Wilson and Wilmington)	TBD	Federal, STI, Local	2035 (Rail)

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PIP Funding & Service Requirements

Piedmont Improvement Program

2009 – NCDOT was awarded $546.5M in FRA grants for a series of rail projects along the Piedmont Corridor between Charlotte and Raleigh and Congestion Mitigation projects north of Rocky Mount on CSX.

Cooperative Agreement – Defines NCDOT's requirements:

- Continue the 3rd frequency
- Introduce 4th frequency
- Complete and maintain improvements

(Modeling verified capacity that includes 4th and 5th)



PIP Components

Piedmont Improvement Program

- 5 Station Improvement Projects
- 2 Locomotive & Rail Car Maintenance Facility Projects
- North Carolina's Amtrak Equipment-coaches, locomotives, cab control units
- 12 Grade Separations
- 24 Public Crossing Closures
- 16 Private Crossing Closures
- 2 Passing Sidings
- 3 Double Track Projects
- Curve Realignments
- Highway Improvements



Projects Benefit Passenger & Freight

Piedmont Improvement Program

Benefits include:

- Make railroads safer for all trains and motorists by eliminating at-grade crossings
- Modernize the railroad
- Improve capacity, operations and reliability
- Reduction in both highway and train delays



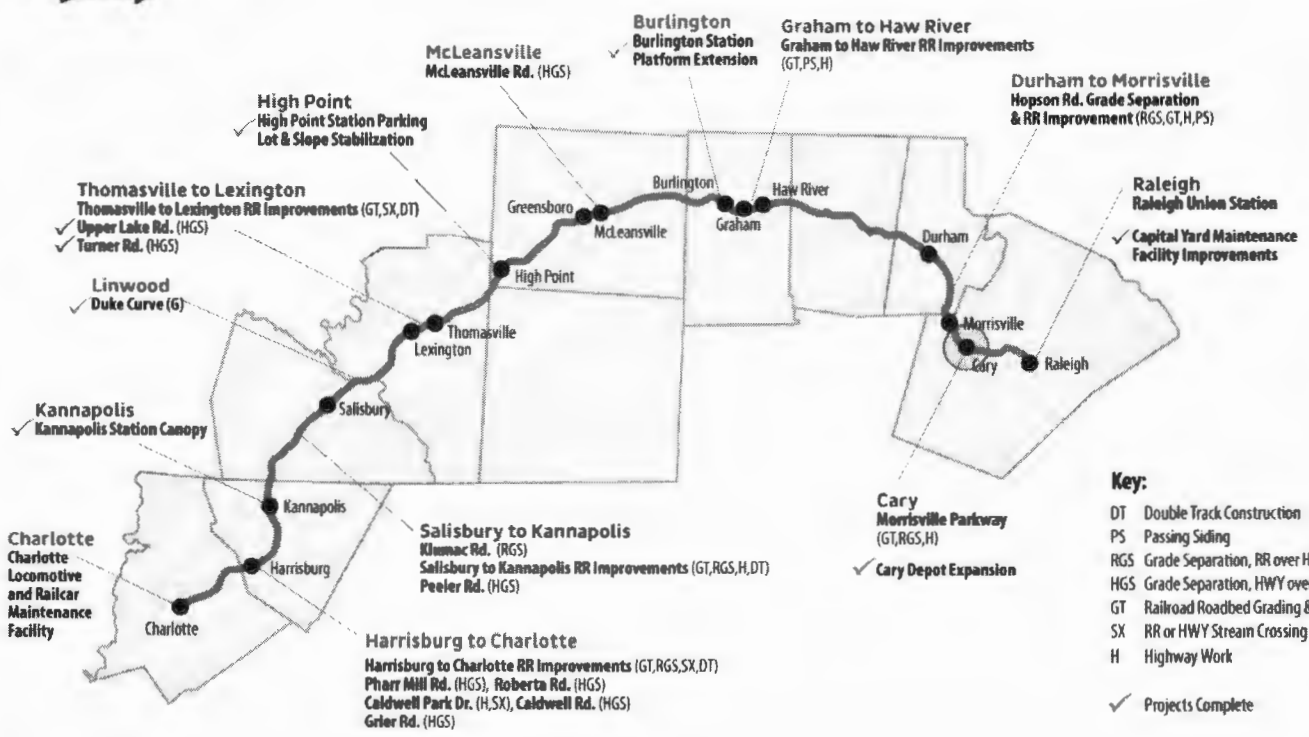
ARRA Spending to Date

Piedmont Improvement Program

	Funding	Expended	Commitments
Equipment	$32.7M	$26.3M	$0.6M
Stations/Facilities	$75.3M	$10.9M	$9.3M
PDA/ROW	$63.7M	$44.7M	$4.6M
Track/Structures	$345.6M	$149.9M	$181.8M
CRISP	$2.7M	$2.2M	
Subtotal:	**$520.0M**	**$234.0M**	**$196.4M**
Congestion Mitigation	$26.5M	$1.7M	$14.3M
Total:	**$545.6M**	**$235.7M**	**$210.7**

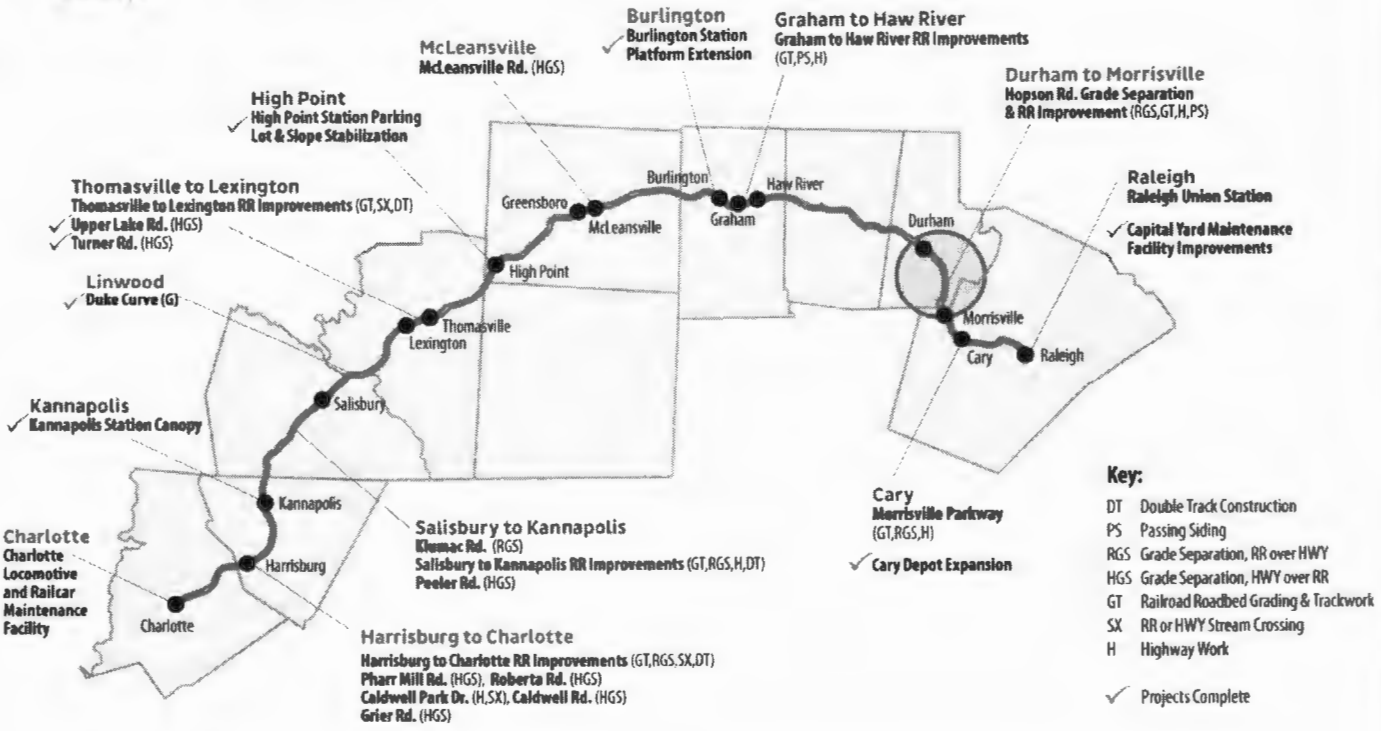
*To date FRA has reimbursed $219.3M.

Piedmont Improvement Program Projects




P-5201 Morrisville Parkway, Cary
Road under railroad underpass
2015/01/21

Piedmont Improvement Program Projects

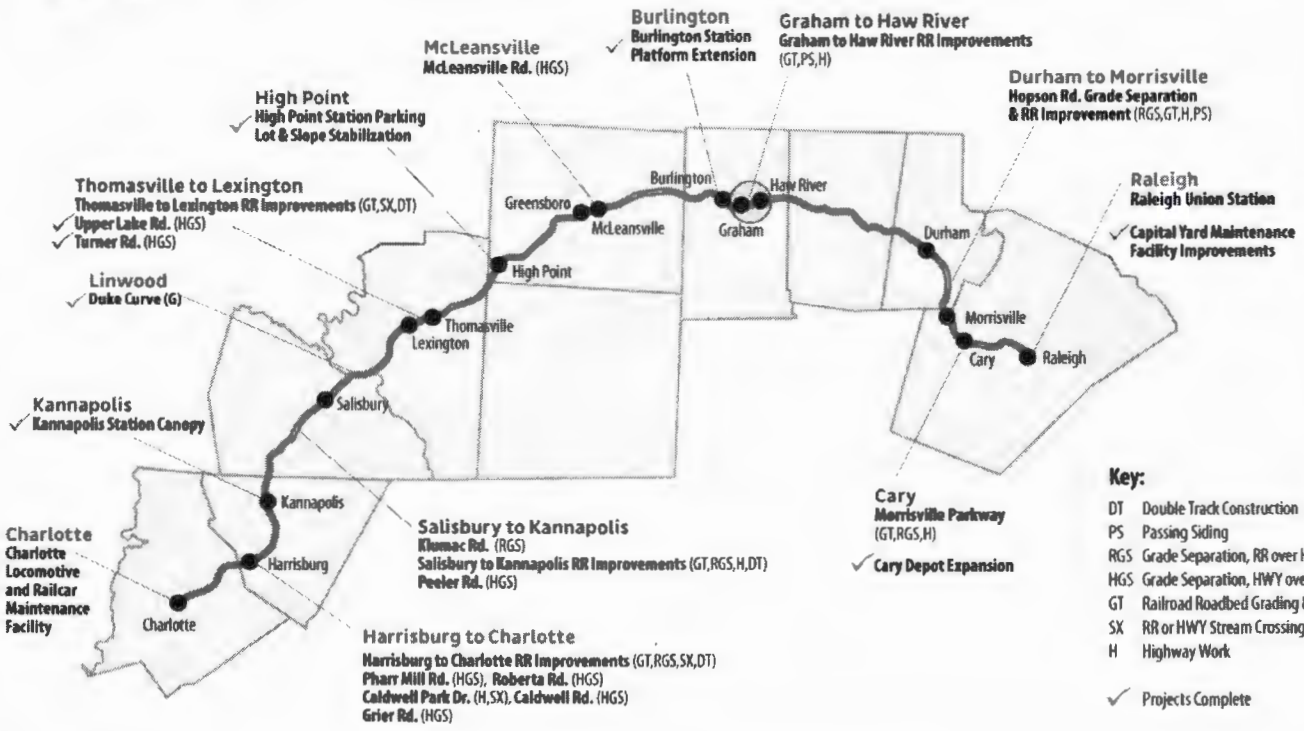




U-4716 Hopson Road Bridge Construction, Durham


U-4716 Nelson to Clegg
Passing Siding Track Construction
2015/01/21
30

Piedmont Improvement Program Projects

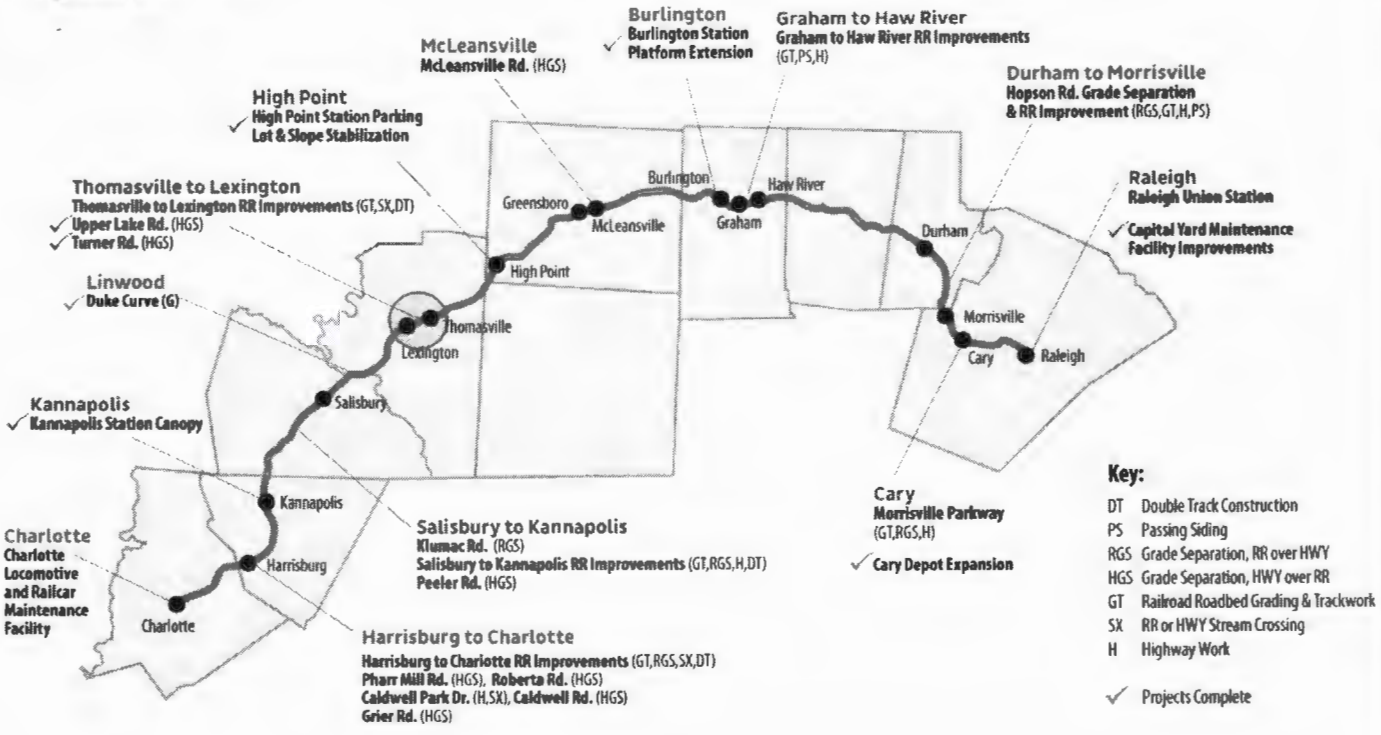


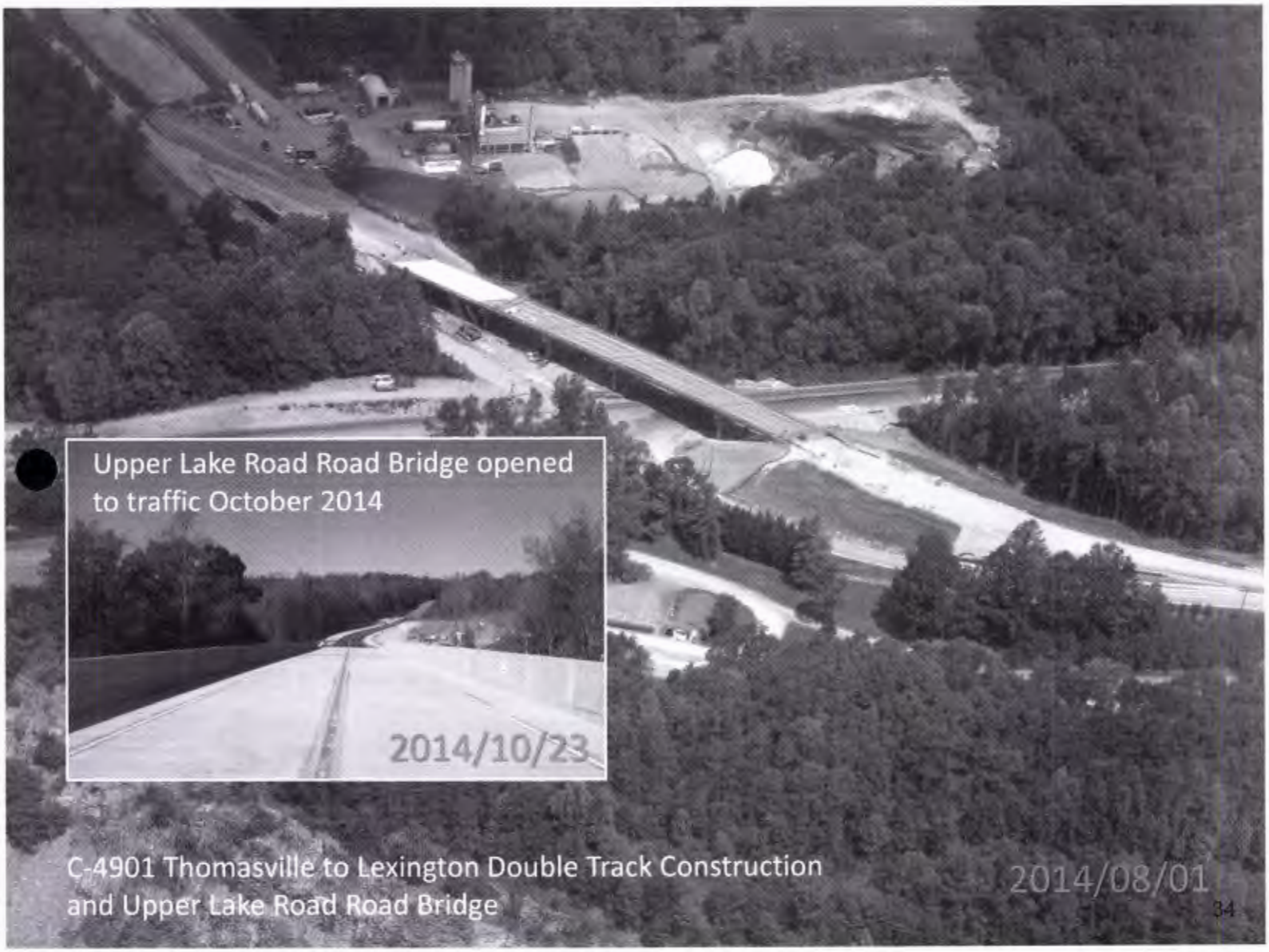


P-5205 Graham to Haw River Passing Siding Grading

2015/01/20

Piedmont Improvement Program Projects



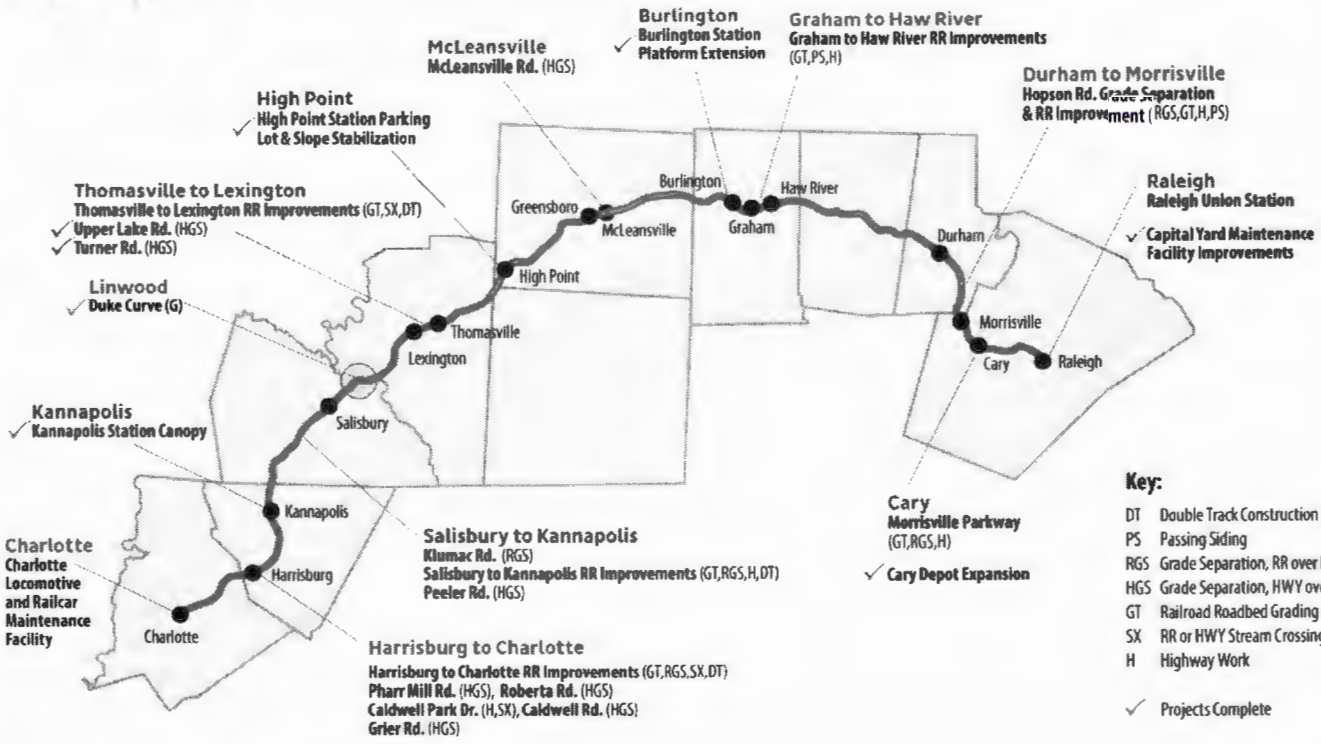

Upper Lake Road Road Bridge opened to traffic October 2014
2014/10/23
C-4901 Thomasville to Lexington Double Track Construction and Upper Lake Road Road Bridge
2014/08/01


Turner Road Bridge opened to traffic in December 2014
C-4901 Thomasville to Lexington Double Track Construction and Turner Road Bridge
2014/08/01


C-4901 Thomasville to Lexington Track Construction
2015/01/27


C-4901 Thomasville to Lexington Grading and Track
2015/01/28
37

Piedmont Improvement Program Projects

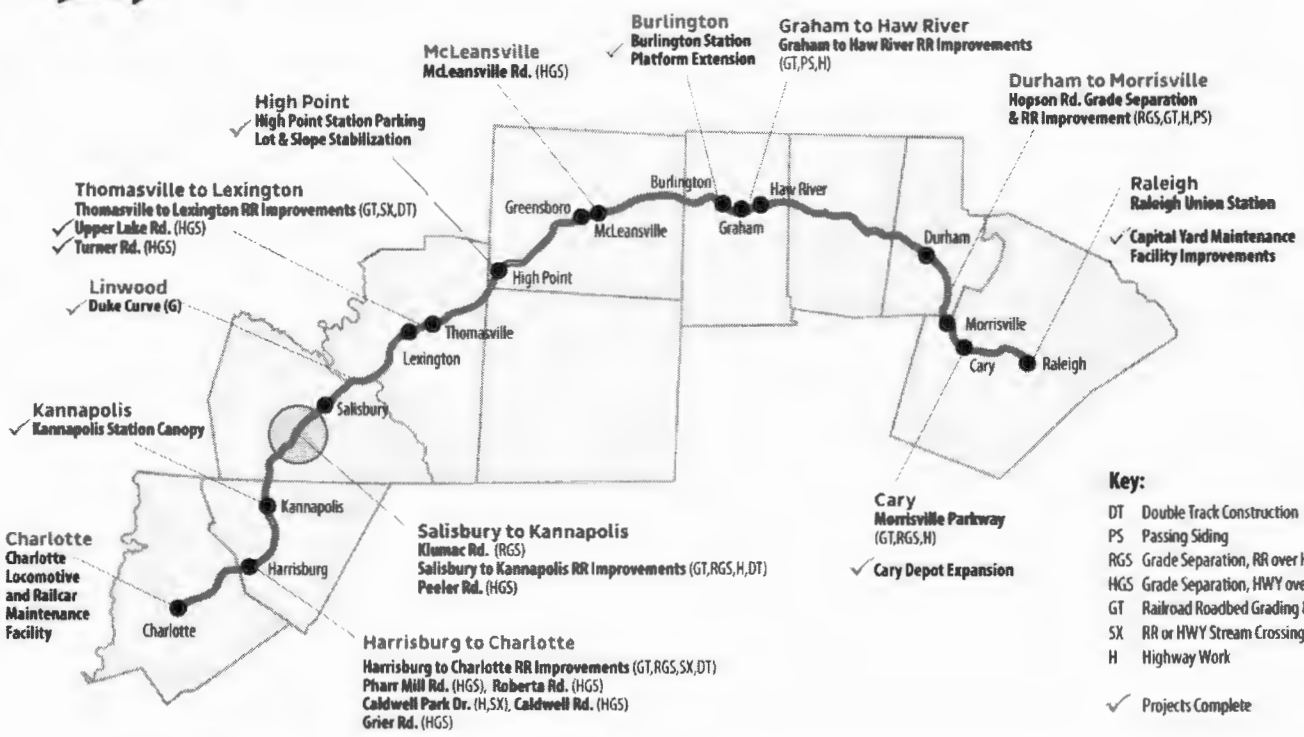




I-2304 AE Duke Curve Realignment, laying track

2014/07/22

Piedmont Improvement Program Projects




U-3459 Klumac Road Underpass,
Driving Piles for Road under Rail,
Salisbury

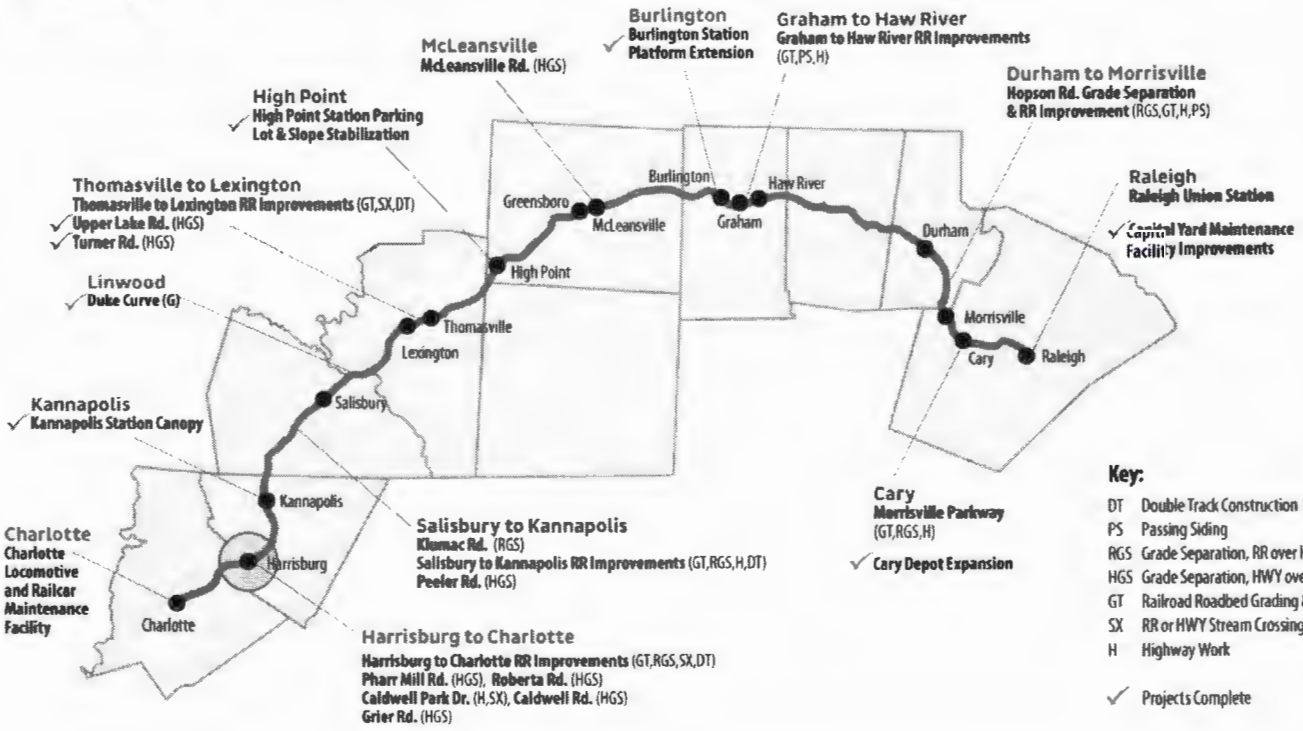


P-5206 Salisbury to Kannapolis,
Spreading sub-ballast for Double Track


P-5206 Salisbury to Kannapolis
Slope Work
2015/01/16


P-5206 Peeler Road Bridge Construction, Salisbury
2015/01/16

Piedmont Improvement Program Projects



P-5208 Roberta Road Bridge Construction, Harrisburg

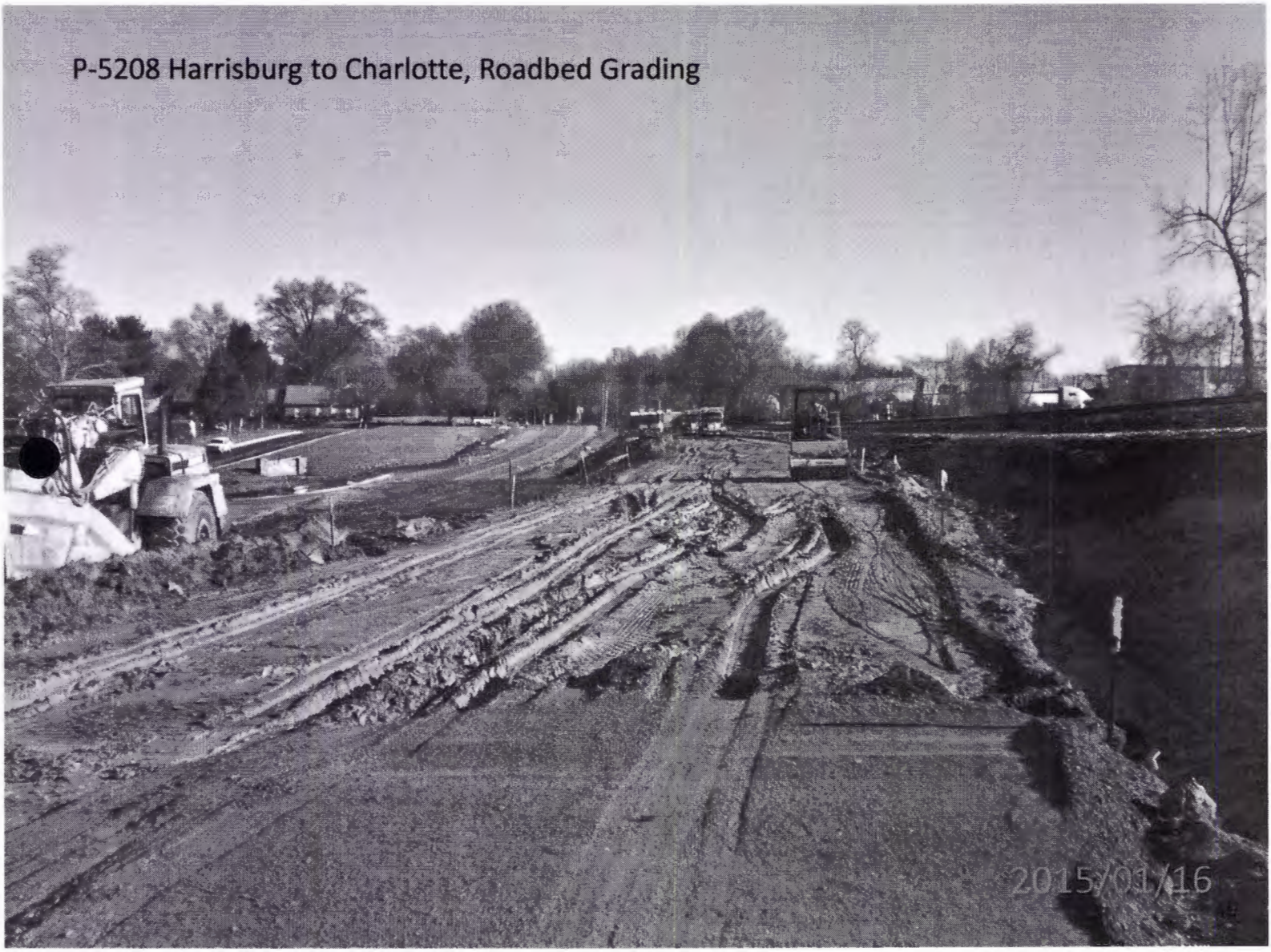


P-5208 Caldwell Road Bridge Construction, Harrisburg



P-5208 Pharr Mill Road Bridge Construction, Harrisburg




P-5208 Harrisburg to Charlotte, Roadbed Grading
2015/01/16

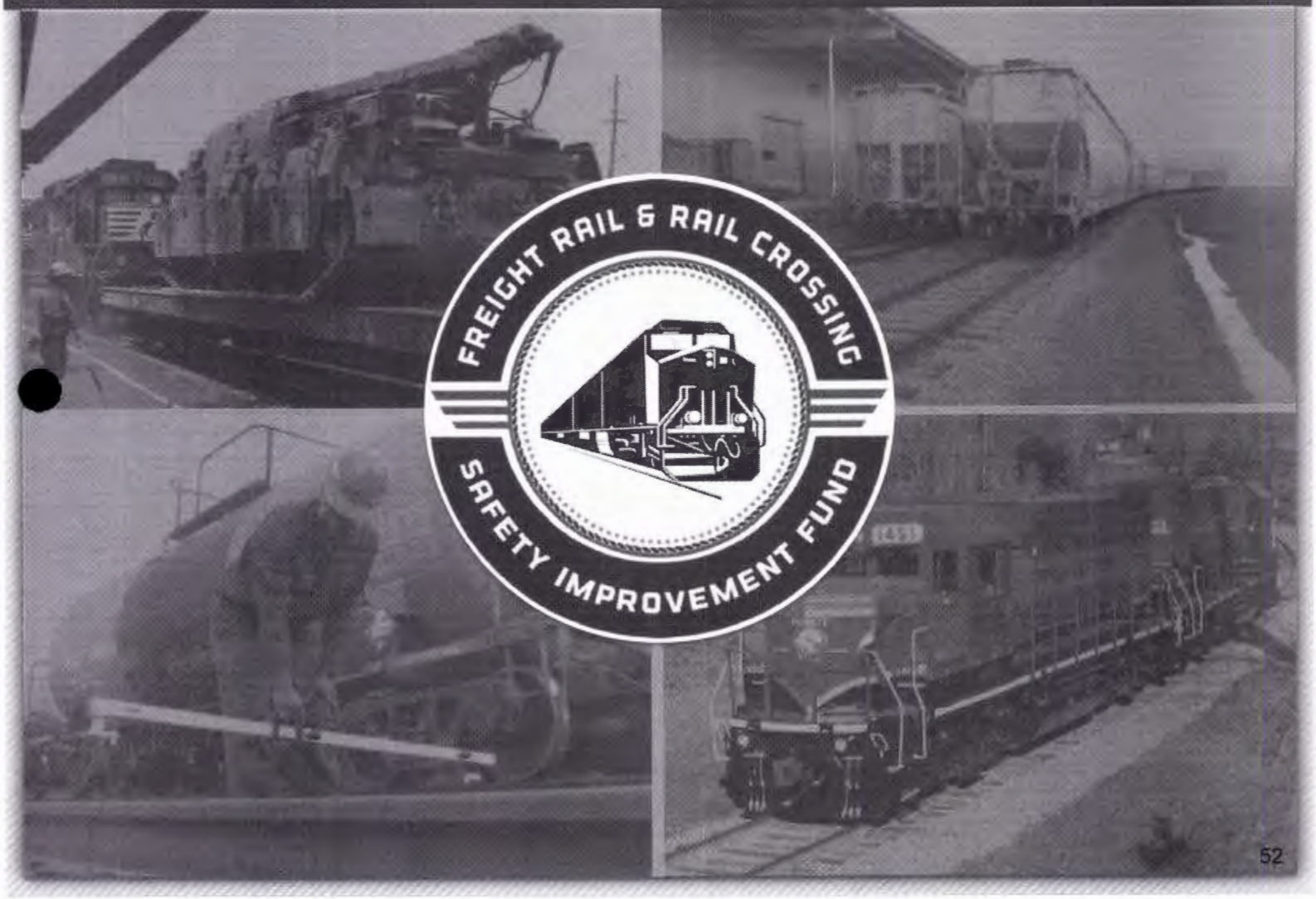

P-5208 Harrisburg to Charlotte, Track Construction
50

P-5208 Harrisburg to Charlotte, Track Construction



North Carolina
DEPARTMENT OF TRANSPORTATION

ncdot.gov



Freight Rail & Rail Crossing Safety Improvement Fund

Established 2013 under NCGS §124-5.1 and funded by annual NCRR cash dividends

$22.95m allocated to date

- $19.2M SFY 2014
- $3.75M SFY 2015

Program goals:

- Make North Carolina's railroads safer
- Meet the needs of existing rail customers
- Address needs of prospective rail customers
- Build to meet the needs of future rail customers in small urban and rural areas



State Grant Programs – FRRCSI Funded

Short Line Infrastructure Assistance Program (SIAP)

- Traditionally funded by annual state legislative allocation
- Previous annual allocations have ranged from $0 to $2 million
- FR&RCSI is the source of funding in FY14 & FY15

Rail Industrial Access Program (RIAP)

- Traditionally funded by annual state legislative allocation
- Previous annual allocations have ranged from $119k to $1 million
- Provides funds for construction of rail spurs to allow industries new or expanded rail access

- **Bringing jobs to people**
- **Diverting freight from highways to rail**


Photo: Adam Shuler

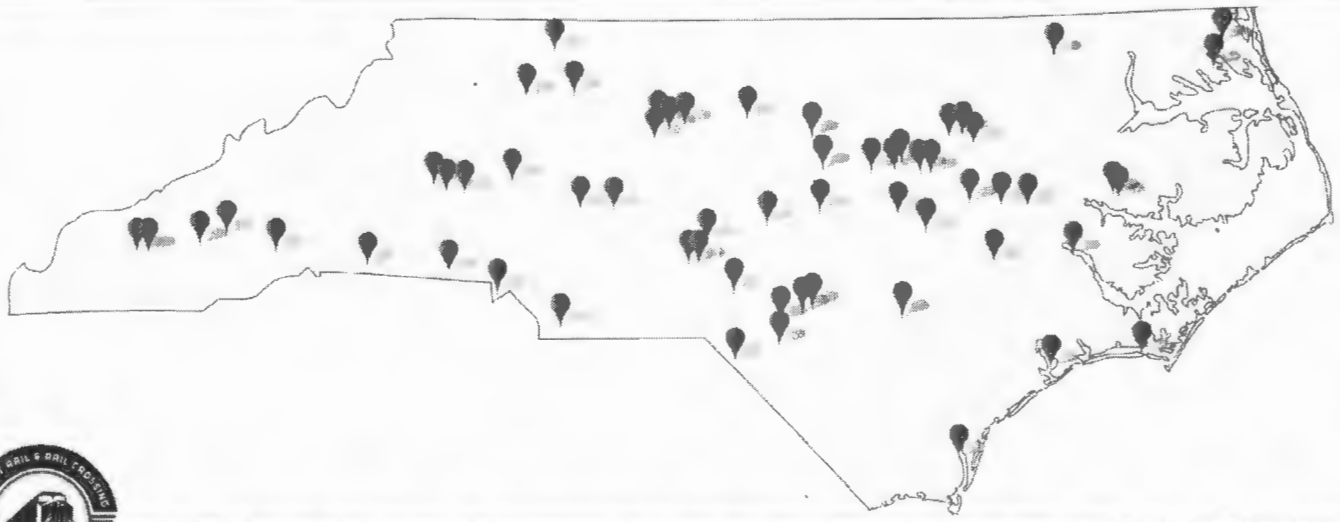
Project Categories & Needs

Funds allocated statewide by NCDOT to projects based on:

- –Eligibility
- –Needs
- –Prioritization methodologies

Track & Infrastructure Improvements	Grade Crossing Protection, Elimination & Signalization Improvements	Rail Access Improvements
– Short Line Infrastructure Assistance – Class I Infrastructure Projects – Federal Grant Matching Funds	– Closures – Corridors – Signals – Signage – Surfaces	– Discretionary Grant Matching Funds – Rail Industrial Access – Military – Ports – Industry

FRRCSI Projects – 2014-2015



Project Categories	No. of Projects	FRRCSI Funding	Matching Funding	Total Funding
Track Infrastructure Improvements	24	7.0M	6.2M	13.2M
Crossing Safety & Signal Improvements	31	9.4M	0.1M	9.5M
Rail Access Improvements	25	6.5M	15.5M	22.0M
Program Grand Total	**80**	**22.9M**	**21.8M**	**44.7M**

2014/2015 Fund Allocations

Project Categories	Project Type	FRRCSI Funding	Railroad Match	Total Investment
Track Infrastructure Improvements	Economic Development	0.8M	-	0.8M
	Short Line	6.1M	6.2M	12.3M
	Management	0.2M	-	0.2M
Crossing Safety & Signal Improvements	Closure	3.2M	-	3.2M
	Corridor	1.6M	-	1.6M
	Crossing Assistance	3.9M	-	3.9M
	Crossing Surface	0.8M	0.1M	0.9M
	Management	0.1M	-	0.1M
Rail Access Improvements	Industrial Access	1.2M	3.8M	5.0M
	Military/Port/Industry	5.0M	11.7M	16.7M
	Management	0.4M	-	0.4M
Program Grand Total		**22.9M**	**21.8M**	**44.7M**

2015 Funding Utilization

Project Categories	Project Type
Track Infrastructure Improvements	**$2.83 million** to fund 11 projects that will improve short line railroads by adding capacity, increasing operating efficiency and enhancing safety on these critical rural development corridors
Crossing Safety & Signal Improvements	**$500,000** to fund two projects which will modernize rail crossing signals and improve safety – 8 crossings will be closed to improve safety for trains and vehicles
Rail Access Improvements	**$411,000** to fund two projects that will improve rail access for new and existing businesses and enhance the ability to move freight via the rail network

Future FRRCSI Needs

- **Bridges**: Many on light density lines need upgrading to 286K standards for today's railcars
- **New bulk or intermodal terminals:** Build or support
- **Rail Plan identifies $43,526,000* need over next 5 years**





*See Slide 16.

FRRCSI Gaps in Eligibility

- STI does not lend itself to funding intermodal projects
- FRRCSI funds help to fill that gap, but not completely

  Example: Great Smoky Mountains Railroad

  - Since the GSMR does not provide freight service, they do not qualify under FRRCSI.
  - SIAP improvements are funded through FRRCSI.



Photo: Tim Keegan

North Carolina
DEPARTMENT OF TRANSPORTATION

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Passenger Operations

Passenger Rail Investment & Improvement Act of 2008 (PRIIA) Section 209

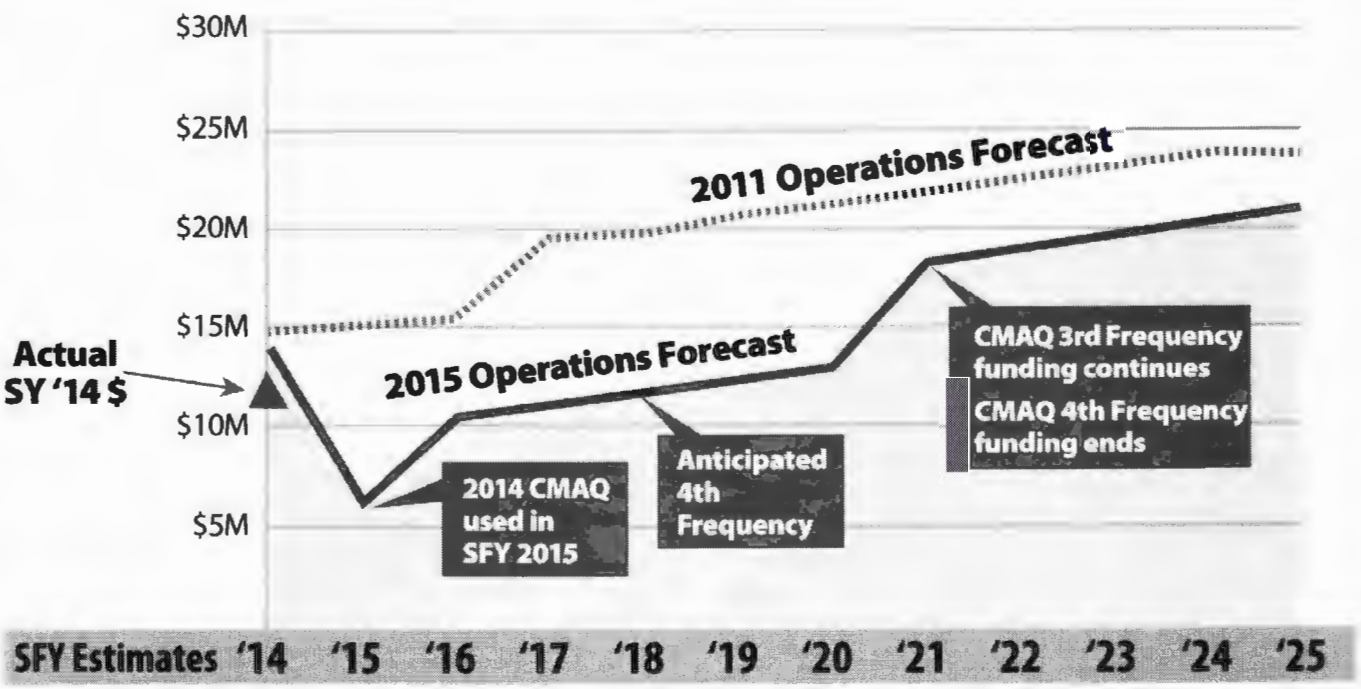
Intent of Section 209 Legislation: establish pricing methodology for governing state payments to Amtrak for services provided

- State payments have increased
- Includes direct, shared and equipment capital costs, with credit provided for passenger revenue

Section 209 impact on NC:
Cost increase of $2.9M

	FFY 2012	FFY2014	Percent Change
Net Payment	$4.29M	$6.46M	50%

Operations Funding Forecast



CMAQ Funding Timeline

CMAQ used to support 3rd Frequency *Piedmont* Operations

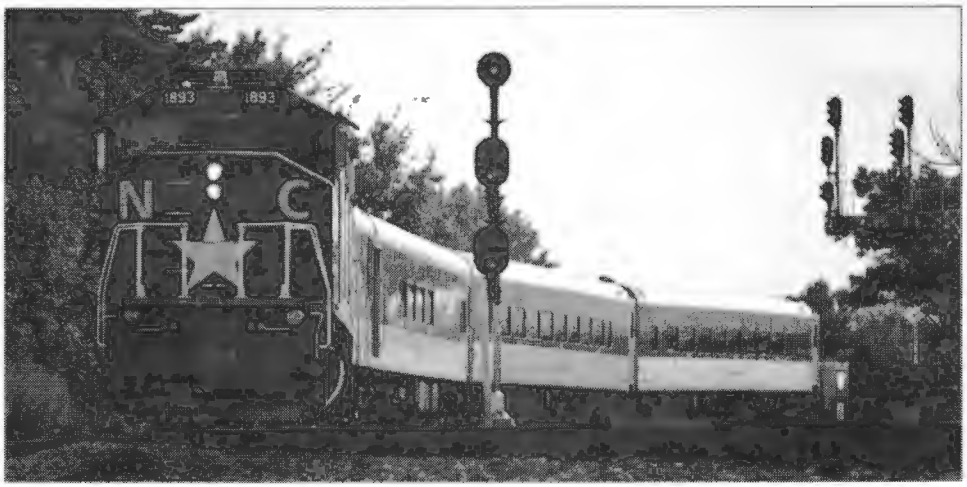
- As per federal law, funding will continue indefinitely

Additional CMAQ funds used to support Marketing FFY15-16

- Anticipate being able to continue beyond FFY16

CMAQ funds for 4th Frequency *Piedmont*

- Only eligible for first 3 years of operation (FFY 2018)



Piedmont Route Performance

December 2014 Customer Satisfaction Rating 91%

		Projected	
	SFY2014	SFY2015	SFY2016
Passenger Revenue	$3,413,423	$3,558,957	$3,665,700
CMAQ	$0	**$7,500,000	$3,750,000
State Rail Funds (Budgeted)	$10,488,136	$3,801,288	$7,772,685
Total Revenue	**$13,901,559**	**$14,860,245**	**$15,188,385**
Amtrak	$6,646,349	$6,916.502	$6,985,667
Fuel	$1,265,414	$1,223,291	$1,259,990
Mechanical	$3,149,846	$3,201,739	$3,297,791
Insurance	$1,143,833	$1,236,000	$1,273,080
Total Direct Expense	**$12,205,442**	**$12,577,532**	**$12,816,528**
Passenger Program Overhead & Contingency*	**$1,696,116**	**$2,282,713**	**$2,371,857**
Total Direct & Overhead Expense w/Contingency	**$13,901,559**	**$14,860,245**	**$15,188,385**
Fare Box Recovery Ratio	**28%**	**28%**	**29%**
Number of Passengers	**169,900**	**173,100**	***174,500**

*Includes Station & Facility Rent, NCDOT Station Attendant Program, NS Maintenance Payments and Administrative
**FFY 14 and 15 CMAQ
*** Ridership forecast is conservative due to construction delays and train annulments during PIP construction

Carolinian Route Performance

December 2014 Customer Satisfaction Rating 83%

		Projected	
	SFY2014	SFY2015	SFY2016
Passenger Revenue	$16,344,841	$16,501,881	$16,666,900
CMAQ*	$0	$0	$0
State Rail Funds (Budgeted)	$2,953,943	$3,960,295	$4,033,056
Total Revenue	**$19,298,783**	**$20,462,176**	**$20,699,956**
Amtrak	$18,450,725	$19,320,819	$19,514,028
Total Direct Expense	**$18,450,725**	**$19,320,819**	**$19,514,028**
Passenger Program Overhead & Contingency**	**$848,058**	**$1,141,357**	**$1,185,928**
Total Direct & Overhead Expense w/Contingency	**$19,298,783**	**$20,462,176**	**$20,699,956**
Fare Box Recovery Ratio***	**89%**	**85%**	**85%**
Passengers	**303,300**	**315,300**	***315,800**

*Not eligible for CMAQ

**Includes Station & Facility Rent, NCDOT Station Attendant Program, NS Maintenance Payments and Administrative

***Fare Box Recovery Ratio excludes Amtrak Equipment Capital Charge

**** Ridership forecast is conservative due to construction delays and train annulments during PIP construction

Implemented Cost Reductions and Enhancements

$676.15K
SFY2014 Savings

Shift to non-Rail Funding Sources

- **$296K** — Winston-Salem Connector Bus Service
- **$44K** — High Point & Salisbury Station Attendants

Fare Strategies

- **$175K** — Market Pricing to Increase Revenue

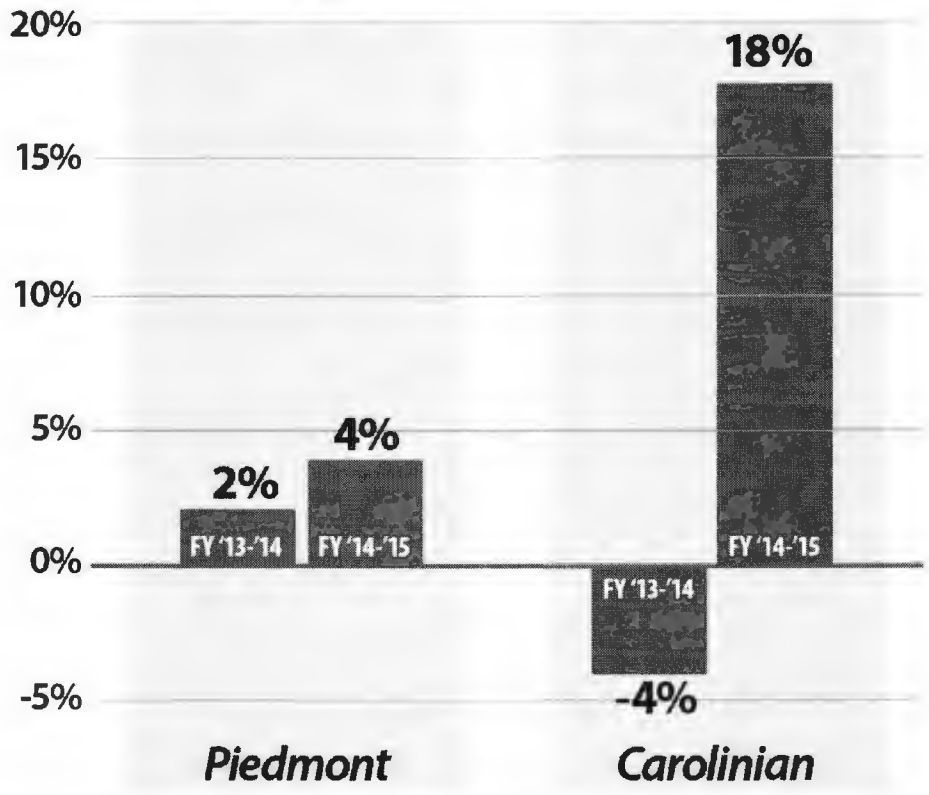
Restructure Services

- **$40K** — NCBYTRAIN Call Center
- **$1.15K** — Amenities on *Piedmont*

Fuel Adjustment

- **$120K** — Fuel Consumption Adjustment on *Carolinian*

Implemented Market Pricing Impacts



FY'13-'14 compares year to year. FY'14-'15 compares Q1 '14 to Q1'15

Reducing Costs & Generating Revenue

Near Term–1 year:

Ongoing Fare Strategies based on new market research:

- Have increased revenue 11% and ridership 4% – efforts continue
- Onboard and General Public Survey conducted Spring and Fall 2014
- General Awareness Survey underway
- Results are driving marketing efforts and fare strategy

Amenities Fee:

- Will be raised by 50¢ to $1 to cover new Wi-Fi coming in May – **+$35K**

Reservations & Ticketing Efficiency:

- Evaluating measures to reduce usage of Amtrak call center services, and increase interactive self-serve ticketing
- Gained direct access to Amtrak Fare & Seat Inventory Management System

Generate Revenue:

- Sponsorships and business opportunities, requires legislation

Reducing Costs & Generating Revenue

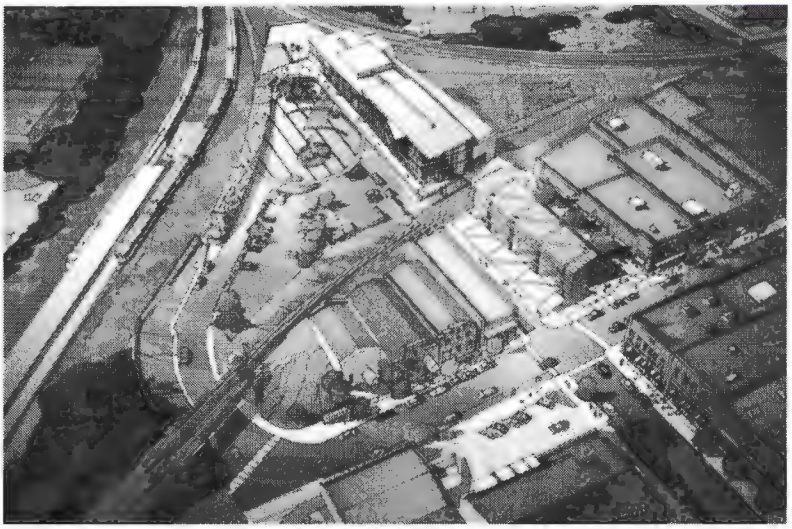
Mid Term–2-3 years:

Station Staffing and Onboard/Crew base efficiencies:

- Now being scoped
- Potential savings of $500k+
- Value of offering reserved seating vs. unreserved seating

Completion of Raleigh Union Station

Completion of PIP improves reliability



Reducing Costs & Generating Revenue

Long Term–2017 and beyond:

Completion of Charlotte Gateway Station

Grow Ridership:

- Additional Station stops at Harrisburg, Lexington and Hillsborough
- Feeder services, connectivity

Station Efficiencies:

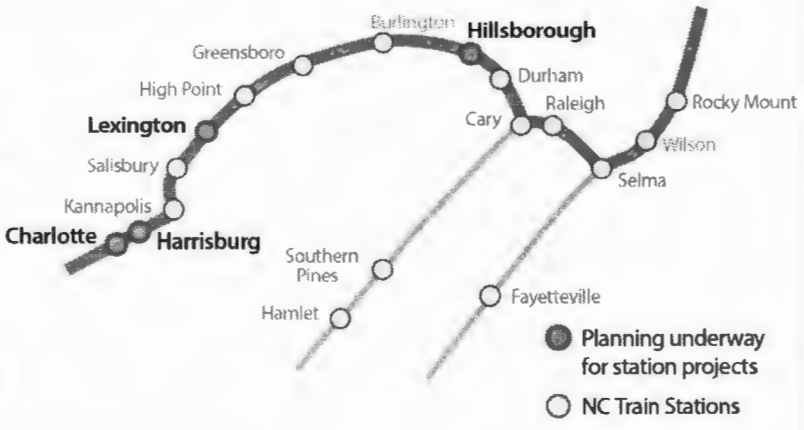
- Staffing
- Expand local support of stations

Equipment and Facilities

- Continue to pursue efficiencies

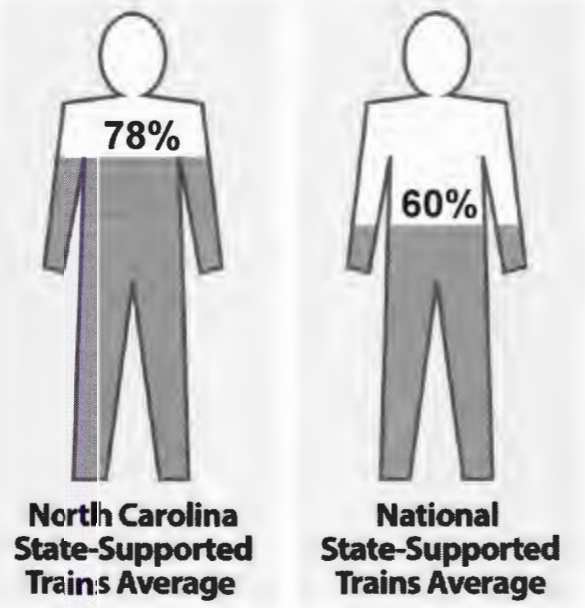
Service Procurement:

- Investigate options to streamline

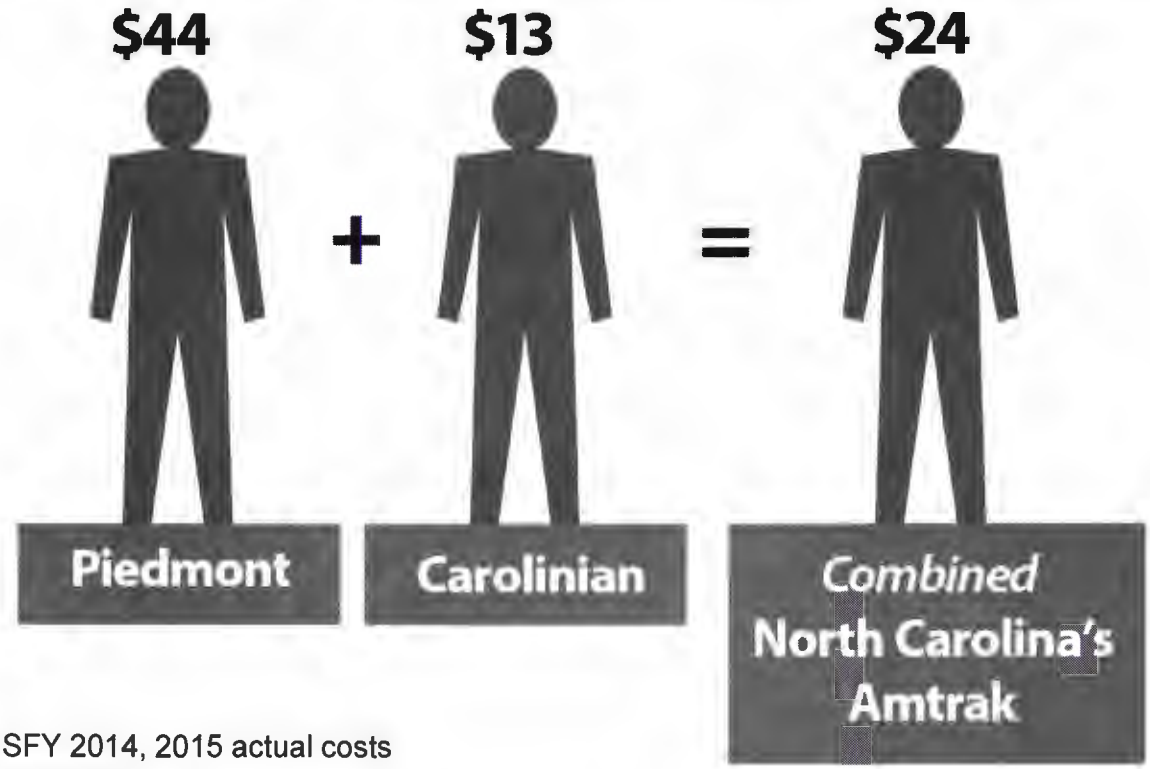


How North Carolina's Amtrak Compared to Other State-supported Trains in 2014

Cost recovery data based on FFY Revenues and Expenses as reported by Amtrak September 2014 for 29 State-Supported Routes.

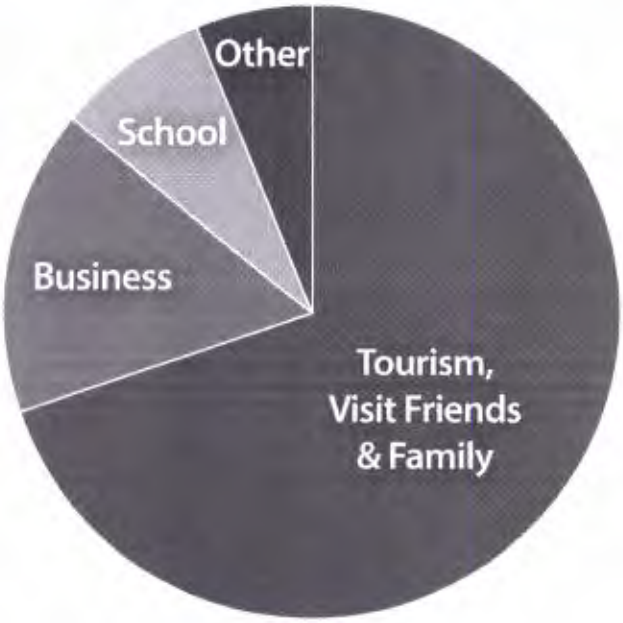


State Subsidy per Passenger – 3 year average*

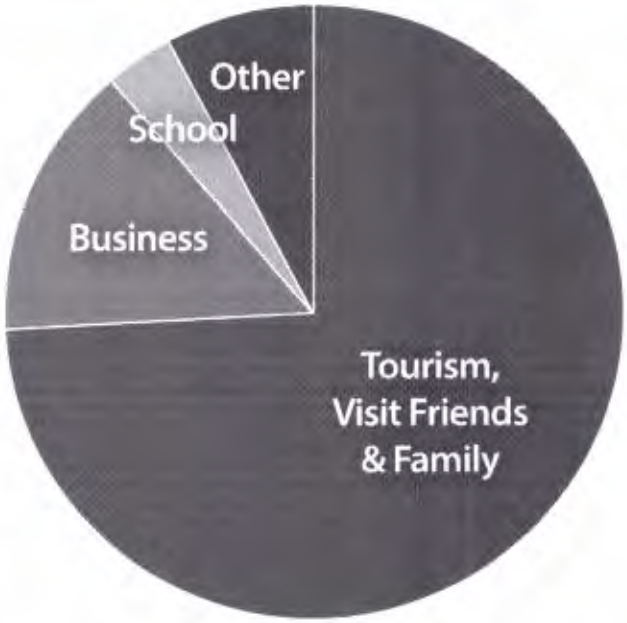


*Combined SFY 2014, 2015 actual costs and projected 2016 cost

Passenger Trip Purposes



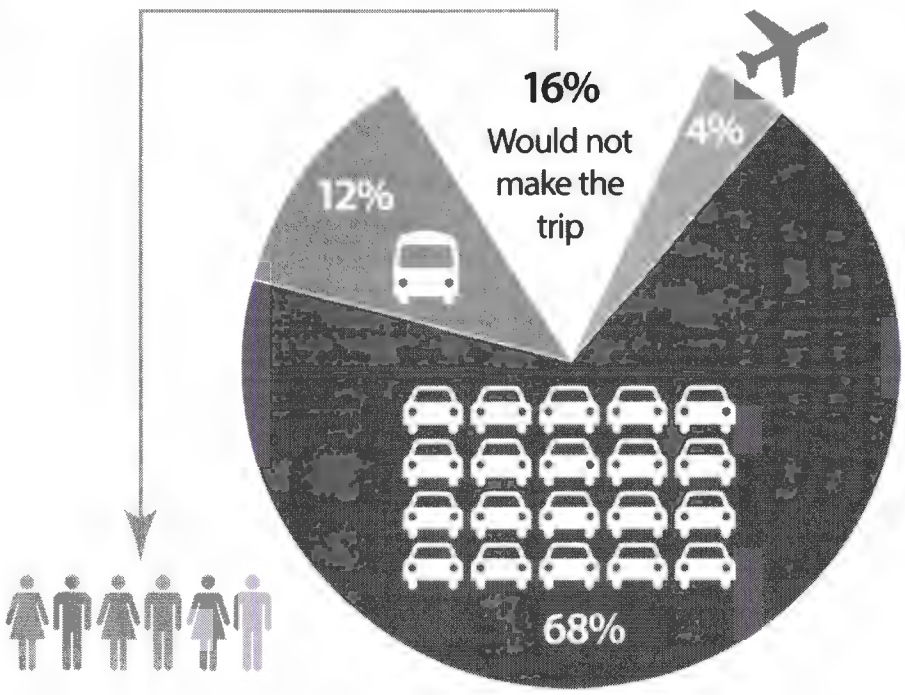
Piedmont
Trains 73, 74, 75, 76



Carolinian
Trains 79 & 80

*Based on 2014 Spring & Fall Surveys (3,812 *Carolinian* & 4,264 *Piedmont* Responses)

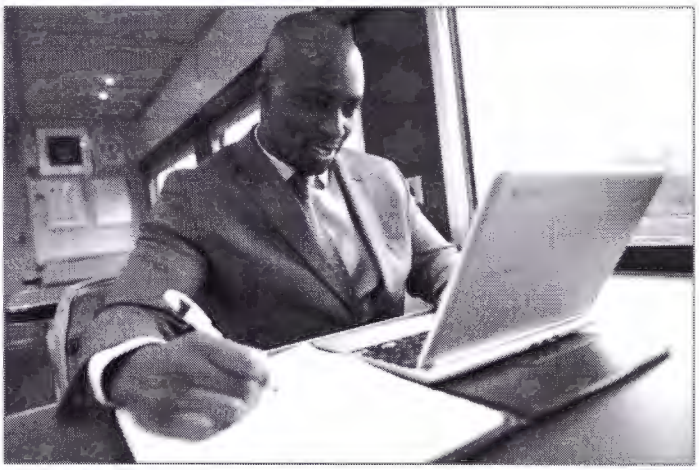
In-State Travel Alternatives Preferences



*Based on 5,518 responses from 2014 Spring and Fall Onboard Passenger Surveys

Marketing North Carolina's Amtrak

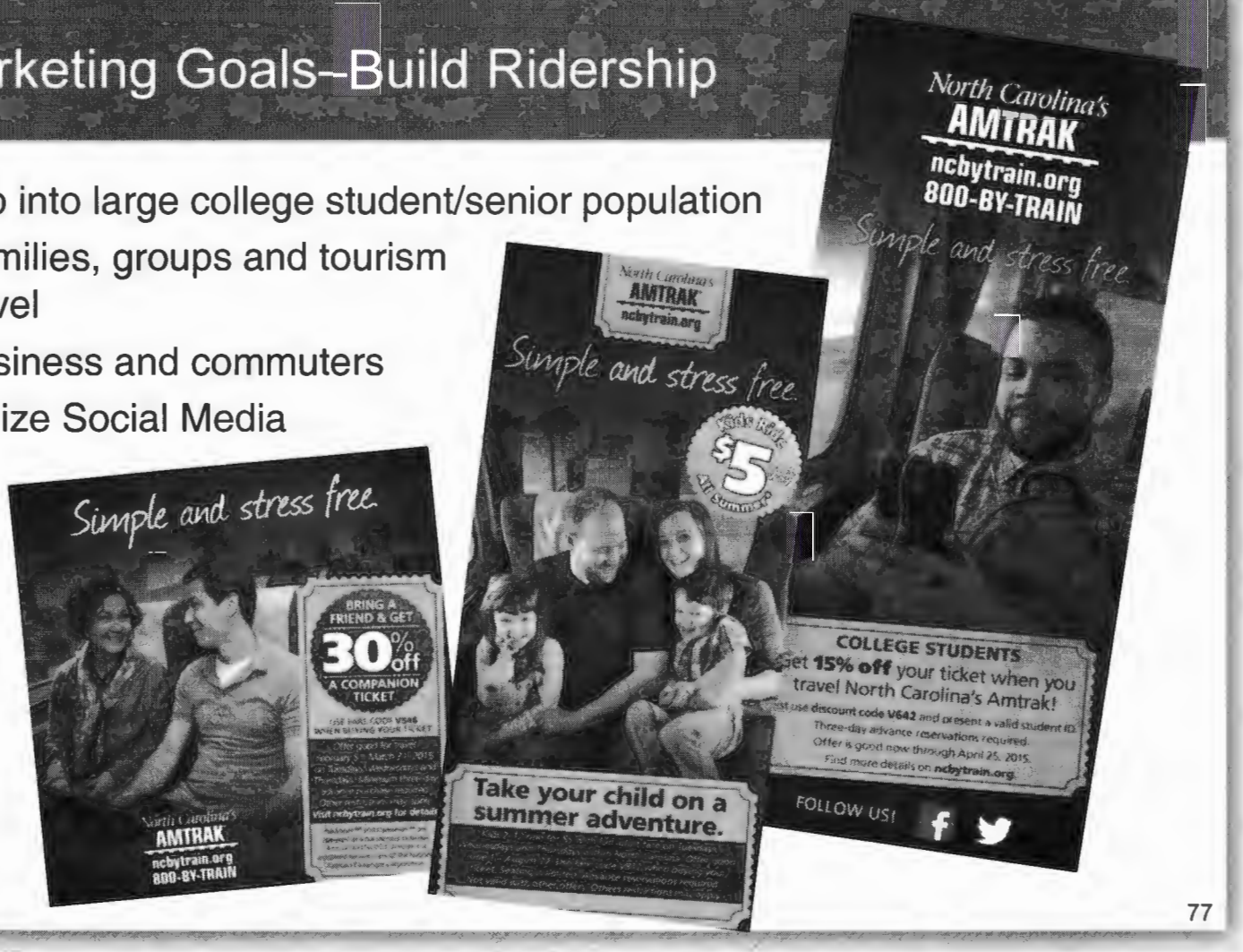
- Promotions – target key groups, increase ridership in lower-performing time slots: mid-week + Saturday, attract 1st time riders
- NCDOT Communications – new ad agency on contract, analyzing data and developing media plan





Marketing Goals–Build Ridership

- Tap into large college student/senior population
- Families, groups and tourism travel
- Business and commuters
- Utilize Social Media



North Carolina's Amtrak at Sporting Events and College Campuses

















Tables at Community Festivals and Events
Staff, Volunteer Train Hosts, Station Attendants







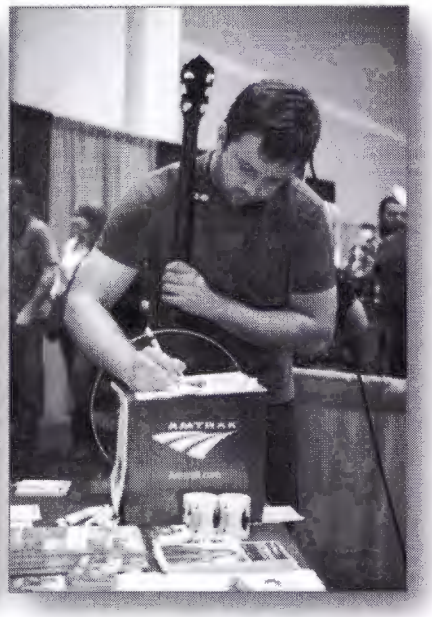
- Southeast Alternative Fuels Conference (Raleigh)
- Historic Salisbury Tour of Homes
- Thomasville Rail Fan Appreciation Day
- Heart of Cary Downtown Harvest Festival
- Eastern Carolina Barbecue Throw Down (Rocky Mount)
- Lexington Barbecue Festival
- Hamlet Seaboard Festival
- Lionel Drop-In Event
- Whirligig Festival (Wilson)
- Go Triangle Golden Modes
- Neuse River Model Railroad Show (Raleigh)

IBMA
INTERNATIONAL BLUEGRASS MUSIC ASSOCIATION

World of Bluegrass – 154,000 attended

Youth Stage Sponsor, Booth in Convention Center





Carolinian's 2014 State Fair Stop and Hospitality Tent – 3,196 Passengers



Partnering with Department of Agriculture & Consumer Services

North Carolina
DEPARTMENT OF TRANSPORTATION

ncdot.gov



NCDOT
BeRailSafe

OCTOBER
ORIGINAL
The N.C. State Fair
Oct 16-26, 2014
NCSTATEFAIR.ORG

Safety Outreach and Education at State Fair–35,000 Visitors

NC Train Host Association

Volunteer Train Hosts worked **7,800 hours in 2014**
...on board trains, at stations and events



Governor McCrory declared March 6 North Carolina "Train Host Day."

Thank You.

Paul Worley, CPM
NCDOT Rail Director
pworley@ncdot.gov (919) 707-4700
ncbytrain.org

Committee Sergeants at Arms

NAME OF COMMITTEE Joint Comm on Appropriations, Transportation

DATE: 3/25/15 Room: 1228/1327

House Sgt-At Arms:

1. Name: Carlton Adams
2. Name: Joe Austin
3. Name: Martha Gadison
4. Name:
5. Name:

Senate Sgt-At Arms:

1. Name: Dale Huff
2. Name: Terry Barnhardt
3. Name:
4. Name:
5. Name:

Wednesday, March 25	**Room**	**Time**
APPROPRIATIONS TRANSPORTATION (JOINT)	1228/1327	8:30 am

Name	County	Sponsor
Jayden Cheese	Wake	Rosa U. Gill
Amy Clemmons	Wake	Paul Stam

SENATE PAGES ATTENDING

COMMITTEE: Joint Approps - D.O.T. **ROOM:** 1228

DATE: 3-25 **TIME:** 8:30 am

PLEASE PRINT LEGIBILY!!!!!!!!!!!!!....*or else!*

Page Name	Hometown	Sponsoring Senator
1. Jackson Bellinger	Raleigh	Blue
2. Asya Stephenson	Raleigh	Blue
3. Olivia Layack	Cary	Barringer
4. Pranay Golla	Morrisville	Stein
5.		
6.		
7.		
8.		
9.		
10.		

Do not add names below the grid.

Pages: Present this form to either the Committee Clerk at the meeting or to the Sgt-at-Arms.

VISITOR REGISTRATION SHEET

Joint Committee on Appropriations, Transportation 3/25/15

Name of Committee Date

VISITORS: PLEASE SIGN IN BELOW AND RETURN TO COMMITTEE CLERK

NAME	FIRM OR AGENCY AND ADDRESS
AL MILAK	NC Dept of Revenue
Thomas Cheek	OSBM
Michelle Frazier	MF+S
Reston Jones	NCDOT
Andy Chase	KMA
Joe McClure	McGlees Consulting
Bob Durst	NCB
Bill Slobbon	DOT

VISITOR REGISTRATION SHEET

Joint Committee on Appropriations, Transportation 3/25/15

Name of Committee Date

VISITORS: PLEASE SIGN IN BELOW AND RETURN TO COMMITTEE CLERK

NAME	FIRM OR AGENCY AND ADDRESS
Mac Boxley	NC Aggregates
	RAMC · NCMA · LPA,
	RAMC
Berry Jenkins	CW Rollins AGC
Brian Speight	Hatch Mott MacDonald
Harry Johnson	n/a

House Committee on Appropriations, Transportation
Tuesday, March 31, 2015 at 8:30 AM
Room 1228/1327 of the Legislative Building

MINUTES

The House Committee on Appropriations, Transportation met at 8:30 AM on March 31, 2015 in Room 1228/1327 of the Legislative Building. Representatives Iler, Shepard, Tine, Torbett, Bumgardner, Ford, and Martin attended.

Representative Frank Iler, Chair, presided and called the meeting to order at 8:33 a.m.

Chairman Iler introduced the Sergeant-at-Arms and pages for the meeting.

Chairman Iler recognized Amna Cameron, Fiscal Research Division, to present:
Review of DOT Compliance in Meeting Key 2014 Budget Directives, see attached (1)

At the conclusion of Ms. Cameron's presentation Chairman Iler recognized Rodger Rochelle, Administrator of Technical Services, NCDOT and Mike Holder, Chief Engineer of Division of Highways, NCDOT to present:
Staffing and Budgeting Report: Divisions of Technical Services and Highways, see attached (2)

Questions were asked by the committee and answered by the presenters and committee staff.

The meeting adjourned at 9:35 a.m.

Representative Frank Iler, Chair
Presiding

Katy Kingsbury, Committee Clerk

NORTH CAROLINA HOUSE OF REPRESENTATIVES
COMMITTEE MEETING NOTICE
AND
BILL SPONSOR NOTIFICATION
2015-2016 SESSION

You are hereby notified that the **House Committee on Appropriations, Transportation** will meet as follows:

DAY & DATE: Tuesday, March 31, 2015
TIME: **8:30 AM**
LOCATION: **1228/1327 LB**
COMMENTS: **Representative Iler will be presiding.**

Respectfully,

Representative Frank Iler, Co-Chair
Representative Phil Shepard, Co-Chair
Representative Paul Tine, Co-Chair
Representative John A. Torbett, Co-Chair

I hereby certify this notice was filed by the committee assistant at the following offices at 3:35 PM on Thursday, March 26, 2015.

___ Principal Clerk
___ Reading Clerk – House Chamber

Katy Kingsbury (Committee Assistant)

House of Representatives
Committee on Transportation Appropriations

March 31, 2015
8:30 a.m.
Room 1228/1327 LB

Agenda

Chairs: Representative Frank Iler, Chairing
Representative Phil Shepard
Representative Paul Tine
Representative John Torbett

- Call to Order
- Review of Legislative Directives

  Amna Cameron
  Fiscal Research Division

- Staffing and Budgeting Report: Divisions of Technical Services and Highways

  Rodger Rochelle, Administrator
  Technical Services Division, DOT

  Mike Holder, Chief Engineer
  Division of Highways, DOT

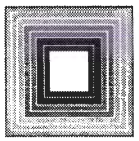
Next meeting: Ferry and Aviation Divisions; - Wednesday, April 1, 8:30 a.m.

Attachment (1)

Review of DOT Compliance in Meeting Key 2014 Budget Directives

House Committee on Transportation Appropriations

March 31, 2015



FISCAL RESEARCH DIVISION
A Staff Agency of the North Carolina General Assembly

S.L. 2014-100, Sec. 34.11

- ✓ Develop Highway Maintenance Improvement Program (HMIP)
- ✓ Develop HMIP Needs Assessment
- ✓ Advanced letting of contract resurfacing contracts
  - 40% of funds by 9/1/15 and 60% by 11/1/15
- ✗ Outsource 20% of pavement preservation treatments
- ✓ Conduct workshops and trainings in order to increase industry to perform pavement preservation treatments
- ✗ Pave 4,300 lane miles with funds appropriated to pavement preservation

S.L. 2014-100, Sec. 34.13

- ✗ Outsource 70% of Preconstruction and Technical Services activities
  - Result after 8 months: 58.3%
- ✗ Increase Roadway Design outsourcing to 50%
  - Result after 8 months: 32.7%
- ✗ Increase Project Development and Environmental Analysis outsourcing to 65%
  - Result after 8 months: 63.7%
- ✓ Increase Right of Way outsourcing by 5% (to 46.6%)
- ✗ Use Reduction in Force as necessary to meet goals

Attachment (2)

North Carolina
DEPARTMENT OF TRANSPORTATION

Budget and Staffing

Rodger Rochelle, PE, Director of Technical Services
Mike Holder, PE, Chief Engineer

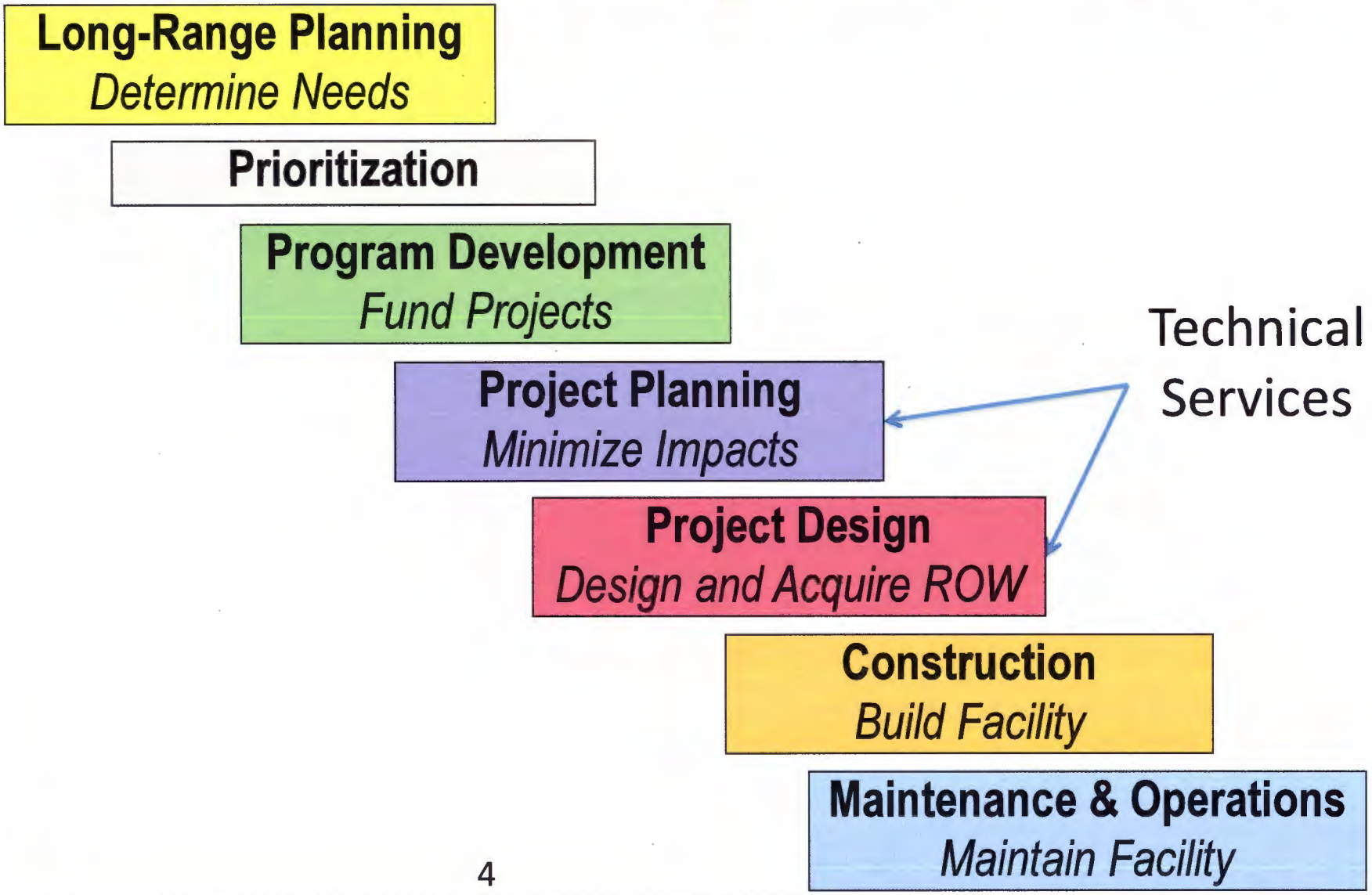
March 31, 2015

Agenda

- **Technical Services**
  - Overview
  - Project Delivery
  - Staffing Data & Staffing Levels
  - Status of Reorganization & Future Plans
- **Division of Highways**
  - Overview
  - Maintenance Allocation and Budget
  - Core Services
  - Staffing Levels & Strategies
    - Central Units
    - Transportation Divisions
      - Construction Inspection and Contract Administration
      - Routine Highway Maintenance
- **Plan of Action & Future Steps**

Technical Services

Transportation Program Life Cycle



Technical Services Division

- Exists to provide project and program management services, contracts, planning and design functions, and other technical support services for all modes of the Department.

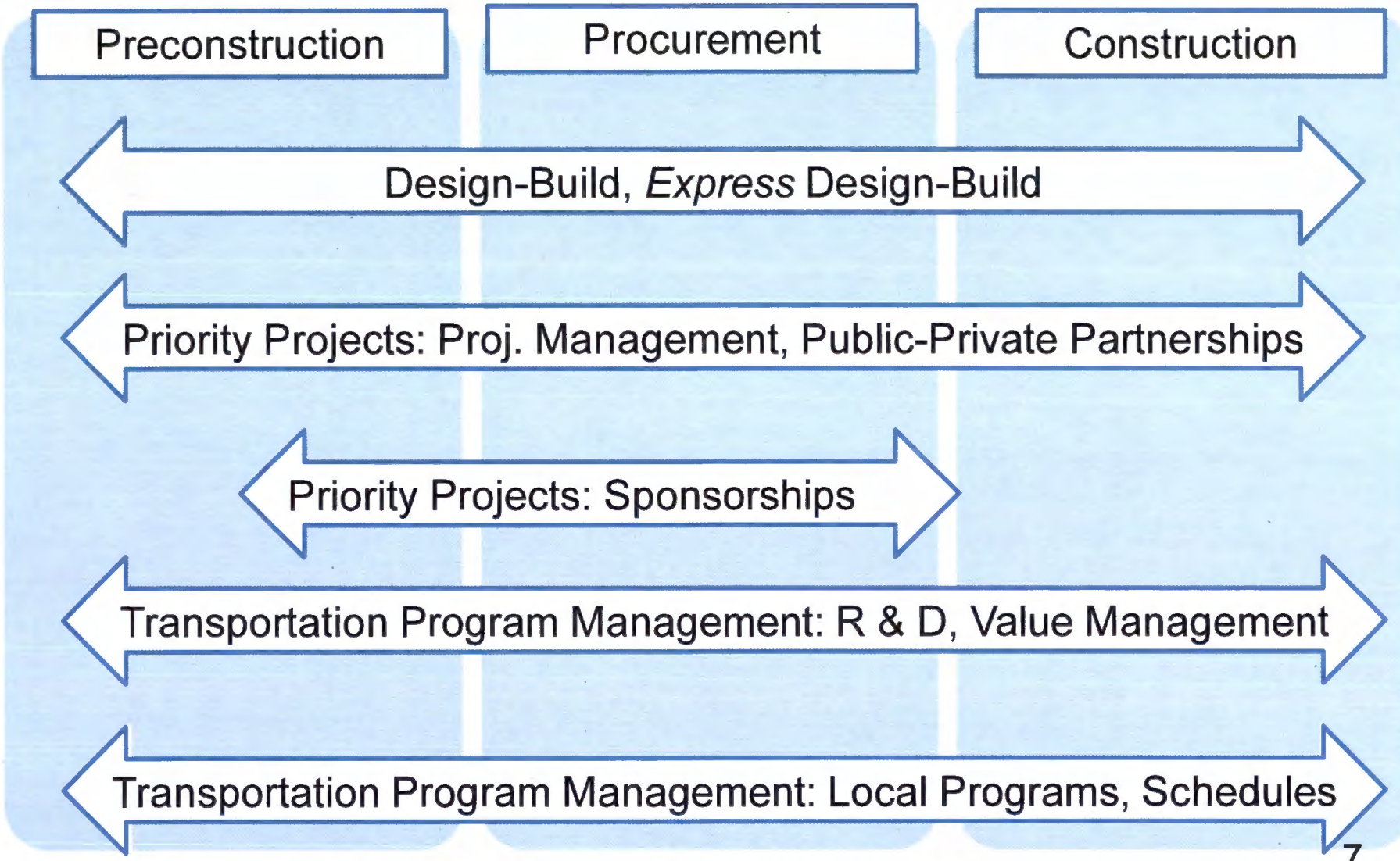
- Consists of 14 discrete business functions with work spanning from early planning efforts into construction.

- Business units can be categorized broadly in two groups: project delivery and program delivery

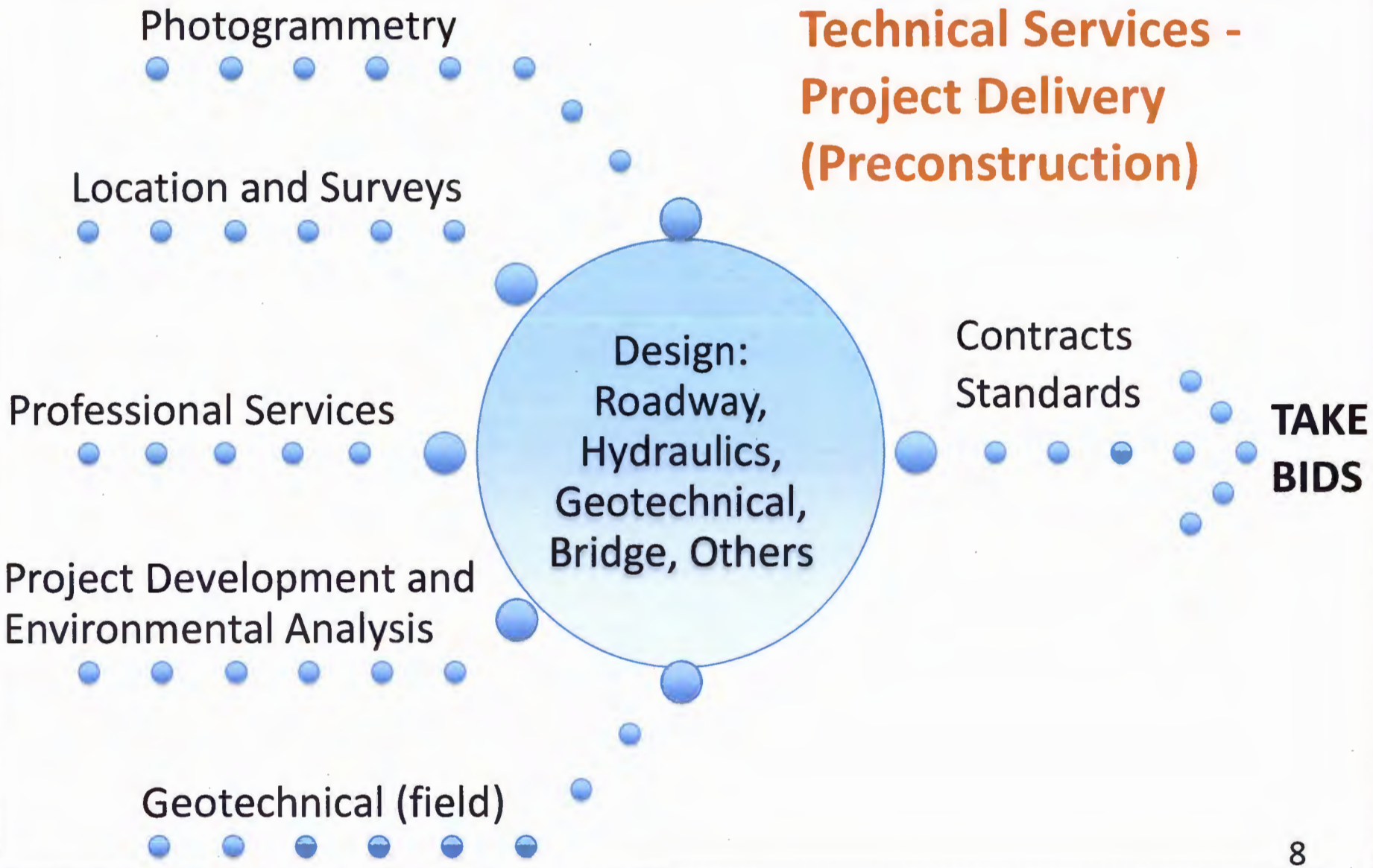
Technical Services Division

- **Pre-Construction**
  - Roadway Design, Project Development & Environmental Analysis, Geotechnical Engineering, Hydraulics
- **Contract Standards and Development**
  - Contracts, Standards, Provisions, Bidding, Estimates, Contractual Services
- **Design Build**
- **Priority Projects**
  - Priority Project Management, Public Private Partnerships, Sponsorships, Special Projects
- **Transportation Program Management**
  - Research & Development, Value Management, Local Programs Management, Schedule Management
- **Professional Services**
  - Consultant Contracts, Estimates, and Selection
- **Location & Surveys**
- **Photogrammetry**

Technical Services - Program Delivery



Technical Services - Project Delivery (Preconstruction)



Project Delivery Improvement Objectives

- Reduce the cycle time for new location and widening projects by **25%**
- Improve project schedule stability
- Minimize the number of changes that create re-work

Strategies

- Fundamentally change how projects are scheduled, managed and delivered
- Learn from Design-Build
  - Overlap activities
  - Begin utility coordination earlier
  - Identify parcels critical for utility or other complex relocations and begin earlier right of way acquisitions
- Implement new scheduling framework and intermediate delivery dates
- Implement improvements in professional services contracting

Other Key Strategies – Design Build

- Selectively Expand Design-Build Delivery Method
  - Work parts of the project in parallel
  - Learn from Design Build to inform conventional Design-Bid-Build process
  - Design-Build Let Totals
    - Total # Projects = 102
    - Total Cost = $4.95 Billion
- Express Design-Build
  - New Program Delivery Model
  - 44 contracts let Statewide
  - Over 400 Bridges
  - ~$320 Million

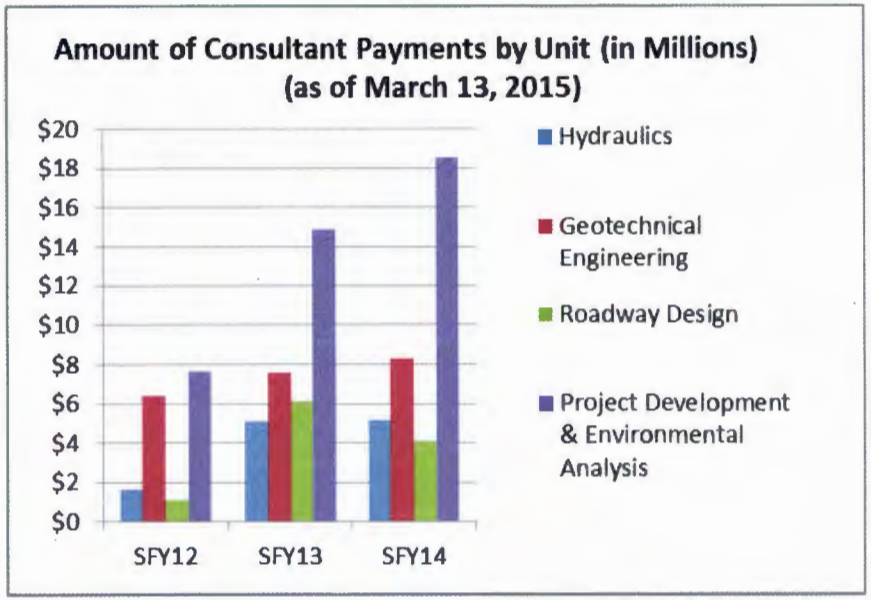
Other Key Strategies

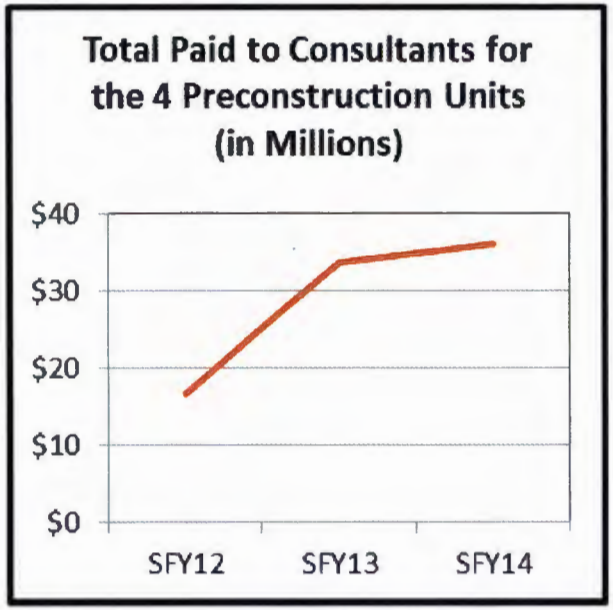
- Leverage Technology
  - DocuSign, Enterprise Content Management, Geographic Information System (data and analytics), Electronic Permit Submittals, etc.
- Improve Coordination
  - Joint training with resource agencies, frequent consultant coordination meetings on complex projects, turnkey project delivery contracts, additional delegated authority such as NC Floodplain Mapping, FHWA, etc.
- Improve Outsourcing
  - Use of embedded consultants
  - Increase outsourcing of eligible work
  - Improve contracting processes to accelerate notice to proceed

Technical Services Division Staffing and Adjustments

- 700 - 800 full time equivalent positions (FTEs)
- More than 90% charge to individual projects (state and federal)
- Some charge to all projects
- Less than 10% charge to administrative functions

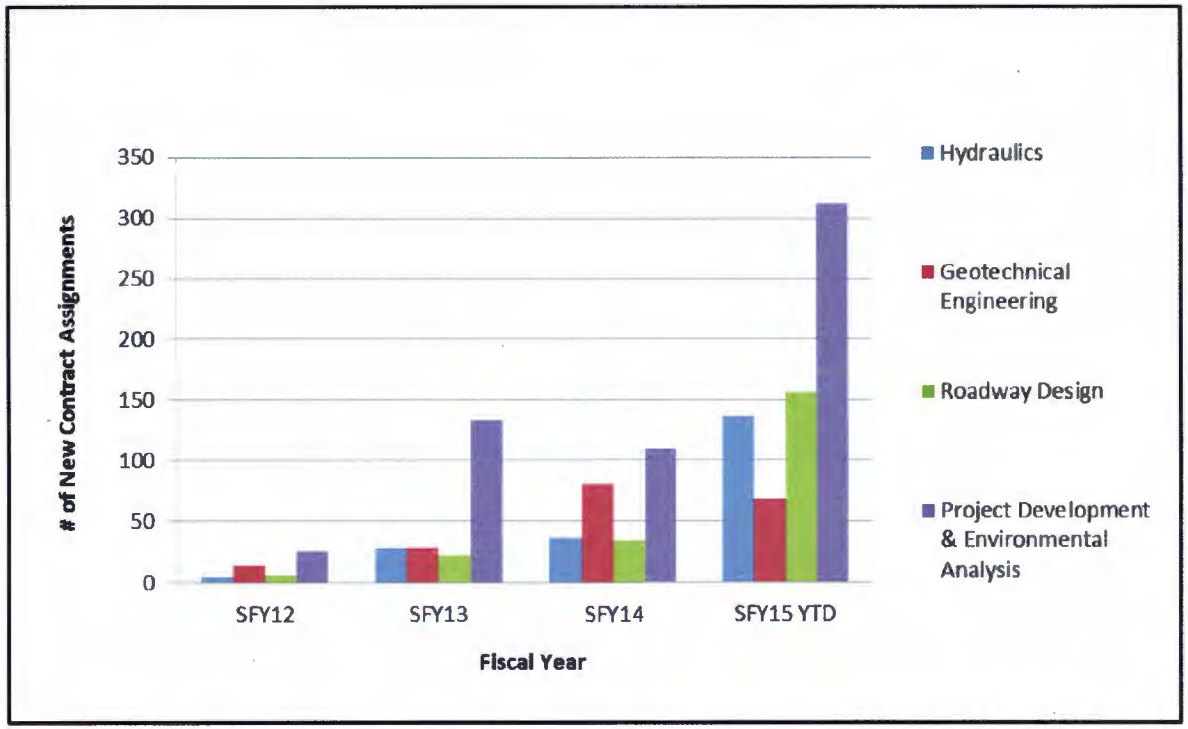
Preconstruction Outsourcing Trends





Supporting Data	SFY12	SFY13	SFY14
Hydraulics	$1,599,182	$5,099,589	$5,123,588
Geotechnical Engineering	$6,404,813	$7,559,602	$8,314,680
Roadway Design	$1,134,365	$6,151,911	$4,134,051
Project Develop & Environmental Analysis	$7,636,716	$14,906,082	$18,561,895
TOTAL	$16,775,076	$33,717,184	$36,134,214

Preconstruction Outsourcing Trends



Unit	SFY 12	SFY 13	SFY 14	SFY 15 YTD
Hydraulics	4	29	36	136
Geotechnical Engineering	14	29	81	68
Roadway Design	6	23	34	157
Project Development & Environmental Analysis	26	134	109	312

Technical Services Outsourcing Analyses

- Recent Trends
- Vision for Technical Services
  - Analysis of Unit staffing, discretized by function rather than reporting structure
  - Determined which functions and supporting positions are "outsourceable"
  - Procurement functions and consultant management and work product review are considered government operations
- Outsourcing Rates
  - Analysis of twenty-nine (29) scenarios
  - Various permutations of business units, exclusions, and Department eligible expenses

Roadway Design

- Current FTEs = 115
- Current FTEs performing in-house design = 66
- Total proposed reduction = 31-33 FTEs
  - All from in-house design staff (50% reduction)
  - Last staffing report = 25 FTEs (most which were reallocated to other areas)
  - Affects technicians, engineers, and supervisors
  - Increases span of control (target 5:1 or greater)

Project Development & Environmental Analysis

- Current FTEs = 125
- Total proposed reduction = 20 FTEs
  - Last staffing report = 5 FTEs (most which were reallocated to other areas)
  - Not low-level staff (includes supervisors and engineers)
  - Increases span of control (target 5:1) and consolidates planning document preparation groups

Technical Services–Other Reductions

- Hydraulics – 4 FTEs (~7% reduction)
  - In-house design staff
- Geotechnical Engineering – 6 FTEs (~7%)
  - Unit support services and CADD
- Location & Surveys – 14 FTEs (~9%)
  - Field support, preliminary surveys for design and construction surveying
- Photogrammetry – 4 FTEs (~9%)
  - Automated efficiencies

Division of Highways

Transportation Program Life Cycle

Long-Range Planning
Determine Needs

Prioritization

Program Development
Fund Projects

Project Planning
Minimize Impacts

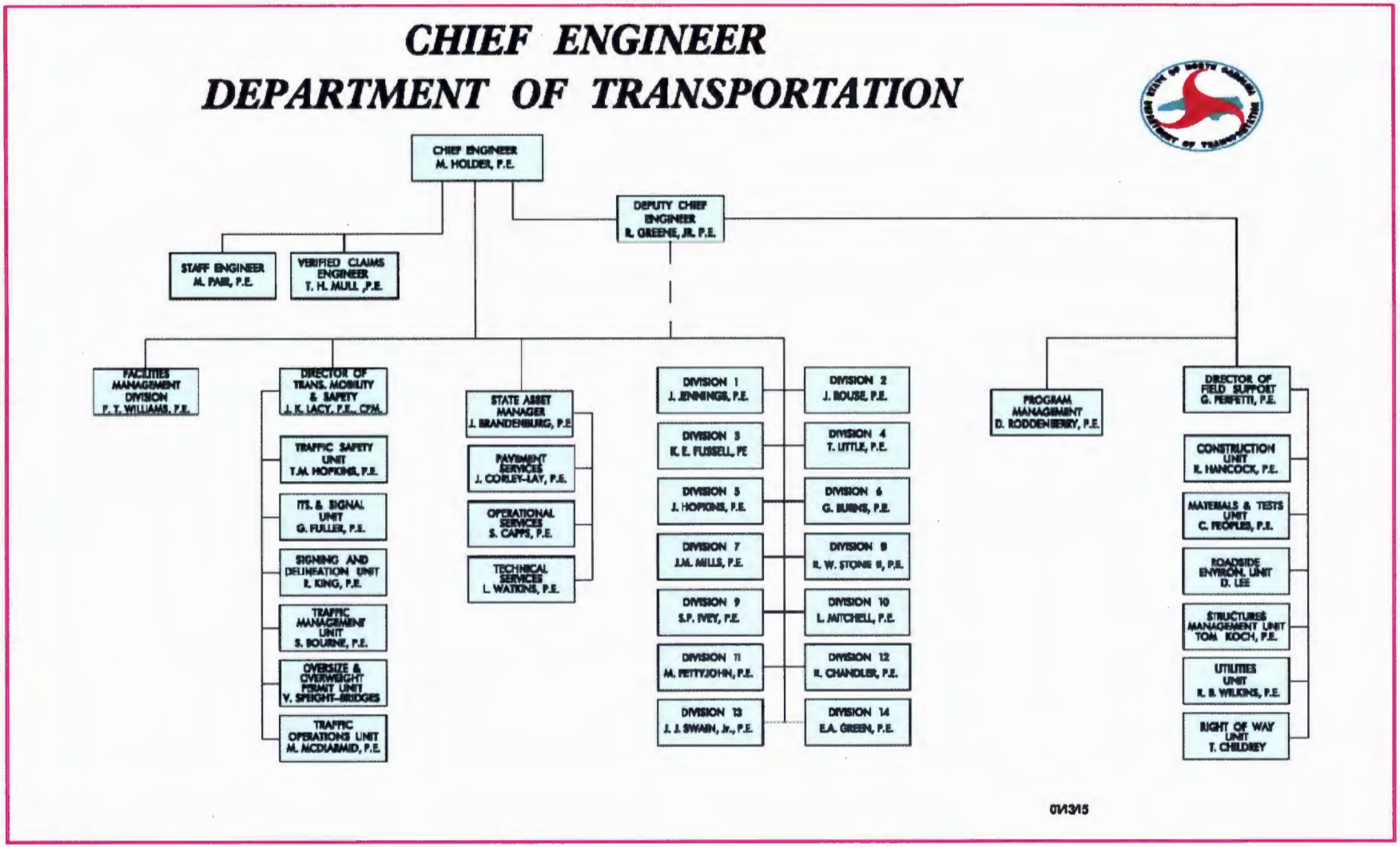
Project Design
Design and Acquire ROW

Division of Highways

Construction
Build Facility

Maintenance & Operations
Maintain Facility

Division of Highways



FY 2015 Maintenance Allocation

• Total Maintenance Funds	$	1,141.0M
• Contract Resurfacing	$	(408.2M)
• Pavement Preservation	$	(65.0M)
• Bridge Program	$	(153.0M)
• Statewide Programs & Emergency	$	(109.7M)
• Division Off the Top Allocation*	$	(53.9M)
• General Maintenance Allocation	**$**	**351.2M**

* Includes expenditures from Trust Fund Program

FY 2015 Maintenance Allocations

- Contract Resurfacing, Pavement Preservation and Bridge Program funds formula:

$$\frac{\text{Division Assessed Needs}}{\text{Statewide Assessed Needs}}$$

- Statewide Programs & Emergencies is comprised of:
  - State and Federal Obligations
  - Asset Maintenance and Operations
  - Research and Development
  - Emergencies

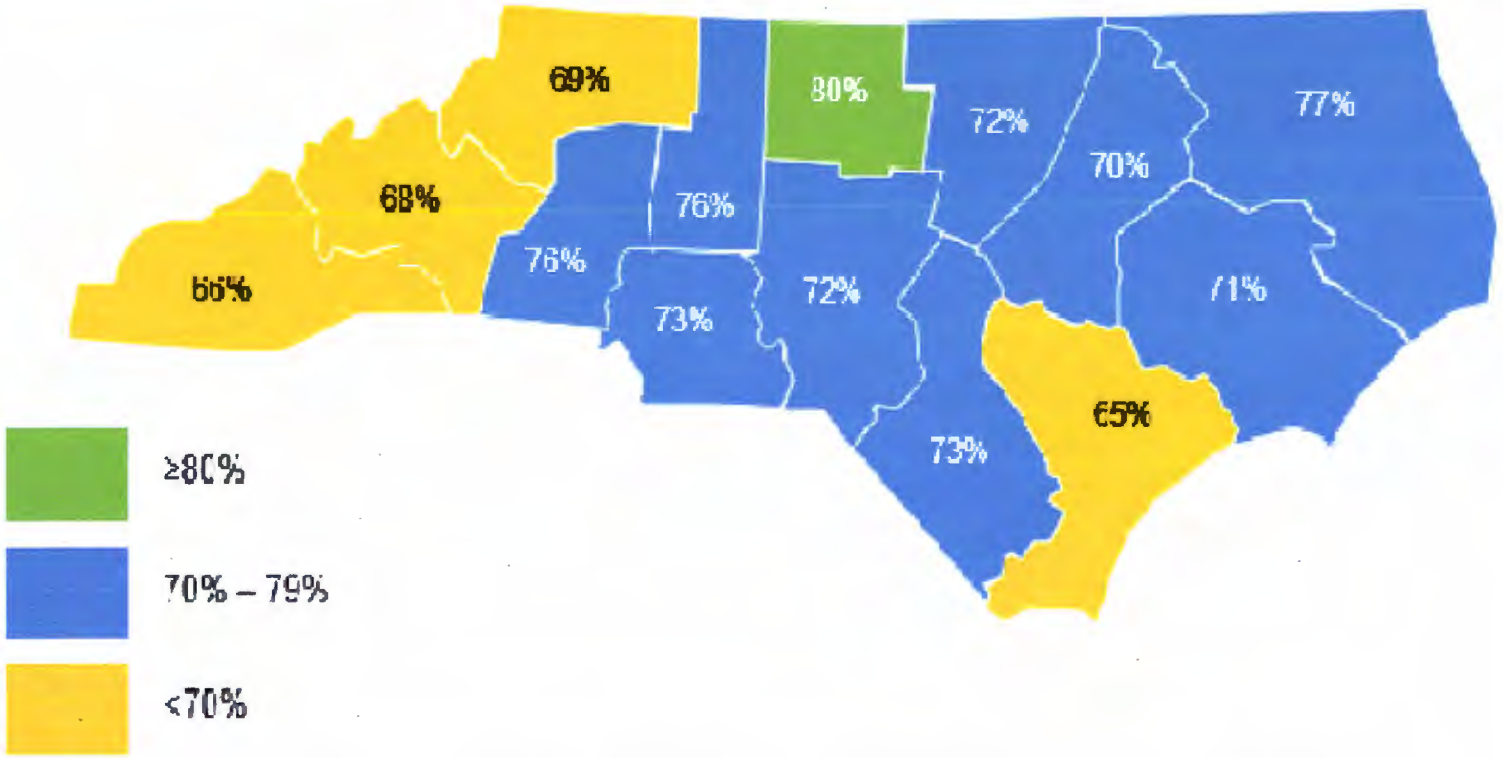
FY 2015 Maintenance Allocations

- Division Off the Top Allocation: direct allocation associated with annual cost of:
  - Traffic Signal Operations (Signal Maintenance), Incident Management, Electricity for Traffic Control Devices, Roadway and Interchange Lighting, Rest Areas and Welcome Centers, Special Landscaping, Guardrail Repair, River Ferries
- General Maintenance Allocation Formula:

$$\frac{\text{Division (Assessed Needs + Non-Assessed Needs)}}{\text{Statewide (Assessed Needs + Non-Assessed Needs)}}$$

Allocations → Condition

Pavement Condition – Primary (excluding interstates)



Percentage of pavement miles in good condition (as at October 2014),
Target percentage = 80%.

Division of Highways Budget

- 8,685 FTEs
- 95% charge to projects (State and Federal) or Highway Fund supported work orders
- 5% charge to Administrative Budget

Administrative Budget Overview

Highway Fund

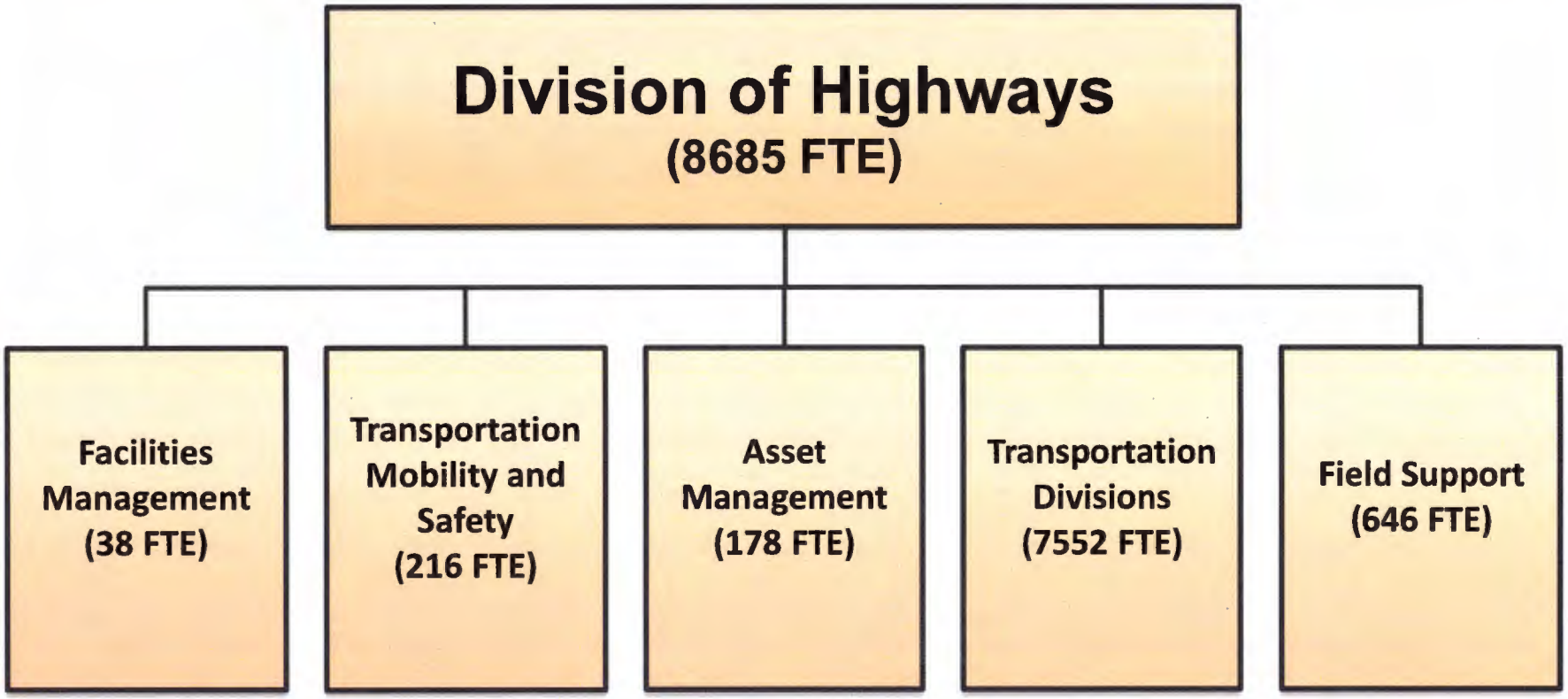
• 339 positions → $20,637,000
• Central & Division office positions:
  • Chief's Office
  • Field Support
  • Facilities Management
  • Division Offices
  • District Offices

Highway Trust Fund

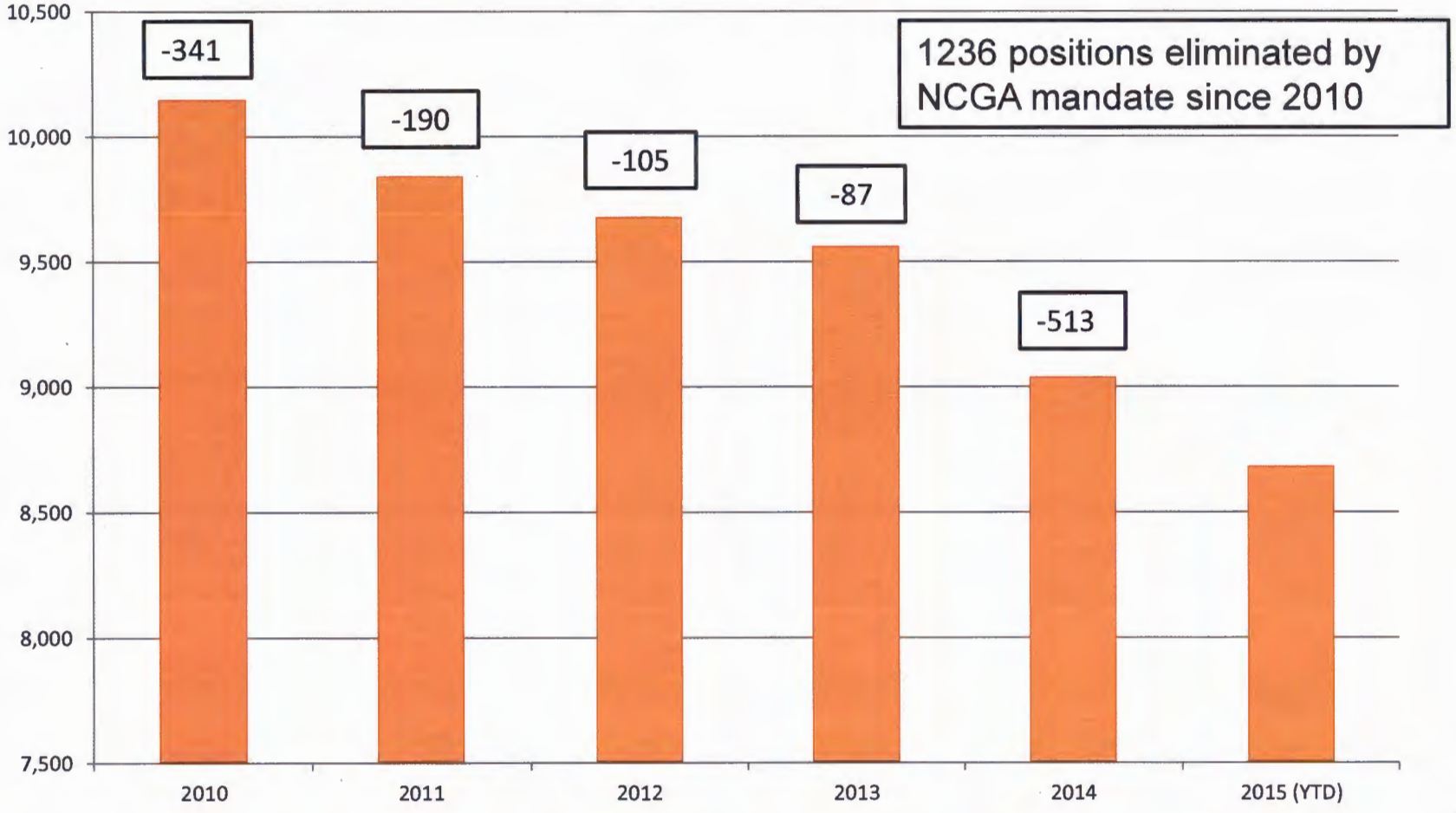
• 129 positions → $7,077,365
• Established by 1989 Trust Fund; associated with project delivery
• Central & Division office positions:
  • Field Support
  • Traffic Mobility & Safety

Division of Highways – Core Services

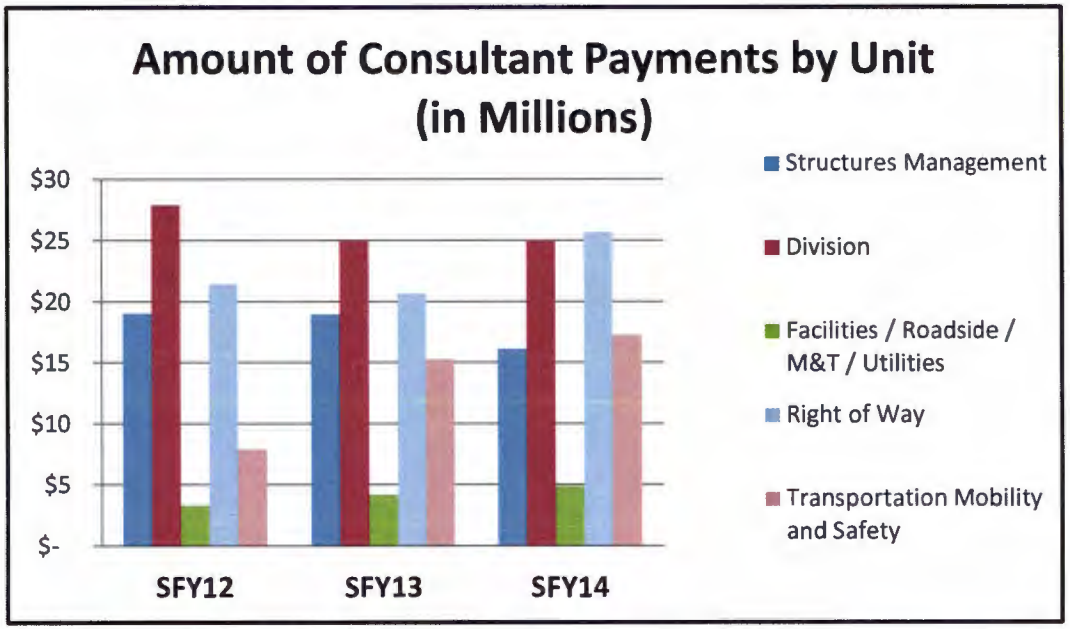
- Respond to emergency events (hurricanes, snow and ice)
- Deliver projects:
  - Bridge replacement
  - Contract resurfacing
  - Inspect and administer construction projects
- Maintain, repair, replace assets
  - Bridges, pavements, pipes
  - Safety features (signs, signals, guardrail)
  - Drainage (ditches, pipes) and shoulders
  - Rest areas
  - Clear roadways of debris and trash
  - Mow and manage vegetation
- Respond to citizen complaints and concerns

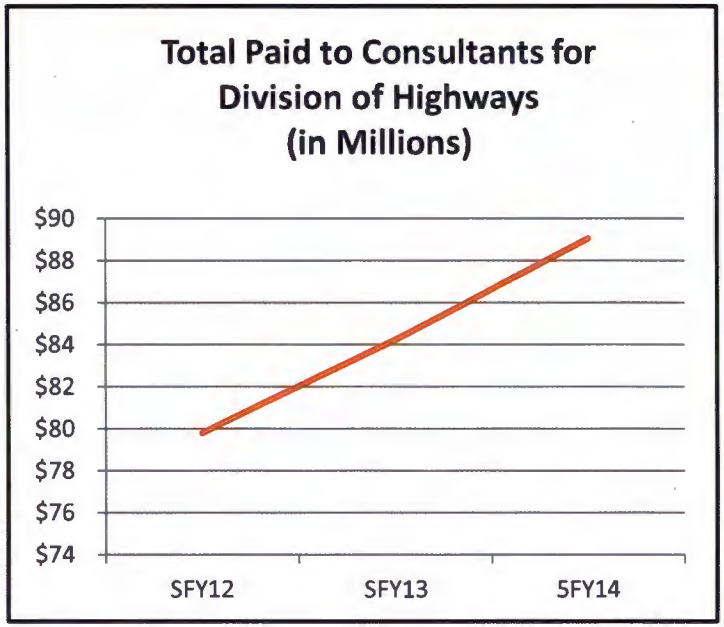

Division of Highways
(8685 FTE)
Facilities Management (38 FTE)
Transportation Mobility and Safety (216 FTE)
Asset Management (178 FTE)
Transportation Divisions (7552 FTE)
Field Support (646 FTE)

Division of Highways – Historical Staffing Levels



Division of Highways Outsourcing Trends





Supporting Data	SFY 12	SFY 13	SFY 14
Structures Management Unit	$ 19,061,504	$ 18,969,674	$ 16,136,697
Division	$ 27,913,683	$ 25,031,304	$ 25,000,717
Facilities/Roadside/ M&T/Utilities	$3,357,676	$4,217,922	$4,885,732
Right of Way	$ 21,500,146	$ 20,710,601	$ 25,719,840
Transportation Mobility and Safety	$ 7,972,344	$ 15,321,008	$ 17,323,968
Total	$79,805,353	$84,250,510	$89,018,302

Note: NCGA directive to increase total expenditures for outsourced activity by 5% in FY 2014-2015

$16,577,632 total expenditures as of March 17, 2015

Division of Highways

Reductions Based on Increased Outsourcing

- **Asset Management**
  - Management Systems and Assessments
  - Operations and Fleet Management
  - Pavement Management
- **Field Support**
  - Materials and Tests
  - Right of Way
  - Structures Management
  - Utilities
- **Transportation Mobility and Safety**
  - ITS and Signals
  - Oversize / Overweight Permits Unit
  - Signing and Delineation
  - Traffic Management
  - Traffic Safety

SFY 14 Outsourcing Utilization 75%
SFY 15 Outsourcing Goal 80%

Central Units

- Increase the outsourcing of functions that are already well developed in the private sector
  - **Result- Proposed reduction of 52 FTEs**
- Explore and grow outsourcing of other functions
  - **Result- Additional proposed reduction of 34 FTEs**
- Staggered implementation beginning July 1, 2015, with most complete by July 1, 2016.

Central Units Staffing Reductions

	FY 2016 Initial Reductions	FY 2017 Additional Reductions
Asset Management	8	10
Field Support	34	12
Transportation Safety & Mobility	10	12
TOTAL	**52**	**34**

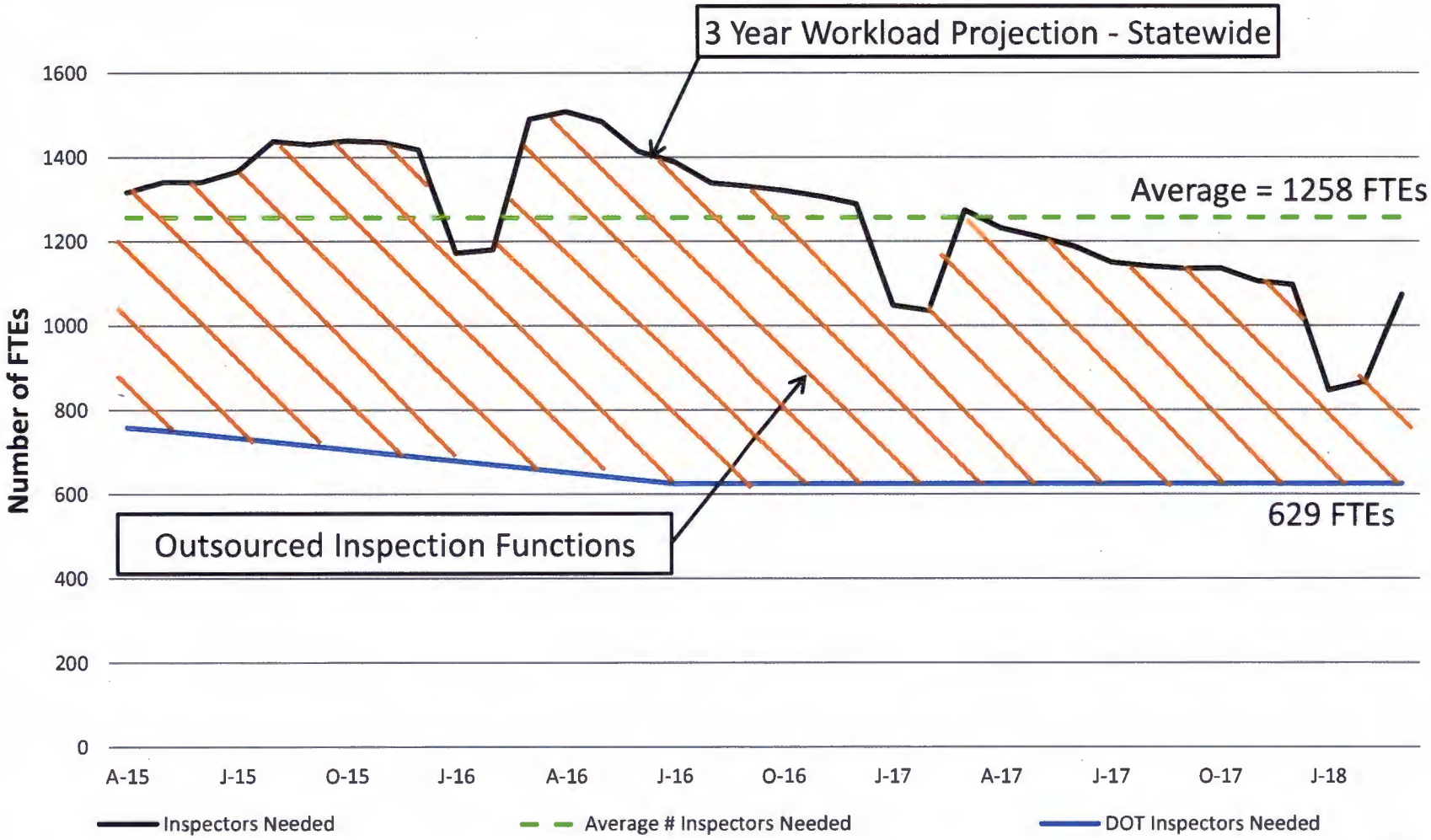
Transportation Divisions

- Construction Inspection and Contract Administration
  - Utilization of the already well developed workforce of the private sector
- Routine Highway Maintenance
  - Scope and variety of various functions
  - Functions by DOT staff
  - Functions currently outsourced
  - Developing private sector interest

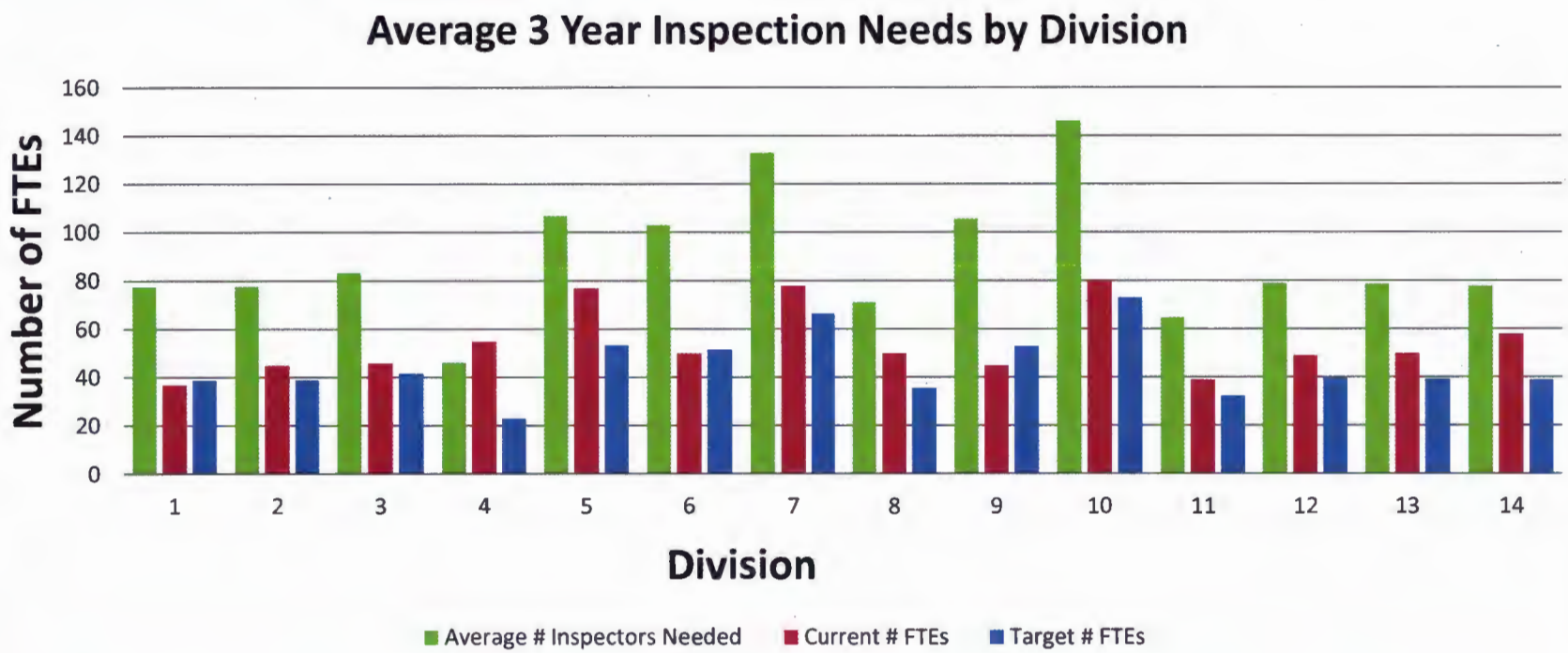
Transportation Divisions
Construction Inspection & Contract Administration

- Current FTEs = 900
  - 760 inspectors and 140 supervisors
- Functions
  - Ensure compliance with contract plans
  - Approve payments, change orders, overall contract administration
- Reductions based on outsourcing 50% of construction inspection activities
  - Establish baseline need for inspectors per construction capital program

Construction Inspection
Establish Statewide Staff Needed



Construction Inspection Division Staff Needed



Division	1	2	3	4	5	6	7	8	9	10	11	12	13	14
Current	37	45	46	55	77	50	78	50	45	80	39	49	50	58
Target	39	39	42	23	54	52	67	36	53	73	32	40	39	39
Change	2	-6	-4	-32	-23	2	-11	-14	8	-7	-7	-9	-11	-19

Transportation Divisions
Construction Inspection & Contract Administration

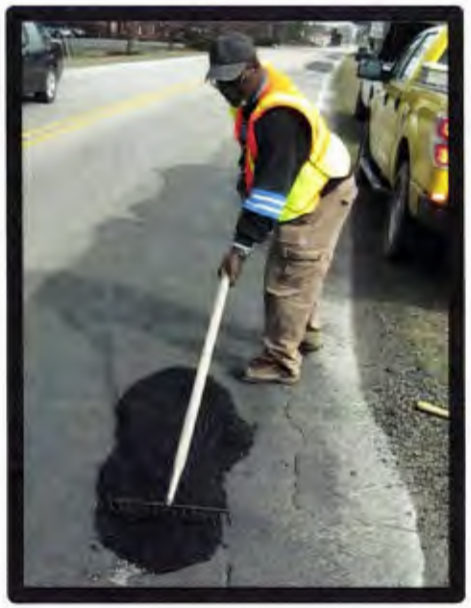
- Construction Inspectors
  - Total proposed reduction = 131 FTEs by 6/30/16
- Construction Supervisors
  - To remain mostly NCDOT staff
  - Responsible for overall contract administration, project oversight, and supervising both DOT and consultant staff
  - Minimizes conflicts of interests related to consultant design / consultant inspection
  - Inspector to supervisor span of control ratio of 9:1

Routine Highway Maintenance

Pavement and Road Maintenance Crew Functions

- Fill potholes, repair ditches, shoulders and drainage; remove obstructions
- Repair/replace pipe (35%)
- Pavement preservation (50+%)
- Slab replacement (50%)
- Full depth patching (50%)
- Guardrail repair (100%)
- Mowing (98%)

(% indicates current outsourcing level for activity)



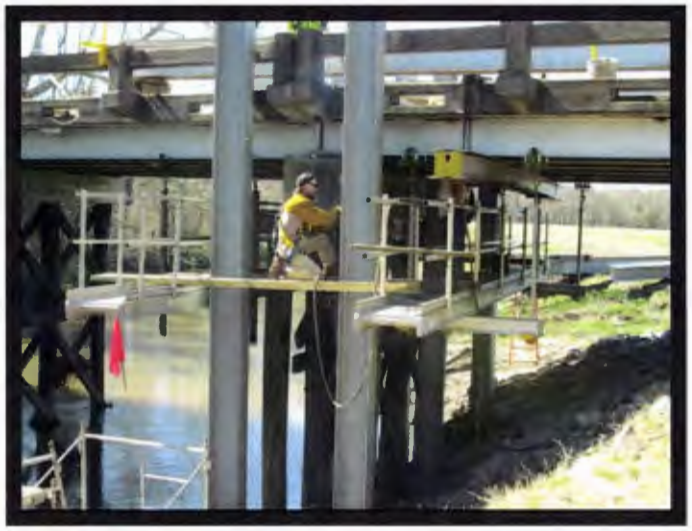


Routine Highway Maintenance

Bridge Crew Functions

- Emergency repairs
- Priority maintenance and critical find repairs
- Routine maintenance (10%)
- Large pipe replacement and installation (90%)





(% indicates current outsourcing level for activity)

Growing Outsourced Programs
Routine Highway Maintenance

- Best work to contract:
  - Planned, predictable, quantifiable (and large volume)
  - Needing little to no oversight (and outcome easily seen)
  - Lower risk to contractor and State
- Outsourcing growth
  - Pavement preservation
  - Pipe replacement
  - Routine sign installation, signal preventative maintenance
  - Routine bridge maintenance
  - Traffic control (setting up and taking down)

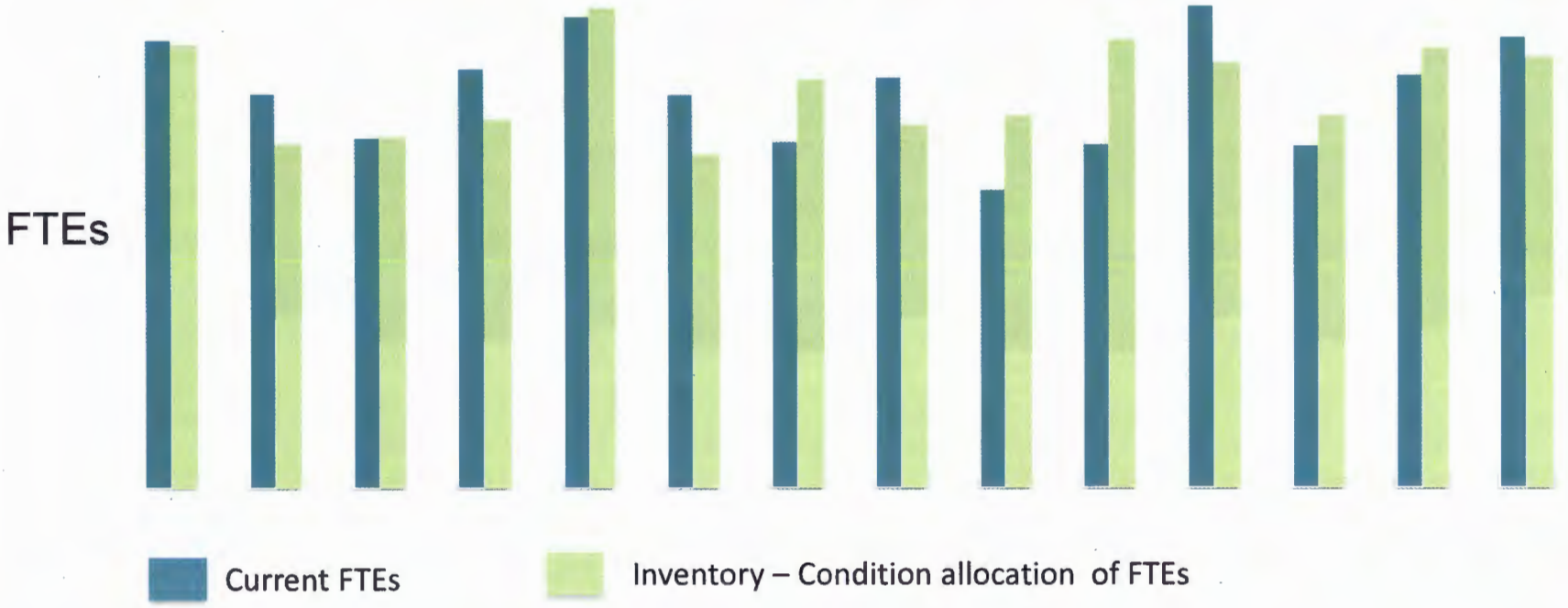
Summary
Routine Highway Maintenance

- Current FTEs = 4,272
- Staffing Evaluation Basis
  - Inventory quantity, inventory condition, traffic volumes, snow/ice expenditures
- Analysis Complete
  - Workforce realignment necessary
- Implementation Plan
  - Maximize workforce effectiveness

Inventory – Condition Staffing Analysis Routine Highway Maintenance

- Method allocates staff to each county based on inventory, current condition and significant variables
  - Pavement: system lane-miles, vehicle miles traveled, annual snow/ice expenditures
  - Bridge: bridge count, deck area, culverts and priority maintenance item count
  - Maintenance Condition Assessment items: shoulders, small pipes, striping, etc…

Inventory – Condition Staffing Results
Routine Highway Maintenance



Division	1	2	3	4	5	6	7	8	9	10	11	12	13	14
Current	344	303	269	322	362	302	266	315	229	264	370	263	317	346
Target	339	263	269	282	368	255	312	278	285	343	325	285	337	330
Change	-5	-40	0	-40	6	-47	46	-37	56	79	-45	22	20	-16

Routine Maintenance Staff – Next Steps

- Currently 567 of 4272 positions vacant
- Maintain hiring restrictions through June 30, 2016
- Historical attrition rate of 8.5% will yield approximately 310 more vacancies
- Abolish (or move) vacant positions in accordance with "Asset – Condition Based Analyses" results
- Exercise complete by July 1, 2016

Future Steps

To meet established timeline for staffing reform

- Implement performance targets and hold staff accountable
- Identify additional contractor opportunities and use them
- Measure outcomes and adjust staffing and contractor levels for optimal performance and effectiveness
- Allocate budget to optimize system performance

Highway Maintenance Improvement Program (HMIP)

Highway Maintenance Improvement Program

General Statute states that the Board of Transportation will publish:

- Highway Maintenance Improvement Program (HMIP)
  - 3 year pavement plan
  - Rehabilitation, Resurfacing and Preservation
  - Based on previous FY contract resurfacing and pavement preservation funds
  - Posted on the web by April 1st each year

Highway Maintenance Improvement Plan

Includes:

- Year work is to be completed
- Specific roadways in each county
- Specific sections of roadways to be treated
- Type of treatment applied
- Estimated cost

Plan Year	County	Route	Begin Description	End Description	Length	Budget Group	Treatment	Estimated Cost
FY 2016	Bertie	SR 1107	SR 1106	END MAINT	0.880	Preservation	Split Seal	$ 35,000.00
FY 2016	Bertie	US 17	NC 308 + 1.793 miles	SR 1001 + 1.082 miles	2.000	Resurfacing	Mill 1.5" & Replace (B Level)	$397,750.00
FY 2016	Bertie	US 17	.4 mile E NC 308	NC 308 + 1.793 miles	1.793	Rehabilitation	Mill 1.5" & Replace / 1.5" Overlay (B Level)	$354,750.00

(Sample from Division 1)

Tuesday, March 31	**Room**	**Time**
APPROPRIATIONS TRANSPORTATION (JOINT)	1228/1327	8:30 am

Name	County	Sponsor
Dawson Claire McHarg	Wilson	Susan Martin
Matthew Parker	Forsyth	Evelyn Terry

VISITOR REGISTRATION SHEET

House Comm. (APP) Transportation — 3-31-15

Name of Committee — Date

VISITORS: PLEASE SIGN IN BELOW AND RETURN TO COMMITTEE CLERK

NAME	FIRM OR AGENCY AND ADDRESS
ANDY WALSH	SA
Mac Bailey	NCAA
Jay Stem	NCAA
Joe McClees	McClees Consulting
Ricky Greene	NCDOT - 1 S Wilmington St
MISSY PAIR	NCDOT
JENNIFER BRANDENBURG	NCDOT
Leigh Wing	NCDOT
Martha Babcock	NC Chamber
[illegible]	NS
Jake Carlo	NCCC

VISITOR REGISTRATION SHEET

House Comm. APP Transportation — 3-31-15

Name of Committee — Date

VISITORS: PLEASE SIGN IN BELOW AND RETURN TO COMMITTEE CLERK

NAME	FIRM OR AGENCY AND ADDRESS
Crystal Collins	NC Truckers Assn
BERRY JENKINS	CAROLINAS AGC
BOBBY LEWIS	NCDOT
Reston Jones	NCDOT
MARY JERNIGAN	NCDOT
NICK JENNYSON	NCDOT
[illegible]	[illegible]
[illegible]	PMNC
Phoebe Landon	Brooks, Pierce
Nicole Meister	NCDOT
Susan Harris	NCDTSEA

VISITOR REGISTRATION SHEET

House Comm. (APP) Transportation — 3-31-15

Name of Committee — Date

VISITORS: PLEASE SIGN IN BELOW AND RETURN TO COMMITTEE CLERK

NAME	FIRM OR AGENCY AND ADDRESS
Andy Chase	KMA
JASON SCOPER	SPEAKER'S office
Butch Gunnells	NCB

House Committee on Appropriations, Transportation
Wednesday, April 1, 2015 at 8:30 AM
Room 1228/1327 of the Legislative Building

MINUTES

The House Committee on Appropriations, Transportation met at 8:30 AM on April 1, 2015 in Room 1228/1327 of the Legislative Building. Representatives Bumgardner, Ford, Iler, Shepard, Terry, Tine, and Torbett attended.

Representative Phil Shepard, Chair, presided.

Chairman Shepard called the meeting to order and recognized the Sergeants-at-arms staff and the Page for the meeting.

Chairman Shepard recognized the presenter Bobby Walston, Director, Aviation Division North Carolina Department of Transportation to make the presentation for the Aviation Division. (Attachment 1)

Chairman Shepard recognized the presenter Jed Dixon, Assistant Director, Ferry Division North Carolina Department of Transportation to make the presentation for the Ferry Division. (Attachment 2)

Questions were asked by the committee and answered by the presenters.

The meeting adjourned at 9:50 a.m.

Representative Phil Shepard, Chair
Presiding

Pamela Pate, Committee Clerk

NORTH CAROLINA HOUSE OF REPRESENTATIVES
COMMITTEE MEETING NOTICE
AND
BILL SPONSOR NOTIFICATION
2015-2016 SESSION

You are hereby notified that the **House Committee on Appropriations, Transportation** will meet as follows:

DAY & DATE: Wednesday, April 1, 2015
TIME: **8:30 AM**
LOCATION: **1228/1327 LB**
COMMENTS: **Representative Shepard will be presiding.**

Respectfully,

Representative Frank Iler, Co-Chair
Representative Phil Shepard, Co-Chair
Representative Paul Tine, Co-Chair
Representative John A. Torbett, Co-Chair

I hereby certify this notice was filed by the committee assistant at the following offices at 4:30 PM on Wednesday, April 01, 2015.

___ Principal Clerk
___ Reading Clerk – House Chamber

Pamela Pate (Committee Assistant)

House of Representatives
Committee on Transportation Appropriations

April 1, 2015
8:30 a.m.
Room 1228/1327 LB

Agenda

Chairs: Representative Frank Iler
Representative Phil Shepard, Chairing
Representative Paul Tine
Representative John Torbett

- Call to Order
- Aviation Division

  Bobby Walston, Director, Aviation Division
  North Carolina Department of Transportation

- Ferry Division

  Ed Goodwin, Director, Ferry Division
  North Carolina Department of Transportation

Next meeting: DOT – Information Technology and Division of Motor Vehicles, Thursday, April 2, 8:30 a.m.

House of Representatives
Committee on Transportation Appropriations

April 1, 2015
8:30 a.m.
Room 1228/1327 LB

Agenda

Chairs: Representative Frank Iler
Representative Phil Shepard, Chairing
Representative Paul Tine
Representative John Torbett

- Call to Order
- Aviation Division

  Bobby Walston, Director, Aviation Division
  North Carolina Department of Transportation

- Ferry Division

JCD DIXON
ASSISTANT
DIRECTOR

Ed Goodwin, Director, Ferry Division
North Carolina Department of Transportation

Assistant.

Civil Rights Division

Next meeting: DOT – Information Technology and Division of Motor Vehicles, Thursday, April 2, 8:30 a.m.

Attachment (1)

North Carolina
DEPARTMENT OF TRANSPORTATION

Division of Aviation

Bobby Walston, P.E., Aviation Director

April 1, 2015

North Carolina
DEPARTMENT OF TRANSPORTATION

ncdot.gov

North Carolina's Aviation System

72 Publically Owned Airports in North Carolina



Economic Contribution of NC Airports

- Commercial and General Aviation Airports provide more than **$25.9 Billion** in economic impact each year

- Commercial and General Aviation Airports support over **108,000 jobs** throughout North Carolina





Source: NC State University, Institute for Transportation Research and Education, 2012

Economic Development Support

- HondaJet is the first aircraft developed by Honda Aircraft Company. The light business jet was developed and is being manufactured in Greensboro at the Piedmont Triad International Airport.
- Construction of the factory began in 2007 and was completed in late 2011 with airplane production beginning in late 2012. In 2014, the HondaJet had more than 100 confirmed orders.





Benefits of Aviation in NC

- State and local governments received more than $770 million in sales, property, corporate and personal taxes due to airport activity.
- Local property tax related to airport activities is about $277 million.
- North Carolina airports support more than $4 billion in personal income for aviation-related jobs.





Source: NC State University, Institute for Transportation Research and Education, 2012

Division of Aviation Core Functions

Provide:

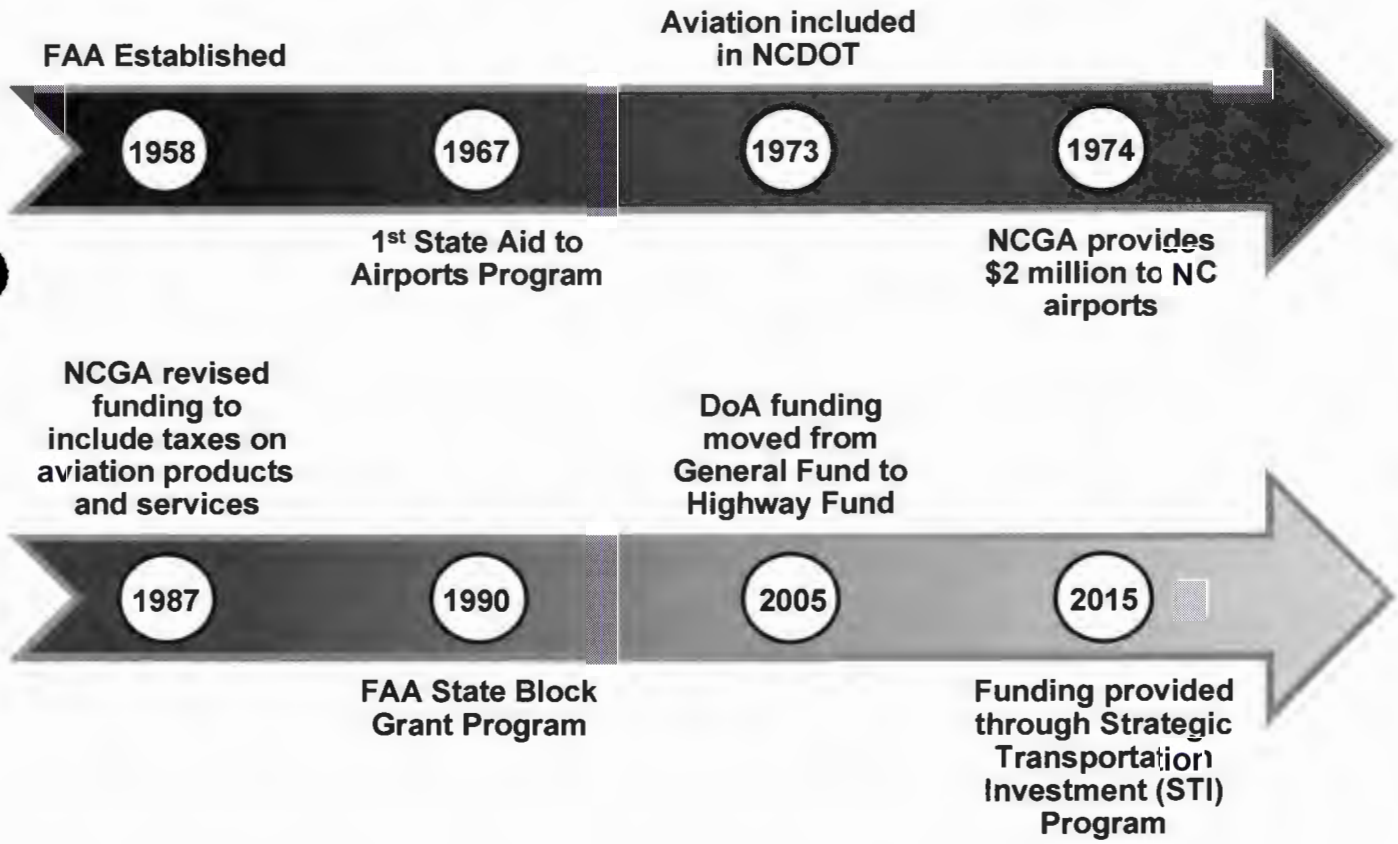
- Aviation Safety and Education Programs
- State and Federal Airport Project Grants
- Air transportation, operations, and support for state agencies
- Management of the state's Unmanned Aircraft System Initiatives



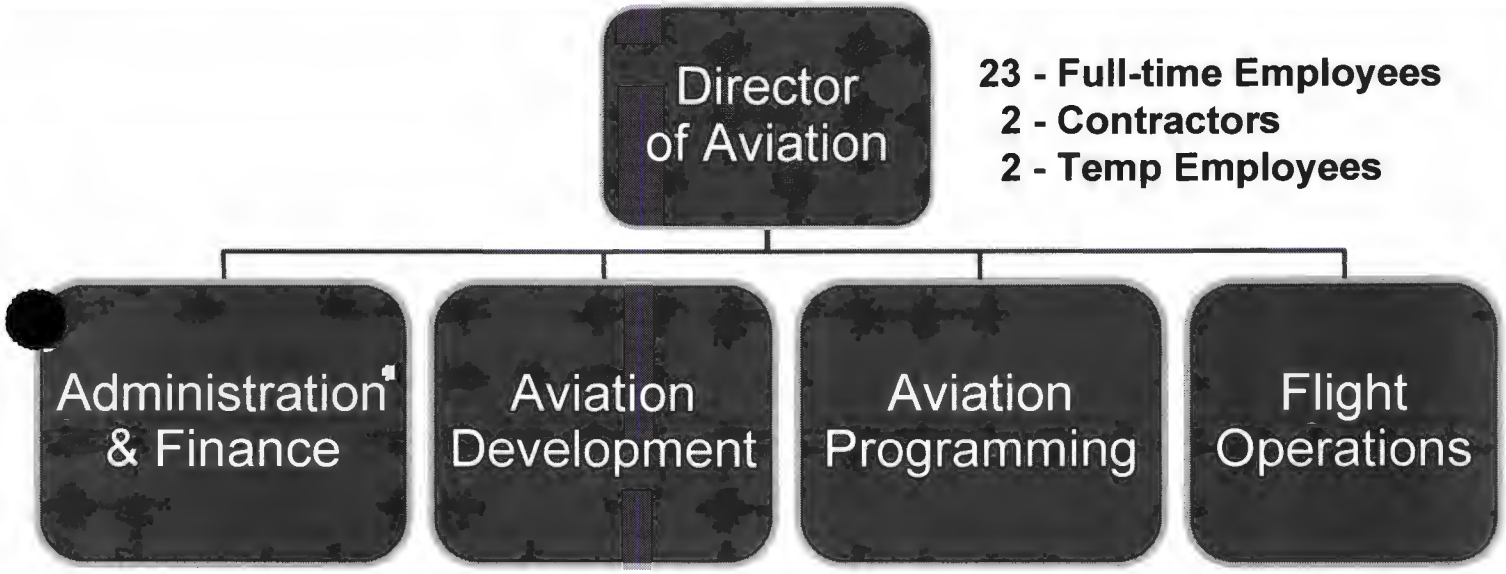
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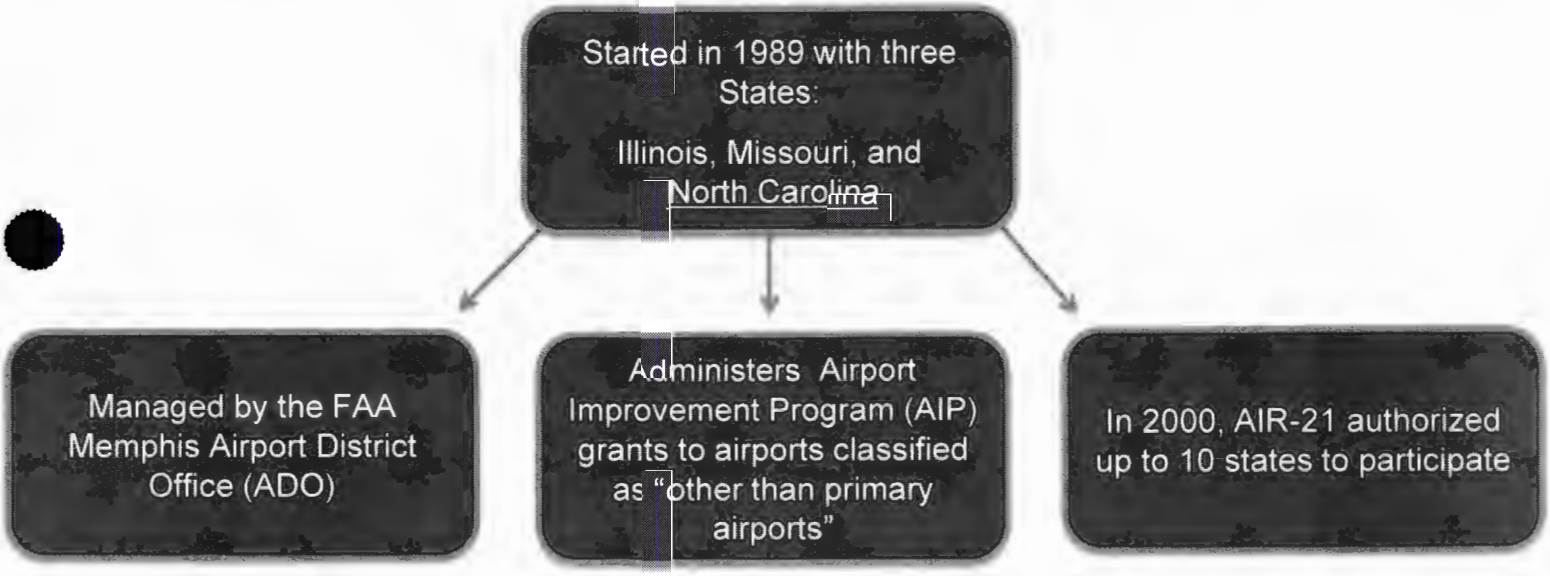
Division of Aviation History



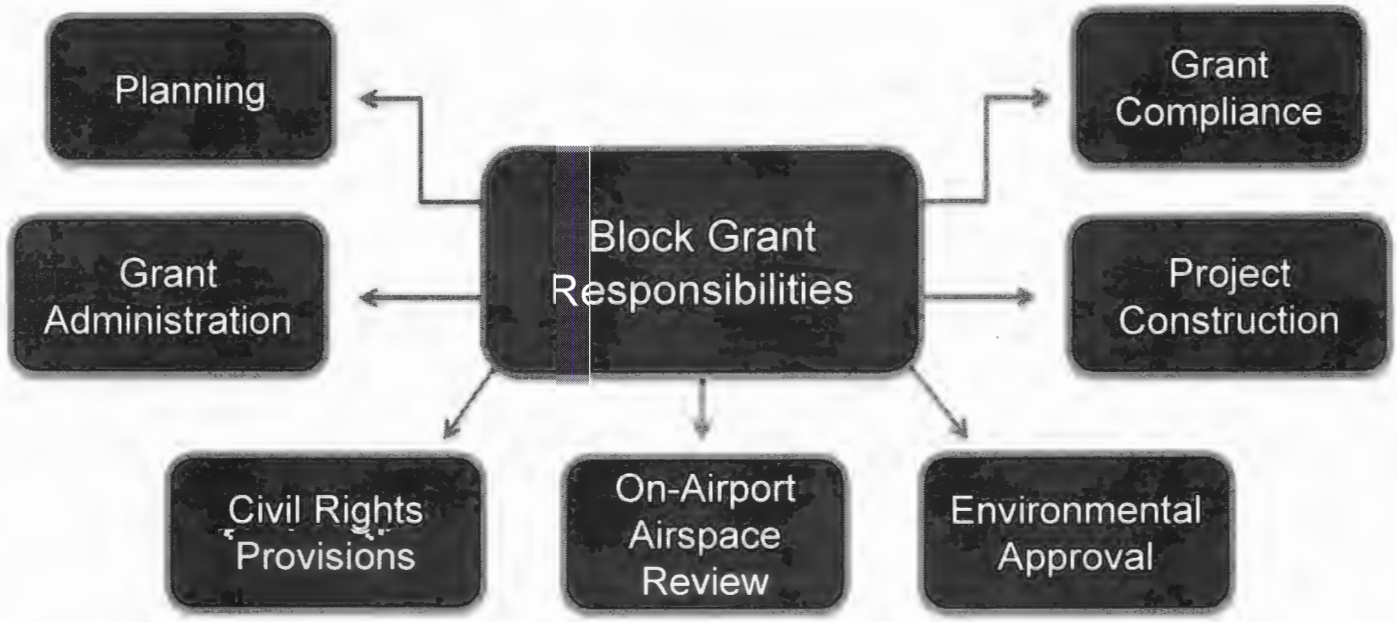
Organization Chart



FAA State Block Grant Program



Block Grant Responsibilities



Federal Funding

FFY 2014 Funding

NC Block Grant Program administered by the Division of Aviation to 62 GA Airports:

$22.4M

- Apportionment - **$5.2M**
- Discretionary - **$6.4M**
- Non-Primary Entitlement - **$9.3M**
- Primary Entitlement - **$1.0M**
- System Planning - **$0.5M**

Airport Improvement Program (AIP) administered by FAA to 10 Commercial Service Airports:

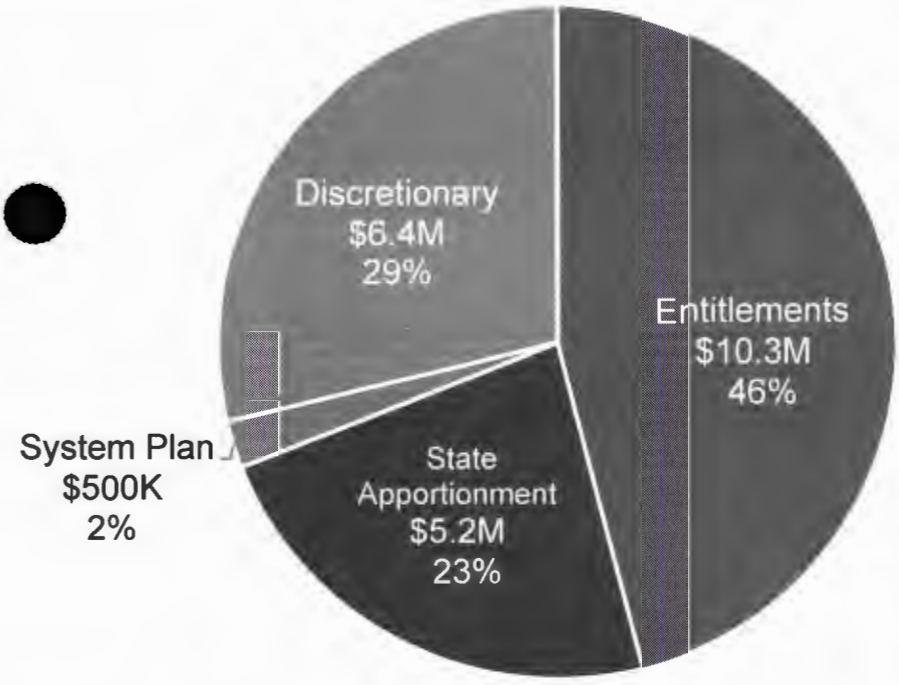
$55.1M



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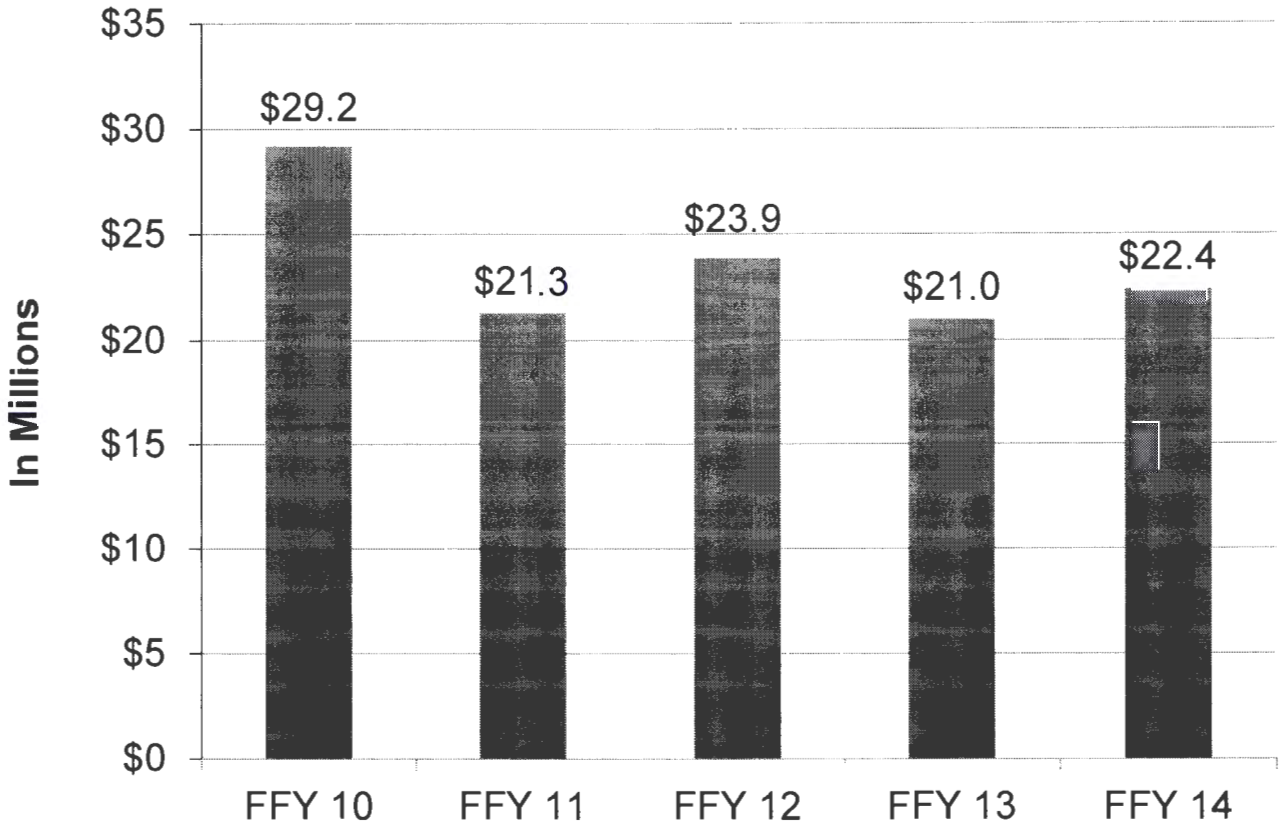
FFY 2014 FAA Block Grant Funds



Total FAA Block Grant Funds:
$22,408,982

Local Matching Funds:
$2,434,331

FAA State Block Grants FFY 2010 - 2014



State Funding

Aviation SFY 2015

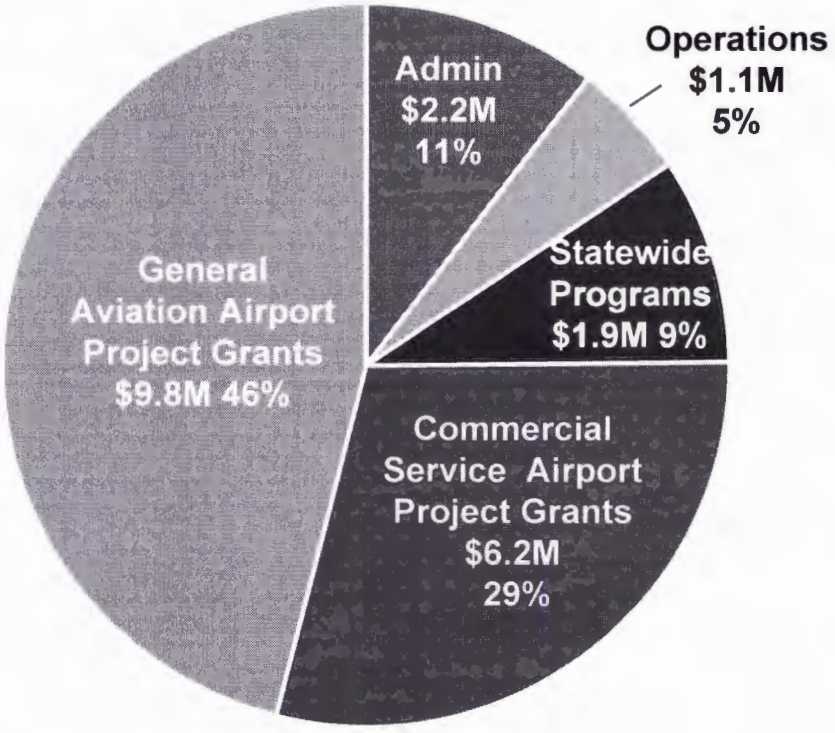
$21.4M

- Aid to Airports **$19.2M**
  - GA Airport Project Grants - $9.9M
  - CS Airport Project Grants - $6.2M
  - Statewide Programs - $2.0M
  - Operations- $1.1M
- Administration **$2.2M**

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State Aviation Funding Program SFY 2015



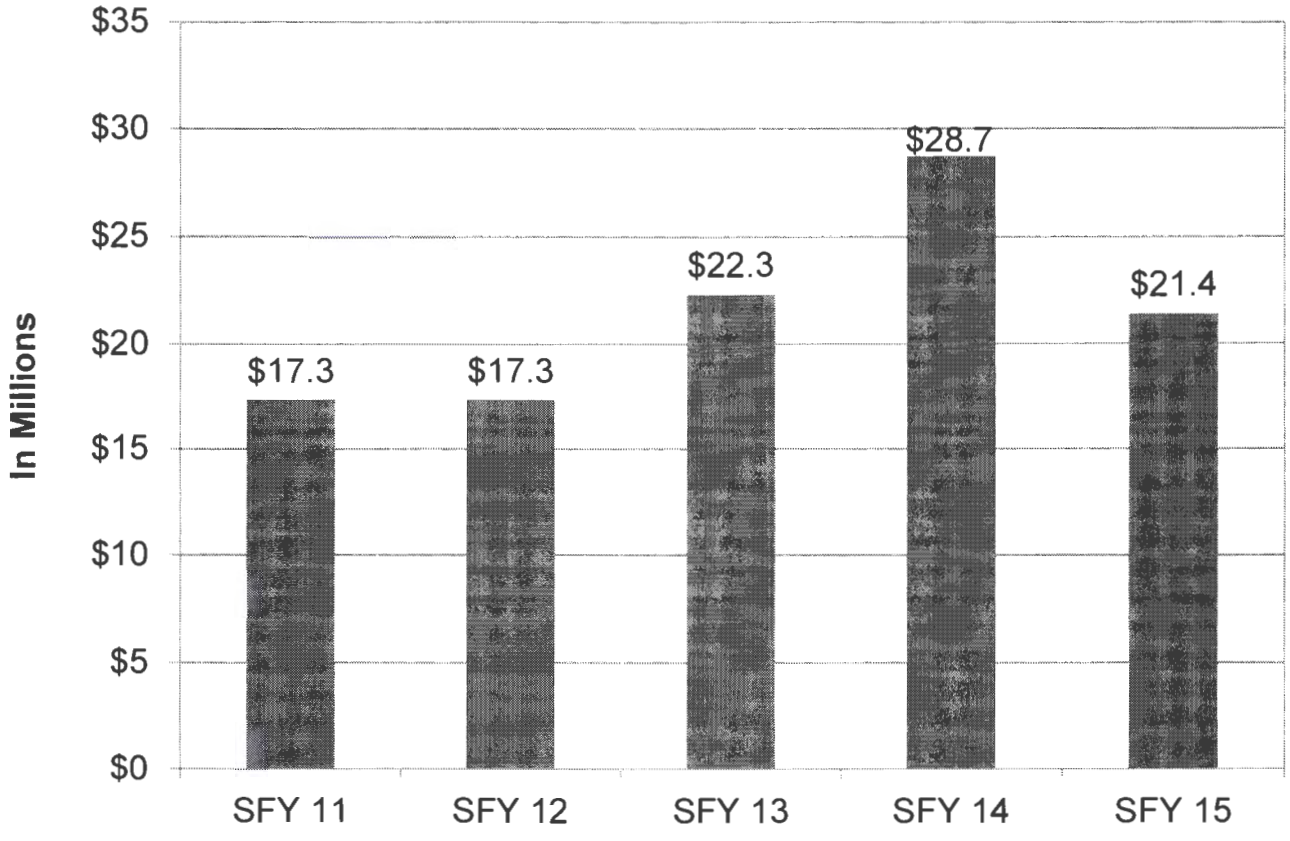
Total Funding:
$21,444,510

Local Matching Funds:
$1,623,889

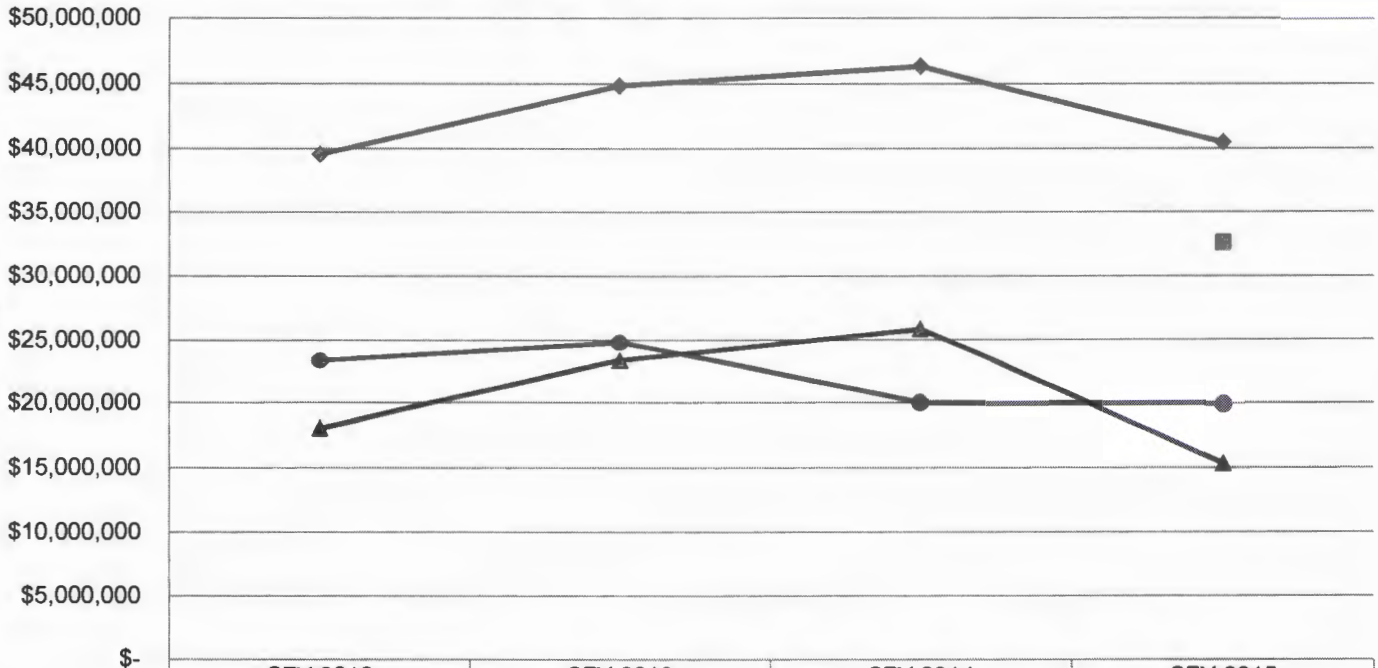
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State Funding (in millions) SFY 2011- 2015

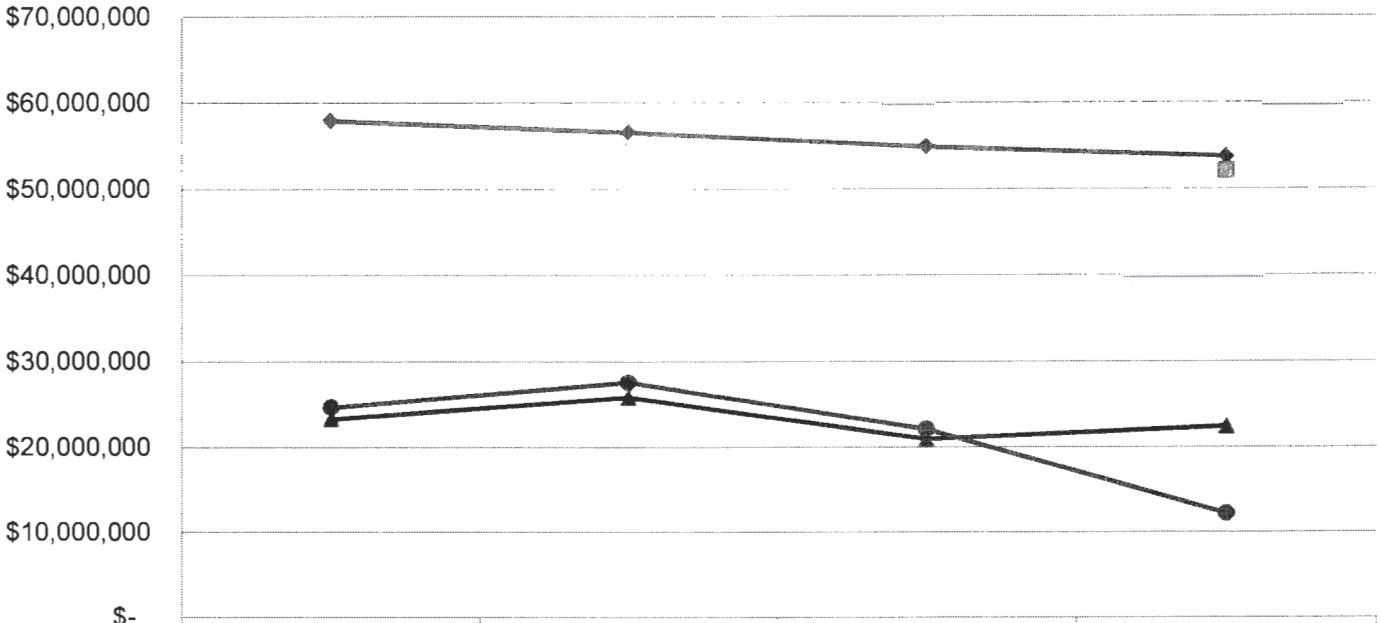


State Aid Cash Flow SFY 2012 - 2015



	SFY 2012	SFY 2013	SFY 2014	SFY 2015
Balance	$39,563,148	$44,858,387	$46,321,909	$40,464,237
Appropriation	$23,343,405	$24,799,664	$20,009,735	$19,983,967
Expenditure	$18,047,814	$23,328,688	$25,866,912	$15,348,584
Commitments				$32,583,953

FAA Block Grant Cash Flow SFY 2012 - 2015



	SFY 2012	SFY 2013	SFY 2014	SFY 2015
Balance	$57,986,182	$56,646,830	$54,909,302	$53,743,426
Appropriation	$23,305,173	$25,814,957	$20,921,989	$22,408,982
Expenditure	$24,644,525	$27,552,485	$22,087,866	$12,208,347
Commitments				$52,100,000

Improving Cash Flow Performance

- Grant Management Dashboard
- Improved Project Management Process
  - AP3X Process
  - New Program Guidance Handbook
- New Aviation Program Manager Position
- Enhanced Reporting:
  - Launching New Online Grant System
  - Improved Tracking and Reporting
- Expedited Project Delivery Schedules



Aviation STI Projects 2016-2025

Tier	Quantity	Cost
Statewide Mobility	11	$5.5 M
Regional Impact	8	$2.4 M
Division Needs	37	$78.7 M
Total	**56**	**$86.6 M**

Note: STI funds Capital Projects only.

NC Airports System Plan Study

- Comprehensive inventory of each airport's assets

- 20 Year Forecast applied to all airports



- Top Down Analysis of our Airport System

- Established Performance Measures and System Objectives for all eligible project categories

Funding Gaps

- TOTAL needs $1.2 Billion over 20 years or $60 M/year
- Average yearly program (State & Federal) $36 M
- Shortfall = $480 M over 20 years or $24 M annually

Major Project Categories	Cost
Pavement Condition & Strengthening	$295 M
Runway & Parallel Taxiway	$262 M
Safety Areas on Airfield	$279 M
Lighting	$216 M
Vertical Construction	$93 M
Other- Planning, Weather, etc.	$46 M

M = Millions

Airport Project Funds

FAA Airport Improvement Program Funds		
Source	**Highway Funds**	**Highway Trust Funds**
Project Types	Operations and Maintenance	Capital
Project Purpose(s)	Maintain Safety, Regulatory, and Standards Requirements	Expand and Increase Capacity of Facility
Project Example	Approach Obstruction Removal - Includes planning, land, permitting, and clearing	Runway Expansion Project - Includes planning, design, land, permitting, and construction
Projects Prioritized Using	Airport Development Plan	Strategic Transportation Investment (STI) Formula

Current Project Requests 2016-2020

Project Type	Quantity	Cost	Percentage
Capital Projects	237	$515 M	60%
O&M Projects	420	$340 M	40%

*Note: Capital Projects include Design, Land Acquisition and Construction that are combined as project requests in Partner Connect

NC Airports Working Group

- Established to identify opportunities for improvement of existing programs and services.
- Creating and implementing tools to better serve State, regional and local needs.



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Airport Safety Preservation Program

(Maintenance Program)





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Unmanned Aircraft Systems (UAS) in NC

The state is poised to support an emerging private industry that would bring new jobs and related economic development

FAA estimates that 7,500 commercial UAS will be viable within 5 years

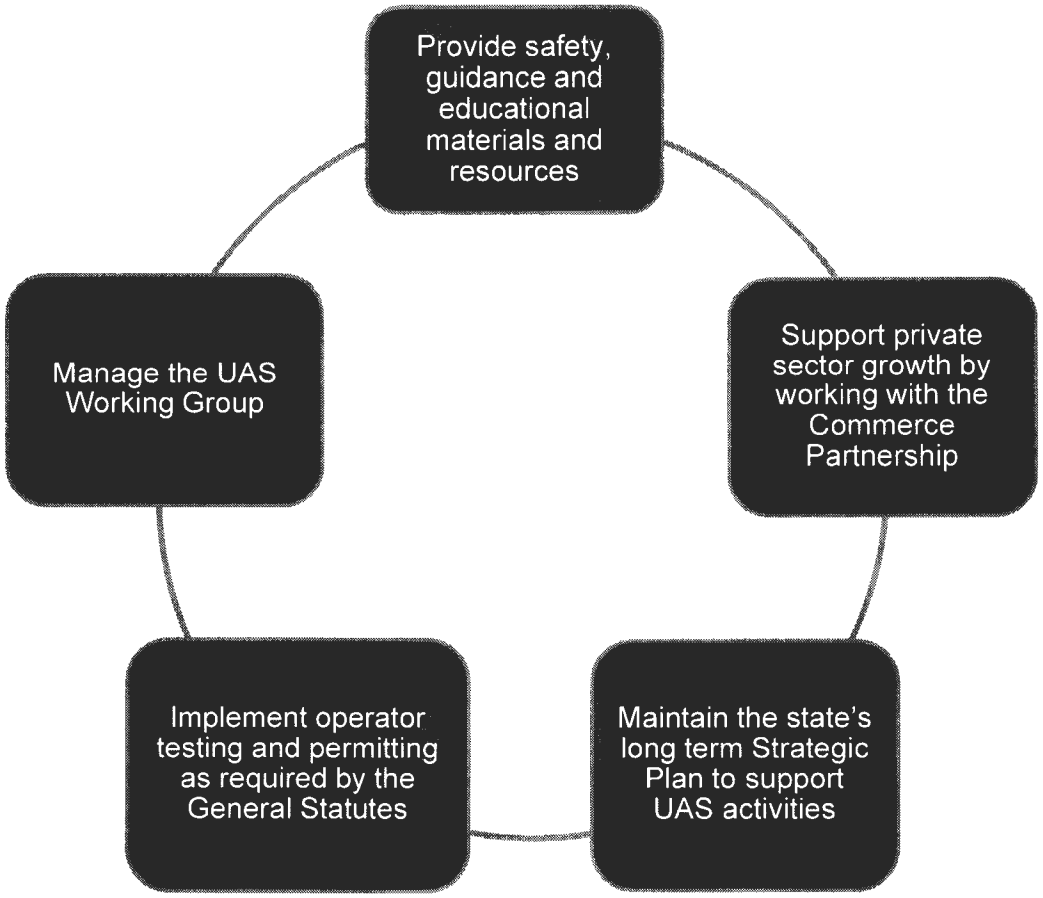


Annual Market Sales of $11B in the US



The Association for Unmanned Vehicle Systems Int'l estimates the UAS industry can create almost 1,200 jobs and $600M in economic activity in NC by 2025

Division of Aviation Role with UAS



North Carolina UAS Program

- Since 2012, the Division of Aviation has supported UAS program development in NC.
- Research flights are being conducting at multiple locations across the state under the NextGen Air Transportation Center (NGAT) at NCSU.







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NCDOT Flight Operations Aircraft Fleet



1998 S-76 Helicopter
7 Passengers



1998 Citation Bravo
8 Passengers



2007 King Air 200
9 Passengers



2007 King Air C90
Photogrammetry or 6
Passengers

Types of Flight Missions

Support:

- State Officials Support - 29%
- Governor's Office - 27%
- Commerce Support - 12%



Operations:

- Photogrammetry Operations - 25%
- Emergency and Safety Operations - 4%
- Maintenance and Training Operations - 3%

Cost Efficiencies in 2014

Action	Estimated Annual Savings
Reduction in Staff	$240,500
Negotiated Fuel Contract	$80,000
Revised Flight Training	$28,600
Revised Insurance Policy	$22,645
Redefined Goals with Focus on Customer Service	Increased Aircraft Utilization lowering Hourly Operating Cost
Total Savings	**$371,745**

Projecting 700 Hours for SFY 2015, Operational Cost Per Hour will be 20% lower.

Asset Utilization – Flight Hours

NCDOT Aircraft

Aircraft Type	SFY 2013	SFY 2014	SFY 2015 Year to Date thru 3/12/15	Projected % Incr/Decr to end of SFY
King Air 200	183	235	198	287 (+22%)
King Air C90	183	161	176	255 (+58%)
Citation Bravo	150	138	96	139 (+1%)
S-76 Helicopter	50	22	12	17 (+42%)
Total Fleet	**566**	**556**	**482**	**698 (+26%)**

Utilization of UNC Aircraft

Aircraft Type	SFY 2013	SFY 2014	SFY 2015 Year to Date thru 3/12/15	Projected % Incr/Decr to end of SFY
TBM / 850,700	12	34	16	23 (-32%)
Baron / BE-58	7	31	32	45 (+45%)
Total	**19**	**65**	**48**	**68 (+5%)**

Flight Operations Cost

Variable Costs

Item	Description	SFY 2013 Cost	SFY 2014 Cost
General Operating Expenses	Parts, Repair, and Service	$218,473	$275,900
Supplies and Materials	Fuel	$233,887	$313,260
Mandatory Navigational Aids	Aircraft Electronic Charts Updates	$15,177	$22,166
	Total	**$467,537**	**$611,328**

Fixed Costs

Item	Description	SFY 2013 Cost	SFY 2014 Cost
Staff	Manager, Pilots, Contract Pilots, Mechanics, Scheduler, Insurance, Training	$1,192,961	$1,093,229
Facilities	Hangar	$50,000	$50,000
	Total	**$1,242,961**	**$1,143,229**

New Aircraft Rates

Aircraft	Avg. Old Rate	New Rate	Est. Annual Flight Hours	Additional Revenue Collected
King Air 200	$595	$800	280	$57,400
King Air C-90	$543	$625	250	$20,500
Citation Bravo	$777	$900	140	$17,220
S-76 Helicopter	$975	$1000	20	$500
Projected Additional Funds Collected due to Higher Rates ---				**$95,620**

2015 Flight Operations Goals

- Online aircraft scheduling for other state agencies
- Redevelopment and consolidation of flight proficiency training
- Provide regularly scheduled safety briefings for all state agency flight departments
- 100% Passenger Satisfaction





Questions?

Bobby Walston, P.E.
Aviation Director

919-814-0550
bwalston@ncdot.gov



DIVISION OF AVIATION
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

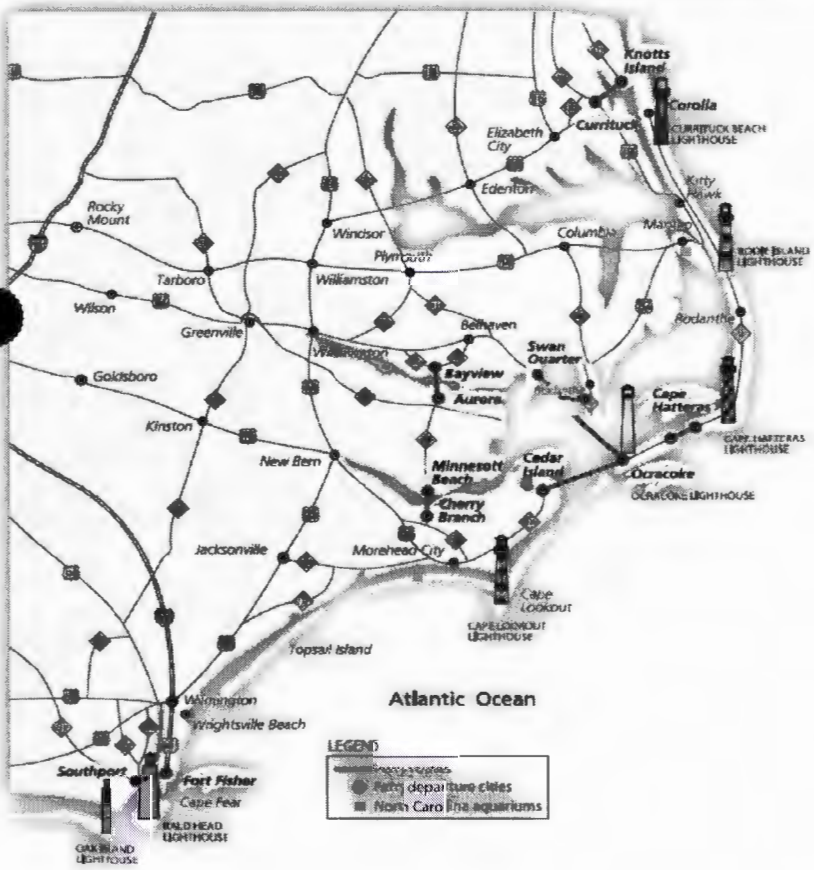
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House Appropriations, Transportation
Ferry Division

Jed Dixon, Assistant Ferry Director

April 1, 2015

Ferry Division – System Overview



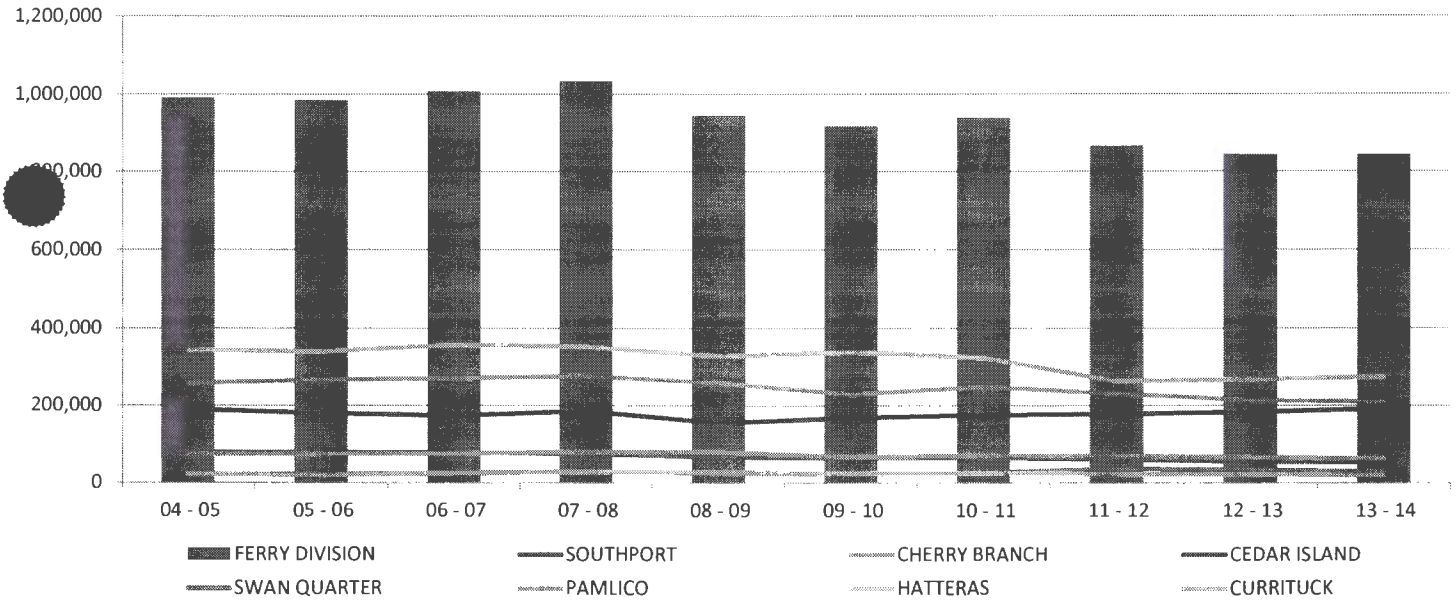
- 2nd largest state operated ferry system in the US
- 7 scheduled routes
- 1 emergency route
- 12 terminals
- State owned shipyard
- 4 field maintenance shops

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North Carolina Ferry System

Vehicles Carried - 10 Year Trend

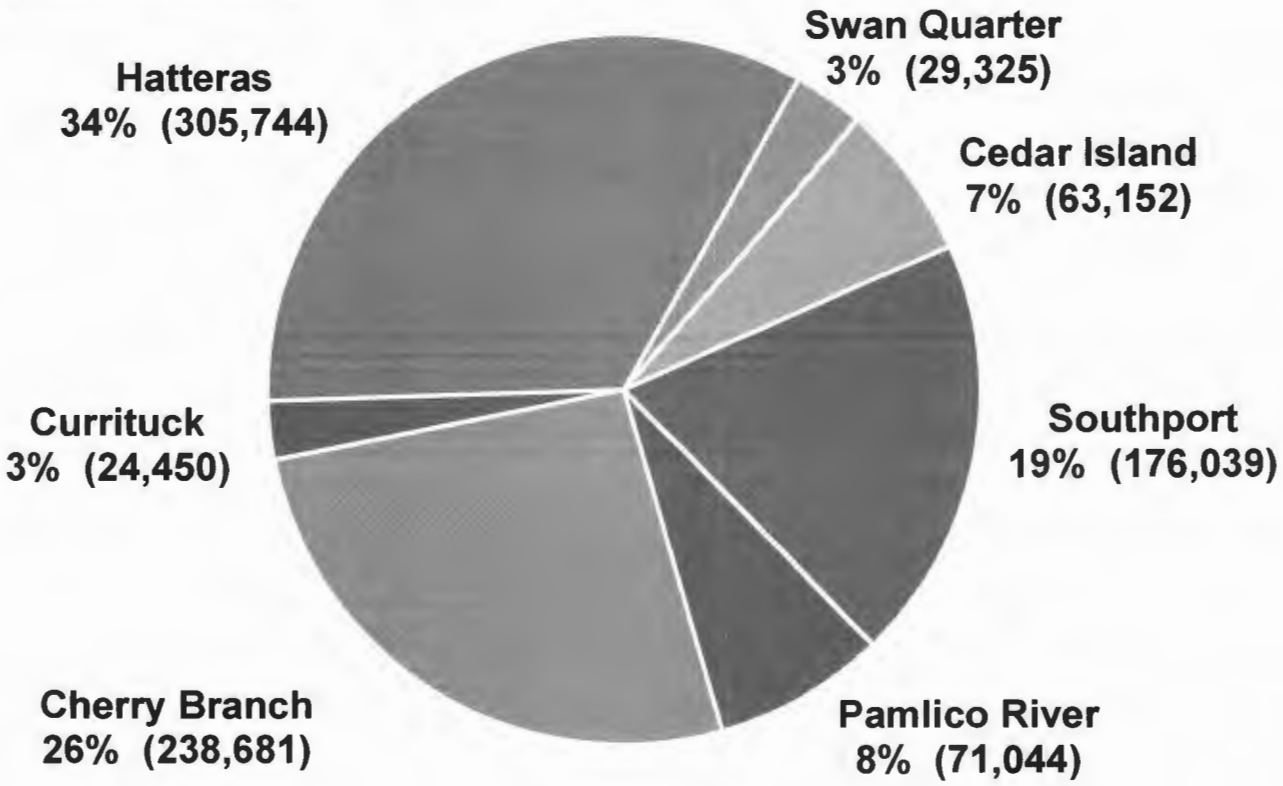


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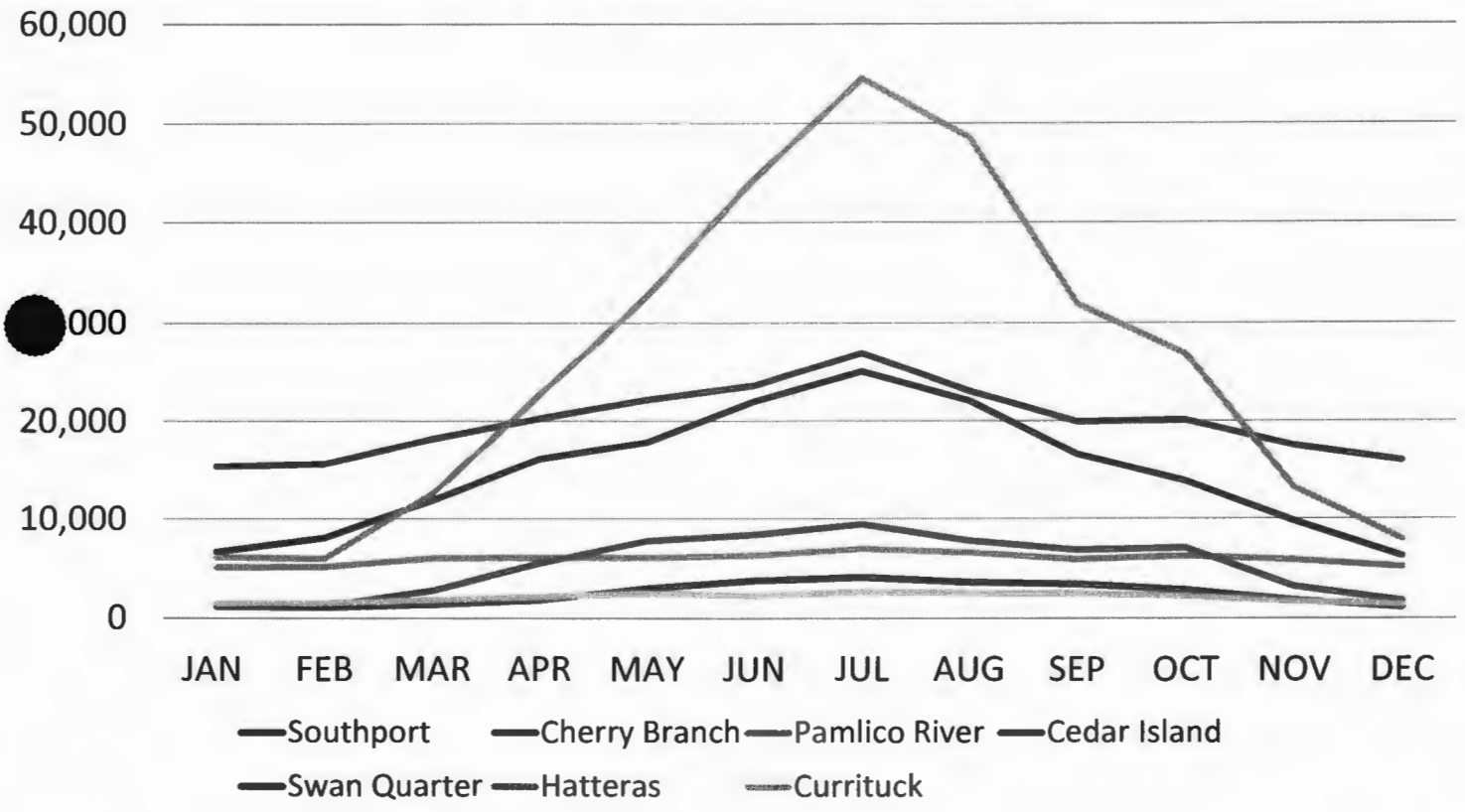
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Route Comparison FY 14

Vehicles Carried



Seasonality
Average Vehicles Carried



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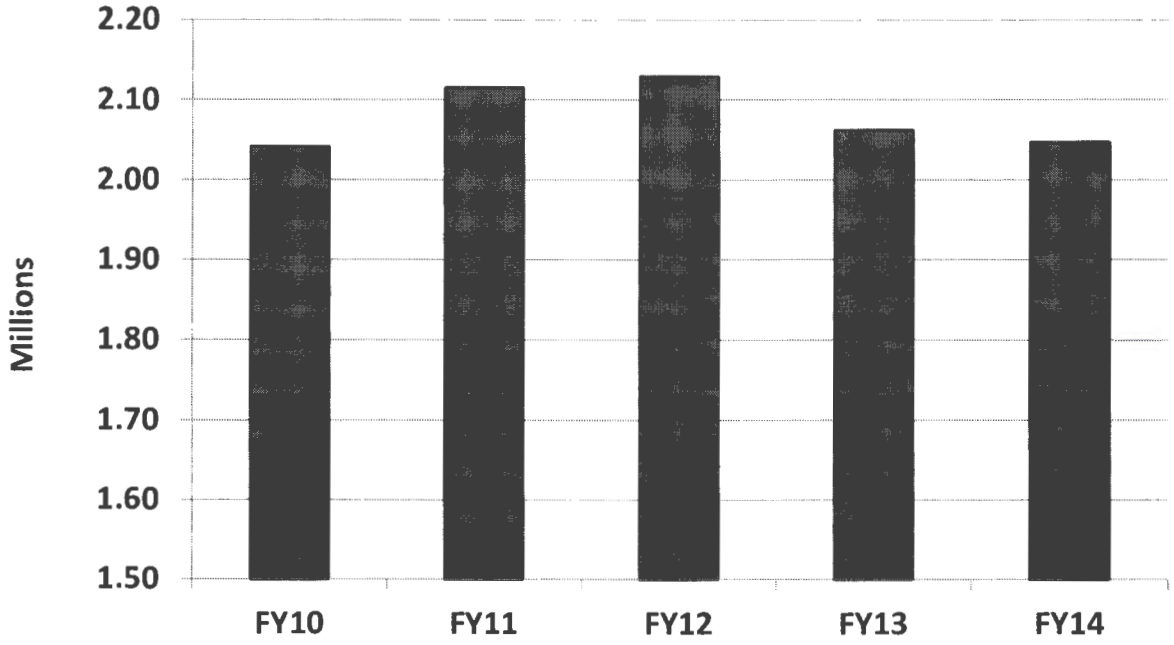
North Carolina Ferry System
Route Profiles 2015

Route	Crossing		Vessels	Toll
	(miles)	(mins.)		
Currituck	4.69	45	1	-
Pamlico River	3.38	30	1	-
Neuse River	1.92	20	3	-
Hatteras	8.68	60	9	-
Swan Quarter	26.43	150	2	Yes
Cedar Island	22.63	140	2	Yes
Southport	3.43	35	2	Yes

Tolling Rates

Fare Class	Southport	Swan Quarter	Cedar Island
Pedestrian	$1	$5	$5
Bicycle	$2	$3	$3
Motorcycle	$3	$10	$10
Vehicles			
< 20 ft.	$5	$15	$15
20 ft. to 40 ft.	$10	$30	$30
> 40 ft.	$15	$45	$45

Toll Revenue – 5 Year Trend



RPO/MPO Actions on Ferry Tolls

- Albemarle RPO – No Action Taken
- Mid East RPO – No Action Taken
- Down East RPO – No Action Taken
- Wilmington/Cape Fear MPO – Voted to raise tolls from $5 to $7 for vehicles 20 feet or less.*

*Anticipate implementation 2015.

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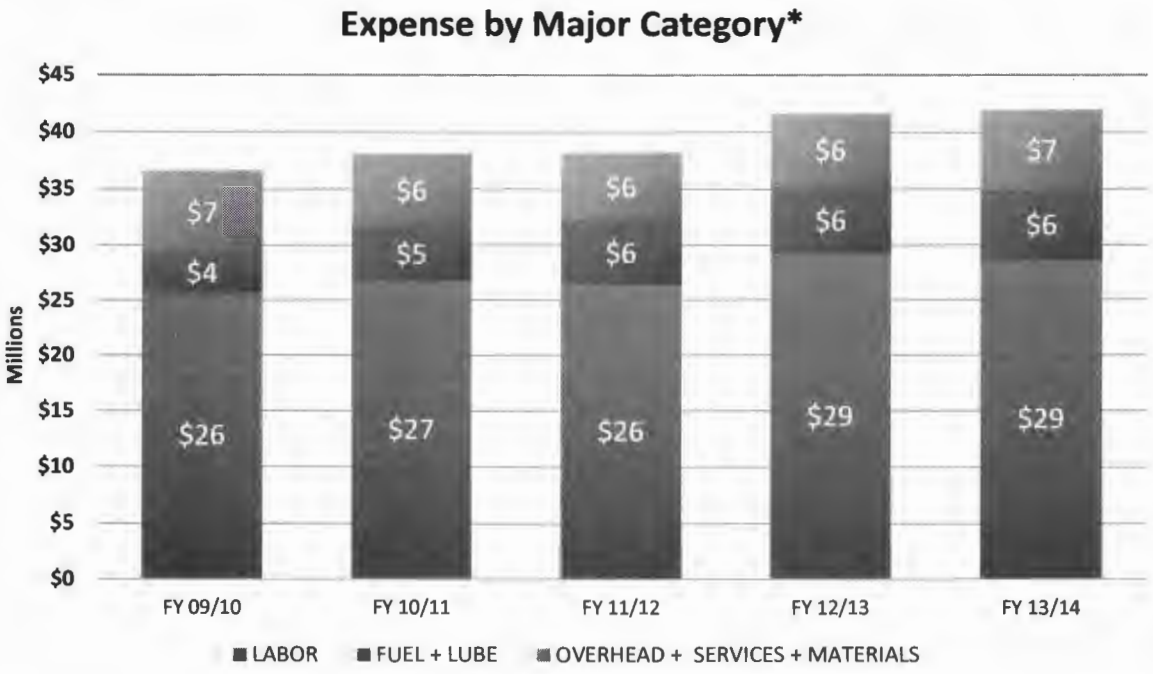
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Economic Benefits
North Carolina Ferry System

FERRY ROUTE	TRAVEL TIME BENEFITS	VESSEL OPERATING COSTS	NET IMPACT (Benefit - Costs)	TOURISM EXPENDITURES SUPPORTED	ANNUAL WORK TRIPS SUPPORTED
Swan Quarter - Ocracoke	$ 1,358,000	$ 2,081,000	$ (723,000)	$ 6,584,000	720
Currituck - Knotts Island	$ 1,186,000	$ 2,274,000	$ (1,087,000)	$ 9,447,000	5,310
Cedar Island - Ocracoke	$ 8,405,000	$ 5,346,000	$ 3,059,000	$ 17,428,000	2,710
Bayview - Aurora	$ 3,438,000	$ 1,728,000	$ 1,710,000	$ 15,128,000	42,420
Southport - Fort Fisher	$ 3,227,000	$ 3,246,000	$ (19,000)	$ 71,913,000	37,090
Cherry Branch - Minnesott Beach	$ 8,716,000	$ 3,623,000	$ 5,093,000	$ 35,838,000	130,310
Hatteras - Ocracoke	N/A - No Alternative Driving Route			$ 168,720,000	17,660
TOTAL	***$ 26,330,000***	***$ 18,298,000***	***$ 8,033,000***	***$ 325,058,000***	***236,220***

Table 3 from ITRE Report 2009

O&M Expense - Five Year Trend

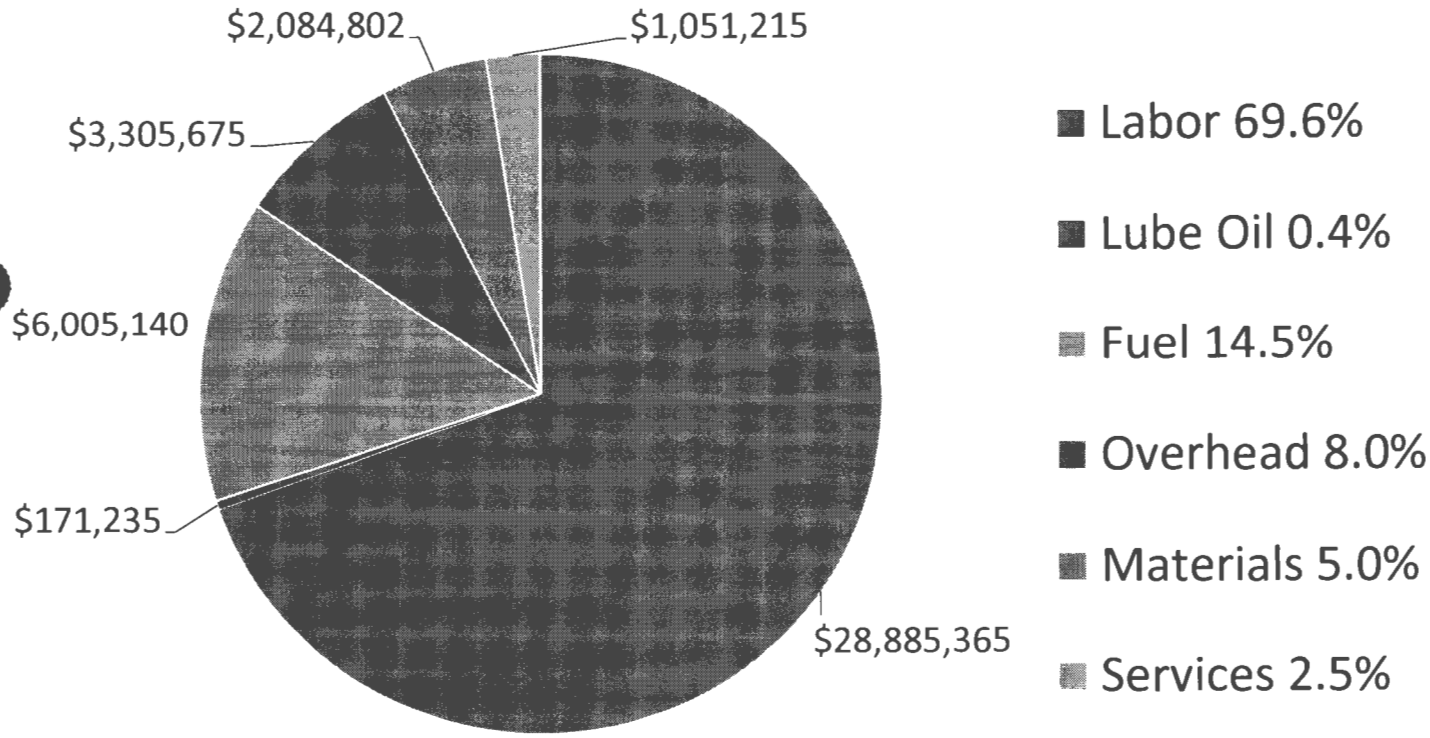


*Expenses prior to offsetting revenue.

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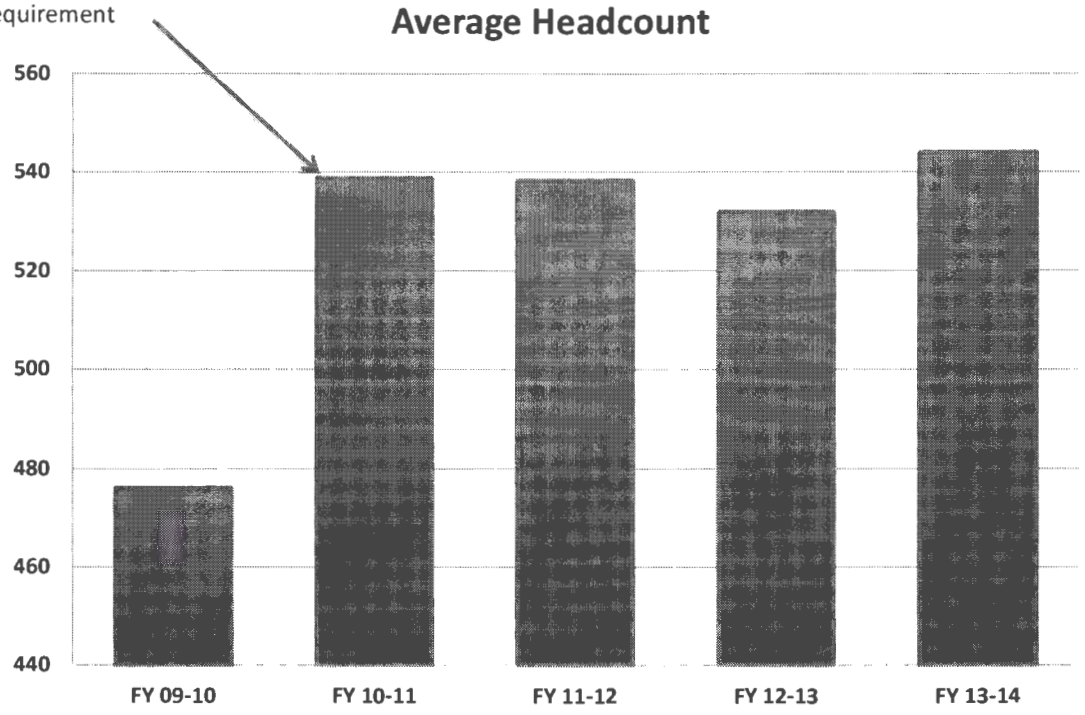
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FY14 O&M Expense Detail - $41.5M



Staffing Summary - Headcount

Temporary Emp. Pool Created in 2010 & New USCG Staffing Requirement



Factors Driving Recent O&M Cost Increases

- 2010 USCG requires crew changes for 11 vessels. This change required hiring 44 crew members. Approx. + $2.2M per year
- 2012 Added Turnpike for reservations and toll collections. Up to + $500K per year
- 2013 USCG mandates 10 new homeland security positions. +$500K per year
- 2014 Hatteras Alternate channel becomes permanent route. + $2.0 Million per year.
- Combined annual increase of + $5.2 Million

O&M Cost Containment Measures

- 2015 Schedule Adjustments
  - Sound Routes - projected annual savings $500K
  - Pamlico River - projected annual savings $790K
  - Continue to evaluate demand on a monthly basis to determine possible areas for additional efficiencies
- 2015 Change in Dry-dock Requirements for M/V Hunt
  - Estimated savings of $2.0 Million over the expected life of the vessel
- Innovative Maintenance Practices

Supplemental Revenue Generating Activities

- Wanchese Fish Company
  - 2012, 30 day lease, $38K

- Maintenance Services for Other Agencies:
  - Army Corps of Engineers – 4 dredges
  - NC Cultural Resources – Elizabeth II
  - NC Division of Marine Fisheries – Various Vessels
  - Potential for Commonwealth of Virginia

Supplemental Revenue – Other Opportunities

- Advertising and Sponsorship
- Utilization of Surplus Real Estate (cell phone towers, billboards, etc.)
- Wi-Fi
- Increased Vending and Concession Items

Operational Challenges

- Attracting and retaining skilled employees
- Peak period capacity constraints – especially at Hatteras
- Shallow water with shifting shoals
- New maintenance requirements – Shipyard schedule
- Aging fleet and facilities

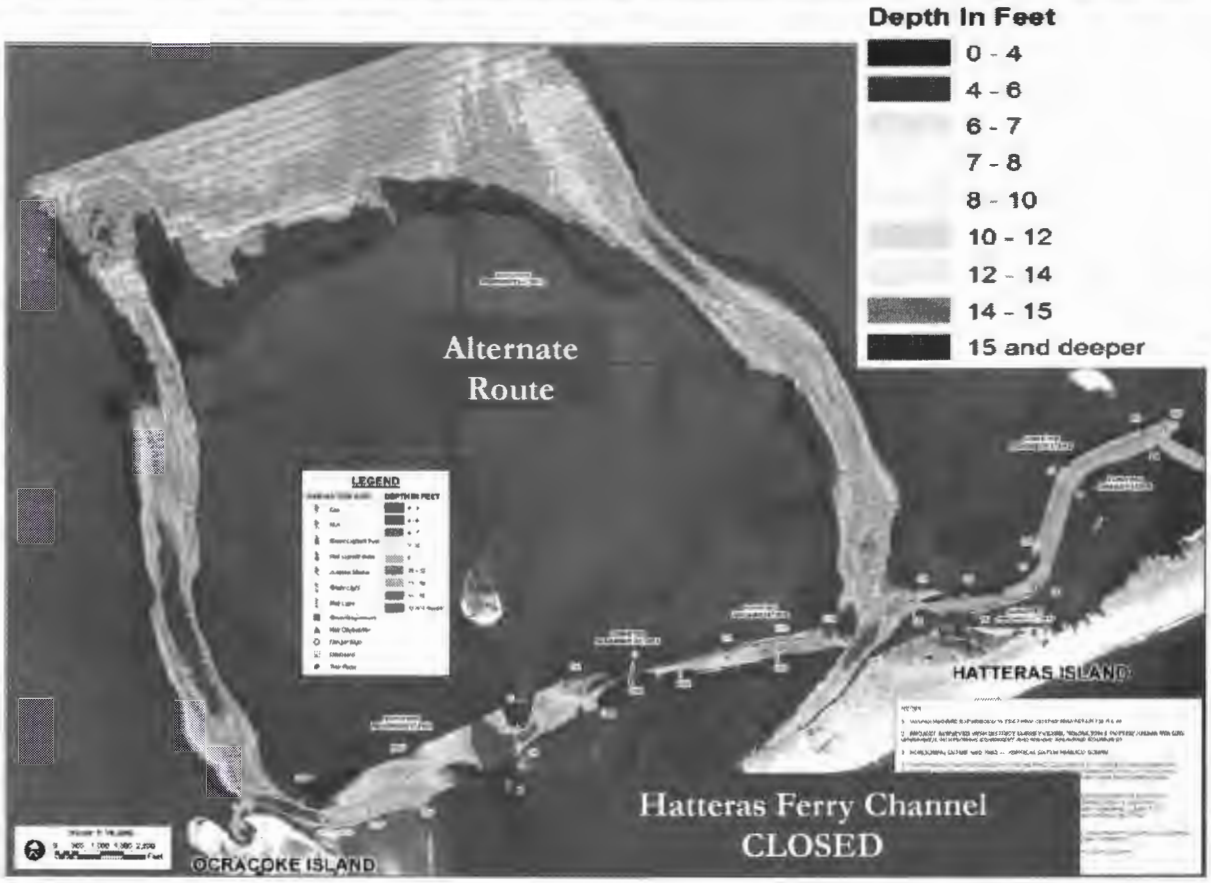
Operational Challenges - Shipyard Schedule

US Coast Guard requires ferries to be dry-docked twice every 5 years

- Dry-dock requirements
  - Prior to 1998:11 of 21 ferries
  - Current: 22 of 22 ferries
- Shipyard workforce
  - Prior 1998: 100
  - Current: 62
- Man-hours per dry-dock
  - Approximately 8.5K to 12.5K



Operating Challenges / Shoaling
Hatteras - Ocracoke



Operating Challenges / Shoaling
Hatteras - Ocracoke

- **Hatteras Ferry Channel – 4.3-miles**
  - Emergency Area Federally Maintained
  - Constant Dredging
  - **52 departures/day (peak)**

- **Alternate Route – 8.6 miles**
  - Natural Deep Water Channel
  - Approx. increase of $175K per month in labor/fuel
  - **42 departures/day (peak)**

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Hatteras Shoreline Erosion



Army Corps of Engineers
Funding for Hatteras Ferry Channel Dredging

Fiscal Year	Regular Federal Appropriations	Supplemental Fed. Appropriations/ Hurricane Relief	Non Federal Contributions
2009	$210,000	$191,000	$0
2010	$50,000	$142,000	$0
2011	$50,000	$0	$0
2012	$49,000	$2,000,000	$1,433,000
2013	$49,000	$2,000,000	$0

Operational Challenges
Aging Fleet and Facilities

- Ferry vessel replacement funded through:
  - Ferry tolls dedicated to route via capital reserve accounts
  - Division funds through STI
  - Division generated receipts
- MAP 21 - FHWA formula based program
  - NC Ferry estimated receipt approximately $1.5M
- <u>Current sources do not meet projected needs for fleet replacement and capital improvements</u>

Fleet Condition

Age (years)	Hatteras Class	Sound Class	River Class	Condition
0 to 5	0	2	1	Good
6-15	0	0	5	Good
16-25	7	2	2	Average
25+	0	2	1	Critical

- Replacement Cost (FY14$):
  - Sound Class Vessel New Construction approx. $18M
  - River Class Vessel New Construction approx. $12M

Capital Improvement Plan Summary

20-Year CIP and O&M Plan

Vessels & Facilities	CIP (Unit)	CIP (YOE $)	O&M (Rehab) (Unit)	O&M (Rehab) (YOE $)
Tug	3	$9,532,618	0	$0
Barges	3	$643,029	0	$0
Synchro-lift	0	$0	1	$1,781,529
River class ferry	6	$80,172,525	7	$28,333,525
Sound class ferry	3	$37,385,460	1	$8,040,413
Hatteras class ferry	0	$0	3	$17,808,127
Facilities Projects	1	$1,634,957	17	$37,029,406
Total Number of Vessels	15		12	
Total 20-Year Cost		$129,368,589		$92,993,000
Average Cost Per Year		$6,468,429		$4,649,650

[1] CIP facilities include new mooring facilities

[2] 3.5% p.a. escalation assumed based on 2004-2014 historical escalation indices for labor and material used by the Navy for steel vessel building, Bureau of Labor Statistics. Year-over-year escalation presents significant http://www.navsea.navy.mil/Organization/SEA05/indices.aspx

Other Unfunded Short-Term Capital Needs

Item	Cost
Compliance with new USCG Regulations	$1,125,000
Shipyard (HVAC, Roof, Boiler)	$1,100,000
Shipyard Equipment Replacement and Water Tower Repair*	$700,000
Fire System Refurbishment	$600,000

* Included in Governor's Recommended Budget

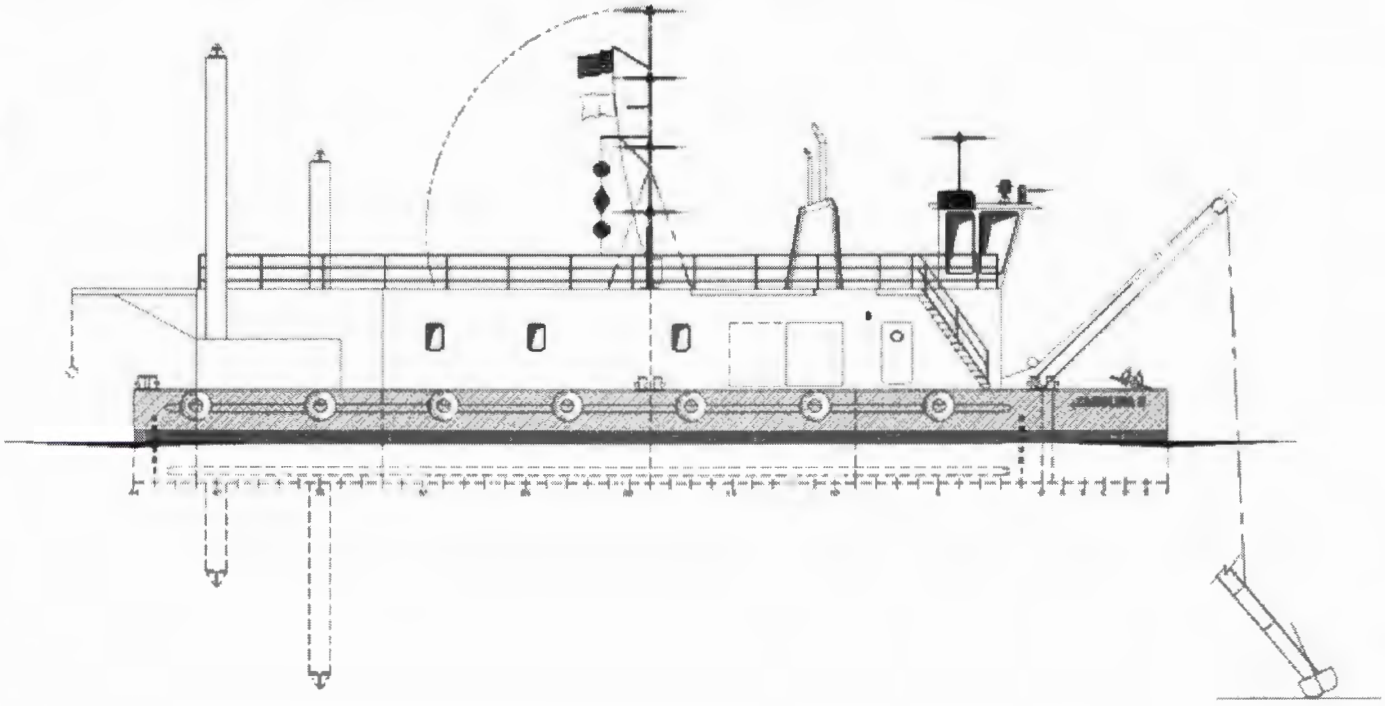
Recent Budget Actions
Spoil Site Rehabilitation

- Project Cost $1.15M
- Estimated Completion 2016

Location	Planned	Remaining	% Complete
Southport	$100,000	$67,311	32.7%
Fort Fisher	$150,000	$66,733	55.5%
Cherry Branch	$400,000	$276,790	30.8%
Swan Quarter	$500,000	$446,644	10.7%

Recent Budget Actions
Dredge Carolina Replacement

- Project Cost $ 7.9M
- Anticipated Delivery Date Fall 2015



Passenger Ferry Feasibility Study

- Research all aspects of passenger ferry operations including:
  - Vessel type
  - Pedestrian Usage
  - Parking
  - Shore side improvements
  - Transit needs



- Study Complete – Dec 2015

North Carolina
DEPARTMENT OF TRANSPORTATION

ncdot.gov

Passenger Ferry Route



North Carolina
DEPARTMENT OF TRANSPORTATION

ncdot.gov

Hatteras Congestion





Vessel Information:
Length – 91 feet
Width – 30 feet
Draft – 2.5 feet forward, 5 feet aft
Speed – 28 knots
Capacity – 149 passenger
Crew – 1 Captain, 2 Deckhands

FY2015-16 Budget Request

Based Appropriation	Recurring (Hatteras Route)	Non-Recurring (Shipyard)	Net Change	Total
$38,900,395	$850,000	$700,000	$1,550,000	$40,450,395

The Ferry Division continues to seek new efficiencies to offset increased operating costs due to external factors and USCG requirements, and to also explore revenue opportunities – while improving customer service.

Key initiatives in 2015 include evaluation of a passenger ferry service between Hatteras and Ocracoke Village to reduce congestion and lower operating and capital expenses, and development of new maintenance practices.

Jed Dixon
Assistant Ferry Director
jedixon@ncdot.gov



Jeff Mann
Deputy Secretary for Transit



Committee Sergeants at Arms

NAME OF COMMITTEE House Committee on Appropriations Transportation

DATE: 4.1.2015 Room: 1228

House Sgt-At Arms:

1. Name: Carlton Adams
2. Name: Joe Austin
3. Name: Martha Gadison
4. Name: _____
5. Name: _____

Senate Sgt-At Arms:

1. Name: _____
2. Name: _____
3. Name: _____
4. Name: _____
5. Name: _____

Wednesday, April 1	Room	Time
APPROPRIATIONS TRANSPORTATION (JOINT)	1228/1327	8:30 am

Name	County	Sponsor
Gabriella Scala	Guilford	John Faircloth
Jarrett Thomas	Cumberland	John Szoka

VISITOR REGISTRATION SHEET

House Committee on Appropriations Transportation 4.1.2015

Name of Committee | Date

VISITORS: PLEASE SIGN IN BELOW AND RETURN TO COMMITTEE CLERK

NAME	FIRM OR AGENCY AND ADDRESS
Nathan Baldwin	NC Chamber
David Collins	SEHNC
Tony Moore	NC Driving School
[illegible]	RAMC, NCMA- LPA's
[illegible]	RAMC
Andy Chase	KMA
Julie White	NCMMC
Joe McClees	McClees Consulting
ANDY WALSH	SA

VISITOR REGISTRATION SHEET

House Committee on Appropriations Transportation 4.1.2015

Name of Committee | Date

VISITORS: PLEASE SIGN IN BELOW AND RETURN TO COMMITTEE CLERK

NAME	FIRM OR AGENCY AND ADDRESS
Isabel [illegible]	UCMC
Phoebe Landon	Brooks Pierce
Jay Stem	NCAA
Reston Jones	NCDOT
BERRY [illegible]	[illegible]

House Committee on Appropriations, Transportation
Thursday, April 2, 2015 at 8:30 AM
Room 1228/1327 of the Legislative Building

MINUTES

The House Committee on Appropriations, Transportation met at 8:30 AM on April 2, 2015 in Room 1228/1327 of the Legislative Building. Representatives Iler, Shepard, Torbett, and Ford attended.

Representative John A. Torbett, Chair, presided and called the meeting to order at 9:03 a.m.

Chairman Torbett introduced the Sergeant-at-Arms Staff and pages for the meeting.

Chairman Torbett announced that there would be an amendment to the agenda, the presentation of DOT Information Technology: Planning and Project Status by Dave Ulmer, Chief Information Officer, NCDOT was moved to a later date.

Chairman Torbett recognized Kelly Thomas, Commissioner, Division of Motor Vehicles, NCDOT to present:

Division of Motor Vehicles, see attached

The meeting adjourned at 9:45 a.m.

Representative John A. Torbett, Chair
Presiding

Katy Kingsbury, Committee Clerk

NORTH CAROLINA HOUSE OF REPRESENTATIVES
COMMITTEE MEETING NOTICE
AND
BILL SPONSOR NOTIFICATION
2015-2016 SESSION

You are hereby notified that the **House Committee on Appropriations, Transportation** will meet as follows:

DAY & DATE: Thursday, April 2, 2015
TIME: **8:30 AM**
LOCATION: **1228/1327 LB**
COMMENTS: **Representative John Torbett, Presiding**

Respectfully,

Representative Frank Iler, Co-Chair
Representative Phil Shepard, Co-Chair
Representative Paul Tine, Co-Chair
Representative John A. Torbett, Co-Chair

I hereby certify this notice was filed by the committee assistant at the following offices at 11:22 AM on Monday, March 30, 2015.

___ Principal Clerk
___ Reading Clerk – House Chamber

Pamela Pate (Committee Assistant)

House of Representatives
Committee on Transportation Appropriations

April 2, 2015
8:30 a.m.
Room 1228/1327 LB

Agenda

Chairs: Representative Frank Iler
Representative Phil Shepard
Representative Paul Tine
Representative John Torbett, Chairing

- Call to Order

- DOT Information Technology: Planning & Project Status

  Dave Ulmer, Chief Information Officer
  North Carolina Department of Transportation

- Division of Motor Vehicles

  Kelly Thomas, Commissioner, Division of Motor Vehicles
  North Carolina Department of Transportation

Next meeting: Tuesday, April 14, 8:30 a.m.

Attached

Commissioner Kelly J. Thomas
April 2, 2015

North Carolina
DEPARTMENT OF TRANSPORTATION

DMV Update

DMV Mission Statement

The mission of North Carolina DMV is to deliver **quality** customer support through **professional** driver and motor vehicle services while promoting **highway safety** and protecting accurate and secure information. These goals are accomplished through **value-based** actions and **integrity** across all DMV functions.

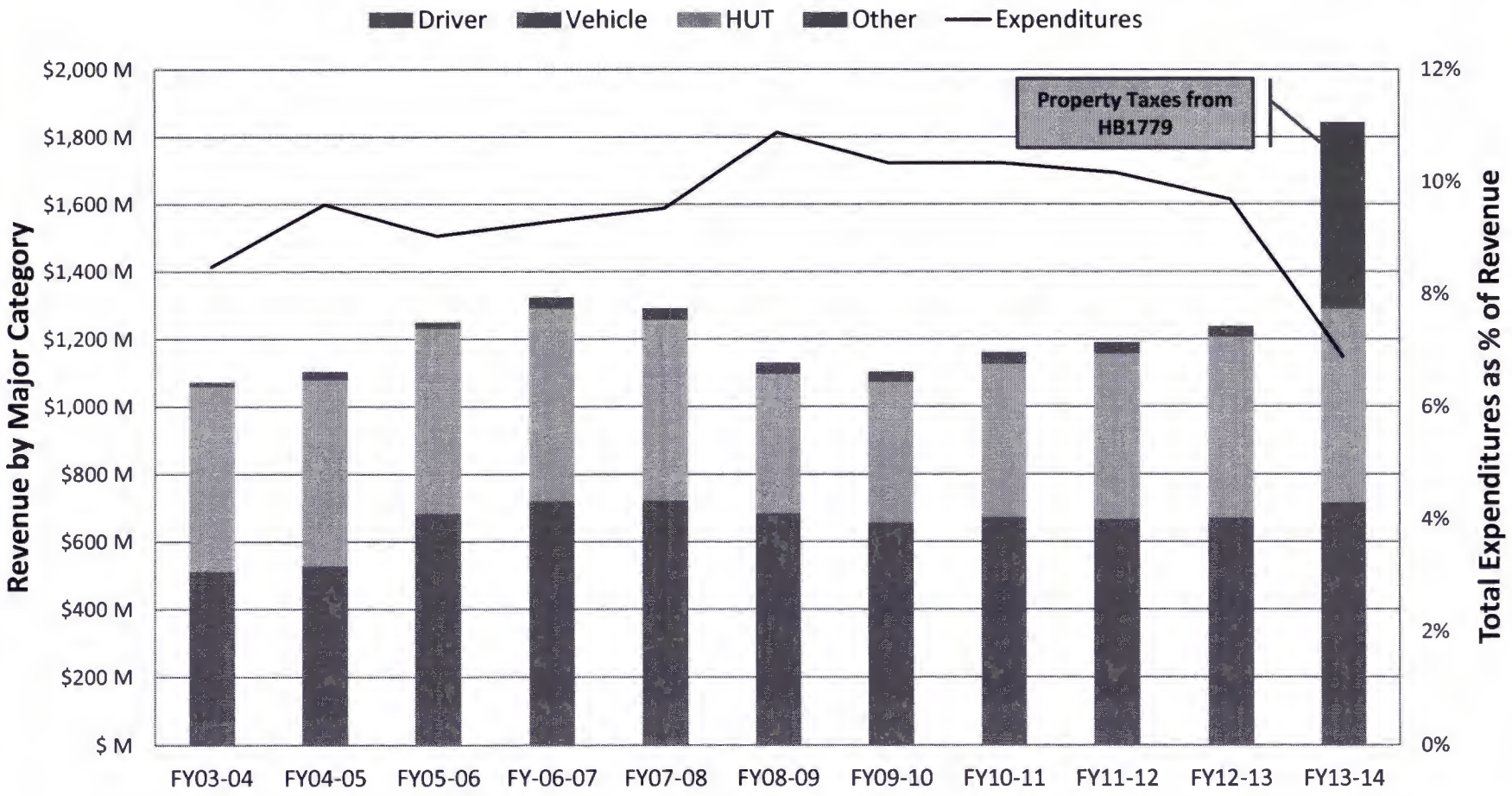
CORE FUNCTIONS AND SERVICE NETWORK

Core Functions	Service Network
Central Management	• Centralized focus of Operations, Reform, Lean Six Sigma, etc... • **2** Locations in Raleigh

Field Services	• Customer facing touch points
	• Vehicles
	  • **120** License Plate Agencies (LPA's) under contract
	  • **3** State operated Vehicle Licensing offices
	• Driver License & ID Cards
	  • **114** Driver License Offices
	  • **5** Mobile Units servicing **22** locations (*currently)

Processing Services	• Back-end processing of customer services • Quality Assurance, Reinstatement/ Medical Hearings, etc...
License & Theft Bureau	• Focuses on Identity Fraud, Stolen Vehicle Recovery, Emissions and Safety Inspection Stations, Antique Vehicle Verification, etc...

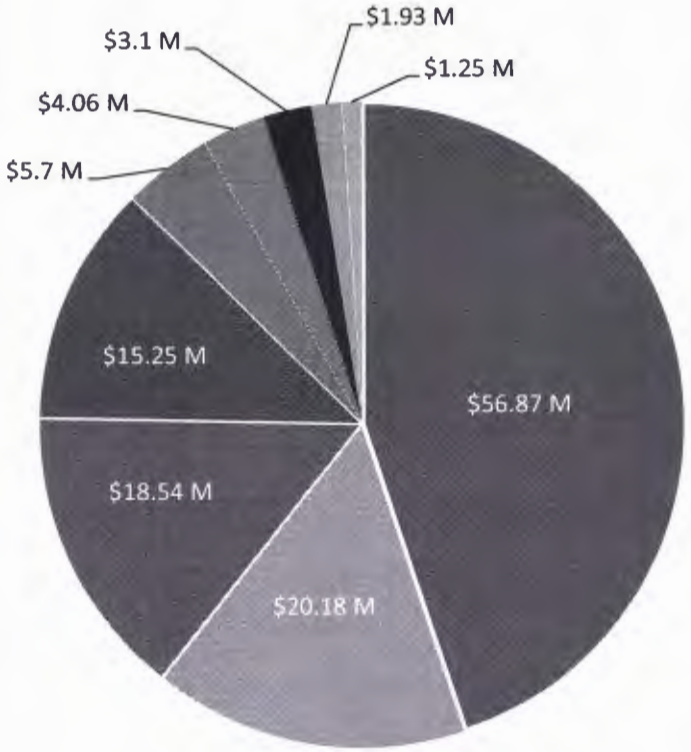
Major Revenue Categories



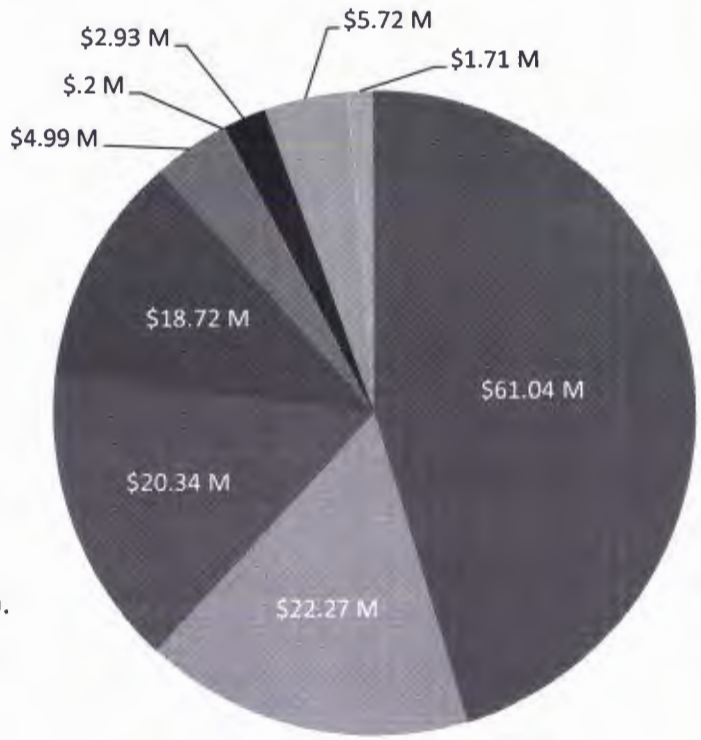
NOTE: "Other" revenue includes processing service fees, visitor center reserves, sales taxes, mercury switches , parts fee/financial responsibility, UCR 20-382, and collection of property taxes.

FY14/15 Fiscal Elements

FY 2014 Actual Expenditures



FY 2015 Budgeted Funds



- Salary
- Exp. Related to Payroll
- Other Exp. & Adjust
- Ops. Svcs. & Other Exp.
- Supplies & Materials
- Intergov Trans.
- Travel
- Contractual Svcs.
- Furniture & Equip.

DMV Reform Analyses

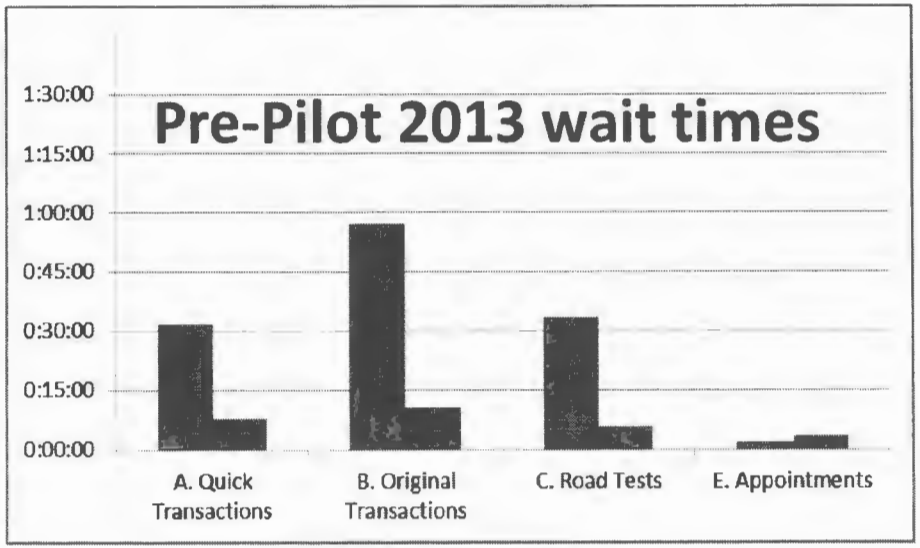


Top Results of Third Party Studies

Underway	Complete	Voice of The Customer Survey
X		*Ability to pay with credit cards at all DMV locations*
X		*Ability to conduct online transactions*
X		*Ability to schedule a set appointment time*
X	X	*Retraining of employees emphasizing customer service*
X	X	*Longer hours of operation*

Underway	Complete	ITRE/UNCG LPA Usage Study
X		*Standardized Term-Limited Performance Based Contract*
X	X	*Continuous and proactive training for all LPA employees*
X		*Increased Online Services Availability*
X		*Consolidation of Driver License and LPA Offices*
X		*Systems modernization with data tracking capabilities*

Driver License Office Pilot

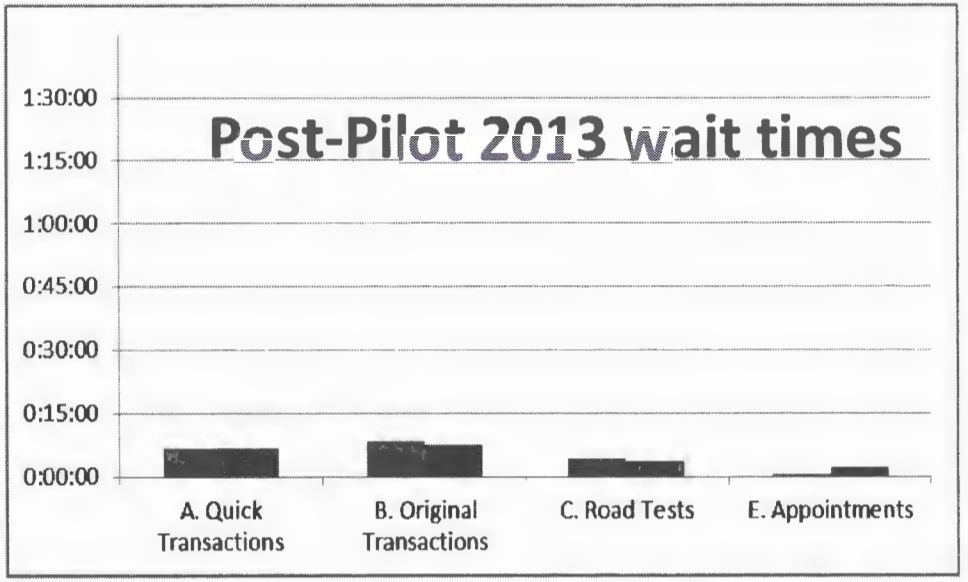


Jan 2014

Cary and North Raleigh Offices collectively achieved:

83.6% reduction in average wait times

27.2% reduction in average service times



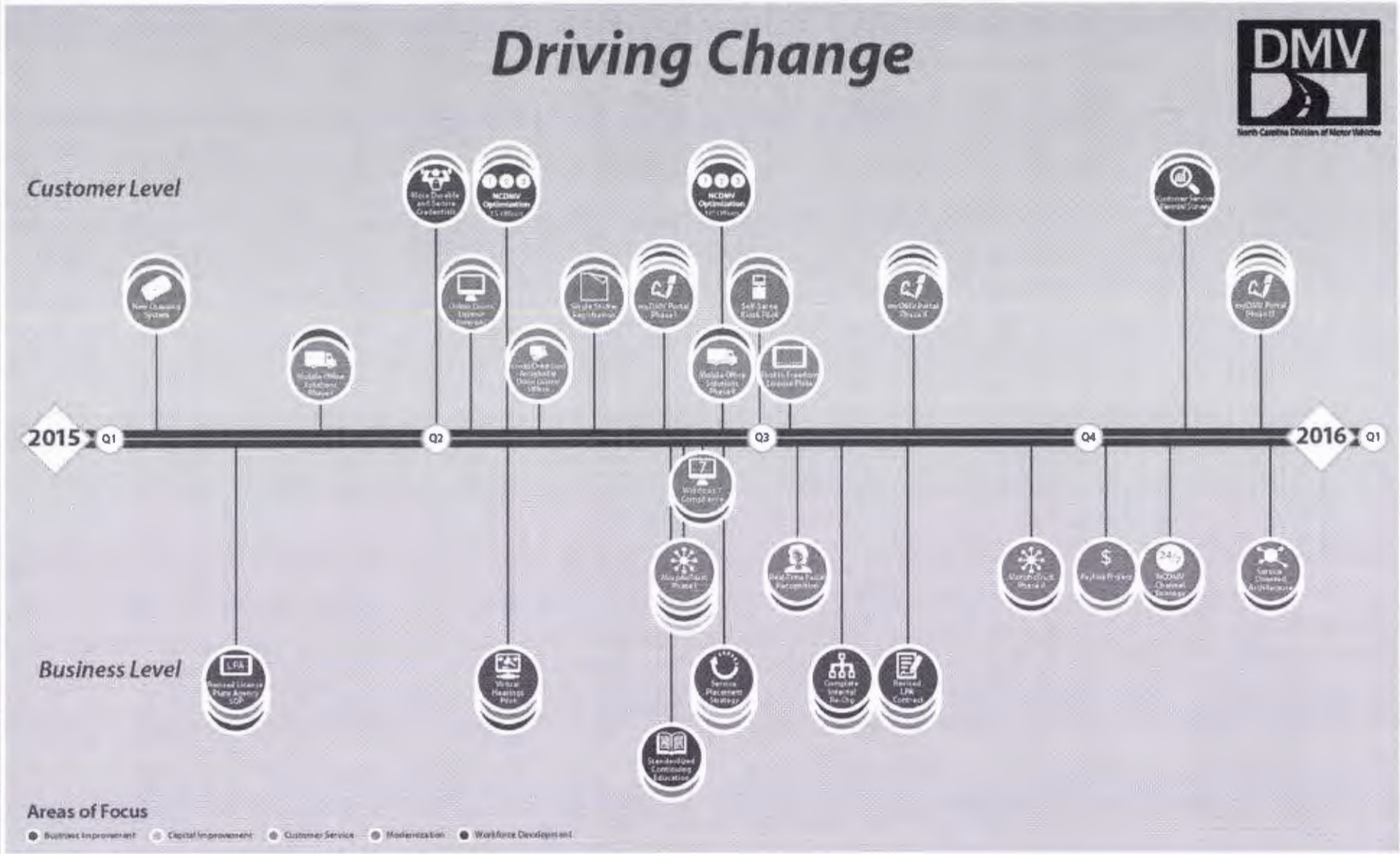
DMV Five Point Reform Plan



Strategic Goals

- Customer Service
  - **Become a Customer Centric Organization**
- Business Improvement
  - Modernize our business practices
- IT Modernization
  - Modernize our systems & databases
- Capital Improvement
  - Develop a more resilient infrastructure
- Workforce Development
  - Develop a more capable & engaged workforce

Driving Change Timeline 2015



Division Reorganization Efforts

Previous Structure

Sections	Districts
Driver Services	14
Vehicle Services	11
License & Theft	7
Hearings/Medical	22

New Structure

Sections	Districts
Central Management	7
Field Services	
Processing Services	
License & Theft	

Challenges

Weak Central Management

Unclear missions

Confused priorities

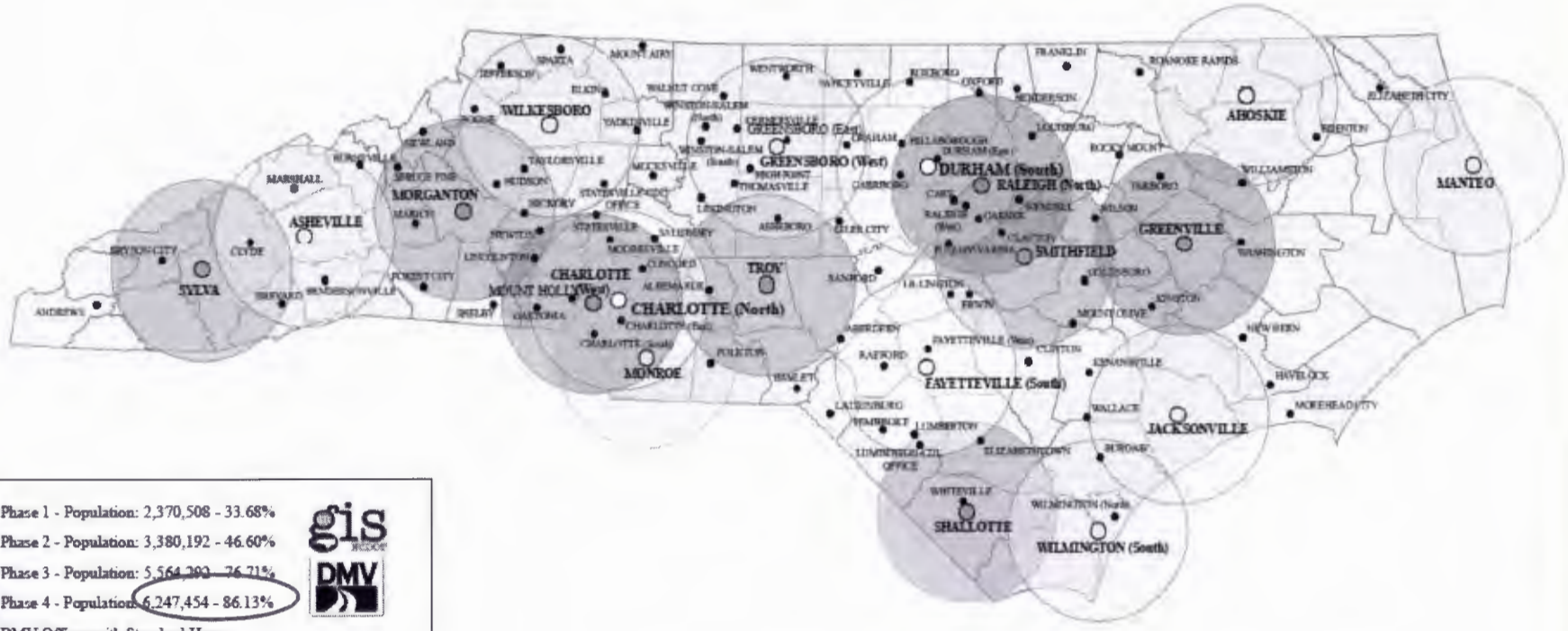
Benefits

Central Management Function

Unified Mission

Clearly defined priorities

Customer Service
19 Offices with Extended Hours Service



Phase 1 - Population: 2,370,508 - 33.68%
Phase 2 - Population: 3,380,192 - 46.60%
Phase 3 - Population: 5,564,393 - 76.71%
Phase 4 - Population: 6,247,454 - 86.13%
DMV Offices with Standard Hours

The population figures by phase are cumulative. This means the population for Phase 2 includes population encompassed by both Phase 1 and Phase 2 office locations. Phase 3 includes population for the previous two phases along with the third. Population in this context refers to persons of age 18 or older as recorded by the 2010 U.S. Census. The percentages refer to the percent of persons in NC who are 18 or older and live within 30 miles of one of the 14 DMV Office locations with alternate hours included on this map.

Over 50,000 customers serviced

Currently Piloting Extended Hours in 3 State Vehicle Services Locations

Customer Service Training

In cooperation with Wake Technical Community College, Achieve Global, and DOT Training & Development

Coaching for Stellar Customer Service

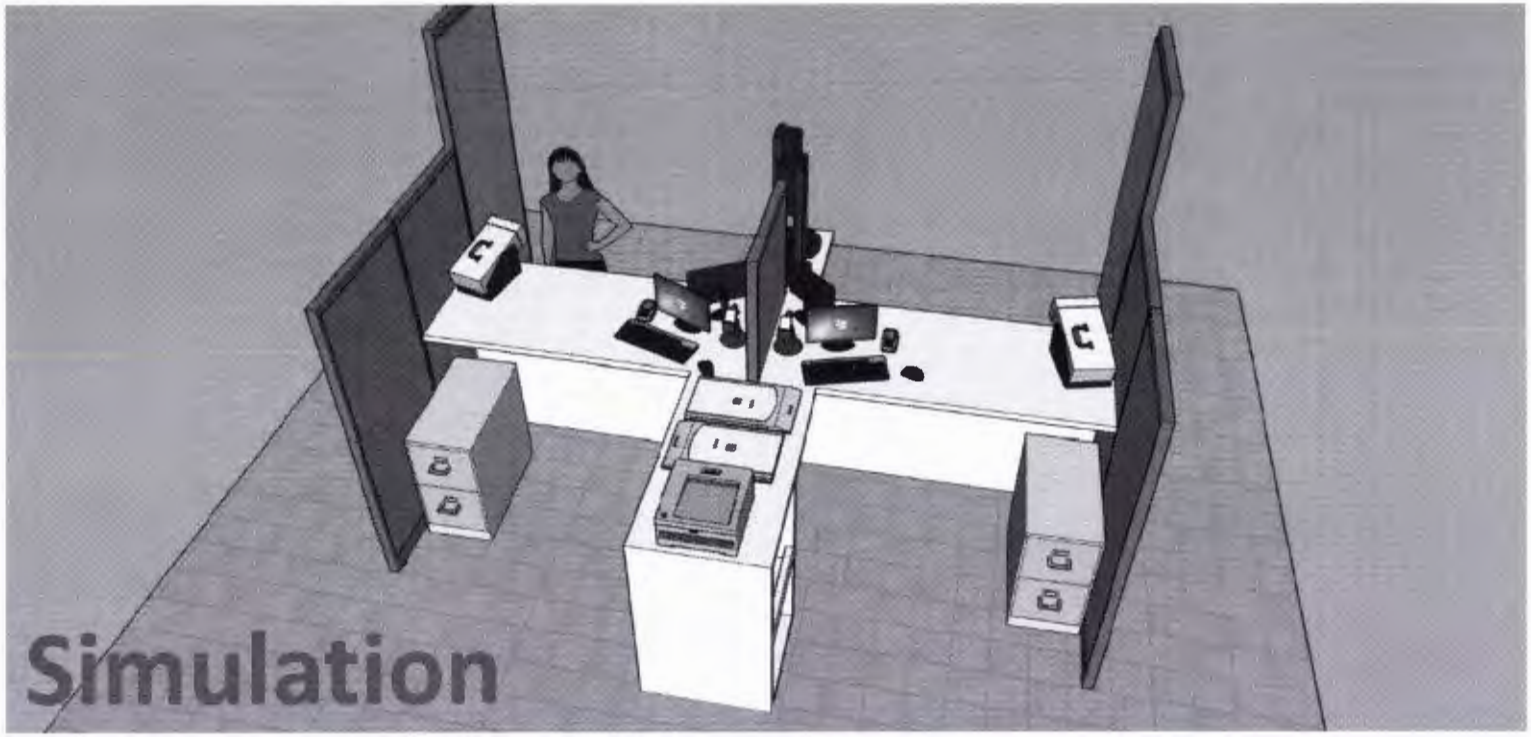
- Supervisors and Managers (398 trained)
  - Focused on Coaching and Developing staff for creating Stellar Customer Relations

Creating Stellar Customer Relations

- DMV Staff and Contractors (1,435 trained)
  - Focused on how to acknowledge and respond to customer 'Human' needs

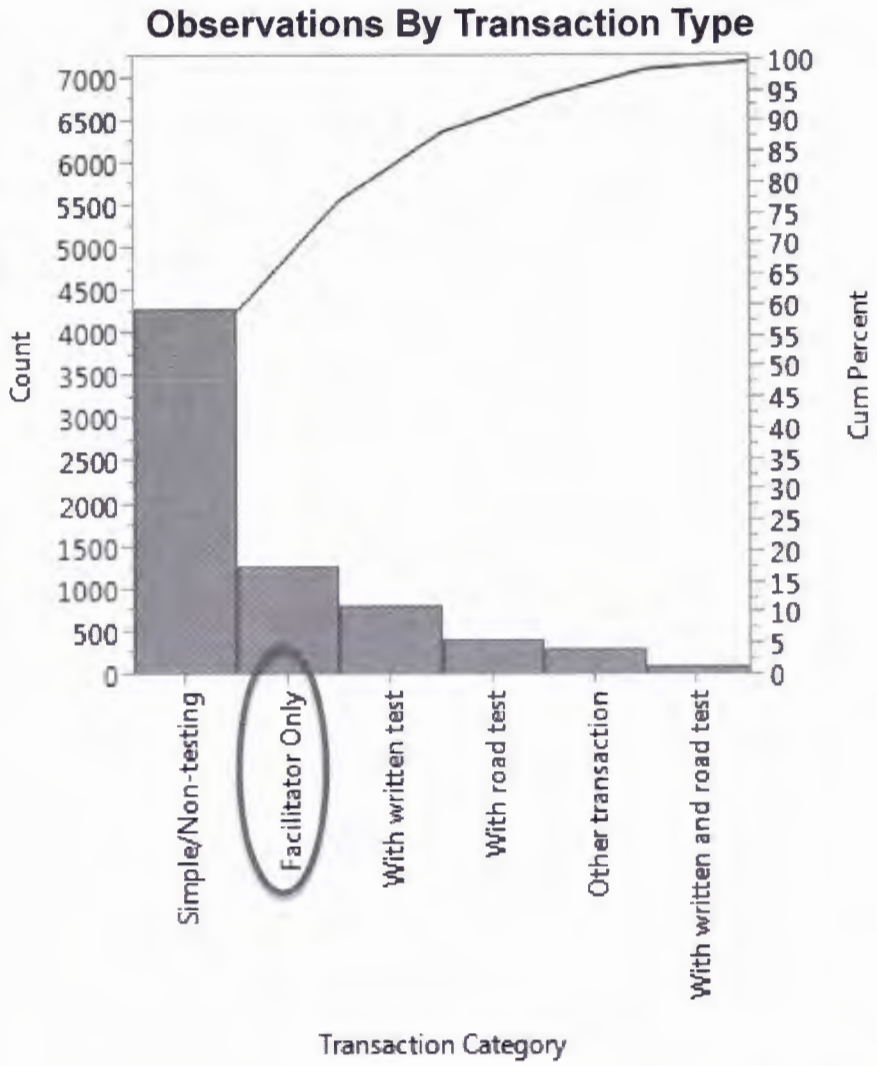
Driver License Office Optimization

25 Highest Volume Offices – Summer 2015



- Streamlined Customer Flow
- Stand-up service desks
- Credit/Debt Card Machines
- Cameras at Each Station
- Electronic Signature Pads
- Customer Facing Monitors
- New Furniture
- New Paint Scheme
- New Carpeting
- New/Better Signage
- Artwork from Local LEA's
- Improved Efficiency

Driver License Offices – Six-Sigma Study



Over 42 days, 7,202 customers were observed in 15 Offices

18% serviced by Facilitator only

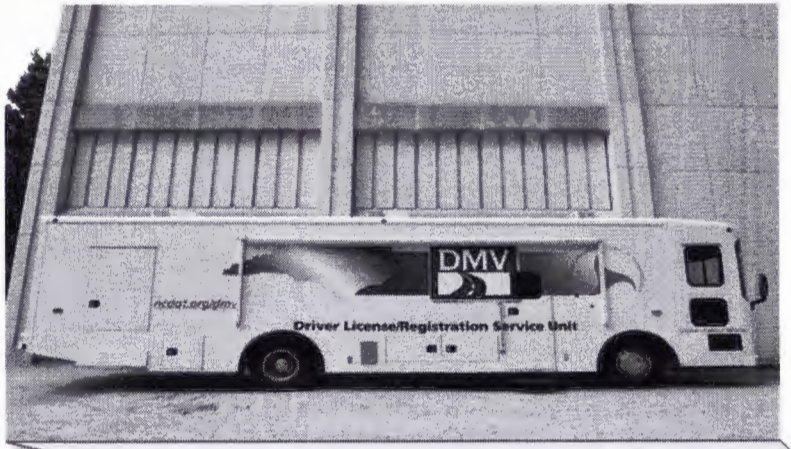
- Prevented Return Visits
- Eliminated unnecessary waiting
- Increased efficiency of examiners

Facilitator w/ I-pad



Increased funding of $822k for 14 Facilitators for top 25 high volume/wait time offices. DMV Re-purposed 11 staff positions for remainder.

Mobile Unit Program





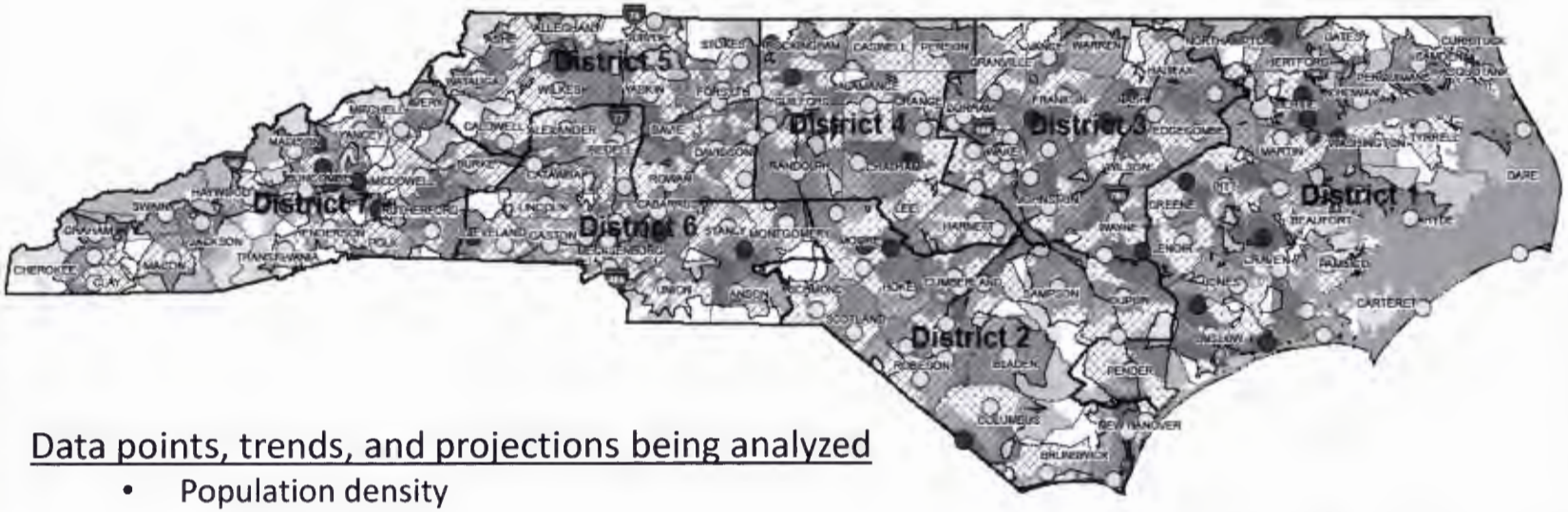
Program Details	Current	Future (mid 2015)	Difference
Number of Units	5	7 Future/ 2 Current	+72%
Annual Op Costs	~$320,000	~$100,000	-69%
Number of Stops	22	+70	+314%
Replacement Cost	~$3.5M	~$1.6M	-46%

Development of a Data-Driven Service Placement Strategy

DL - 3

EXAMPLE

GIS Map with population densities and drive time analyses



Data points, trends, and projections being analyzed

- Population density
- Population demographic clusters
- Customer Drive Time
- Transaction by Zip Code

Legend

CurrentStatus	Market Population
Existing	0 - 1922
Potential	1923 - 3135
20 Minute Drive Time	3136 - 4374
	4375 - 6022
	6023 - 10864

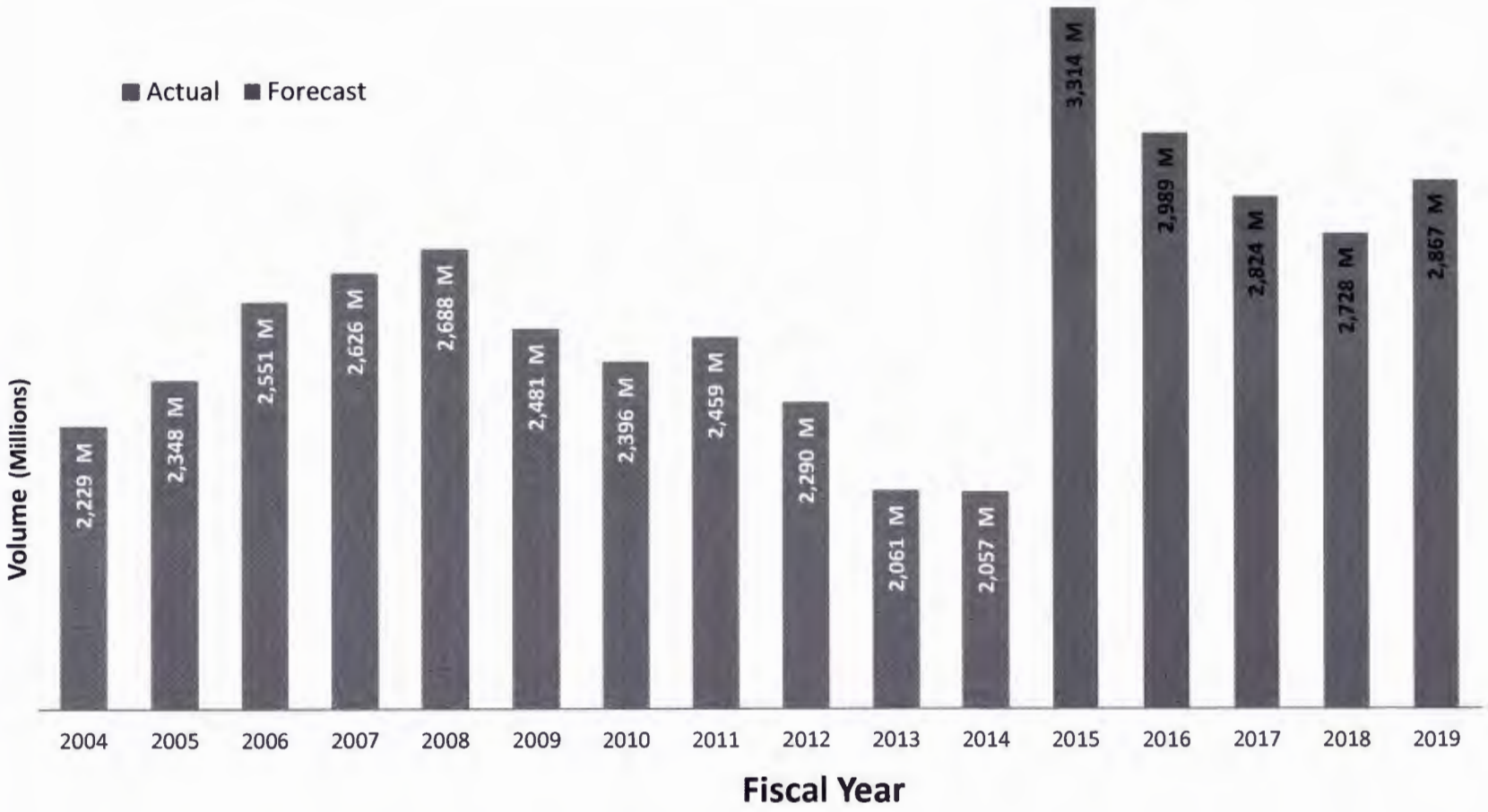
0 25 50 100 Miles

DMV

Document Path: E:\DMV\Master Folder\Maps\February 2015\DL and MU Drive Time Analysis_PHASE_II_Market_Population_25min_Potential_Sites.mxd

Driver Licenses and ID Cards

Card Issuances (Actual and Forecasted)



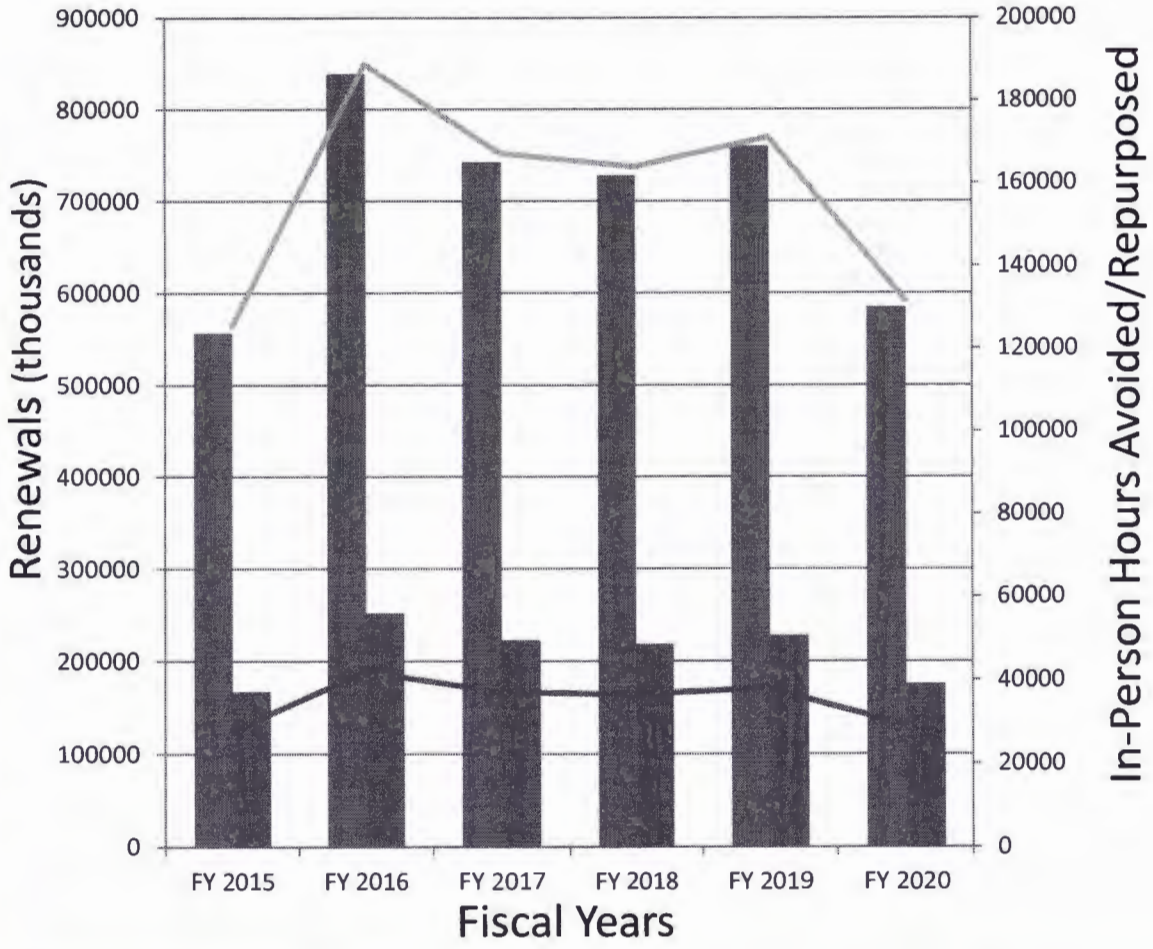
Card rate has increased from $2.15 to $2.92/ card

Increased funding of $1.58M for Card Costs

Eligible Customers for Online Renewal

Renewal of driver license via computer, tablet, or phone

Projected Online Renewals and Time Savings



Restrictions apply:

- *Residency Requirements*
- *Driving History/Points*
- *Medical History*
- *Age Requirements*

Complete by June 2015

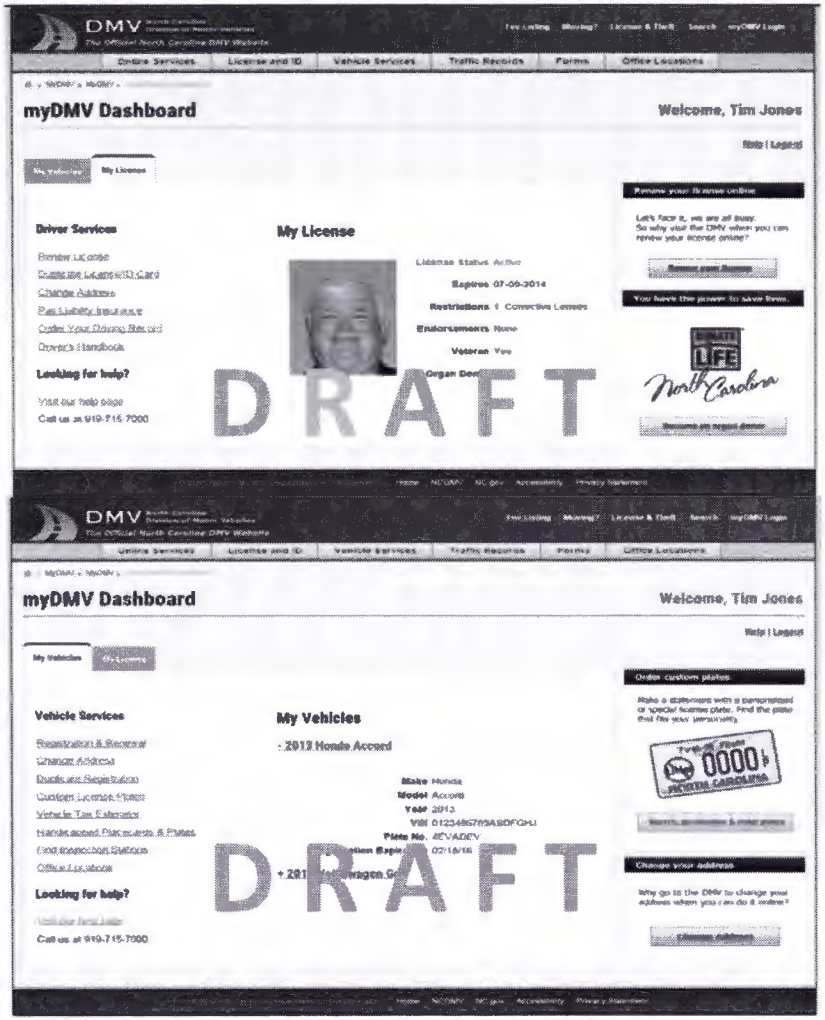
Online Services

MyDMV Portal

- Consolidates online services into one point
- Personalized view of DMV accounts/ services
  - Driver License, Records, Suspensions, etc…
  - Vehicle Registration, Tag & Tax, Plates, etc…
  - Medical Records, Reinstatements, etc…
  - Theft Recovery Status, Special Permits, etc…
- Customers can also:
  - Make payments
  - Perform renewals
  - Make appointments
  - Purchase specialty items

Complete by Nov 2015

Estimated Project Total + ~$2.5M

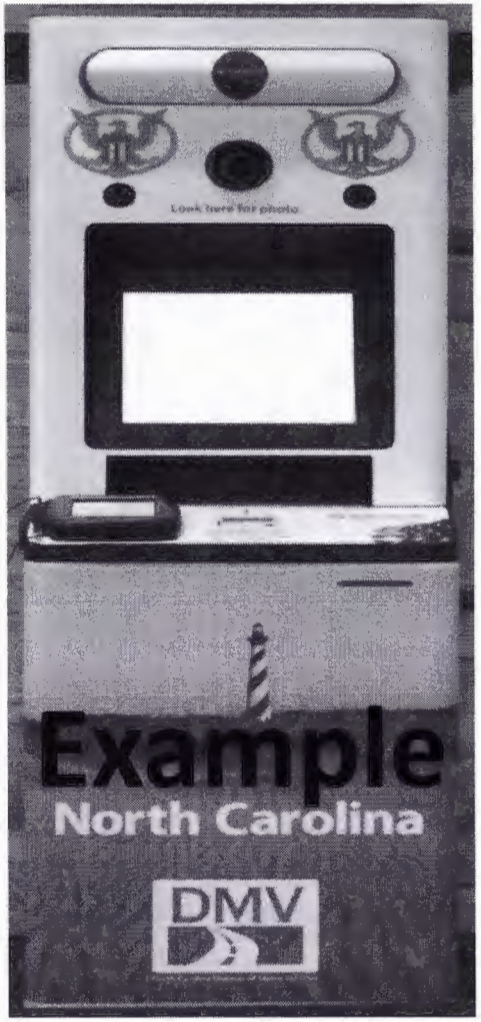


Self-Serve Stand Alone Kiosks

Driver Licenses and ID Cards

- Renewal/Replacement
- Credit/Debt/Cash Payments
- Real-Time Facial Recognition
- Fully Encrypted with no local data storage
- Can be placed in Offices, Malls, Grocery Stores, etc...
- Pilot anticipated rollout ~**July/August 2015**
- Other DMV Services to be added

35 Kiosks scheduled for deployment (~$2.2M)



Driver License Testing

Testing Rule change for Driver Licenses (May 2014)

- Increased passing score from 70% to 80%
- Eliminated Written Testing for Out-of-State transfers
- Relaxed requirements for In/Out-of State applicants with recently expired license

Total Savings	Projected avg. over next 5 years
Total Affected Customers Time Saved	75,000 hrs.
Total Staff Time Saved on Road Tests	10,000 hrs.

New Automated Testing System (March 2014)

Previous testers increased wait/service times due to system failures

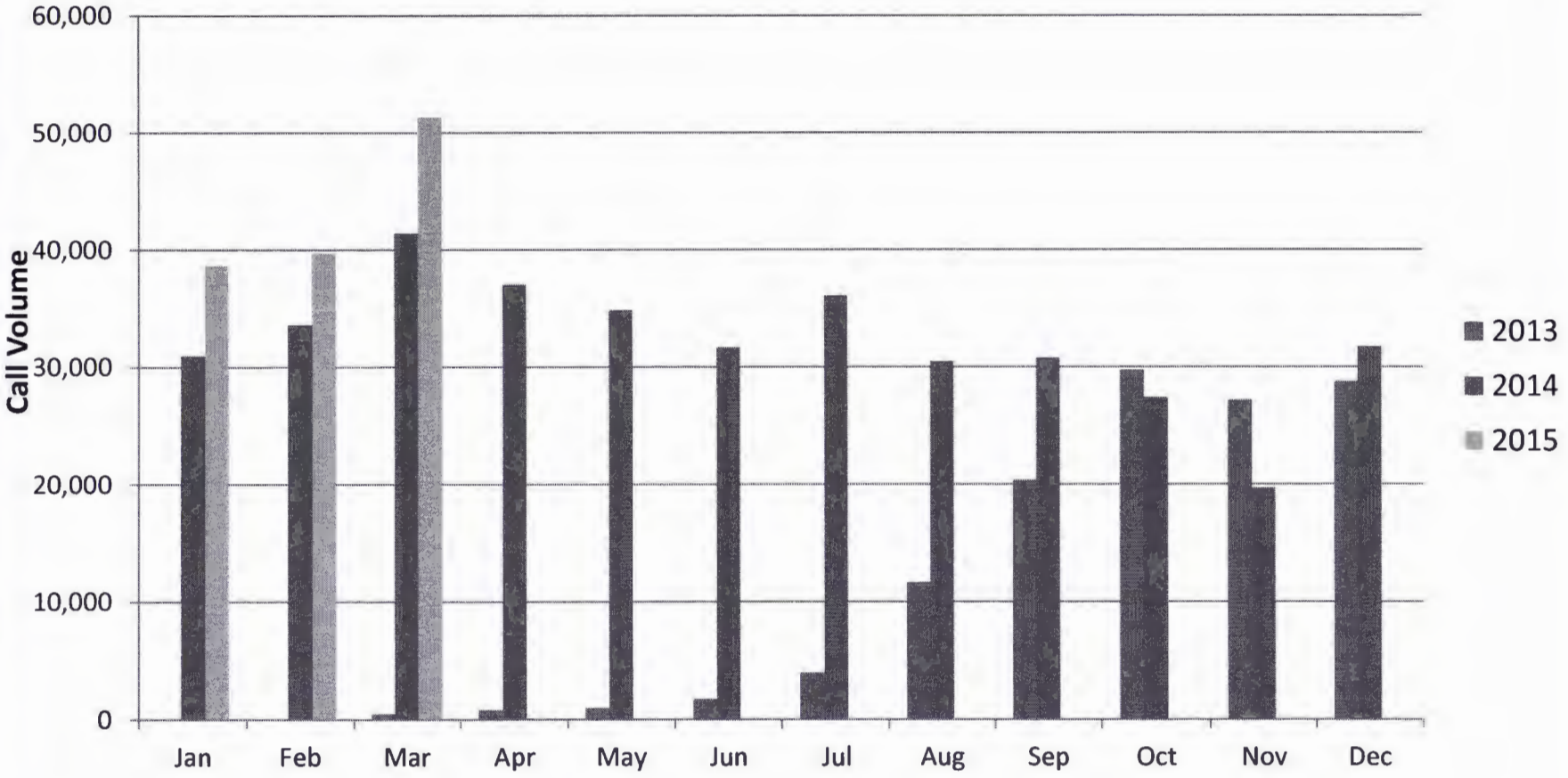
- Upgraded hardware and software with data tracking
- Modern touch screens increase speed of testing
- Reliable system with sustained connectivity

Implementation cost = ~$250k



Call Center Operations

HB1779 Calls



Recommended in Governor's Budget

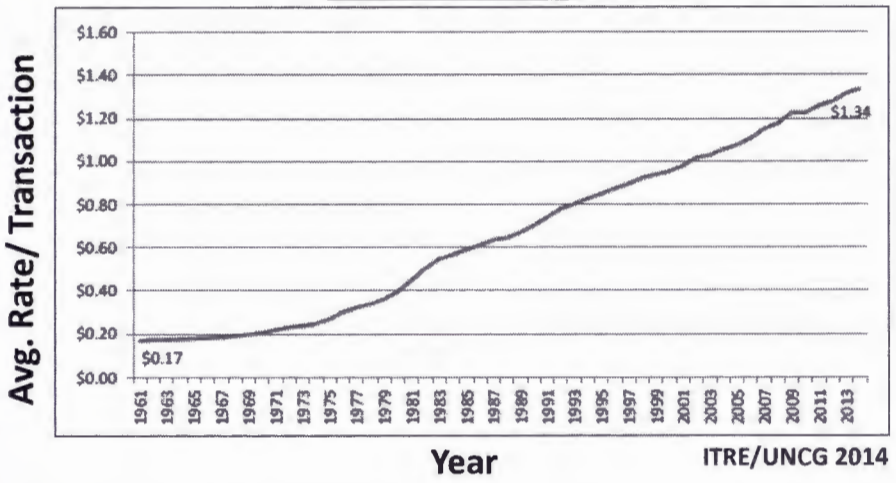
- Continues funding **44** term-limited 1779 positions ($2M) for Call Center Operations

Vehicle Related Services

HB1779 implemented July 2013

- Collection of county & municipal vehicle property taxes
  - Total Taxes Collected = **~$1 Billion** (as of Feb 2015)
  - Acceptance of Credit/Debit

Rate of Inflation



Recommended compensation rate (Avg. Per Transaction) increase of **2.3%** ($1.31 - $1.34)

LPA Improvements

- Updated Standard Operating Procedures (SOP)
  - Modernized business practices
- New Standardized **Performance-Based** Contract
  - Incentive Options under review
- New training program for Steller Customer Service
  - First round complete
- Registration of watercraft available through LPA's
  - Available in 2015

License and Theft

HB26 Scrap Yard Reporting (signed 2013 – completed 2014)

- 2013 - **710** Stolen Vehicle Recoveries **Value $6,149,687**
- 2014 - **954** Stolen Vehicle Recoveries (+35%) **Value $7,216,850**

HB 585 3YR and 70,000 miles Emissions Exemption (signed 2012 – complete April 2015)

- Exempts vehicles 3 model years old and newer and have less than 70,000 miles
- Estimated annual cost savings for customers **$9.6M**
- Estimated annual revenue loss to Highway Fund **$2.4M**
- Estimate annual revenue loss to inspection stations **$7.3M**

Inspections Management and Safety Inspection Video (Community Colleges)

- Previous process required significant staff travel for a 15 minute presentation at community colleges
- Created and supplied video session to colleges
  - Projected savings over first 5 years **$230,995**

Ignition Interlock Program

Established stand-alone Ignition Interlock Unit (Funding increase of $664k)

- Development and management of vendor oversight programs
- Monitoring and administration of daily activity reports of Ignition Interlock devices
- Drastically improved wait and service times
- Implemented MAP21 Phase I
  - Requires installation of ignition interlock devices on all registered vehicles

Lean Six Sigma Study Improvements

Developed automated process for calculating Ignition Interlock time credits

Achieved:

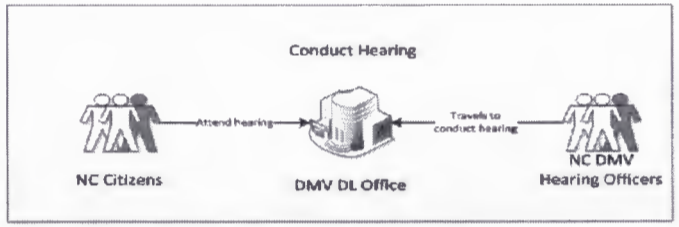
- **87.3%** reduction in process time
- **695%** increase in efficiency
- Annual cost avoidance of **$172,320**
- 1X cost avoidance of **$344,640**

	Before	After
Time to calculate interlock time credits	8.4 minutes per calculation	1.06 minutes per calculation
Throughput	57 calculations per day	453 calculations per day
Workload*	Need 7 employees to meet daily demand	Utilize 2 current employees
15-month backlog	12 employees, 445 days	2 employees, 70 days

Medical Hearings

Virtual Hearings

Current Hearings procedures require significant travel
- High operational costs
- Significant time wasted



Pilot

Proof of Concept Pilot
- Hearings conducted via virtual capabilities
- Reduced operation costs
- Reduced backlog and wait time



Medical Case Reviews

Contract Medical Staffing (Funding increase of $350k)
- Case Review and Medical Review Board Doctors
- Temporary Advisory Nurses and admin staff
- Backlog decrease from ~270 days to 90 days

Hearing Fees

Hearing Type	Hearing Qty. (Avg. of Previous 3 Yrs.)	DMV Recommended – Moderate Model: Schedule-1 Fee	DMV Recommended – Moderate Model: Potential Revenue	DMV Recommended – Cost Recovery and Self-Funding Model: Schedule-2 Fee	DMV Recommended – Cost Recovery and Self-Funding Model: Potential Revenue
Liability Insurance Lapses	51,272	40	2,050,880	65	3,332,680
Conferences	1,790	55	98,450	55	98,450
Prehearings (Non-alcohol)	3,109	60	186,540	100	310,900
Hearings (Speeding, etc.)	2,120	110	233,200	110	233,200
Compliance	1,911	75	143,325	75	143,325
DWLR Restoration	3,663	90	329,670	225	824,175
Prehearings (Alcohol)	2,526	145	366,270	400	1,010,400
DWI Restoration					
Interview Phase	3,462	175	605,850	175	605,850
Restoration Phase	1,671	230	384,330	250	417,750
Interlock/CAM Medical Waivers	36	80	2,880	80	2,880
Motor Vehicle Dealer/Inspection Station	135	220	29,700	220	29,700
		280	-		
CDL Holder Positive Drug Test	36	125	4,500	350	12,600
POTENTIAL REVENUE (Based On Three Year Average)			**$ 4,435,595**		**$ 7,021,910**
POTENTIAL GUARANTEED REVENUE (With 25% Non-Refundable App. Fee)			**$ 1,108,899**		**$ 1,755,478**

DRAFT

Fees still under review – Best possible implementation date: July 2017

Top Cross-Agency partnerships underway

- Watercraft Renewals at LPA's "One-Stop" for customers

Public Schools of North Carolina
State Board of Education
Department of Public Instruction

- Student Driver Program Enhancements
- Increased School Bus Driver Safety
- Displayed Artwork from Local Schools

NORTH CAROLINA
State Board of Elections

- Voter ID and Registration
- Voter Registration Outreach

- Streamlined vehicle registration process
- Driver License/ID Card Issuances at select prisons for Inmate Re-Integration

- Military CDL Truck Driving & Training
- Veteran's designator on Driver License

Top Cross-Agency partnerships underway (cont.)

DONATE LIFE North Carolina

DMV attained the "**1 Millionth Donor**" mark in December 2014



dhhs nc department of health and human services

- Provide access to Vital Records through DMV Offices (Planning Phase)

NC DOA

- Motor Fleet Management now capable of Registering & Tagging all State vehicles internally

Customer Outreach and Service Offerings

Azalea Festival, Wilmington



Seafood Festival, Morehead City



Apple Festival, Hendersonville



Speed Street, Charlotte



NC State Fair, Raleigh



Committee Sergeants at Arms

NAME OF COMMITTEE House Appropriations Transportation

DATE: 4.2.2015 Room: 1228

House Sgt-At Arms:

1. Name: Carlton Adams
2. Name: Martha Gadison
3. Name: David Leighton
4. Name: _____
5. Name: _____

Senate Sgt-At Arms:

1. Name: _____
2. Name: _____
3. Name: _____
4. Name: _____
5. Name: _____

Thursday, April 2	**Room**	**Time**
APPROPRIATIONS TRANSPORTATION (JOINT)	1228/1327	8:30 am

Name	County	Sponsor
Stewart Haynes	Wilson	Susan Martin
Caroline Hoyle	Vance	Speaker

VISITOR REGISTRATION SHEET

House Transportation Appropriations 4.2.2015

Name of Committee Date

VISITORS: PLEASE SIGN IN BELOW AND RETURN TO COMMITTEE CLERK

NAME	FIRM OR AGENCY AND ADDRESS
Phoebe Lundon	Brooks Pierce
Crystal Collins	NC Trucking Assn
Pam Killian	Nelson Mullins
Dick Colton	[illegible]
Andy Thomas	Focus Carolina
John Palumbo	NCAOA
Isabel Villa-Zavala	NCAR
Susan Harrison	NCDTSEA
Ed [illegible]	[illegible]
Samara [illegible]	MVP

VISITOR REGISTRATION SHEET

House Transportation Appropriations 4.2.2015

Name of Committee Date

VISITORS: PLEASE SIGN IN BELOW AND RETURN TO COMMITTEE CLERK

NAME	FIRM OR AGENCY AND ADDRESS
Ken Crowder	NCBH

VISITOR REGISTRATION SHEET

House Transportation Appropriations 4.2.2015

Name of Committee Date

VISITORS: PLEASE SIGN IN BELOW AND RETURN TO COMMITTEE CLERK

NAME	FIRM OR AGENCY AND ADDRESS
Jake Cashion	NCCC
Mary Jennings	NCDOT
Reston Jones	NC DOT
Mac Boxley	NCAA
Hope Mozingo	NCDMV
Tim Knox	DOT IT
Patrick Bohmer	DOT IT
David H. Ulmer	NC DOT IT
Joe McClees	McClees Consulting
[illegible]	LPOs - RAN - NCMA
Reggie Fyffe	DPI

VISITOR REGISTRATION SHEET

House Transportation Appropriations 4.2.2015

Name of Committee Date

VISITORS: PLEASE SIGN IN BELOW AND RETURN TO COMMITTEE CLERK

NAME	FIRM OR AGENCY AND ADDRESS
David Collins	SEANC
Butch Gunnells	NC Ben
Andy Walsh	SA

House Committee on Appropriations, Transportation
Tuesday, April 14, 2015 at 8:30 AM
Room 1228/1327 of the Legislative Building

MINUTES

The House Committee on Appropriations, Transportation met at 8:30 AM on April 14, 2015 in Room 1228/1327 of the Legislative Building. Representatives Iler, Shepard, Tine, Torbett, Bumgardner, Ford, Martin, and Terry attended.

Representative Paul Tine, Chair, presided and called the meeting to order at 8:30 a.m.

Chairman Tine introduced the Sergeant-at-Arms Staff and pages for the meeting.

Chairman Tine announced that there would be a change of schedule as one of the presenters, Dave Ulmer, Chief Information Officer, NCDOT was not present.

Chairman Tine recognized Amna Cameron and Bryce Ball, Fiscal Research Division, to present:
Biennial Forecast Update, see attachment

At the conclusion of the presentation the committee had a discussion on Funding Priorities.

The meeting adjourned at 9:26 a.m.

Representative Paul Tine, Chair
Presiding

Katy Kingsbury, Committee Clerk

NORTH CAROLINA HOUSE OF REPRESENTATIVES
COMMITTEE MEETING NOTICE
AND
BILL SPONSOR NOTIFICATION
2015-2016 SESSION

You are hereby notified that the **House Committee on Appropriations, Transportation** will meet as follows:

DAY & DATE: Tuesday, April 14, 2015
TIME: **8:30 AM**
LOCATION: **1228/1327 LB**
COMMENTS: **Representative Tine will be presiding.**

Respectfully,

Representative Frank Iler, Co-Chair
Representative Phil Shepard, Co-Chair
Representative Paul Tine, Co-Chair
Representative John A. Torbett, Co-Chair

I hereby certify this notice was filed by the committee assistant at the following offices at 2:05 PM on Thursday, April 09, 2015.

___ Principal Clerk
___ Reading Clerk – House Chamber

Katy Kingsbury (Committee Assistant)

House of Representatives
Committee on Transportation Appropriations

April 14, 2015
8:30 a.m.
Room 1228/1327 LB

Agenda

Chairs: Representative Frank Iler
Representative Phil Shepard
Representative Paul Tine, Chairing
Representative John Torbett

- Call to Order
- DOT Information Technology: Planning & Project Status

  Dave Ulmer, Chief Information Officer
  North Carolina Department of Transportation

- Biennial Forecast Update

  Amna Cameron
  Fiscal Research Division

  Bryce Ball
  Fiscal Research Division

- Committee Discussion on Funding Priorities

Next meeting: TBD

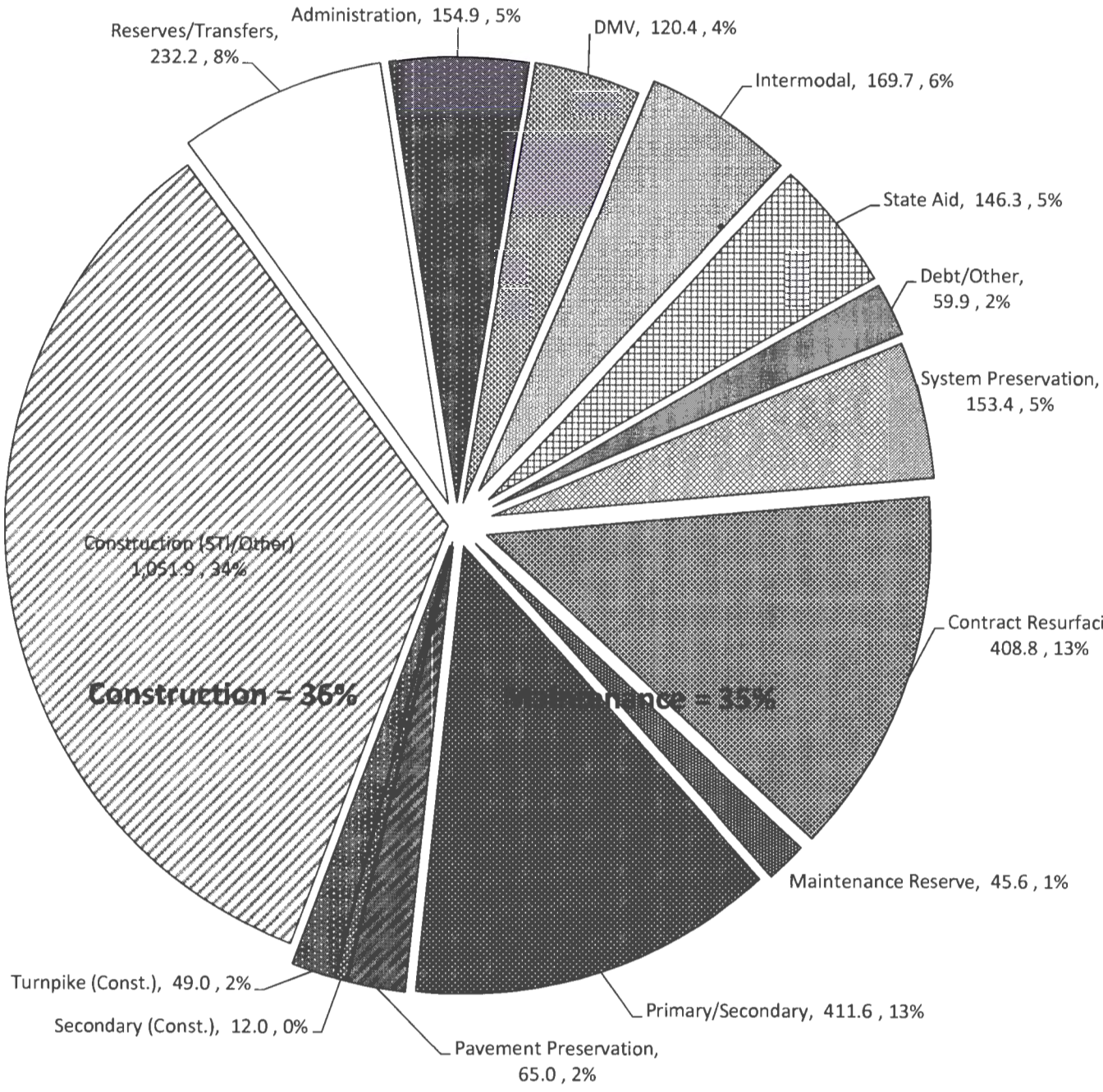
Attachment

PORTATION FORECAST (includes SB20) (in millions)

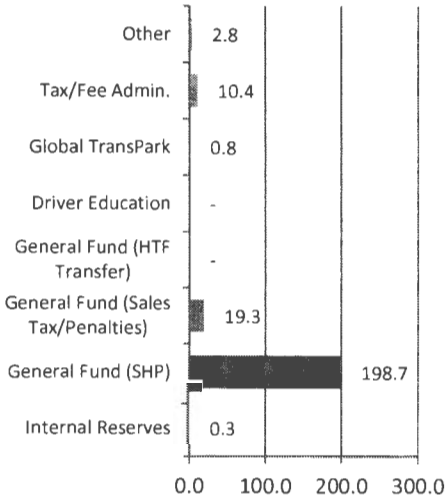
Highway Fund	FY 2015	FY 2016 Feb Consensus	Updated FY 2016 (SB20)	% Change FY2015 to FY2016	FY 2017 Feb Consensus	Updated FY 2017 (SB20)	% Change FY2016 to FY2017
Motor Fuels Tax							
Motor Fuels	1,410.3	1,158.2	1,355.9		1,189.7	1,309.6	
Gasoline Inspection	13.8	13.4	13.4		13.4	13.4	
Highway Usage Registration	0.4	0.4	0.4		0.4	0.4	
Total Motor Fuels Taxes	1,424.4	1,172.0	1,369.7	-0.04	1,203.5	1,323.4	-0.03
Licenses and Fees							
Staggered Registration	212.0	220.0	220.0		227.0	227.0	
Driver Licenses	111.2	112.3	112.3		113.1	113.1	
Truck Licenses	140.0	134.9	134.9		136.0	136.0	
International Reg. Plan	57.0	64.5	64.5		65.6	65.6	
Other Licenses and Fees	64.2	65.7	65.7		66.9	66.9	
Total Licenses and Fees	584.4	597.3	597.3	0.02	608.6	608.6	0.02
Investment Income*	1.4	1.0	1.0		1.0	1.0	
NCRR dividend payment	3.0	3.9	3.9		4.0	4.0	
Total Highway Fund	2,013.2	1,774.2	1,971.9	-0.02	1,817.1	1,937.0	-0.02
Highway Trust Fund							
Taxes							
Motor Fuels	470.1	386.1	452.0		396.6	462.5	
Highway Use	630.9	655.6	655.6		672.7	672.7	
Total Tax	1,101.0	1,041.7	1,107.6	0.01	1,069.3	1,135.2	0.02
Fees*							
Certificate of Title Fees	87.4	90.3	90.3		92.9	92.9	
Miscellaneous Title Fees	11.4	12.0	12.0		13.0	13.0	
Lein Recording	3.8	4.0	4.0		4.1	4.1	
Total	102.6	106.3	106.3	0.03	109.9	109.9	0.03
Investment Income	2.0	2.0	2.0		2.0	2.0	
Total Highway Trust Fund	1,205.6	1,149.9	1,215.9	0.01	1,181.2	1,247.1	0.03
MFT Rate (¢/gallon)	37.0	30.4	35.6		31.3	34.4	
Fuel Consumption (M gallons)	5,349.8	5,368.5	5,368.5		5,348.5	5,348.5	
Net DOT Motor Fuel Tax	1,894.5	1,558.1	1,821.7		1,600.1	1,785.9	
Highway Use Tax	630.9	655.6	655.6		672.7	672.7	
DMV Fees & Other Revenue	693.4	710.5	710.5		725.5	725.5	
Total Revenues	3,218.8	2,924.2	3,187.8	-0.01	2,998.3	3,184.1	0.00

SFY 2016 Base Budget (*in millions*)

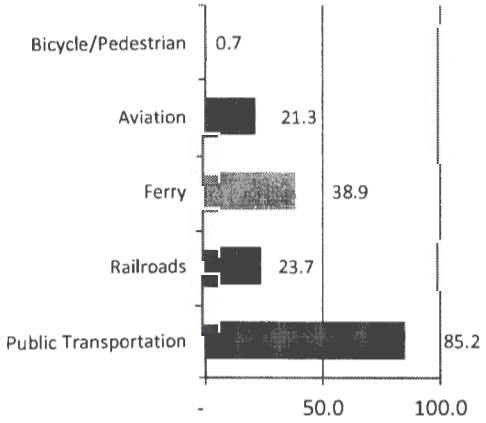
COMBINED HIGHWAY FUND ($1,918.7) AND HIGHWAY TRUST FUND ($1,162.0)



Reserves/Transfers



Intermodal



Transportation Budget Comparison: 2013-2015 Biennium

	Governor's Recommended 2013-15 Biennial Budget						2013 "Long" Session Enacted Biennial Budget (S.L. 2013-360)				2014 "Short" Session Enacted Budget (S.L. 2014-100)			
	2013-14	2013-14	2013-14	2014-15	2014-15	2014-15	2013-14	2013-14	2014-15	2014-15	2014-15	2014-15	2014-15	2014-15
Program/Item	BASE/ CONTINUATION	Increase/Decrease (from Base)	GOVERNOR'S RECOMMENDED	BASE/ CONTINUATION	Increase/Decrease (from Base)	GOVERNOR'S RECOMMENDED	CONFERENCE (S.L. 2013-360)	Increase/Decrease (from Base)	CONFERENCE (S.L. 2013-360)	Increase/Decrease (from Base)	CONFERENCE (S.L. 2013-360)	Legislative Adjustment	REVISED (S.L. 2014-100)	Variance (%)
HIGHWAY FUND														
Highway Fund Operations:														
DOT-General Administration	85,067,084	9,413,995	94,481,079	85,067,084	14,380,395	99,447,479	91,066,219	5,999,135	94,975,916	9,908,832	94,975,916	1,949,344	96,925,260	2.1%
Highway Division Administration	35,139,990	(426,429)	34,713,561	35,139,990	(426,429)	34,713,561	35,139,990	-	35,139,990	-	35,139,990	-	35,139,990	0.0%
Federal Aid Match - Planning and Research	4,055,402	-	4,055,402	4,055,402	-	4,055,402	4,055,402	-	4,055,402	-	4,055,402	-	4,055,402	0.0%
Construction Program:														
State Secondary System	88,886,298	(1,486,064)	87,400,234	88,708,526	(1,990,013)	86,718,513	27,000,000	(61,886,298)	12,000,000	(76,708,526)	12,000,000	-	12,000,000	0.0%
Contingency Fund	12,000,000	2,000,000	14,000,000	12,000,000	2,000,000	14,000,000	12,000,000	-	12,000,000	-	12,000,000	-	12,000,000	0.0%
Spot Safety Improvements	12,100,000	(242,000)	11,858,000	12,100,000	(242,000)	11,858,000	12,100,000	-	12,100,000	-	12,100,000	-	12,100,000	0.0%
Access and Public Service Roads	1,758,885	(35,178)	1,723,707	1,758,885	(35,178)	1,723,707	1,723,707	(35,178)	1,723,707	(35,178)	1,723,707	-	1,723,707	0.0%
Economic Development Fund	-	3,569,535	3,569,535	-	4,036,171	4,036,171	3,846,215	3,846,215	4,036,171	4,036,171	4,036,171	-	4,036,171	0.0%
Small Urban Const.	7,000,000	(7,000,000)	-	7,000,000	(7,000,000)	-	5,000,000	(2,000,000)	5,000,000	(2,000,000)	5,000,000	-	5,000,000	0.0%
Subtotal - Construction Program	**121,745,183**	**(3,193,707)**	**118,551,476**	**121,567,411**	**(3,231,020)**	**118,336,391**	**61,669,922**	**(60,075,261)**	**46,859,878**	**(74,707,533)**	**46,859,878**	**-**	**46,859,878**	**0.0%**
Maintenance Program:														
Primary System	163,352,819	(16,488,083)	146,864,736	163,352,819	(19,308,083)	144,044,736	147,097,510	(16,255,309)	147,523,208	(15,829,611)	147,523,208	(6,678,148)	140,845,060	-4.5%
Secondary System	283,000,313	(12,755,795)	270,244,518	283,000,313	(14,635,795)	268,364,518	270,593,678	(12,406,635)	273,582,225	(9,418,088)	273,582,225	(10,709,290)	262,872,935	-3.9%
Contract Resurfacing	274,884,653	81,000,000	355,884,653	274,884,653	81,000,000	355,884,653	433,462,800	158,578,147	402,423,088	127,538,435	402,423,088	5,750,000	408,173,088	1.4%
System Preservation/Bridge Program	79,328,495	101,500,000	180,828,495	79,628,495	100,600,000	180,228,495	179,599,774	100,271,279	153,008,350	73,379,855	153,008,350	-	153,008,350	0.0%
Pavement Preservation	-	-	-	-	-	-	-	-	-	-	-	65,045,024	65,045,024	0.0%
General Maintenance Reserve	37,800,312	51,989,914	89,790,226	37,800,312	7,760,538	45,560,850	89,790,226	51,989,914	45,560,850	7,760,538	45,560,850	-	45,560,850	0.0%
Subtotal - Maintenance Program	**838,366,592**	**205,246,036**	**1,043,612,628**	**838,666,592**	**155,416,660**	**994,083,252**	**1,120,543,988**	**282,177,396**	**1,022,097,721**	**183,431,129**	**1,022,097,721**	**53,407,586**	**1,075,505,307**	**5.2%**
State Aid to Municipalities	88,886,298	(1,486,064)	87,400,234	88,708,526	(1,990,013)	86,718,513	142,102,740	53,216,442	136,874,010	48,165,484	136,874,010	9,453,990	146,328,000	6.9%
Ferry Operations	34,378,683	329,237	34,707,920	34,378,683	(820,763)	33,557,920	39,707,920	5,329,237	38,557,920	4,179,237	38,557,920	(1,542,317)	37,015,603	-4.0%
Ferry Division Administration	1,227,618	-	1,227,618	1,227,618	-	1,227,618	1,227,618	-	1,227,618	-	1,227,618	-	1,227,618	0.0%
State Aid to Railroads	21,201,153	(424,023)	20,777,130	21,201,153	(424,023)	20,777,130	39,458,130	18,256,977	24,008,130	2,806,977	24,008,130	(960,325)	23,047,805	-4.0%
Rail Division Administration	684,164	-	684,164	684,164	-	684,164	684,164	-	684,164	-	684,164	-	684,164	0.0%
State Aid to Public Transportation	84,643,069	(1,692,861)	82,950,208	84,643,069	(2,192,861)	82,450,208	84,843,069	200,000	84,843,069	200,000	84,843,069	-	84,843,069	0.0%
Public Transportation Division Administration	401,166	-	401,166	401,166	-	401,166	401,166	-	401,166	-	401,166	-	*401,166*	*0.0%*
State Aid to Airports	19,968,373	(446,221)	19,522,152	17,871,694	(446,221)	17,425,473	26,500,000	6,531,627	20,000,000	2,128,306	20,000,000	(800,000)	19,200,000	-4.0%
Aviation Division Administration	2,244,510	-	2,244,510	2,244,510	-	2,244,510	2,244,510	-	2,244,510	-	2,244,510	-	2,244,510	0.0%

Transportation Budget Comparison: 2013-2015 Biennium

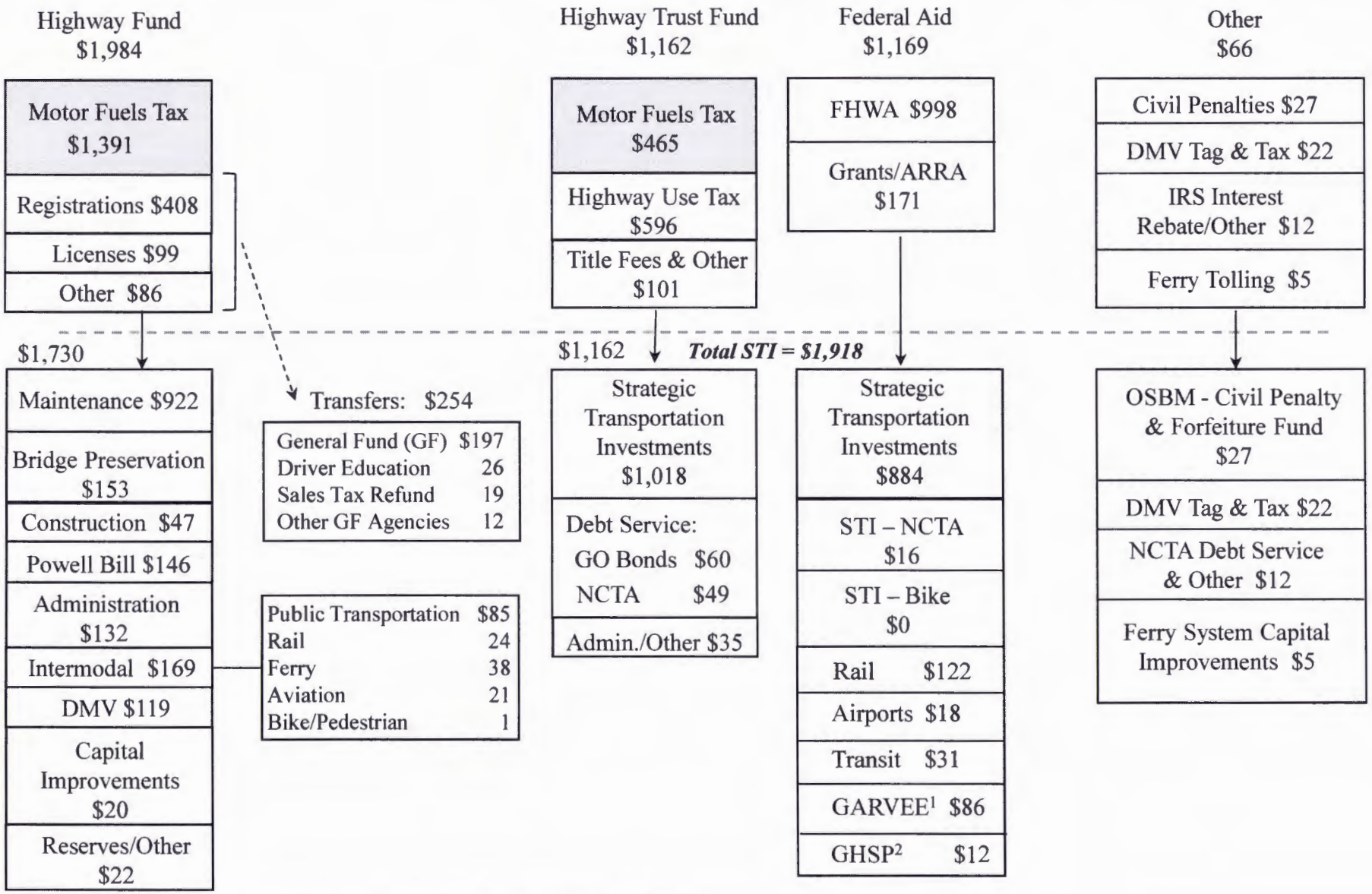
	Governor's Recommended 2013-15 Biennial Budget						2013 "Long" Session Enacted Biennial Budget (S.L. 2013-360)				2014 "Short" Session Enacted Budget (S.L. 2014-100)			
	2013-14	2013-14	2013-14	2014-15	2014-15	2014-15	2013-14	2013-14	2014-15	2014-15	2014-15	2014-15	2014-15	2014-15
Program/Item	BASE/ CONTINUATION	Increase/Decrease (from Base)	GOVERNOR'S RECOMMENDED	BASE/ CONTINUATION	Increase/Decrease (from Base)	GOVERNOR'S RECOMMENDED	CONFERENCE (S.L. 2013-360)	Increase/Decrease (from Base)	CONFERENCE (S.L. 2013-360)	Increase/Decrease (from Base)	CONFERENCE (S.L. 2013-360)	Legislative Adjustment	REVISED (S.L. 2014-100)	Variance (%)
Bicycle/Pedestrian	880,513	-	880,513	880,513	-	880,513	751,066	(129,447)	751,066	(129,447)	751,066	(30,043)	721,023	-4.0%
OSHA	372,792	(7,455)	365,337	372,792	(7,455)	365,337	365,337	(7,455)	365,337	(7,455)	365,337	(7,307)	358,030	-2.0%
Governor's Highway Safety Program	284,932	-	284,932	284,932	-	284,932	284,932	-	284,932	-	284,932	(5,699)	279,233	-2.0%
Division of Motor Vehicles	97,122,623	8,058,345	105,180,968	97,127,001	7,575,309	104,702,310	118,994,643	21,872,020	119,532,589	22,405,588	119,532,589	(988,255)	118,544,334	0.0%
Subtotal - Highway Fund Operations	**1,436,670,145**	**215,370,853**	**1,652,040,998**	**1,434,522,300**	**167,833,579**	**1,602,355,879**	**1,770,040,816**	**333,370,671**	**1,632,903,418**	**198,381,118**	**1,632,903,418**	**5,120,044**	**434,894,555**	**0.3%**
Transfers to Other State Agencies:														
Agriculture (Gas Inspection Fee)	5,053,457	-	5,053,457	5,053,457	-	5,053,457	5,053,457	-	5,053,457	-	5,053,457	-	5,053,457	0.0%
Revenue (Motor Fuels Tax & IRP)	5,112,866	-	5,112,866	5,112,866	-	5,112,866	5,112,866	-	5,112,866	-	5,112,866	-	5,112,866	0.0%
State Treasurer (Sales Tax Refund)	21,551,663	-	21,551,663	19,288,738	-	19,288,738	21,551,663	-	19,288,738	-	19,288,738	-	19,288,738	0.0%
OSC - Best Shared Services	481,835	-	481,835	481,835	-	481,835	481,835	-	481,835	-	481,835	-	481,835	0.0%
Public Instruction - Driver Education	27,847,950	(625,322)	27,222,628	28,384,055	(595,583)	27,788,472	26,138,808	(1,709,142)	26,682,132	(1,701,923)	26,682,132	(306,001)	26,376,131	-1.1%
DPS - Motor Carrier Safety	2,010,053	-	2,010,053	2,010,053	-	2,010,053	2,010,053	-	2,010,053	-	2,010,053	-	2,010,053	0.0%
Tsf to General Fund	196,582,981	-	196,582,981	196,582,981	-	196,582,981	196,582,981	-	196,582,981	-	196,582,981	-	196,582,981	0.0%
State Ethics Commission	-	-	-	-	-	-	55,146	55,146	55,146	55,146	55,146	-	55,146	0.0%
DHHS - Chemical Test	572,321	-	572,321	572,321	-	572,321	572,321	-	572,321	-	572,321	-	572,321	0.0%
Subtotal - Transfers to Other State Agencies	**259,213,126**	**(625,322)**	**258,587,804**	**257,486,306**	**(595,583)**	**256,890,723**	**257,559,130**	**(1,653,996)**	**255,839,529**	**(1,646,777)**	**255,839,529**	**(306,001)**	**255,533,528**	**-0.1%**
Reserves & Transfers:														
Minority Contractor Development	150,000	-	150,000	150,000	-	150,000	150,000	-	150,000	-	150,000	-	150,000	0.0%
State Fire Protection Grant	158,000	-	158,000	158,000	-	158,000	158,000	-	158,000	-	158,000	-	158,000	0.0%
Storm Water Management	500,000	-	500,000	500,000	-	500,000	500,000	-	500,000	-	500,000	-	500,000	0.0%
Global TransPark	1,000,000	-	1,000,000	1,000,000	-	1,000,000	1,000,000	-	1,000,000	-	1,000,000	(250,000)	750,000	-25.0%
Consolidated Call Center	556,074	-	556,074	556,074	-	556,074	556,074	-	556,074	-	556,074	-	556,074	0.0%
Reserve for Administrative Reduction	(2,132,962)	-	(2,132,962)	(2,132,962)	-	(2,132,962)	(2,132,962)	-	(2,132,962)	-	(2,132,962)	-	(2,132,962)	0.0%
Reserve for Health Insurance Adjustment	-	2,200,000	2,200,000	-	6,900,000	6,900,000	1,700,000	1,700,000	4,450,000	4,450,000	4,450,000	(1,050,000)	3,400,000	-23.6%
Employer's Contribution to Retirement	82,741	1,200,000	1,282,741	82,741	1,200,000	1,282,741	1,203,741	1,121,000	1,203,741	1,121,000	1,203,741	-	1,203,741	0.0%
Reserve for Retiree COLA	-	1,000,000	1,000,000	-	1,000,000	1,000,000	-	-	-	-	-	-	-	0.0%
Disability Income Plan	-	-	-	-	-	-	-	-	-	-	-	(98,700)	(98,700)	0.0%
Legislative Increase (or Bonus/Compensation/Etc. Reserve)	-	3,801,845	3,801,845	-	3,801,845	3,801,845	-	-	-	-	-	-	-	0.0%
Reserve for Future Benefit Needs	-	-	-	-	-	-	-	-	1,745,000	1,745,000	1,745,000	(1,745,000)	-	-100.0%
Reserve for Retirement/COLA	-	-	-	-	-	-	-	-	-	-	-	1,513,400	1,513,400	0.0%
Salary Adjustment	-	-	-	-	-	-	-	-	-	-	-	9,291,113	9,291,113	0.0%
Subtotal - Reserves & Transfers	**313,853**	**8,201,845**	**8,515,698**	**313,853**	**12,901,845**	**13,215,698**	**3,134,853**	**2,821,000**	**7,629,853**	**7,316,000**	**7,629,853**	**7,660,813**	**15,290,666**	**100.4%**
Subtotal - Current Operations	**1,696,197,124**	**222,947,376**	**1,919,144,500**	**1,692,322,459**	**180,139,841**	**1,872,462,300**	**2,030,734,799**	**334,537,675**	**1,896,372,800**	**204,050,341**	**1,896,372,800**	**67,831,786**	**1,964,204,586**	**3.6%**
Capital Improvements	**-**	**18,055,500**	**18,055,500**	**-**	**19,937,700**	**19,937,700**	**18,055,500**	**18,055,500**	**19,937,700**	**19,937,700**	**19,937,700**	**-**	**19,937,700**	**0.0%**

Transportation Budget Comparison: 2013-2015 Biennium

	Governor's Recommended 2013-15 Biennial Budget						2013 "Long" Session Enacted Biennial Budget (S.L. 2013-360)				2014 "Short" Session Enacted Budget (S.L. 2014-100)			
	2013-14	2013-14	2013-14	2014-15	2014-15	2014-15	2013-14	2013-14	2014-15	2014-15	2014-15	2014-15	2014-15	2014-15
Program/Item	BASE/ CONTINUATION	Increase/Decrease (from Base)	GOVERNOR'S RECOMMENDED	BASE/ CONTINUATION	Increase/Decrease (from Base)	GOVERNOR'S RECOMMENDED	CONFERENCE (S.L. 2013-360)	Increase/Decrease (from Base)	CONFERENCE (S.L. 2013-360)	Increase/Decrease (from Base)	CONFERENCE (S.L. 2013-360)	Legislative Adjustment	REVISED (S.L. 2014-100)	Variance (%)
TOTAL - Highway Fund Appropriation	**1,696,197,124**	**241,002,876**	**1,937,200,000**	**1,692,322,459**	**200,077,541**	**1,892,400,000**	**2,048,790,299**	**352,593,175**	**1,916,310,500**	**223,988,041**	**1,916,310,500**	**67,831,786**	**1,984,142,286**	**3.5%**
TOTAL - Highway Fund Availability			**1,937,200,000**			**1,892,400,000**	**2,048,790,299**		**1,916,310,500**		**1,916,310,500**		**1,984,142,286**	
Projected Revenue			*1,937,200,000*			*1,892,400,000*	*1,937,200,000*		*1,892,400,000*		*1,892,400,000*		*1,973,750,000*	
Transfers/Appropriated Balance/Adjustments			-			-	*111,590,299*		*23,910,500*		*23,910,500*		*10,392,286*	
HIGHWAY TRUST FUND														
DOT - Administration	53,599,200	(619,200)	52,980,000	55,202,400	(2,236,800)	52,965,600	45,590,880	(8,008,320)	45,590,880	(9,611,520)	45,590,880	(11,000,000)	34,590,880	-24.1%
Intrastate System	515,520,933	(8,390,482)	507,130,451	530,210,557	(27,849,812)	502,360,745	-	(515,520,933)	-	(530,210,557)	-	-	-	0.0%
Urban Loop System	164,864,838	(3,392,762)	161,472,076	191,571,718	(11,261,304)	180,310,414	-	(164,864,838)	-	(191,571,718)	-	-	-	0.0%
State Secondary System	78,972,723	382,801	79,355,524	86,253,540	(2,329,990)	83,923,550	-	(78,972,723)	-	(86,253,540)	-	-	-	0.0%
Strategic Transportation Investments Program	-	-	-	-	-	-	930,926,530	930,926,530	950,101,672	950,101,672	950,101,672	67,993,140	1,018,094,812	7.2%
HTF State Aid to Municipalities	56,072,216	(880,357)	55,191,859	58,054,337	(2,922,094)	55,132,243	-	(56,072,216)	-	(58,054,337)	-	-	-	0.0%
Bonds:														
Bond Redemption	62,417,880	-	62,417,880	46,676,132	-	46,676,132	62,417,880	-	46,676,132	-	46,676,132	-	46,676,132	0.0%
Bond Interest	16,752,210	-	16,752,210	13,631,316	-	13,631,316	16,752,210	-	13,631,316	-	13,631,316	-	13,631,316	0.0%
														0.0%
NC Turnpike Authority (Gap $)	112,000,000	-	112,000,000	112,000,000	-	112,000,000	49,000,000	(63,000,000)	49,000,000	(63,000,000)	49,000,000	-	49,000,000	0.0%
NC Mobility Fund	58,000,000	-	58,000,000	58,000,000	-	58,000,000	-	(58,000,000)	-	(58,000,000)	-	-	-	0.0%
Transfer to Highway Fund (Visitor Center Reserve)	400,000	-	400,000	400,000	-	400,000	400,000	-	400,000	-	400,000	-	400,000	0.0%
TOTAL - Highway Trust Fund Appropriation	**1,118,600,000**	**(12,900,000)**	**1,105,700,000**	**1,152,000,000**	**(46,600,000)**	**1,105,400,000**	**1,105,087,500**	**(13,512,500)**	**1,105,400,000**	**(46,600,000)**	**1,105,400,000**	**56,993,140**	**1,162,393,140**	**5.2%**
TOTAL - Highway Trust Fund Availability			**1,105,700,000**			**1,105,400,000**	**1,105,087,500**		**1,105,400,000**		**1,105,400,000**		**1,162,393,140**	
Projected Revenue			*1,105,700,000*			*1,105,400,000*	*1,105,700,000*		*1,105,400,000*		*1,105,400,000*		*1,162,370,000*	
Transfers/Appropriated Balance/Adjustments			-			-	*(612,500)*		-		-		*23,140*	

Highway Fund, Highway Trust Fund & Federal Funds 2014-15

($ in Millions)



[1] *Includes federal aid and GARVEE proceeds for NCTA projects*

[2] Governor's Highway Safety Program

Committee Sergeants at Arms

NAME OF COMMITTEE House Comm. App. Transportation

DATE: April 14,2015 Room: 1228

House Sgt-At Arms:

1. Name: Joe AUSTIN
2. Name: David Leighton
3. Name: Martha Gadison
4. Name:
5. Name:

Senate Sgt-At Arms:

1. Name:
2. Name:
3. Name:
4. Name:
5. Name:

Tuesday, April 14	Room	Time
APPROPRIATIONS TRANSPORTATION	1228/1327	8:30 am

Name	County	Sponsor
Ben Smith	Johnston	N. Leo Daughtry
Roman Bilan Bee lan	Pitt	Brian Brown

VISITOR REGISTRATION SHEET

House Comm.App. Transportation — April 14,2015

Name of Committee — Date

VISITORS: PLEASE SIGN IN BELOW AND RETURN TO COMMITTEE CLERK

NAME	FIRM OR AGENCY AND ADDRESS
Meghan Cook	OITS
Reston Jones	DOT
Mary Jennings	NCDIT
[signature]	MWC
Phoebe Landon	Brooks Pierce
Jay Stem	NCAA
Carr McLamb	Troutman Sanders
KEVIN LE COUNT	SEANC

VISITOR REGISTRATION SHEET

House Comm.App. Transportation — April 14,2015

Name of Committee — Date

VISITORS: PLEASE SIGN IN BELOW AND RETURN TO COMMITTEE CLERK

NAME	FIRM OR AGENCY AND ADDRESS
Cynthia Bowles	Cisco Systems 7100 Kit Creek Rd Morrisville
	NCMA. RMC. LPAc
Joe McClees	McClees Consulting
	NS
~~Cynthia Bowles~~	C180
Andy Chase	KMA
James S. Walker	P.O. Box 240057, Charlotte, NC 28224-0057
ANDY WALSH	SA
	NCAMA

VISITOR REGISTRATION SHEET

House Comm.App. Transportation — April 14,2015

Name of Committee — Date

VISITORS: PLEASE SIGN IN BELOW AND RETURN TO COMMITTEE CLERK

NAME	FIRM OR AGENCY AND ADDRESS
Crystal Collins	NC Trucking Assn
Jake Cook	NCCC

House Committee on Appropriations, Transportation
Thursday, May 14, 2015 at 8:30 AM
Room 1228/1327 of the Legislative Building

MINUTES

The House Committee on Appropriations, Transportation met at 8:30 AM on May 14, 2015 in Room 1228/1327 of the Legislative Building. Representatives Baskerville, Bumgardner, Ford, Hall, Iler, Martin, Shepard, Terry, Tine, Torbett attended.

Representative Frank Iler, Chair, presided and called the meeting to order at 8:30 a.m.

Chairman Iler introduced Sergeant-at-Arms Staff and pages for the meeting.

Chairman Iler announced there would be a quick 5 minute recess as the budget was being passed out at 8:31 a.m.

The committee reconvened at 8:34 a.m.

Chairman Iler recognized Bryce Ball, Fiscal Analyst, Fiscal Research Division, to present:
Review Committee Rules for Amendments, see attachment (1)

At the conclusion of Bryce's presentation, Chairman Iler recognized Amna Cameron, Fiscal Analyst, Fiscal Research Division, and Luke Gillenwater, Staff Attorney, Bill Drafting Division, to present:
The House Transportation Budget, see attachment (2)

Questions were asked by the committee and answered by the chairs and staff.

Chairman Iler announced a recess at 9:47 a.m.

The committee reconvened 15 minutes after session, 12:11 p.m., see attachment (3)

Chairman Iler announced that he intends for the committee to have discussion, questions, and then amendments.

After the committee discussed the budget Chairman Iler recognized Representative Torbett to send forth his amendment,
H97-AML-11 [v.1], see attachment (4)

Chairman Iler motioned to allow discussion of the amendment.

Representative Martin was recognized to speak against the amendment.

Representative Bumgardner was recognized to speak against the amendment.

Representative Torbett was recognized to further the discussion of the amendment.

Amna Cameron, staff, noted that a clarifying amendment may be needed.

Chairman Iler displaced the amendment.

Chairman Iler recognized Representative Torbett to send forth his amendment,
H97-AML-12 [v.1], see attachment (5)

Chairman Iler moved to adopt the amendment.

The committee voted.

The amendment, H97-AML-12 [v.1], was adopted.

Chairman Torbett recognized Representative Terry to send forth her amendment,
H97-AML-13 [v.2], see attachment (6)

Representative Martin was recognized to speak in favor of the amendment on behalf of Representative Baskerville.

Representative Torbett was recognized to speak against the amendment.

Representative Terry moved to adopt the amendment.

The committee voted.

The amendment, H97-AML-13 [v.2], failed.

Chairman Iler announced that H97-AML-15 [v.1] was to be displaced, see attachment (7)

Chairman Iler recognized Representative Martin to send forth his amendment,
H97-AML-16 [v.2], see attachment (8)

Representative Torbett was recognized to speak on the amendment.

Representative Tine was recognized to speak on the amendment.

Representative Martin was recognized to speak in favor of the amendment.

Representative Martin moved to adopt the amendment.

The committee voted.

The amendment, H97-AML-16 [v.2], fails.

Chairman Iler recognized Representative Martin to send forth his amendment, H97-AML-17 [v.1], see attachment (9)

Representative Martin moved to adopt the amendment.

The committee voted.

The amendment, H97-AML-17 [v.1], failed.

Chairman Iler recognized Representative Torbett to send forth his amendment, H97-AML-11 [v.3], see attachment (10)

Representative Torbett moves to adopt the amendment.

Representative Martin was recognized to speak against the amendment.

The committee voted.

The amendment, H97-AML-11 [v.3], was adopted.

Representative Martin was recognized to request that H97-AML-15 [v.1] be replaced with H97-AML-20 [v.1], see attachment (11)

Chairman Iler recognized Representative Martin to send forth his amendment, H97-AML-20 [v.1].

Representative Martin moved to adopt the amendment.

The amendment, H97-AML-20 [v.1], failed.

Representative Torbett was recognized to move to adopt the budget.

Chairman Iler made the following motion:

MOVE THAT THE TRANSPORTATION COMMITTEE ADOPT THE APPROPRIATIONS COMMITTEE REPORT, AS AMENDED; AND FURTHER MOVE THAT STAFF BE AUTHORIZED TO MAKE TECHNICAL CORRECTIONS AND CONFORMING CHANGES RELATED TO RECONCILING THE VARIOUS AMENDMENTS ADOPTED.

Representative Martin was recognized for a point of privilege to commend the chairs on their hard work, to speak on the method of the budget, and to address concerns.

Chairman Iler announced the committee would recess at 1:00 p.m.

At 1:07 p.m. the committee reconvened and was joined by Representative Donny Lambeth and Representative Linda Johnson.

The committee voted on the House Transportation Budget.

The budget passed.

The meeting adjourned at 1:10 p.m.

Representative Frank Iler, Chair
Presiding

Katy Kingsbury, Committee Clerk

NORTH CAROLINA HOUSE OF REPRESENTATIVES
COMMITTEE MEETING NOTICE
AND
BILL SPONSOR NOTIFICATION
2015-2016 SESSION

You are hereby notified that the **House Committee on Appropriations, Transportation** will meet as follows:

DAY & DATE: Thursday, May 14, 2015
TIME: **8:30 AM**
LOCATION: **1228/1327 LB**
COMMENTS: **Representative Iler will be presiding.**

Respectfully,

Representative Frank Iler, Co-Chair
Representative Phil Shepard, Co-Chair
Representative Paul Tine, Co-Chair
Representative John A. Torbett, Co-Chair

I hereby certify this notice was filed by the committee assistant at the following offices at 3:10 PM on Wednesday, May 13, 2015.

___ Principal Clerk
___ Reading Clerk – House Chamber

Katy Kingsbury (Committee Assistant)

House of Representatives
Committee on Transportation Appropriations

May 14, 2015
8:30 a.m.
Room 1228/1327 LB

Agenda

Chairs: Representative Frank Iler, Chairing
Representative Phil Shepard
Representative Paul Tine
Representative John Torbett

- Call to Order

- Review of Committee Rules for Amendments
    - Bryce Ball
      Fiscal Analyst, Fiscal Research Division

- Presentation of House Transportation Budget
    - Amna Cameron
      Fiscal Analyst, Fiscal Research Division
    - Bryce Ball
      Fiscal Analyst, Fiscal Research Division
    - Luke Gillenwater
      Staff Attorney, Bill Drafting Division

- Committee Discussion, Amendments, and Vote

North Carolina House of Representatives
Appropriations Committee

RULES FOR SUBJECT AREA COMMITTEE PROCEDURES

May 14, 2015

The following rules govern the eligibility of amendments to proposed committee reports:

1. Amendments must be offered by formal amendments.
2. Amendments cannot increase total spending within the proposed committee report.
3. Amendments can only affect appropriations within the departments, agencies, or programs within the jurisdiction of the committee and may not cause a change in another committee's appropriations.
4. Amendments cannot adjust salary and benefit appropriations for the departments, agencies, or programs within the committee report.
5. Amendments cannot spend reversions or include "shall not revert" or "carry forward" language.
6. Amendments cannot use nonrecurring reductions to fund recurring items.
7. Amendments cannot change the recurring and nonrecurring designation of funds.
8. Amendments cannot change substantive policy or law.
9. Amendments may not fund items with "management flexibility reductions."
10. Amendments may not affect agency or program transfers to other committees.
11. Amendments may not include fees or other Finance-related matters.

HOUSE APPROPRIATIONS COMMITTEE

ON

TRANSPORTATION

REPORT
ON THE
CONTINUATION AND EXPANSION BUDGETS

House Bill 97

May 14, 2015

Highway Fund

HIGHWAY FUND

	FY 15-16		FY 16-17	
Recommended Budget	**$1,918,676,424**		**$1,912,223,925**	
Legislative Changes				
Administration				
1 Board of Transportation Travel Expenditures Reduces the Board of Transportation travel budget by 20% to $20,000.	($5,000)	R	($5,000)	R
2 Modernization of Driver Services and Vehicle Services Provides funding for the continued modernization of Division of Motor Vehicles information technology systems, including Phase III of the State Automated Driver License System (SADLS) replacement effort.	$2,500,000 $23,956,000	R NR	$4,076,000	R
Aid to Municipalities				
3 State Aid to Municipalities Adjusts funding to the State Aid to Municipalities/Powell Bill based on the statutory allocation in G.S. 136-41.1(a). Budgeted funds total $145,626,624 in FY 2015-16 and $ 138,632,000 in FY 2016-17.	($701,376)	R	($7,696,000)	R
Construction				
4 Planning Funds Provides planning funding for multi-state highway projects that significantly enhance the region's economic development.	$695,000	NR	$695,000	NR
5 Small Urban Construction Provides funding for the Small Urban Construction Fund.	$2,500,000	NR	$2,500,000	NR
Division of Motor Vehicles				
6 Tax and Tag Together Program Continues funding for 44 time-limited positions to support the Tax and Tag Together program through March 30, 2015. Receipts totaling $1,500,758 non-recurring are budgeted from the administrative fee authorized in G.S. 105-330.5(b).	$0	NR	$0	NR
7 Commission Contractor Compensation Funds a 2.3% increase to statutory compensation rates for commission contractors and provides additional funding for performance incentives associated with revised standard operating procedures.	$181,803	R	$181,803	R
8 Operating Efficiencies Reduces operating funding division-wide by $250,000 recurring.	($250,000)	R	($250,000)	R

	FY 15-16		FY 16-17	
Division of Technical Services				
9 Product Evaluation Program Provides funding for one Value Management Program Engineer position (Salary: $87,685) in the Value Management Office to accelerate the review of new technologies reviewed through the Product Evaluation Program.	$138,871 1.00	R	$138,871 1.00	R
Federal Aid				
10 Adjustment for Federal Revenue Adjusts budgeted receipts to match anticipated federal revenue for the upcoming biennium.	($4,055,402)	R	($4,055,402)	R
Intermodal				
11 (Ferry) Hatteras Alternate Route and Spill Response Requirement Provides funding for operating costs associated with the newly designated Hatteras Inlet route and training for new federal requirements concerning oil spill responses for vessels 400 gross tons and above.	$2,100,000	R	$2,100,000	R
12 (Ferry) Equipment Replacement and Water Tower Repair Replaces deteriorating hydro-blasting equipment, repairs the water tower at the shipyard, and upgrades underground water lines.	$700,000	NR		
13 (Public Transportation) Statewide and Rural Capital Grant Programs Increases funding for the Statewide grant program by $1 million and for the Rural Capital grant program by $2 million.	$3,000,000	R	$3,000,000	R
14 (Aviation) State Aid to Airports Increases funding for grants-in-aid for public airport development, including aviation-related economic development projects.	$2,500,000	R	$2,500,000	R
Maintenance				
15 (Bridge Program) Statutory Adjustment Adjusts funding for the Bridge Program based on the revised revenue forecast. The program receives the balance of funds generated from the Gasoline Inspection Fee, after deducting expenses for the Department of Revenue for collecting the tax and expenses for the Department of Agriculture for fuel inspection.	($495,270)	R	($500,279)	R
16 Contract Resurfacing Increases funding to the Contract Resurfacing Program. Budgeted funds total $496,211,376 in FY 2015-16 and $623,463,528 in FY 2016-17.	$87,417,442	NR	$214,669,594	NR
17 Reserve for General Maintenance Increases funding to the Reserve for General Maintenance. Budgeted funds total $45,560,850 in FY 2015-16 and $46,163,761 in FY 2016-17.			$602,911	NR

	FY 15-16		FY 16-17	
18 Secondary Road Maintenance and Improvement Program				
Increases funding to the Secondary Road Maintenance and Improvement Program. Budgeted funds total $279,815,851 in FY 2015-16 and $267,111,874 in FY 2016-17.	$12,703,977	NR		
Reserves				
19 Reserve for Administrative Reduction - Position Reductions	($2,076,644)	R	($2,076,644)	R
Reduces funding for 50 filled administrative positions to reach directed outsourcing targets.	-50.00		-50.00	
20 Capital, Repairs and Renovations				
Funds capital improvements, repair, and renovation projects included in the Department of Transportation's 2015-21 Capital Improvements Plan.	$0	NR	$11,512,600	NR
Revenue Availability				
21 Temporary Plate Fee				
Budgets estimated revenue from a $5 increase to the fee for a 10-day temporary tag and the elimination of the 10-day trip permit. Projected revenue is $792,710 for FY 2015-16 and $804,740 for FY 2016-17.				
22 Shallow Draft Navigation Channel Dredging & Lake Maintenance Fund				
Reduces Highway Fund revenue by $3.33 million in FY 2015-16 and $4.33 million in FY 2016-17 to reflect the crediting of one-half percent (0.5%) of motor fuel tax revenue to the Shallow Draft Navigation Channel & Lake Dredging Fund.				
23 Division of Motor Vehicles (DMV) Fees				
Incorporates Part V of HB 927 to increase DMV fees across-the-board by 50 percent, effective January 1, 2016. Highway Fund revenue is projected to increase by $132.2 million in FY 2015-16 and by $289.9 million in FY 2016-17 based on these adjustments.				
24 Motor Fuel Excise Tax Rate Adjustment				
Effective January 1, 2016, reduces the motor fuel excise tax rate on gasoline to 33 cents per gallon and increases the motor fuel excise tax rate on diesel fuel to 36 cents per gallon. The rates will be adjusted annually per G.S. 105-449.80(a) beginning January 1, 2017. Highway Fund revenue is projected to decrease by $22.9 million in FY 2015-16 and decrease by $21.5 million in FY 2016-17 based on this adjustment.				
Transfers				
25 General Fund	$3,700,000	R	$3,700,000	R
Increases the recurring transfer to General Fund availability by $3.7 million.				
26 Sales Tax Exemption	$983,726	R	$2,017,621	R
Adjusts the amount required from the Highway Fund to reimburse the State's General Fund for the department's sales tax exemption on purchases per G.S. 105-164.44D.				

	FY 15-16		FY 16-17	
27 Base Budget Adjustments to Other State Agencies Adjusts the following transfers to other state agencies: - increases funding for the Department of Revenue by $1,313 in FY 2015-16 and $6,322 in FY 2016-17 for collection of the Gasoline Inspection Fee; - increases funding for the Department of Agriculture by $5,283 in FY 2015-16 and $5,283 in FY 2016-17 for the administration of fuel inspections; - reduces funding for the Department of Public Health by $21,451 recurring to match the base budget for the Alcohol Forensic Test Program; and, - increases funding for the Motor Carrier Safety Program administered by the State Highway Patrol by $23,072 recurring. Additionally, reduces budgeted receipts for the Department of Revenue, Fuel Tax Compliance by $30,032 due to a reduction in rent expenses.	$8,217	R	$8,217	R
28 North Carolina State Ports Authority Provides $21.9 million in FY 2015-16 and $53.7 million in FY 2016-17 for the modernization of Port of Wilmington and Port of Morehead City infrastructure and facilities, to include roadway, railroad, and dredging projects at the discretion of the Secretary of Transportation which enhance direct access to the seaports.	$21,854,360	NR	$53,667,399	NR
Total Legislative Changes	**$7,528,925**	R	**$3,139,187**	R
	$149,826,779	NR	**$283,647,504**	NR
Total Position Changes	-49.00		-49.00	
Revised Budget	**$2,076,032,128**		**$2,199,010,616**	

Highway Trust Fund

	HIGHWAY TRUST FUND			
	FY 15-16		FY 16-17	
Recommended Budget	**$1,162,046,663**		**$1,162,046,663**	
Legislative Changes				
Construction				
29 **Strategic Transportation Investments** Modifies funding to Strategic Transportation Investments to $1,069,963,212 in FY 2015-16 and $1,010,239,345 in FY 2016-17.	$51,996,179	R	($7,727,688)	R
Debt				
30 **Reserve for Debt Service - Transportation Bond** Establishes a Reserve for Debt Service. If the transportation bond is approved by the voters, this reserve shall be used to fund the debt service. If the bond is not voter approved, the funds will be re-budgeted during the 2016-17 budget process.			$50,000,000	NR
31 **Adjustment for Debt Service Obligation** Adjusts the amount budgeted for debt service payments to accurately reflect the principal and interest due based on the current repayment schedule.	($10,995,116)	R	$1,397,412	R
Revenue Availability				
32 **Division of Motor Vehicles (DMV) Fees** Incorporates Part V of HB 927 to temporarily adjust DMV fee distributions between the Highway Trust Fund and the Highway Fund. Highway Trust Fund revenue is projected to decrease by $5.2 million in FY 2015-16 and by $8.3 million in FY 2016-17 based on this adjustment.				
33 **Motor Fuel Excise Tax Rate Adjustment** Effective January 1, 2016, reduces the motor fuel excise tax rate on gasoline to 33 cents per gallon and increases the motor fuel excise tax rate on diesel fuel to 36 cents per gallon. The rates will be adjusted annually per G.S. 105-449.80(a) beginning January 1, 2017. Highway Trust Fund revenue is projected to decrease by $7.6 million in FY 2015-16 and decrease by $7.2 million in FY 2016-17 based on this adjustment.				

	FY 15-16		FY 16-17	
Total Legislative Changes	**$41,001,063**	**R**	**($6,330,276)**	**R**
			$50,000,000	**NR**
Total Position Changes				
Revised Budget	**$1,203,047,726**		**$1,205,716,387**	

Turnpike Authority

Budget Code: 64208

	FY 2015-16		FY 2016-17	
Beginning Unreserved Fund Balance	**$0**		**$0**	
Recommended Budget				
Requirements	**$86,299,540**		**$0**	
Receipts	**$86,299,540**		**$0**	
Positions	**13.00**		**0.00**	
Legislative Changes				
Requirements:				
Adjustment to Debt Service Adjusts the amount budgeted for debt service payments to accurately reflect the principal and interest due based on the current repayment schedule, as recommended by the Governor's Recommended Budget for FY 2015-17.	$18,046,000 $0 0.00	R NR	$21,435,000 $0 0.00	R NR
Subtotal Legislative Changes	**$18,046,000** **$0** 0.00	R NR	**$21,435,000** **$0** 0.00	R NR
Receipts:				
Adjustment for Debt Service Adjusts the amount budgeted for debt service payments to accurately reflect the principal and interest due based on the current repayment schedule, as recommended by the Governor's Recommended Budget for FY 2015-17.	$18,046,000 $0	R NR	$21,435,000 $0	R NR
Subtotal Legislative Changes	**$18,046,000** **$0**	R NR	**$21,435,000** **$0**	R NR

	FY 2015-16	FY 2016-17
Revised Total Requirements	$104,345,540	$21,435,000
Revised Total Receipts	$104,345,540	$21,435,000
Change in Fund Balance	$0	$0
Total Positions	13.00	0.00
Unappropriated Balance Remaining	$0	$0

House Appropriations Committee on Transportation

Proposed Special Provisions for H.B. 97, 2015 Appropriations Act



May 14, 2015

GENERAL ASSEMBLY OF NORTH CAROLINA

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HOUSE APPROPRIATIONS, TRANSPORTATION PACKAGE

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Special Provision **2015-TRANS-H30** [v7], ML, Modified 5/13/15 8:36 PM
Requested by: **Representative**

CASH FLOW HIGHWAY FUND AND HIGHWAY TRUST FUND APPROPRIATION

SECTION #.(a) The General Assembly authorizes and certifies anticipated revenues for the Highway Fund as follows:

For Fiscal Year 2017-2018	$2,202.6 million
For Fiscal Year 2018-2019	$2,245.5 million
For Fiscal Year 2019-2020	$2,289.9 million
For Fiscal Year 2020-2021	$2,334.9 million

SECTION #.(b) The General Assembly authorizes and certifies anticipated revenues for the Highway Trust Fund as follows:

For Fiscal Year 2017-2018	$1,295.3 million
For Fiscal Year 2018-2019	$1,316.0 million
For Fiscal Year 2019-2020	$1,342.7 million
For Fiscal Year 2020-2021	$1,373.5 million

SECTION #.(c) The Department of Transportation, in collaboration with the Office of State Budget and Management, shall develop an eight-year revenue forecast. The first fiscal year in the eight-year forecast shall be the 2017-2018 fiscal year. The eight-year revenue forecast developed under this subsection shall be used (i) to develop the four-year cash flow estimates included in the biennial budgets, (ii) to develop the Strategic Transportation Improvement Program, and (iii) by the Department of the State Treasurer to compute transportation debt capacity.

Special Provision **2015-TRANS-H31-P** [v9], ML, Modified 5/12/15 4:31 PM
Requested by: **Representative**

SMALL CONSTRUCTION AND CONTINGENCY FUNDS

SECTION #.(a) Of the funds appropriated in this act to the Department of Transportation:

(1) Two million five hundred thousand dollars ($2,500,000) in nonrecurring funds shall be allocated in each fiscal year for small construction projects recommended by the Chief Engineer in consultation with the Chief Operating Officer and approved by the Secretary of the Department of Transportation. These funds shall be allocated equally in each fiscal year of the biennium among the 14 Highway Divisions for small construction projects.

(2) Twelve million dollars ($12,000,000) shall be allocated statewide in each fiscal year for rural or small urban highway improvements and related transportation enhancements to public roads and public facilities, industrial access roads, and spot safety projects, including pedestrian walkways that enhance highway safety. Projects funded pursuant to this subdivision shall be approved by the Secretary of Transportation.

SECTION #.(b) 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 construction. 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.

Special Provision **2015-TRANS-H29-P** [v5], ML, Modified 5/12/15 4:46 PM
Requested by: **Representative**

PRIORITIZATION 4.0 WORKGROUP CRITERIA/STI REVISIONS

SECTION #.(a) The Prioritization 4.0 Workgroup, established in accordance with G.S. 136-189.11(h), shall (i) include peak average daily traffic data in the Congestion formula, (ii) expand consideration in Multimodal formula given to projects abutting a multimodal terminal to include projects within a certain proximity of a multimodal terminal, and (iii) include the improvement of hurricane evacuation routes and procedures in the Safety formula.

SECTION #.(b) G.S. 136-189.11(g)(1) reads as rewritten:

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

SECTION #.(c) G.S. 136-189.11(h) reads as rewritten:

"(h) Improvement of Prioritization Process. – The Department shall endeavor to continually improve the methodology and criteria used to score highway and non-highway projects pursuant to this Article, including the use of normalization techniques, and methods to strengthen the data collection process. The Department is directed to continue the use of a workgroup process to develop improvements to the prioritization process. Workgroup participants shall include, but not be limited to, the North Carolina League of Municipalities, the North Carolina Association of County Commissioners, the North Carolina Metropolitan Mayors Coalition, and the North Carolina Council of Regional Governments. The workgroup, led by the Prioritization Office, shall contain a minimum of four representatives each from the North Carolina Association of Municipal Planning Organizations and the North Carolina Association of Rural Planning Organizations, and these members will be selected by a vote of each organization. Department participants in the workgroup shall not exceed half of the total group. Beginning December 1, 2016, the Department shall report annually to the Joint Legislative Transportation Oversight Committee on any changes made to the highway or non-highway prioritization process and the resulting impact to the State Transportation Improvement Program. The General Assembly members and staff may attend all workgroup meetings related to the prioritization process, all subgroup meetings of the workgroup, and have access to all related workgroup or subgroup documents. Notwithstanding any provision of law to the contrary, activities and decisions of the workgroup established under this subsection shall not be subject to review or approval by the Board of Transportation."

SECTION #.(d) G.S. 136-189.11(d) reads as rewritten:

"(d) Transportation Investment Strategy Formula. – Funds subject to the Formula shall be distributed as follows:

...

(2) Regional Impact Projects. – Thirty percent (30%) of the funds subject to this section shall be used for Regional Impact Projects and allocated by population of Distribution Regions based on the most recent estimates certified by the Office of State Budget and Management:

a. Criteria. – A combination of transportation-related quantitative criteria, qualitative criteria, and local input shall be used to rank Regional Impact Projects involving highways that address cost-effective needs from a region-wide perspective and promote economic growth. Local input is defined as the rankings identified by the Department's Transportation Division Engineers, Metropolitan Planning Organizations, and Rural Transportation Planning Organizations. In determining local input, greater weight shall be given to the rankings identified by Metropolitan Planning Organizations and Rural Transportation Planning Organizations.

Transportation Division Engineer local input scoring shall take into account public comments. The Department shall ensure that the public has a full opportunity to submit public comments, by widely available notice to the public, an adequate time period for input, and public hearings. Board of Transportation input shall be in accordance with G.S. 136-189.11(g)(1) and G.S. 143B-350(g). The criteria utilized for selection of Regional Impact Projects shall be based thirty percent (30%) on local input and seventy percent (70%) on consideration of a numeric scale of 100 points based on the following quantitative criteria:

1. Benefit cost.
2. Congestion.
3. Safety.
4. Freight.
5. Multimodal.
6. Pavement condition.
7. Lane width.
8. Shoulder width.
9. Accessibility and connectivity to employment centers, tourist destinations, or military installations.

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

a. Criteria. – A combination of transportation-related quantitative criteria, qualitative criteria, and local input shall be used to rank Division Need Projects involving highways that address cost-effective needs from a Division-wide perspective, provide access, and address safety-related needs of local communities. Local input is defined as the rankings identified by the Department's Transportation Division Engineers, Metropolitan Planning Organizations, and Rural Transportation Planning Organizations. In determining local input, greater weight shall be given to the rankings identified by Metropolitan Planning Organizations and Rural Transportation Planning Organizations. Transportation Division Engineer local input scoring shall take into account public comments. The Department shall ensure that the public has a full opportunity to submit public comments, by widely available notice to the public, an adequate time period for input, and public hearings. Board of Transportation input shall be in accordance with G.S. 136-189.11(g)(1) and G.S. 143B-350(g). The criteria utilized for selection of Division Need Projects shall be based fifty percent (50%) on local input and fifty percent (50%) on consideration of a numeric scale of 100 points based on the following quantitative criteria, except as provided in sub-subdivision b. of this subdivision:

1. Benefit cost.
2. Congestion.
3. Safety.
4. Freight.
5. Multimodal.
6. Pavement condition.

7. Lane width.
8. Shoulder width.
9. Accessibility and connectivity to employment centers, tourist destinations, or military installations.

b. Alternate criteria. – Funding from the following programs shall be included in the computation of each of the Department division equal shares but shall be subject to alternate quantitative criteria:
1. Federal Surface Transportation Program-Direct Attributable funds expended on eligible projects in the Division Need Projects category.
2. Federal Transportation Alternatives funds appropriated to the State.
3. Federal Railway-Highway Crossings Program funds appropriated to the State.
4. Projects requested from the Department in support of a time-critical job creation opportunity, when the opportunity would be classified as transformational under the Job Development Investment Grant program established pursuant to G.S. 143B-437.52, provided that the total State investment in each fiscal year for all projects funded under this sub-subdivision shall not exceed ten million dollars ($10,000,000) in the aggregate and five million dollars ($5,000,000) per project.
5. Federal funds for municipal road projects.

c. Bicycle and pedestrian limitation. – The Department shall not provide financial support for independent bicycle and pedestrian improvement projects, except for federal funds administered by the Department for that purpose. This sub-subdivision shall not apply to funds allocated to a municipality pursuant to G.S. 136-41.1 that are committed by the municipality as matching funds for federal funds administered by the Department and used for bicycle and pedestrian improvement projects. This limitation shall not apply to funds authorized for projects in the State Transportation Improvement Program that are scheduled for construction as of October 1, 2013, in State fiscal year 2012-2013, 2013-2014, or 2014-2015.

(4) Criteria for nonhighway projects. – Nonhighway projects subject to this subsection shall be evaluated through a separate prioritization process established by the Department that complies with all of the following:

a. The criteria used for selection of projects for a particular transportation mode shall be based on a minimum of four quantitative criteria.

b. Local input shall include rankings of projects identified by the Department's Transportation Division Engineers, Metropolitan Planning Organizations, and Rural Transportation Planning Organizations. In determining local input, greater weight shall be given to the rankings identified by Metropolitan Planning Organizations and Rural Transportation Planning Organizations. Transportation Division Engineer local input scoring shall take into account public comments. The Department shall ensure that the public has a full opportunity to submit public comments, by widely

available notice to the public, an adequate time period for input, and public hearings. Board of Transportation input shall be in accordance with G.S. 136-189.11(g)(1) and G.S. 143B-350(g).

c. The criteria shall be based on a scale not to exceed 100 points that includes no bonus points or other alterations favoring any particular mode of transportation."

SECTION #.(e) This section is effective when this act becomes law.

Special Provision 2015-TRANS-H20-P [v5], ML, Modified 5/13/15 10:09 AM
Requested by: Representative

INCREASE AMOUNT OF MOTOR FUEL TAX RATE DIVERSION TO SHALLOW DRAFT FUND

SECTION #. G.S. 105-449.126(b) reads as rewritten:

"(b) The Secretary shall credit to the Shallow Draft Navigation Channel Dredging and Lake Maintenance Fund ~~one-sixth of one percent (1/6 of 1%)~~one-half percent (1/2%) of the amount that is allocated to the Highway Fund under G.S. 105-449.125 and is from the excise tax on motor fuel. Revenue credited to the Shallow Draft Navigation Channel Dredging and Lake Maintenance Fund under this section may be used only for the dredging activities described in G.S. 143-215.73F. The Secretary shall credit revenue to the Shallow Draft Navigation Channel Dredging and Lake Maintenance Fund on a quarterly basis. The Secretary must make the distribution within 45 days of the end of each quarter."

Special Provision 2015-TRANS-H19-P [v4], ML, Modified 5/12/15 4:54 PM
Requested by: Representative

REQUIRE COUNTY OR MUNICIPALITY TO PAY COSTS ASSOCIATED WITH REQUESTED PROJECT IMPROVEMENTS

SECTION #.(a) G.S. 136-66.3(e) reads as rewritten:

"(e) Authorization to Participate in Project Additions. – Pursuant to an agreement with the Department of Transportation, a county or municipality ~~may~~shall reimburse the Department of Transportation for the cost of all ~~improvements,~~improvements requested by the county or municipality, including additional right-of-way, for a street, highway improvement projects, or other transportation system improvements approved by the Board of Transportation under G.S. 143B-350(f)(4), that are in addition to those improvements that the Department of Transportation would normally include in the project."

SECTION #.(b) This section is effective when it becomes law and applies to agreements entered into on or after that date.

Special Provision 2015-TRANS-H18-P [v4], ML, Modified 5/12/15 4:55 PM
Requested by: Representative

EXPAND USES OF BRIDGE PROGRAM FUNDS

SECTION #. Section 34.18 of S.L. 2014-100 reads as rewritten:

"**SECTION 34.18.(a)** The Department of Transportation shall rename the "system preservation program" (fund center 1500/157839) the "bridge program." Funds allocated to this program shall be used for improvements to culverts associated with a component of the State highway system and improvements to structurally deficient and functionally obsolete bridges. All projects funded under this program, with the exception of inspection, pre-engineering, contract preparation, contract administration and oversight, and planning activities, shall be outsourced to private contractors."

Special Provision 2015-TRANS-H35-P [v4], ML, Modified 5/12/15 4:31 PM

Requested by: **Representative**

DEPARTMENT OF TRANSPORTATION OUT-OF-STATE TRAVEL

SECTION #. Section 34.5 of S.L. 2014-100 reads as rewritten:

"**SECTION 34.5.** Expenditures for out-of-state travel by the Department of Transportation for the 2014-2015 fiscal year and all subsequent fiscal years shall not exceed the amount expended during the 2009-2010 fiscal year. For purposes of this section, "expenditures for out-of-state travel" includes transportation, conference, registration, and education expenses, lodging, and meals for Department of Transportation employees traveling outside of the ~~State.~~State, but does not include expenditures charged to federal projects and expenditures reimbursed by non-State entities."

Special Provision **2015-TRANS-H16-P** **[v6], ML, Modified 5/12/15 4:57 PM**

Requested by: **Representative**

DOT/OUTSIDE COUNSEL

SECTION #.(a) Section 34.27 of S.L. 2013-360, as amended by Section 34.24(a) of S.L. 2014-100, is repealed.

SECTION #.(b) Subsections (b), (c), and (e) of Section 34.24 of S.L. 2014-100 are repealed.

SECTION #.(c) G.S. 136-103.1 is repealed.

SECTION #.(d) Article 2 of Chapter 136 of the General Statutes is amended by adding a new section to read:

"**§ 136-18.03. Outside counsel.**

(a) Intent. – It is the intent of the General Assembly that the Department of Transportation exercise the authority granted by this section to maximize operational and project delivery benefits attributed to the avoidance or successful defense of litigation.

(b) Authorization. – The Department of Transportation may engage the services of private counsel with the pertinent expertise to provide legal services related to (i) any project undertaken by the Department and (ii) workers' compensation claims brought by Department employees. The Department shall supervise and manage the private counsel engaged under this section and shall not be required to obtain written permission or approval from the Attorney General under G.S. 114-2.3.

(c) Performance Metrics. – The Department shall develop performance metrics to evaluate its utilization of in-house counsel and private counsel, to include the following:

(1) A summary of new matters opened by legal area.

(2) Case cycle times.

(3) Resolution of cases.

(4) A comparison of in-house costs to billable rates for private counsel.

(5) The process for procurement for legal services.

(d) Report. – The Department shall provide a semiannual report to the Joint Legislative Transportation Oversight Committee and the Joint Legislative Justice and Public Safety Oversight Committee on the performance metrics set forth in subsection (c) of this section."

Special Provision **2015-TRANS-H15-P** **[v6], ML, Modified 5/12/15 4:58 PM**

Requested by: **Representative**

RIGHT-OF-WAY ACQUISITIONS/REDUCE UNECONOMIC REMNANT PROPERTY

SECTION #.(a) G.S. 136-44.11 is amended by adding a new subsection to read:

"(c) Notwithstanding any other provision of law, the Department shall reduce the total size of each acquired right-of-way by three percent (3%) for the purpose of minimizing the amount of uneconomic remnant property in the State."

SECTION #.(b) This section becomes effective July 1, 2015, and applies to right-of-ways acquired on or after that date.

Special Provision 2015-TRANS-H14-P [v6], ML, Modified 5/12/15 4:09 PM
Requested by: Representative
DOT/REPORT ON CAPITAL IMPROVEMENT NEEDS ESTIMATE

SECTION #. Report. – By October 1, 2015, the Department of Transportation shall provide a detailed report to the Joint Legislative Transportation Oversight Committee on how the Department forms the six-year capital improvement needs estimate required under G.S. 143C-8-4, including how the Department decides (i) how much funding will be required for each fiscal year of the estimate and (ii) what types of projects will be excluded from the estimate.

Special Provision 2015-TRANS-H13-P [v8], ML, Modified 5/12/15 4:09 PM
Requested by: Representative
PRODUCT EVALUATION PROGRAM/INCREASE INNOVATION

SECTION #.(a) Plan. – The Board of Transportation shall develop a plan to bring greater visibility and public awareness to the Product Evaluation Program, a unit of the Department of Transportation that reviews new and innovative technologies and products. As part of its plan, the Board shall add to its monthly public meeting an agenda item that highlights two new technologies, one technology that is under review by the Product Evaluation Program and one technology that was recently approved by the Product Evaluation Program.

SECTION #.(b) Report. – The plan required under subsection (a) of this section shall be submitted to the chairs of the Joint Legislative Transportation Oversight Committee no later than October 1, 2015.

SECTION #.(c) Chapter 136 of the General Statutes is amended by adding a new section to read:

"**§ 136-18.03. Product Evaluation Program.**

The Product Evaluation Program, or any successor program operated by the Department of Transportation to review and approve or disapprove new and innovative technologies and products for use by the Department, shall complete its evaluation of a technology or product within one year from the date that the technology or product was submitted for evaluation. Nothing in this section shall be construed as requiring the Product Evaluation Program or any successor program to review all technologies and products submitted to the Product Evaluation Program or any successor program."

SECTION #.(d) Subsection (c) of this section becomes effective July 1, 2015, and applies to technologies and products submitted for review on or after that date. The remainder of this section is effective when this act becomes law.

Special Provision 2015-TRANS-H11-P [v8], ML, Modified 5/12/15 5:01 PM
Requested by: Representative
VARIOUS REPORTING CHANGES

SECTION #.(a) G.S. 136-89.183(a)(5) reads as rewritten:

"(5) To fix, revise, charge, retain, enforce, and collect tolls and fees for the use of the Turnpike Projects. ~~Prior to the effective date of any toll or fee for use of a Turnpike Facility, the~~ The Authority shall submit ~~a description of the~~ an annual report describing any proposed toll or fee rates for the following calendar year to use a Turnpike Facility to the Board of Transportation, the Joint Legislative Transportation Oversight Committee and the Joint

Legislative Commission on Governmental Operations for ~~review.~~review prior to the effective date of the toll or fee rate."

SECTION #.(b) G.S. 143B-350(f)(4) reads as rewritten:

"(4) To approve a schedule of all major transportation improvement projects and their anticipated cost. This schedule is designated the Transportation Improvement Program. The Board shall publish the schedule in a format that is easily reproducible for distribution and make copies available for ~~distribution.~~ distribution in accordance with the process established for public records in Chapter 132 of the General Statutes. The document that contains the Transportation Improvement Program, or a separate document that is published at the same time as the Transportation Improvement Program, shall include the anticipated funding sources for the improvement projects included in the ~~Program,~~ Program and a list of any changes made from the previous year's Program, and the reasons for the changes."

SECTION #.(c) G.S. 136-44.8(a1) reads as rewritten:

"(a1) In each county having unpaved roads programmed for paving, representatives of the Department of Transportation shall annually provide to the board of county commissioners in those counties a list of roads proposed for the annual paving program approved by the Board of Transportation. The paving priority list shall include the priority rating of each secondary road paving project included in the proposed paving program according to the criteria and standards adopted by the Board of Transportation. In addition to the list required under this subsection, the Department of Transportation shall annually provide to the board of county commissioners a summary of unpaved secondary road projects completed in the particular county for the prior calendar year, including an indication as to which projects were not completed on schedule and a detailed explanation as to why the projects were not completed on schedule."

SECTION #.(d) G.S. 136-44.9 is repealed.

SECTION #.(e) G.S. 136-28.6(h) reads as rewritten:

"(h) The Secretary shall report in writing, on ~~a quarterly~~ an annual basis, to the Joint Legislative ~~Commission on Governmental Operations~~ Transportation Oversight Committee on all agreements entered into between a private developer and the Department of Transportation for participation in private engineering and construction contracts under this section, as well as (i) agreements by counties and municipalities to participate in private engineering and construction contracts under subsection (i) of this section and (ii) pass-through funding from private developers to counties or municipalities for State transportation projects. The information in the report required by this subsection shall be set forth separately for each division of the Department of Transportation."

SECTION #.(f) G.S. 136-66.3(f) reads as rewritten:

"(f) Report to General Assembly. – The Department shall report in writing, on ~~a monthly~~ an annual basis, to the Joint Legislative ~~Commission on Governmental Operations~~ Transportation Oversight Committee on all agreements entered into between counties, municipalities and the Department of Transportation. The report shall state in summary form the contents of ~~such~~ the agreements. The information in the report required by this subsection shall be set forth separately for each division of the Department of Transportation."

SECTION #.(g) G.S. 136-28.10(c) reads as rewritten:

"(c) The Secretary of Transportation shall report ~~quarterly~~ annually to the Joint Legislative Transportation Oversight Committee on the implementation of this section. The information in the report required by this subsection shall be set forth separately for each division of the Department of Transportation."

SECTION #.(h) G.S. 143B-350 is amended by adding a new subsection to read:

"(p) Reports. – Notwithstanding any other provision of law, any report required to be submitted by the Board to the General Assembly or a committee thereof is due by the 15th day of the month that the report is due."

Special Provision 2015-TRANS-H8-P [v6], ML, Modified 5/12/15 3:45 PM
Requested by: Representative
OUTSOURCING OF PRECONSTRUCTION ACTIVITY

SECTION #.(a) Section 34.13(a) of S.L. 2014-100 reads as rewritten:

"**SECTION 34.13.(a)** The Department of Transportation shall seek to increase the use of contracts to further privatize preconstruction work where practical, economical, and likely to lead to increased efficiency. In doing so, the Department of Transportation shall meet each of the following privatization requirements:

(1) Increase the outsourcing of all activities performed by the Department's Preconstruction and Technical Services units to seventy percent (70%) of the total cost of activities performed by those units in fiscal year ~~2014-2015,~~2015-2016, excluding the cost of activities performed by the Turnpike Authority, the Structures Design and Management unit, and the Bridge Program.

(2) Increase the outsourcing of all activities performed by the Department's Roadway Design unit to fifty percent (50%) of the total cost of activities performed by that unit in fiscal year ~~2014-2015.~~2015-2016.

(3) Increase the outsourcing of all activities performed by the Department's Project Development and Environmental Analysis unit to sixty-five percent (65%) of the total cost of activities performed by that unit in fiscal year ~~2014-2015.~~2015-2016.

(4) ~~The~~Based on the total expenditures for outsourced activity in fiscal year 2013-2014, the Department's Right-of-Way unit shall increase the total expenditures for outsourced activity by five percent (5%) in fiscal year ~~2014-2015.~~2015-2016."

SECTION #.(b) Section 34.13(d) of S.L. 2014-100 reads as rewritten:

"**SECTION 34.13.(d)** The Department shall report no later than October 1, ~~2014,~~2015, and quarterly thereafter, to the Joint Legislative Transportation Oversight Committee and the Fiscal Research Division regarding its implementation of this section, including any reductions in force used to meet privatization requirements."

Special Provision 2015-TRANS-H5-P [v5], ML, Modified 5/13/15 11:09 AM
Requested by: Representative
ESTABLISHMENT OF "DOT REPORT" PROGRAM

SECTION #.(a) It is the intent of the General Assembly that North Carolina's reputation as the "Good Roads State" is restored, which requires a partnership between the Governor, the Department of Transportation, the General Assembly, and all North Carolina citizens. Further, the General Assembly finds that improving the condition of North Carolina's roads requires increased oversight, accountability, innovation, and efficiency. It is the belief of the General Assembly that, through increased transparency and responsiveness to the public, the condition of the roads in this State will be the best in the nation within 10 years.

SECTION #.(b) To achieve the intent set forth in subsection (a) of this section, the Department of Transportation shall establish and implement the "DOT REPORT" Program (Program). The Program shall include the following components:

(1) Responsiveness. – The Department of Transportation shall expand the Program to gather citizen input and shall commit to quickly addressing

structural problems and other road hazards on State-maintained roads. Citizens may report potholes, drainage issues, culvert blockages, guardrail repairs, damaged or missing signs, malfunctioning traffic lights, highway debris, or shoulder damage to the Department of Transportation by calling 1-877-DOT-4YOU or submitting an online work request through the Web site link http://www.ncdot.gov/reportDOT/fixmyroad. Beginning January 1, 2016, upon receiving a citizen report in accordance with this subdivision, the Department of Transportation shall either address the reported problem or identify a solution to the reported problem. Excluding potholes, which shall be repaired within two business days of the date the report is received, the Department of Transportation shall properly address citizen reports no later than 10 business days after the date the citizen report is received. The Department of Transportation shall transmit information received about potholes or other problems on roads not maintained by the State to the appropriate locality within two business days of receiving the citizen report.

(2) Efficiency. – The Department of Transportation shall adopt procedures in all stages of the construction process to streamline project delivery, including consolidating environmental review processes, expediting multiagency reviews, accelerating right-of-way acquisitions, and pursuing design-build and other processes to collapse project stages.

By October 1, 2015, the Department of Transportation shall establish a baseline unit pricing structure for transportation goods used in highway maintenance and construction projects and set annual targets for three years based on its unit pricing. In forming the baseline unit prices and future targets, the Department of Transportation shall collect data from each Highway Division on its expenditures on transportation goods during the 2015-2016 fiscal year. Beginning January 1, 2016, no Highway Division shall exceed a ten-percent (10%) variance over a baseline unit price set for that year in accordance with this subdivision. The Department of Transportation shall institute quarterly tracking to monitor pricing variances. The ten-percent (10%) maximum variance set under this subdivision is intended to account for regional differences requiring varying product mixes. The Department of Transportation shall report to the Joint Legislative Transportation Oversight Committee and the Fiscal Research Division on October 1, 2015, on information required by this subdivision. If a Highway Division exceeds the unit pricing threshold, the Department of Transportation shall report to the Joint Legislative Transportation Oversight Committee and the Fiscal Research Division no later than the fifteenth day following the end of the quarter on why the variance occurred and what steps are being taken to bring the Highway Division back into compliance. In order to drive savings, unit pricing may be reduced annually as efficiencies are achieved.

(3) Performance. – Beginning October 1, 2015, the Secretary of the Department of Transportation shall conduct an annual job satisfaction survey of all Department of Transportation personnel that shall address relationships among all levels of leadership, work environment, issues impacting job performance, and leadership performance in creating the dynamic work environment necessary to meet new performance outcomes. In addition, the Department of Transportation shall conduct an annual survey of North Carolina citizens to measure the level of citizen satisfaction with the

condition of the roads and highways of this State. Within 30 days of compiling the information received from surveys conducted in accordance with this subdivision, the results of these surveys shall be reported to the Joint Legislative Transportation Oversight Committee and the Fiscal Research Division.

(4) Oversight. – No later than May 1, 2016, and to increase budget transparency and allow for greater legislative and citizen oversight, the Department of Transportation, in consultation with the Fiscal Research Division and the Office of State Budget and Management, shall reclassify the funding source for all full-time positions that are budgeted as receipt-supported on the basis of charging to projects to appropriation and shall adjust budgeted funds accordingly. Employees in the Division of Highways shall be attributed to the respective Highway Division fund codes within the Highway Fund. Notwithstanding any other provision of law, the Department of Transportation is authorized to reallocate sufficient funds from the Primary Maintenance, Secondary Maintenance, and General Maintenance Reserve fund codes to each Highway Division to pay for salary and related costs associated with the reclassified positions. Receipt-supported positions in other organizational units within the Department of Transportation shall be funded through existing fund codes and funding sources for their assigned organizational units.

(5) Restructure. – An unbiased review of the organization, staffing, and operations of the Division of Highways within the Department of Transportation is needed to improve the efficiency and effectiveness of the Division of Highways' operations and to align operations and staffing with the strategic goals set for the Division of Highways. To that end, the Joint Legislative Transportation Oversight Committee, through the Fiscal Research Division and in consultation with the Department of Transportation, shall study and review the Division of Highways. The Joint Legislative Transportation Oversight Committee may use a Request for Information process or a Request for Proposals process to contract with a qualified consulting firm to perform this review and study. The study and review, at a minimum, shall include all of the following:

a. A review of current Division of Highways' operations, staffing levels, and employee performance management efforts.
b. An evaluation of current laws and policies related to Division of Highways' operations and staffing.
c. Recommendations on how best to align staffing with strategic goals and workload.
d. Recommendations on performance- or incentive-based systems to improve the effectiveness of the Division of Highways.
e. Recommendations on whether current laws and policies should be continued or modified based upon study results and human resource best practices.

Upon request, the Division of Highways shall provide any information, data, or documents within their possession, available from the Department of Transportation or other State agency records, as well as any other relevant information, data, or documents to complete this study and review. Information, data, and documents shall be provided in a timely manner to both the Fiscal Research Division and the consultant, if any. Upon request of

the Fiscal Research Division or the consultant, if any, the Division of Highways shall dedicate and identify staff to aid in the reviews required in completing this report. The study and review shall be completed by March 31, 2016. The Joint Legislative Transportation Oversight Committee shall report its findings to the 2015 Regular Session of the General Assembly upon its convening in 2016.

(6) Transparency. – In order for the public to access up-to-date information on highway and bridge projects and hold the Department of Transportation accountable for completing projects on time, the Department of Transportation shall adjust its performance dashboard available on the Department of Transportation's home page to track the weekly progress of all of the following:

a. Maintenance projects costing over one million dollars ($1,000,000).
b. Bridge replacement projects.
c. Bridge repair and bridge renovation projects requiring road closures in excess of 24 hours.
d. All construction projects included in the five-year State Transportation Improvement Program.

The Department of Transportation's performance dashboard shall also be expanded to include Highway Division- and county-specific data with more detailed financial reporting and project delivery tracking. Dashboard enhancements required under this subdivision shall be completed by March 1, 2016.

SECTION #.(c) This section is effective when this act becomes law.

Special Provision 2015-TRANS-H12-P [v4], ML, Modified 5/12/15 4:58 PM
Requested by: Representative

STUDY/TURNPIKE AUTHORITY PROCESSING FEE

SECTION #.(a) Study. – The Department of Transportation shall study whether the amount of the processing fee set forth in G.S. 136-89.215 is in excess of the actual cost to collect and process unpaid open road tolls. The following information, set forth separately for each fiscal year since the fee's enactment, shall be included within the study:

(1) The amount of the processing fee.
(2) The total amount of proceeds generated by the imposition of the processing fee.
(3) The total amount of costs incurred by the Turnpike Authority to collect and process unpaid open road tolls and a description of how the Department determined the total amount of costs incurred.
(4) An identification of whether the processing fees collected exceeded, equaled, or fell short of the costs incurred by the Turnpike Authority for collecting and processing unpaid open road tolls.

SECTION #.(b) Report. – The Department shall report its findings to the Joint Legislative Transportation Oversight Committee by October 1, 2015.

Special Provision 2015-TRANS-H37-P [v9], ML, Modified 5/12/15 4:29 PM
Requested by: Representative

USE OF FUNDS FOR PAVEMENT PRESERVATION PROGRAM

SECTION #.(a) G.S. 136-44.17 reads as rewritten:

"**§ 136-44.17. Pavement preservation program.**

...

(b) Eligible Activities or Treatments. – Applications eligible for funding under the pavement preservation program include the following preservation activities or treatments for asphalt pavement structures:

(1) Chip seals, slurry seals, fog seals, sand seals, scrub seals, and cape seals.
(2) Microsurfacing.
(3) Profile milling not covered by resurfacing.
(4) Asphalt rejuvenators.
(5) Open graded asphalt friction course.
(6) Overlays less than 1,000 feet in length.
(7) Diamond grinding.
(8) Joint sealing.
(9) Dowel bar retrofit.
(10) Partial-depth or full-depth repairs and reclamations.
(11) Ultra-thin whitetopping.
(12) Thin lift and sand asphalt overlays.
(13) Asphalt crack sealing.

(c) Ineligible Activities or Treatments. – The pavement preservation program shall not include the following preservation activities or treatments:

(1) Contract resurfacing activities or major pavement rehabilitation treatments and pretreatments that are used in combination with a resurfacing treatment, such as profile milling or chip seals.
(2) Routine maintenance activities used to maintain and preserve the condition of roads. Treatments include, but are not limited to, ~~asphalt crack sealing,~~ pothole patching, rut filling, cleaning of roadside ditches and structures, shoulder maintenance, and retracing of pavement markings.
(3) Maintenance and preservation activities performed on bridges or culverts.
(4) Activities related to positive guidance or signal maintenance program functions.

(d) Encumbrance Schedule. – The Department of Transportation shall spend or encumber all funds appropriated by the General Assembly to the Department for the pavement preservation program by June 30 of the fiscal year in which the funds were appropriated."

SECTION #.(b) Subsection (k) of Section 34.11 of S.L. 2014-100 is repealed.

SECTION #.(c) This section becomes effective July 1, 2015, and applies to funds appropriated on or after that date.

Special Provision 2015-TRANS-H41-P [v3], ML, Modified 5/13/15 9:02 PM
Requested by: Representative

REPORT/USE OF COAL COMBUSTION RESIDUALS

SECTION #. Report. – By January 15, 2016, the Utilities Commission shall submit a report to the Joint Legislative Commission on Governmental Operations, the Joint Legislative Transportation Oversight Committee, and the Environmental Management Commission on the incremental cost incentives related to coal combustion residuals surface impoundments for investor-owned public utilities. The report shall include all of the following:

(1) The Utilities Commission policy on allowed incremental cost recoupment.
(2) The impact on utility customers' rates under the current policy on allowed incremental cost recoupment.
(3) Possible revisions to the current policy on allowed incremental cost recoupment that would promote reprocessing and other technologies that allow the reuse of coal combustion residuals stored in surface impoundments for concrete and other beneficial end uses.

Special Provision **2015-TRANS-H34-P** [v10], ML, Modified 5/12/15 4:37 PM
Requested by: **Representative**

BONUS ALLOCATION FOR MID-CURRITUCK BRIDGE PROJECT

SECTION #. G.S. 136-189.11(f) reads as rewritten:

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

...

(3) Funds obtained through highway tolling. – Upon authorization to construct a project with funding from toll revenue, the Department shall make available for allocation an amount equal to one-half of the project construction cost derived from toll revenue bonds. The amount made available for allocation to other eligible highway projects shall not exceed two hundred million dollars ($200,000,000) of the capital construction funding directly attributable to the highway toll revenues committed in the Investment Grade Traffic and Revenue Study, for a project for which funds have been committed on or before July 1, 2015. The amount made available for allocation to other eligible highway projects shall not exceed one hundred million dollars ($100,000,000) of the capital construction funding directly attributable to the highway toll revenues committed in the Investment Grade Traffic and Revenue Study, for a project for which funds are committed after July 1, 2015. If the toll project is located in one or more Metropolitan Planning Organization or Rural Transportation Planning Organization boundaries, based on the boundaries in existence at the time of letting of the project construction contract, the bonus allocation shall be distributed proportionately to lane miles of new capacity within the Organization's boundaries. The Organization shall apply the bonus allocation only within those counties in which the toll project is located. Notwithstanding the requirement in this subsection directing the distribution of a bonus allocation to a Metropolitan Planning Organization, Rural Planning Organization, or local government, a bonus allocation made available under this subdivision for the Mid-Currituck Bridge project shall be distributed to the highway division having jurisdiction over the county where the Mid-Currituck Bridge project is located for use in accordance with subdivision (4) of this subsection. Nothing in this subdivision shall be construed as requiring the construction of the Mid-Currituck Bridge project.

...."

Special Provision **2015-TRANS-H2-P** [v5], ML, Modified 5/12/15 3:56 PM
Requested by: **Representative**

UTILITY RELOCATION

SECTION #.(a) G.S. 136-27.1 reads as rewritten:

"**§ 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 transportation project right-of-way, that

are necessary to be relocated for a State transportation improvement project and that are owned by: (i) a municipality with a population of ~~5,500~~10,000 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 a 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~~10,000 according to the latest decennial census. A municipality with a population greater than 10,000 shall pay a percentage of the nonbetterment cost for relocation of water and sewer lines, owned by the municipality and located within the existing State transportation project right-of-way, that are necessary to be relocated for a State transportation improvement project. The percentage shall be based on the municipality's population, with the Department paying the remaining costs, as follows:

(1) A municipality with a population greater than 10,000, but less than 25,000, shall pay twenty-five percent (25%) of the cost.

(2) A municipality with a population of 25,000 or greater, but less than 50,000, shall pay fifty percent (50%) of the cost.

(3) A municipality with a population of 50,000 or greater shall pay one hundred percent (100%) of the cost."

SECTION #.(b) This section is effective when it becomes law.

Special Provision 2015-TRANS-H27-P [v8], ML, Modified 5/12/15 4:50 PM
Requested by: Representative

RAIL DIVISION/STUDY ESTABLISHING COMMERCIAL FREIGHT RAIL SERVICE IN JACKSONVILLE

SECTION #.(a) Study. – The Rail Division of the Department of Transportation, in collaboration with the Camp Lejeune Marine Corps Air Base, the Jacksonville Urban Area Metropolitan Planning Organization, the City of Jacksonville, Onslow County, and the Norfolk Southern Railway Company, shall study the feasibility and advisability of establishing a commercial freight rail service along the Camp Lejeune rail line located in Onslow County, North Carolina. The study shall include all of the following:

(1) An evaluation of the maintenance needs of the existing rail line and any enhancements needed to support commercial freight access.

(2) An evaluation of the use of partnership opportunities to complete long-term maintenance and enhancements in order to minimize the cost burden for all parties involved.

(3) Any other matters that the Rail Division deems relevant to the study.

SECTION #.(b) Report. – The Rail Division shall report its findings to the Chairs of the Senate Appropriations Committee on the Department of Transportation and the House of Representatives Committee on Transportation Appropriations by July 1, 2016.

Special Provision 2015-TRANS-H3-P [v4], ML, Modified 5/12/15 3:44 PM
Requested by: Representative

PASSENGER RAIL RECEIPT-GENERATING ACTIVITIES

SECTION #.(a) G.S. 136-18 is amended by adding a new subdivision to read:

"(44a) Where the Department owns or leases the passenger rail facility, owns the rail equipment, or holds leasehold or license rights for the purpose of operating passenger stations, the Department may operate or contract for the

following receipt-generating activities and use the proceeds to fund passenger rail operations:

a. Where the Department owns the passenger rail facility or owns or leases the rail equipment, operation of concessions on State-funded passenger trains and at passenger rail facilities to provide to passengers food, drink, and other refreshments, personal comfort items, Internet access, and souvenirs publicizing the passenger rail system.

b. Where the Department holds leasehold or license rights for the purpose of operating passenger stations, operation of concessions at rail passenger facilities to provide food, drink, and other refreshments, personal comfort items, Internet access, and souvenirs publicizing the passenger rail system, in accordance with the terms of the leasehold or license.

c. Advertising on or within the Department's passenger rail equipment or facility, including display advertising and advertising delivered to passengers through the use of video monitors, public address systems installed in passenger areas, and other electronic media.

d. The sale of naming rights to Department-owned passenger rail equipment or facilities."

SECTION #.(b) G.S. 66-58(c)(21) reads as rewritten:

"(21) Any activity conducted or contracted for by the Department of Transportation that is authorized by G.S. 136-18(44a) or G.S. 136-82(f)."

Special Provision 2015-TRANS-H1-P [v5], MH, Modified 5/12/15 3:43 PM
Requested by: Representative

FREIGHT RAIL & RAIL CROSSING SAFETY IMPROVEMENT FUND USES

SECTION #. G.S. 124-5.1 reads as rewritten:

"**§ 124-5.1. North Carolina Railroad Company dividends deposited to Highway Fund.**

Any dividends of the North Carolina Railroad Company received by the State shall be deposited into the Freight Rail & Rail Crossing Safety Improvement Fund within the Highway Fund and administered by the Rail Division of the Department of Transportation. The Fund shall be used for the enhancement of freight rail service and railroad-roadway crossing safety, which may include the following project types:

(1) Track and associated infrastructure improvements for freight service.
(2) Grade crossing protection, elimination, and hazard removal.
(3) Signalization improvements.
(4) Assistance for projects to improve rail access to industrial, port, and military facilities and for freight intermodal facility improvements, provided that funding assistance under this subdivision shall be subject to the same limits as that for short-line railroads under G.S. 136-44.39.
(5) Corridor protection and reactivation.

The Fund may also be used to supplement funds allocated for freight rail or railroad-roadway crossing safety projects approved as part of the Transportation Improvement Program."

Special Provision 2015-TRANS-H21-P [v7], ML, Modified 5/12/15 4:53 PM
Requested by: Representative

FERRY TOLLS/REMOVE EXEMPTION FROM CHAPTER 150B

SECTION #.(a) G.S. 136-82(b) reads as rewritten:

"(b) Establishment of Tolling. – The Board of Transportation may establish tolls on any untolled ferry route as set forth in this subsection. Prior to establishing tolls on an untolled ferry route, the Board of Transportation must receive a resolution approved by the Transportation Advisory Committee of each affected local transportation planning organization requesting tolls on that route. No later than March 1, 2014, the Department shall hold a separate public hearing in the geographic area of each untolled ferry route and invite each affected local transportation planning organization. At the public hearing, the Department shall present an explanation of the toll setting methodology, the impact of tolling on the availability of funding for other local transportation priorities, and the minimum and maximum toll rates. After the public hearing, an affected local transportation planning organization may consider and adopt a ferry tolling resolution. The Board of Transportation shall adopt the toll at its next regularly scheduled meeting after receipt of the ferry tolling resolutions required by this subsection. The Department shall collect the toll as soon as is feasible following its adoption, but in no case more than 180 days after adoption of the toll. ~~The establishment of tolls by the Board of Transportation pursuant to the authority granted in this section shall be exempt from the provisions of Chapter 150B of the General Statutes.~~ For purposes of this section, "affected local transportation planning organization" means any Metropolitan Planning Organization or Rural Transportation Planning Organization with geographic jurisdiction over any part of an untolled ferry route, and "untolled ferry route" means any ferry route for which no tolls were in effect as of June 30, 2013."

SECTION #.(b) This section becomes effective July 1, 2015, and applies to tolls established or revised on or after that date.

Special Provision 2015-TRANS-H6-P [v10], ML, Modified 5/13/15 10:20 AM
Requested by: Representative

REMOVE FERRY VESSEL REPLACEMENT FROM STI/BRIDGE PROGRAM REVISIONS

SECTION #.(a) G.S. 136-189.10 reads as rewritten:

"**§ 136-189.10. Definitions.**

The following definitions apply in this Article:

...

(2) Division needs projects. – Includes only the following:

a. Projects listed in subdivision (3) or (4) of this section, subject to the limitations noted in those subsections.

b. State highway routes not included in subdivision (3) or (4) of this section.

c. Airports included in the NPIAS that are not included in subdivision (3) or (4) of this section, provided that the State's total annual financial participation under this sub-subdivision shall not exceed eighteen million five hundred thousand dollars ($18,500,000).

d. Rail lines not included in subdivision (3) or (4) of this section. This sub-subdivision does not include short-line railroads.

e. Public transportation service not included in subdivision (3) or (4) of this section. This sub-subdivision includes commuter rail, intercity rail, and light rail.

f. Multimodal terminals and stations serving passenger transit systems.

g. Federally funded independent bicycle and pedestrian improvements.

~~h. Replacement of State-maintained ferry vessels.~~

i. Federally funded municipal road projects.

(3) Regional impact projects. – Includes only the following:

a. Projects listed in subdivision (4) of this section, subject to the limitations noted in that subdivision.
b. U.S. highway routes not included in subdivision (4) of this section.
c. N.C. highway routes not included in subdivision (4) of this section.
d. Commercial service airports included in the NPIAS that are not included in subdivision (4) of this section, provided that the State's annual financial participation in any single airport project included in this subdivision may not exceed three hundred thousand dollars ($300,000).
e. The State-maintained ferry system, excluding ~~passenger~~ vessel rehabilitation and replacement.
f. Rail lines that span two or more counties not included in subdivision (4) of this section. This sub-subdivision does not include short-line railroads.
g. Public transportation service that spans two or more counties and that serves more than one municipality. Programmed funds pursuant to this sub-subdivision shall not exceed ten percent (10%) of any distribution region allocation. This sub-subdivision includes commuter rail, intercity rail, and light rail.

...."

SECTION #.(b) Section 34.18(a) of S.L. 2014-100, as amended by Section # of this act, reads as rewritten:

"**SECTION 34.18.(a)** The Department of Transportation shall rename the "system preservation program" (fund center 1500/157839) the "bridge program." Funds allocated to this program shall be used for (i) improvements to culverts associated with a component of the State highway ~~system and~~ system, (ii) improvements to structurally deficient and functionally obsolete ~~bridges.~~ bridges, (iii) ferry vessel replacement projects, and (iv) ferry vessel rehabilitation projects. All projects funded under this program, with the exception of inspection, pre-engineering, contract preparation, contract administration and oversight, ~~and~~ planning ~~activities,~~ activities, ferry vessel replacement, and ferry vessel rehabilitation, shall be outsourced to private contractors."

SECTION #.(c) G.S. 136-82(d) reads as rewritten:

"(d) Use of Toll Proceeds. – ~~The~~ Except for the net proceeds from tolls collected and other receipts generated from the operation of walk-on only ferry vessels on the Ocracoke/Hatteras ferry route, the Department of Transportation shall credit the proceeds from tolls collected on North Carolina Ferry System routes and receipts generated under subsection (f) of this section to ~~reserve accounts within the Highway Fund for each of the Highway Divisions in which system terminals are located and fares are earned. For the purposes of this subsection, fares are earned based on the terminals from which a passenger trip originates and terminates. Commuter pass receipts shall be credited proportionately to each reserve account based on the distribution of trips originating and terminating in each Highway Division. The proceeds credited to each reserve account~~ the bridge program under the Department of Transportation in the highway maintenance program, and the proceeds shall be used ~~exclusively~~ for prioritized North Carolina Ferry System ferry ~~passenger~~ vessel rehabilitation or replacement ~~projects in the Division in which the proceeds are earned.~~ projects. The Department of Transportation shall credit the net proceeds from tolls collected and other receipts generated from the operation of walk-on only ferry vessels on the Ocracoke/Hatteras ferry route to a reserve account within the Highway Fund for the Highway Division in which the system terminal is located and the fares are earned and the proceeds shall be used for operations and system improvements. Proceeds may be used to fund ferry ~~passenger~~ vessel

rehabilitation or replacement projects or supplement funds allocated for ferry ~~passenger~~ vessel rehabilitation or replacement projects approved in the Transportation Improvement Program."

SECTION #.(d) Except for the reserve account within the Highway Fund in which the net proceeds from tolls collected and other receipts generated from the operation of walk-on only ferry vessels on the Ocracoke/Hatteras ferry route are credited, the reserve accounts within the Highway Fund in which the proceeds from tolls collected on North Carolina Ferry System routes are credited under G.S. 136-82 shall be closed and the remaining unencumbered fund balance shall be transferred to the bridge program (Fund Code 84210-7839).

Special Provision 2015-TRANS-H36-P [v6], ML, Modified 5/12/15 4:33 PM
Requested by: Representative
CLARIFY APPLICABILITY OF STI TO ACQUISITION OF WALK-ON ONLY FERRY VESSELS FOR OCRACOKE/HATTERAS FERRY ROUTE

SECTION #. The acquisition of walk-on only ferry vessels for the Ocracoke/Hatteras ferry route shall not be subject to Article 14B of Chapter 136 of the General Statutes.

Special Provision 2015-TRANS-H26-P [v5], ML, Modified 5/12/15 4:50 PM
Requested by: Representative
USE OF FUNDS APPROPRIATED TO DIVISION OF AVIATION

SECTION #. The Division of Aviation of the Department of Transportation may use funds appropriated in this act to the Division for time-sensitive, aviation-related economic development projects.

Special Provision 2015-TRANS-H33-P [v12], ML, Modified 5/13/15 3:39 PM
Requested by: Representative
UNMANNED AIRCRAFT SYSTEM LAW CLARIFICATION

SECTION #.(a) Section 7.16(e) of S.L. 2013-360, as amended by Section 7.11(a) of S.L. 2014-100, reads as rewritten:

"**SECTION 7.16.(e)** Until December 31, 2015, ~~no State or local governmental entity or officer may procure or operate an unmanned aircraft system or disclose personal information about any person acquired through the operation of an unmanned aircraft system unless the State CIO approves an exception specifically granting disclosure, use, or purchase. Any exceptions to the prohibition in this subsection shall be reported immediately~~ the State CIO shall have the authority to approve or disapprove (i) the procurement or operation of an unmanned aircraft system by agents or agencies of the State or a political subdivision of the State and (ii) the disclosure of personal information about any person acquired through the operation of an unmanned aircraft system by agents or agencies of the State or a political subdivision of the State. When making a decision under this subsection, the State CIO may consult with the Division of Aviation of the Department of Transportation. The State CIO shall immediately report to the Joint Legislative Oversight Committee on Information Technology and the Fiscal Research ~~Division.~~ Division on all decisions made under this subsection. Notwithstanding G.S. 63-95(c), agents or agencies of the State or a political subdivision of the State that receive State CIO approval under this subsection may procure or operate an unmanned aircraft system prior to the implementation of the knowledge test required by G.S. 63-95. In addition to receiving approval from the State CIO under this subsection, agents or agencies of the State or a political subdivision of the State who submit a request on or after the date of implementation of the knowledge test required by G.S. 63-95 shall also be subject to the provisions of that section. The following definitions apply in this section:

(1) "Unmanned aircraft" means an aircraft that is operated without the possibility of human intervention from within or on the aircraft.

(2) "Unmanned aircraft system" means an unmanned aircraft and associated elements, including communication links and components that control the unmanned aircraft that are required for the pilot in command to operate safely and efficiently in the national airspace system."

SECTION #.(b) Section 34.30(j) of S.L. 2014-100 reads as rewritten:

"**SECTION 34.30.(j)** ~~No~~Except as authorized under Section 7.16(e) of S.L. 2013-360, as amended by Section 7.11(a) of S.L. 2014-100, no operation of unmanned aircraft systems by agents or agencies of the ~~State, or agents or agencies of~~ State or a political subdivision of the ~~State,~~ State shall be authorized in this State until the knowledge ~~and skills~~ test required by G.S. 63-95, as enacted in subsection (g) of this section, has been implemented.

No operation of unmanned aircraft systems for commercial purposes shall be authorized in this State until the FAA has authorized commercial operations and the licensing system required by G.S. 63-96, as enacted in subsection (g) of this section, has been implemented."

SECTION #.(c) G.S. 63-95(b) reads as rewritten:

"(b) The Division shall develop a knowledge ~~and skills~~ test for operating an unmanned aircraft system that complies with all applicable State and federal regulations and shall provide for administration of the test. The test shall ensure that the operator of an unmanned aircraft system is knowledgeable of the State statutes and regulations regarding the operation of unmanned aircraft systems. The Division may permit a person, including an agency of this State, an agency of a political subdivision of this State, an employer, or a private training facility, to administer the test developed pursuant to this subsection, provided the test is the same as that administered by the Division and complies with all applicable State and federal regulations."

SECTION #.(d) G.S. 63-96 reads as rewritten:

"**§ 63-96. ~~License~~ Permit required for commercial operation of unmanned aircraft systems.**

(a) No person shall operate an unmanned aircraft system, as defined in G.S. 15A-300.1, in this State for commercial purposes unless the person is in possession of a ~~license~~ permit issued by the Division valid for the unmanned aircraft system being operated. Application for such ~~license~~ permit shall be made in the manner provided by the Division. Unless suspended or revoked, the ~~license~~ permit shall be effective for a period to be established by the Division not exceeding eight years.

(b) No person shall be issued a ~~license~~ permit under this section unless all of the following apply:

(1) The person is at least ~~18~~ 17 years of age.

(2) The person possesses a valid drivers license issued by any state or territory of the United States or the District of Columbia.

(3) The person has passed the knowledge ~~and skills~~ test for operating an unmanned aircraft system as prescribed in G.S. 63-95(b).

(4) The person has satisfied all other applicable requirements of this Article or federal regulation.

(c) A ~~license~~ permit to operate an unmanned aircraft system for commercial purposes shall not be issued to a person while the person's license or permit to operate an unmanned aircraft system is suspended, revoked, or cancelled in any state.

(d) The Division shall develop and administer a program that complies with all applicable federal regulations to ~~license~~ issue permits to operators of unmanned aircraft systems for commercial purposes. The program must include the following components:

(1) A system for classifying unmanned aircraft systems based on characteristics determined to be appropriate by the Division.
(2) A fee structure for ~~licenses.~~permits.
(3) A ~~license~~ permit application ~~process.~~process, which shall include a requirement that the Division provide notice to an applicant of the Division's decision on issuance of a permit no later than 10 days from the date the Division receives the applicant's application.
(4) Technical guidance for complying with program requirements.
(5) Criteria under which the Division may suspend or revoke a ~~license.~~permit.
(6) Criteria under which the Division may waive ~~licensure~~ permitting requirements for applicants currently holding a valid license or permit to operate unmanned aircraft systems issued by another state or territory of the United States, the District of Columbia, or the United States.
(7) A designation of the geographic area within which a ~~licensee~~ permittee shall be authorized to operate an unmanned aircraft system. The rules adopted by the Division for designating a geographic area pursuant to this subdivision shall be no more restrictive than the rules or regulations adopted by the Federal Aviation Administration for designating a geographic area for the commercial operation of unmanned aircraft systems.
(8) Requirements pertaining to the collection, use, and retention of data by ~~licensees~~ permittees obtained through the operation of unmanned aircraft systems, to be established in consultation with the State Chief Information Officer.
(9) Requirements for the marking of each unmanned aircraft system operated pursuant to a ~~license~~ permit issued under this section sufficient to ~~permit~~ allow identification of the owner of the system and the person ~~licensed~~ issued a permit to operate it.
(10) A system for providing agencies that conduct other operations within regulated airspace with the identity and contact information of ~~licensees~~ permittees and the geographic areas within which the ~~licensee~~ permittee is ~~permitted~~ authorized to operate an unmanned aircraft system.

(e) A person who operates an unmanned aircraft system for commercial purposes other than as ~~permitted~~ authorized under this section shall be guilty of a Class 1 misdemeanor.

(f) The Division may issue rules and regulations to implement the provisions of this section."

SECTION #.(e) Prior to the implementation of the knowledge test and permitting process required by G.S. 63-96, any person authorized by the FAA for commercial operation of an unmanned aircraft system in this State shall not be in violation of that statute, provided that they make application for a State permit for commercial operation within 60 days of the full implementation of the permitting process and are issued a State commercial operation permit in due course.

SECTION #.(f) This section is effective when this act becomes law.

Special Provision 2015-TRANS-H39-P [v6], ML, Modified 5/13/15 10:27 AM
Requested by: Representative
MOTOR FUEL TAX RATE CHANGE

SECTION #.(a) G.S. 105-449.80(a), as amended by Section 2.2(a) of S.L. 2015-2, reads as rewritten:

"(a) Rate. – ~~For the period that begins~~ Beginning on January 1, 2016, ~~and ends on June 30, 2016,~~ the motor fuel excise tax rate is a flat rate of ~~thirty-five cents (35¢)~~ thirty-six cents

(36¢) per ~~gallon. For the period that begins on July 1, 2016, and ends on December 31, 2016, the motor fuel excise tax rate is a flat rate of thirty-four cents (34¢) per gallon. For the calendar years beginning on January 1, 2017, the motor fuel excise tax rate is a flat rate of thirty-four cents (34¢) per gallon, multiplied by a percentage.~~ gallon for diesel fuel and thirty-three cents (33¢) per gallon for all other motor fuels. For calendar years beginning on or after January 1, ~~2018,~~ 2017, the motor fuel excise tax rate is the amount for the preceding calendar year, multiplied by a percentage. The percentage is one hundred percent (100%) plus or minus the sum of the following:

(1) The percentage change in population for the applicable calendar year, as estimated under G.S. 143C-2-2, multiplied by seventy-five percent (75%).

(2) The annual percentage change in the Consumer Price Index for All Urban Consumers, multiplied by twenty-five percent (25%). For purposes of this subdivision, "Consumer Price Index for All Urban Consumers" means the United States city average for energy index contained in the detailed report released in the October prior to the applicable calendar year by the Bureau of Labor Statistics of the United States Department of Labor."

SECTION #.(b) This section becomes effective January 1, 2016.

Special Provision 2015-TRANS-H38-P [v16], ML, Modified 5/13/15 8:54 PM
Requested by: Representative

INCREASE DMV FEES

SECTION #.(a) G.S. 20-7 reads as rewritten:

"**§ 20-7. Issuance and renewal of drivers licenses.**

...

(i) Fees. – The fee for a regular drivers license is the amount set in the following table multiplied by the number of years in the period for which the license is issued:

Class of Regular License	Fee for Each Year
Class A	~~$4.00~~$6.00
Class B	~~$4.00~~$6.00
Class C	~~$4.00~~$6.00

The fee for a motorcycle endorsement is ~~one dollar and seventy-five cents ($1.75)~~two dollars and sixty cents ($2.60) for each year of the period for which the endorsement is issued. The appropriate fee shall be paid before a person receives a regular drivers license or an endorsement.

(i1) Restoration Fee. – Any person whose drivers license has been revoked pursuant to the provisions of this Chapter, other than G.S. 20-17(a)(2) shall pay a restoration fee of ~~fifty dollars ($50.00).~~seventy-five dollars ($75.00). A person whose drivers license has been revoked under G.S. 20-17(a)(2) shall pay a restoration fee of ~~one hundred dollars ($100.00).~~one hundred fifty dollars ($150.00). The fee shall be paid to the Division prior to the issuance to such person of a new drivers license or the restoration of the drivers license. The restoration fee shall be paid to the Division in addition to any and all fees which may be provided by law. This restoration fee shall not be required from any licensee whose license was revoked or voluntarily surrendered for medical or health reasons whether or not a medical evaluation was conducted pursuant to this Chapter. The ~~fifty-dollar ($50.00) fee,~~seventy-five-dollar ($75.00) fee, and the first ~~fifty dollars ($50.00)~~one hundred dollars ($100.00) of the ~~one-hundred-dollar ($100.00)~~one-hundred-fifty-dollar ($150.00) fee, shall be deposited in the Highway Fund. Twenty-five dollars ($25.00) of the ~~one-hundred-dollar ($100.00)~~one-hundred-fifty-dollar ($150.00) fee shall be used to fund a statewide chemical alcohol testing program administered by the Forensic Tests for Alcohol Branch of the Chronic Disease and Injury Section of the Department of Health and Human Services. The remainder of the ~~one-hundred-dollar~~

~~($100.00)~~one-hundred-fifty-dollar ($150.00) fee shall be deposited in the General Fund. The Office of State Budget and Management shall annually report to the General Assembly the amount of fees deposited in the General Fund and transferred to the Forensic Tests for Alcohol Branch of the Chronic Disease and Injury Section of the Department of Health and Human Services under this subsection.

Effective with the 2011-2012 fiscal year, from the funds deposited in the General Fund under this subsection the sum of five hundred thirty-seven thousand four hundred fifty-five dollars ($537,455) shall be transferred annually to the Board of Governors of The University of North Carolina to be used for the operating expenses of the Bowles Center for Alcohol Studies at The University of North Carolina at Chapel Hill.

...

(l) Learner's Permit. – A person who is at least 18 years old may obtain a learner's permit. A learner's permit authorizes the permit holder to drive a specified type or class of motor vehicle while in possession of the permit. A learner's permit is valid for a period of 18 months after it is issued. The fee for a learner's permit is ~~fifteen dollars ($15.00).~~twenty-two dollars and fifty cents ($22.50). A learner's permit may be renewed, or a second learner's permit may be issued, for an additional period of 18 months. The permit holder must, while operating a motor vehicle over the highways, be accompanied by a person who is licensed to operate the motor vehicle being driven and is seated beside the permit holder.

...."

SECTION #.(b) G.S. 20-11(j) reads as rewritten:

"(j) Duration and Fee. — A limited learner's permit expires on the eighteenth birthday of the permit holder. A limited provisional license expires on the eighteenth birthday of the license holder. A limited learner's permit or limited provisional license issued under this section that expires on a weekend or State holiday shall remain valid through the fifth regular State business day following the date of expiration. A full provisional license expires on the date set under G.S. 20-7(f). The fee for a limited learner's permit or a limited provisional license is ~~fifteen dollars ($15.00).~~twenty-two dollars and fifty cents ($22.50). The fee for a full provisional license is the amount set under G.S. 20-7(i)."

SECTION #.(c) G.S. 20-14 reads as rewritten:

"**§ 20-14. Duplicate licenses.**

A person may obtain a duplicate of a license issued by the Division by paying a fee of ~~ten dollars ($10.00)~~fifteen dollars ($15.00) and giving the Division satisfactory proof that any of the following has occurred:

(1) The person's license has been lost or destroyed.
(2) It is necessary to change the name or address on the license.
(3) Because of age, the person is entitled to a license with a different color photographic background or a different color border.
(4) The Division revoked the person's license, the revocation period has expired, and the period for which the license was issued has not expired."

SECTION #.(d) G.S. 20-16(e) reads as rewritten:

"(e) The Division may conduct driver improvement clinics for the benefit of those who have been convicted of one or more violations of this Chapter. Each driver attending a driver improvement clinic shall pay a fee of ~~fifty dollars ($50.00).~~seventy-five dollars ($75.00)."

SECTION #.(e) G.S. 20-26(c) reads as rewritten:

"(c) The Division shall furnish copies of license records required to be kept by subsection (a) of this section in accordance with G.S. 20-43.1 to other persons for uses other than official upon prepayment of the following fees:

(1) Limited extract copy of license record,
for period up to three years ..... ~~$8.00~~$12.00

(2) Complete extract copy of license record ..... ~~8.00~~12.00
(3) Certified true copy of complete license record ..... ~~11.00.~~16.50.

All fees received by the Division under this subsection shall be credited to the Highway Fund."

SECTION #.(f) G.S. 20-37.15(a1) reads as rewritten:

"(a1) The application must be accompanied by a nonrefundable application fee of ~~thirty dollars ($30.00).~~forty-five dollars ($45.00). This fee does not apply in any of the following circumstances:

(1) When an individual surrenders a commercial driver learner's permit issued by the Division when submitting the application.
(2) When the application is to renew a commercial drivers license issued by the Division.

This fee shall entitle the applicant to three attempts to pass the written knowledge test without payment of a new fee. No application fee shall be charged to an applicant eligible for a waiver under G.S. 20-37.13(c)."

SECTION #.(g) G.S. 20-37.16(d) reads as rewritten:

"(d) The fee for a Class A, B, or C commercial drivers license is ~~fifteen dollars ($15.00)~~twenty-two dollars and fifty cents ($22.50) for each year of the period for which the license is issued. The fee for each endorsement is ~~three dollars ($3.00)~~four dollars and fifty cents ($4.50) for each year of the period for which the endorsement is issued. The fees required under this section do not apply to employees of the Driver License Section of the Division who are designated by the Commissioner."

SECTION #.(h) G.S. 20-42(b) reads as rewritten:

"(b) The Commissioner and officers of the Division designated by the Commissioner may prepare under the seal of the Division and deliver upon request a certified copy of any document of the Division for a fee. The fee for a document, other than an accident report under G.S. 20-166.1, is ~~ten dollars ($10.00).~~fifteen dollars ($15.00). The fee for an accident report is five dollars ($5.00). A certified copy shall be admissible in any proceeding in any court in like manner as the original thereof, without further certification. The certification fee does not apply to a document furnished for official use to a judicial official or to an official of the federal government, a state government, or a local government."

SECTION #.(i) G.S. 20-50(b) reads as rewritten:

"(b) The Division may issue a temporary license plate for a vehicle. A temporary license plate is valid for the period set by the Division. The period may not be less than 10 days nor more than 60 days.

A person may obtain a temporary license plate for a vehicle by filing an application with the Division and paying the required fee. An application must be filed on a form provided by the Division.

The fee for a temporary license plate that is valid for 10 days is ~~five dollars ($5.00).~~seven dollars and fifty cents ($7.50). The fee for a temporary license plate that is valid for more than 10 days is the amount that would be required with an application for a license plate for the vehicle. If a person obtains for a vehicle a temporary license plate that is valid for more than 10 days and files an application for a license plate for that vehicle before the temporary license plate expires, the person is not required to pay the fee that would otherwise be required for the license plate.

A temporary license plate is subject to the following limitations and conditions:

(1) It may be issued only upon proper proof that the applicant has met the applicable financial responsibility requirements.
(2) It expires on midnight of the day set for expiration.
(3) It may be used only on the vehicle for which issued and may not be transferred, loaned, or assigned to another.

(4) If it is lost or stolen, the person who applied for it must notify the Division.
(5) It may not be issued by a dealer.
(6) The provisions of G.S. 20-63, 20-71, 20-110 and 20-111 that apply to license plates apply to temporary license plates insofar as possible."

SECTION #.(j) G.S. 20-73(c) reads as rewritten:

"(c) Penalties. – A person to whom a vehicle is transferred who fails to apply for a certificate of title within the required time is subject to a civil penalty of ~~fifteen dollars ($15.00)~~twenty-two dollars and fifty cents ($22.50) and is guilty of a Class 2 misdemeanor. A person who undertakes to apply for a certificate of title on behalf of another person and who fails to apply for a title within the required time is subject to a civil penalty of ~~fifteen dollars ($15.00).~~twenty-two dollars and fifty cents ($22.50). When a person to whom a vehicle is transferred fails to obtain a title within the required time because a person who undertook to apply for the certificate of title did not do so within the required time, the Division may impose a civil penalty only on the person who undertook to apply for the title. Civil penalties collected under this subsection shall be credited to the Highway Fund."

SECTION #.(k) G.S. 20-85(a) reads as rewritten:

"(a) The following fees are imposed concerning a certificate of title, a registration card, or a registration plate for a motor vehicle. These fees are payable to the Division and are in addition to the tax imposed by Article 5A of Chapter 105 of the General Statutes.

(1) Each application for certificate of title ..... ~~$40.00~~$60.00
(2) Each application for duplicate or corrected certificate of title ..... ~~15.00~~22.50
(3) Each application of repossessor for certificate of title ..... ~~15.00~~22.50
(4) Each transfer of registration ..... ~~15.00~~22.50
(5) Each set of replacement registration plates ..... ~~15.00~~22.50
(6) Each application for duplicate registration card ..... ~~15.00~~22.50
(7) Each application for recording supplementary lien ..... ~~15.00~~22.50
(8) Each application for removing a lien from a certificate of title .... ~~15.00~~22.50
(9) Each application for certificate of title for a motor vehicle transferred to a manufacturer, as defined in G.S. 20-286, or a motor vehicle retailer for the purpose of resale ..... ~~15.00~~22.50
(10) Each application for a salvage certificate of title made by an insurer or by a used motor vehicle dealer pursuant to subdivision (b)(2) or subsection (e1) of G.S. 20-109.1 ..... ~~15.00~~22.50
(11) Each set of replacement Stock Car Racing Theme plates issued under G.S. 20-79.4 ..... 25.00."

SECTION #.(l) G.S. 20-85.1(b) reads as rewritten:

"(b) The Commissioner and the employees of the Division designated by the Commissioner may prepare and deliver upon request a certificate of title, charging a fee of ~~seventy-five dollars ($75.00)~~one hundred twelve dollars and fifty cents ($112.50) for one-day title service, in lieu of the title fee required by G.S. 20-85(a). The fee for one-day title service must be paid by cash or by certified check. This fee shall be credited to the Highway Trust Fund."

SECTION #.(m) G.S. 20-87 reads as rewritten:

"**§ 20-87. Passenger vehicle registration fees.**

These fees shall be paid to the Division annually for the registration and licensing of passenger vehicles, according to the following classifications and schedules:

(1) For-Hire Passenger Vehicles. – The fee for a passenger vehicle that is operated for compensation and has a capacity of 15 passengers or less is ~~seventy-eight dollars ($78.00).~~one hundred seventeen dollars ($117.00). The fee for a passenger vehicle that is operated for compensation and has a

capacity of more than 15 passengers is ~~one dollar and forty cents ($1.40)~~two dollars and ten cents ($2.10) per hundred pounds of empty weight of the vehicle.

(2) U-Drive-It Vehicles. – U-drive-it vehicles shall pay the following tax:

Motorcycles:	1-passenger capacity	~~$18.00~~$27.00
	2-passenger capacity	~~22.00~~33.00
	3-passenger capacity	~~26.00~~39.00
Automobiles:	15 or fewer passengers	~~$51.00~~$76.50
Buses:	16 or more passengers	~~$2.00~~$3.00 per hundred pounds of empty weight
Trucks under 7,000 pounds that do not haul products for hire:	4,000 pounds	~~$41.50~~$62.25
	5,000 pounds	~~$51.00~~$76.50
	6,000 pounds	~~$61.00.~~$91.50

...

(5) Private Passenger Vehicles. – There shall be paid to the Division annually, as of the first day of January, for the registration and licensing of private passenger vehicles, fees according to the following classifications and schedules:

Private passenger vehicles of not more than fifteen passengers ~~$28.00~~$42.00

Private passenger vehicles over fifteen passengers ..... ~~31.00~~46.50

Provided, that a fee of only ~~one dollar ($1.00)~~one dollar and fifty cents ($1.50) shall be charged for any vehicle given by the federal government to any veteran on account of any disability suffered during war so long as such vehicle is owned by the original donee or other veteran entitled to receive such gift under Title 38, section 252, United States Code Annotated.

(6) Private Motorcycles. – The base fee on private passenger motorcycles shall be ~~fifteen dollars ($15.00);~~twenty-two *dollars and* fifty cents ($22.50); except that when a motorcycle is equipped with an additional form of device designed to transport persons or property, the base fee shall be ~~twenty-two dollars ($22.00).~~thirty-three dollars ($*33.00*). An additional fee of ~~three dollars ($3.00)~~four dollars and fifty cents ($4.50) is imposed on each private motorcycle registered under this subdivision in addition to the base fee. The revenue from the additional fee, in addition to any other funds appropriated for this purpose, shall be used to fund the Motorcycle Safety Instruction Program created in G.S. 115D-72.

...

(9) House Trailers. – In lieu of other registration and license fees levied on house trailers under this section or G.S. 20-88, the registration and license fee on house trailers shall be ~~eleven dollars ($11.00)~~sixteen dollars and fifty cents ($16.50) for the license year or any portion thereof.

...

(11) Any vehicle fee determined under this section according to the weight of the vehicle shall be increased by the sum of ~~three dollars ($3.00)~~four dollars and fifty cents ($4.50) to arrive at the total fee.

...

(13) Additional fee for certain electric vehicles. – At the time of an initial registration or registration renewal, the owner of a plug-in electric vehicle that is not a low-speed vehicle and that does not rely on a nonelectric source of power shall pay a fee in the amount of ~~one hundred dollars ($100.00)~~one hundred fifty dollars ($150.00) in addition to any other required registration fees."

SECTION #.(n) Article 3 of Chapter 20 of the General Statutes is amended by adding a new section to read:

"**§ 20-88.03. Late fee; motor vehicle registration.**

(a) Late Fee. – In addition to the applicable fees required under this Article for the registration of a motor vehicle and any interest assessed under G.S. 105-330.4, the Division shall charge a late fee according to the following schedule to a person who pays the applicable registration fee required under this Article after the registration expires:

(1) If the registration has been expired for less than one month, a late fee of fifteen dollars ($15.00).

(2) If the registration has been expired for one month or greater, but less than two months, a late fee of twenty dollars ($20.00).

(3) If the registration has been expired for two months or greater, a late fee of twenty-five dollars ($25.00).

(b) Proceeds. – The clear proceeds of any late fee charged under this section shall be remitted to the Civil Penalty and Forfeiture Fund in accordance with G.S. 115C-457.2.

(c) Construction. – For purposes of this section, payment by mail of a registration fee required under this Article is considered to be made on the date shown on the postmark stamped by the United States Postal Service. If payment by mail is not postmarked or does not show the date of mailing, the payment is considered to be made on the date the Division receives the payment."

SECTION #.(o) G.S. 105-330.10 reads as rewritten:

"**§ 105-330.10. Disposition of interest.**

The interest collected on unpaid registration fees pursuant to G.S. 105-330.4 shall be transferred on a monthly basis to the North Carolina Highway ~~Fund for technology improvements within the Division of Motor Vehicles.~~Fund."

SECTION #.(p) G.S. 20-88 reads as rewritten:

"**§ 20-88. Property-hauling vehicles.**

...

(b) The following fees are imposed on the annual registration of self-propelled property-hauling vehicles; the fees are based on the type of vehicle and its weight:

SCHEDULE OF WEIGHTS AND RATES

Rates Per Hundred Pound Gross Weight

	Farmer Rate
Not over 4,000 pounds	~~$0.29~~$0.44
4,001 to 9,000 pounds inclusive	~~.40~~0.60
9,001 to 13,000 pounds inclusive	~~.50~~0.75
13,001 to 17,000 pounds inclusive	~~.68~~1.02
Over 17,000 pounds	~~.77~~1.16

Rates Per Hundred Pound Gross Weight

	General Rate

Not over 4,000 pounds	~~$0.59~~$0.89
4,001 to 9,000 pounds inclusive	~~.81~~1.22
9,001 to 13,000 pounds inclusive	~~1.00~~1.50
13,001 to 17,000 pounds inclusive	~~1.36~~2.04
Over 17,000 pounds	~~1.54~~2.31

(1) The minimum fee for a vehicle licensed under this subsection is ~~twenty-four dollars ($24.00)~~thirty-six dollars ($36.00) at the farmer rate and ~~twenty-eight dollars ($28.00)~~forty-two dollars ($42.00) at the general rate.

...

(6) There shall be paid to the Division annually the following fees for "wreckers" as defined under G.S. 20-4.01(50): a wrecker fully equipped weighing 7,000 pounds or less, ~~seventy-five dollars ($75.00);~~one hundred twelve dollars and fifty cents ($112.50); wreckers weighing in excess of 7,000 pounds shall pay ~~one hundred forty-eight dollars ($148.00).~~two hundred twenty-two dollars ($222.00). Fees to be prorated monthly. Provided, further, that nothing herein shall prohibit a licensed dealer from using a dealer's license plate to tow a vehicle for a customer.

(c) The fee for a semitrailer or trailer is ~~nineteen dollars ($19.00)~~twenty-eight dollars and fifty cents ($28.50) for each year or part of a year. The fee is payable each year. Upon the application of the owner of a semitrailer or trailer, the Division may issue a multiyear plate and registration card for the semitrailer or trailer for a fee of ~~seventy-five dollars ($75.00).~~one hundred twelve dollars and fifty cents ($112.50). A multiyear plate and registration card for a semitrailer or trailer are valid until the owner transfers the semitrailer or trailer to another person or surrenders the plate and registration card to the Division. A multiyear plate may not be transferred to another vehicle.

The Division shall issue a multiyear semitrailer or trailer plate in a different color than an annual semitrailer or trailer plate and shall include the word "multiyear" on the plate. The Division may not issue a multiyear plate for a house trailer.

...

(i) Any vehicle fee determined under this section according to the weight of the vehicle shall be increased by the sum of ~~three dollars ($3.00)~~four dollars and fifty cents ($4.50) to arrive at the total fee.

...."

SECTION #.(q) G.S. 20-289(a) reads as rewritten:

"(a) The license fee for each fiscal year, or part thereof, shall be as follows:

(1) For motor vehicle dealers, distributors, distributor branches, and wholesalers, ~~seventy dollars ($70.00)~~one hundred five dollars ($105.00) for each place of business.

(2) For manufacturers, ~~one hundred fifty dollars ($150.00)~~two hundred twenty-five dollars ($225.00) and for each factory branch in this State, ~~one hundred dollars ($100.00).~~one hundred fifty dollars ($150.00).

(3) For motor vehicle sales representatives, ~~fifteen dollars ($15.00).~~twenty-two dollars and fifty cents ($22.50).

(4) For factory representatives, or distributor representatives, ~~fifteen dollars ($15.00).~~twenty-two dollars and fifty cents ($22.50).

(5) Repealed by Session Laws 1991, c. 662, s. 4."

SECTION #.(r) G.S. 20-385(a) reads as rewritten:

"(a) The fees listed in this section apply to a motor carrier. These fees are in addition to any fees required under the Unified Carrier Registration Agreement.

(1) Repealed by Session Laws 2007-492, s. 5, effective August 30, 2007.

(2) Application by an intrastate motor carrier for a certificate of exemption ~~45.00~~67.50

(3) Certification by an interstate motor carrier that it is not regulated by the United States Department of Transportation ~~45.00~~67.50

(4) Application by an interstate motor carrier for an emergency trip permit ~~18.00.~~27.00."

SECTION #.(s) G.S. 44A-4(b)(1) reads as rewritten:

"(b) Notice and Hearings. –

(1) If the property upon which the lien is claimed is a motor vehicle that is required to be registered, the lienor following the expiration of the relevant time period provided by subsection (a) shall give notice to the Division of Motor Vehicles that a lien is asserted and sale is proposed and shall remit to the Division a fee of ~~ten dollars ($10.00).~~fifteen dollars ($15.00). The Division of Motor Vehicles shall issue notice by certified mail, return receipt requested, to the person having legal title to the property, if reasonably ascertainable, to the person with whom the lienor dealt if different, and to each secured party and other person claiming an interest in the property who is actually known to the Division or who can be reasonably ascertained. The notice shall state that a lien has been asserted against specific property and shall identify the lienor, the date that the lien arose, the general nature of the services performed and materials used or sold for which the lien is asserted, the amount of the lien, and that the lienor intends to sell the property in satisfaction of the lien. The notice shall inform the recipient that the recipient has the right to a judicial hearing at which time a determination will be made as to the validity of the lien prior to a sale taking place. The notice shall further state that the recipient has a period of 10 days from the date of receipt in which to notify the Division by certified mail, return receipt requested, that a hearing is desired and that if the recipient wishes to contest the sale of his property pursuant to such lien, the recipient should notify the Division that a hearing is desired. The notice shall state the required information in simplified terms and shall contain a form whereby the recipient may notify the Division that a hearing is desired by the return of such form to the Division. The Division shall notify the lienor whether such notice is timely received by the Division. In lieu of the notice by the lienor to the Division and the notices issued by the Division described above, the lienor may issue notice on a form approved by the Division pursuant to the notice requirements above. If notice is issued by the lienor, the recipient shall return the form requesting a hearing to the lienor, and not the Division, within 10 days from the date the recipient receives the notice if a judicial hearing is requested. If the certified mail notice has been returned as undeliverable and the notice of a right to a judicial hearing has been given to the owner of the motor vehicle in accordance with G.S. 20-28.4, no further notice is required. Failure of the recipient to notify the Division or lienor, as specified in the notice, within 10 days of the receipt of such notice that a hearing is desired shall be deemed a waiver of the right to a hearing prior to the sale of the property against which the lien is asserted, and the lienor may proceed to enforce the lien by public or private sale as provided in this section and the Division shall transfer title to the property pursuant to such sale. If the Division or lienor, as specified in the notice, is notified

within the 10-day period provided above that a hearing is desired prior to sale, the lien may be enforced by sale as provided in this section and the Division will transfer title only pursuant to the order of a court of competent jurisdiction.

If the certified mail notice has been returned as undeliverable, or if the name of the person having legal title to the vehicle cannot reasonably be ascertained and the fair market value of the vehicle is less than eight hundred dollars ($800.00), the lienor may institute a special proceeding in the county where the vehicle is being held, for authorization to sell that vehicle. Market value shall be determined by the schedule of values adopted by the Commissioner under G.S. 105-187.3.

In such a proceeding a lienor may include more than one vehicle, but the proceeds of the sale of each shall be subject only to valid claims against that vehicle, and any excess proceeds of the sale shall be paid immediately to the Treasurer for disposition pursuant to Chapter 116B of the General Statutes.

The application to the clerk in such a special proceeding shall contain the notice of sale information set out in subsection (f) hereof. If the application is in proper form the clerk shall enter an order authorizing the sale on a date not less than 14 days therefrom, and the lienor shall cause the application and order to be sent immediately by first-class mail pursuant to G.S. 1A-1, Rule 5, to each person to whom notice was mailed pursuant to this subsection. Following the authorized sale the lienor shall file with the clerk a report in the form of an affidavit, stating that the lienor has complied with the public or private sale provisions of G.S. 44A-4, the name, address, and bid of the high bidder or person buying at a private sale, and a statement of the disposition of the sale proceeds. The clerk then shall enter an order directing the Division to transfer title accordingly.

If prior to the sale the owner or legal possessor contests the sale or lien in a writing filed with the clerk, the proceeding shall be handled in accordance with G.S. 1-301.2."

SECTION #.(t) For the 2015-2016 fiscal year, twenty percent (20%) of the revenues generated from the fees set forth in subdivisions (1) through (9) of subsection (a) of G.S. 20-85, after the adjustments enacted in this section, shall be transferred from the Highway Trust Fund to the Highway Fund.

SECTION #.(u) For the 2016-2017 fiscal year, thirty-five percent (35%) of the revenues generated from the fees set forth in subdivisions (1) through (9) of subsection (a) of G.S. 20-85, after the adjustments enacted in this section, shall be transferred from the Highway Trust Fund to the Highway Fund.

SECTION #.(v) Subsections (t), (u), and (v) of this section are effective when this act becomes law. Subsection (n) of this section becomes effective July 1, 2016, and applies to renewal motor vehicle registrations on or after that date. The remainder of this section becomes effective January 1, 2016, and applies to issuances, renewals, restorations, and requests on or after that date.

Special Provision **2015-TRANS-H32-P** [v5], ML, Modified 5/12/15 4:44 PM
Requested by: **Representative**

ENFORCING PENALTIES FOR LAPSE IN FINANCIAL RESPONSIBILITY

SECTION #.(a) G.S. 20-311 reads as rewritten:

"**§ 20-311. Action by the Division when notified of a lapse in financial responsibility.**

(a) Action. – When the Division receives evidence, by a notice of termination of a motor vehicle liability policy or otherwise, that the owner of a motor vehicle registered or required to be registered in this State does not have financial responsibility for the operation of the vehicle, the Division shall send the owner a letter. The letter shall notify the owner of the evidence and inform the owner that the owner shall respond to the letter within 10 days of the date on the letter and explain how the owner has met the duty to have continuous financial responsibility for the vehicle. Based on the owner's response, the Division shall take the appropriate action listed:

(1) Division correction. – If the owner responds within the required time and the response establishes that the owner has not had a lapse in financial responsibility, the Division shall correct its records.

(2) Penalty only. – If the owner responds within the required time and the response establishes all of the following, the Division shall assess the owner a penalty in the amount set in subsection (b) of this section:

a. The owner had a lapse in financial responsibility, but the owner now has financial responsibility.

b. The vehicle was not involved in an accident during the lapse in financial responsibility.

c. The owner did not operate the vehicle or allow the vehicle to be operated during the lapse with knowledge that the owner had no financial responsibility for the vehicle.

(3) Penalty and revocation. – If the owner responds within the required time and the response establishes ~~any~~either of the following, the Division shall assess the owner a penalty in the amount set in subsection (b) of this section and revoke the registration of the owner's vehicle for the period set in subsection (c) of this section:

a. The owner had a lapse in financial responsibility and still does not have financial responsibility.

b. The owner now has financial responsibility even though the owner had a lapse, but the response also establishes any of the following:

1. The vehicle was involved in an accident during the ~~lapse, the~~lapse.

2. The owner operated the vehicle during the lapse with knowledge that the owner had no financial responsibility for the ~~vehicle, or both.~~vehicle.

3. The owner allowed the vehicle to be operated during the lapse with knowledge that the owner had no financial responsibility for the vehicle.

(4) ~~Revocation pending response.~~Penalty and revocation for failure to respond. – ~~If~~Except as otherwise provided in this subdivision, if the owner does not respond within the required time, the Division shall assess a penalty in the applicable amount set forth in subsection (b) of this section and shall revoke the registration of the owner's vehicle for the period set in subsection (c) of this section. ~~When the owner responds, the Division shall take the appropriate action listed in subdivisions (1) through (3) of this subsection as if the response had been timely.~~If the owner does not respond within the required time, but later responds and establishes that the owner has not had a lapse in financial responsibility, the Division shall correct its records, rescind any revocation under this subdivision of the registration of the owner's

vehicle, and the owner shall not be responsible for any fee or penalty arising under this section from the owner's failure to timely respond.

(b) Penalty Amount. – The following table determines the amount of a penalty payable under this section by an owner who has had a lapse in financial responsibility; the amount is based on the number of times the owner has been assessed a penalty under this section during the three-year period before the date the owner's current lapse began:

Number of Lapses in Previous Three Years	Penalty Amount
None	$50.00
One	$100.00
Two or More	$150.00

(c) Revocation Period. – The revocation period for a revocation based on a response that establishes that a vehicle owner does not have financial responsibility is indefinite and ends when the owner obtains financial responsibility or transfers the vehicle to an owner who has financial responsibility. The revocation period for a revocation based on a response that establishes the occurrence of an accident during a lapse in financial responsibility or the knowing operation of a vehicle without financial responsibility is 30 days. The revocation period for a revocation based on failure of a vehicle owner to respond is indefinite and ends ~~when the owner responds.~~the later of 30 days or when the owner obtains financial responsibility or transfers the vehicle to an owner who has financial responsibility.

(d) Revocation Notice. – When the Division revokes the registration of an owner's vehicle, it shall notify the owner of the revocation. The notice shall inform the owner of the following:

(1) That the owner shall return the vehicle's registration plate and registration card to the Division, if the owner has not done so already, and that failure to do so is a Class 2 misdemeanor under G.S. 20-45.

(2) That the vehicle's registration plate and registration card are subject to seizure by a law enforcement officer.

(3) That the registration of the vehicle cannot be renewed while the registration is revoked.

(4) That the owner shall pay any penalties ~~assessed,~~assessed within 30 days of the date of the notice, a restoration fee, and the fee for a registration plate when the owner applies to the Division to register a vehicle whose registration was revoked.

(5) That failure of an owner to pay any penalty or fee assessed pursuant to this section shall result in the Division withholding the registration renewal of any motor vehicle registered in that owner's name.

(e) Registration After Revocation. – A vehicle whose registration has been revoked may not be registered during the revocation period in the name of the owner, a child of the owner, the owner's spouse, or a child of the owner's spouse. This restriction does not apply to a spouse who is living separate and apart from the owner. At the end of a revocation period, a vehicle owner who has financial responsibility may apply to register a vehicle whose registration was revoked. The owner shall provide proof of current financial responsibility and pay any penalty assessed, a restoration fee of fifty dollars ($50.00), and the fee for a registration plate. Pursuant to G.S. 20-54, failure of an owner to pay any penalty or fee assessed pursuant to this section shall result in the Division withholding the registration renewal of any motor vehicle registered in that owner's name.

...."

SECTION #.(b) G.S. 20-54 is amended by adding a new subdivision to read:

"(12) The owner of the vehicle has failed to pay any penalty or fee imposed pursuant to G.S. 20-311."

SECTION #.(c) This section becomes effective December 1, 2015, and applies to lapses in financial responsibility occurring on or after that date.

Special Provision **2015-TRANS-H25-P** [v15], ML, Modified 5/13/15 8:28 PM
Requested by: **Representative**

LPA CONTRACT STANDARDS

SECTION #.(a) G.S. 20-63(h) reads as rewritten:

"(h) Commission Contracts for Issuance of Plates and Certificates. – All registration plates, registration certificates, and certificates of title issued by the Division, outside of those issued from the office of the Division located in Wake, Cumberland, or Mecklenburg Counties and those issued and handled through the United States mail, shall be issued insofar as practicable and possible through commission contracts entered into by the Division for the issuance of the plates and certificates in localities throughout North Carolina, including military installations within this State, with persons, firms, corporations or governmental subdivisions of the State of North Carolina. The Division shall make a reasonable effort in every locality, except as noted above, to enter into a commission contract for the issuance of the plates and certificates and a record of these efforts shall be maintained in the Division. In the event the Division is unsuccessful in making commission contracts, it shall issue the plates and certificates through the regular employees of the Division. Whenever registration plates, registration certificates, and certificates of title are issued by the Division through commission contract arrangements, the Division shall provide proper supervision of the distribution. Nothing contained in this subsection allows or permits the operation of fewer outlets in any county in this State than are now being operated.

Commission contracts entered into by the Division under this subsection shall provide for the payment of compensation on a per transaction basis. The collection of the highway use tax is considered a separate transaction for which ~~one dollar and twenty-seven cents ($1.27)~~ one dollar and thirty cents ($1.30) compensation shall be paid. The issuance of a limited registration "T" sticker and the collection of property tax are each considered a separate transaction for which compensation at the rate of one dollar and twenty-seven cents ($1.27) and ~~one dollar and six cents ($1.06)~~ one dollar and eight cents ($1.08) respectively, shall be paid by counties and municipalities as a cost of the combined motor vehicle registration renewal and property tax collection system. The performance at the same time of one or more of the transactions below is considered a single transaction for which ~~one dollar and forty-three cents ($1.43)~~ one dollar and forty-six cents ($1.46) compensation shall be paid:

(1) Issuance of a registration plate, a registration card, a registration sticker, or a certificate of title.
(2) Issuance of a handicapped placard or handicapped identification card.
(3) Acceptance of an application for a personalized registration plate.
(4) Acceptance of a surrendered registration plate, registration card, or registration renewal sticker, or acceptance of an affidavit stating why a person cannot surrender a registration plate, registration card, or registration renewal sticker.
(5) Cancellation of a title because the vehicle has been junked.
(6) Acceptance of an application for, or issuance of, a refund for a fee or a tax, other than the highway use tax.
(7) Receipt of the civil penalty imposed by G.S. 20-311 for a lapse in financial responsibility or receipt of the restoration fee imposed by that statute.
(8) Acceptance of a notice of failure to maintain financial responsibility for a motor vehicle.
(8a) Collection of civil penalties imposed for violations of G.S. 20-183.8A.

(8b), (9) Repealed by Session Laws 2013-372, s. 2(a), effective July 1, 2013.
(10) Acceptance of a temporary lien filing.
(11) Conversion of an existing paper title to an electronic lien upon request of a primary lienholder."

SECTION #.(b) G.S. 20-63 is amended by adding a new subsection to read:

"(h3) Contract license plate agencies are subject to the Standard Operating Procedures established by the Division. In addition, the Division shall, by rule, establish standards for commission contracts entered into by the Division under subsection (h) of this section. The standards shall include all of the following:

(1) Performance standards for commission contract agents, including a schedule of monetary performance bonuses that may be paid annually by the Division to commission contract agents that meet or exceed the performance standards established pursuant to this subdivision. The total aggregate amount of monetary performance bonuses paid to all commission contract agents by the Division pursuant to this subdivision may not exceed ninety thousand dollars ($90,000) per year.

(2) A term of duration. For initial commission contracts, the durational term may not exceed eight years. For renewal commission contracts, the durational term may not exceed two years."

SECTION #.(c) No later than October 1, 2015, the Division of Motor Vehicles shall establish and adopt temporary rules to implement the provisions of subsection (b) of this section. No later than 30 days after adopting temporary rules under this subsection, the Division shall report to the Joint Legislative Transportation Oversight Committee on the establishment of the standards required by subsection (b) of this section.

SECTION #.(d) All commission contracts entered into by the Division of Motor Vehicles under G.S. 20-63(h) after the effective date of this subsection shall be subject to the standards established under subsection (b) of this section. No later than July 1, 2018, all other commission contracts entered into by the Division of Motor Vehicles shall be subject to the standards established under subsection (b) of this section.

SECTION #.(e) Subsections (c) and (e) of this section are effective when they become law. Subsection (a) of this section becomes effective July 1, 2015, and applies to transactions on or after that date. The remainder of this section is effective upon adoption of rules pursuant to subsection (c) of this section.

Special Provision **2015-TRANS-H24-P** **[v6], ML, Modified 5/12/15 4:10 PM**
Requested by: **Representative**

DMV/UMSTEAD ACT CLARIFICATION

SECTION #. G.S. 66-58(c) is amended by adding a new subdivision to read:

"(c) The provisions of subsection (a) shall not prohibit:

...

(22) The operation by the Division of Motor Vehicles of digital advertising and automated teller machines in offices of the Division or contract license plate agencies."

Special Provision **2015-TRANS-H17-P** **[v7], ML, Modified 5/12/15 4:10 PM**
Requested by: **Representative**

HIGHWAY USE TAX CLARIFICATION

SECTION #.(a) G.S. 105-187.6(c) reads as rewritten:

"(c) Out-of-state Vehicles. – A maximum tax of one hundred fifty dollars ($150.00) applies when a certificate of title is issued for a motor vehicle that, at the time of applying for a

certificate of title, is and has been titled in the name of the owner of the motor vehicle in another state for at least 90 ~~days.~~days prior to the date of application for a certificate of title in this State."

SECTION #.(b) This section is effective when this act becomes law.

Special Provision **2015-TRANS-H10-P** [v6], ML, Modified 5/12/15 3:50 PM
Requested by: **Representative**

ELIMINATE 10-DAY TRIP PERMIT & INCREASE TEMPORARY TAG FEE

SECTION #.(a) G.S. 20-183.4C reads as rewritten:

"**§ 20-183.4C. When a vehicle must be inspected; 10-day ~~trip permit.~~temporary license plate.**

...

(b) ~~Permit.~~Temporary License Plate. – The Division may issue a ~~10-day trip permit~~ temporary license plate under and in accordance with G.S. 20-50(b) that is valid for 10 days to a person that authorizes the person to drive a vehicle whose inspection authorization or registration has expired. ~~The permit may only be issued when the person has furnished proof of financial responsibility. The permit must describe the vehicle whose inspection authorization or registration has expired. The permit authorizes the person to drive the described vehicle for a period not to exceed 10 days from the date of issuance.~~

...."

SECTION #.(b) G.S. 20-50(b) reads as rewritten:

"(b) The Division may issue a temporary license plate for a vehicle. A temporary license plate is valid for the period set by the Division. The period may not be less than 10 days nor more than 60 days.

A person may obtain a temporary license plate for a vehicle by filing an application with the Division and paying the required fee. An application must be filed on a form provided by the Division.

The fee for a temporary license plate that is valid for 10 days is ~~five~~ten dollars ~~($5.00).~~($10.00). The fee for a temporary license plate that is valid for more than 10 days is the amount that would be required with an application for a license plate for the vehicle. If a person obtains for a vehicle a temporary license plate that is valid for more than 10 days and files an application for a license plate for that vehicle before the temporary license plate expires, the person is not required to pay the fee that would otherwise be required for the license plate.

A temporary license plate is subject to the following limitations and conditions:

(1) It may be issued only upon proper proof that the applicant has met the applicable financial responsibility requirements.
(2) It expires on midnight of the day set for expiration.
(3) It may be used only on the vehicle for which issued and may not be transferred, loaned, or assigned to another.
(4) If it is lost or stolen, the person who applied for it must notify the Division.
(5) It may not be issued by a dealer.
(6) The provisions of G.S. 20-63, 20-71, 20-110 and 20-111 that apply to license plates apply to temporary license plates insofar as possible."

SECTION #.(c) Ten-day trip permits issued under G.S. 20-183.4C(b) prior to the effective date of this section shall remain valid for the duration of the issuance.

SECTION #.(d) This section becomes effective July 1, 2015, and applies to temporary license plates issued on or after that date.

Special Provision **2015-TRANS-H9-P** [v5], ML, Modified 5/12/15 3:53 PM
Requested by: **Representative**

TECHNICAL CORRECTION/REMOTE RENEWAL OF DRIVERS LICENSE

SECTION #. G.S. 20-7(f)(6) reads as rewritten:

"(6) Remote renewal. – ~~The~~Subject to the following requirements and limitations, the Division may offer remote renewal of a drivers license issued by the ~~Division. For purposes of this subdivision, "remote renewal" means renewal of a drivers license by mail, telephone, electronic device, or other secure means approved by the Commissioner:~~Division:

a. Requirements. – To be eligible for remote renewal under this subdivision, a person must meet all of the following requirements:

1. The license holder possesses a valid, unexpired Class C drivers license that was issued when the person was at least 18 years old.
2. The license holder's current license includes no restrictions other than a restriction for corrective lenses.
3. The license holder attests, in a manner designated by the Division, that (i) the license holder is a resident of the State and currently resides at the address on the license to be renewed, (ii) the license holder's name as it appears on the license to be renewed has not changed, and (iii) all other information required by the Division for an in-person renewal under this Article has been provided completely and truthfully.
4. The most recent renewal was an in-person renewal and not a remote renewal under this subdivision.
5. The license holder is otherwise eligible for renewal under this subsection.

b. Waiver of requirements. – When renewing a drivers license pursuant to this subdivision, the Division may waive the examination and photograph that would otherwise be required for the renewal.

c. Duration of remote renewal. – A renewed drivers license issued to a person by remote renewal under this subdivision expires according to the following schedule:

1. For a person at least 18 years old but less than 66 years old, on the birthday of the licensee in the eighth year after issuance.
2. For a person at least 66 years old, on the birthday of the licensee in the fifth year after issuance.

d. Rules. – The Division shall adopt rules to implement this subdivision.

e. Federal law. – Nothing in this subdivision shall be construed to supersede any more restrictive provisions for renewal of drivers licenses prescribed by federal law or regulation.

f. Definition. – For purposes of this subdivision, "remote renewal" means renewal of a drivers license by mail, telephone, electronic device, or other secure means approved by the Commissioner."

Special Provision **2015-TRANS-H7-P** [v5], ML, Modified 5/12/15 3:44 PM
Requested by: **Representative**

POSITIONS IN SUPPORT OF THE COMBINED MOTOR VEHICLE REGISTRATION AND PROPERTY TAX COLLECTION SYSTEM

SECTION #. Section 24.10(a) of S.L. 2012-142 reads as rewritten:

"**SECTION 24.10.(a)** Upon request from the Department of Transportation and notwithstanding any other provision of law to the contrary, the Office of State Budget and Management may authorize the creation of time-limited, full-time equivalent positions within the Department of Transportation and its Division of Motor Vehicles in excess of the positions authorized by this act for the sole purposes of implementing and administering the combined motor vehicle registration and property tax collection system, in accordance with the funding authorizations in G.S. 105-330.5 and G.S. 105-330.10. Positions created under this authorization shall terminate no later than ~~June 30, 2014.~~April 1, 2016. Following the approval of a request, the Office of State Budget and Management shall direct the transfer of funds from the Combined Motor Vehicle and Registration Account, also known as the Division of Motor Vehicles Taxation Interest Fund for Integrated Computer System, to support personnel and related operating costs for the positions approved under this section."

Special Provision 2015-TRANS-H4-P [v6], ML, Modified 5/12/15 3:55 PM
Requested by: Representative

DMV AND LPAS/TITLE AND LICENSE PERSONAL WATERCRAFT

SECTION #.(a) G.S. 75A-5.2(a) reads as rewritten:

"(a) In order to facilitate the convenience of the public, the efficiency of administration, the need to keep statistics and records affecting the conservation of wildlife resources, boating, water safety, and other matters within the jurisdiction of the Commission, and to facilitate vessel transactions, the Commission may conduct vessel transactions through any of the following:

(1) Vessel agents. For transactions involving a personal watercraft, as that term is defined in G.S. 75A-13.3, the term "vessel agents" includes (i) any office of the Division of Motor Vehicles and (ii) any commission contract agent utilized by the Division of Motor Vehicles pursuant to G.S. 20-63.
(2) The Commission's headquarters.
(3) Employees of the Commission.
(4) Two or more of those sources simultaneously."

SECTION #.(b) Article 3 of Chapter 20 of the General Statutes is amended by adding a new section to read:

"**§ 20-63.03. Certificate of number and titling of personal watercrafts.**

In accordance with G.S. 75A-5.2(a), any office of the Division of Motor Vehicles and any commission contract agent utilized by the Division pursuant to G.S. 20-63 may conduct any vessel transaction listed in G.S. 75A-5.2(c) for a personal watercraft, as that term is defined in G.S. 75A-13.3, and may receive the surcharge set forth in G.S. 75A-5.2(c) for the applicable transaction the office of the Division or the commission contract agent conducts."

NORTH CAROLINA HOUSE OF REPRESENTATIVES
COMMITTEE MEETING NOTICE
AND
BILL SPONSOR NOTIFICATION
2015-2016 SESSION

You are hereby notified that the **House Committee on Appropriations, Transportation** will meet as follows:

DAY & DATE: Thursday, May 14, 2015
TIME: **15 minutes after session.**
LOCATION: **1228/1327 LB**

Respectfully,

Representative Frank Iler, Co-Chair
Representative Phil Shepard, Co-Chair
Representative Paul Tine, Co-Chair
Representative John A. Torbett, Co-Chair

I hereby certify this notice was filed by the committee assistant at the following offices at 1:52 PM on Thursday, May 14, 2015.

___ Principal Clerk
___ Reading Clerk – House Chamber

Katy Kingsbury (Committee Assistant)

Attachment 4)

NORTH CAROLINA GENERAL ASSEMBLY
AMENDMENT
House Bill 97

AMENDMENT NO. _____
(to be filled in by
Principal Clerk)

H97-AML-11 [v.1]

Amends Title [NO]
Trans. Provision Package

Date _____ ,2015

Representative Torbett

moves to amend the bill on page 12, lines 42-43, by inserting between those lines the following new provision:

"ALLOCATION OF CONTRACT RESURFACING FUNDS

SECTION #. Allocation. – Of the funds appropriated in this act to the Department of Transportation for contract resurfacing, and notwithstanding any provision of law to the contrary, the Department shall, to the extent practicable, allocate the funds equally to each county in this State."

SIGNED _____
Amendment Sponsor

SIGNED _____
Committee Chair if Senate Committee Amendment

ADOPTED _____ FAILED _____ TABLED _____

Displaced and Replaced

NORTH CAROLINA GENERAL ASSEMBLY
AMENDMENT
House Bill 97

AMENDMENT NO. _____
(to be filled in by
Principal Clerk)

H97-AML-12 [v.1]

Amends Title [NO]
Trans. Provision Package

Date _____ ,2015

Representative Torbett

moves to amend the bill on page 13, line 40, by deleting the word "Management" and substituting the word "Review".

SIGNED _____
Amendment Sponsor

SIGNED _____
Committee Chair if Senate Committee Amendment

ADOPTED _____ FAILED _____ TABLED _____

NORTH CAROLINA GENERAL ASSEMBLY
AMENDMENT
House Bill 97

AMENDMENT NO. _____
(to be filled in by
Principal Clerk)

H97-AML-13 [v.2]

Amends Title [NO]
Trans. Money Report

Date _____,2015

Representative Terry

moves to amend the money report on page K2, item 13, by increasing the amount of that item for the 2015-2016 and 2016-2017 fiscal years by $750,000 in nonrecurring funds;

and on page K2, item 13, by deleting the words "$2 million" in the second sentence of the item and substituting the words "$2.75 million";

and on page K2, item 16, by reducing the amount of that item for the 2015-2016 and 2016-2017 fiscal years by $750,000.

SIGNED _____
Amendment Sponsor

SIGNED _____
Committee Chair if Senate Committee Amendment

ADOPTED _____ FAILED _____ TABLED _____

Attachment (7)

NORTH CAROLINA GENERAL ASSEMBLY
AMENDMENT
House Bill 97

AMENDMENT NO. _____
(to be filled in by
Principal Clerk)

H97-AML-15 [v.1]

Amends Title [NO]
Trans. Provision Package

Date _____,2015

Representative G. Martin

moves to amend the special provisions package on page 12, lines 42-43, by inserting between those lines the following new provision:

"ALLOCATION OF CONTRACT RESURFACING FUNDS

SECTION #. Allocation. – Of the funds appropriated in this act to the Department of Transportation for contract resurfacing, and notwithstanding any provision of law to the contrary, the Department shall, to the extent practicable, allocate the funds to each county in this State based on pavement condition scores formulated by the Department."

SIGNED _____
Amendment Sponsor

SIGNED _____
Committee Chair if Senate Committee Amendment

ADOPTED _____ FAILED _____ TABLED _____

Replaces 2 w/ AML-20

H97-AML-15-V-1

NORTH CAROLINA GENERAL ASSEMBLY
AMENDMENT
House Bill 97

AMENDMENT NO. _____
(to be filled in by
Principal Clerk)

H97-AML-16 [v.2]

Amends Title [NO]
Trans Provision Package

Date _____,2015

Representative G. Martin

moves to amend the special provisions package on page 2, lines 2-6, by deleting those lines;

and by relettering the remaining subsections accordingly.

SIGNED _____
Amendment Sponsor

SIGNED _____
Committee Chair if Senate Committee Amendment

ADOPTED _____ FAILED _____ TABLED _____

H97-AML-16-V-2

NORTH CAROLINA GENERAL ASSEMBLY
AMENDMENT
House Bill 97

AMENDMENT NO. _____
(to be filled in by
Principal Clerk)

H97-AML-17 [v.1]

Amends Title [NO]
Trans. Provision Package

Date _____,2015

Representative G. Martin

moves to amend the special provisions package on page 2, lines 2-6, by rewriting those lines to read:

"**SECTION #.(a)** The Prioritization 4.0 Workgroup, established in accordance with G.S. 136-189.11(h), shall (i) include peak average daily traffic data in the Congestion formula, (ii) expand consideration in Multimodal formula given to projects abutting a multimodal terminal to include projects within a certain proximity of a multimodal terminal, and (iii) include the improvement of hurricane and nuclear power plant evacuation routes and procedures in the Safety formula."

SIGNED _____
Amendment Sponsor

SIGNED _____
Committee Chair if Senate Committee Amendment

ADOPTED _____ FAILED ✓ TABLED _____

H97-AML-17-V-1

NORTH CAROLINA GENERAL ASSEMBLY
AMENDMENT
House Bill 97

AMENDMENT NO. _____
(to be filled in by
Principal Clerk)

H97-AML-11 [v.3]

Amends Title [NO]
Trans. Provision Package

Date _____ ,2015

Representative Torbett

moves to amend the special provisions package on page 12, lines 42-43, by inserting between those lines the following new provision:

"ALLOCATION OF CONTRACT RESURFACING FUNDS

SECTION #. Allocation. – Of the eighty-seven million four hundred seventeen thousand four hundred ~~and~~ forty-two dollars ($87,417,442) appropriated in this act for fiscal year 2015-2016 and the two hundred fourteen million six hundred sixty-nine thousand five hundred ninety-four dollars ($214,669,594) appropriated in this act for fiscal year 2016-2017 to the Department of Transportation for contract resurfacing, and notwithstanding any provision of law to the contrary, the Department shall, to the extent practicable, allocate these funds equally to each county in this State."

SIGNED _____
Amendment Sponsor

SIGNED _____
Committee Chair if Senate Committee Amendment

ADOPTED _____ FAILED _____ TABLED _____

NORTH CAROLINA GENERAL ASSEMBLY
AMENDMENT
House Bill 97

AMENDMENT NO. _____
(to be filled in by
Principal Clerk)

H97-AML-20 [v.1]

Amends Title [NO]
Trans. Provision Package

Date _____,2015

Representative G. Martin

moves to amend the special provisions package on page 12, lines 43-47, by rewriting those lines to read:

"**ALLOCATION OF CONTRACT RESURFACING FUNDS**

SECTION #. Allocation. – Of the funds appropriated in this act to the Department of Transportation for contract resurfacing, and notwithstanding any provision of law to the contrary, the Department shall, to the extent practicable, allocate the funds to each county in this State based on pavement condition scores formulated by the Department."

SIGNED _____
Amendment Sponsor

SIGNED _____
Committee Chair if Senate Committee Amendment

ADOPTED _____ FAILED _____ TABLED _____

Committee Sergeants at Arms

NAME OF COMMITTEE Transportation Appropriations

DATE: 05.14.2015 Room: 1228

House Sgt-At Arms:

1. Name: Carlton Adams
2. Name: Martha Gadison
3. Name: Joe Austin
4. Name: _____
5. Name: _____

Senate Sgt-At Arms:

1. Name: _____
2. Name: _____
3. Name: _____
4. Name: _____
5. Name: _____

Thursday, May 14	**Room**	**Time**
APPROPRIATIONS TRANSPORTATION	1228/1327	8:30 am

Name	County	Sponsor
Katie Malone	Wake	Chris Malone

VISITOR REGISTRATION SHEET

Appropriations Transportation 05.14.2015

Name of Committee Date

VISITORS: PLEASE SIGN IN BELOW AND RETURN TO COMMITTEE CLERK

NAME	FIRM OR AGENCY AND ADDRESS
Reston Jones	NCDOT
Laurie Amorie	LOLLC
John Hardin	MFS
Lobie White	NCMMC
Mia Applewhite	NCMMC
Crystal Collins	NC Trucking Assn.
[illegible]	NS
Rose Williams	NCLM
KEVIN LECOUNT	ST. ANC
Dana Fenton	City of Charlotte

VISITOR REGISTRATION SHEET

Appropriations Transportation 05.14.2015

Name of Committee Date

VISITORS: PLEASE SIGN IN BELOW AND RETURN TO COMMITTEE CLERK

NAME	FIRM OR AGENCY AND ADDRESS
NICK TENNYSON	NCDOT
Thomas Check	OSBM
Reggie Flythe	NCDPI
John Valentine	NCADA
David H Ulmer	NCDOT
Mary Jennings	NCDOT
Bobby Lewis	NCDOT
Roger Rumble	NCDOT
GREG PERFETTI	NCDOT
Delbert Reddick Jr	NCDOT
Ricky Greene	NCDOT

VISITOR REGISTRATION SHEET

Appropriations Transportation 05.14.2015

Name of Committee Date

VISITORS: PLEASE SIGN IN BELOW AND RETURN TO COMMITTEE CLERK

NAME	FIRM OR AGENCY AND ADDRESS
Kelly Thomas	DMV
Hope Mazzeo	NCDMV
Matt Gunnet	NCAFC
Butch Gunnells	NC Bev
Phoebe Landon	Brooks Pierce
	RAMC, LPAs - NCMA
	RAMC
Ellis Powell	CAPA
Andy Chase	KMA
	News & Observer
	Duke Energy

VISITOR REGISTRATION SHEET

Appropriations Transportation 05.14.2015

Name of Committee Date

VISITORS: PLEASE SIGN IN BELOW AND RETURN TO COMMITTEE CLERK

NAME	FIRM OR AGENCY AND ADDRESS
JakeCashion	NCCC
Lexi Morgan	NCEMA
[illegible]	NMHRS
Barry Jenkins	CAGC
Betsy Bailey	CAGC
cstalls	[illegible]
Jim Morris	Charlotte Obs
Fred Steen	Gov's office
Moe Boxley	NCAA
Brooks Rainey Pearson	SELC
M MANN	CSC

After Session

VISITOR REGISTRATION SHEET

Appropriations Transportation — 05.14.2015

Name of Committee — Date

VISITORS: PLEASE SIGN IN BELOW AND RETURN TO COMMITTEE CLERK

NAME	FIRM OR AGENCY AND ADDRESS
Matt Lecount	NCACC
Dana Fenton	City of Charlotte
GREG PERFETTI	NCDOT
David Collins	SEANC
Flint Benson	SEANC
Kevin Lecount	SEANC
Hope Mozingo	NCDMV
Kelly Thomas	DMV
Reston Jones	NCDOT
Mary Jennings	NCDOT
Susan Vick	Duke Energy

After Session

VISITOR REGISTRATION SHEET

Appropriations Transportation — 05.14.2015

Name of Committee — Date

VISITORS: PLEASE SIGN IN BELOW AND RETURN TO COMMITTEE CLERK

NAME	FIRM OR AGENCY AND ADDRESS
Andy Chase	KMA
Phoebe Landon	Brooks Pierce
Steve Mange	NCRLA
T. Jay Mitchell	RAIC NCMIT - LPITC
M Mike Jeroy	[illegible]

House Committee on Appropriations, Transportation
Tuesday, June 30, 2015 at 8:30
Room 1228/1327 LB

MINUTES

The House Committee on Appropriations, Transportation met at 8:30 on June 30, 2015 in Room 1228/1327. Representatives Ford, Iler, Martin, Shepard, Terry, Tine, and Torbett attended.

Representative Phil Shepard presided. He called the meeting to order and welcomed the pages and Sergeant at Arms. He welcomed the staff and they began their presentations of the budget and the committee made comments and ask question in the changes and the staff answered the questions.

House and Senate Transportation Budget Comparisons (see attachment # 1)

Bryce Ball
Fiscal Analyst, Fiscal Research Division

Amna Cameron
Fiscal Analyst, Fiscal Research Division

Luke Gillenwater
Staff Attorney, Bill Drafting Division
Committee Discussion

The presentation was not completed and the committee will meet July 14th. At 8:30 to finish the comparisons of the budget.

The meeting was adjourned at 9:47a.m.

Phillip Shepard
Representative Phil Shepard
Presiding

Pamela R Pate
Pamela R. Pate, Committee Clerk

NORTH CAROLINA HOUSE OF REPRESENTATIVES
COMMITTEE MEETING NOTICE
AND
BILL SPONSOR NOTIFICATION
2015-2016 SESSION

You are hereby notified that the **House Committee on Appropriations, Transportation** will meet as follows:

DAY & DATE: Tuesday, June 30, 2015
TIME: **8:30 AM**
LOCATION: **1228/1327 LB**
COMMENTS: **Representative Phil Shepard Presiding**

Respectfully,

Representative Frank Iler, Co-Chair
Representative Phil Shepard, Co-Chair
Representative Paul Tine, Co-Chair
Representative John A. Torbett, Co-Chair

I hereby certify this notice was filed by the committee assistant at the following offices at 4:21 PM on Wednesday, June 24, 2015.

___ Principal Clerk
___ Reading Clerk – House Chamber

Pamela Pate (Committee Assistant)

House of Representatives
Committee on Transportation Appropriations

June 30, 2015
8:30 a.m.
Room 1228/1327 LB

Agenda

Chairs: Representative Frank Iler
Representative Phil Shepard, Chairing
Representative Paul Tine
Representative John Torbett

- Call to Order
- House and Senate Transportation Budget Comparisons
    - Bryce Ball
      Fiscal Analyst, Fiscal Research Division
    - Amna Cameron
      Fiscal Analyst, Fiscal Research Division
    - Luke Gillenwater
      Staff Attorney, Bill Drafting Division
- Committee Discussion

COMPARISON REPORT ON THE BASE, EXPANSION AND CAPITAL BUDGETS

House Bill 97

June 19, 2015

TRANSPORTATION
Section K

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House/Senate Comparison Report - Combined Budget

Budget Code/Department Name

Division Name (Code)	Description	Senate FY 15-16	Senate FY 16-17	House FY 15-16	House FY 16-17
84210/Highway Fund					
1 Administration	Board of Transportation Travel Expenditures			($5,000)	($5,000)
	Reduces the Board of Transportation travel budget by 20% to $20,000.				
2 Administration	Modernization of Driver Services and Vehicle Services	$2,500,000	$4,076,000	$2,500,000	$4,076,000
		$23,956,000 NR		$23,956,000 NR	
	Provides funding for the continued modernization of Division of Motor Vehicles information technology systems, including Phase III of the State Automated Driver License System (SADLS) replacement effort.				
3 Aid to Municipalities	State Aid to Municipalities	$1,172,000	$3,672,000		
	Increases funding for State Aid to Municipalities/Powell Bill to $147.5 million in FY 2015-16 and $150.0 million in FY 2016-17 in accordance with the repeal of the statutory formula in G.S. 136-41.1(a), effective July 1, 2015.				
4 Aid to Municipalities	State Aid to Municipalities			($701,376)	($7,696,000)
	Adjusts funding to the State Aid to Municipalities/Powell Bill based on the statutory allocation in G.S. 136-41.1(a). Budgeted funds total $145,626,624 in FY 2015-16 and $ 138,632,000 in FY 2016-17.				

	Division Name (Code)	Description	Senate FY 15-16		Senate FY 16-17		House FY 15-16		House FY 16-17	
5	Construction	Planning Funds	$695,000	NR	$695,000	NR	$695,000	NR	$695,000	NR
		Provides planning funding for multi-state highway projects that significantly enhance the region's economic development.								
6	Construction	Small Urban Construction	$2,500,000	NR	$2,500,000	NR	$2,500,000	NR	$2,500,000	NR
		Provides funding for the Small Urban Construction Fund.								
7	Division of Motor Vehicles	Tag and Tax Together								
		Continues funding for 44 time-limited positions to support the Tag and Tax Together program through June 30, 2017. Receipts totaling $2,001,011 nonrecurring are budgeted from the administrative fee authorized in G.S. 105-330.5(b).								
8	Division of Motor Vehicles	Tag and Tax Together Program					$0	NR	$0	NR
		Continues funding for 44 time-limited positions to support the Tag and Tax Together program through March 31, 2016. Receipts totaling $1,500,758 non-recurring are budgeted from the administrative fee authorized in G.S. 105-330.5(b).								
9	Division of Motor Vehicles	Commission Contractor Compensation	$181,803		$181,803		$181,803		$181,803	
		Funds a 2.3% increase to statutory compensation rates for commission contractors and provides additional funding for performance incentives associated with revised standard operating procedures.								

Budget Code/Department Name

	Division Name (Code)	Description	Senate FY 15-16	Senate FY 16-17	House FY 15-16	House FY 16-17
10	Division of Motor Vehicles	Operating Efficiencies	($250,000)	($250,000)	($250,000)	($250,000)
		Reduces operating funding division-wide by $250,000 recurring.				
11	Division of Motor Vehicles	Hearings Fees		$6,452,499 NR		
		Adjusts funding based on the delayed implementation of the Division of Motor Vehicles hearings fee schedule to July 1, 2017. Budgeted funds for the Division of Motor Vehicles total $120,334,217 recurring.				
12	Division of Technical Services	Product Evaluation Program			$138,871 1.00	$138,871 1.00
		Provides funding for one Value Management Program Engineer position (Salary: $87,685) in the Value Management Office to accelerate the review of new technologies reviewed through the Product Evaluation Program.				
13	Federal Aid	Adjustment for Federal Revenue	($4,055,402)	($4,055,402)	($4,055,402)	($4,055,402)
		Adjusts budgeted receipts to match anticipated federal revenue for the upcoming biennium.				
14	Intermodal	(Ferry) Hatteras Alternate Route and Spill Response Requirement			$2,100,000	$2,100,000
		Provides funding for operating costs associated with the newly designated Hatteras Inlet route and training for new federal requirements concerning oil spill responses for vessels 400 gross tons and above.				

Division Name (Code)	Description	Senate FY 15-16	Senate FY 16-17	House FY 15-16	House FY 16-17
15 Intermodal	(Ferry) Hatteras Alternate Route and Spill Response Requirement	$850,000	$850,000		
	Provides funding for operating costs associated with the newly designated Hatteras Inlet route and training for new federal requirements concerning oil spill responses for vessels 400 gross tons and above. Budgeted funds for the Ferry Division total $39,750,395 recurring.				
16 Intermodal	(Ferry) Equipment Replacement and Water Tower Repair			$700,000 NR	
	Replaces deteriorating hydro-blasting equipment, repairs the water tower at the shipyard, and upgrades underground water lines.				
17 Intermodal	(Public Transportation) Statewide and Rural Capital Grant Programs			$3,000,000	$3,000,000
	Increases funding for the Statewide grant program by $1 million and for the Rural Capital grant program by $2 million.				
18 Intermodal	(Public Transportation) Statewide and Rural Capital Grant Programs	$3,000,000	$3,000,000		
	Increases funding for the Statewide grant program by $1 million and for the Rural Capital grant program by $2 million. Budgeted funds for the Public Transportation Division total $88,173,419 recurring.				

Budget Code/Department Name

	Division Name (Code)	Description	Senate FY 15-16	Senate FY 16-17	House FY 15-16	House FY 16-17
19	Intermodal	(Aviation) State Aid to Airports			$2,500,000	$2,500,000
		Increases funding for grants-in-aid for public airport development, including aviation-related economic development projects.				
20	Intermodal	(Aviation) State Aid to Airports	$4,500,000	$4,500,000		
		Increases funding for grants-in-aid for public airport development. Budgeted funds for the Division of Aviation total $25,760,952 recurring.				
21	Maintenance	Bridge Program	$50,000,000	$90,000,000		
		Increases recurring funding for the Bridge Program. Budgeted funds total $202,915,288 in FY 2015-16 and $242,910,279 in FY 2016-17.				
22	Maintenance	(Bridge Program) Statutory Adjustment	($495,270)	($500,279)	($495,270)	($500,279)
		Adjusts funding for the Bridge Program based on the revised revenue forecast. The program receives the balance of funds generated from the Gasoline Inspection Fee, after deducting expenses for the Department of Revenue for collecting the tax and expenses for the Department of Agriculture for fuel inspection.				

Division Name (Code)	Description	Senate FY 15-16	Senate FY 16-17	House FY 15-16	House FY 16-17
23 Maintenance	Contract Resurfacing			$42,552,012 NR	$120,560,564 NR
	Increases funding to the Contract Resurfacing Program. Budgeted funds total $451,345,946 in FY 2015-16 and $529,354,498 in FY 2016-17.				
24 Maintenance	Reserve for General Maintenance			($10,934,800) NR	
	Reduces funding to the Reserve for General Maintenance. Budgeted funds total $45,560,850 in FY 2015-16 and $34,626,050 in FY 2016-17.				
25 Maintenance	Pavement Preservation	$34,954,976	$34,954,976		
	Increases recurring funding for the Pavement Preservation Program to $100,000,000.				
26 Maintenance	Secondary Road Maintenance and Improvement Program			$2,819,766 NR	
	Increases funding to the Secondary Road Maintenance and Improvement Program. Budgeted funds total $269,931,640 in FY 2015-16 and $267,111,874 in FY 2016-17.				

Budget Code/Department Name

Division Name (Code)	Description	Senate FY 15-16	Senate FY 16-17	House FY 15-16	House FY 16-17
27 Maintenance	Secondary Road Maintenance and Improvement Program	$28,642,082 $10,230,630 NR	$28,642,082		
	Increases funding for the Secondary Road Maintenance and Improvement Program. Budgeted funds total $305,984,586 in FY 2015-16 and $295,753,956 in FY 2016-17.				
28 Reserves	Workers' Compensation Adjustment Reserve	$6,830,000	$6,830,000		
	Provides funding to adjust workers' compensation line items to the average FY 2012-13 and FY 2013-14 actual expenditures estimated to be from net Highway Fund appropriations. The Department is directed to further adjust these line items using receipts to reflect the average FY 2012-13 and FY 2013-14 actual expenditures from all sources.				
29 Reserves	Capital, Repairs and Renovations			$0 NR	$11,512,600 NR
	Funds capital improvements, repair, and renovation projects included in the Department of Transportation's 2015-21 Capital Improvements Plan.				
30 Reserves	Capital, Repairs and Renovations	$7,817,900 NR	$15,444,300 NR		
	Funds capital improvements, repair, and renovation projects included in the Department of Transportation's 2015-21 Capital Improvements Plan.				

Division Name (Code)	Description	Senate FY 15-16	Senate FY 16-17	House FY 15-16	House FY 16-17
31 Reserves	Compensation Increase Reserve			$7,731,392	$7,731,392
	Provides funds for a 2% salary increase for Department of Transportation employees.				
32 Reserves	Reserve for Administrative Reduction - Position Reductions	($745,500) -10.00	($894,599) -10.00		
	Eliminates funding for 10 filled administrative positions and 46 filled receipt-supported positions to consolidate department functions and outsource functions. The administrative positions total $894,599 and the receipt-supported positions total $3,766,231, including salary and benefits.				
33 Reserves	Reserve for Administrative Reduction - Position Reductions			($2,076,644) -50.00	($2,076,644) -50.00
	Reduces funding for 50 filled administrative positions to reach directed outsourcing targets.				
34 Reserves	Reserve for Vacant Position Reductions	($2,691,180) -36.00	($2,691,180) -36.00		
	Eliminates funding for all vacant positions which, as of June 30, 2015, have been vacant for longer than 150 days. $31.9 million in budgeted savings from the elimination of 807 receipt-supported positions in field and equipment units revert to the respective programs.				

Budget Code/Department Name

Division Name (Code)	Description	Senate FY 15-16	Senate FY 16-17	House FY 15-16	House FY 16-17
35 Reserves	State Retirement Contribution			$1,449,000	$1,102,500
	Increases the State's contribution for members of the Teachers' and State Employees' Retirement System to fund the annual required contribution, provide a 2.0% cost-of-living adjustment to retirees, provide additional benefits to probation/parole officers, and fund retiree medical premiums.				
36 Reserves	State Health Plan			$703,819	$703,819
	Provides additional funding to reflect the passage of H.B. 56 and continue health benefit coverage for enrolled active employees supported by the Highway Fund for the 2015-17 fiscal biennium.				
37 Reserves	Reserve for Future Benefit Needs				$2,000,000
	Creates a reserve of $2,000,000 for increased contributions to existing employee benefits programs.				
38 Revenue Availability	Motor Fuel Excise Tax Distribution				
	Adjusts the distribution of motor fuel tax proceeds to the Highway Fund from 75% to 70%, reducing funding in FY 2015-16 by $94.51 million and in FY 2016-17 by $91.40 million.				

Division Name (Code)	Description	Senate FY 15-16	Senate FY 16-17	House FY 15-16	House FY 16-17
39 Revenue Availability	Motor Fuel Excise Tax Rate Adjustment				

Effective January 1, 2016, reduces the motor fuel excise tax rate on gasoline to 33 cents per gallon and increases the motor fuel excise tax rate on diesel fuel to 36 cents per gallon. The rates will be adjusted annually per G.S. 105-449.80(a) beginning January 1, 2017. Highway Fund revenue is projected to decrease by $22.9 million in FY 2015-16 and decrease by $21.5 million in FY 2016-17 based on this adjustment.

40 Revenue Availability	Division of Motor Vehicles (DMV) Fees				

Increases forecast revenue by $29.18 million for FY 2015-16 and $76.99 million for FY 2016-17 based on across-the-board adjustments to fees collected by the Division of Motor Vehicles. These DMV fees were last adjusted in 2005.

41 Revenue Availability	Division of Motor Vehicles (DMV) Fees				

Increases DMV fees across-the-board by 30%, effective January 1, 2016. Highway Fund revenue is projected to increase by $76.1 million in FY 2015-16 and by $172.2 million in FY 2016-17 based on these adjustments.

42 Revenue Availability	Temporary Plate Fee				

Budgets estimated revenue from a $5 increase to the fee for a 10-day temporary tag and the elimination of the 10-day trip permit. Projected revenue is $792,710 for FY 2015-16 and $804,740 for FY 2016-17.

Budget Code/Department Name

Division Name (Code)	Description	Senate FY 15-16	Senate FY 16-17	House FY 15-16	House FY 16-17
43 Revenue Availability	License Restoration Fee				
	Budgets $575,000 in additional Highway Fund revenue based on the elimination of the license restoration fee transfer to the General Fund.				
44 Revenue Availability	Special Registration Plate Account				
	Directs $1.47 million of special registration plate proceeds from the Special Registration Plate Account to the Highway Fund based on the elimination of formulaic transfers to the Department of Commerce and Department of Health and Human Services.				
45 Revenue Availability	License to Give Trust Fund				
	Eliminates the transfer to the License to Give Trust Fund within the Department of Administration and increases budgeted Highway Fund revenue by $275,000 recurring.				
46 Revenue Availability	Wildlife Resources				
	Reduces transfers to the Wildlife Resources Fund by $157,517 in FY 2015-16 and $152,333 in FY 2016-17 based on motor fuel tax distributional changes between the Highway Fund and Highway Trust Fund.				

Division Name (Code)	Description	Senate FY 15-16	Senate FY 16-17	House FY 15-16	House FY 16-17
47 Revenue Availability	Shallow Draft Navigation Channel Dredging & Lake Maintenance Fund				
	Reduces transfers to the Shallow Draft Navigation Channel Dredging & Lake Maintenance Fund by $157,517 in FY 2015-16 and $152,333 in FY 2016-17 based on motor fuel tax distributional changes between the Highway Fund and Highway Trust Fund.				
48 Revenue Availability	Shallow Draft Navigation Channel Dredging & Lake Maintenance Fund				
	Reduces Highway Fund revenue by $3.33 million in FY 2015-16 and $4.33 million in FY 2016-17 to reflect the crediting of one-half percent (0.5%) of motor fuel tax revenue to the Shallow Draft Navigation Channel & Lake Dredging Fund.				
49 Revenue Availability	Noncommercial Leaking Petroleum Underground Storage Tank Cleanup Fund				
	Eliminates the transfer of motor fuel tax revenue to the Noncommercial Leaking Petroleum Underground Storage Tank Cleanup Fund effective July 1, 2016 and increases budgeted Highway Fund revenue by $1.54 million in FY 2016-17.				
50 Transfers	North Carolina State Ports Authority	$10,638,003 NR		$30,140,142 NR	
	Provides $10.6 million in FY 2015-16 and $30.1 million in FY 2016-17 for the modernization of Port of Wilmington and Port of Morehead City infrastructure and facilities, to include roadway, railroad, and dredging projects at the discretion of the Secretary of Transportation which enhance direct access to the seaports.				

Budget Code/Department Name

Division Name (Code)	Description	Senate FY 15-16	Senate FY 16-17	House FY 15-16	House FY 16-17
51 Transfers	North Carolina State Ports Authority	$35,000,000	$35,000,000		
	Provides $35.0 million recurring for modernization initiatives.				
52 Transfers	Sales Tax Exemption			$983,726	$2,017,621
	Adjusts the amount required from the Highway Fund to reimburse the State's General Fund for the department's sales tax exemption on purchases per G.S. 105-164.44D.				
53 Transfers	General Fund	$215,871,719)	($215,871,719)		
	Eliminates the Highway Fund transfer for General Fund, non-tax revenue.				
54 Transfers	General Fund			$3,700,000	$3,700,000
	Increases the recurring transfer to General Fund availability by $3.7 million.				

Division Name (Code)	Description	Senate FY 15-16	Senate FY 16-17	House FY 15-16	House FY 16-17
55 Transfers	Base Budget Adjustments to Other State Agencies			$8,217	$8,217

Adjusts the following transfers to other state agencies:
- increases funding for the Department of Revenue by $1,313 in FY 2015-16 and $1,313 in FY 2016-17 for collection of the Gasoline Inspection Fee;
- increases funding for the Department of Agriculture by $5,283 in FY 2015-16 and $5,283 in FY 2016-17 for the administration of fuel inspections;
- reduces funding for the Department of Public Health by $21,451 recurring to match the base budget for the Alcohol Forensic Test Program; and,
- increases funding for the Motor Carrier Safety Program administered by the State Highway Patrol by $23,072 recurring.

Additionally, reduces budgeted receipts for the Department of Revenue, Fuel Tax Compliance by $30,032 due to a reduction in rent expenses.

56 Transfers	Transfers to Other State Agencies	($17,596,521)		($17,596,521)	
		$17,596,521	NR		

Converts FY 2015-16 funding to nonrecurring and eliminates the following transfers from the Highway Fund to other State agencies in FY 2016-17, pending the results of Continuation Reviews:
Department of Insurance: $158,000
Department of Agriculture and Consumer Services: $5,218,407
Office of State Controller: $496,578
Department of Public Safety (MCSAP): $2,094,281 (including $7,219,081 of federal receipts)
Department of Public Safety (litter removal): $9,040,000
Department of Health & Human Services: $589,255

57 Transfers	Continuation Review Reserve (Appropriated Transfers)			$17,596,521	

Establishes a reserve for programs funded via Highway Fund transfers which are subject to Continuation Review.

Budget Code/Department Name

Division Name (Code)	Description	Senate FY 15-16	Senate FY 16-17	House FY 15-16	House FY 16-17
58 Transfers	Continuation Review Reserve (Revenues)				

Establishes a $32.3 million (M) reserve for potential revenue in FY 2016-17 to reflect the elimination of the following revenue diversions to other State agencies, pending the results of Continuation Reviews:

DENR - Commercial Leaking Underground Storage Tank Cleanup Fund ($12.7M)
DENR - Water and Air Quality Account ($7.3M)
DENR - Shallow Draft Navigation Channel Dredging & Lake Maintenance Fund ($2.3M)
DENR - Division of Air Quality, Inspection and Maintenance Fees ($3.6M)
DENR - Mercury Pollution Prevention Account ($0.7M)
DHHS - Forensic Alcohol Testing ($0.6M)
DOI - Rescue Squad Workers Relief Fund ($1.5M)
DOI - Volunteer Rescue/EMS Fund ($1.3M)
Wildlife Resources Commission ($2.3M)

	Senate FY 15-16	Senate FY 16-17	House FY 15-16	House FY 16-17
Department Total	**($74,074,731)**	**($12,556,318)**	**$17,413,136**	**$14,676,898**
	-46.00	**-46.00**	**-49.00**	**-49.00**
	$62,796,051 NR	$25,091,799 NR	**$83,860,781** N	$154,473,506 NR

Division Name (Code)	Description	Senate FY 15-16	Senate FY 16-17	House FY 15-16	House FY 16-17	
84290/Highway Trust Fund						
59 Construction	Strategic Transportation Investments	$167,178,453	$171,835,925			
	Modifies funding to Strategic Transportation Investments to $1,185,145,486 in FY 2015-16 and $1,189,802,958 in FY 2016-17.					
60 Construction	Strategic Transportation Investments			$43,492,179	($22,027,688)	
	Modifies funding to Strategic Transportation Investments to $1,061,459,212 in FY 2015-16 and $995,939,345 in FY 2016-17.					
61 Debt	Reserve for Debt Service - Transportation Bond				$50,000,000	NR
	Establishes a Reserve for Debt Service. If the transportation bond is approved by the voters, this reserve shall be used to fund the debt service. If the bond is not voter approved, the funds will be re-budgeted during the 2016-17 budget process.					
62 Debt	Adjustment for Debt Service Obligation	($10,995,116)	$1,397,412	($10,995,116)	$1,397,412	
	Adjusts the amount budgeted for debt service payments to accurately reflect the principal and interest due based on the current repayment schedule.					

Budget Code/Department Name

Division Name (Code)	Description	Senate FY 15-16	Senate FY 16-17	House FY 15-16	House FY 16-17
63 Revenue Availability	Motor Fuel Excise Tax Distribution				

Adjusts the distribution of Motor Fuels tax proceeds to the Highway Trust Fund from 25% to 30%, increasing funding in FY 2015-16 by $94.51 million and in FY 2016-17 by $91.40 million.

64 Revenue Availability — Motor Fuel Excise Tax Rate Adjustment

Effective January 1, 2016, reduces the motor fuel excise tax rate on gasoline to 33 cents per gallon and increases the motor fuel excise tax rate on diesel fuel to 36 cents per gallon. The rates will be adjusted annually per G.S. 105-449.80(a) beginning January 1, 2017. Highway Trust Fund revenue is projected to decrease by $7.6 million in FY 2015-16 and decrease by $7.2 million in FY 2016-17 based on this adjustment.

65 Revenue Availability — Division of Motor Vehicles (DMV) Fees

Adjusts DMV fee distributions between the Highway Trust Fund and the Highway Fund. Highway Trust Fund revenue is projected to decrease by $13.7 million in FY 2015-16 and by $22.6 million in FY 2016-17 based on this adjustment.

66 Revenue Availability — Division of Motor Vehicles (DMV) Fees

Increases forecast revenue by $3.65 million for FY 2015-16 and $12.02 million for FY 2016-17 based on across-the-board adjustments to fees collected by the Division of Motor Vehicles. These DMV fees were last adjusted in 2005.

Division Name (Code)	Description	Senate FY 15-16	Senate FY 16-17	House FY 15-16	House FY 16-17
67 Revenue Availability	Highway Use Tax Caps				
	Increases projected revenue by $4.17 million in FY 2015-16 and $10.0 million in FY 2016-17 based on the following adjustments to maximum highway use tax assessments: - Commercial vehicles ($1,000 to $2,000); - Recreational vehicles ($1,500 to $2,000); and, - Out-of-state vehicles ($150 to $250).				
68 Revenue Availability	Noncommercial Leaking Petroleum Underground Storage Tank Cleanup Fund				
	Eliminates the transfer of motor fuel tax revenue to the Noncommercial Leaking Petroleum Underground Storage Tank Cleanup Fund effective July 1, 2016 and increases budgeted Highway Trust Fund revenue by $0.66 million in FY 2016-17.				
Department Total		**$156,183,337**	$173,233,337	**$32,497,063**	($20,630,276) $50,000,000 NR

House and Senate Identical

House Appropriations Committee on Transportation

Turnpike Authority

Budget Code: 64208

	FY 2015-16		FY 2016-17	
Beginning Unreserved Fund Balance	**$0**		**$0**	
Recommended Budget				
Requirements	**$86,299,540**		**$86,299,540**	
Receipts	**$86,299,540**		**$86,299,540**	
Positions	**13.00**		**13.00**	
Legislative Changes				
Requirements:				
Adjustment to Debt Service Adjusts the amount budgeted for debt service payments to accurately reflect the principal and interest due based on the current repayment schedule, as recommended by the Governor's Recommended Budget for FY 2015-17.	$18,046,000 $0 0.00	R NR	$21,435,000 $0 0.00	R NR
Subtotal Legislative Changes	**$18,046,000** **$0** 0.00	R NR	**$21,435,000** **$0** 0.00	R NR
Receipts:				
Adjustment for Debt Service Adjusts the amount budgeted for debt service payments to accurately reflect the principal and interest due based on the current repayment schedule, as recommended by the Governor's Recommended Budget for FY 2015-17.	$18,046,000 $0	R NR	$21,435,000 $0	R NR
Subtotal Legislative Changes	**$18,046,000** **$0**	R NR	**$21,435,000** **$0**	R NR

	FY 2015-16	FY 2016-17
Revised Total Requirements	**$104,345,540**	**$107,734,540**
Revised Total Receipts	**$104,345,540**	**$107,734,540**
Change in Fund Balance	**$0**	**$0**
Total Positions	**13.00**	**13.00**
Unappropriated Balance Remaining	**$0**	**$0**

GENERAL ASSEMBLY OF NORTH CAROLINA

SPECIAL PROVISIONS
HOUSE APPROPRIATIONS, TRANSPORTATION REPORT

JUNE 29, 2015
Report Last Updated: 6/29/15 10:40 AM

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DRAFT
SPECIAL PROVISION

2015-PART3-H3.1-P

PART III. Current Operations/Highway Fund
Conference Provision

***** HOUSE VERSION

CURRENT OPERATIONS AND EXPANSION/HIGHWAY FUND

SECTION 3.1. Appropriations from the State Highway Fund for the maintenance and operation of the Department of Transportation and for other purposes as enumerated are made for the fiscal biennium ending June 30, 2017, according to the following schedule:

Current Operations – Highway Fund	**FY 2015-2016**	**FY 2016-2017**
Department of Transportation		
Administration	$112,626,679	$90,246,679
Division of Highways		
Administration	33,467,959	33,467,959
Construction	45,054,878	45,054,878
Maintenance	1,129,317,897	1,193,566,874
Planning and Research	0	0
OSHA Program	358,030	358,030
State Aid to Municipalities	145,626,624	138,632,000
Intermodal Divisions		
Ferry	41,700,395	41,000,395
Public Transportation	88,173,419	88,173,419
Aviation	23,760,952	23,760,952
Rail	23,651,674	23,651,674
Bicycle and Pedestrian	726,895	726,895
Governor's Highway Safety	251,241	251,241
Division of Motor Vehicles	120,334,217	113,881,718
Other State Agencies, Reserves, Transfers	254,899,481	277,089,015
Capital Improvements	0	11,512,600
Total Highway Fund Appropriations	**$2,019,950,341**	**$2,081,374,329**

DRAFT
SPECIAL PROVISION



2015-PART3-S3.1-P

PART III. Current Operations/Highway Fund
Conference Provision

***** SENATE VERSION

CURRENT OPERATIONS AND EXPANSION/HIGHWAY FUND

SECTION 3.1. Appropriations from the State Highway Fund for the maintenance and operation of the Department of Transportation and for other purposes as enumerated are made for the fiscal biennium ending June 30, 2017, according to the following schedule:

Current Operations – Highway Fund	**FY 2015-2016**	**FY 2016-2017**
Department of Transportation		
Administration	$ 112,492,808	$ 90,112,808
Division of Highways		
Administration	33,467,959	33,467,959
Construction	45,054,878	45,054,878
Maintenance	1,207,773,807	1,237,538,168
Planning and Research	0	0
OSHA Program	358,030	358,030
State Aid to Municipalities	147,500,000	150,000,000
Intermodal Divisions		
Ferry	39,750,395	39,750,395
Public Transportation	88,173,419	88,173,419
Aviation	25,760,952	25,760,952
Rail	23,651,674	23,651,674
Bicycle and Pedestrian	726,895	726,895
Governor's Highway Safety	251,241	251,241
Division of Motor Vehicles	120,334,217	120,334,217
Other State Agencies, Reserves, Transfers	54,283,569	54,134,470
Capital Improvements	7,817,900	15,444,300
Total Highway Fund Appropriations	**$ 1,907,397,744**	**$ 1,924,759,406**

DRAFT
SPECIAL PROVISION

2015-PART3-S3.2-P

PART III. Current Operations/Highway Fund
Conference Provision

***** SENATE VERSION

HIGHWAY FUND/AVAILABILITY STATEMENT

SECTION 3.2. The Highway Fund availability used in developing the 2015-2017 fiscal biennial budget is shown below:

Highway Fund Availability Statement	**FY 2015-2016**	**FY 2016-2017**
Unreserved Fund Balance	$ 0	$ 0
Estimated Revenue	1,969,300,000	1,934,200,000
Adjustment to Revenue Availability:		
Motor Fuel Tax (Shallow Draft Navigation Channel Dredging and Lake Maintenance Fund)	157,517	152,333
Motor Fuel Tax (Wildlife Resources Fund)	157,517	152,333
Motor Fuel Tax (Noncommercial Leaking Petroleum Underground Storage Tank Cleanup Fund)	0	1,540,000
Motor Fuel Tax Distribution	(94,510,000)	(91,400,000)
Division of Motor Vehicles Fee Adjustments	30,822,710	78,644,740
Special Registration Plate Account	1,470,000	1,470,000
Revised Total Highway Fund Availability	**$ 1,907,397,744**	**$ 1,924,759,406**
Unappropriated Balance	$ 0	$ 0

DRAFT
SPECIAL PROVISION



2015-PART3-H3.2-P

PART III. Current Operations/Highway Fund
Conference Provision

***** HOUSE VERSION

HIGHWAY FUND/AVAILABILITY STATEMENT

SECTION 3.2. The Highway Fund availability used in developing the 2015-2017 fiscal biennial budget is shown below:

Highway Fund Availability Statement	**FY 2015-2016**	**FY 2016-2017**
Unreserved Fund Balance	$0	$0
Estimated Revenue	1,969,300,000	1,934,200,000
Adjustment to Revenue Availability:		
Motor Fuel Tax		
(Shallow Draft Navigation Channel Dredging Fund)	(3,332,384)	(4,331,117)
Motor Fuel Tax Rate Adjustment	(22,946,250)	(21,471,000)
Division of Motor Vehicles Fee Adjustments	76,928,975	172,976,446
Revised Total Highway Fund Availability	**$2,019,950,341**	**$2,081,374,329**
Unappropriated Balance	$0	$0

DRAFT
SPECIAL PROVISION



2015-PART4-S4.1-P

PART IV. Highway Trust Fund Appropriations
Conference Provision

***** SENATE VERSION

HIGHWAY TRUST FUND APPROPRIATIONS

SECTION 4.1. Appropriations from the State Highway Trust Fund for the maintenance and operation of the Department of Transportation and for other purposes as enumerated are made for the fiscal biennium ending June 30, 2017, according to the following schedule:

Current Operations – Highway Trust Fund	**FY 2015-2016**	**FY 2016-2017**
Program Administration	$ 35,064,813	$ 35,064,813
Turnpike Authority	49,000,000	49,000,000
Transfer to Highway Fund	400,000	400,000
Debt Service	48,619,701	61,012,229
Strategic Prioritization Funding Plan for Transportation Investments	1,185,145,486	1,189,802,958
Total Highway Trust Fund Appropriations	**$ 1,318,230,000**	**$ 1,335,280,000**

DRAFT
SPECIAL PROVISION



2015-PART4-H4.1-P

PART IV. Highway Trust Fund Appropriations
Conference Provision

***** HOUSE VERSION

HIGHWAY TRUST FUND APPROPRIATIONS

SECTION 4.1. Appropriations from the State Highway Trust Fund for the maintenance and operation of the Department of Transportation and for other purposes as enumerated are made for the fiscal biennium ending June 30, 2017, according to the following schedule:

Current Operations – Highway Trust Fund	**FY 2015-2016**	**FY 2016-2017**
Program Administration	$35,064,813	$35,064,813
Turnpike Authority	49,000,000	49,000,000
Transfer to Highway Fund	400,000	400,000
Debt Service	48,619,701	111,012,229
Strategic Prioritization Funding Plan for Transportation Investments	1,061,459,212	995,939,345
Total Highway Trust Fund Appropriations	**$1,194,543,726**	**$1,191,416,387**

DRAFT
SPECIAL PROVISION



2015-PART4-S4.2-P

PART IV. Highway Trust Fund Appropriations
Conference Provision

***** SENATE VERSION

HIGHWAY TRUST FUND AVAILABILITY STATEMENT

SECTION 4.2. The Highway Trust Fund availability used in developing the 2015-2017 fiscal biennial budget is shown below:

Highway Trust Fund Availability	**FY 2015-2016**	**FY 2016-2017**
Unreserved Fund Balance	$ 0	$ 0
Estimated Revenue	1,215,900,000	1,221,200,000
Adjustment to Revenue Availability:		
Motor Fuel Tax Distribution	94,510,000	91,400,000
Motor Fuel Tax (Noncommercial Leaking Petroleum Underground Storage Tank Cleanup Fund)	0	660,000
Division of Motor Vehicles Fee Adjustments	3,650,000	12,020,000
Highway Use Tax Adjustments	4,170,000	10,000,000
Total Highway Trust Fund Availability	**$ 1,318,230,000**	**$ 1,335,280,000**
Unappropriated Balance	$ 0	$ 0

PART IV. Highway Trust Fund Appropriations
Conference Provision

***** HOUSE VERSION

HIGHWAY TRUST FUND AVAILABILITY STATEMENT

SECTION 4.2. The Highway Trust Fund availability used in developing the 2015-2017 fiscal biennial budget is shown below:

Highway Trust Fund Availability	**FY 2015-2016**	**FY 2016-2017**
Unreserved Fund Balance	$0	$0
Estimated Revenue	1,215,900,000	1,221,200,000
Adjustment to Revenue Availability:		
Motor Fuel Tax Rate Adjustment	(7,648,750)	(7,157,000)
Division of Motor Vehicles Fee Adjustments	(13,707,524)	(22,626,613)
Total Highway Trust Fund Availability	**1,194,543,726**	**1,191,416,387**
Unappropriated Balance	$0	$0

DRAFT
SPECIAL PROVISION

2015-PART5-H5.3-P

PART V. Other Appropriations
Conference Provision

***** HOUSE VERSION

CIVIL PENALTY AND FORFEITURE FUND

SECTION 5.3.(a) Appropriations are made from the Civil Penalty and Forfeiture Fund for the fiscal biennium ending June 30, 2017, as follows:

	FY 2015-2016	**FY 2016-2017**
School Technology Fund	$18,000,000	$18,000,000
Drivers Education	0	27,393,768
State Public School Fund	124,362,790	124,362,790
Total Appropriation	**$142,362,790**	**$169,756,558**

SECTION 5.3.(b) Excess receipts realized in the Civil Penalty and Forfeiture Fund in each year of the 2015-2017 fiscal biennium shall be allocated to the School Technology Fund.

SECTION 5.3.(c) The clear proceeds of the newly established motor vehicle registration late fee charged pursuant to G.S. 20-88.03, as enacted by this act, shall be used to provide a dedicated source of revenue for the drivers education program administered by the Department of Public Instruction in accordance with G.S. 115C-215 and shall be appropriated annually by the General Assembly for this purpose.

DRAFT
SPECIAL PROVISION



2015-PART5-S5.3-P

PART V. Other Appropriations
Conference Provision

***** SENATE VERSION

CIVIL PENALTY AND FORFEITURE FUND

SECTION 5.3.(a) Appropriations are made from the Civil Penalty and Forfeiture Fund for the fiscal biennium ending June 30, 2017, as follows:

	FY 2015-2016	**FY 2016-2017**
School Technology Fund	$18,000,000	$18,000,000
State Public School Fund	124,362,790	124,362,790
Total Appropriation	**$142,362,790**	**$142,362,790**

SECTION 5.3.(b) Excess receipts realized in the Civil Penalty and Forfeiture Fund in each year of the 2015-2017 fiscal biennium are appropriated to the School Technology Fund.

DRAFT
SPECIAL PROVISION

2015-PART8-SO8.39-P

PART VIII. Public Schools
Conference Provision

***** SENATE ONLY

DRIVER EDUCATION TRAINING

SECTION 8.39.(a) G.S. 115C-216 reads as rewritten:

"**§ 115C-216. Boards of education required to provide courses in operation of motor vehicles.**

(a) Course of Training and Instruction Required in Public High Schools. – Local boards of education shall offer noncredit driver education courses in high schools using the standardized curriculum provided by the Department of Public Instruction.

(b) Inclusion of Expense in Budget. – The local boards of education shall include as an item of instructional service and as a part of the current expense fund of the budget of the high schools under their supervision, the expense necessary to offer the driver education course.

(c) through (f) Repealed by Session Laws 1991, c. 689, s. 32(c).

(g) Fee for Instruction. – The local boards of education shall fund driver education courses from funds available to them and may charge each student participating in a driver education course a fee ~~of up to sixty-five dollars ($65.00) to offset~~ in an amount not to exceed the actual costs of providing the ~~training and instruction.~~course."

SECTION 8.39.(b) Article 14 of Chapter 115C of the General Statutes is repealed.

SECTION 8.39.(c) G.S. 20-7(m)(1) reads as rewritten:

"(1) An applicant who is less than 18 years old and is enrolled in a drivers education program that ~~is approved by the State Superintendent of Public Instruction~~ meets the requirements set forth in G.S. 115D-76.5 and is offered ~~at a public high school,~~by a community college or at a nonpublic secondary ~~school.~~school or a licensed ~~drivers~~commercial driver training school."

SECTION 8.39.(e) G.S. 20-81.12(b86) reads as rewritten:

"(b86) Concerned Bikers Association/ABATE of North Carolina. – The Division must receive 300 or more applications for the "Concerned Bikers Association/ABATE of North Carolina" plate before the plate may be developed. The Division shall transfer quarterly the money in the Collegiate and Cultural Attraction Plate Account derived from the sale of the "Concerned Bikers Association/ABATE of North Carolina" plates to the ~~Department of Public Instruction~~ Community Colleges System Office to support the driver training and safety education program established pursuant to ~~G.S. 115C-215~~G.S. 115D-76.5 and to support motorcycle safety and awareness training as part of the driver training program."

SECTION 8.39.(f) G.S. 20-88.1(d) reads as rewritten:

"(d) The Division shall prepare a driver license handbook that explains the traffic laws of the State and shall periodically revise the handbook to reflect changes in these laws. At the request of the ~~Department of Public Instruction.~~Community Colleges System Office, the Division shall provide free copies of the handbook to ~~that Department~~ the System Office for use in the program of driver education offered ~~at public high schools.~~by community colleges."

SECTION 8.39.(g) G.S. 20-129(a)(4) reads as rewritten:

"(4) At any other time when windshield wipers are in use as a result of smoke, fog, rain, sleet, or snow, or when inclement weather or environmental factors severely reduce the ability to clearly discern persons and vehicles on the street and highway at a distance of 500 feet ahead, provided, however, the provisions of this subdivision shall not apply to instances when windshield wipers are used intermittently in misting rain, sleet, or snow. Any person violating this subdivision during the period from October 1, 1990, through December 31, 1991, shall be given a warning of the violation only. Thereafter, any person violating this subdivision shall have committed an infraction and shall pay a fine of five dollars ($5.00) and shall not be assessed court costs. No drivers license points, insurance points or premium surcharge shall be assessed on account of violation of this subdivision and no negligence or liability shall be assessed on or imputed to any party on account of a violation of this subdivision. The Commissioner of Motor Vehicles and the ~~Superintendent of Public Instruction~~ State Board of Community Colleges shall incorporate into driver education programs and driver licensing programs instruction designed to encourage compliance with this subdivision as an important means of reducing accidents by making vehicles more discernible during periods of limited visibility."

SECTION 8.39.(h) G.S. 20-135.2A(g) reads as rewritten:

"(g) The Commissioner of Motor Vehicles and the ~~Department of Public Instruction~~ State Board of Community Colleges shall incorporate in driver education programs and driver licensing programs instructions designed to encourage compliance with this section as an important means of reducing the severity of injury to the users of restraint devices and on the requirements and penalties specified in this law."

SECTION 8.39.(i) G.S. 20-322(b) reads as rewritten:

"(b) Regulations adopted by the Commissioner shall state the requirements for a school license, including requirements concerning location, equipment, courses of instruction, instructors, financial statements, schedule of fees and charges, character and reputation of the operators, insurance, bond or other security in such sum and with such provisions as the Commissioner deems necessary to protect adequately the interests of the public, and such other matters as the Commissioner may prescribe. A driver education course offered to prepare an individual for a limited learner's permit or another provisional license must meet the requirements set in ~~G.S. 115C-215~~ G.S. 115D-76.5 for the program of driver education offered ~~in the public schools.~~by community colleges."

SECTION 8.39.(j) G.S. 105-187.6(a)(8) reads as rewritten:

"(8) To a ~~local board of education~~ board of trustees of a community college for use in the driver education program ~~of a public school~~ of the community college when the motor vehicle is transferred:

a. By a retailer and is to be transferred back to the retailer within 300 days after the transfer to the ~~local board.~~board of trustees of the community college.

b. By a ~~local board of education.~~board of trustees of the community college."

SECTION 8.39.(k) G.S. 115C-12(28) reads as rewritten:

"(28) Duty to Develop Rules for Issuance of Driving Eligibility Certificates. – The State Board of Education shall adopt the following rules to assist schools in their administration of procedures necessary to implement G.S. 20-11 and G.S. 20-13.2:

a. To define what is equivalent to a high school diploma for the purposes of G.S. 20-11 and G.S. 20-13.2. These rules shall apply to all educational programs offered in the State by public schools, charter schools, nonpublic schools, or community colleges.

b. To establish the procedures a person who is or was enrolled in a public school or in a charter school must follow and the requirements that person shall meet to obtain a driving eligibility certificate.

c. To require the person who is required under G.S. 20-11(n) to sign the driving eligibility certificate to provide the certificate if he or she determines that one of the following requirements is met:

1. The person seeking the certificate is eligible for the certificate under G.S. 20-11(n)(1) and is not subject to G.S. 20-11(n1).
2. The person seeking the certificate is eligible for the certificate under G.S. 20-11(n)(1) and G.S. 20-11(n1).

These rules shall apply to public schools and charter schools.

d. To provide for an appeal to an appropriate education authority by a person who is denied a driving eligibility certificate. These rules shall apply to public schools and charter schools.

e. To define exemplary student behavior and to define what constitutes the successful completion of a drug or alcohol treatment counseling program. These rules shall apply to public schools and charter schools.

The State Board also shall develop policies as to when it is appropriate to notify the Division of Motor Vehicles that a person who is or was enrolled in a public school or in a charter school no longer meets the requirements for a driving eligibility certificate.

The State Board shall develop a form for parents, guardians, or emancipated juveniles, as appropriate, to provide their written, irrevocable consent for a school to disclose to the Division of Motor Vehicles that the student no longer meets the conditions for a driving eligibility certificate under G.S. 20-11(n)(1) or G.S. 20-11(n1), if applicable, in the event that this disclosure is necessary to comply with G.S. 20-11 or G.S. 20-13.2. Other than identifying under which statutory subsection the student is no longer eligible, no other details or information concerning the student's school record shall be released pursuant to this consent. This form shall be used for students enrolled in public schools or charter schools.

~~The State Board of Education may use funds appropriated for drivers education to cover the costs of driving eligibility certificates.~~"

SECTION 8.39.(l) Subsection (a) of this section applies for the 2015-2016 school year only. Subsections (b) through (k) of this section become effective July 1, 2016.

PART XXIX. Department of Transportation
Conference Provision

***** SENATE VERSION

CASH FLOW HIGHWAY FUND AND HIGHWAY TRUST FUND APPROPRIATION

SECTION 29.1.(a) The General Assembly authorizes and certifies anticipated revenues for the Highway Fund as follows:

For Fiscal Year 2017-2018	$1,960.9 million
For Fiscal Year 2018-2019	$1,995.5 million
For Fiscal Year 2019-2020	$2,031.0 million
For Fiscal Year 2020-2021	$2,059.3 million

SECTION 29.1.(b) The General Assembly authorizes and certifies anticipated revenues for the Highway Trust Fund as follows:

For Fiscal Year 2017-2018	$1,365.7 million
For Fiscal Year 2018-2019	$1,389.0 million
For Fiscal Year 2019-2020	$1,417.6 million
For Fiscal Year 2020-2021	$1,445.9 million

SECTION 29.1.(c) The Department of Transportation, in collaboration with the Office of State Budget and Management, shall develop a four-year revenue forecast. The first fiscal year in the four-year forecast shall be the 2021-2022 fiscal year. The four-year revenue forecast developed under this subsection shall be used (i) to develop the four-year cash flow estimates included in the biennial budgets, (ii) to develop the Strategic Transportation Improvement Program, and (iii) by the Department of the State Treasurer to compute transportation debt capacity.

DRAFT
SPECIAL PROVISION

2015-PART29-H29.1-P

PART XXIX. Department of Transportation
Conference Provision

***** HOUSE VERSION

CASH FLOW HIGHWAY FUND AND HIGHWAY TRUST FUND APPROPRIATION

SECTION 29.1.(a) The General Assembly authorizes and certifies anticipated revenues for the Highway Fund as follows:

For Fiscal Year 2017-2018	$2,097.6 million
For Fiscal Year 2018-2019	$2,136.8 million
For Fiscal Year 2019-2020	$2,177.3 million
For Fiscal Year 2020-2021	$2,209.8 million

SECTION 29.1.(b) The General Assembly authorizes and certifies anticipated revenues for the Highway Trust Fund as follows:

For Fiscal Year 2017-2018	$1,274.8 million
For Fiscal Year 2018-2019	$1,295.6 million
For Fiscal Year 2019-2020	$1,322.0 million
For Fiscal Year 2020-2021	$1,349.3 million

SECTION 29.1.(c) The Department of Transportation, in collaboration with the Office of State Budget and Management, shall develop an eight-year revenue forecast. The first fiscal year in the eight-year forecast shall be the 2017-2018 fiscal year. The eight-year revenue forecast developed under this subsection shall be used (i) to develop the four-year cash flow estimates included in the biennial budgets, (ii) to develop the Strategic Transportation Improvement Program, and (iii) by the Department of the State Treasurer to compute transportation debt capacity.

DRAFT
SPECIAL PROVISION



2015-PART29-S29.2-P

PART XXIX. Department of Transportation
Conference Provision

***** SENATE VERSION

SMALL CONSTRUCTION, CONTINGENCY, AND ECONOMIC DEVELOPMENT FUNDS

SECTION 29.2.(a) Of the funds appropriated in this act to the Department of Transportation:

(1) Two million five hundred thousand dollars ($2,500,000) in nonrecurring funds shall be allocated in each fiscal year of the biennium for small construction projects recommended by the Chief Engineer in consultation with the Chief Operating Officer and approved by the Secretary of Transportation. These funds shall be allocated equally in each fiscal year of the biennium among the 14 Highway Divisions for small construction projects.

(2) Twelve million dollars ($12,000,000) shall be allocated statewide in each fiscal year of the biennium for rural or small urban highway improvements and related transportation enhancements to public roads and public facilities, industrial access roads, and spot safety projects, including pedestrian walkways that enhance highway safety. Projects funded pursuant to this subdivision shall be approved by the Secretary of Transportation.

SECTION 29.2.(b) 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 construction. 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.

SECTION 29.2.(c) The funds appropriated in this act to the Economic Development fund shall be used for prioritized transportation improvements and infrastructure that expedite commercial growth as well as either job creation or job retention. Projects funded under this subsection shall be jointly approved by the Secretary of Transportation and the Secretary of Commerce in accordance with the guidelines and procedures developed under subsection (c) of Section 34.7 of S.L. 2013-360, as amended by Section 34.29 of S.L. 2014-100.

DRAFT
SPECIAL PROVISION

2015-PART29-H29.2-P

PART XXIX. Department of Transportation
Conference Provision

***** HOUSE VERSION

SMALL CONSTRUCTION AND CONTINGENCY FUNDS

SECTION 29.2.(a) Of the funds appropriated in this act to the Department of Transportation:

(1) Two million five hundred thousand dollars ($2,500,000) in nonrecurring funds shall be allocated in each fiscal year for small construction projects recommended by the Chief Engineer in consultation with the Chief Operating Officer and approved by the Secretary of the Department of Transportation. These funds shall be allocated equally in each fiscal year of the biennium among the 14 Highway Divisions for small construction projects.

(2) Twelve million dollars ($12,000,000) shall be allocated statewide in each fiscal year for rural or small urban highway improvements and related transportation enhancements to public roads and public facilities, industrial access roads, and spot safety projects, including pedestrian walkways that enhance highway safety. Projects funded pursuant to this subdivision shall be approved by the Secretary of Transportation.

SECTION 29.2.(b) 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 construction. 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.

DRAFT
SPECIAL PROVISION



2015-PART29-SO29.2A-P

PART XXIX. Department of Transportation
Conference Provision

***** SENATE ONLY

REPAIRS AND RENOVATIONS

SECTION 29.2A. There is appropriated from the Highway Fund to the Department of Transportation for the 2015-2017 fiscal biennium the following amounts for repairs and renovations:

Repairs and Renovations – Highway Fund	**2015-2016**	**2016-2017**
High-Rise Code Compliance Renovations	$957,000	$957,000
Roof Repairs & Replacements – Statewide	3,450,000	3,450,000
Chilled Water Piping and Insulation Replacement	612,700	612,700
TBC: Annex Building Window Replacement	0	724,000
DOT Elevator Modernization	0	251,000
DMV Field Facilities – Window Replacement Statewide	0	341,000
Rowan County Renovation and Addition	0	630,000
TOTAL REPAIRS AND RENOVATIONS – HIGHWAY FUND	**$5,019,700**	**$6,965,700**

DRAFT
SPECIAL PROVISION

2015-PART29-HO29.3-P

PART XXIX. Department of Transportation
Conference Provision

***** HOUSE ONLY

PRIORITIZATION 4.0 WORKGROUP CRITERIA/STI REVISIONS

SECTION 29.3.(a) The Prioritization 4.0 Workgroup, established in accordance with G.S. 136-189.11(h), shall (i) include peak average daily traffic data in the Congestion formula, (ii) expand consideration in Multimodal formula given to projects abutting a multimodal terminal to include projects within a certain proximity of a multimodal terminal, and (iii) include the improvement of hurricane evacuation routes and procedures in the Safety formula.

SECTION 29.3.(b) G.S. 136-189.11(g)(1) reads as rewritten:

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

SECTION 29.3.(c) G.S. 136-189.11(h) reads as rewritten:

"(h) Improvement of Prioritization Process. – The Department shall endeavor to continually improve the methodology and criteria used to score highway and non-highway projects pursuant to this Article, including the use of normalization techniques, and methods to strengthen the data collection process. The Department is directed to continue the use of a workgroup process to develop improvements to the prioritization process. Workgroup participants shall include, but not be limited to, the North Carolina League of Municipalities, the North Carolina Association of County Commissioners, the North Carolina Metropolitan Mayors Coalition, and the North Carolina Council of Regional Governments. The workgroup, led by the Prioritization Office, shall contain a minimum of four representatives each from the North Carolina Association of Municipal Planning Organizations and the North Carolina Association of Rural Planning Organizations, and these members will be selected by a vote of each organization. Department participants in the workgroup shall not exceed half of the total group. Beginning December 1, 2016, the Department shall report annually to the Joint Legislative Transportation Oversight Committee on any changes made to the highway or non-highway prioritization process and the resulting impact to the State Transportation Improvement Program. The General Assembly members and staff may attend all workgroup meetings related to the prioritization process, all subgroup meetings of the workgroup, and have access to all related workgroup or subgroup documents. Notwithstanding any provision of law to the contrary, activities and decisions of the workgroup established under this subsection shall not be subject to review or approval by the Board of Transportation."

SECTION 29.3.(d) G.S. 136-189.11(d) reads as rewritten:

"(d) Transportation Investment Strategy Formula. – Funds subject to the Formula shall be distributed as follows:

...

(2) Regional Impact Projects. – Thirty percent (30%) of the funds subject to this section shall be used for Regional Impact Projects and allocated by

population of Distribution Regions based on the most recent estimates certified by the Office of State Budget and Management:

a. Criteria. – A combination of transportation-related quantitative criteria, qualitative criteria, and local input shall be used to rank Regional Impact Projects involving highways that address cost-effective needs from a region-wide perspective and promote economic growth. Local input is defined as the rankings identified by the Department's Transportation Division Engineers, Metropolitan Planning Organizations, and Rural Transportation Planning Organizations. In determining local input, greater weight shall be given to the rankings identified by Metropolitan Planning Organizations and Rural Transportation Planning Organizations. Transportation Division Engineer local input scoring shall take into account public comments. The Department shall ensure that the public has a full opportunity to submit public comments, by widely available notice to the public, an adequate time period for input, and public hearings. Board of Transportation input shall be in accordance with G.S. 136-189.11(g)(1) and G.S. 143B-350(g). The criteria utilized for selection of Regional Impact Projects shall be based thirty percent (30%) on local input and seventy percent (70%) on consideration of a numeric scale of 100 points based on the following quantitative criteria:

1. Benefit cost.
2. Congestion.
3. Safety.
4. Freight.
5. Multimodal.
6. Pavement condition.
7. Lane width.
8. Shoulder width.
9. Accessibility and connectivity to employment centers, tourist destinations, or military installations.

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

a. Criteria. – A combination of transportation-related quantitative criteria, qualitative criteria, and local input shall be used to rank Division Need Projects involving highways that address cost-effective needs from a Division-wide perspective, provide access, and address safety-related needs of local communities. Local input is defined as the rankings identified by the Department's Transportation Division Engineers, Metropolitan Planning Organizations, and Rural Transportation Planning Organizations. In determining local input, greater weight shall be given to the rankings identified by Metropolitan Planning Organizations and Rural Transportation Planning Organizations. Transportation Division Engineer local input scoring shall take into account public comments. The Department shall ensure that the public has a full opportunity to submit public comments, by widely available notice to the public, an adequate time period for input, and public hearings. Board of

Transportation input shall be in accordance with G.S. 136-189.11(g)(1) and G.S. 143B-350(g). The criteria utilized for selection of Division Need Projects shall be based fifty percent (50%) on local input and fifty percent (50%) on consideration of a numeric scale of 100 points based on the following quantitative criteria, except as provided in sub-subdivision b. of this subdivision:

1. Benefit cost.
2. Congestion.
3. Safety.
4. Freight.
5. Multimodal.
6. Pavement condition.
7. Lane width.
8. Shoulder width.
9. Accessibility and connectivity to employment centers, tourist destinations, or military installations.

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

1. Federal Surface Transportation Program-Direct Attributable funds expended on eligible projects in the Division Need Projects category.
2. Federal Transportation Alternatives funds appropriated to the State.
3. Federal Railway-Highway Crossings Program funds appropriated to the State.
4. Projects requested from the Department in support of a time-critical job creation opportunity, when the opportunity would be classified as transformational under the Job Development Investment Grant program established pursuant to G.S. 143B-437.52, provided that the total State investment in each fiscal year for all projects funded under this sub-subdivision shall not exceed ten million dollars ($10,000,000) in the aggregate and five million dollars ($5,000,000) per project.
5. Federal funds for municipal road projects.

c. Bicycle and pedestrian limitation. – The Department shall not provide financial support for independent bicycle and pedestrian improvement projects, except for federal funds administered by the Department for that purpose. This sub-subdivision shall not apply to funds allocated to a municipality pursuant to G.S. 136-41.1 that are committed by the municipality as matching funds for federal funds administered by the Department and used for bicycle and pedestrian improvement projects. This limitation shall not apply to funds authorized for projects in the State Transportation Improvement Program that are scheduled for construction as of October 1, 2013, in State fiscal year 2012-2013, 2013-2014, or 2014-2015.

(4) Criteria for nonhighway projects. – Nonhighway projects subject to this subsection shall be evaluated through a separate prioritization process established by the Department that complies with all of the following:

a. The criteria used for selection of projects for a particular transportation mode shall be based on a minimum of four quantitative criteria.

b. Local input shall include rankings of projects identified by the Department's Transportation Division Engineers, Metropolitan Planning Organizations, and Rural Transportation Planning Organizations. In determining local input, greater weight shall be given to the rankings identified by Metropolitan Planning Organizations and Rural Transportation Planning Organizations. Transportation Division Engineer local input scoring shall take into account public comments. The Department shall ensure that the public has a full opportunity to submit public comments, by widely available notice to the public, an adequate time period for input, and public hearings. Board of Transportation input shall be in accordance with G.S. 136-189.11(g)(1) and G.S. 143B-350(g).

c. The criteria shall be based on a scale not to exceed 100 points that includes no bonus points or other alterations favoring any particular mode of transportation."

SECTION 29.3.(e) This section is effective when this act becomes law.

DRAFT
SPECIAL PROVISION

2015-PART29-HO29.4-P

PART XXIX. Department of Transportation
Conference Provision

***** HOUSE ONLY

INCREASE AMOUNT OF MOTOR FUEL TAX RATE DIVERSION TO SHALLOW DRAFT FUND

SECTION 29.4. G.S. 105-449.126(b) reads as rewritten:

"(b) The Secretary shall credit to the Shallow Draft Navigation Channel Dredging and Lake Maintenance Fund ~~one-sixth of one percent (1/6 of 1%)~~one-half percent (1/2%) of the amount that is allocated to the Highway Fund under G.S. 105-449.125 and is from the excise tax on motor fuel. Revenue credited to the Shallow Draft Navigation Channel Dredging and Lake Maintenance Fund under this section may be used only for the dredging activities described in G.S. 143-215.73F. The Secretary shall credit revenue to the Shallow Draft Navigation Channel Dredging and Lake Maintenance Fund on a quarterly basis. The Secretary must make the distribution within 45 days of the end of each quarter."

DRAFT
SPECIAL PROVISION



2015-PART29-S29.5-P

PART XXIX. Department of Transportation
Conference Provision

***** SENATE VERSION

REQUIRE COUNTY OR MUNICIPALITY TO PAY COSTS ASSOCIATED WITH REQUESTED PROJECT IMPROVEMENTS

SECTION 29.5.(a) G.S. 136-66.3(e) reads as rewritten:

"(e) Authorization to Participate in Project Additions. – Pursuant to an agreement with the Department of Transportation, a county or municipality ~~may~~ shall reimburse the Department of Transportation for the cost of all ~~improvements.~~ improvements requested by the county or municipality, including additional right-of-way, for a street, highway improvement projects, or other transportation system improvements approved by the Board of Transportation under G.S. 143B-350(f)(4), that are in addition to those improvements that the Department of Transportation would normally include in the project. Requests for safety enhancements or increases to mobility shall not be considered improvements subject to the requirement of this subsection unless the increase or enhancement is in excess of the standard required by law."

SECTION 29.5.(b) This section is effective when it becomes law and applies to agreements entered into on or after that date.

DRAFT
SPECIAL PROVISION

2015-PART29-H29.5-P

PART XXIX. Department of Transportation
Conference Provision

***** HOUSE VERSION

REQUIRE COUNTY OR MUNICIPALITY TO PAY COSTS ASSOCIATED WITH REQUESTED PROJECT IMPROVEMENTS

SECTION 29.5.(a) G.S. 136-66.3(e) reads as rewritten:

"(e) Authorization to Participate in Project Additions. – Pursuant to an agreement with the Department of Transportation, a county or municipality ~~may~~shall reimburse the Department of Transportation for the cost of all ~~improvements.~~improvements requested by the county or municipality, including additional right-of-way, for a street, highway improvement projects, or other transportation system improvements approved by the Board of Transportation under G.S. 143B-350(f)(4), that are in addition to those improvements that the Department of Transportation would normally include in the project."

SECTION 29.5.(b) This section is effective when it becomes law and applies to agreements entered into on or after that date.

DRAFT
SPECIAL PROVISION



2015-PART29-SO29.5A-P

PART XXIX. Department of Transportation
Conference Provision

***** SENATE ONLY

BOARD OF TRANSPORTATION/OUT-OF-STATE TRAVEL

SECTION 29.5A. Expenditures for out-of-State travel by the Board of Transportation for the 2015-2016 fiscal year and each subsequent fiscal year shall not exceed twenty-five thousand dollars ($25,000).

DRAFT
SPECIAL PROVISION



2015-PART29-HO29.6-P

PART XXIX. Department of Transportation
Conference Provision

***** HOUSE ONLY

EXPAND USES OF BRIDGE PROGRAM FUNDS

SECTION 29.6. Section 34.18(a) of S.L. 2014-100 reads as rewritten:

"**SECTION 34.18.(a)** The Department of Transportation shall rename the "system preservation program" (fund center 1500/157839) the "bridge program." Funds allocated to this program shall be used for improvements to culverts associated with a component of the State highway system and improvements to structurally deficient and functionally obsolete bridges. All projects funded under this program, with the exception of inspection, pre-engineering, contract preparation, contract administration and oversight, and planning activities, shall be outsourced to private contractors."

DRAFT
SPECIAL PROVISION



2015-PART29-H29.7-P

PART XXIX. Department of Transportation
Conference Provision

***** HOUSE VERSION

DEPARTMENT OF TRANSPORTATION OUT-OF-STATE TRAVEL

SECTION 29.7. Section 34.5 of S.L. 2014-100 reads as rewritten:

"**SECTION 34.5.** Expenditures for out-of-state travel by the Department of Transportation for the 2014-2015 fiscal year and all subsequent fiscal years shall not exceed the amount expended during the 2009-2010 fiscal year. For purposes of this section, "expenditures for out-of-state travel" includes transportation, conference, registration, and education expenses, lodging, and meals for Department of Transportation employees traveling outside of the ~~State.~~State, but does not include expenditures charged to federal projects and expenditures reimbursed by non-State entities."

DRAFT
SPECIAL PROVISION



2015-PART29-S29.7-P

PART XXIX. Department of Transportation
Conference Provision

***** SENATE VERSION

DEPARTMENT OF TRANSPORTATION OUT-OF-STATE TRAVEL

SECTION 29.7. Section 34.5 of S.L. 2014-100 reads as rewritten:

"**SECTION 34.5.** Expenditures for out-of-state travel by the Department of Transportation for the 2014-2015 fiscal year and ~~all~~ each subsequent fiscal ~~years~~ year shall not exceed the amount expended during the 2009-2010 fiscal year. For purposes of this section, "expenditures for out-of-state travel" includes transportation, conference, registration, and education expenses, lodging, and meals for Department of Transportation employees traveling outside of the ~~State.~~State, but does not include expenditures charged to federal projects."

DRAFT
SPECIAL PROVISION



2015-PART29-C29.8i-P

PART XXIX. Department of Transportation
Conference Provision

***** IDENTICAL

DOT/OUTSIDE COUNSEL

SECTION 29.8.(a) Section 34.27 of S.L. 2013-360, as amended by Section 34.24(a) of S.L. 2014-100, is repealed.

SECTION 29.8.(b) Subsections (b), (c), and (e) of Section 34.24 of S.L. 2014-100 are repealed.

SECTION 29.8.(c) G.S. 136-103.1 is repealed.

SECTION 29.8.(d) Article 2 of Chapter 136 of the General Statutes is amended by adding a new section to read:

"**§ 136-18.03. Outside counsel.**

(a) Intent. – It is the intent of the General Assembly that the Department of Transportation exercise the authority granted by this section to maximize operational and project delivery benefits attributed to the avoidance or successful defense of litigation.

(b) Authorization. – The Department of Transportation may engage the services of private counsel with the pertinent expertise to provide legal services related to any project undertaken by the Department. The Department shall supervise and manage the private counsel engaged under this section and, excluding legal services related to workers' compensation claims brought by Department employees, shall not be required to obtain written permission or approval from the Attorney General under G.S. 114-2.3.

(c) Performance Metrics. – The Department shall develop performance metrics to evaluate its utilization of in-house counsel and private counsel, to include the following:

(1) A summary of new matters opened by legal area.

(2) Case cycle times.

(3) Resolution of cases.

(4) A comparison of in-house costs to billable rates for private counsel.

(5) The process for procurement for legal services.

(d) Report. – The Department shall provide a semiannual report to the Joint Legislative Transportation Oversight Committee and the Joint Legislative Justice and Public Safety Oversight Committee on the performance metrics set forth in subsection (c) of this section."

DRAFT
SPECIAL PROVISION



2015-PART29-S29.9-P

PART XXIX. Department of Transportation
Conference Provision

***** SENATE VERSION

RIGHT-OF-WAY ACQUISITIONS/REDUCE REMNANT PROPERTY

SECTION 29.9.(a) Plan. – The Department of Administration, in collaboration with the Department of Transportation, shall develop a plan to reduce the amount of remnant property resulting from the acquisition of rights-of-way. The plan shall include a method or methods for disseminating information to contiguous or adjoining landowners and other members of the general public about (i) remnant property eligible for sale or other disposition and (ii) the process for placing a bid or offer on the remnant property, including posting the information required under this subdivision on the Web sites for both Departments.

SECTION 29.9.(b) Report. – The Departments shall jointly report to the Joint Legislative Transportation Oversight Committee by February 1, 2016, on the development of the plan required under this section. The report shall include all of the following:

(1) An identification of all remnant property eligible for sale or other disposition.

(2) An identification of the amount and types of costs incurred by the State from retaining remnant property.

(3) An identification of the estimated fair market value, as determined by the Department of Administration, for each remnant property eligible for sale or other disposition.

(4) An identification of any legal issues that may prohibit, or arise from, the sale or other disposition of other remnant property, if any.

(5) Any other matters or information the Departments jointly deem relevant to the development of the plan.

SECTION 29.9.(c) Implementation. – The Department of Administration shall implement the plan required under this section by July 1, 2016.

SECTION 29.9.(d) This section is effective when this act becomes law.

DRAFT
SPECIAL PROVISION

2015-PART29-H29.9-P

PART XXIX. Department of Transportation
Conference Provision

***** HOUSE VERSION

RIGHT-OF-WAY ACQUISITIONS/REDUCE UNECONOMIC REMNANT PROPERTY

SECTION 29.9.(a) G.S. 136-44.11 is amended by adding a new subsection to read:

"(c) Notwithstanding any other provision of law, the Department shall reduce the amount of funds expended per project for the acquisition of rights-of-way by three percent (3%)."

SECTION 29.9.(b) This section becomes effective July 1, 2015, and applies to rights-of-way acquired on or after that date.

DRAFT
SPECIAL PROVISION



2015-PART29-SO29.9A-P

PART XXIX. Department of Transportation
Conference Provision

***** SENATE ONLY

ROADSIDE ENVIRONMENTAL UNIT/LITTER PROGRAM

SECTION 29.9A. The Department of Transportation shall reclassify two vacant positions within the Division of Highways as Office Assistant IV positions within the Roadside Environmental Unit, and the duties of the positions shall include managing the litter program. The Department shall transfer from the highway maintenance units to the Roadside Environmental Unit all functions and funding related to the litter program and lawn mowing.

DRAFT
SPECIAL PROVISION



2015-PART29-SO29.9B-P

PART XXIX. Department of Transportation
Conference Provision

***** SENATE ONLY

EXTEND SUNSET/MINORITY-OWNED AND WOMEN-OWNED BUSINESSES IN TRANSPORTATION CONTRACTS

SECTION 29.9B. G.S. 136-28.4(e) reads as rewritten:

"(e) This section expires August 31, ~~2015.~~2017."

DRAFT
SPECIAL PROVISION

2015-PART29-HO29.10-P

PART XXIX. Department of Transportation
Conference Provision

***** HOUSE ONLY

DOT/REPORT ON CAPITAL IMPROVEMENT NEEDS ESTIMATE

SECTION 29.10. Report. – By October 1, 2015, the Department of Transportation shall provide a detailed report to the Joint Legislative Transportation Oversight Committee on how the Department forms the six-year capital improvement needs estimate required under G.S. 143C-8-4, including how the Department decides (i) how much funding will be required for each fiscal year of the estimate and (ii) what types of projects will be excluded from the estimate.

DRAFT
SPECIAL PROVISION



2015-PART29-HO29.11-P

PART XXIX. Department of Transportation
Conference Provision

***** HOUSE ONLY

PRODUCT EVALUATION PROGRAM/INCREASE INNOVATION

SECTION 29.11.(a) Plan. – The Board of Transportation shall develop a plan to bring greater visibility and public awareness to the Product Evaluation Program, a unit of the Department of Transportation that reviews new and innovative technologies and products. As part of its plan, the Board shall add to its monthly public meeting an agenda item that highlights two new technologies, one technology that is under review by the Product Evaluation Program and one technology that was recently approved by the Product Evaluation Program.

SECTION 29.11.(b) Report. – The plan required under subsection (a) of this section shall be submitted to the chairs of the Joint Legislative Transportation Oversight Committee no later than October 1, 2015.

SECTION 29.11.(c) Chapter 136 of the General Statutes is amended by adding a new section to read:

"**§ 136-18.03. Product Evaluation Program.**

The Product Evaluation Program, or any successor program operated by the Department of Transportation to review and approve or disapprove new and innovative technologies and products for use by the Department, shall complete its evaluation of a technology or product within one year from the date that the technology or product was submitted for evaluation. Nothing in this section shall be construed as requiring the Product Evaluation Program or any successor program to review all technologies and products submitted to the Product Evaluation Program or any successor program."

SECTION 29.11.(d) Subsection (c) of this section becomes effective July 1, 2015, and applies to technologies and products submitted for review on or after that date. The remainder of this section is effective when this act becomes law.

DRAFT
SPECIAL PROVISION



2015-PART29-S29.12-P

PART XXIX. Department of Transportation
Conference Provision

***** SENATE VERSION

VARIOUS REPORTING CHANGES

SECTION 29.12.(a) G.S. 136-89.183(a)(5) reads as rewritten:

"(5) To fix, revise, charge, retain, enforce, and collect tolls and fees for the use of the Turnpike Projects. ~~Prior~~Thirty days prior to the effective date of any toll or fee for use of a Turnpike Facility, the Authority shall submit a description of the proposed toll or fee to the Board of Transportation, the Joint Legislative Transportation Oversight Committee and the Joint Legislative Commission on Governmental Operations for review."

SECTION 29.12.(b) G.S. 143B-350(f)(4) reads as rewritten:

"(4) To approve a schedule of all major transportation improvement projects and their anticipated cost. This schedule is designated the Transportation Improvement Program. The Board shall publish the schedule in a format that is easily reproducible for distribution and make copies available for ~~distribution.~~ distribution in accordance with the process established for public records in Chapter 132 of the General Statutes. The document that contains the Transportation Improvement Program, or a separate document that is published at the same time as the Transportation Improvement Program, shall include the anticipated funding sources for the improvement projects included in the ~~Program,~~ Program and a list of any changes made from the previous year's Program, and the reasons for the changes."

SECTION 29.12.(c) G.S. 136-44.8(a1) reads as rewritten:

"(a1) In each county having unpaved roads programmed for paving, representatives of the Department of Transportation shall annually provide to the board of county commissioners in those counties a list of roads proposed for the annual paving program approved by the Board of Transportation. The paving priority list shall include the priority rating of each secondary road paving project included in the proposed paving program according to the criteria and standards adopted by the Board of Transportation. In addition to the list required under this subsection, the Department of Transportation shall annually provide to the board of county commissioners a summary of unpaved secondary road projects completed in the particular county for the prior calendar year, including an indication as to which projects were not completed on schedule and a detailed explanation as to why the projects were not completed on schedule."

SECTION 29.12.(d) G.S. 136-44.9 is repealed.

SECTION 29.12.(e) G.S. 136-28.6(h) reads as rewritten:

"(h) The Secretary shall report in writing, on ~~a quarterly~~ an annual basis, to the Joint Legislative ~~Commission on Governmental Operations~~ Transportation Oversight Committee on all agreements entered into between a private developer and the Department of Transportation for participation in private engineering and construction contracts under this section, as well as (i) agreements by counties and municipalities to participate in private engineering and construction contracts under subsection (i) of this section and (ii) pass-through funding from

private developers to counties or municipalities for State transportation projects. The information in the report required by this subsection shall be set forth separately for each division of the Department of Transportation."

SECTION 29.12.(f) G.S. 136-66.3(f) reads as rewritten:

"(f) Report to General Assembly. – The Department shall report in writing, on ~~a monthly~~ an annual basis, to the Joint Legislative ~~Commission on Governmental Operations~~ Transportation Oversight Committee on all agreements entered into between counties, municipalities and the Department of Transportation. The report shall state in summary form the contents of ~~such~~ the agreements. The information in the report required by this subsection shall be set forth separately for each division of the Department of Transportation."

SECTION 29.12.(g) G.S. 136-28.10(c) reads as rewritten:

"(c) The Secretary of Transportation shall report ~~quarterly~~ annually to the Joint Legislative Transportation Oversight Committee on the implementation of this section. The information in the report required by this subsection shall be set forth separately for each division of the Department of Transportation."

SECTION 29.12.(h) G.S. 143B-350 is amended by adding a new subsection to read:

"(p) Reports. – Notwithstanding any other provision of law, any report required to be submitted by the Board to the General Assembly or a committee thereof is due by the 15th day of the month that the report is due."

PART XXIX. Department of Transportation
Conference Provision

***** HOUSE VERSION

VARIOUS REPORTING CHANGES

SECTION 29.12.(a) G.S. 136-89.183(a)(5) reads as rewritten:

"(5) To fix, revise, charge, retain, enforce, and collect tolls and fees for the use of the Turnpike Projects. ~~Prior to the effective date of any toll or fee for use of a Turnpike Facility, the~~ The Authority shall submit ~~a description of the~~ an annual report describing any proposed toll or fee rates for the following calendar year to use a Turnpike Facility to the Board of Transportation, the Joint Legislative Transportation Oversight Committee and the Joint Legislative Commission on Governmental Operations for ~~review.~~review prior to the effective date of the toll or fee rate."

SECTION 29.12.(b) G.S. 143B-350(f)(4) reads as rewritten:

"(4) To approve a schedule of all major transportation improvement projects and their anticipated cost. This schedule is designated the Transportation Improvement Program. The Board shall publish the schedule in a format that is easily reproducible for distribution and make copies available for ~~distribution.~~ distribution in accordance with the process established for public records in Chapter 132 of the General Statutes. The document that contains the Transportation Improvement Program, or a separate document that is published at the same time as the Transportation Improvement Program, shall include the anticipated funding sources for the improvement projects included in the ~~Program,~~ Program and a list of any changes made from the previous year's Program, and the reasons for the changes."

SECTION 29.12.(c) G.S. 136-44.8(a1) reads as rewritten:

"(a1) In each county having unpaved roads programmed for paving, representatives of the Department of Transportation shall annually provide to the board of county commissioners in those counties a list of roads proposed for the annual paving program approved by the Board of Transportation. The paving priority list shall include the priority rating of each secondary road paving project included in the proposed paving program according to the criteria and standards adopted by the Board of Transportation. In addition to the list required under this subsection, the Department of Transportation shall annually provide to the board of county commissioners a summary of unpaved secondary road projects completed in the particular county for the prior calendar year, including an indication as to which projects were not completed on schedule and a detailed explanation as to why the projects were not completed on schedule."

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"(h) The Secretary shall report in writing, on ~~a quarterly~~ an annual basis, to the Joint Legislative ~~Commission on Governmental Operations~~ Transportation Oversight Committee on all agreements entered into between a private developer and the Department of Transportation for participation in private engineering and construction contracts under this section, as well as

(i) agreements by counties and municipalities to participate in private engineering and construction contracts under subsection (i) of this section and (ii) pass-through funding from private developers to counties or municipalities for State transportation projects. The information in the report required by this subsection shall be set forth separately for each division of the Department of Transportation."

SECTION 29.12.(f) G.S. 136-66.3(f) reads as rewritten:

"(f) Report to General Assembly. – The Department shall report in writing, on ~~a monthly~~ an annual basis, to the Joint Legislative ~~Commission on Governmental Operations~~ Transportation Oversight Committee on all agreements entered into between counties, municipalities and the Department of Transportation. The report shall state in summary form the contents of ~~such~~ the agreements. The information in the report required by this subsection shall be set forth separately for each division of the Department of Transportation."

SECTION 29.12.(g) G.S. 136-28.10(c) reads as rewritten:

"(c) The Secretary of Transportation shall report ~~quarterly~~ annually to the Joint Legislative Transportation Oversight Committee on the implementation of this section. The information in the report required by this subsection shall be set forth separately for each division of the Department of Transportation."

SECTION 29.12.(h) G.S. 143B-350 is amended by adding a new subsection to read:

"(p) Reports. – Notwithstanding any other provision of law, any report required to be submitted by the Board to the General Assembly or a committee thereof is due by the 15th day of the month that the report is due."

DRAFT
SPECIAL PROVISION



2015-PART29-H29.13-P

PART XXIX. Department of Transportation
Conference Provision

***** IDENTICAL

OUTSOURCING OF PRECONSTRUCTION ACTIVITY

SECTION 29.13.(a) Section 34.13(a) of S.L. 2014-100 reads as rewritten:

"**SECTION 34.13.(a)** The Department of Transportation shall seek to increase the use of contracts to further privatize preconstruction work where practical, economical, and likely to lead to increased efficiency. In doing so, the Department of Transportation shall meet each of the following privatization requirements:

(1) Increase the outsourcing of all activities performed by the Department's Preconstruction and Technical Services units to seventy percent (70%) of the total cost of activities performed by those units in fiscal year ~~2014-2015.~~2015-2016, excluding the cost of activities performed by the Turnpike Authority, the Structures Design and Management unit, and the Bridge Program.

(2) Increase the outsourcing of all activities performed by the Department's Roadway Design unit to fifty percent (50%) of the total cost of activities performed by that unit in fiscal year ~~2014-2015.~~2015-2016.

(3) Increase the outsourcing of all activities performed by the Department's Project Development and Environmental Analysis unit to sixty-five percent (65%) of the total cost of activities performed by that unit in fiscal year ~~2014-2015.~~2015-2016.

(4) ~~The~~Based on the total expenditures for outsourced activity in fiscal year 2013-2014, the Department's Right-of-Way unit shall increase the total expenditures for outsourced activity by five percent (5%) in fiscal year ~~2014-2015.~~2015-2016."

SECTION 29.13.(b) Section 34.13(d) of S.L. 2014-100 reads as rewritten:

"**SECTION 34.13.(d)** The Department shall report no later than October 1, ~~2014,~~2015, and quarterly thereafter, to the Joint Legislative Transportation Oversight Committee and the Fiscal Research Division regarding its implementation of this section, including any reductions in force used to meet privatization requirements."

DRAFT
SPECIAL PROVISION



2015-PART29-H29.14-P

PART XXIX. Department of Transportation
Conference Provision

***** HOUSE VERSION

ESTABLISHMENT OF "DOT REPORT" PROGRAM

SECTION 29.14.(a) It is the intent of the General Assembly that North Carolina's reputation as the "Good Roads State" is restored, which requires a partnership between the Governor, the Department of Transportation, the General Assembly, and all North Carolina citizens. Further, the General Assembly finds that improving the condition of North Carolina's roads requires increased oversight, accountability, innovation, and efficiency. It is the belief of the General Assembly that, through increased transparency and responsiveness to the public, the condition of the roads in this State will be the best in the nation within 10 years.

SECTION 29.14.(b) To achieve the intent set forth in subsection (a) of this section, the Department of Transportation shall establish and implement the "DOT REPORT" Program (Program). The Program shall include the following components:

(1) Responsiveness. – The Department of Transportation shall expand the Program to gather citizen input and shall commit to quickly addressing structural problems and other road hazards on State-maintained roads. Citizens may report potholes, drainage issues, culvert blockages, guardrail repairs, damaged or missing signs, malfunctioning traffic lights, highway debris, or shoulder damage to the Department of Transportation by calling 1-877-DOT-4YOU or submitting an online work request through the Web site link http://www.ncdot.gov/reportDOT/fixmyroad. Beginning January 1, 2016, upon receiving a citizen report in accordance with this subdivision, the Department of Transportation shall either address the reported problem or identify a solution to the reported problem. Excluding potholes, which shall be repaired within two business days of the date the report is received, the Department of Transportation shall properly address citizen reports no later than 10 business days after the date the citizen report is received. The Department of Transportation shall transmit information received about potholes or other problems on roads not maintained by the State to the appropriate locality within two business days of receiving the citizen report.

(2) Efficiency. – The Department of Transportation shall adopt procedures in all stages of the construction process to streamline project delivery, including consolidating environmental review processes, expediting multiagency reviews, accelerating right-of-way acquisitions, and pursuing design-build and other processes to collapse project stages.

By October 1, 2015, the Department of Transportation shall establish a baseline unit pricing structure for transportation goods used in highway maintenance and construction projects and set annual targets for three years based on its unit pricing. In forming the baseline unit prices and future targets, the Department of Transportation shall collect data from each Highway Division on its expenditures on transportation goods during the

2015-2016 fiscal year. Beginning January 1, 2016, no Highway Division shall exceed a ten-percent (10%) variance over a baseline unit price set for that year in accordance with this subdivision. The Department of Transportation shall institute quarterly tracking to monitor pricing variances. The ten-percent (10%) maximum variance set under this subdivision is intended to account for regional differences requiring varying product mixes. The Department of Transportation shall report to the Joint Legislative Transportation Oversight Committee and the Fiscal Research Division on October 1, 2015, on information required by this subdivision. If a Highway Division exceeds the unit pricing threshold, the Department of Transportation shall report to the Joint Legislative Transportation Oversight Committee and the Fiscal Research Division no later than the fifteenth day following the end of the quarter on why the variance occurred and what steps are being taken to bring the Highway Division back into compliance. In order to drive savings, unit pricing may be reduced annually as efficiencies are achieved.

(3) Performance. – Beginning October 1, 2015, the Secretary of the Department of Transportation shall conduct an annual job satisfaction survey of all Department of Transportation personnel that shall address relationships among all levels of leadership, work environment, issues impacting job performance, and leadership performance in creating the dynamic work environment necessary to meet new performance outcomes. In addition, the Department of Transportation shall conduct an annual survey of North Carolina citizens to measure the level of citizen satisfaction with the condition of the roads and highways of this State. Within 30 days of compiling the information received from surveys conducted in accordance with this subdivision, the results of these surveys shall be reported to the Joint Legislative Transportation Oversight Committee and the Fiscal Research Division.

(4) Oversight. – No later than May 1, 2016, and to increase budget transparency and allow for greater legislative and citizen oversight, the Department of Transportation, in consultation with the Fiscal Research Division and the Office of State Budget and Management, shall reclassify the funding source for all full-time positions that are budgeted as receipt-supported on the basis of charging to projects to appropriation and shall adjust budgeted funds accordingly. Employees in the Division of Highways shall be attributed to the respective Highway Division fund codes within the Highway Fund. Notwithstanding any other provision of law, the Department of Transportation is authorized to reallocate sufficient funds from the Primary Maintenance, Secondary Maintenance, and General Maintenance Reserve fund codes to each Highway Division to pay for salary and related costs associated with the reclassified positions. Receipt-supported positions in other organizational units within the Department of Transportation shall be funded through existing fund codes and funding sources for their assigned organizational units.

(5) Restructure. – An unbiased review of the organization, staffing, and operations of the Division of Highways within the Department of Transportation is needed to improve the efficiency and effectiveness of the Division of Highways' operations and to align operations and staffing with the strategic goals set for the Division of Highways. To that end, the Joint

Legislative Transportation Oversight Committee, through the Fiscal Research Division and in consultation with the Department of Transportation, shall study and review the Division of Highways. The Joint Legislative Transportation Oversight Committee may use a Request for Information process or a Request for Proposals process to contract with a qualified consulting firm to perform this review and study. The Department of Transportation is prohibited from entering into a contract for any services for a period of one year after the study and review completed pursuant to this subdivision with any consulting firm that performs a study and review pursuant to this subdivision. The study and review, at a minimum, shall include all of the following:

a. A review of current Division of Highways' operations, staffing levels, and employee performance management efforts.
b. An evaluation of current laws and policies related to Division of Highways' operations and staffing.
c. Recommendations on how best to align staffing with strategic goals and workload.
d. Recommendations on performance- or incentive-based systems to improve the effectiveness of the Division of Highways.
e. Recommendations on whether current laws and policies should be continued or modified based upon study results and human resource best practices.

Upon request, the Division of Highways shall provide any information, data, or documents within their possession, available from the Department of Transportation or other State agency records, as well as any other relevant information, data, or documents to complete this study and review. Information, data, and documents shall be provided in a timely manner to both the Fiscal Research Division and the consultant, if any. Upon request of the Fiscal Research Division or the consultant, if any, the Division of Highways shall dedicate and identify staff to aid in the reviews required in completing this report. The study and review shall be completed by March 31, 2016. The Joint Legislative Transportation Oversight Committee shall report its findings to the 2015 Regular Session of the General Assembly upon its convening in 2016.

(6) Transparency. – In order for the public to access up-to-date information on highway and bridge projects and hold the Department of Transportation accountable for completing projects on time, the Department of Transportation shall adjust its performance dashboard available on the Department of Transportation's home page to track the weekly progress of all of the following:

a. Maintenance projects costing over one million dollars ($1,000,000).
b. Bridge replacement projects.
c. Bridge repair and bridge renovation projects requiring road closures in excess of 24 hours.
d. All construction projects included in the five-year State Transportation Improvement Program.

The Department of Transportation's performance dashboard shall also be expanded to include Highway Division- and county-specific data with more detailed financial reporting and project delivery tracking. Dashboard

enhancements required under this subdivision shall be completed by March 1, 2016.

SECTION 29.14.(c) This section is effective when this act becomes law.

DRAFT
SPECIAL PROVISION



2015-PART29-S29.14-P

PART XXIX. Department of Transportation
Conference Provision

***** SENATE VERSION

RECLASSIFY FUNDING SOURCE FOR CERTAIN POSITIONS

SECTION 29.14. No later than May 1, 2016, the Department of Transportation, in consultation with the Fiscal Research Division and the Office of State Budget and Management, shall reclassify to appropriation the funding source for all full-time positions that are budgeted as receipt-supported on the basis of charging to projects and shall adjust budgeted funds accordingly. Employees in the Division of Highways shall be attributed to the respective Highway Division fund codes within the Highway Fund. Notwithstanding any other provision of law, the Department of Transportation is authorized to reallocate sufficient funds from the Primary Maintenance, Secondary Maintenance, and General Maintenance Reserve fund codes to each Highway Division to pay for salary and related costs associated with the reclassified positions. Receipt-supported positions in other organizational units within the Department of Transportation shall be funded through existing fund codes and funding sources for their assigned organizational units.

DRAFT
SPECIAL PROVISION

2015-PART29-SO29.14A-P

PART XXIX. Department of Transportation
Conference Provision

***** SENATE ONLY

DOT/STREAMLINING AND REORGANIZATION

SECTION 29.14A.(a) Intent. – It is the intent of the General Assembly to reduce costs and increase efficiencies within the Department of Transportation. To achieve this intent, the General Assembly finds that the elimination and reorganization of certain positions, units, and programs is necessary.

SECTION 29.14A.(b) Position Eliminations. – In accordance with G.S. 126-7.1, but by no later than 60 days after the effective date of this section, the Department of Transportation shall eliminate the following positions:

Position number	Title
60026819	Processing Assistant III
60026963	Technical Support Analyst
60026961	Technical Support Analyst
60026964	Engineering Technician
60026962	Technology Support Analyst
60015475	Engineering Technician
60027682	Processing Assistant V
60024002	Management Engineer III
60029011	Engineer
60029012	Architect Supervisor
60029019	Engineering Technician
60015784	Engineer
60015785	Environmental Specialist
60018852	Marine Welder
60024003	Technology Support Analyst
60024034	Administrative Officer II
60024046	Radio Communications Engineer
60024055	Technical Trainer II
60024057	Technical Trainer II
60024058	Technical Trainer II
60024072	Radio Engineer I
60024011	Information Processing Technician
60024012	Information Processing Technician
60024041	Information Processing Technician
60024068	Administrative Assistant III
60027194	Engineer
60026559	Engineer
60026603	Engineer
60026472	Engineer
60026509	Engineer

60026843	Engineering Supervisor
60027171	Engineering Manager
60029468	Engineer
60029009	Engineering Technician
60029014	Engineering Technician
60029015	Engineering Supervisor
60029018	Engineering Technician
60025908	Engineering Supervisor
60025855	Engineer
60025937	Engineering Supervisor
60025980	Engineer
60025919	Engineering Technician
60026010	Engineer
60025859	Engineer
60025846	Engineer
60026005	Engineering Supervisor
60026015	Engineer
60025862	Engineer
60025999	Engineer
60025877	Engineer
60025945	Engineering Supervisor
60026805	Engineering Technician
60026944	Engineering Technician
60025069	Engineering Manager
60027023	Engineering Director
60027025	Engineer

SECTION 29.14A.(c) Vacant Positions. – The Office of State Budget and Management shall eliminate all vacant positions within units or programs of the Department of Transportation in which all filled positions have been eliminated.

SECTION 29.14A.(d) Reorganization and Consolidation. – Notwithstanding any other provision of law, the Department of Transportation may, when it deems necessary for purposes of eliminating redundancies and achieving efficiencies, reorganize or consolidate any unit or program within the Department of Transportation in which a filled position has been eliminated under this section.

SECTION 29.14A.(e) Plan for Future Position Elimination and Reorganization. – It is the intent of the General Assembly for the 2016-2017 fiscal year to reduce the number of administrative, managerial, supervisory, and oversight functions centrally or regionally based in offices of the Department of Transportation and shift decision making on project development to the highway divisions. To achieve this intent, the Department of Transportation shall submit a plan to eliminate at least ten percent (10%) of the total amount of filled positions that are centrally or regionally based as of June 30, 2015, and that perform administrative, managerial, supervisory, or oversight functions. In addition, the plan shall describe the functions performed at the centrally and regionally based offices, including justification as to why each function cannot be outsourced, consolidated, or shifted to the highway divisions. The Department of Transportation shall submit the plan required under this subsection to the chairs of the Senate Appropriations Committee on the Department of Transportation and the House of Representatives Committee on Transportation Appropriations and the Joint Legislative Transportation Oversight Committee by January 1, 2016.

SECTION 29.14A.(f) Effective Date. – This section is effective when it becomes law.

DRAFT
SPECIAL PROVISION



2015-PART29-S29.15-P

PART XXIX. Department of Transportation
Conference Provision

***** SENATE VERSION

STUDY/TURNPIKE AUTHORITY PROCESSING FEE

SECTION 29.15.(a) Study. – The Department of Transportation shall study whether the amount of the processing fee set forth in G.S. 136-89.215 is in excess of the actual cost to collect and process unpaid open road tolls. The following information, set forth separately for each calendar year since the fee's enactment, shall be included within the study:

(1) The amount of the processing fee.

(2) The total amount of proceeds generated by the imposition of the processing fee.

(3) The total amount of costs incurred by the Turnpike Authority to collect and process unpaid open road tolls and a description of how the Department determined the total amount of costs incurred.

(4) An identification of whether the processing fees collected exceeded, equaled, or fell short of the costs incurred by the Turnpike Authority for collecting and processing unpaid open road tolls.

SECTION 29.15.(b) Report. – The Department shall report its findings to the Joint Legislative Transportation Oversight Committee by March 1, 2016.

DRAFT
SPECIAL PROVISION



2015-PART29-H29.15-P

PART XXIX. Department of Transportation
Conference Provision

***** HOUSE VERSION

STUDY/TURNPIKE AUTHORITY PROCESSING FEE

SECTION 29.15.(a) Study. – The Department of Transportation shall study whether the amount of the processing fee set forth in G.S. 136-89.215 is in excess of the actual cost to collect and process unpaid open road tolls. The following information, set forth separately for each fiscal year since the fee's enactment, shall be included within the study:

(1) The amount of the processing fee.

(2) The total amount of proceeds generated by the imposition of the processing fee.

(3) The total amount of costs incurred by the Turnpike Authority to collect and process unpaid open road tolls and a description of how the Department determined the total amount of costs incurred.

(4) An identification of whether the processing fees collected exceeded, equaled, or fell short of the costs incurred by the Turnpike Authority for collecting and processing unpaid open road tolls.

SECTION 29.15.(b) Report. – The Department shall report its findings to the Joint Legislative Transportation Oversight Committee by October 1, 2015.

DRAFT
SPECIAL PROVISION

2015-PART29-SO29.15A-P

PART XXIX. Department of Transportation
Conference Provision

***** SENATE ONLY

ADJUST CAP ON TURNPIKE PROJECTS

SECTION 29.15A. G.S. 136-89.183(a)(2) reads as rewritten:

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

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

...

(2) To study, plan, develop, and undertake preliminary design work on ~~up to nine~~ Turnpike Projects. At the conclusion of these activities, the Turnpike Authority is authorized to design, establish, purchase, construct, operate, and maintain no more than eleven projects, which shall include the ~~following projects:~~following:

a. Triangle Expressway, including segments also known as N.C. 540, Triangle Parkway, and the Western Wake Freeway in Wake and Durham Counties. The described segments constitute ~~three projects.~~one project.

b. Repealed by Session Laws 2013-183, s. 5.1, effective July 1, 2013.

c. Monroe Connector/Bypass.

d., e. Repealed by Session Laws 2013-183, s. 5.1, effective July 1, 2013.

f. Repealed by Session Laws 2008-225, s. 4, effective August 17, 2008.

Any other project proposed by the Authority in addition to the projects listed in this subdivision requires prior consultation with the Joint Legislative Commission on Governmental Operations pursuant to G.S. 120-76.1 no less than 180 days prior to initiating the process required by Article 7 of Chapter 159 of the General Statutes.

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

DRAFT
SPECIAL PROVISION



2015-PART29-HO29.16-P

PART XXIX. Department of Transportation
Conference Provision

***** HOUSE ONLY

ALLOCATION OF CONTRACT RESURFACING FUNDS

SECTION 29.16. Allocation. – Of the forty-two million five hundred fifty-two thousand twelve dollars ($42,552,012) appropriated in this act for fiscal year 2015-2016 and one hundred twenty million five hundred sixty thousand five hundred sixty-four dollars ($120,560,564) appropriated in this act for fiscal year 2016-2017 to the Department of Transportation for contract resurfacing, and notwithstanding any provision of law to the contrary, the Department shall, to the extent practicable, allocate these funds to each county in this State based on pavement condition scores formulated by the Department.

PART XXIX. Department of Transportation
Conference Provision

***** SENATE VERSION

USE OF FUNDS FOR PAVEMENT PRESERVATION PROGRAM

SECTION 29.17.(a) G.S. 136-44.17 reads as rewritten:

"**§ 136-44.17. Pavement preservation program.**

...

(b) Eligible Activities or Treatments. – Applications eligible for funding under the pavement preservation program include the following preservation activities or treatments for asphalt pavement structures:

(1) Chip seals, slurry seals, fog seals, sand seals, scrub seals, and cape seals.
(2) Microsurfacing.
(3) Profile milling not covered by resurfacing.
(4) Asphalt rejuvenators.
(5) Open graded asphalt friction course.
(6) Overlays less than 1,000 feet in length.
(7) Diamond grinding.
(8) Joint sealing.
(9) Dowel bar retrofit.
(10) Partial-depth or full-depth repairs and reclamations.
(11) Ultra-thin whitetopping.
(12) Thin lift and sand asphalt overlays.
(13) Asphalt crack sealing.

(c) Ineligible Activities or Treatments. – The pavement preservation program shall not include the following preservation activities or treatments:

(1) Contract resurfacing activities or major pavement rehabilitation treatments and pretreatments that are used in combination with a resurfacing treatment, such as profile milling or chip seals.
(2) Routine maintenance activities used to maintain and preserve the condition of roads. Treatments include, but are not limited to, ~~asphalt crack sealing,~~ pothole patching, rut filling, cleaning of roadside ditches and structures, shoulder maintenance, and retracing of pavement markings.
(3) Maintenance and preservation activities performed on bridges or culverts.
(4) Activities related to positive guidance or signal maintenance program functions.

(d) Encumbrance Schedule. – Beginning in the 2015-2016 fiscal year, the Department of Transportation shall spend or encumber all funds appropriated by the General Assembly to the Department for the pavement preservation program by June 30 of the fiscal year for which the funds were appropriated."

SECTION 29.17.(b) Subsection (k) of Section 34.11 of S.L. 2014-100 is repealed.

SECTION 29.17.(c) Subdivision (3) of subsection (l) of Section 34.11 of S.L. 2014-100 reads as rewritten:

"(3) The statewide cost per lane mile (hereafter "unit cost") along with unit cost for each division and for each type of treatment. The Department shall provide an explanation for unit costs that vary by more than ~~twenty percent (20%)~~ten percent (10%) from the statewide unit cost."

SECTION 29.17.(d) Subsection (c) of this section is effective when this act becomes law and applies to reports submitted on or after that date.

DRAFT
SPECIAL PROVISION



2015-PART29-H29.17-P

PART XXIX. Department of Transportation
Conference Provision

***** HOUSE VERSION

USE OF FUNDS FOR PAVEMENT PRESERVATION PROGRAM

SECTION 29.17.(a) G.S. 136-44.17 reads as rewritten:

"**§ 136-44.17. Pavement preservation program.**

...

(b) Eligible Activities or Treatments. – Applications eligible for funding under the pavement preservation program include the following preservation activities or treatments for asphalt pavement structures:

(1) Chip seals, slurry seals, fog seals, sand seals, scrub seals, and cape seals.
(2) Microsurfacing.
(3) Profile milling not covered by resurfacing.
(4) Asphalt rejuvenators.
(5) Open graded asphalt friction course.
(6) Overlays less than 1,000 feet in length.
(7) Diamond grinding.
(8) Joint sealing.
(9) Dowel bar retrofit.
(10) Partial-depth or full-depth repairs and reclamations.
(11) Ultra-thin whitetopping.
(12) Thin lift and sand asphalt overlays.
(13) Asphalt crack sealing.

(c) Ineligible Activities or Treatments. – The pavement preservation program shall not include the following preservation activities or treatments:

(1) Contract resurfacing activities or major pavement rehabilitation treatments and pretreatments that are used in combination with a resurfacing treatment, such as profile milling or chip seals.
(2) Routine maintenance activities used to maintain and preserve the condition of roads. Treatments include, but are not limited to, ~~asphalt crack sealing,~~ pothole patching, rut filling, cleaning of roadside ditches and structures, shoulder maintenance, and retracing of pavement markings.
(3) Maintenance and preservation activities performed on bridges or culverts.
(4) Activities related to positive guidance or signal maintenance program functions.

(d) Encumbrance Schedule. – The Department of Transportation shall spend or encumber all funds appropriated by the General Assembly to the Department for the pavement preservation program by June 30 of the fiscal year in which the funds were appropriated."

SECTION 29.17.(b) Subsection (k) of Section 34.11 of S.L. 2014-100 is repealed.

SECTION 29.17.(c) This section becomes effective July 1, 2015, and applies to funds appropriated on or after that date.

DRAFT
SPECIAL PROVISION



2015-PART29-HO29.17A-P

PART XXIX. Department of Transportation
Conference Provision

***** HOUSE ONLY

CONTRACT RESURFACING

SECTION 29.17A. The total amount of funds appropriated in this act from the Highway Fund to the Contract Resurfacing Program is as follows:

(1) For the 2015-2016 fiscal year, four hundred fifty-one million three hundred forty-five thousand nine hundred forty-six dollars ($451,345,946).

(2) For the 2016-2017 fiscal year, five hundred twenty-nine million three hundred fifty-four thousand four hundred ninety-eight dollars ($529,354,498).

DRAFT
SPECIAL PROVISION



2015-PART29-HO29.17B-P

PART XXIX. Department of Transportation
Conference Provision

***** HOUSE ONLY

NORTH CAROLINA STATE PORTS AUTHORITY

SECTION 29.17B. The total amount of funds appropriated in this act from the Highway Fund to the North Carolina State Ports Authority is as follows:

(1) For the 2015-2016 fiscal year, ten million six hundred thirty-eight thousand three dollars ($10,638,003).

(2) For the 2016-2017 fiscal year, thirty million one hundred forty thousand one hundred forty-two dollars ($30,140,142).

DRAFT
SPECIAL PROVISION

2015-PART29-SO29.17C-P

PART XXIX. Department of Transportation
Conference Provision

***** SENATE ONLY

FUNDS FOR CONTRACT RESURFACING

SECTION 29.17C.(a) Subsection (e) of Section 34.11 of S.L. 2014-100 is repealed.

SECTION 29.17C.(b) G.S. 136-44.3A reads as rewritten:

"**§ 136-44.3A. Highway Maintenance Improvement Program.**

...

~~(d) Contract Maintenance Resurfacing Program Letting Schedule. Beginning in the 2015-2016 fiscal year, and based on the amount of funds appropriated in the prior fiscal year by the General Assembly to the Department for the contract maintenance resurfacing program, the Department shall let contracts that total at least seventy percent (70%) of contract resurfacing program funds included in the certified budget annually by September 1.~~

(d1) Encumbrance Schedule. – Beginning in the 2015-2016 fiscal year, the Department of Transportation shall spend or encumber all funds appropriated by the General Assembly to the Department for the contract maintenance resurfacing program by June 30 of the fiscal year for which the funds were appropriated.

...."

PART XXIX. Department of Transportation
Conference Provision

***** SENATE ONLY

STABILIZATION OF FUNDING FOR STATE AID TO MUNICIPALITIES

SECTION 29.17D. G.S. 136-41.1(a) reads as rewritten:

"(a) ~~There is annually appropriated out of the State Highway Fund a sum equal to ten and four-tenths percent (10.4%) of the net amount after refunds that was produced during the fiscal year by the tax imposed under Article 36C of Chapter 105 of the General Statutes and on the equivalent amount of alternative fuel taxed under Article 36D of that Chapter. One-half~~ Upon appropriation of funds by the General Assembly to the Department of Transportation for State aid to municipalities, one-half of the amount appropriated shall be allocated in cash on or before October 1 of each year to the cities and towns of the State in accordance with this section. The second one-half of the amount appropriated shall be allocated in cash on or before January 1 of each year to the cities and towns of the State in accordance with this section. ~~The appropriation from the Highway Fund shall be based on revenue collected during the fiscal year preceding the date the distribution is made.~~

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

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

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

funds under this section during the next fiscal year, to be paid for out of such funds when received.

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

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

DRAFT
SPECIAL PROVISION



2015-PART29-SO29.17E-P

PART XXIX. Department of Transportation
Conference Provision

***** SENATE ONLY

STUDY/IMPROVING SAFETY ON SECONDARY ROADS

SECTION 29.17E.(a) Study. – The Department of Transportation shall study ways to improve safety and decrease the number of traffic accidents and fatalities occurring on secondary roads. The study shall include all of the following:

(1) An identification of the secondary roads with the highest number of traffic accidents and fatalities.

(2) An identification of the most common causes listed for traffic accidents and fatalities occurring on secondary roads.

(3) Any other matters or information the Department deems relevant to the completion of the study.

SECTION 29.17E.(b) Report. – The Department shall report its findings and recommendations, including any legislative proposals, to the Joint Legislative Transportation Oversight Committee by February 1, 2016.

DRAFT
SPECIAL PROVISION



2015-PART29-SO29.17F-P

PART XXIX. Department of Transportation
Conference Provision

***** SENATE ONLY

RELOCATION COSTS/SALE OF VISITOR CENTER IN BOONE, NC

SECTION 29.17F. If the visitor center located in the Town of Boone is sold or otherwise disposed of during the 2015-2017 fiscal biennium, there is appropriated from the Special Registration Plate Account the sum of fifty thousand dollars ($50,000) in nonrecurring funds to the North Carolina High Country Host, Inc., for the purpose of covering costs incurred from renovating or upfitting the relocated visitor center. These funds shall be in addition to any other funds the North Carolina High Country Host, Inc., may receive under G.S. 20-79.7 for the operation of a visitor center.

DRAFT
SPECIAL PROVISION



2015-PART29-C29.18i-P

PART XXIX. Department of Transportation
Conference Provision

***** IDENTICAL

REPORT/USE OF COAL COMBUSTION RESIDUALS

SECTION 29.18. Report. – By January 15, 2016, the Utilities Commission shall submit a report to the Joint Legislative Commission on Governmental Operations, the Joint Legislative Transportation Oversight Committee, and the Environmental Review Commission on the incremental cost incentives related to coal combustion residuals surface impoundments for investor-owned public utilities. The report shall include all of the following:

(1) The Utilities Commission policy on allowed incremental cost recoupment.

(2) The impact on utility customers' rates under the current policy on allowed incremental cost recoupment.

(3) Possible revisions to the current policy on allowed incremental cost recoupment that would promote reprocessing and other technologies that allow the reuse of coal combustion residuals stored in surface impoundments for concrete and other beneficial end uses.

PART XXIX. Department of Transportation
Conference Provision

***** HOUSE ONLY

BONUS ALLOCATION FOR MID-CURRITUCK BRIDGE PROJECT

SECTION 29.19. G.S. 136-189.11(f) reads as rewritten:

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

...

(3) Funds obtained through highway tolling. – Upon authorization to construct a project with funding from toll revenue, the Department shall make available for allocation an amount equal to one-half of the project construction cost derived from toll revenue bonds. The amount made available for allocation to other eligible highway projects shall not exceed two hundred million dollars ($200,000,000) of the capital construction funding directly attributable to the highway toll revenues committed in the Investment Grade Traffic and Revenue Study, for a project for which funds have been committed on or before July 1, 2015. The amount made available for allocation to other eligible highway projects shall not exceed one hundred million dollars ($100,000,000) of the capital construction funding directly attributable to the highway toll revenues committed in the Investment Grade Traffic and Revenue Study, for a project for which funds are committed after July 1, 2015. If the toll project is located in one or more Metropolitan Planning Organization or Rural Transportation Planning Organization boundaries, based on the boundaries in existence at the time of letting of the project construction contract, the bonus allocation shall be distributed proportionately to lane miles of new capacity within the Organization's boundaries. The Organization shall apply the bonus allocation only within those counties in which the toll project is located. Notwithstanding the requirement in this subsection directing the distribution of a bonus allocation to a Metropolitan Planning Organization, Rural Planning Organization, or local government, a bonus allocation made available under this subdivision for the Mid-Currituck Bridge project shall be distributed to the highway division having jurisdiction over the county where the Mid-Currituck Bridge project is located for use in accordance with subdivision (4) of this subsection. Nothing in this subdivision shall be construed as requiring the construction of the Mid-Currituck Bridge project.

...."

DRAFT
SPECIAL PROVISION



2015-PART29-HO29.20-P

PART XXIX. Department of Transportation
Conference Provision

***** HOUSE ONLY

UTILITY RELOCATION

SECTION 29.20.(a) G.S. 136-27.1 reads as rewritten:

"**§ 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 transportation project right-of-way, that are necessary to be relocated for a State transportation improvement project and that are owned by: (i) a municipality with a population of ~~5,500~~10,000 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 a 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~~10,000 according to the latest decennial census. A municipality with a population greater than 10,000 shall pay a percentage of the nonbetterment cost for relocation of water and sewer lines, owned by the municipality and located within the existing State transportation project right-of-way, that are necessary to be relocated for a State transportation improvement project. The percentage shall be based on the municipality's population, with the Department paying the remaining costs, as follows:

(1) A municipality with a population greater than 10,000, but less than 25,000, shall pay twenty-five percent (25%) of the cost.

(2) A municipality with a population of 25,000 or greater, but less than 50,000, shall pay fifty percent (50%) of the cost.

(3) A municipality with a population of 50,000 or greater shall pay one hundred percent (100%) of the cost."

SECTION 29.20.(b) This section is effective when it becomes law.

DRAFT
SPECIAL PROVISION

2015-PART29-C29.21i-P

PART XXIX. Department of Transportation
Conference Provision

***** IDENTICAL

RAIL DIVISION/STUDY ESTABLISHING COMMERCIAL FREIGHT RAIL SERVICE IN JACKSONVILLE

SECTION 29.21.(a) Study. – The Rail Division of the Department of Transportation, in collaboration with the Camp Lejeune Marine Corps Air Base, the Jacksonville Urban Area Metropolitan Planning Organization, the City of Jacksonville, Onslow County, and the Norfolk Southern Railway Company, shall study the feasibility and advisability of establishing a commercial freight rail service along the Camp Lejeune rail line located in Onslow County, North Carolina. The study shall include all of the following:

(1) An evaluation of the maintenance needs of the existing rail line and any enhancements needed to support commercial freight access.

(2) An evaluation of the use of partnership opportunities to complete long-term maintenance and enhancements in order to minimize the cost burden for all parties involved.

(3) Any other matters that the Rail Division deems relevant to the study.

SECTION 29.21.(b) Report. – The Rail Division shall report its findings to the Chairs of the Senate Appropriations Committee on the Department of Transportation and the House of Representatives Committee on Transportation Appropriations by July 1, 2016.

DRAFT
SPECIAL PROVISION



2015-PART29-S29.22-P

PART XXIX. Department of Transportation
Conference Provision

***** SENATE VERSION

PASSENGER RAIL RECEIPT-GENERATING ACTIVITIES

SECTION 29.22.(a) G.S. 136-18 is amended by adding a new subdivision to read:

"(44a) Where the Department owns or leases the passenger rail facility, owns or leases the rail equipment, or holds leasehold or license rights for the purpose of operating passenger stations, the Department may operate or contract for the following receipt-generating activities and use the proceeds to fund passenger rail operations:

a. Where the Department owns the passenger rail facility or owns or leases the rail equipment, operation of concessions on State-funded passenger trains and at passenger rail facilities to provide to passengers food, drink, and other refreshments, personal comfort items, Internet access, and souvenirs publicizing the passenger rail system.

b. Where the Department holds leasehold or license rights for the purpose of operating passenger stations, operation of concessions at rail passenger facilities to provide food, drink, and other refreshments, personal comfort items, Internet access, and souvenirs publicizing the passenger rail system, in accordance with the terms of the leasehold or license.

c. Advertising on or within the Department's passenger rail equipment or facility, including display advertising and advertising delivered to passengers through the use of video monitors, public address systems installed in passenger areas, and other electronic media.

d. The sale of naming rights to Department-owned passenger rail equipment or facilities."

SECTION 29.22.(b) G.S. 66-58(c)(21) reads as rewritten:

"(21) Any activity conducted or contracted for by the Department of Transportation that is authorized by G.S. 136-18(44a) or G.S. 136-82(f)."

PART XXIX. Department of Transportation
Conference Provision

***** HOUSE VERSION

PASSENGER RAIL RECEIPT-GENERATING ACTIVITIES

SECTION 29.22.(a) G.S. 136-18 is amended by adding a new subdivision to read:

"(44a) Where the Department owns or leases the passenger rail facility, owns the rail equipment, or holds leasehold or license rights for the purpose of operating passenger stations, the Department may operate or contract for the following receipt-generating activities and use the proceeds to fund passenger rail operations:

a. Where the Department owns the passenger rail facility or owns or leases the rail equipment, operation of concessions on State-funded passenger trains and at passenger rail facilities to provide to passengers food, drink, and other refreshments, personal comfort items, Internet access, and souvenirs publicizing the passenger rail system.

b. Where the Department holds leasehold or license rights for the purpose of operating passenger stations, operation of concessions at rail passenger facilities to provide food, drink, and other refreshments, personal comfort items, Internet access, and souvenirs publicizing the passenger rail system, in accordance with the terms of the leasehold or license.

c. Advertising on or within the Department's passenger rail equipment or facility, including display advertising and advertising delivered to passengers through the use of video monitors, public address systems installed in passenger areas, and other electronic media.

d. The sale of naming rights to Department-owned passenger rail equipment or facilities."

SECTION 29.22.(b) G.S. 66-58(c)(21) reads as rewritten:

"(21) Any activity conducted or contracted for by the Department of Transportation that is authorized by G.S. 136-18(44a) or G.S. 136-82(f)."

DRAFT
SPECIAL PROVISION



2015-PART29-C29.23i-P

PART XXIX. Department of Transportation
Conference Provision

***** IDENTICAL

FREIGHT RAIL & RAIL CROSSING SAFETY IMPROVEMENT FUND USES

SECTION 29.23. G.S. 124-5.1 reads as rewritten:

"**§ 124-5.1. North Carolina Railroad Company dividends deposited to Highway Fund.**

Any dividends of the North Carolina Railroad Company received by the State shall be deposited into the Freight Rail & Rail Crossing Safety Improvement Fund within the Highway Fund and administered by the Rail Division of the Department of Transportation. The Fund shall be used for the enhancement of freight rail service and railroad-roadway crossing safety, which may include the following project types:

(1) Track and associated infrastructure improvements for freight service.

(2) Grade crossing protection, elimination, and hazard removal.

(3) Signalization improvements.

(4) Assistance for projects to improve rail access to industrial, port, and military facilities and for freight intermodal facility improvements, provided that funding assistance under this subdivision shall be subject to the same limits as that for short-line railroads under G.S. 136-44.39.

(5) Corridor protection and reactivation.

The Fund may also be used to supplement funds allocated for freight rail or railroad-roadway crossing safety projects approved as part of the Transportation Improvement Program."

DRAFT
SPECIAL PROVISION



2015-PART29-SO29.23A-P

PART XXIX. Department of Transportation
Conference Provision

***** SENATE ONLY

USE OF PROCEEDS GENERATED FROM SHIPYARD

SECTION 29.23A. G.S. 136-82 reads as rewritten:

"**§ 136-82. Department of Transportation to establish and maintain ferries.**

...

(d) Use of Toll Proceeds. – The Department of Transportation shall credit the proceeds from tolls collected on North Carolina Ferry System routes and certain receipts generated under subsection (f) of this section to reserve accounts within the Highway Fund for each of the Highway Divisions in which system terminals are located and fares are earned. For the purposes of this subsection, fares are earned based on the terminals from which a passenger trip originates and terminates. Commuter pass receipts shall be credited proportionately to each reserve account based on the distribution of trips originating and terminating in each Highway Division. The proceeds credited to each reserve account shall be used exclusively for prioritized North Carolina Ferry System ferry passenger vessel replacement projects in the Division in which the proceeds are earned. Proceeds may be used to fund ferry passenger vessel replacement projects or supplement funds allocated for ferry passenger vessel replacement projects approved in the Transportation Improvement Program.

...

(f) Authority to Generate Certain Receipts. – The Department of Transportation, notwithstanding any other provision of law, may operate or contract for the following receipt-generating activities ~~and~~ and, except as otherwise provided in subsection (f1) of this section, use the proceeds for ferry passenger vessel replacement projects in the manner set forth in subsection (d) of this section:

...

(f1) Use of Receipts Generated From Shipyard. – The Department of Transportation shall credit the proceeds from receipts generated under subsection (f) of this section from activities performed by the North Carolina State Shipyard to a reserve account within the Highway Fund to be used exclusively for improvements to the Shipyard, including equipment and associated infrastructure. Notwithstanding the restrictions on the use of proceeds set forth in subsections (d) and (f) of this section, the Department may use a proportional amount of the proceeds credited to each reserve account described in subsection (d) of this section to replace or repair equipment in accordance with this subsection if there is an insufficient amount of funds in the reserve account within the Highway Fund for the Shipyard.

...."

PART XXIX. Department of Transportation
Conference Provision

***** SENATE ONLY

SET FEE FOR PRIORITY BOARDING ON FERRY

SECTION 29.23B.(a) G.S. 136-82(f) is amended by adding a new subdivision to read:

"(3a) Issuance of annual passes to individual passengers that entitle the passengers to priority when boarding a ferry passenger vessel. The Department of Transportation shall charge an annual fee of one hundred fifty dollars ($150.00) for each pass issued under this subdivision. The fee shall be in addition to any applicable ferry toll. In addition to the purposes set forth in this subsection, proceeds from fees collected under this subdivision may be used for operating expenses of the route in which the fee was collected. Notwithstanding any other provision of law, the Department of Transportation shall not provide free of charge annual passes to individual passengers that entitle the passengers to priority when boarding a ferry passenger vessel."

SECTION 29.23B.(b) This section becomes effective July 1, 2015, and applies to passes issued on or after that date.

DRAFT
SPECIAL PROVISION



2015-PART29-SO29.23C-P

PART XXIX. Department of Transportation
Conference Provision

***** SENATE ONLY

RFI AND STUDY/PRIVATIZATION OF FERRY SYSTEM

SECTION 29.23C.(a) Intent. – The General Assembly finds that the privatization of the North Carolina Ferry System would provide a more cost-effective service model for the citizens of the State. Therefore, it is the intent of the General Assembly to ascertain market interest for the private operation of the North Carolina Ferry System or its component parts.

SECTION 29.23C.(b) Request for Information. – The Board of Transportation shall issue a request for information (RFI) for the privatization of the North Carolina Ferry System.

SECTION 29.23C.(c) Report. – The Board of Transportation shall report to the Joint Legislative Transportation Oversight Committee and the Fiscal Research Division no later than February 1, 2016, on the results of the RFI and whether it is more cost-effective to privatize the North Carolina Ferry System.

SECTION 29.23C.(d) Study. – The Joint Legislative Transportation Oversight Committee shall study the feasibility and desirability of privatizing the North Carolina Ferry System. The study shall include ownership, governance, and regulatory issues related to (i) potential privatization of the North Carolina Ferry System and (ii) privately owned ferries currently operating in North Carolina. The Joint Legislative Transportation Oversight Committee shall report its findings and any legislative proposals to the 2016 Regular Session of the 2015 General Assembly.

DRAFT
SPECIAL PROVISION



2015-PART29-HO29.24-P

PART XXIX. Department of Transportation
Conference Provision

***** HOUSE ONLY

FERRY TOLLS/REMOVE EXEMPTION FROM CHAPTER 150B

SECTION 29.24.(a) G.S. 136-82(b) reads as rewritten:

"(b) Establishment of Tolling. – The Board of Transportation may establish tolls on any untolled ferry route as set forth in this subsection. Prior to establishing tolls on an untolled ferry route, the Board of Transportation must receive a resolution approved by the Transportation Advisory Committee of each affected local transportation planning organization requesting tolls on that route. No later than March 1, 2014, the Department shall hold a separate public hearing in the geographic area of each untolled ferry route and invite each affected local transportation planning organization. At the public hearing, the Department shall present an explanation of the toll setting methodology, the impact of tolling on the availability of funding for other local transportation priorities, and the minimum and maximum toll rates. After the public hearing, an affected local transportation planning organization may consider and adopt a ferry tolling resolution. The Board of Transportation shall adopt the toll at its next regularly scheduled meeting after receipt of the ferry tolling resolutions required by this subsection. The Department shall collect the toll as soon as is feasible following its adoption, but in no case more than 180 days after adoption of the toll. ~~The establishment of tolls by the Board of Transportation pursuant to the authority granted in this section shall be exempt from the provisions of Chapter 150B of the General Statutes.~~ For purposes of this section, "affected local transportation planning organization" means any Metropolitan Planning Organization or Rural Transportation Planning Organization with geographic jurisdiction over any part of an untolled ferry route, and "untolled ferry route" means any ferry route for which no tolls were in effect as of June 30, 2013."

SECTION 29.24.(b) This section becomes effective July 1, 2015, and applies to tolls established or revised on or after that date.

DRAFT
SPECIAL PROVISION



2015-PART29-HO29.25-P

PART XXIX. Department of Transportation
Conference Provision

***** HOUSE ONLY

REMOVE FERRY VESSEL REPLACEMENT FROM STI/BRIDGE PROGRAM REVISIONS

SECTION 29.25.(a) G.S. 136-189.10 reads as rewritten:

"**§ 136-189.10. Definitions.**

The following definitions apply in this Article:

...

(2) Division needs projects. – Includes only the following:
- a. Projects listed in subdivision (3) or (4) of this section, subject to the limitations noted in those subsections.
- b. State highway routes not included in subdivision (3) or (4) of this section.
- c. Airports included in the NPIAS that are not included in subdivision (3) or (4) of this section, provided that the State's total annual financial participation under this sub-subdivision shall not exceed eighteen million five hundred thousand dollars ($18,500,000).
- d. Rail lines not included in subdivision (3) or (4) of this section. This sub-subdivision does not include short-line railroads.
- e. Public transportation service not included in subdivision (3) or (4) of this section. This sub-subdivision includes commuter rail, intercity rail, and light rail.
- f. Multimodal terminals and stations serving passenger transit systems.
- g. Federally funded independent bicycle and pedestrian improvements.
- ~~h.~~ ~~Replacement of State-maintained ferry vessels.~~
- i. Federally funded municipal road projects.

(3) Regional impact projects. – Includes only the following:
- a. Projects listed in subdivision (4) of this section, subject to the limitations noted in that subdivision.
- b. U.S. highway routes not included in subdivision (4) of this section.
- c. N.C. highway routes not included in subdivision (4) of this section.
- d. Commercial service airports included in the NPIAS that are not included in subdivision (4) of this section, provided that the State's annual financial participation in any single airport project included in this subdivision may not exceed three hundred thousand dollars ($300,000).
- e. The State-maintained ferry system, excluding ~~passenger~~ vessel rehabilitation and replacement.
- f. Rail lines that span two or more counties not included in subdivision (4) of this section. This sub-subdivision does not include short-line railroads.

g. Public transportation service that spans two or more counties and that serves more than one municipality. Programmed funds pursuant to this sub-subdivision shall not exceed ten percent (10%) of any distribution region allocation. This sub-subdivision includes commuter rail, intercity rail, and light rail.

...."

SECTION 29.25.(b) Section 34.18(a) of S.L. 2014-100, as amended by Section 29.6 of this act, reads as rewritten:

"**SECTION 34.18.(a)** The Department of Transportation shall rename the "system preservation program" (fund center 1500/157839) the "bridge program." Funds allocated to this program shall be used for (i) improvements to culverts associated with a component of the State highway ~~system and~~ system, (ii) improvements to structurally deficient and functionally obsolete ~~bridges.~~ bridges, (iii) ferry vessel replacement projects, and (iv) ferry vessel rehabilitation projects. All projects funded under this program, with the exception of inspection, pre-engineering, contract preparation, contract administration and oversight, ~~and~~ planning ~~activities,~~ activities, ferry vessel replacement, and ferry vessel rehabilitation, shall be outsourced to private contractors."

SECTION 29.25.(c) G.S. 136-82(d) reads as rewritten:

"(d) Use of Toll Proceeds. – ~~The~~ Except for the net proceeds from tolls collected and other receipts generated from the operation of walk-on only ferry vessels on the Ocracoke/Hatteras ferry route, the Department of Transportation shall credit the proceeds from tolls collected on North Carolina Ferry System routes and receipts generated under subsection (f) of this section to ~~reserve accounts within the Highway Fund for each of the Highway Divisions in which system terminals are located and fares are earned. For the purposes of this subsection, fares are earned based on the terminals from which a passenger trip originates and terminates. Commuter pass receipts shall be credited proportionately to each reserve account based on the distribution of trips originating and terminating in each Highway Division. The proceeds credited to each reserve account~~ the bridge program under the Department of Transportation in the highway maintenance program, and the proceeds shall be used ~~exclusively~~ for prioritized North Carolina Ferry System ferry ~~passenger~~ vessel rehabilitation or replacement ~~projects in the Division in which the proceeds are earned.~~ projects. The Department of Transportation shall credit the net proceeds from tolls collected and other receipts generated from the operation of walk-on only ferry vessels on the Ocracoke/Hatteras ferry route to a reserve account within the Highway Fund for the Highway Division in which the system terminal is located and the fares are earned and the proceeds shall be used for operations and system improvements. Proceeds may be used to fund ferry ~~passenger~~ vessel rehabilitation or replacement projects or supplement funds allocated for ferry ~~passenger~~ vessel rehabilitation or replacement projects approved in the Transportation Improvement Program."

SECTION 29.25.(d) Except for the reserve account within the Highway Fund in which the net proceeds from tolls collected and other receipts generated from the operation of walk-on only ferry vessels on the Ocracoke/Hatteras ferry route are credited, the reserve accounts within the Highway Fund in which the proceeds from tolls collected on North Carolina Ferry System routes are credited under G.S. 136-82 shall be closed and the remaining unencumbered fund balance shall be transferred to the bridge program (Fund Code 84210-7839).

DRAFT
SPECIAL PROVISION

2015-PART29-HO29.26-P

PART XXIX. Department of Transportation
Conference Provision

***** HOUSE ONLY

CLARIFY APPLICABILITY OF STI TO ACQUISITION OF WALK-ON ONLY FERRY VESSELS FOR OCRACOKE/HATTERAS FERRY ROUTE

SECTION 29.26. The acquisition of walk-on only ferry vessels for the Ocracoke/Hatteras ferry route shall not be subject to Article 14B of Chapter 136 of the General Statutes.

DRAFT
SPECIAL PROVISION



2015-PART29-S29.27-P

PART XXIX. Department of Transportation
Conference Provision

***** SENATE VERSION

USE OF FUNDS APPROPRIATED TO DIVISION OF AVIATION

SECTION 29.27. Of the funds appropriated in this act to the Division of Aviation of the Department of Transportation, the Division shall allocate (i) the sum of three million five hundred thousand dollars ($3,500,000) in nonrecurring funds for the 2015-2016 fiscal year to the Cape Fear Regional Jetport to be used for improvements to the Jetport and (ii) the sum of one million dollars ($1,000,000) in nonrecurring funds for the 2015-2016 fiscal year to the Albert J. Ellis Airport to be used for the establishment of an air traffic control tower. The remaining funds appropriated in this act to the Division may be used for time-sensitive, aviation-related economic development projects.

DRAFT
SPECIAL PROVISION

2015-PART29-H29.27-P

PART XXIX. Department of Transportation
Conference Provision

***** HOUSE VERSION

USE OF FUNDS APPROPRIATED TO DIVISION OF AVIATION

SECTION 29.27. The Division of Aviation of the Department of Transportation may use funds appropriated in this act to the Division for time-sensitive, aviation-related economic development projects.

DRAFT
SPECIAL PROVISION



2015-PART29-SO29.27A-P

PART XXIX. Department of Transportation
Conference Provision

***** SENATE ONLY

ADJUST MUNICIPAL VEHICLE TAX

SECTION 29.27A.(a) G.S. 20-97 reads as rewritten:

"**§ 20-97. Taxes credited to Highway Fund; municipal vehicle taxes.**

(a) State Taxes to Highway Fund. – All taxes levied under this Article are compensatory taxes for the use and privileges of the public highways of this State. The taxes collected shall be credited to the State Highway Fund. Except as provided in this section, no county or municipality shall levy any license or privilege tax upon any motor vehicle licensed by the State.

~~(b) General Municipal Vehicle Tax. – Cities and towns may levy a tax of not more than five dollars ($5.00) per year upon any vehicle resident in the city or town. The proceeds of the tax may be used for any lawful purpose.~~

(b1) Municipal Vehicle Tax. – A city or town may levy an annual municipal vehicle tax upon any vehicle resident in the city or town. The aggregate annual municipal vehicle tax levied, including any annual municipal vehicle tax authorized by local legislation, may not exceed thirty dollars ($30.00) per vehicle. A city or town may use the net proceeds from the municipal vehicle tax as follows:

(1) General purpose. – Not more than five dollars ($5.00) of the tax levied may be used for any lawful purpose.

(2) Public transportation. – Not more than five dollars ($5.00) of the tax levied may be used for financing, constructing, operating, and maintaining local public transportation systems. This subdivision only applies to a city or town that operates a public transportation system as defined in G.S. 105-550.

(3) Public streets. – The remainder of the tax levied may be used for maintaining, repairing, constructing, reconstructing, widening, or improving public streets in the city or town that do not form a part of the State highway system.

~~(c) Municipal Vehicle Tax for Public Transportation. – A city or town that operates a public transportation system as defined in G.S. 105-550 may levy a tax of not more than five dollars ($5.00) per year upon any vehicle resident in the city or town. The tax authorized by this subsection is in addition to the tax authorized by subsection (b) of this section. A city or town may not levy a tax under this section, however, to the extent the rate of tax, when added to the general motor vehicle taxes levied by the city or town under subsection (b) of this section and under any local legislation, would exceed thirty dollars ($30.00) per year. The proceeds of the tax may be used only for financing, constructing, operating, and maintaining local public transportation systems. Cities and towns shall use the proceeds of the tax to supplement and not to supplant or replace existing funds or other resources for public transportation systems. This subsection does not apply to the cities and towns in Gaston County.~~

(d) Municipal Taxi Tax. – Cities and towns may levy a tax of not more than fifteen dollars ($15.00) per year upon each vehicle operated in the city or town as a taxicab. The proceeds of the tax may be used for any lawful purpose.

(e) No Additional Local Tax. – No county, city or town may impose a franchise tax, license tax, or other fee upon a motor carrier unless the tax is authorized by this section."

SECTION 29.27A.(b) This section is effective when it becomes law. This section does not change, repeal, or affect any local modifications to G.S. 20-97(b) enacted on or before the effective date.

DRAFT
SPECIAL PROVISION



2015-PART29-SO29.27B-P

PART XXIX. Department of Transportation
Conference Provision

***** SENATE ONLY

ADJUST DISTRIBUTION OF REVENUE FROM MOTOR FUEL EXCISE TAX RATE

SECTION 29.27B.(a) G.S. 105-449.125 reads as rewritten:

"**§ 105-449.125. Distribution of tax revenue among various funds and accounts.**

The Secretary shall allocate the amount of revenue collected under this Article from an excise tax of one-half cent (1/2¢) a gallon to the following funds and accounts in the fraction indicated:

Fund or Account	Amount
Commercial Leaking Petroleum	
Underground Storage Tank Cleanup Fund	Nineteen thirty-seconds
Noncommercial Leaking Petroleum	
Underground Storage Tank Cleanup Fund	Three thirty-seconds
Water and Air Quality Account	Five-sixteenths.

The Secretary shall allocate ~~seventy-five percent (75%)~~ seventy percent (70%) of the remaining excise tax revenue collected under this Article to the Highway Fund and shall allocate ~~twenty-five percent (25%)~~ thirty percent (30%) to the Highway Trust Fund.

The Secretary shall charge a proportionate share of a refund allowed under this Article to each fund or account to which revenue collected under this Article is credited. The Secretary shall credit revenue or charge refunds to the appropriate funds or accounts on a monthly basis."

SECTION 29.27B.(b) G.S. 105-449.125, as amended by subsection (a) of this section, reads as rewritten:

"**§ 105-449.125. Distribution of tax revenue among various funds and accounts.**

The Secretary shall allocate the amount of revenue collected under this Article from an excise tax of one-half cent (1/2¢) a gallon to the following funds and accounts in the fraction indicated:

Fund or Account	Amount
Commercial Leaking Petroleum	
Underground Storage Tank Cleanup Fund	Nineteen thirty-seconds
~~Noncommercial Leaking Petroleum~~	
~~Underground Storage Tank Cleanup Fund~~	~~Three thirty-seconds~~
Water and Air Quality Account	Five-sixteenths.

The Secretary shall allocate seventy percent (70%) of the remaining excise tax revenue collected under this Article to the Highway Fund and shall allocate thirty percent (30%) to the Highway Trust Fund.

The Secretary shall charge a proportionate share of a refund allowed under this Article to each fund or account to which revenue collected under this Article is credited. The Secretary shall credit revenue or charge refunds to the appropriate funds or accounts on a monthly basis."

SECTION 29.27B.(c) Subsection (b) of this section becomes effective July 1, 2016, and applies to revenue collected on or after that date.

DRAFT
SPECIAL PROVISION

2015-PART29-HO29.28-P

PART XXIX. Department of Transportation
Conference Provision

***** HOUSE ONLY

UNMANNED AIRCRAFT SYSTEM LAW CLARIFICATION

SECTION 29.28.(a) Section 7.16(e) of S.L. 2013-360, as amended by Section 7.11(a) of S.L. 2014-100, reads as rewritten:

"**SECTION 7.16.(e)** Until December 31, 2015, ~~no State or local governmental entity or officer may procure or operate an unmanned aircraft system or disclose personal information about any person acquired through the operation of an unmanned aircraft system unless the State CIO approves an exception specifically granting disclosure, use, or purchase. Any exceptions to the prohibition in this subsection shall be reported immediately~~ the State CIO shall have the authority to approve or disapprove (i) the procurement or operation of an unmanned aircraft system by agents or agencies of the State or a political subdivision of the State and (ii) the disclosure of personal information about any person acquired through the operation of an unmanned aircraft system by agents or agencies of the State or a political subdivision of the State. When making a decision under this subsection, the State CIO may consult with the Division of Aviation of the Department of Transportation. The State CIO shall immediately report to the Joint Legislative Oversight Committee on Information Technology and the Fiscal Research ~~Division.~~ Division on all decisions made under this subsection. Notwithstanding G.S. 63-95(c), agents or agencies of the State or a political subdivision of the State that receive State CIO approval under this subsection may procure or operate an unmanned aircraft system prior to the implementation of the knowledge test required by G.S. 63-95. In addition to receiving approval from the State CIO under this subsection, agents or agencies of the State or a political subdivision of the State who submit a request on or after the date of implementation of the knowledge test required by G.S. 63-95 shall also be subject to the provisions of that section. The following definitions apply in this section:

(1) "Unmanned aircraft" means an aircraft that is operated without the possibility of human intervention from within or on the aircraft.

(2) "Unmanned aircraft system" means an unmanned aircraft and associated elements, including communication links and components that control the unmanned aircraft that are required for the pilot in command to operate safely and efficiently in the national airspace system."

SECTION 29.28.(b) Section 34.30(j) of S.L. 2014-100 reads as rewritten:

"**SECTION 34.30.(j)** ~~No~~Except as authorized under Section 7.16(e) of S.L. 2013-360, as amended by Section 7.11(a) of S.L. 2014-100, no operation of unmanned aircraft systems by agents or agencies of the ~~State, or agents or agencies of~~ State or a political subdivision of the ~~State,~~ State shall be authorized in this State until the knowledge ~~and skills~~ test required by G.S. 63-95, as enacted in subsection (g) of this section, has been implemented.

No operation of unmanned aircraft systems for commercial purposes shall be authorized in this State until the FAA has authorized commercial operations and the licensing system required by G.S. 63-96, as enacted in subsection (g) of this section, has been implemented."

SECTION 29.28.(c) G.S. 63-95(b) reads as rewritten:

"(b) The Division shall develop a knowledge ~~and skills~~ test for operating an unmanned aircraft system that complies with all applicable State and federal regulations and shall provide for administration of the test. The test shall ensure that the operator of an unmanned aircraft system is knowledgeable of the State statutes and regulations regarding the operation of unmanned aircraft systems. The Division may permit a person, including an agency of this State, an agency of a political subdivision of this State, an employer, or a private training facility, to administer the test developed pursuant to this subsection, provided the test is the same as that administered by the Division and complies with all applicable State and federal regulations."

SECTION 29.28.(d) G.S. 63-96 reads as rewritten:

"**§ 63-96. ~~License~~ Permit required for commercial operation of unmanned aircraft systems.**

(a) No person shall operate an unmanned aircraft system, as defined in G.S. 15A-300.1, in this State for commercial purposes unless the person is in possession of a ~~license~~ permit issued by the Division valid for the unmanned aircraft system being operated. Application for such ~~license~~ permit shall be made in the manner provided by the Division. Unless suspended or revoked, the ~~license~~ permit shall be effective for a period to be established by the Division not exceeding eight years.

(b) No person shall be issued a ~~license~~ permit under this section unless all of the following apply:

(1) The person is at least ~~18~~ 17 years of age.

(2) The person possesses a valid drivers license issued by any state or territory of the United States or the District of Columbia.

(3) The person has passed the knowledge ~~and skills~~ test for operating an unmanned aircraft system as prescribed in G.S. 63-95(b).

(4) The person has satisfied all other applicable requirements of this Article or federal regulation.

(c) A ~~license~~ permit to operate an unmanned aircraft system for commercial purposes shall not be issued to a person while the person's license or permit to operate an unmanned aircraft system is suspended, revoked, or cancelled in any state.

(d) The Division shall develop and administer a program that complies with all applicable federal regulations to ~~license~~ issue permits to operators of unmanned aircraft systems for commercial purposes. The program must include the following components:

(1) A system for classifying unmanned aircraft systems based on characteristics determined to be appropriate by the Division.

(2) A fee structure for ~~licenses.~~permits.

(3) A ~~license~~ permit application ~~process.~~process, which shall include a requirement that the Division provide notice to an applicant of the Division's decision on issuance of a permit no later than 10 days from the date the Division receives the applicant's application.

(4) Technical guidance for complying with program requirements.

(5) Criteria under which the Division may suspend or revoke a ~~license.~~permit.

(6) Criteria under which the Division may waive ~~licensure~~ permitting requirements for applicants currently holding a valid license or permit to operate unmanned aircraft systems issued by another state or territory of the United States, the District of Columbia, or the United States.

(7) A designation of the geographic area within which a ~~licensee~~ permittee shall be authorized to operate an unmanned aircraft system. The rules adopted by the Division for designating a geographic area pursuant to this subdivision shall be no more restrictive than the rules or regulations adopted by the

Federal Aviation Administration for designating a geographic area for the commercial operation of unmanned aircraft systems.

(8) Requirements pertaining to the collection, use, and retention of data by ~~licensees~~ permittees obtained through the operation of unmanned aircraft systems, to be established in consultation with the State Chief Information Officer.

(9) Requirements for the marking of each unmanned aircraft system operated pursuant to a ~~license~~ permit issued under this section sufficient to ~~permit~~ allow identification of the owner of the system and the person ~~licensed~~ issued a permit to operate it.

(10) A system for providing agencies that conduct other operations within regulated airspace with the identity and contact information of ~~licensees~~ permittees and the geographic areas within which the ~~licensee~~ permittee is ~~permitted~~ authorized to operate an unmanned aircraft system.

(e) A person who operates an unmanned aircraft system for commercial purposes other than as ~~permitted~~ authorized under this section shall be guilty of a Class 1 misdemeanor.

(f) The Division may issue rules and regulations to implement the provisions of this section."

SECTION 29.28.(e) Prior to the implementation of the knowledge test and permitting process required by G.S. 63-96, any person authorized by the FAA for commercial operation of an unmanned aircraft system in this State shall not be in violation of that statute, provided that they make application for a State permit for commercial operation within 60 days of the full implementation of the permitting process and are issued a State commercial operation permit in due course.

SECTION 29.28.(f) This section is effective when this act becomes law.

PART XXIX. Department of Transportation
Conference Provision

***** HOUSE ONLY

MOTOR FUEL TAX RATE CHANGE

SECTION 29.29.(a) G.S. 105-449.80(a), as amended by Section 2.2(a) of S.L. 2015-2, reads as rewritten:

"(a) Rate. – ~~For the period that begins~~ Beginning on January 1, 2016, ~~and ends on June 30, 2016,~~ the motor fuel excise tax rate is a flat rate of ~~thirty-five cents (35¢)~~ thirty-six cents (36¢) per ~~gallon. For the period that begins on July 1, 2016, and ends on December 31, 2016, the motor fuel excise tax rate is a flat rate of thirty-four cents (34¢) per gallon. For the calendar years beginning on January 1, 2017, the motor fuel excise tax rate is a flat rate of thirty-four cents (34¢) per gallon, multiplied by a percentage.~~ gallon for diesel fuel and thirty-three cents (33¢) per gallon for all other motor fuels. For calendar years beginning on or after January 1, ~~2018,~~ 2017, the motor fuel excise tax rate is the amount for the preceding calendar year, multiplied by a percentage. The percentage is one hundred percent (100%) plus or minus the sum of the following:

(1) The percentage change in population for the applicable calendar year, as estimated under G.S. 143C-2-2, multiplied by seventy-five percent (75%).

(2) The annual percentage change in the Consumer Price Index for All Urban Consumers, multiplied by twenty-five percent (25%). For purposes of this subdivision, "Consumer Price Index for All Urban Consumers" means the United States city average for energy index contained in the detailed report released in the October prior to the applicable calendar year by the Bureau of Labor Statistics of the United States Department of Labor."

SECTION 29.29.(b) This section becomes effective January 1, 2016.

DRAFT
SPECIAL PROVISION



2015-PART29-S29.30-P

PART XXIX. Department of Transportation
Conference Provision

***** SENATE VERSION

INCREASE AND ADJUST DMV FEES

SECTION 29.30.(a) G.S. 20-7(i1) reads as rewritten:

"(i1) Restoration Fee. – Any person whose drivers license has been revoked pursuant to the provisions of this Chapter, other than G.S. 20-17(a)(2) shall pay a restoration fee of fifty dollars ($50.00). A person whose drivers license has been revoked under G.S. 20-17(a)(2) shall pay a restoration fee of one hundred dollars ($100.00). The fee shall be paid to the Division prior to the issuance to such person of a new drivers license or the restoration of the drivers license. The restoration fee shall be paid to the Division in addition to any and all fees which may be provided by law. This restoration fee shall not be required from any licensee whose license was revoked or voluntarily surrendered for medical or health reasons whether or not a medical evaluation was conducted pursuant to this Chapter. The fifty-dollar ($50.00) fee, and the ~~first fifty dollars ($50.00)~~ seventy-five dollars ($75.00) of the one-hundred-dollar ($100.00) fee, shall be deposited in the Highway Fund. Twenty-five dollars ($25.00) of the one-hundred-dollar ($100.00) fee shall be used to fund a statewide chemical alcohol testing program administered by the Forensic Tests for Alcohol Branch of the Chronic Disease and Injury Section of the Department of Health and Human Services. ~~The remainder of the one-hundred-dollar ($100.00) fee shall be deposited in the General Fund.~~ The Office of State Budget and Management shall annually report to the General Assembly the amount of fees ~~deposited in the General Fund and~~ transferred to the Forensic Tests for Alcohol Branch of the Chronic Disease and Injury Section of the Department of Health and Human Services under this subsection.

~~Effective with the 2011-2012 fiscal year, from the funds deposited in the General Fund under this subsection the sum of five hundred thirty-seven thousand four hundred fifty-five dollars ($537,455) shall be transferred annually to the Board of Governors of The University of North Carolina to be used for the operating expenses of the Bowles Center for Alcohol Studies at The University of North Carolina at Chapel Hill.~~"

SECTION 29.30.(a1) G.S. 20-7, as amended by subsection (a) of this section, reads as rewritten:

"**§ 20-7. Issuance and renewal of drivers licenses.**

...

(i) Fees. – The fee for a regular drivers license is the amount set in the following table multiplied by the number of years in the period for which the license is issued:

Class of Regular License	Fee for Each Year
Class A	~~$4.00~~$5.00
Class B	~~$4.00~~$5.00
Class C	~~$4.00~~$5.00

The fee for a motorcycle endorsement is ~~one dollar and seventy-five cents ($1.75)~~ two dollars ($2.00) for each year of the period for which the endorsement is issued. The appropriate fee shall be paid before a person receives a regular drivers license or an endorsement.

(i1) Restoration Fee. – Any person whose drivers license has been revoked pursuant to the provisions of this Chapter, other than G.S. 20-17(a)(2) shall pay a restoration fee of ~~fifty dollars ($50.00).~~ sixty dollars ($60.00). A person whose drivers license has been revoked under G.S. 20-17(a)(2) shall pay a restoration fee of ~~one hundred dollars ($100.00).~~ one hundred twenty dollars ($120.00). The fee shall be paid to the Division prior to the issuance to such person of a new drivers license or the restoration of the drivers license. The restoration fee shall be paid to the Division in addition to any and all fees which may be provided by law. This restoration fee shall not be required from any licensee whose license was revoked or voluntarily surrendered for medical or health reasons whether or not a medical evaluation was conducted pursuant to this Chapter. The ~~fifty-dollar ($50.00)~~ sixty-dollar ($60.00) fee, and the first ~~seventy-five dollars ($75.00)~~ ninety-five dollars ($95.00) of the ~~one hundred-dollar ($100.00)~~ one-hundred-twenty-dollar ($120.00) fee, shall be deposited in the Highway Fund. Twenty-five dollars ($25.00) of the ~~one-hundred-dollar ($100.00)~~ one-hundred-twenty-dollar ($120.00) fee shall be used to fund a statewide chemical alcohol testing program administered by the Forensic Tests for Alcohol Branch of the Chronic Disease and Injury Section of the Department of Health and Human Services. The Office of State Budget and Management shall annually report to the General Assembly the amount of fees transferred to the Forensic Tests for Alcohol Branch of the Chronic Disease and Injury Section of the Department of Health and Human Services under this subsection.

...

(l) Learner's Permit. – A person who is at least 18 years old may obtain a learner's permit. A learner's permit authorizes the permit holder to drive a specified type or class of motor vehicle while in possession of the permit. A learner's permit is valid for a period of 18 months after it is issued. The fee for a learner's permit is ~~fifteen dollars ($15.00).~~ eighteen dollars ($18.00). A learner's permit may be renewed, or a second learner's permit may be issued, for an additional period of 18 months. The permit holder must, while operating a motor vehicle over the highways, be accompanied by a person who is licensed to operate the motor vehicle being driven and is seated beside the permit holder.

...."

SECTION 29.30.(b) G.S. 20-11(j) reads as rewritten:

"(j) Duration and Fee. — A limited learner's permit expires on the eighteenth birthday of the permit holder. A limited provisional license expires on the eighteenth birthday of the license holder. A limited learner's permit or limited provisional license issued under this section that expires on a weekend or State holiday shall remain valid through the fifth regular State business day following the date of expiration. A full provisional license expires on the date set under G.S. 20-7(f). The fee for a limited learner's permit or a limited provisional license is ~~fifteen dollars ($15.00).~~ eighteen dollars ($18.00). The fee for a full provisional license is the amount set under G.S. 20-7(i)."

SECTION 29.30.(c) G.S. 20-14 reads as rewritten:

"**§ 20-14. Duplicate licenses.**

A person may obtain a duplicate of a license issued by the Division by paying a fee of ~~ten dollars ($10.00)~~ twelve dollars ($12.00) and giving the Division satisfactory proof that any of the following has occurred:

(1) The person's license has been lost or destroyed.
(2) It is necessary to change the name or address on the license.
(3) Because of age, the person is entitled to a license with a different color photographic background or a different color border.
(4) The Division revoked the person's license, the revocation period has expired, and the period for which the license was issued has not expired."

SECTION 29.30.(d) G.S. 20-16(e) reads as rewritten:

"(e) The Division may conduct driver improvement clinics for the benefit of those who have been convicted of one or more violations of this Chapter. Each driver attending a driver improvement clinic shall pay a fee of ~~fifty dollars ($50.00).~~sixty dollars ($60.00)."

SECTION 29.30.(e) G.S. 20-26(c) reads as rewritten:

"(c) The Division shall furnish copies of license records required to be kept by subsection (a) of this section in accordance with G.S. 20-43.1 to other persons for uses other than official upon prepayment of the following fees:

(1) Limited extract copy of license record, for period up to three years ..... ~~$8.00~~$10.00
(2) Complete extract copy of license record ..... ~~8.00~~10.00
(3) Certified true copy of complete license record ..... ~~11.00.~~13.00.

All fees received by the Division under this subsection shall be credited to the Highway Fund."

SECTION 29.30.(f) G.S. 20-37.15(a1) reads as rewritten:

"(a1) The application must be accompanied by a nonrefundable application fee of ~~thirty dollars ($30.00).~~thirty-six dollars ($36.00). This fee does not apply in any of the following circumstances:

(1) When an individual surrenders a commercial driver learner's permit issued by the Division when submitting the application.
(2) When the application is to renew a commercial drivers license issued by the Division.

This fee shall entitle the applicant to three attempts to pass the written knowledge test without payment of a new fee. No application fee shall be charged to an applicant eligible for a waiver under G.S. 20-37.13(c)."

SECTION 29.30.(g) G.S. 20-37.16(d) reads as rewritten:

"(d) The fee for a Class A, B, or C commercial drivers license is ~~fifteen dollars ($15.00)~~eighteen dollars ($18.00) for each year of the period for which the license is issued. The fee for each endorsement is ~~three dollars ($3.00)~~four dollars ($4.00) for each year of the period for which the endorsement is issued. The fees required under this section do not apply to employees of the Driver License Section of the Division who are designated by the Commissioner."

SECTION 29.30.(h) G.S. 20-42(b) reads as rewritten:

"(b) The Commissioner and officers of the Division designated by the Commissioner may prepare under the seal of the Division and deliver upon request a certified copy of any document of the Division for a fee. The fee for a document, other than an accident report under G.S. 20-166.1, is ~~ten dollars ($10.00).~~ twelve dollars ($12.00). The fee for an accident report is ~~five dollars ($5.00).~~ six dollars ($6.00). A certified copy shall be admissible in any proceeding in any court in like manner as the original thereof, without further certification. The certification fee does not apply to a document furnished for official use to a judicial official or to an official of the federal government, a state government, or a local government."

SECTION 29.30.(i) G.S. 20-85(a) reads as rewritten:

"(a) The following fees are imposed concerning a certificate of title, a registration card, or a registration plate for a motor vehicle. These fees are payable to the Division and are in addition to the tax imposed by Article 5A of Chapter 105 of the General Statutes.

(1) Each application for certificate of title ..... ~~$40.00~~$48.00
(2) Each application for duplicate or corrected certificate of title ..... ~~15.00~~18.00
(3) Each application of repossessor for certificate of title ..... ~~15.00~~18.00
(4) Each transfer of registration ..... ~~15.00~~18.00
(5) Each set of replacement registration plates ..... ~~15.00~~18.00
(6) Each application for duplicate registration card ..... ~~15.00~~18.00

(7) Each application for recording supplementary lien ..... ~~15.00~~18.00

(8) Each application for removing a lien from a certificate of title ..... ~~15.00~~18.00

(9) Each application for certificate of title for a motor vehicle transferred to a manufacturer, as defined in G.S. 20-286, or a motor vehicle retailer for the purpose of resale ..... ~~15.00~~18.00

(10) Each application for a salvage certificate of title made by an insurer or by a used motor vehicle dealer pursuant to subdivision (b)(2) or subsection (e1) of G.S. 20-109.1 ..... ~~15.00~~18.00

(11) Each set of replacement Stock Car Racing Theme plates issued under G.S. 20-79.4 ..... 25.00."

SECTION 29.30.(j) G.S. 20-85.1(b) reads as rewritten:

"(b) The Commissioner and the employees of the Division designated by the Commissioner may prepare and deliver upon request a certificate of title, charging a fee of ~~seventy-five dollars ($75.00)~~ ninety dollars ($90.00) for one-day title service, in lieu of the title fee required by G.S. 20-85(a). The fee for one-day title service must be paid by cash or by certified check. This fee shall be credited to the Highway Trust Fund."

SECTION 29.30.(k) G.S. 20-87 reads as rewritten:

"**§ 20-87. Passenger vehicle registration fees.**

These fees shall be paid to the Division annually for the registration and licensing of passenger vehicles, according to the following classifications and schedules:

(1) For-Hire Passenger Vehicles. – The fee for a passenger vehicle that is operated for compensation and has a capacity of 15 passengers or less is ~~seventy-eight dollars ($78.00).~~ ninety-four dollars ($94.00). The fee for a passenger vehicle that is operated for compensation and has a capacity of more than 15 passengers is ~~one dollar and forty cents ($1.40)~~ one dollar and seventy cents ($1.70) per hundred pounds of empty weight of the vehicle.

(2) U-Drive-It Vehicles. – U-drive-it vehicles shall pay the following tax:

Motorcycles:	1-passenger capacity	~~$18.00~~$22.00
	2-passenger capacity	~~22.00~~26.00
	3-passenger capacity	~~26.00~~31.00
Automobiles:	15 or fewer passengers	~~$51.00~~$61.00
Buses:	16 or more passengers	~~$2.00~~$2.40 per hundred pounds of empty weight
Trucks under 7,000 pounds that do not haul products for hire:	4,000 pounds	~~$41.50~~$50.00
	5,000 pounds	~~$51.00~~$61.00
	6,000 pounds	~~$61.00.~~$73.00.

...

(5) Private Passenger Vehicles. – There shall be paid to the Division annually, as of the first day of January, for the registration and licensing of private passenger vehicles, fees according to the following classifications and schedules:

Private passenger vehicles of not more than fifteen passengers ..... ~~$28.00~~$34.00

Private passenger vehicles over fifteen passengers..... ~~31.00~~37.00
Provided, that a fee of only ~~one dollar ($1.00)~~ one dollar and twenty cents ($1.20) shall be charged for any vehicle given by the federal government to any veteran on account of any disability suffered during war so long as such vehicle is owned by the original donee or other veteran entitled to receive such gift under Title 38, section 252, United States Code Annotated.

(6) Private Motorcycles. – The base fee on private passenger motorcycles shall be ~~fifteen dollars ($15.00);~~ eighteen dollars ($18.00); except that when a motorcycle is equipped with an additional form of device designed to transport persons or property, the base fee shall be ~~twenty-two dollars ($22.00).~~ twenty-six dollars ($26.00). An additional fee of three dollars ($3.00) is imposed on each private motorcycle registered under this subdivision in addition to the base fee. The revenue from the additional fee, in addition to any other funds appropriated for this purpose, shall be used to fund the Motorcycle Safety Instruction Program created in G.S. 115D-72.

...

(9) House Trailers. – In lieu of other registration and license fees levied on house trailers under this section or G.S. 20-88, the registration and license fee on house trailers shall be ~~eleven dollars ($11.00)~~ thirteen dollars ($13.00) for the license year or any portion thereof.

...

(11) Any vehicle fee determined under this section according to the weight of the vehicle shall be increased by the sum of ~~three dollars ($3.00)~~ four dollars ($4.00) to arrive at the total fee.

...

(13) Additional fee for certain electric vehicles. – At the time of an initial registration or registration renewal, the owner of a plug-in electric vehicle that is not a low-speed vehicle and that does not rely on a nonelectric source of power shall pay a fee in the amount of ~~one hundred dollars ($100.00)~~ one hundred twenty dollars ($120.00) in addition to any other required registration fees."

SECTION 29.30.(l) G.S. 20-88 reads as rewritten:

"**§ 20-88. Property-hauling vehicles.**

...

(b) The following fees are imposed on the annual registration of self-propelled property-hauling vehicles: the fees are based on the type of vehicle and its weight:

SCHEDULE OF WEIGHTS AND RATES

Rates Per Hundred Pound Gross Weight

	Farmer Rate
Not over 4,000 pounds	~~$0.29~~$0.35
4,001 to 9,000 pounds inclusive	~~.40~~0.48
9,001 to 13,000 pounds inclusive	~~.50~~0.60
13,001 to 17,000 pounds inclusive	~~.68~~0.82
Over 17,000 pounds	~~.77~~0.92

Rates Per Hundred Pound Gross Weight

	General Rate
Not over 4,000 pounds	~~$0.59~~$0.71
4,001 to 9,000 pounds inclusive	~~.81~~0.97
9,001 to 13,000 pounds inclusive	~~1.00~~1.20
13,001 to 17,000 pounds inclusive	~~1.36~~1.63

Over 17,000 pounds ~~1.54~~1.85

(1) The minimum fee for a vehicle licensed under this subsection is ~~twenty-four dollars ($24.00)~~ twenty-nine dollars ($29.00) at the farmer rate and ~~twenty-eight dollars ($28.00)~~ thirty-four dollars ($34.00) at the general rate.

...

(6) There shall be paid to the Division annually the following fees for "wreckers" as defined under G.S. 20-4.01(50): a wrecker fully equipped weighing 7,000 pounds or less, ~~seventy-five dollars ($75.00);~~ ninety dollars ($90.00); wreckers weighing in excess of 7,000 pounds shall pay ~~one hundred forty-eight dollars ($148.00).~~ one hundred seventy-eight dollars ($178.00). Fees to be prorated monthly. Provided, further, that nothing herein shall prohibit a licensed dealer from using a dealer's license plate to tow a vehicle for a customer.

(c) The fee for a semitrailer or trailer is ~~nineteen dollars ($19.00)~~ twenty-three dollars ($23.00) for each year or part of a year. The fee is payable each year. Upon the application of the owner of a semitrailer or trailer, the Division may issue a multiyear plate and registration card for the semitrailer or trailer for a fee of ~~seventy-five dollars ($75.00).~~ ninety dollars ($90.00). A multiyear plate and registration card for a semitrailer or trailer are valid until the owner transfers the semitrailer or trailer to another person or surrenders the plate and registration card to the Division. A multiyear plate may not be transferred to another vehicle.

The Division shall issue a multiyear semitrailer or trailer plate in a different color than an annual semitrailer or trailer plate and shall include the word "multiyear" on the plate. The Division may not issue a multiyear plate for a house trailer.

...

(i) Any vehicle fee determined under this section according to the weight of the vehicle shall be increased by the sum of ~~three dollars ($3.00)~~ four dollars ($4.00) to arrive at the total fee.

...."

SECTION 29.30.(m) G.S. 20-289(a) reads as rewritten:

"(a) The license fee for each fiscal year, or part thereof, shall be as follows:

(1) For motor vehicle dealers, distributors, distributor branches, and wholesalers, ~~seventy dollars ($70.00)~~ eighty-four dollars ($84.00) for each place of business.

(2) For manufacturers, ~~one hundred fifty dollars ($150.00)~~ one hundred eighty dollars ($180.00) and for each factory branch in this State, ~~one hundred dollars ($100.00).~~one hundred twenty dollars ($120.00).

(3) For motor vehicle sales representatives, ~~fifteen dollars ($15.00).~~eighteen dollars ($18.00).

(4) For factory representatives, or distributor representatives, ~~fifteen dollars ($15.00).~~eighteen dollars ($18.00).

(5) Repealed by Session Laws 1991, c. 662, s. 4."

SECTION 29.30.(n) G.S. 20-385(a) reads as rewritten:

"(a) The fees listed in this section apply to a motor carrier. These fees are in addition to any fees required under the Unified Carrier Registration Agreement.

(1) Repealed by Session Laws 2007-492, s. 5, effective August 30, 2007.

(2) Application by an intrastate motor carrier for a certificate of exemption ~~45.00~~54.00

(3) Certification by an interstate motor carrier that it is not regulated by the United States Department of Transportation ~~45.00~~54.00

(4) Application by an interstate motor carrier for an emergency trip permit ~~18.00~~22.00."

SECTION 29.30.(o) G.S. 44A-4(b)(1) reads as rewritten:

"(b) Notice and Hearings. –

(1) If the property upon which the lien is claimed is a motor vehicle that is required to be registered, the lienor following the expiration of the relevant time period provided by subsection (a) shall give notice to the Division of Motor Vehicles that a lien is asserted and sale is proposed and shall remit to the Division a fee of ~~ten dollars ($10.00).~~ twelve dollars ($12.00). The Division of Motor Vehicles shall issue notice by certified mail, return receipt requested, to the person having legal title to the property, if reasonably ascertainable, to the person with whom the lienor dealt if different, and to each secured party and other person claiming an interest in the property who is actually known to the Division or who can be reasonably ascertained. The notice shall state that a lien has been asserted against specific property and shall identify the lienor, the date that the lien arose, the general nature of the services performed and materials used or sold for which the lien is asserted, the amount of the lien, and that the lienor intends to sell the property in satisfaction of the lien. The notice shall inform the recipient that the recipient has the right to a judicial hearing at which time a determination will be made as to the validity of the lien prior to a sale taking place. The notice shall further state that the recipient has a period of 10 days from the date of receipt in which to notify the Division by certified mail, return receipt requested, that a hearing is desired and that if the recipient wishes to contest the sale of his property pursuant to such lien, the recipient should notify the Division that a hearing is desired. The notice shall state the required information in simplified terms and shall contain a form whereby the recipient may notify the Division that a hearing is desired by the return of such form to the Division. The Division shall notify the lienor whether such notice is timely received by the Division. In lieu of the notice by the lienor to the Division and the notices issued by the Division described above, the lienor may issue notice on a form approved by the Division pursuant to the notice requirements above. If notice is issued by the lienor, the recipient shall return the form requesting a hearing to the lienor, and not the Division, within 10 days from the date the recipient receives the notice if a judicial hearing is requested. If the certified mail notice has been returned as undeliverable and the notice of a right to a judicial hearing has been given to the owner of the motor vehicle in accordance with G.S. 20-28.4, no further notice is required. Failure of the recipient to notify the Division or lienor, as specified in the notice, within 10 days of the receipt of such notice that a hearing is desired shall be deemed a waiver of the right to a hearing prior to the sale of the property against which the lien is asserted, and the lienor may proceed to enforce the lien by public or private sale as provided in this section and the Division shall transfer title to the property pursuant to such sale. If the Division or lienor, as specified in the notice, is notified within the 10-day period provided above that a hearing is desired prior to sale, the lien may be enforced by sale as provided in this section and the Division will transfer title only pursuant to the order of a court of competent jurisdiction.

If the certified mail notice has been returned as undeliverable, or if the name of the person having legal title to the vehicle cannot reasonably be ascertained and the fair market value of the vehicle is less than eight hundred dollars ($800.00), the lienor may institute a special proceeding in the county where the vehicle is being held, for authorization to sell that vehicle. Market value shall be determined by the schedule of values adopted by the Commissioner under G.S. 105-187.3.

In such a proceeding a lienor may include more than one vehicle, but the proceeds of the sale of each shall be subject only to valid claims against that vehicle, and any excess proceeds of the sale shall be paid immediately to the Treasurer for disposition pursuant to Chapter 116B of the General Statutes.

The application to the clerk in such a special proceeding shall contain the notice of sale information set out in subsection (f) hereof. If the application is in proper form the clerk shall enter an order authorizing the sale on a date not less than 14 days therefrom, and the lienor shall cause the application and order to be sent immediately by first-class mail pursuant to G.S. 1A-1, Rule 5, to each person to whom notice was mailed pursuant to this subsection. Following the authorized sale the lienor shall file with the clerk a report in the form of an affidavit, stating that the lienor has complied with the public or private sale provisions of G.S. 44A-4, the name, address, and bid of the high bidder or person buying at a private sale, and a statement of the disposition of the sale proceeds. The clerk then shall enter an order directing the Division to transfer title accordingly.

If prior to the sale the owner or legal possessor contests the sale or lien in a writing filed with the clerk, the proceeding shall be handled in accordance with G.S. 1-301.2."

SECTION 29.30.(p) Article 1 of Chapter 20 of the General Statutes is amended by adding a new section to read:

"**§ 20-4.02. Quadrennial adjustment of certain fees.**

(a) Adjustment for Inflation. – Beginning July 1, 2020, and every four years thereafter, the Division shall adjust the fees charged pursuant to the statutes listed in this subsection for inflation in accordance with the Consumer Price Index computed by the Bureau of Labor Statistics, rounded to the nearest twenty-five cents (25¢):

(1) G.S. 20-7.
(2) G.S. 20-11.
(3) G.S. 20-14.
(4) G.S. 20-16.
(5) G.S. 20-26.
(6) G.S. 20-37.15.
(7) G.S. 20-37.16.
(8) G.S. 20-42(b).
(9) G.S. 20-85(a)(1) through (10).
(10) G.S. 20-85.1.
(11) G.S. 20-87, except for the additional fee set forth in G.S. 20-87(6) for private motorcycles.
(12) G.S. 20-88.
(13) G.S. 20-289.
(14) G.S. 20-385.
(15) G.S. 44A-4(b)(1).

(b) Computation. – In determining the rate of inflation to use when adjusting the fees pursuant to subsection (a) of this section, the Division shall base the rate on the percent change in the annual Consumer Price Index over the preceding four-year period.

(c) Rules. – The provisions of Chapter 150B of the General Statutes shall not apply to the adjustment of fees required by this section.

(d) Consultation and Publication. – At least 90 days prior to adjusting the fees pursuant to subsection (a) of this section, the Division shall (i) consult with the Joint Legislative Commission on Governmental Operations, (ii) provide a report to the chairs of the Senate Appropriations Committee on the Department of Transportation and the House of Representatives Committee on Transportation Appropriations, and (iii) publish notice of the fees that will be in effect in the offices of the Division and on the Division's Web site."

SECTION 29.30.(q) G.S. 150B-1(d) is amended by adding a new subdivision to read:

"(27) The Division of Motor Vehicles with respect to fee adjustments under G.S. 20-4.02."

SECTION 29.30.(r) Subsections (a) and (r) of this section become effective July 1, 2015. Subsections (p) and (q) of this section become effective July 1, 2020. The remainder of this section becomes effective January 1, 2016, and applies to issuances, renewals, restorations, and requests on or after that date.

PART XXIX. Department of Transportation
Conference Provision

***** HOUSE VERSION

INCREASE DMV FEES

SECTION 29.30.(a) G.S. 20-7 reads as rewritten:

"**§ 20-7. Issuance and renewal of drivers licenses.**

...

(i) Fees. – The fee for a regular drivers license is the amount set in the following table multiplied by the number of years in the period for which the license is issued:

Class of Regular License	Fee for Each Year
Class A	~~$4.00~~$5.20
Class B	~~$4.00~~$5.20
Class C	~~$4.00~~$5.20

The fee for a motorcycle endorsement is ~~one dollar and seventy-five cents ($1.75)~~two dollars and twenty-eight cents ($2.28) for each year of the period for which the endorsement is issued. The appropriate fee shall be paid before a person receives a regular drivers license or an endorsement.

(i1) Restoration Fee. – Any person whose drivers license has been revoked pursuant to the provisions of this Chapter, other than G.S. 20-17(a)(2) shall pay a restoration fee of ~~fifty dollars ($50.00).~~sixty-five dollars ($65.00). A person whose drivers license has been revoked under G.S. 20-17(a)(2) shall pay a restoration fee of ~~one hundred dollars ($100.00).~~one hundred thirty dollars ($130.00). The fee shall be paid to the Division prior to the issuance to such person of a new drivers license or the restoration of the drivers license. The restoration fee shall be paid to the Division in addition to any and all fees which may be provided by law. This restoration fee shall not be required from any licensee whose license was revoked or voluntarily surrendered for medical or health reasons whether or not a medical evaluation was conducted pursuant to this Chapter. The ~~fifty-dollar ($50.00) fee,~~sixty-five-dollar ($65.00) fee, and the first ~~fifty dollars ($50.00)~~eighty dollars ($80.00) of the ~~one-hundred-dollar ($100.00)~~one-hundred-thirty-dollar ($130.00) fee, shall be deposited in the Highway Fund. Twenty-five dollars ($25.00) of the ~~one-hundred-dollar ($100.00)~~one-hundred-thirty-dollar ($130.00) fee shall be used to fund a statewide chemical alcohol testing program administered by the Forensic Tests for Alcohol Branch of the Chronic Disease and Injury Section of the Department of Health and Human Services. The remainder of the ~~one-hundred-dollar ($100.00)~~one-hundred-thirty-dollar ($130.00) fee shall be deposited in the General Fund. The Office of State Budget and Management shall annually report to the General Assembly the amount of fees deposited in the General Fund and transferred to the Forensic Tests for Alcohol Branch of the Chronic Disease and Injury Section of the Department of Health and Human Services under this subsection.

Effective with the 2011-2012 fiscal year, from the funds deposited in the General Fund under this subsection the sum of five hundred thirty-seven thousand four hundred fifty-five dollars ($537,455) shall be transferred annually to the Board of Governors of The University of

North Carolina to be used for the operating expenses of the Bowles Center for Alcohol Studies at The University of North Carolina at Chapel Hill.

...

(l) Learner's Permit. – A person who is at least 18 years old may obtain a learner's permit. A learner's permit authorizes the permit holder to drive a specified type or class of motor vehicle while in possession of the permit. A learner's permit is valid for a period of 18 months after it is issued. The fee for a learner's permit is ~~fifteen dollars ($15.00).~~nineteen dollars and fifty cents ($19.50). A learner's permit may be renewed, or a second learner's permit may be issued, for an additional period of 18 months. The permit holder must, while operating a motor vehicle over the highways, be accompanied by a person who is licensed to operate the motor vehicle being driven and is seated beside the permit holder.

...."

SECTION 29.30.(b) G.S. 20-11(j) reads as rewritten:

"(j) Duration and Fee. — A limited learner's permit expires on the eighteenth birthday of the permit holder. A limited provisional license expires on the eighteenth birthday of the license holder. A limited learner's permit or limited provisional license issued under this section that expires on a weekend or State holiday shall remain valid through the fifth regular State business day following the date of expiration. A full provisional license expires on the date set under G.S. 20-7(f). The fee for a limited learner's permit or a limited provisional license is ~~fifteen dollars ($15.00).~~nineteen dollars and fifty cents ($19.50). The fee for a full provisional license is the amount set under G.S. 20-7(i)."

SECTION 29.30.(c) G.S. 20-14 reads as rewritten:

"**§ 20-14. Duplicate licenses.**

A person may obtain a duplicate of a license issued by the Division by paying a fee of ~~ten dollars ($10.00)~~thirteen dollars ($13.00) and giving the Division satisfactory proof that any of the following has occurred:

(1) The person's license has been lost or destroyed.

(2) It is necessary to change the name or address on the license.

(3) Because of age, the person is entitled to a license with a different color photographic background or a different color border.

(4) The Division revoked the person's license, the revocation period has expired, and the period for which the license was issued has not expired."

SECTION 29.30.(d) G.S. 20-16(e) reads as rewritten:

"(e) The Division may conduct driver improvement clinics for the benefit of those who have been convicted of one or more violations of this Chapter. Each driver attending a driver improvement clinic shall pay a fee of ~~fifty dollars ($50.00).~~sixty-five dollars ($65.00)."

SECTION 29.30.(e) G.S. 20-26(c) reads as rewritten:

"(c) The Division shall furnish copies of license records required to be kept by subsection (a) of this section in accordance with G.S. 20-43.1 to other persons for uses other than official upon prepayment of the following fees:

(1) Limited extract copy of license record, for period up to three years ..... ~~$8.00~~$10.40

(2) Complete extract copy of license record ..... ~~8.00~~10.40

(3) Certified true copy of complete license record ..... ~~11.00.~~14.30.

All fees received by the Division under this subsection shall be credited to the Highway Fund."

SECTION 29.30.(f) G.S. 20-37.15(a1) reads as rewritten:

"(a1) The application must be accompanied by a nonrefundable application fee of ~~thirty dollars ($30.00).~~thirty-nine dollars ($39.00). This fee does not apply in any of the following circumstances:

(1) When an individual surrenders a commercial driver learner's permit issued by the Division when submitting the application.

(2) When the application is to renew a commercial drivers license issued by the Division.

This fee shall entitle the applicant to three attempts to pass the written knowledge test without payment of a new fee. No application fee shall be charged to an applicant eligible for a waiver under G.S. 20-37.13(c)."

SECTION 29.30.(g) G.S. 20-37.16(d) reads as rewritten:

"(d) The fee for a Class A, B, or C commercial drivers license is ~~fifteen dollars ($15.00)~~nineteen dollars and fifty cents ($19.50) for each year of the period for which the license is issued. The fee for each endorsement is ~~three dollars ($3.00)~~three dollars and ninety cents ($3.90) for each year of the period for which the endorsement is issued. The fees required under this section do not apply to employees of the Driver License Section of the Division who are designated by the Commissioner."

SECTION 29.30.(h) G.S. 20-42(b) reads as rewritten:

"(b) The Commissioner and officers of the Division designated by the Commissioner may prepare under the seal of the Division and deliver upon request a certified copy of any document of the Division for a fee. The fee for a document, other than an accident report under G.S. 20-166.1, is ~~ten dollars ($10.00).~~thirteen dollars ($13.00). The fee for an accident report is five dollars ($5.00). A certified copy shall be admissible in any proceeding in any court in like manner as the original thereof, without further certification. The certification fee does not apply to a document furnished for official use to a judicial official or to an official of the federal government, a state government, or a local government."

SECTION 29.30.(j) G.S. 20-73(c) reads as rewritten:

"(c) Penalties. – A person to whom a vehicle is transferred who fails to apply for a certificate of title within the required time is subject to a civil penalty of ~~fifteen dollars ($15.00)~~nineteen dollars and fifty cents ($19.50) and is guilty of a Class 2 misdemeanor. A person who undertakes to apply for a certificate of title on behalf of another person and who fails to apply for a title within the required time is subject to a civil penalty of ~~fifteen dollars ($15.00).~~nineteen dollars and fifty cents ($19.50). When a person to whom a vehicle is transferred fails to obtain a title within the required time because a person who undertook to apply for the certificate of title did not do so within the required time, the Division may impose a civil penalty only on the person who undertook to apply for the title. Civil penalties collected under this subsection shall be credited to the Highway Fund."

SECTION 29.30.(k) G.S. 20-85(a) reads as rewritten:

"(a) The following fees are imposed concerning a certificate of title, a registration card, or a registration plate for a motor vehicle. These fees are payable to the Division and are in addition to the tax imposed by Article 5A of Chapter 105 of the General Statutes.

(2) Each application for certificate of title ..... ~~$40.00~~$52.00

(2) Each application for duplicate or corrected certificate of title ..... ~~15.00~~19.50

(3) Each application of repossessor for certificate of title ..... ~~15.00~~19.50

(4) Each transfer of registration ..... ~~15.00~~19.50

(5) Each set of replacement registration plates ..... ~~15.00~~19.50

(6) Each application for duplicate registration card ..... ~~15.00~~19.50

(7) Each application for recording supplementary lien ..... ~~15.00~~19.50

(8) Each application for removing a lien from a certificate of title ..... ~~15.00~~19.50

(9) Each application for certificate of title for a motor vehicle transferred to a manufacturer, as defined in G.S. 20-286, or a motor vehicle retailer for the purpose of resale ..... ~~15.00~~19.50

(10) Each application for a salvage certificate of title made by an insurer or by a used motor vehicle dealer pursuant to subdivision (b)(2) or subsection (e1) of G.S. 20-109.1 ..... ~~15.00~~19.50

(11) Each set of replacement Stock Car Racing Theme plates issued under G.S. 20-79.4 ..... 25.00."

SECTION 29.30.(l) G.S. 20-85.1(b) reads as rewritten:

"(b) The Commissioner and the employees of the Division designated by the Commissioner may prepare and deliver upon request a certificate of title, charging a fee of ~~seventy-five dollars ($75.00)~~ninety-seven dollars and fifty cents ($97.50) for one-day title service, in lieu of the title fee required by G.S. 20-85(a). The fee for one-day title service must be paid by cash or by certified check. This fee shall be credited to the Highway Trust Fund."

SECTION 29.30.(m) G.S. 20-87 reads as rewritten:

"**§ 20-87. Passenger vehicle registration fees.**

These fees shall be paid to the Division annually for the registration and licensing of passenger vehicles, according to the following classifications and schedules:

(1) For-Hire Passenger Vehicles. – The fee for a passenger vehicle that is operated for compensation and has a capacity of 15 passengers or less is ~~seventy-eight dollars ($78.00).~~one hundred one dollars and forty cents ($101.40). The fee for a passenger vehicle that is operated for compensation and has a capacity of more than 15 passengers is ~~one dollar and forty cents ($1.40)~~one dollar and eighty-two cents ($1.82) per hundred pounds of empty weight of the vehicle.

(2) U-Drive-It Vehicles. – U-drive-it vehicles shall pay the following tax:

Motorcycles:	1-passenger capacity	~~$18.00~~$23.40
	2-passenger capacity	~~22.00~~28.60
	3-passenger capacity	~~26.00~~33.80
Automobiles:	15 or fewer passengers	~~$51.00~~$66.30
Buses:	16 or more passengers	~~$2.00~~$2.60 per hundred pounds of empty weight
Trucks under 7,000 pounds that do not haul products for hire:	4,000 pounds	~~$41.50~~$53.95
	5,000 pounds	~~$51.00~~$66.30
	6,000 pounds	~~$61.00.~~$79.30.

...

(5) Private Passenger Vehicles. – There shall be paid to the Division annually, as of the first day of January, for the registration and licensing of private passenger vehicles, fees according to the following classifications and schedules:

Private passenger vehicles of not more than fifteen passengers ..... ~~$28.00~~$36.40

Private passenger vehicles over fifteen passengers ..... ~~31.00~~40.30

Provided, that a fee of only ~~one dollar ($1.00)~~one dollar and thirty cents ($1.30) shall be charged for any vehicle given by the federal government to any veteran on account of any disability suffered during war so long as such vehicle is owned by the original donee or other veteran entitled to receive such gift under Title 38, section 252, United States Code Annotated.

(6) Private Motorcycles. – The base fee on private passenger motorcycles shall be ~~fifteen dollars ($15.00);~~nineteen dollars and fifty cents ($19.50); except that when a motorcycle is equipped with an additional form of device designed to transport persons or property, the base fee shall be ~~twenty-two dollars ($22.00).~~twenty-eight dollars and sixty cents ($28.60). An additional fee of ~~three dollars ($3.00)~~three dollars and ninety cents ($3.90) is imposed on each private motorcycle registered under this subdivision in addition to the base fee. The revenue from the additional fee, in addition to any other funds appropriated for this purpose, shall be used to fund the Motorcycle Safety Instruction Program created in G.S. 115D-72.

...

(9) House Trailers. – In lieu of other registration and license fees levied on house trailers under this section or G.S. 20-88, the registration and license fee on house trailers shall be ~~eleven dollars ($11.00)~~fourteen dollars and thirty cents ($14.30) for the license year or any portion thereof.

...

(11) Any vehicle fee determined under this section according to the weight of the vehicle shall be increased by the sum of ~~three dollars ($3.00)~~three dollars and ninety cents ($3.90) to arrive at the total fee.

...

(13) Additional fee for certain electric vehicles. – At the time of an initial registration or registration renewal, the owner of a plug-in electric vehicle that is not a low-speed vehicle and that does not rely on a nonelectric source of power shall pay a fee in the amount of ~~one hundred dollars ($100.00)~~one hundred thirty dollars ($130.00) in addition to any other required registration fees."

SECTION 29.30.(n) Article 3 of Chapter 20 of the General Statutes is amended by adding a new section to read:

"**§ 20-88.03. Late fee; motor vehicle registration.**

(a) Late Fee. – In addition to the applicable fees required under this Article for the registration of a motor vehicle and any interest assessed under G.S. 105-330.4, the Division shall charge a late fee according to the following schedule to a person who pays the applicable registration fee required under this Article after the registration expires:

(1) If the registration has been expired for less than one month, a late fee of fifteen dollars ($15.00).

(2) If the registration has been expired for one month or greater, but less than two months, a late fee of twenty dollars ($20.00).

(3) If the registration has been expired for two months or greater, a late fee of twenty-five dollars ($25.00).

(b) Proceeds. – The clear proceeds of any late fee charged under this section shall be remitted to the Civil Penalty and Forfeiture Fund in accordance with G.S. 115C-457.2.

(c) Construction. – For purposes of this section, payment by mail of a registration fee required under this Article is considered to be made on the date shown on the postmark stamped by the United States Postal Service. If payment by mail is not postmarked or does not

show the date of mailing, the payment is considered to be made on the date the Division receives the payment."

SECTION 29.30.(o) G.S. 105-330.10 reads as rewritten:

"**§ 105-330.10. Disposition of interest.**

The interest collected on unpaid registration fees pursuant to G.S. 105-330.4 shall be transferred on a monthly basis to the North Carolina Highway ~~Fund for technology improvements within the Division of Motor Vehicles.~~Fund."

SECTION 29.30.(p) G.S. 20-88 reads as rewritten:

"**§ 20-88. Property-hauling vehicles.**

...

(b) The following fees are imposed on the annual registration of self-propelled property-hauling vehicles; the fees are based on the type of vehicle and its weight:

SCHEDULE OF WEIGHTS AND RATES

Rates Per Hundred Pound Gross Weight

	Farmer Rate
Not over 4,000 pounds	~~$0.29~~$0.38
4,001 to 9,000 pounds inclusive	~~.40~~0.52
9,001 to 13,000 pounds inclusive	~~.50~~0.65
13,001 to 17,000 pounds inclusive	~~.68~~0.88
Over 17,000 pounds	~~.77~~1.00

Rates Per Hundred Pound Gross Weight

	General Rate
Not over 4,000 pounds	~~$0.59~~$0.77
4,001 to 9,000 pounds inclusive	~~.81~~1.05
9,001 to 13,000 pounds inclusive	~~1.00~~1.30
13,001 to 17,000 pounds inclusive	~~1.36~~1.77
Over 17,000 pounds	~~1.54~~2.00

(1) The minimum fee for a vehicle licensed under this subsection is ~~twenty-four dollars ($24.00)~~thirty-one dollars and twenty cents ($31.20) at the farmer rate and ~~twenty-eight dollars ($28.00)~~thirty-six dollars and forty cents ($36.40) at the general rate.

...

(6) There shall be paid to the Division annually the following fees for "wreckers" as defined under G.S. 20-4.01(50): a wrecker fully equipped weighing 7,000 pounds or less, ~~seventy-five dollars ($75.00);~~ninety-seven dollars and fifty cents ($97.50); wreckers weighing in excess of 7,000 pounds shall pay ~~one hundred forty-eight dollars ($148.00).~~one hundred ninety-two dollars and forty cents ($192.40). Fees to be prorated monthly. Provided, further, that nothing herein shall prohibit a licensed dealer from using a dealer's license plate to tow a vehicle for a customer.

(c) The fee for a semitrailer or trailer is ~~nineteen dollars ($19.00)~~twenty-four dollars and seventy cents ($24.70) for each year or part of a year. The fee is payable each year. Upon the application of the owner of a semitrailer or trailer, the Division may issue a multiyear plate and registration card for the semitrailer or trailer for a fee of ~~seventy-five dollars ($75.00).~~ninety-seven dollars and fifty cents ($97.50). A multiyear plate and registration card for a semitrailer or trailer are valid until the owner transfers the semitrailer or trailer to another person or surrenders the plate and registration card to the Division. A multiyear plate may not be transferred to another vehicle.

The Division shall issue a multiyear semitrailer or trailer plate in a different color than an annual semitrailer or trailer plate and shall include the word "multiyear" on the plate. The Division may not issue a multiyear plate for a house trailer.

...

(i) Any vehicle fee determined under this section according to the weight of the vehicle shall be increased by the sum of ~~three dollars ($3.00)~~three dollars and ninety cents ($3.90) to arrive at the total fee.

...."

SECTION 29.30.(q) G.S. 20-289(a) reads as rewritten:

"(a) The license fee for each fiscal year, or part thereof, shall be as follows:

(1) For motor vehicle dealers, distributors, distributor branches, and wholesalers, ~~seventy dollars ($70.00)~~ninety-one dollars ($91.00) for each place of business.

(2) For manufacturers, ~~one hundred fifty dollars ($150.00)~~one hundred ninety-five dollars ($195.00) and for each factory branch in this State, ~~one hundred dollars ($100.00).~~one hundred thirty dollars ($130.00).

(3) For motor vehicle sales representatives, ~~fifteen dollars ($15.00).~~nineteen dollars and fifty cents ($19.50).

(4) For factory representatives, or distributor representatives, ~~fifteen dollars ($15.00).~~nineteen dollars and fifty cents ($19.50).

(5) Repealed by Session Laws 1991, c. 662, s. 4."

SECTION 29.30.(r) G.S. 20-385(a) reads as rewritten:

"(a) The fees listed in this section apply to a motor carrier. These fees are in addition to any fees required under the Unified Carrier Registration Agreement.

(1) Repealed by Session Laws 2007-492, s. 5, effective August 30, 2007.

(2) Application by an intrastate motor carrier for a certificate of exemption ~~45.00~~58.50

(3) Certification by an interstate motor carrier that it is not regulated by the United States Department of Transportation ~~45.00~~58.50

(4) Application by an interstate motor carrier for an emergency trip permit ~~18.00.~~23.40."

SECTION 29.30.(s) G.S. 44A-4(b)(1) reads as rewritten:

"(b) Notice and Hearings. –

(1) If the property upon which the lien is claimed is a motor vehicle that is required to be registered, the lienor following the expiration of the relevant time period provided by subsection (a) shall give notice to the Division of Motor Vehicles that a lien is asserted and sale is proposed and shall remit to the Division a fee of ~~ten dollars ($10.00).~~thirteen dollars ($13.00). The Division of Motor Vehicles shall issue notice by certified mail, return receipt requested, to the person having legal title to the property, if reasonably ascertainable, to the person with whom the lienor dealt if different, and to each secured party and other person claiming an interest in the property who is actually known to the Division or who can be reasonably ascertained. The notice shall state that a lien has been asserted against specific property and shall identify the lienor, the date that the lien arose, the general nature of the services performed and materials used or sold for which the lien is asserted, the amount of the lien, and that the lienor intends to sell the property in satisfaction of the lien. The notice shall inform the recipient that the recipient has the right to a judicial hearing at which time a determination

will be made as to the validity of the lien prior to a sale taking place. The notice shall further state that the recipient has a period of 10 days from the date of receipt in which to notify the Division by certified mail, return receipt requested, that a hearing is desired and that if the recipient wishes to contest the sale of his property pursuant to such lien, the recipient should notify the Division that a hearing is desired. The notice shall state the required information in simplified terms and shall contain a form whereby the recipient may notify the Division that a hearing is desired by the return of such form to the Division. The Division shall notify the lienor whether such notice is timely received by the Division. In lieu of the notice by the lienor to the Division and the notices issued by the Division described above, the lienor may issue notice on a form approved by the Division pursuant to the notice requirements above. If notice is issued by the lienor, the recipient shall return the form requesting a hearing to the lienor, and not the Division, within 10 days from the date the recipient receives the notice if a judicial hearing is requested. If the certified mail notice has been returned as undeliverable and the notice of a right to a judicial hearing has been given to the owner of the motor vehicle in accordance with G.S. 20-28.4, no further notice is required. Failure of the recipient to notify the Division or lienor, as specified in the notice, within 10 days of the receipt of such notice that a hearing is desired shall be deemed a waiver of the right to a hearing prior to the sale of the property against which the lien is asserted, and the lienor may proceed to enforce the lien by public or private sale as provided in this section and the Division shall transfer title to the property pursuant to such sale. If the Division or lienor, as specified in the notice, is notified within the 10-day period provided above that a hearing is desired prior to sale, the lien may be enforced by sale as provided in this section and the Division will transfer title only pursuant to the order of a court of competent jurisdiction.

If the certified mail notice has been returned as undeliverable, or if the name of the person having legal title to the vehicle cannot reasonably be ascertained and the fair market value of the vehicle is less than eight hundred dollars ($800.00), the lienor may institute a special proceeding in the county where the vehicle is being held, for authorization to sell that vehicle. Market value shall be determined by the schedule of values adopted by the Commissioner under G.S. 105-187.3.

In such a proceeding a lienor may include more than one vehicle, but the proceeds of the sale of each shall be subject only to valid claims against that vehicle, and any excess proceeds of the sale shall be paid immediately to the Treasurer for disposition pursuant to Chapter 116B of the General Statutes.

The application to the clerk in such a special proceeding shall contain the notice of sale information set out in subsection (f) hereof. If the application is in proper form the clerk shall enter an order authorizing the sale on a date not less than 14 days therefrom, and the lienor shall cause the application and order to be sent immediately by first-class mail pursuant to G.S. 1A-1, Rule 5, to each person to whom notice was mailed pursuant to this subsection. Following the authorized sale the lienor shall file with the clerk a report in the form of an affidavit, stating that the lienor has complied with the public or private sale provisions of G.S. 44A-4, the name, address, and bid of the high bidder or person buying at a private sale, and a statement of

the disposition of the sale proceeds. The clerk then shall enter an order directing the Division to transfer title accordingly.

If prior to the sale the owner or legal possessor contests the sale or lien in a writing filed with the clerk, the proceeding shall be handled in accordance with G.S. 1-301.2."

SECTION 29.30.(t) For the 2015-2016 fiscal year, twenty percent (20%) of the revenues generated from the fees set forth in subdivisions (1) through (9) of subsection (a) of G.S. 20-85, after the adjustments enacted in this section, shall be transferred from the Highway Trust Fund to the Highway Fund.

SECTION 29.30.(u) For the 2016-2017 fiscal year, thirty-five percent (35%) of the revenues generated from the fees set forth in subdivisions (1) through (9) of subsection (a) of G.S. 20-85, after the adjustments enacted in this section, shall be transferred from the Highway Trust Fund to the Highway Fund.

SECTION 29.30.(v) Subsections (t), (u), and (v) of this section are effective when this act becomes law. Subsection (n) of this section becomes effective July 1, 2016, and applies to renewal motor vehicle registrations on or after that date. The remainder of this section becomes effective January 1, 2016, and applies to issuances, renewals, restorations, and requests on or after that date.

DRAFT
SPECIAL PROVISION



2015-PART29-SO29.30A-P

PART XXIX. Department of Transportation
Conference Provision

***** SENATE ONLY

DMV HEARING FEE SCHEDULE IMPLEMENTATION DATE

SECTION 29.30A. Subsection (c) of Section 34.9 of S.L. 2014-100 reads as rewritten:

"**SECTION 34.9.(c)** From funds appropriated to the Department of Transportation, Information Technology Section for the 2014-2015 fiscal year, the Department shall implement modifications to supporting information technology systems necessary to timely implement the hearing fee schedule required by subsection (a) of this section. The Department shall implement the hearing fee schedule required by subsection (a) of this section by no later than ~~January 1, 2016.~~July 1, 2017."

DRAFT
SPECIAL PROVISION



2015-PART29-SO29.30B-P

PART XXIX. Department of Transportation
Conference Provision

***** SENATE ONLY

DISTRIBUTION OF FUNDS IN SPECIAL REGISTRATION PLATE ACCOUNT

SECTION 29.30B. G.S. 20-79.7(c)(3) reads as rewritten:

"(3) The Division shall transfer fifty percent (50%) of the remaining revenue in the Special Registration Plate Account quarterly, and funds are hereby appropriated, ~~as follows:~~to the Department of Transportation to be used solely for the purpose of beautification of highways. These funds shall be administered by the Department of Transportation for beautification purposes not inconsistent with good landscaping and engineering principles. The Division shall transfer the remaining revenue in the Special Registration Plate Account quarterly to the Highway Fund.

~~a. Thirty-three percent (33%) to the account of the Department of Commerce to aid in financing out-of-state print and other media advertising under the program for the promotion of travel and industrial development in this State.~~

~~b. Fifty percent (50%) to the Department of Transportation to be used solely for the purpose of beautification of highways. These funds shall be administered by the Department of Transportation for beautification purposes not inconsistent with good landscaping and engineering principles.~~

~~c. Seventeen percent (17%) to the account of the Department of Health and Human Services to promote travel accessibility for disabled persons in this State. These funds shall be used to collect and update site information on travel attractions designated by the Department of Commerce in its publications, to provide technical assistance to travel attractions concerning accommodation of disabled tourists, and to develop, print, and promote the publication ACCESS NORTH CAROLINA as provided in G.S. 168-2. Any funds allocated for these purposes that are neither spent nor obligated at the end of the fiscal year shall be transferred to the Department of Administration for removal of man-made barriers to disabled travelers at State-funded travel attractions. Guidelines for the removal of man-made barriers shall be developed in consultation with the Department of Health and Human Services.~~"

PART XXIX. Department of Transportation
Conference Provision

***** SENATE VERSION

ENFORCING PENALTIES FOR LAPSE IN FINANCIAL RESPONSIBILITY

SECTION 29.31.(a) G.S. 20-311 reads as rewritten:

"**§ 20-311. Action by the Division when notified of a lapse in financial responsibility.**

(a) Action. – When the Division receives evidence, by a notice of termination of a motor vehicle liability policy or otherwise, that the owner of a motor vehicle registered or required to be registered in this State does not have financial responsibility for the operation of the vehicle, the Division shall send the owner a letter. The letter shall notify the owner of the evidence and inform the owner that the owner shall respond to the letter within 10 days of the date on the letter and explain how the owner has met the duty to have continuous financial responsibility for the vehicle. Based on the owner's response, the Division shall take the appropriate action listed:

(1) Division correction. – If the owner responds within the required time and the response establishes that the owner has not had a lapse in financial responsibility, the Division shall correct its records.

(2) Penalty only. – If the owner responds within the required time and the response establishes all of the following, the Division shall assess the owner a penalty in the amount set in subsection (b) of this section:

a. The owner had a lapse in financial responsibility, but the owner now has financial responsibility.

b. The vehicle was not involved in an accident during the lapse in financial responsibility.

c. The owner did not operate the vehicle or allow the vehicle to be operated during the lapse with knowledge that the owner had no financial responsibility for the vehicle.

(3) Penalty and revocation. – If the owner responds within the required time and the response establishes ~~any~~ either of the following, the Division shall assess the owner a penalty in the amount set in subsection (b) of this section and revoke the registration of the owner's vehicle for the period set in subsection (c) of this section:

a. The owner had a lapse in financial responsibility and still does not have financial responsibility.

b. The owner now has financial responsibility even though the owner had a lapse, but the response also establishes any of the following:

1. The vehicle was involved in an accident during the ~~lapse, the~~ lapse.

2. The owner operated the vehicle during the lapse with knowledge that the owner had no financial responsibility for the ~~vehicle, or both.~~vehicle.

3. The owner allowed the vehicle to be operated during the lapse with knowledge that the owner had no financial responsibility for the vehicle.

(4) ~~Revocation pending response.~~Penalty and revocation for failure to respond. – ~~If~~ Except as otherwise provided in this subdivision, if the owner does not respond within the required time, the Division shall assess a penalty in the applicable amount set forth in subsection (b) of this section and shall revoke the registration of the owner's vehicle for the period set in subsection (c) of this section. ~~When the owner responds, the Division shall take the appropriate action listed in subdivisions (1) through (3) of this subsection as if the response had been timely.~~If the owner does not respond within the required time, but later responds and establishes that the owner has not had a lapse in financial responsibility, the Division shall correct its records, rescind any revocation under this subdivision of the registration of the owner's vehicle, and the owner shall not be responsible for any fee or penalty arising under this section from the owner's failure to timely respond.

(b) Penalty Amount. – The following table determines the amount of a penalty payable under this section by an owner who has had a lapse in financial responsibility; the amount is based on the number of times the owner has been assessed a penalty under this section during the three-year period before the date the owner's current lapse began:

Number of Lapses in Previous Three Years	Penalty Amount
None	$50.00
One	$100.00
Two or More	$150.00

(c) Revocation Period. – The revocation period for a revocation based on a response that establishes that a vehicle owner does not have financial responsibility is indefinite and ends when the owner obtains financial responsibility or transfers the vehicle to an owner who has financial responsibility. The revocation period for a revocation based on a response that establishes the occurrence of an accident during a lapse in financial responsibility or the knowing operation of a vehicle without financial responsibility is 30 days. The revocation period for a revocation based on failure of a vehicle owner to respond is indefinite and ends when the owner ~~responds.~~(i) establishes that the owner has not had a lapse in financial responsibility, (ii) obtains financial responsibility, or (iii) transfers the vehicle to an owner who has financial responsibility, whichever occurs first.

(d) Revocation Notice. – When the Division revokes the registration of an owner's vehicle, it shall notify the owner of the revocation. The notice shall inform the owner of the following:

(1) That the owner shall return the vehicle's registration plate and registration card to the Division, if the owner has not done so already, and that failure to do so is a Class 2 misdemeanor under G.S. 20-45.

(2) That the vehicle's registration plate and registration card are subject to seizure by a law enforcement officer.

(3) That the registration of the vehicle cannot be renewed while the registration is revoked.

(4) That the owner shall pay any penalties ~~assessed,~~ assessed within 30 days of the date of the notice, a restoration fee, and the fee for a registration plate when the owner applies to the Division to register a vehicle whose registration was revoked.

(5) That failure of an owner to pay any penalty or fee assessed pursuant to this section shall result in the Division withholding the registration renewal of any motor vehicle registered in that owner's name.

(e) Registration After Revocation. – A vehicle whose registration has been revoked may not be registered during the revocation period in the name of the owner, a child of the owner, the owner's spouse, or a child of the owner's spouse. This restriction does not apply to a spouse who is living separate and apart from the owner. At the end of a revocation period, a vehicle owner who has financial responsibility may apply to register a vehicle whose registration was revoked. The owner shall provide proof of current financial responsibility and pay any penalty assessed, a restoration fee of fifty dollars ($50.00), and the fee for a registration plate. Pursuant to G.S. 20-54, failure of an owner to pay any penalty or fee assessed pursuant to this section shall result in the Division withholding the registration renewal of any motor vehicle registered in that owner's name.

...

(g) Military Waiver. – Notwithstanding the penalty and restoration fee provisions of this section, any monetary penalty or restoration fee shall be waived for any person who, at the time of notification of a lapse in ~~coverage,~~ financial responsibility, was deployed as a member of the Armed Forces of the United States outside of the continental United States for a total of 45 or more days. In addition, no insurance points under the Safe Driver Incentive Plan shall be assessed for any violation for which a monetary penalty or restoration fee is waived pursuant to this subsection. ~~Any~~ All of the following apply to a person qualifying under this ~~subsection shall:~~subsection:

(1) ~~Have~~ The person shall have an affirmative defense to any criminal charge based upon the failure to return any registration card or registration plate to the ~~Division;~~Division.

(2) Upon reregistration, the person shall receive without cost from the Division all necessary registration cards or ~~plates; and~~plates.

(3) Upon notice of revocation, the person shall be permitted to transfer the vehicle's registration immediately to his or her spouse, child, or spouse's child, notwithstanding the provisions of subsection (e) of this section.

(h) Applicability. – The penalty and revocation imposed under this section do not apply when the sole owner of a vehicle dies and that owner had financial responsibility for the vehicle as of the date of the owner's death."

SECTION 29.31.(b) G.S. 20-54 is amended by adding a new subdivision to read:

"(12) The owner of the vehicle has failed to pay any penalty or fee imposed pursuant to G.S. 20-311."

SECTION 29.31.(c) G.S. 20-311(h), as enacted by subsection (a) of this section, is effective when this act becomes law. The remainder of this section becomes effective December 1, 2015, and applies to lapses in financial responsibility occurring on or after that date.

DRAFT
SPECIAL PROVISION



2015-PART29-H29.31-P

PART XXIX. Department of Transportation
Conference Provision

***** HOUSE VERSION

ENFORCING PENALTIES FOR LAPSE IN FINANCIAL RESPONSIBILITY

SECTION 29.31.(a) G.S. 20-311 reads as rewritten:

"**§ 20-311. Action by the Division when notified of a lapse in financial responsibility.**

(a) Action. – When the Division receives evidence, by a notice of termination of a motor vehicle liability policy or otherwise, that the owner of a motor vehicle registered or required to be registered in this State does not have financial responsibility for the operation of the vehicle, the Division shall send the owner a letter. The letter shall notify the owner of the evidence and inform the owner that the owner shall respond to the letter within 10 days of the date on the letter and explain how the owner has met the duty to have continuous financial responsibility for the vehicle. Based on the owner's response, the Division shall take the appropriate action listed:

(1) Division correction. – If the owner responds within the required time and the response establishes that the owner has not had a lapse in financial responsibility, the Division shall correct its records.

(2) Penalty only. – If the owner responds within the required time and the response establishes all of the following, the Division shall assess the owner a penalty in the amount set in subsection (b) of this section:

a. The owner had a lapse in financial responsibility, but the owner now has financial responsibility.

b. The vehicle was not involved in an accident during the lapse in financial responsibility.

c. The owner did not operate the vehicle or allow the vehicle to be operated during the lapse with knowledge that the owner had no financial responsibility for the vehicle.

(3) Penalty and revocation. – If the owner responds within the required time and the response establishes ~~any~~either of the following, the Division shall assess the owner a penalty in the amount set in subsection (b) of this section and revoke the registration of the owner's vehicle for the period set in subsection (c) of this section:

a. The owner had a lapse in financial responsibility and still does not have financial responsibility.

b. The owner now has financial responsibility even though the owner had a lapse, but the response also establishes any of the following:

1. The vehicle was involved in an accident during the ~~lapse, the~~lapse.

2. The owner operated the vehicle during the lapse with knowledge that the owner had no financial responsibility for the ~~vehicle, or both.~~vehicle.

3. The owner allowed the vehicle to be operated during the lapse with knowledge that the owner had no financial responsibility for the vehicle.

(4) ~~Revocation pending response.~~Penalty and revocation for failure to respond. – ~~If~~Except as otherwise provided in this subdivision, if the owner does not respond within the required time, the Division shall assess a penalty in the applicable amount set forth in subsection (b) of this section and shall revoke the registration of the owner's vehicle for the period set in subsection (c) of this section. ~~When the owner responds, the Division shall take the appropriate action listed in subdivisions (1) through (3) of this subsection as if the response had been timely.~~If the owner does not respond within the required time, but later responds and establishes that the owner has not had a lapse in financial responsibility, the Division shall correct its records, rescind any revocation under this subdivision of the registration of the owner's vehicle, and the owner shall not be responsible for any fee or penalty arising under this section from the owner's failure to timely respond.

(b) Penalty Amount. – The following table determines the amount of a penalty payable under this section by an owner who has had a lapse in financial responsibility; the amount is based on the number of times the owner has been assessed a penalty under this section during the three-year period before the date the owner's current lapse began:

Number of Lapses in Previous Three Years	Penalty Amount
None	$50.00
One	$100.00
Two or More	$150.00

(c) Revocation Period. – The revocation period for a revocation based on a response that establishes that a vehicle owner does not have financial responsibility is indefinite and ends when the owner obtains financial responsibility or transfers the vehicle to an owner who has financial responsibility. The revocation period for a revocation based on a response that establishes the occurrence of an accident during a lapse in financial responsibility or the knowing operation of a vehicle without financial responsibility is 30 days. The revocation period for a revocation based on failure of a vehicle owner to respond is indefinite and ends ~~when the owner responds.~~the later of 30 days or when the owner obtains financial responsibility or transfers the vehicle to an owner who has financial responsibility.

(d) Revocation Notice. – When the Division revokes the registration of an owner's vehicle, it shall notify the owner of the revocation. The notice shall inform the owner of the following:

(1) That the owner shall return the vehicle's registration plate and registration card to the Division, if the owner has not done so already, and that failure to do so is a Class 2 misdemeanor under G.S. 20-45.

(2) That the vehicle's registration plate and registration card are subject to seizure by a law enforcement officer.

(3) That the registration of the vehicle cannot be renewed while the registration is revoked.

(4) That the owner shall pay any penalties ~~assessed,~~assessed within 30 days of the date of the notice, a restoration fee, and the fee for a registration plate when the owner applies to the Division to register a vehicle whose registration was revoked.

(5) That failure of an owner to pay any penalty or fee assessed pursuant to this section shall result in the Division withholding the registration renewal of any motor vehicle registered in that owner's name.

(e) Registration After Revocation. – A vehicle whose registration has been revoked may not be registered during the revocation period in the name of the owner, a child of the owner, the owner's spouse, or a child of the owner's spouse. This restriction does not apply to a spouse who is living separate and apart from the owner. At the end of a revocation period, a vehicle owner who has financial responsibility may apply to register a vehicle whose registration was revoked. The owner shall provide proof of current financial responsibility and pay any penalty assessed, a restoration fee of fifty dollars ($50.00), and the fee for a registration plate. Pursuant to G.S. 20-54, failure of an owner to pay any penalty or fee assessed pursuant to this section shall result in the Division withholding the registration renewal of any motor vehicle registered in that owner's name.

...."

SECTION 29.31.(b) G.S. 20-54 is amended by adding a new subdivision to read:

"(12) The owner of the vehicle has failed to pay any penalty or fee imposed pursuant to G.S. 20-311."

SECTION 29.31.(c) This section becomes effective December 1, 2015, and applies to lapses in financial responsibility occurring on or after that date.

DRAFT
SPECIAL PROVISION



2015-PART29-S29.32-P

PART XXIX. Department of Transportation
Conference Provision

***** SENATE VERSION

LPA CONTRACT STANDARDS

SECTION 29.32.(a) G.S. 20-63(h) reads as rewritten:

"(h) Commission Contracts for Issuance of Plates and Certificates. – All registration plates, registration certificates, and certificates of title issued by the Division, outside of those issued from the office of the Division located in Wake, Cumberland, or Mecklenburg Counties and those issued and handled through the United States mail, shall be issued insofar as practicable and possible through commission contracts entered into by the Division for the issuance of the plates and certificates in localities throughout North Carolina, including military installations within this State, with persons, firms, corporations or governmental subdivisions of the State of North Carolina. The Division shall make a reasonable effort in every locality, except as noted above, to enter into a commission contract for the issuance of the plates and certificates and a record of these efforts shall be maintained in the Division. In the event the Division is unsuccessful in making commission contracts, it shall issue the plates and certificates through the regular employees of the Division. Whenever registration plates, registration certificates, and certificates of title are issued by the Division through commission contract arrangements, the Division shall provide proper supervision of the distribution. Nothing contained in this subsection allows or permits the operation of fewer outlets in any county in this State than are now being operated.

~~Commission contracts entered into by the Division under this subsection shall provide for the payment of compensation~~ The terms of a commission contract entered under this subsection shall specify the duration of the contract and either include or incorporate by reference standards by which the Division may supervise and evaluate the performance of the commission contractor. The duration of an initial commission contract may not exceed eight years and the duration of a renewal commission contract may not exceed two years. The Division may award monetary performance bonuses, not to exceed an aggregate total of ninety thousand dollars ($90,000) annually, to commission contractors based on their performance.

The amount of compensation payable to a commission contractor is determined on a per transaction basis. The collection of the highway use tax is considered a separate transaction for which one dollar and ~~twenty-seven cents ($1.27)~~ thirty cents ($1.30) compensation shall be paid. The issuance of a limited registration "T" sticker and the collection of property tax are each considered a separate transaction for which compensation at the rate of one dollar and ~~twenty-seven cents ($1.27)~~ thirty cents ($1.30) and one dollar and ~~six cents ($1.06)~~ eight cents ($1.08) respectively, shall be paid by counties and municipalities as a cost of the combined motor vehicle registration renewal and property tax collection system. The performance at the same time of one or more of the transactions below is considered a single transaction for which one dollar and ~~forty-three cents ($1.43)~~ forty-six cents ($1.46) compensation shall be paid:

(1) Issuance of a registration plate, a registration card, a registration sticker, or a certificate of title.

(2) Issuance of a handicapped placard or handicapped identification card.

(3) Acceptance of an application for a personalized registration plate.
(4) Acceptance of a surrendered registration plate, registration card, or registration renewal sticker, or acceptance of an affidavit stating why a person cannot surrender a registration plate, registration card, or registration renewal sticker.
(5) Cancellation of a title because the vehicle has been junked.
(6) Acceptance of an application for, or issuance of, a refund for a fee or a tax, other than the highway use tax.
(7) Receipt of the civil penalty imposed by G.S. 20-311 for a lapse in financial responsibility or receipt of the restoration fee imposed by that statute.
(8) Acceptance of a notice of failure to maintain financial responsibility for a motor vehicle.
(8a) Collection of civil penalties imposed for violations of G.S. 20-183.8A.
(8b), (9) Repealed by Session Laws 2013-372, s. 2(a), effective July 1, 2013.
(10) Acceptance of a temporary lien filing.
(11) Conversion of an existing paper title to an electronic lien upon request of a primary lienholder."

SECTION 29.32.(b) All commission contracts entered into by the Division of Motor Vehicles under G.S. 20-63(h) after the effective date of this subsection shall specify the duration of the contract and include or incorporate by reference the standards required under subsection (a) of this section. No later than July 1, 2018, all other commission contracts entered into by the Division of Motor Vehicles shall specify the duration of the contract and include or incorporate by reference the standards required under subsection (a) of this section.

SECTION 29.32.(c) This section becomes effective July 1, 2015, and applies to transactions on or after that date.

DRAFT
SPECIAL PROVISION



2015-PART29-H29.32-P

PART XXIX. Department of Transportation
Conference Provision

***** HOUSE VERSION

LPA CONTRACT STANDARDS

SECTION 29.32.(a) G.S. 20-63(h) reads as rewritten:

"(h) Commission Contracts for Issuance of Plates and Certificates. – All registration plates, registration certificates, and certificates of title issued by the Division, outside of those issued from the office of the Division located in Wake, Cumberland, or Mecklenburg Counties and those issued and handled through the United States mail, shall be issued insofar as practicable and possible through commission contracts entered into by the Division for the issuance of the plates and certificates in localities throughout North Carolina, including military installations within this State, with persons, firms, corporations or governmental subdivisions of the State of North Carolina. The Division shall make a reasonable effort in every locality, except as noted above, to enter into a commission contract for the issuance of the plates and certificates and a record of these efforts shall be maintained in the Division. In the event the Division is unsuccessful in making commission contracts, it shall issue the plates and certificates through the regular employees of the Division. Whenever registration plates, registration certificates, and certificates of title are issued by the Division through commission contract arrangements, the Division shall provide proper supervision of the distribution. Nothing contained in this subsection allows or permits the operation of fewer outlets in any county in this State than are now being operated.

Commission contracts entered into by the Division under this subsection shall provide for the payment of compensation on a per transaction basis. The collection of the highway use tax is considered a separate transaction for which ~~one dollar and twenty-seven cents ($1.27)~~ one dollar and thirty cents ($1.30) compensation shall be paid. The issuance of a limited registration "T" sticker and the collection of property tax are each considered a separate transaction for which compensation at the rate of one dollar and twenty-seven cents ($1.27) and ~~one dollar and six cents ($1.06)~~ one dollar and eight cents ($1.08) respectively, shall be paid by counties and municipalities as a cost of the combined motor vehicle registration renewal and property tax collection system. The performance at the same time of one or more of the transactions below is considered a single transaction for which ~~one dollar and forty-three cents ($1.43)~~ one dollar and forty-six cents ($1.46) compensation shall be paid:

(1) Issuance of a registration plate, a registration card, a registration sticker, or a certificate of title.
(2) Issuance of a handicapped placard or handicapped identification card.
(3) Acceptance of an application for a personalized registration plate.
(4) Acceptance of a surrendered registration plate, registration card, or registration renewal sticker, or acceptance of an affidavit stating why a person cannot surrender a registration plate, registration card, or registration renewal sticker.
(5) Cancellation of a title because the vehicle has been junked.

(6) Acceptance of an application for, or issuance of, a refund for a fee or a tax, other than the highway use tax.

(7) Receipt of the civil penalty imposed by G.S. 20-311 for a lapse in financial responsibility or receipt of the restoration fee imposed by that statute.

(8) Acceptance of a notice of failure to maintain financial responsibility for a motor vehicle.

(8a) Collection of civil penalties imposed for violations of G.S. 20-183.8A.

(8b), (9) Repealed by Session Laws 2013-372, s. 2(a), effective July 1, 2013.

(10) Acceptance of a temporary lien filing.

(11) Conversion of an existing paper title to an electronic lien upon request of a primary lienholder."

SECTION 29.32.(b) G.S. 20-63 is amended by adding a new subsection to read:

"(h3) Contract license plate agencies are subject to the Standard Operating Procedures established by the Division. In addition, the Division shall, by rule, establish standards for commission contracts entered into by the Division under subsection (h) of this section. The standards shall include all of the following:

(1) Performance standards for commission contract agents, including a schedule of monetary performance bonuses that may be paid annually by the Division to commission contract agents that meet or exceed the performance standards established pursuant to this subdivision. The total aggregate amount of monetary performance bonuses paid to all commission contract agents by the Division pursuant to this subdivision may not exceed ninety thousand dollars ($90,000) per year.

(2) A term of duration. For initial commission contracts, the durational term may not exceed eight years. For renewal commission contracts, the durational term may not exceed two years."

SECTION 29.32.(c) No later than October 1, 2015, the Division of Motor Vehicles shall establish and adopt temporary rules to implement the provisions of subsection (b) of this section. No later than 30 days after adopting temporary rules under this subsection, the Division shall report to the Joint Legislative Transportation Oversight Committee on the establishment of the standards required by subsection (b) of this section.

SECTION 29.32.(d) All commission contracts entered into by the Division of Motor Vehicles under G.S. 20-63(h) after the effective date of this subsection shall be subject to the standards established under subsection (b) of this section. No later than July 1, 2018, all other commission contracts entered into by the Division of Motor Vehicles shall be subject to the standards established under subsection (b) of this section.

SECTION 29.32.(e) Subsections (c) and (e) of this section are effective when they become law. Subsection (a) of this section becomes effective July 1, 2015, and applies to transactions on or after that date. The remainder of this section is effective upon adoption of rules pursuant to subsection (c) of this section.

DRAFT
SPECIAL PROVISION

2015-PART29-C29.33i-P

PART XXIX. Department of Transportation
Conference Provision

***** IDENTICAL

DMV/UMSTEAD ACT CLARIFICATION

SECTION 29.33. G.S. 66-58(c) is amended by adding a new subdivision to read:

"(c) The provisions of subsection (a) shall not prohibit:

...

(22) The operation by the Division of Motor Vehicles of digital advertising and automated teller machines in offices of the Division or contract license plate agencies."

DRAFT
SPECIAL PROVISION



2015-PART29-C29.34i-P

PART XXIX. Department of Transportation
Conference Provision

***** IDENTICAL

HIGHWAY USE TAX CLARIFICATION

SECTION 29.34.(a) G.S. 105-187.6(c) reads as rewritten:

"(c) Out-of-state Vehicles. – A maximum tax of one hundred fifty dollars ($150.00) applies when a certificate of title is issued for a motor vehicle that, at the time of applying for a certificate of title, is and has been titled in the name of the owner of the motor vehicle in another state for at least 90 ~~days.~~days prior to the date of application for a certificate of title in this State."

SECTION 29.34.(b) This section is effective when this act becomes law.

DRAFT
SPECIAL PROVISION



2015-PART29-SO29.34A-P

PART XXIX. Department of Transportation
Conference Provision

***** SENATE ONLY

ADJUST MAXIMUM HIGHWAY USE TAX IMPOSED FOR CERTAIN MOTOR VEHICLES

SECTION 29.34A.(a) G.S. 105-187.3(a1) reads as rewritten:

"(a1) Tax Rate. – The tax rate is three percent (3%). The maximum tax is ~~one~~ two thousand dollars ~~($1,000)~~ ($2,000) for each certificate of title issued for a Class A or Class B motor vehicle that is a commercial motor vehicle, as defined in ~~G.S. 20-4.01. The maximum tax is one thousand five hundred dollars ($1,500)~~ G.S. 20-4.01, and for each certificate of title issued for a recreational ~~vehicle that is not subject to the one thousand dollar ($1,000) maximum tax.~~ vehicle. The tax is payable as provided in G.S. 105-187.4."

SECTION 29.34A.(b) G.S. 105-187.6(c), as amended by Section 29.34 of this act, reads as rewritten:

"(c) Out-of-state Vehicles. – A maximum tax of ~~one~~ two hundred fifty dollars ~~($150.00)~~ ($250.00) applies when a certificate of title is issued for a motor vehicle that, at the time of applying for a certificate of title, is and has been titled in the name of the owner of the motor vehicle in another state for at least 90 days prior to the date of application for a certificate of title in this State."

SECTION 29.34A.(c) This section becomes effective January 1, 2016, and applies to sales made on or after that date.

DRAFT
SPECIAL PROVISION



2015-PART29-H29.35-P

PART XXIX. Department of Transportation
Conference Provision

***** IDENTICAL

ELIMINATE 10-DAY TRIP PERMIT AND INCREASE TEMPORARY TAG FEE

SECTION 29.35.(a) G.S. 20-183.4C reads as rewritten:

"**§ 20-183.4C. When a vehicle must be inspected; 10-day ~~trip permit.~~temporary license plate.**

…

(b) ~~Permit.~~Temporary License Plate. – The Division may issue a ~~10-day trip permit~~ temporary license plate under and in accordance with G.S. 20-50(b) that is valid for 10 days to a person that authorizes the person to drive a vehicle whose inspection authorization or registration has expired. ~~The permit may only be issued when the person has furnished proof of financial responsibility. The permit must describe the vehicle whose inspection authorization or registration has expired. The permit authorizes the person to drive the described vehicle for a period not to exceed 10 days from the date of issuance.~~

…."

SECTION 29.35.(b) G.S. 20-50(b) reads as rewritten:

"(b) The Division may issue a temporary license plate for a vehicle. A temporary license plate is valid for the period set by the Division. The period may not be less than 10 days nor more than 60 days.

A person may obtain a temporary license plate for a vehicle by filing an application with the Division and paying the required fee. An application must be filed on a form provided by the Division.

The fee for a temporary license plate that is valid for 10 days is ~~five~~ten dollars ~~($5.00).~~($10.00). The fee for a temporary license plate that is valid for more than 10 days is the amount that would be required with an application for a license plate for the vehicle. If a person obtains for a vehicle a temporary license plate that is valid for more than 10 days and files an application for a license plate for that vehicle before the temporary license plate expires, the person is not required to pay the fee that would otherwise be required for the license plate.

A temporary license plate is subject to the following limitations and conditions:

(1) It may be issued only upon proper proof that the applicant has met the applicable financial responsibility requirements.
(2) It expires on midnight of the day set for expiration.
(3) It may be used only on the vehicle for which issued and may not be transferred, loaned, or assigned to another.
(4) If it is lost or stolen, the person who applied for it must notify the Division.
(5) It may not be issued by a dealer.
(6) The provisions of G.S. 20-63, 20-71, 20-110 and 20-111 that apply to license plates apply to temporary license plates insofar as possible."

SECTION 29.35.(c) Ten-day trip permits issued under G.S. 20-183.4C(b) prior to the effective date of this section shall remain valid for the duration of the issuance.

SECTION 29.35.(d) This section becomes effective July 1, 2015, and applies to temporary license plates issued on or after that date.

DRAFT
SPECIAL PROVISION

2015-PART29-C29.36i-P

PART XXIX. Department of Transportation
Conference Provision

***** IDENTICAL

TECHNICAL CORRECTION/REMOTE RENEWAL OF DRIVERS LICENSE

SECTION 29.36. G.S. 20-7(f)(6) reads as rewritten:

"(6) Remote renewal. – ~~The~~Subject to the following requirements and limitations, the Division may offer remote renewal of a drivers license issued by the ~~Division. For purposes of this subdivision, "remote renewal" means renewal of a drivers license by mail, telephone, electronic device, or other secure means approved by the Commissioner:~~Division:

a. Requirements. – To be eligible for remote renewal under this subdivision, a person must meet all of the following requirements:

1. The license holder possesses a valid, unexpired Class C drivers license that was issued when the person was at least 18 years old.
2. The license holder's current license includes no restrictions other than a restriction for corrective lenses.
3. The license holder attests, in a manner designated by the Division, that (i) the license holder is a resident of the State and currently resides at the address on the license to be renewed, (ii) the license holder's name as it appears on the license to be renewed has not changed, and (iii) all other information required by the Division for an in-person renewal under this Article has been provided completely and truthfully.
4. The most recent renewal was an in-person renewal and not a remote renewal under this subdivision.
5. The license holder is otherwise eligible for renewal under this subsection.

b. Waiver of requirements. – When renewing a drivers license pursuant to this subdivision, the Division may waive the examination and photograph that would otherwise be required for the renewal.

c. Duration of remote renewal. – A renewed drivers license issued to a person by remote renewal under this subdivision expires according to the following schedule:

1. For a person at least 18 years old but less than 66 years old, on the birthday of the licensee in the eighth year after issuance.
2. For a person at least 66 years old, on the birthday of the licensee in the fifth year after issuance.

d. Rules. – The Division shall adopt rules to implement this subdivision.

e. Federal law. – Nothing in this subdivision shall be construed to supersede any more restrictive provisions for renewal of drivers licenses prescribed by federal law or regulation.

f. Definition. – For purposes of this subdivision, "remote renewal" means renewal of a drivers license by mail, telephone, electronic device, or other secure means approved by the Commissioner."

DRAFT
SPECIAL PROVISION



2015-PART29-SO29.36A-P

PART XXIX. Department of Transportation
Conference Provision

***** SENATE ONLY

VISITOR CENTERS FUNDING TECHNICAL CORRECTION

SECTION 29.36A. G.S. 20-79.7(c)(2)d. reads as rewritten:

"(c) Use of Funds in Special Registration Plate Account. –

...

(2) From the funds remaining in the Special Registration Plate Account after the deductions in accordance with subdivision (1) of this subsection, there is annually appropriated from the Special Registration Plate Account the sum of one million three hundred thousand dollars ($1,300,000) to provide operating assistance for the Visitor Centers:

...

d. in ~~the Town of Boone,~~ Watauga County, ninety-two thousand eight hundred fifty-seven dollars ($92,857);

...."

DRAFT
SPECIAL PROVISION



2015-PART29-SO29.36B-P

PART XXIX. Department of Transportation
Conference Provision

***** SENATE ONLY

STOP LAMPS ON MOTOR VEHICLE/CLARIFICATION

SECTION 29.36B.(a) G.S. 20-129(g), as amended by Section 1 of S.L. 2015-31, reads as rewritten:

"(g) No person shall sell or operate on the highways of the State any motor vehicle manufactured after December 31, 1955, and on or before December 31, 1970, unless it shall be equipped with a stop lamp on the rear of the vehicle. No person shall sell or operate on the highways of the State any motor vehicle, manufactured after December 31, 1970, unless it shall be equipped with stop lamps, one on each side of the rear of the vehicle. No person shall sell or operate on the highways of the State any motorcycle or motor-driven cycle, manufactured after December 31, ~~1970,~~ 1955, unless it shall be equipped with a stop lamp on the rear of the motorcycle or motor-driven cycle. The stop lamps shall emit, reflect, or display a red or amber light visible from a distance of not less than 100 feet to the rear in normal sunlight, and shall be actuated upon application of the service (foot) brake. The stop lamps may be incorporated into a unit with one or more other rear lamps."

SECTION 29.36B.(b) This section becomes effective October 1, 2015, and applies to offenses committed on or after that date.

DRAFT
SPECIAL PROVISION



2015-PART29-H29.37-P

PART XXIX. Department of Transportation
Conference Provision

***** HOUSE VERSION

POSITIONS IN SUPPORT OF THE COMBINED MOTOR VEHICLE REGISTRATION AND PROPERTY TAX COLLECTION SYSTEM

SECTION 29.37. Section 24.10(a) of S.L. 2012-142 reads as rewritten:

"**SECTION 24.10.(a)** Upon request from the Department of Transportation and notwithstanding any other provision of law to the contrary, the Office of State Budget and Management may authorize the creation of time-limited, full-time equivalent positions within the Department of Transportation and its Division of Motor Vehicles in excess of the positions authorized by this act for the sole purposes of implementing and administering the combined motor vehicle registration and property tax collection system, in accordance with the funding authorizations in G.S. 105-330.5 and G.S. 105-330.10. Positions created under this authorization shall terminate no later than ~~June 30, 2014.~~April 1, 2016. Following the approval of a request, the Office of State Budget and Management shall direct the transfer of funds from the Combined Motor Vehicle and Registration Account, also known as the Division of Motor Vehicles Taxation Interest Fund for Integrated Computer System, to support personnel and related operating costs for the positions approved under this section."

DRAFT
SPECIAL PROVISION



2015-PART29-S29.37-P

PART XXIX. Department of Transportation
Conference Provision

***** SENATE VERSION

POSITIONS IN SUPPORT OF THE COMBINED MOTOR VEHICLE REGISTRATION AND PROPERTY TAX COLLECTION SYSTEM

SECTION 29.37. Section 24.10(a) of S.L. 2012-142 reads as rewritten:

"**SECTION 24.10.(a)** Upon request from the Department of Transportation and notwithstanding any other provision of law to the contrary, the Office of State Budget and Management may authorize the creation of time-limited, full-time equivalent positions within the Department of Transportation and its Division of Motor Vehicles in excess of the positions authorized by this act for the sole purposes of implementing and administering the combined motor vehicle registration and property tax collection system, in accordance with the funding authorizations in G.S. 105-330.5 and G.S. 105-330.10. Positions created under this authorization shall terminate no later than ~~June 30, 2014.~~ June 30, 2017. Following the approval of a request, the Office of State Budget and Management shall direct the transfer of funds from the Combined Motor Vehicle and Registration Account, also known as the Division of Motor Vehicles Taxation Interest Fund for Integrated Computer System, to support personnel and related operating costs for the positions approved under this section."

DRAFT
SPECIAL PROVISION



2015-PART29-H29.38-P

PART XXIX. Department of Transportation
Conference Provision

***** HOUSE VERSION

DMV AND LPAS/TITLE AND LICENSE PERSONAL WATERCRAFT

SECTION 29.38.(a) G.S. 75A-5.2(a) reads as rewritten:

"(a) In order to facilitate the convenience of the public, the efficiency of administration, the need to keep statistics and records affecting the conservation of wildlife resources, boating, water safety, and other matters within the jurisdiction of the Commission, and to facilitate vessel transactions, the Commission may conduct vessel transactions through any of the following:

(1) Vessel agents. For transactions involving a personal watercraft, as that term is defined in G.S. 75A-13.3, the term "vessel agents" includes (i) any office of the Division of Motor Vehicles and (ii) any commission contract agent utilized by the Division of Motor Vehicles pursuant to G.S. 20-63.

(2) The Commission's headquarters.

(3) Employees of the Commission.

(4) Two or more of those sources simultaneously."

SECTION 29.38.(b) Article 3 of Chapter 20 of the General Statutes is amended by adding a new section to read:

"**§ 20-63.03. Certificate of number and titling of personal watercrafts.**

In accordance with G.S. 75A-5.2(a), any office of the Division of Motor Vehicles and any commission contract agent utilized by the Division pursuant to G.S. 20-63 may conduct any vessel transaction listed in G.S. 75A-5.2(c) for a personal watercraft, as that term is defined in G.S. 75A-13.3, and may receive the surcharge set forth in G.S. 75A-5.2(c) for the applicable transaction the office of the Division or the commission contract agent conducts."

DRAFT
SPECIAL PROVISION



2015-PART29-S29.38-P

PART XXIX. Department of Transportation
Conference Provision

***** SENATE VERSION

DMV/TITLE AND LICENSE PERSONAL WATERCRAFT

SECTION 29.38. G.S. 20-39(e) reads as rewritten:

"(e) The Commissioner is authorized to cooperate with and provide assistance to the Environmental Management Commission, or appropriate local government officials, and to develop, adopt, and ensure enforcement of necessary rules and regulations, regarding programs of motor vehicle emissions inspection/maintenance required for areas in which ambient air pollutant concentrations exceed National Ambient Air Quality Standards. The Commissioner is further authorized to allow offices of the Division that provide vehicle titling and registration services and commission contractors of the Division under G.S. 20-63 to serve, upon agreement with the Wildlife Resources Commission, as vessel agents under G.S. 75A-5.2."

PART XXIX. Department of Transportation
Conference Provision

***** SENATE ONLY

GRADUATED DRIVER LICENSING SYSTEM/REPEAL REQUIREMENT OF DRIVER EDUCATION AND ADJUST PASSING SCORE FOR WRITTEN TEST

SECTION 29.39.(a) G.S. 20-11(b)(1) is repealed.

SECTION 29.39.(b) G.S. 20-11(h) reads as rewritten:

"(h) Exception for Persons 16 to 18 Who Have an Unrestricted Out-of-State License. — A person who is at least 16 years old but less than 18 years old, who was a resident of another state and has an unrestricted drivers license issued by that state, and who becomes a resident of this State may obtain one of the following upon the submission of a driving eligibility certificate or a high school diploma or its equivalent:

~~(1) A temporary permit, if the person has not completed a drivers education program that meets the requirements of the Superintendent of Public Instruction but is currently enrolled in a drivers education program that meets these requirements. A temporary permit is valid for the period specified in the permit and authorizes the holder of the permit to drive a specified type or class of motor vehicle when in possession of the permit, subject to any restrictions imposed by the Division concerning time of driving, supervision, and passenger limitations. The period must end within 10 days after the expected completion date of the drivers education program in which the applicant is enrolled.~~

(2) A full provisional license, if the person ~~has completed a drivers education program that meets the requirements of the Superintendent of Public Instruction,~~ has held the license issued by the other state for at least 12 ~~months,~~ months and has not been convicted during the preceding six months of a motor vehicle moving violation, a seat belt infraction, or an offense committed in another jurisdiction that would be a motor vehicle moving violation or seat belt infraction if committed in this State.

(2a) A full provisional license, if the person ~~has completed a drivers education program that meets the requirements of the Superintendent of Public Instruction,~~ has held both a learner's permit and a restricted license from another state for at least six months each, the Commissioner finds that the requirements for the learner's permit and restricted license are comparable to the requirements for a learner's permit and restricted license in this State, and the person has not been convicted during the preceding six months of a motor vehicle moving violation, a seat belt infraction, or an offense committed in another jurisdiction that would be a moving violation or a seat belt infraction if committed in this State.

(3) A limited provisional license, if the person ~~has completed a drivers education program that meets the requirements of the Superintendent of Public Instruction but either~~ did not hold the license issued by the other state

for at least 12 months or was convicted during the preceding six months of a motor vehicle moving violation, a seat belt infraction, or an offense committed in another jurisdiction that would be a motor vehicle moving violation or seat belt infraction if committed in this State."

SECTION 29.39.(c) G.S. 20-11(h1) reads as rewritten:

"(h1) Exception for Persons 16 to 18 Who Have an Out-of-State Restricted License. — A person who is at least 16 years old but less than 18 years old, who was a resident of another state and has a restricted drivers license issued by that state, and who becomes a resident of this State may obtain one of the following:

(1) A limited provisional license, if the person ~~has completed a drivers education program that meets the requirements of the Superintendent of Public Instruction,~~ held the restricted license issued by the other state for at least 12 ~~months.~~ months and ~~whose~~ the person's parent or guardian certifies that the person has not been convicted during the preceding six months of a motor vehicle moving violation, a seat belt infraction, or an offense committed in another jurisdiction that would be a motor vehicle moving violation or seat belt infraction if committed in this State.

(2) A limited learners permit, if the person ~~has completed a drivers education program that meets the requirements of the Superintendent of Public Instruction but either~~ did not hold the restricted license issued by the other state for at least 12 months or was convicted during the preceding six months of a motor vehicle moving violation, a seat belt infraction, or an offense committed in another jurisdiction that would be a motor vehicle moving violation or seat belt infraction if committed in this State. A person who qualifies for a limited learners permit under this subdivision and whose parent or guardian certifies that the person has not been convicted of a moving violation in the preceding six months shall be deemed to have held a limited learners permit in this State for each month the person held a restricted license in another state."

SECTION 29.39.(d) G.S. 20-11(h2) reads as rewritten:

"(h2) Exception for Persons Age 15 Who Have an Out-of-State Unrestricted or Restricted License. — A person who is age 15, who was a resident of another state, has an unrestricted or restricted drivers license issued by that state, and who becomes a resident of this State may obtain a limited learners permit if the ~~person has completed a drivers education program that meets the requirements of the Superintendent of Public Instruction. A person who qualifies for a limited learners permit under this subsection and whose~~ person's parent or guardian certifies that the person has not been convicted of a moving violation in the preceding six ~~months~~ months. A person who qualifies for a limited learners permit under this subsection shall be deemed to have held a limited learners permit in this State for each month the person held an unrestricted or restricted license in another state."

SECTION 29.39.(e) G.S. 20-11(h3) reads as rewritten:

"(h3) Exception for Persons Less Than Age 18 Who Have a Federally Issued Unrestricted or Restricted License. — A person who is less than age 18, who has an unrestricted or restricted drivers license issued by the federal government, and who becomes a resident of this State may obtain a limited provisional license or a provisional license if the ~~person has completed a drivers education program substantially equivalent to the drivers education program that meets the requirements of the Superintendent of Public Instruction. A person who qualifies for a limited provisional license or a provisional license under this subsection and whose~~ person's parent or guardian certifies that the person has not been convicted of a moving violation in the preceding six ~~months~~ months. A person who qualifies for a limited provisional

license or a provisional license under this subsection shall be deemed to have held a limited provisional license or a provisional license in this State for each month the person held an unrestricted or restricted license issued by the federal government."

SECTION 29.39.(f) G.S. 20-11(d)(5) reads as rewritten:

"(5) Has completed a driving log, on a form approved by the Division, detailing a minimum of ~~60~~ 85 hours as the operator of a motor vehicle of a class for which the driver has been issued a limited learner's permit. The log must show at least 10 hours of the required driving occurred during nighttime hours. Driving completed by the driver as part of a course of driver instruction offered in accordance with G.S. 115D-76.5 or at a licensed commercial driver training school may be counted toward the 85-hour requirement upon the driver providing proof acceptable to the Division of the number of hours he or she drove as part of the course. No more than 10 hours of driving per week may be counted toward the ~~60-hour~~ 85-hour requirement. The driving log must be signed by the supervising driver and submitted to the Division at the time the applicant seeks to obtain a limited provisional license. If the Division has cause to believe that a driving log has been falsified, the limited learner's permit holder shall be required to complete a new driving log with the same requirements and shall not be eligible to obtain a limited provisional license for six months."

SECTION 29.39.(g) G.S. 20-7(c) reads as rewritten:

"(c) Tests. – To demonstrate physical and mental ability, a person must pass an examination. The examination may include road tests, vision tests, oral tests, and, in the case of literate applicants, written tests, as the Division may require. The tests must ensure that an applicant recognizes the handicapped international symbol of access, as defined in G.S. 20-37.5. If the Division requires a written test on the person's knowledge of the rules of the road, the person must answer at least eighty-five percent (85%) of the questions correctly in order to pass the test. The Division may not require a person who applies to renew a license that has not expired to take a written test or a road test unless one or more of the following applies:

(1) The person has been convicted of a traffic violation since the person's license was last issued.

(2) The applicant suffers from a mental or physical condition that impairs the person's ability to drive a motor vehicle.

The Division may not require a person who is at least 60 years old to parallel park a motor vehicle as part of a road test."

SECTION 29.39.(h) G.S. 20-11(b)(2) reads as rewritten:

"(2) Passes a written test administered by the Division. The person must answer at least eighty-five percent (85%) of the questions correctly in order to pass the test."

SECTION 29.39.(i) Subsections (a) through (e) and (i) of this section are effective when this act becomes law. The remainder of this section becomes effective July 1, 2016, and applies to applications for permits and licenses received by the Division on or after that date.

Committee Sergeants at Arms

NAME OF COMMITTEE House Comm Appropriations on Transportation

DATE: 6-30-2015 Room: 1228

House Sgt-At Arms:

1. Name: Carlton Adams
2. Name: Charles Godwin
3. Name: Martha Gadison
4. Name: _____
5. Name: _____

Senate Sgt-At Arms:

1. Name: _____
2. Name: _____
3. Name: _____
4. Name: _____
5. Name: _____

Thursday, June 25	Room	Time
APPROPRIATIONS TRANSPORTATION	1228/1327	8:30 am

Name	County	Sponsor
Tate Russell	Wake	Brig Gen (R) Gary Pendleton
Andrew Weatherman	Cabarrus	Larry G. Pittman
Hannah Whitt	Wake	Chris Malone

VISITOR REGISTRATION SHEET

House Comm on App. Transportation — 6-30-2015

Name of Committee — **Date**

VISITORS: PLEASE SIGN IN BELOW AND RETURN TO COMMITTEE CLERK

NAME	FIRM OR AGENCY AND ADDRESS
David Collins	SEANC
Reston Jones	NCDOT
	Tony Chutz
Kelly Thomas	DMV
Hope Mozingo	DMV
	N+O
Joel Hand	MFS
	MWC
Mia Bigelmi	NCMMC
Nick Tennyson	NCDOT

VISITOR REGISTRATION SHEET

House Comm on App. Transportation — 6-30-2015

Name of Committee — **Date**

VISITORS: PLEASE SIGN IN BELOW AND RETURN TO COMMITTEE CLERK

NAME	FIRM OR AGENCY AND ADDRESS
Quincy	US
Evan Miller	NMRS
Dave Foster	City of Charlotte
Jake Cashion	NCC
Mary Jernigan	NCDOT
Berry Jenkins	Carolinas AGC
Jay Stein	NCAA
Amanda Horaler	Troutman Sanders
Andy Chase	RMA
Isabel Villa-Garcia	NCAL

VISITOR REGISTRATION SHEET

House Comm on App. Transportation — 6-30-2015

Name of Committee — Date

VISITORS: PLEASE SIGN IN BELOW AND RETURN TO COMMITTEE CLERK

NAME	FIRM OR AGENCY AND ADDRESS
Joe McClees	McClees Consulting

House Committee on Appropriations, Transportation
Tuesday, July 14, 2015 at 8:30 AM
Room 1228/1327 of the Legislative Building

MINUTES

The House Committee on Appropriations, Transportation met at 8:30 AM on July 14, 2015 in Room 1228/1327 of the Legislative Building. Representatives Ford, Martin, Iler, Shepard, Tine, Torbett attended.

Representative Paul Tine, Chair, presided and called the meeting to order at 8:31a.m.

Chairman Tine introduced Sergeant-at-Arms Staff and pages for the meeting.

Chairman Tine introduced Luke Gillenwater, Staff Attorney, Bill Drafting Division, to continue presenting:

House and Senate Transportation Budget Comparisons, see attachment (1) (page 81)

At the conclusion of Luke's presentation, Chairman Tine recognized Nick Tennyson, Chief Deputy Secretary, DOT, to give his remarks on the Budget Comparison.

During Mr. Tennyson's remarks, Bobby Lewis, Chief of Staff, DOT was called from the audience to answer a question from Representative Torbett.

At the conclusion of Mr. Tennyson's remarks, Chairman Tine recognized Kelly Thomas, DMV Commissioner, to give his remarks on the Budget Comparison.

The meeting adjourned at 9:11 a.m.

Representative Paul N. Tine
Presiding

Katy Kingsbury, Committee Clerk

NORTH CAROLINA HOUSE OF REPRESENTATIVES
COMMITTEE MEETING NOTICE
AND
BILL SPONSOR NOTIFICATION
2015-2016 SESSION

You are hereby notified that the **House Committee on Appropriations, Transportation** will meet as follows:

DAY & DATE: Tuesday, July 14, 2015
TIME: **8:30 AM**
LOCATION: **1228/1327 LB**
COMMENTS: **Representative Tine will be presiding.**

Respectfully,

Representative Frank Iler, Co-Chair
Representative Phil Shepard, Co-Chair
Representative Paul Tine, Co-Chair
Representative John A. Torbett, Co-Chair

I hereby certify this notice was filed by the committee assistant at the following offices at 5:05 PM on Monday, October 05, 2015.

___ Principal Clerk
___ Reading Clerk – House Chamber

Katy Kingsbury (Committee Assistant)

House of Representatives
Committee on Transportation Appropriations

July 14, 2015
8:30 a.m.
Room 1228/1327 LB

Agenda

Chairs: Representative Frank Iler
Representative Phil Shepard
Representative Paul Tine, Chairing
Representative John Torbett

- Call to Order
- House and Senate Transportation Budget Comparisons
    - Luke Gillenwater
      Staff Attorney, Bill Drafting Division
- Remarks on Budget Comparisons
    - Nick Tennyson
      Chief Deputy Secretary, DOT
    - Kelly Thomas
      DMV Commissioner
- Committee Discussion

Committee Sergeants at Arms

NAME OF COMMITTEE House Appropriations, Transportation Committee

DATE: 7/14/15 Room: 1228/1327 LB

House Sgt-At Arms:

1. Name: Carlton Adams
2. Name: Martha Gadison
3. Name: Joe Austin
4. Name: _____
5. Name: _____

Senate Sgt-At Arms:

1. Name: _____
2. Name: _____
3. Name: _____
4. Name: _____
5. Name: _____

Tuesday, July 14	Room	Time
APPROPRIATIONS TRANSPORTATION	1228/1327	8:30 am

Name	County	Sponsor
Jamie Estroff	Wake	Nelson Dollar
Caroline Ferner	Guilford	Pricey Harrison
Leah Fletcher	Wake	Larry Yarborough
Addison Ford	Wake	Ted Davis, Jr.
Morgan Hazel	Guilford	Pricey Harrison

VISITOR REGISTRATION SHEET

House Appropriations, Transportation Committee — 7/14/15

Name of Committee — Date

VISITORS: PLEASE SIGN IN BELOW AND RETURN TO COMMITTEE CLERK

NAME	FIRM OR AGENCY AND ADDRESS
Andy Walsh	SA
Matt Babcock	NCC
Jake Cole	NCC
Evan Miller	NMRS
Flint Benson	SEANC
David Collins	SEANC
Reston Jones	NCDOT
Mary Jernigan	NCDOT
Mason Dufresne	Student
Welden Jones	Jordan Price
Mac Barley	NCAA

VISITOR REGISTRATION SHEET

House Appropriations, Transportation Committee 7/14/15

Name of Committee Date

VISITORS: PLEASE SIGN IN BELOW AND RETURN TO COMMITTEE CLERK

NAME	FIRM OR AGENCY AND ADDRESS
Phoebe Landon	Brooks Pierce
Julie White	NCMMC
[illegible]	NCMMC
Ed [illegible]	[illegible]
[illegible]	[illegible]
Tonya Hoban	DOT
Lexi Morgan Armour	NCFMA
[illegible]	NMRS
Bruce Muldwurf	NCSEA

VISITOR REGISTRATION SHEET

House Appropriations, Transportation Committee 7/14/15

Name of Committee Date

VISITORS: PLEASE SIGN IN BELOW AND RETURN TO COMMITTEE CLERK

NAME	FIRM OR AGENCY AND ADDRESS
Joe McClees	McClees Consult.
Jeff Mann	NCDOT
MIKE HOLCOMB	NCDOT
Keith Weatherly	NCDOT
	Misc
Michelle Frazier	MFS
	MFS
Hope Mozingo	NCDMV
Kelly Thomas	DMV
BOBBY LEWIS	NCDOT

VISITOR REGISTRATION SHEET

House Appropriations, Transportation Committee 7/14/15

Name of Committee Date

VISITORS: PLEASE SIGN IN BELOW AND RETURN TO COMMITTEE CLERK

NAME	FIRM OR AGENCY AND ADDRESS
NICK TENNYSON	NCDOT
SUSAN HARRISON	NCDTSEA
BERRY JENKINS	CAROLINAS AGC
Brian Menvald	WM
Laurie Onario	LJO
Andy Chase	KMA
Betsy Baily	LHAC
Tony McEnery	City of Wilmington

House Committee on Appropriations, Transportation
Tuesday, July 21, 2015 at 8:30 AM
Room 1228/1327 of the Legislative Building

MINUTES

The House Committee on Appropriations, Transportation met at 8:32 AM on July 21, 2015 in Room 1228/1327 of the Legislative Building. Representatives Ford, Iler, G. Martin, Shepard, Tine, and Torbett attended.

Representative John A. Torbett, Chair, presided. He called the meeting to order and welcomed the pages and Sergeant at Arms. He welcomed the presenters of the Ports Authority and the Ferry division and they began their presentations of a review of the budget comparisons and the committee made comments and ask questions, and they were answered by staff and the presenters.

Remarks were on the Budget Comparisons were given by:

Paul Cozza, Executive Director of the NC State Ports Authority (attachment 1)

Ed Goodwin, Director, Ferry Division, North Carolina Department of Transportation (attachment2)

The meeting adjourned at 9:37 a.m.

John A. Torbett

Representative John A. Torbett, Chair
Presiding

Pamela Pate

Pamela Pate, Committee Clerk

NORTH CAROLINA HOUSE OF REPRESENTATIVES
COMMITTEE MEETING NOTICE
AND
BILL SPONSOR NOTIFICATION
2015-2016 SESSION

You are hereby notified that the **House Committee on Appropriations, Transportation** will meet as follows:

DAY & DATE: Tuesday, July 21, 2015
TIME: **8:30 AM**
LOCATION: **1228/1327 LB**
COMMENTS: **Representative John Torbett, will be Presiding**

Respectfully,

Representative Frank Iler, Co-Chair
Representative Phil Shepard, Co-Chair
Representative Paul Tine, Co-Chair
Representative John A. Torbett, Co-Chair

I hereby certify this notice was filed by the committee assistant at the following offices at 4:47 PM on Thursday, July 16, 2015.

___ Principal Clerk
___ Reading Clerk – House Chamber

Pamela Pate (Committee Assistant)

House of Representatives
Committee on Transportation Appropriations

July 21, 2015
8:30 a.m.
Room 1228/1327 LB

Agenda

Chairs: Representative Frank Iler
Representative Phil Shepard
Representative Paul Tine
Representative John Torbett, Chairing

- Call to Order
- Remarks on Budget Comparisons
    - Paul Cozza
      Executive Director
      North Carolina State Ports Authority
    - Ed Goodwin
      Director, Ferry Division
      North Carolina Department of Transportation
- Committee Discussion

Attachment (1)

2015 Strategic Plan of the North Carolina State Ports Authority

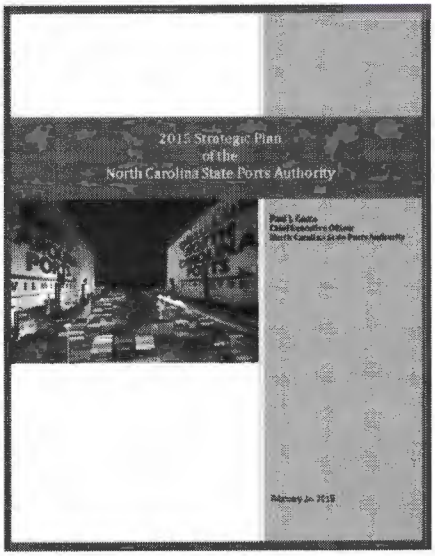


Paul J. Cozza
Chief Executive Officer
North Carolina State Ports Authority

February 26, 2015

The Five Year Strategic Plan

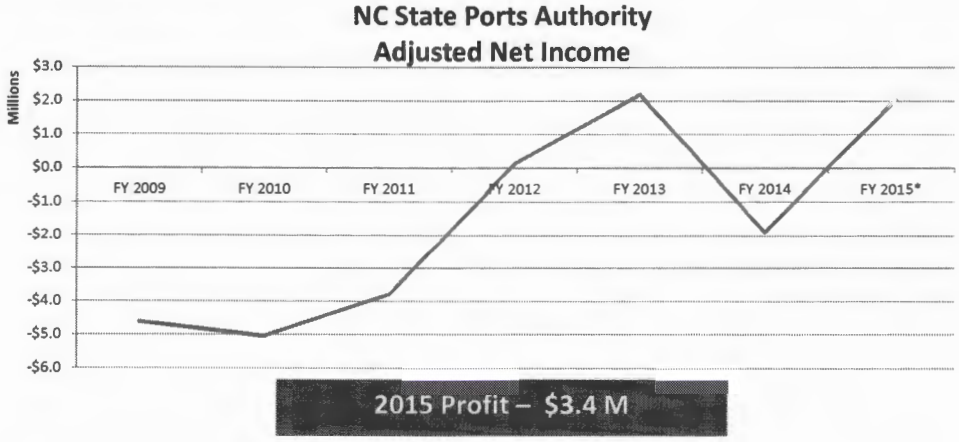
- Double container business to >500K TEUs
- Expand business of general terminals by 4M tons
- Execute an investment plan for terminal, road and rail infrastructure to support growth
- Channel enhancement in Wilmington and Morehead City
- Achieve long term financial stability to independently fund capital growth prospects



NORTH CAROLINA PORTS

Current status

- **Profit Driven**



FY 2015 Highlights

- **Revenue :** $44M
- **Cost savings:** $3M

NORTH CAROLINA PORTS

Infrastructure investment plan

	FY 2015 – FY 2020	FY 2021 – FY 2025
Administration	5,000,000	2,000,000
Morehead City	16,000,000	42,000,000
Wilmington	93,000,000	90,000,000
$ Total	114,000,000	134,000,000

Highlights in FY 2015 – FY 2020
Berth 7 extend 50' gauge Crane Rail Wilmington
Berth 8 replacement Wilmington
Purchase 2 new Post Panamax Cranes Wilmington
Berth 9 new submerged toe wall Wilmington
Crane 1 Investment MHC
Crane 2 Investment MHC
Maritime Building renovation MHC

FY 2021- FY 2025 project highlights include berth rehab at each port as well as crane and other heavy equipment modernization and replacement

NORTH CAROLINA PORTS

Immediate capital investment requirements

Extend 50-ft gauge rail at Berth 7	$1.9 million
Berth 8 Replacement Project Replace 645ft x 200ft of dock structure. Includes 645ft of new landside crane rail	$32 - $36 million
Extend 100-ft gauge rail into Berth 7 Extend landside crane rail an additional 115ft into Berth 7 for max working envelope of cranes	$1.3 million
Purchase two new Container Cranes	$26 - $30 million
Install submerged Toe Wall at Berth 9 Required to maintain stability of structure at depths below -42ft	$5.8 million
TOTAL	**$75 million**

NORTH CAROLINA PORTS

Additional opportunities

- General cargo tonnage increased at both facilities—43 percent at Morehead City
- Customers are looking for specialized options for handling different cargo types
- Capital improvement needed to ensure we keep up with customer demand
  - Crane rehab
  - Building rehab
- Tappan Zee Bridge Project in MHC demonstrates NCSPA capabilities



A sound investment

The infrastructure investment plan is designed to yield maximum benefits to the entire State's economy.

- **Double the container business**
  The addition of one Far East post-Panamax service means $3.77 billion in direct impact
- **Expand the business of the general terminals**
  A 15 percent increase of tonnage amounts to $500 million in direct impact

"The Ports of Wilmington and Morehead City are a critical link in the supply chain which can be a tool for economic growth and job creation throughout the state. Continued investment in ports and associated inland infrastructure connecting markets and products can provide substantial benefits to the economy and citizens of North Carolina."

The Economic Contribution of the North Carolina Ports
Institute for Transportation Research and Education

NORTH CAROLINA PORTS

North Carolina
DEPARTMENT OF TRANSPORTATION

ncdot.gov

Passenger Ferry Feasibility Study Update



Hatteras Congestion



North Carolina
DEPARTMENT OF TRANSPORTATION

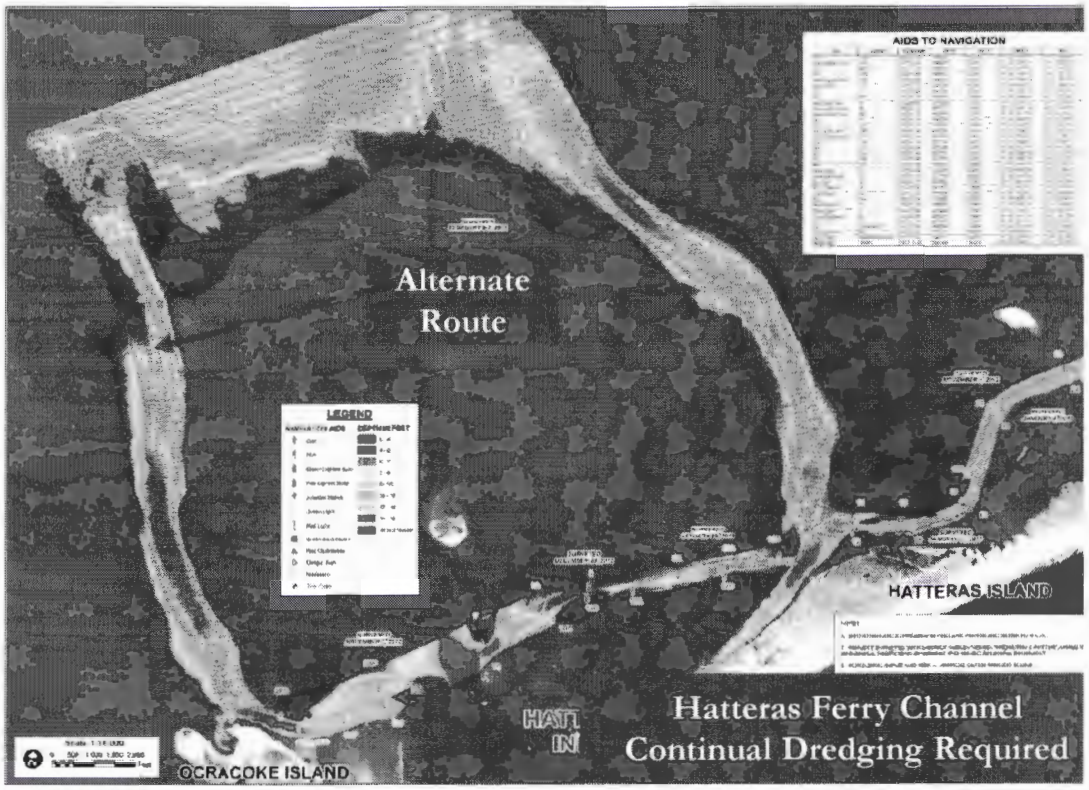
Hatteras-Ocracoke Shoaling

Hatteras Ferry Channel – 4.3-miles

- Emergency Area Federally Maintained
- Constant Dredging
- **<u>Up to 52 departures/day</u>**

Alternate Route – 9.5 miles

- Natural Deep Water Channel
- Cost Up to $250,000 more per month in labor/fuel
- **<u>Up to 42 departures/day</u>**



Hatteras to Ocracoke Traffic Impact

Passengers

June 2013 (Short Route) 111,038
June 2014 (Long Route) 106,962

July 2013 (Short Route) 147,981
July 2014 (Long Route) 112,204

August 2013 (Short Route) 134, 291
August 2014 (Long Route) 119,260

September 2013 (Short Route) 90,948
September 2014 (Long Route) 79,143

Economic Impacts

Year	Ferry Route	Vehicle Counts	Passenger Counts	% Visitors	Tourism Expenditures
2008	Hatteras/Ocracoke	353,192	951,491	85%	$168,719,818
2014	Hatteras/Ocracoke	275,789	718,253	82%	$131,827,142 (Projection)

- 2008 Data from BENCHMARKING AND OPTIMIZATION OF THE NORTH CAROLINA FERRY SYSTEM Conducted by
Institute for Transportation Research and Education
North Carolina State University

Passenger Ferry Route

(1 Hour Transit Time)



Passenger Ferry Public Meeting



Preliminary Findings

- Surveys of ferry riders, estimates predict 20% of total ridership **(61,600)** would use the passenger only ferry.
- Based off of these numbers, a single 150 passenger vessel making 4 round trips daily is recommended.
- A $15 round trip fare would generate **$924,000** in annual revenues.

* (Study to be complete November 1, 2015)

Potential Benefits

- ✓Shorter Wait Times for Car Ferries
- ✓Direct Passenger Route to Ocracoke Village
- ✓Reservations for Scheduled Departure Times
- ✓Relieve Vehicle Traffic in Ocracoke
- ✓Increased capacity/visitation for Ocracoke



Vessel Information:

Length – 91 feet
Width – 30 feet
Draft – 2.5 feet forward, 5 feet aft
Speed – 28 knots
Capacity – 149 passenger
Crew – 1 Captain, 2 Deckhands

Questions



Committee Sergeants at Arms

NAME OF COMMITTEE Transportation Committee

DATE: 7/21/2015 Room: 1228

House Sgt-At Arms:

1. Name: Carlton Adams
2. Name: Joe Austin
3. Name: Martha Gadison
4. Name: Charles Godwin
5. Name: _____

Senate Sgt-At Arms:

1. Name: _____
2. Name: _____
3. Name: _____
4. Name: _____
5. Name: _____

Tuesday, July 21	**Room**	**Time**
APPROPRIATIONS, TRANSPORTATION	1228/1327	8:30 am

Name	County	Sponsor
Charles Van Dyke	Wake	Speaker Moore
Matt Weaver	Pitt	Brian Brown
Hallie Kielb	Wake	Marilyn Avila
Lillian Dotson	Johnston	Leo Daughtry

VISITOR REGISTRATION SHEET

Transportation Committee — 7/21/2015

Name of Committee — Date

VISITORS: PLEASE SIGN IN BELOW AND RETURN TO COMMITTEE CLERK

NAME	FIRM OR AGENCY AND ADDRESS
Molly Cozza	Ports
Laura Blair	Ports
Paul Cozza	NC Ports
Butch Gunnells	NC Bev
[illegible]	Misc
[illegible]	SELC
Jay Stem	
Brian Merrald	WM
Flint Benson	SEANC
[illegible]	PPAC
[illegible]	NFS

VISITOR REGISTRATION SHEET

Transportation Committee — 7/21/2015

Name of Committee — Date

VISITORS: PLEASE SIGN IN BELOW AND RETURN TO COMMITTEE CLERK

NAME	FIRM OR AGENCY AND ADDRESS
Keith Weatherly	NCDOT
Susan Vick	Duke Energy
Carr McLamb	TSS
Julie White	CMNC
BERRY Jenkins	CAROLINAS AGC
Susa Harrison	NCDTSEA
Fred Bone	Bone Assoc.
ROBERT GLAZER	NC Auto Dlrs Assn.
John Patterson	NCMPA

VISITOR REGISTRATION SHEET

Transportation Committee — 7/21/2015

Name of Committee — Date

VISITORS: PLEASE SIGN IN BELOW AND RETURN TO COMMITTEE CLERK

NAME	FIRM OR AGENCY AND ADDRESS
David Collins	SEANC
Jake Cashion	NCC
Patti Bidrock	NCC
Ed Goodwin	DOT Ferry
Evan Miller	Nelson Mullins
Tonya Horton	TJS
Reston Jones	NCDOT
Mary Jernigan	NCDOT
Bobby Lewis	NCDOT
[illegible]	[illegible]
[illegible]	[illegible]

VISITOR REGISTRATION SHEET

Transportation Committee — 7/21/2015

Name of Committee — Date

VISITORS: PLEASE SIGN IN BELOW AND RETURN TO COMMITTEE CLERK

NAME	FIRM OR AGENCY AND ADDRESS
Demetrius Debaich	Rep Hall
Kelly Thomas	DMV
Mia Burgheimer	NCMMC
ANDY WALSH	SA
[illegible] Villa-Lobos	NCAR



North Carolina House of Representatives

Joint Appropriations Committee on

Transportation

2015-2016

Co-Chairs

Representative Frank Iler

Representative Phil Shepard

Representative Paul Tine

Representative John A. Torbett

2016- SHORT SESSION

Clerks: Pamela Pate
Wanda Kay

HOUSE APPROPRIATIONS COMMITTEE ON TRANSPORTATION
2016 SESSION

Clerks: Wanda Kay and Pam Pate



Rep. Frank Iler
Co-Chair



Rep. Phil Shepard
Co-Chair



Rep. Paul Tine
Co-Chair



Rep. John A. Torbett
Co-Chair



Rep. Nathan Baskerville



Rep. Dana Bumgardner



Rep. Carl Ford



Rep. Duane Hall



Rep. Grier Martin



Rep. Evelyn Terry

House Appropriations Committee on Transportation

2016-SHORT Session

MEMBER	ASSISTANT	PHONE	OFFICE	SEAT
Frank Iler- Chair	Carla Farmer	301-1450	639	14
Phil Shepard- Chair	Pamela Pate	715-9645	530	53
Paul Tine-Chair	Wanda Kay	733-5906	529	79
John A. Torbett-Chair	Viddia Torbett	733-5868	538	41
Nathan Baskerville	Anita Bennett	733-5824	1004	105
Dana Bumgardner	Margie Penven	733-5809	2119	40
Carl Ford	Kyle Chemak	733-5881	608	76
Duane Hall	Lea Lawrence	733-5755	1019	46
Grier Martin	Sylvia Hammons	733-5773	1023	96
Evelyn Terry	Franklin Terry	733-5777	1015	92

Appropriations, Transportation

House Standing Committee

Membership

Chairman	Rep. Iler
Chairman	Rep. Shepard
Chairman	Rep. Tine
Chairman	Rep. Torbett
Members	Rep. Baskerville, Rep. Bumgardner, Rep. Ford, Rep. D. Hall, Rep. G. Martin, Rep. Terry

Committee Clerks: **Wanda Kay and Pamela Pate**

ATTENDANCE

2016 SHORT SESSION

HOUSE APPROPRIATIONS COMMITTEE ON TRANSPORTATION

DATES	4/28/16	5/3/16	5/10/16	5/12/16											
Rep. Frank Iler Co-Chair	x	x	x	x											
Rep. Phil Shepard Co-Chair	x	x	x	x											
Rep. Paul Tine Co-Chair	x	x	x	x											
Rep. John Torbett Co-Chair	x	x	x	x											
Rep. Nathan Baskerville															
Rep. Dana Bumgardner	x			x											
Rep. Carl Ford	x	x	x	x											
Rep. Duane Hall		x													
Rep. Grier Martin	x		x	x											
Rep. Evelyn Terry			x												
Wanda Kay-Clerk	x	x	x	x											
Pam Pate-Clerk	x	x	x	x											
Amna Cameron-Fiscal Research			x	x											
Bryce Ball-Fiscal Research	x	x	x	x											
Jeff Cherry-Staff Attorney															
Luke Gillenwater-Staff Attorney	x	x	x	x											
Karlynn O'Shaughnessy- Fiscal Research															

House Committee on Appropriations, Transportation
Thursday, April 28, 2016 at 8:30a.m.
Room 1228/1327

MINUTES

The House Committee on Appropriations, Transportation met at 8:30 on April 28, 2016 in Room 1228/1327. Representatives Bumgardner, Ford, Iler, Martin, Shepard, Tine, and Torbett attended.

Representative John Torbett presided.

Representative Torbett made opening remarks, welcoming the committee to short session. He introduced the Pages and Sergeant at Arms.

Representative Torbett introduced Thomas Cheek to present presentation:

Governor's Recommended Budget Adjustments, Transportation, FY 2016-17(attachment 1)

By: Thomas Cheek
Assistant State Budge Officer, Office of State Budget & Management

Committee Discussion after the presentation

Committee Adjourned at 9:04 a.m.

Representative John Torbett, Chair
Presiding

Pamela Pate, Committee Clerk

NORTH CAROLINA HOUSE OF REPRESENTATIVES
JOINT COMMITTEE MEETING NOTICE
AND
BILL SPONSOR NOTIFICATION
2015-2016 SESSION

You are hereby notified that the **House Committee on Appropriations, Transportation** will meet **JOINTLY** as follows:

DAY & DATE: Thursday, April 28, 2016
TIME: **8:30 AM**
LOCATION: **1228/1327 LB**
COMMENTS: **Representative John Torbett ,Presiding**

Respectfully,

Representative Frank Iler, Co-Chair
Representative Phil Shepard, Co-Chair
Representative Paul Tine, Co-Chair
Representative John A. Torbett, Co-Chair

I hereby certify this notice was filed by the committee assistant at the following offices at 3:55 PM on Tuesday, April 26, 2016.

___ Principal Clerk
___ Reading Clerk – House Chamber

Pamela Pate (Committee Assistant)

House of Representatives
Committee on Transportation Appropriations

April 28, 2016
8:30 a.m.
Room 1228/1327 LB

Agenda

Chairs: Representative John Torbett, Chairing
Representative Phil Shepard
Representative Frank Iler
Representative Paul Tine

- Call to Order

- Governor's Recommended Budget Adjustments, Transportation, FY 2016-17

    - Thomas Cheek
      Assistant State Budget Officer, Office of State Budget & Management

- Committee Discussion

Next meeting: DOT REPORT Program Update, Tuesday, May 3rd, 8:30a.m.

Attachment









The Governor's Recommended Budget

NC SM

Pat McCrory
Governor

2016 - 2017

Governor Pat McCrory's

RECOMMENDED BUDGET ADJUSTMENTS

2016-2017

Office of State Budget and Management
Office of the Governor
Raleigh, North Carolina

osbm.nc.gov

Andrew Heath, State Budget Director
Chloe Gossage, Chief Operating Officer
Nathan Knuffman, Deputy Director for Budget

April 2016

Questions about the Governor of North Carolina's Recommended Budget Adjustments, 2016-17 or requests for further information may be directed to the Office of State Budget and Management, 20320 Mail Service Center, Raleigh, NC 27699-0320, or telephone (919) 807-4700. The document may also be downloaded from the Office of State Budget and Management's website at osbm.nc.gov.

Office of State Budget and Management
Balancing Needs - Improving Government

Thomas Cheek

Office of State Budget and Management

Consensus Highway Fund Forecast (April 2016)

	FY 2016-17
Revenue Estimate	2,048,900,000
Less: Base Budget	1,989,601,149
Funds Available for Supplemental Budget Requests	59,298,851

Consensus Highway Trust Fund Forecast (April 2016)

	FY 2016-17
Revenue Estimate	$ 1,370,100,000
Less: Base Budget	1,339,235,000
Funds Available for Supplemental Budget Requests	30,865,000
Total Additional Highway Fund and Highway Trust Fund Revenue	**90,163,851**

Notes: Key Changes in HF and HTF FY 2016-17 Consensus Forecast From Budget

Motor fuel tax revenue (including Gas Inspection and HU Registration) is projected to increase by about $30.6M above budget, of which $24.5M would be in the Highway Fund.
The revenue from DMV licenses and fees in the Highway Fund is also projected to increase close to $35M above what was forecasted for the Budget document.
The components of the Highway Trust Fund revenue are also revised upwards for FY 2016-17: Motor Fuel Revenue by more than $6M (see explanation above), Highway Use Tax by close to $24M, and DMV fees in the HTF by less than $1M.

Table 6

Highway Fund and Highway Trust Fund Budget
2016-17

Function	FY 2016-17 Base Appropriation	Reductions Recurring	Reductions Nonrecurring	Reductions Appropriation Supported Positions	Other Continuation/Expansion Recurring	Other Continuation/Expansion Nonrecurring	Other Continuation/Expansion Appropriation Supported Positions	Net Change	2016-17 Approved Appropriation	Net Position Change
DOT Administration	90,246,679							-	90,246,679	
Division of Highways										
Administration	33,313,151							-	33,313,151	
Construction	42,554,878				2,800,000			2,800,000	45,354,878	
Maintenance	1,300,435,872				27,476,344			27,476,344	1,327,912,216	
Planning and Research	-							-	-	
OSHA Program	358,030							-	358,030	
State Aid to Municipalities	147,500,000							-	147,500,000	
Mult-Modal										
Airports	33,760,952				1,500,000			1,500,000	35,260,952	
Bicycle	726,895				250,000			250,000	976,895	
Ferry	40,600,395							-	40,600,395	
Public Transportation	88,173,419				4,000,000			4,000,000	92,173,419	
Railroads	23,651,674							-	23,651,674	
Governor's Highway Safety Program	251,241							-	251,241	
Division of Motor Vehicles	120,334,217				2,968,350	4,020,775		6,989,125	127,323,342	
Other State Agencies	13,686,807							-	13,686,807	
Other Reserves	47,041,239				6,408,271	9,875,111		16,283,382	63,324,621	
Capital Improvements	6,965,700	-	-					-	6,965,700	
Total Highway Fund	1,989,601,149	-	-	-	45,402,965	13,895,886	-	59,298,851	2,048,900,000	-
Administration	35,064,813	-	-	-	298,039	706,145		1,004,184	36,068,997	
Construction										
Strategic Prioritization Program	1,193,757,958	-	-		29,860,816	-		29,860,816	1,223,618,774	
Bonds										
Bond Redemption	51,785,964	-	-		-	-	-	-	51,785,964	
Bond Interest	9,226,265	-	-			-	-	-	9,226,265	
	-								-	
NC Turnpike Authority	49,000,000	-	-		-	-		-	49,000,000	
Reserve for Visitor's Centers	400,000	-	-		-	-		-	400,000	
Total Highway Trust Fund	1,339,235,000	-	-	-	30,158,855	706,145	-	30,865,000	1,370,100,000	-

Highway Fund Revenue Forecast

The Highway Fund receives support from three revenue sources. The primary source is the excise tax on motor fuels, of which the Highway Fund receives 71%. The second source is licenses and fees collected by the Division of Motor Vehicles. The third source is interest earned on investments of Highway Fund cash balances held by the State Treasurer. Table 12 shows revised forecast estimates for the Highway Fund revenue collections projected for fiscal years 2015-16 and 2016-17.

Current Fiscal Year Update

Fiscal year 2015-16 revenue is projected to be close to the fiscal year 2014-15 level (less than 0.2% increase) and finish about $88 million above forecast. The excise tax revenue and licenses and fees collections are anticipated to be 5% and 3% higher, respectively, than what was budgeted for the current year. The higher excise revenue is in the context of a lower excise tax rate, which has reduced the rate's exposure to gas price volatility, and of a lower portion of the excise revenue allocated to the Highway Fund. These results highlight the increase in gasoline consumption (3.4% over last fiscal year) that is driven by continuing lower gas prices and a recovering economy.

Fiscal Year 2016-17 Revenue Projections

Total Highway Fund revenue collections in fiscal year 2016-17 are expected to increase above current year estimates by 0.7%. However, the increase will be driven by revenue from licenses and fees, which is expected to increase 14% over the current year due to increases in DMV fees, growing population, and a continuing economic recovery. Most of this growth is expected to be cancelled out by a 6% decrease in motor fuel tax revenue in FY 2016-17, as gas prices are anticipated to stabilize and reduce fuel consumption by 1.5%.

Table 12

Highway Fund Revenue by Fiscal Year: Recent History and Forecast

(In Millions)

Source	2014-15 Actual	2015-16 Budget	2015-16 Revised	Percent Change	2016-17 Budget	2016-17 Revised	Percent Change
Motor Fuels Tax							
Motor Fuels	1,426.2	1,268.8	1,333.9	-6%	1,227.3	1,251.4	-6%
Gasoline Inspection	14.3	13.4	14.0	-2%	13.4	13.8	-1%
Highway Use Reg.	0.4	0.4	0.4	0%	0.3	0.3	-6%
Total Motor Fuel Taxes	1,440.9	1,282.6	1,348.3	-6%	1,241.1	1,265.6	-6%
Licenses and Fees							
Staggered Registration	208.3	239.2	238.4	14%	271.3	271.8	14%
International Registration Plan	115.3	127.1	141.1	22%	142.9	162.5	15%
Driver Licenses	142.4	155.1	165.4	16%	176.8	187.8	14%
Truck Licenses	60.8	74.2	75.1	24%	85.3	84.8	13%
Other Licenses and Fees	55.2	64.7	62.3	13%	67.2	71.4	15%
Total Licenses and Fees	582.0	660.3	682.3	17%	743.5	778.3	14%
Investment Income	9.3	4.9	5.0	-46%	5.0	5.0	0%
Total Highway Fund Availability	2,032.2	1,947.8	2,035.6	0%	1,989.6	2,048.9	1%

Totals may differ from the sum of their parts due to rounding.

Highway Trust Fund Revenue

The Highway Trust Fund, established in 1989, receives support from four sources. The primary source is the highway use tax, or sales tax, on vehicle sales. The Highway Trust Fund also receives 29 percent of the excise tax on motor fuels. The other sources of revenue are fees on various title registrations and interest earned from investments of the Highway Trust Fund cash balances held by the State Treasurer. Table 13 shows revised projections for the Highway Trust Fund revenue collections for fiscal years 2015-16 and 2016-17.

Current Fiscal Year Update

Fiscal year 2015-16 revenue is expected to significantly exceed last year's level by 12%, close to $72 million above the budgeted forecast. The surplus is primarily fueled by a notable growth in car sales, with highway use tax revenue anticipated to finish 8% over FY 2014-15 and $43.3 million above forecast. Motor fuel tax revenue is also expected to increase 16% over FY 2014-15 and $23 million above forecast. This increase is due to the Highway Trust Fund receiving a higher proportion of the excise tax revenue and to lower than expected gas prices that have increased fuel consumption and boosted motor fuel tax revenue despite a lower excise rate. Fee revenue is anticipated to finish the year $5.5 million above forecast.

Fiscal Year 2016-17 Revenue Projections

Total Highway Trust Fund revenue is expected to decrease by 1.0% in FY 2016-17. Highway use tax revenue is anticipated to grow by 0.5% over the current year and fee revenue by 13 percent as the economy continues to recover. However, this would be offset by a decrease in motor fuel tax revenue of 6%, as gas prices are anticipated to stabilize and reduce fuel consumption by 1.5%.

Table 13

Highway Trust Fund Revenue by Fiscal Year: Recent History and Forecast
(In Millions)

Source	2014-15 Actual	2015-16 Budget	2015-16 Revised	Percent Change	2016-17 Budget	2016-17 Revised	Percent Change
Fuel Taxes and Fees							
Motor Fuel Tax	475.0	528.3	551.2	16%	511.1	517.2	-6%
Highway Use	652.4	659.8	703.1	8%	682.7	706.6	0.5%
Certificate of Title Fees	86.7	103.8	108.4	25%	120.7	122.0	13%
Miscellaneous Title Fees	11.7	14.0	14.3	22%	17.3	16.2	14%
Lien Recording	3.7	4.7	5.3	42%	5.4	6.0	14%
Subtotal	1,229.6	1,310.5	1,382.3	12%	1,337.2	1,368.1	-1%
Interest on Investments	4.6	2.0	2.0	-57%	2.0	2.0	0%
Total Highway Trust Fund Availability	1,234.2	1,312.5	1,384.3	12.2%	1,339.2	1,370.1	-1%

Totals may differ from the sum of their parts due to rounding.

Transportation

Total Spend: $3.4 billion

Driving Change at the Division of Motor Vehicles (DMV)
Provides funding for additional driver license examiners to improve customer service and decrease wait times in high traffic DMV locations throughout the state.

Establishes a program to provide military personnel Commercial Driver's License training.

Maintaining North Carolina's Transportation Infrastructure
Provides an additional $27.5 million for highway maintenance activities to enhance safety and ease congestion.

Increases resources to maintain secondary roads and ensure clean and safe highways.

Connects people to jobs, education and health care through improved public transportation services in small towns and growing cities.

Building New Roads
Builds on the largest transportation investment in two decades by adding nearly $30 million for new transportation projects in the state's current ten-year plan.

Increased investment in new roads by more than $292 million, or 31% since 2013.

Highway Fund (84210)

	2014-15 Actual	2015 Session Law-Enacted 2015-16 Certified	2015 Session Law-Enacted 2016-17 Certified	2016 Legislative Session-Recommended Change Net Recurring	Net Non-Recurring	Recommended Adjustment	Revised 2016-17	% Change from 2015-16 Certified	% Change from 2016-17 Certified
Total Requirements	$3,887,015,362	$7,258,615,942	$7,199,755,488	$47,527,576	$13,895,886	$61,423,462	$7,261,178,950	0.04%	0.85%
Less Receipts	$4,043,920,544	$5,310,827,813	$5,210,154,339	$2,124,611	-	$2,124,611	$5,212,278,950	(1.86)%	0.04%
Total Appropriation	($156,905,182)	$1,947,788,129	$1,989,601,149	$45,402,965	$13,895,886	$59,298,851	$2,048,900,000	5.19%	2.98%
Total Positions	-	12,394.000	12,350.000	52.000	-	52.000	12,402.000	0.06%	0.42%

		2016-2017 Recommended Recurring Changes	Non Recurring Changes	Total Adjustments
1. **Reward State Employees with One-Time Bonus**	**Requirements**	-	$9,740,111	$9,740,111
Provides funds for an average 3.0% bonus for State employees (up to a maximum bonus of $3,000 per employee). Each agency head, in consultation with the Office of State Human Resources, will determine the distribution of the bonus. This bonus shall not be considered part of an employee's annual salary or base rate of pay for retirement purposes.	**Less Receipts**	-	-	-
	Appropriation	-	$9,740,111	$9,740,111
	Positions	-	-	-
2. **Salary Adjustment Fund**	**Requirements**	$5,349,240	-	$5,349,240
Appropriates funds to implement a new market-aligned salary structure for state agencies, and to adjust salaries in state job classifications where employee pay is below market value, not competitive in the marketplace, and where the State is having difficulty recruiting and retaining employees.	**Less Receipts**	-	-	-
	Appropriation	$5,349,240	-	$5,349,240
	Positions	-	-	-
3. **DMV - Train Military Personnel to Obtain Commercial Driver's Licenses (CDLs)**	**Requirements**	$258,885	-	$258,885
Establishes a program to provide existing military personnel the training necessary to obtain a Commercial Driver's License (CDL). Seven classes will be held in conjunction with Johnston Community College, Fort Bragg, and Camp Lejeune.	**Less Receipts**	-	-	-
	Appropriation	$258,885	-	$258,885
	Positions	-	-	-
4. **DMV - Promote Online DMV Services**	**Requirements**	$1,000,000	-	$1,000,000
Funding to promote the DMV modernization initiatives. These initiatives will improve customer convenience, increase efficiency, and reduce wait time.	**Less Receipts**	-	-	-
	Appropriation	$1,000,000	-	$1,000,000
	Positions	-	-	-
5. **DMV - Improve Wait Times of High Volume DMV Offices**	**Requirements**	-	$3,868,875	$3,868,875
Provides funding for 95 contract driver license examiners to improve customer service and decrease wait times in high volume DMV locations throughout the state.	**Less Receipts**	-	-	-
	Appropriation	-	$3,868,875	$3,868,875
	Positions	-	-	-
6. **DMV - Maintain Tax and Tag Together Program Customer Service**	**Requirements**	$2,045,995	-	$2,045,995
Provides funding to make permanent 44 time-limited Tax and Tag Together positions. Funding for these receipt-supported positions comes from the administrative fee authorized in GS 105-330.5(b). Staffing will enable the DMV Customer Contact Center and the Field Services Help Desk to continue servicing the high volume of citizen calls.	**Less Receipts**	$2,045,995	-	$2,045,995
	Appropriation	-	-	-
	Positions	44.000	-	44.000
7. **DMV - Medical Review Program**	**Requirements**	$1,709,465	$151,900	$1,861,365
Funds additional resources for the Medical Review Program, adding 21 contract nurses and 7 fulltime employees. The changes will ensure due process for all types of adverse action that may be taken against customers' driving privileges.	**Less Receipts**	-	-	-
	Appropriation	$1,709,465	$151,900	$1,861,365
	Positions	7.000	-	7.000
8. **Repair Deficient Bridges**	**Requirements**	$300,000	-	$300,000
Adjusts funding for the Bridge Program based on an updated revenue forecast. This program receives the balance generated from the Gasoline Inspection Fee after deducting expenses for the Departments of Revenue and Agriculture. A total of $242,374,444 is available for the program in FY 2016-17.	**Less Receipts**	-	-	-
	Appropriation	$300,000	-	$300,000
	Positions	-	-	-

				Transportation Highway Fund
9. **Promote Bicycle Safety** Allocates funding to address bicycle safety in North Carolina through public outreach and ongoing education initiatives.	Requirements	$250,000	-	$250,000
	Less Receipts	-	-	-
	Appropriation	$250,000	-	$250,000
	Positions	-	-	-
10. **Support Multi-County Rural Transit Systems** Provides incentive funding for rural multi-county transit systems to consolidate systems. Consolidated systems will fill gaps and make transportation to work, school, or medical appointments more efficient in rural communities.	Requirements	$2,000,000	-	$2,000,000
	Less Receipts	-	-	-
	Appropriation	$2,000,000	-	$2,000,000
	Positions	-	-	-
11. **State Aid to Airports** Increases funding for grants-in-aid for public airport development as recommended by the Governor's Aviation Development Task Force. A total of $53,200,000 will be available in FY 2016-17. Funds are used to improve educational programs, to conduct airport planning, land acquisition, airport construction and maintenance projects.	Requirements	$1,500,000	-	$1,500,000
	Less Receipts	-	-	-
	Appropriation	$1,500,000	-	$1,500,000
	Positions	-	-	-
12. **Urban State Maintenance Assistance Program** Increases program funding to support eight new urban areas identified by the 2010 census.	Requirements	$2,000,000	-	$2,000,000
	Less Receipts	-	-	-
	Appropriation	$2,000,000	-	$2,000,000
	Positions	-	-	-
13. **Secondary Road Maintenance Program** Increases funds available for this program, bringing the FY 2016-17 total to $302,766,254. Uses of these funds include pothole patching, drainage repair, pavement marking, and other safety improvements.	Requirements	$17,476,344	-	$17,476,344
	Less Receipts	-	-	-
	Appropriation	$17,476,344	-	$17,476,344
	Positions	-	-	-
14. **Roadside Litter and Debris Removal** Increases funding for the removal of litter and debris along North Carolina roadways. The additional funding will bring the total allocated for this activity from $16.9 million to $26.9 million.	Requirements	$10,000,000	-	$10,000,000
	Less Receipts	-	-	-
	Appropriation	$10,000,000	-	$10,000,000
	Positions	-	-	-
15. **Small Urban Construction Program** Funds transportation improvement projects across the state through the Small Construction Program. These improvement projects enhance safety and support congestion mitigation.	Requirements	$2,500,000	-	$2,500,000
	Less Receipts	-	-	-
	Appropriation	$2,500,000	-	$2,500,000
	Positions	-	-	-
16. **Tax and Tag Together Audit Position** Provides funding to make permanent a time-limited position that audits and verifies the collection of vehicle property taxes. The positions also audits internal controls with the Tax and Tag Together, to identify areas of potential theft or fraud. The position is paid from receipts as authorized in GS 105-330.5(b) for a total of $78,616.	Requirements	$78,616	-	$78,616
	Less Receipts	$78,616	-	$78,616
	Appropriation	-	-	-
	Positions	1.000	-	1.000
17. **Capital Repairs and Renovations** Provides the Ferry Division funds to build an encapsulated area to contain sandblasting debris to meet storm water regulations. The project total is $210,000 with $75,000 coming from the Roadside Environmental Unit.	Requirements	-	$135,000	$135,000
	Less Receipts	-	-	-
	Appropriation	-	$135,000	$135,000
	Positions	-	-	-
18. **State Retirement Contribution Rate Increase** Increases the State's contribution for members of the Teachers' and State Employees' Retirement System to fully fund the Annual Required Contribution. The State's total General Fund contribution for retirement systems, disability benefits, death benefits, and retiree health benefits is more than $1.7 billion annually. For TSERS in FY 2016-17, the State will contribute an amount equal to 15.67% of each employee's salary for these benefits.	Requirements	$1,059,031	-	$1,059,031
	Less Receipts	-	-	-
	Appropriation	$1,059,031	-	$1,059,031
	Positions	-	-	-
Net Adjustments				
Requirements		$47,527,576	$13,895,886	$61,423,462
Less Receipts		$2,124,611	-	$2,124,611
Appropriation		$45,402,965	$13,895,886	$59,298,851
Positions		52.000	-	52.000

Highway Trust Fund (84290)

		2015 Session Law-Enacted		2016 Legislative Session-Recommended Change				% Change from	% Change from
	2014-15 Actual	2015-16 Certified	2016-17 Certified	Net Recurring	Net Non-Recurring	Recommended Adjustment	Revised 2016-17	2015-16 Certified	2016-17 Certified
Total Requirements	$965,845,727	$1,312,540,000	$1,339,235,000	$30,158,855	$706,145	$30,865,000	$1,370,100,000	4.39%	2.30%
Less Receipts	$1,238,564,734	-	-	-	-	-	-	-%	-%
Total Appropriation	($272,719,007)	$1,312,540,000	$1,339,235,000	$30,158,855	$706,145	$30,865,000	$1,370,100,000	4.39%	2.30%
Total Positions	-	-	-	-	-	-	-	-%	-%

		2016-2017 Recommended		
		Recurring Changes	Non-Recurring Changes	Total Adjustments
1. **Increase Strategic Investment in Infrastructure** Provides additional funds to the Governor's Strategic Transportation Investments program established by S.L. 2013-183. This adjustment brings the total for the program to $1,223,618,774 and is a 31.44% increase over the $930,926,530 appropriated in FY 2013-14 when the program was initiated.	Requirements	$29,860,816	-	$29,860,816
	Less Receipts	-	-	-
	Appropriation	$29,860,816	-	$29,860,816
	Positions	-	-	-
2. **Reward State Employees with One-Time Bonus** Provides funds for an average 3.0% bonus for State employees (up to a maximum bonus of $3,000 per employee). Each agency head, in consultation with the Office of State Human Resources, will determine the distribution of the bonus. This bonus shall not be considered part of an employee's annual salary or base rate of pay for retirement purposes.	Requirements	-	$706,145	$706,145
	Less Receipts	-	-	-
	Appropriation	-	$706,145	$706,145
	Positions	-	-	-
3. **Salary Adjustment Fund** Appropriates funds to implement a new market-aligned salary structure for state agencies, and to adjust salaries in state job classifications where employee pay is below market value, not competitive in the marketplace, and where the State is having difficulty recruiting and retaining employees.	Requirements	$232,442	-	$232,442
	Less Receipts	-	-	-
	Appropriation	$232,442	-	$232,442
	Positions	-	-	-
4. **State Retirement Contribution Rate Increase** Increases the State's contribution for members of the Teachers' and State Employees' Retirement System to fully fund the Annual Required Contribution. The State's total General Fund contribution for retirement systems, disability benefits, death benefits, and retiree health benefits is more than $1.7 billion annually. For TSERS in FY 2016-17, the State will contribute an amount equal to 15.67% of each employee's salary for these benefits.	Requirements	$65,597	-	$65,597
	Less Receipts	-	-	-
	Appropriation	$65,597	-	$65,597
	Positions	-	-	-

Net Adjustments			
Requirements	$30,158,855	$706,145	$30,865,000
Less Receipts	-	-	-
Appropriation	$30,158,855	$706,145	$30,865,000
Positions	-	-	-

VISITOR REGISTRATION SHEET

Jt Approp Comm on Transportation
(Committee Name)

4-28-16
Date

VISITORS: PLEASE SIGN IN BELOW AND RETURN TO COMMITTEE CLERK

NAME	FIRM OR AGENCY
Ben Matthews	DPI
Joe McCleer	McCleer Consulting
[illegible]	TJWLC
Jay Stem	NCAA
[illegible]	MFS
Alex Holbrook	NCDOT
Ryan Boyce	"
Hope Mozingo	NCDOT/DMV
Dana Fenton	City of Charlotte
Erin Wynia	NCLM
Katy Kilpatrick	DP
[illegible]	SA
Susan K [illegible]	Duke
Tonya Hatton	TSS
Julie White	NCMIC
Laurie Orrock	LOLLC
[illegible]	Appass

VISITOR REGISTRATION SHEET

Jt Approp Comm on Transportation
(Committee Name)

4-28-16
Date

VISITORS: PLEASE SIGN IN BELOW AND RETURN TO COMMITTEE CLERK

NAME	FIRM OR AGENCY
Scott Laster	SSGNC
Jeri Graham	North Carolina Veterans Council
Anca Grozav	OSBM
Mark Jernigan	NCDOT
Mike Holder	NCDOT
Lisa Riegel	Bikewalk NC
David A Collins	SEANC
Tammy Montanez	NCDOT
Portia Manley	NC DMV
Paula Windley	NCDMV
Charlotte Boyd-Malette	NCDMV
James Semmens	NCDMV
Mary Maide Ashill	SELC
Lexi Arthur	NLKMA
Maggie P. Thomas	NCDOT
Nebbie Jones	NC DOT- DMV

VISITOR REGISTRATION SHEET

Jt Approp Comm on Transportation
(Committee Name)

4-28-16
Date

VISITORS: PLEASE SIGN IN BELOW AND RETURN TO COMMITTEE CLERK

NAME	FIRM OR AGENCY
John Patterson	NCDOT
Mia Bailey	Electricities
Elizabeth Biser	Brooks Pierce
Brooks Rainey Pearson	SELC

VISITOR REGISTRATION SHEET

Jt Approp Comm on Transportation
(Committee Name)

4-28-16
Date

VISITORS: PLEASE SIGN IN BELOW AND RETURN TO COMMITTEE CLERK

NAME	FIRM OR AGENCY
Matt Gusson	DOAC

House Committee on Appropriations, Transportation
Tuesday, May 3, 2016 at 8:30 AM
Room 1228/1327 of the Legislative Building

MINUTES

The House Committee on Appropriations, Transportation met at 8:32 AM on May 3, 2016 in Room 1228/1327 of the Legislative Building. Representatives Ford, Hall, Iler, Shepard, Tine and Torbett attended.

Representative Phil Shepard was the Presiding Chair, presided.

Representative Phil Shepard called the meeting to order and welcomed the Pages and the Sergeant at Arms to the meeting.

Representative Shepard introduced Walt Gray, Mike Holder and Roger Rochelle to deliver presentations:

DOT REPORT Program Update: Restructuring Plan (Section 29.14(d)) (attachment 1)

Walt Gray, Chief Deputy Secretary, North Carolina Department of Transportation

Mike Holder Chief Engineer, North Carolina Department of Transportation

Roger Rochelle Director of Technical Services, North Carolina Department of Transportation

DOT REPORT Program Update: Position Reclassification (Section 29.14(c)) (attachment 2)

Mike Holder, Chief Engineer, North Carolina Department of Transportation

Committee had questions and comments answered by the presenters.

The meeting adjourned at 9:29 a.m.

Phil Shepard
Representative Phil Shepard, Chair
Presiding

Pamela Pate
Pamela Pate, Committee Clerk

NORTH CAROLINA HOUSE OF REPRESENTATIVES
COMMITTEE MEETING NOTICE
AND
BILL SPONSOR NOTIFICATION
2015-2016 SESSION

You are hereby notified that the **House Committee on Appropriations, Transportation** will meet as follows:

DAY & DATE: Tuesday, May 3, 2016
TIME: **8:30 AM**
LOCATION: **1228/1327 LB**
COMMENTS: **Representative Phil Shepard, Presiding**

Respectfully,

Representative Frank Iler, Co-Chair
Representative Phil Shepard, Co-Chair
Representative Paul Tine, Co-Chair
Representative John A. Torbett, Co-Chair

I hereby certify this notice was filed by the committee assistant at the following offices at 12:57 PM on Thursday, April 28, 2016.

___ Principal Clerk
___ Reading Clerk – House Chamber

Pamela Pate (Committee Assistant)

House of Representatives
Committee on Transportation Appropriations

May 3, 2016
8:30 a.m.
Room 1228/1327 LB

Agenda

Chairs: Representative John Torbett
Representative Phil Shepard, Chairing
Representative Frank Iler
Representative Paul Tine

- Call to Order

- DOT REPORT Program Update: Restructuring Plan (Section 29.14(d))

    - Walt Gray
      Chief Deputy Secretary, North Carolina Department of Transportation

    - Mike Holder
      Chief Engineer, North Carolina Department of Transportation

    - Roger Rochelle
      Director of Technical Services, North Carolina Department of Transportation

- DOT REPORT Program Update: Position Reclassification (Section 29.14(c))

    - Mike Holder
      Chief Engineer, North Carolina Department of Transportation

- Committee Discussion

Next meeting: TBD

Attachment (1)



Nothing Compares
NORTH CAROLINA

Restructure Plan Summary
May 2016



Session Law 2015-241 Section 29.14.(d)

SECTION 29.14.(d) Restructure – A review of the organization, staffing, and operations of the Division of Highways within the Department of Transportation is needed to improve the efficiency and effectiveness of the Division of Highways' operations and to align operations and staffing with the strategic goals set for the Division of Highways. To that end, the Department of Transportation shall study and review the Division of Highways. The study and review, at a minimum, shall include all of the following:

1) A review of current Division of Highways' operations, staffing levels, and employee performance management efforts.
2) An evaluation of current laws and policies related to Division of Highways' operations and staffing.
3) Recommendations on how best to align staffing with strategic goals and workload.
4) Recommendations on how to better shift decision making on project development to the 14 Highway Divisions, including a plan developed by the Department of Transportation to eliminate at least ten percent (10%) of the total amount of filled positions within the Department of Transportation that are centrally or regionally based and that perform administrative, managerial, supervisory, or oversight functions. The plan shall describe the functions performed at the centrally and regionally based offices, including justification as to why each function cannot be outsourced, consolidated, or shifted to the Highway Divisions.
5) Recommendations on performance or incentive-based systems to improve the effectiveness of the Division of Highways.
6) Recommendations on whether current laws and policies should be continued or modified based upon study results and human resource best practices.

The Department of Transportation shall submit the results of the study and review to the Joint Legislative Transportation Oversight Committee by May 1, 2016.

Department's Objectives

Building a Better Business

- The intent of this review was to identify processes and organizational structure that yield a better business model for the delivery of highway projects
- The Department identified the following objectives:
  - Enhance authority for project decision making at the Division level
  - Individualize accountability for the delivery of highway projects
  - Right size the organization and align staffing levels with strategic goals

Improvements

Organizational and business process improvements to support Divisions as project owners

- Align staff to support project delivery by relocating resources (vacant FTEs) to Divisions
- Organize central project delivery staff into multidisciplinary teams (i.e. eliminate the silo approach, and create a single point of accountability)
- Establish an Executive Committee to oversee a new screening process which will determine the annual project delivery plan
- Continue to outsource a vast majority of all planning and design work to consultants

Overview of Current Staffing Levels

- Central Business Units (CBU) evaluated for this effort are directly involved with project development
  - Planning and Programming
  - Technical Services
  - Division of Highways (DOH)

- The current staffing levels evaluated for this review are illustrated in the figure below

	Centrally and Regionally Based Positions			
	Program and Planning	**Technical Services**	**DOH - Central**	**Total**
Vacant Positions	15	65	121	**201**
Filled Positions	131	457	929	**1,517**
Total Positions	146	522	1,050	**1,718**

*The number of positions does not include Transportation Engineering Associates (under DOH), and Location and Survey (under TS) that are located in each highway division.

Overview of Planned Staffing Levels

- The plan reduces filled positions as required by law, and a transfer of vacant positions from Central Business Units to Divisions
- Central Business Units will make available identified vacant positions which can be transferred to the Division Offices
- These transfers will occur as indicated by monthly resource assessments completed by the Chief Engineer's Office and each Division

DOH (Central) and Technical Services - Planned Staffing Levels						
Central Business Unit[3]	**Current Filled Positions**	**Filled Position Reduction**	**% Change**	**Transfers of Vacant Positions**	**% Change (including transfers)**	**Ultimate Planned Filled Positions**
Technical Services	457	49	-11%	60	-24%	348
Division of Highways	929	186	-20%	8	-21%	735
Total	1,386	235	**-17%**	68	-22%	1,083

Planning and Programming - Planned Staffing Levels						
Central Business Unit	**Current Filled Positions**	**Filled Position Reduction**	**% Change**	**Transfers of Vacant Positions**	**% Change (including transfers)**	**Ultimate Planned Filled Positions**
Planning and Programming	131	21	-16%	-	-16%	110



Nothing Compares
NORTH CAROLINA

Project Screening
Multidisciplinary Teams
Technical Services



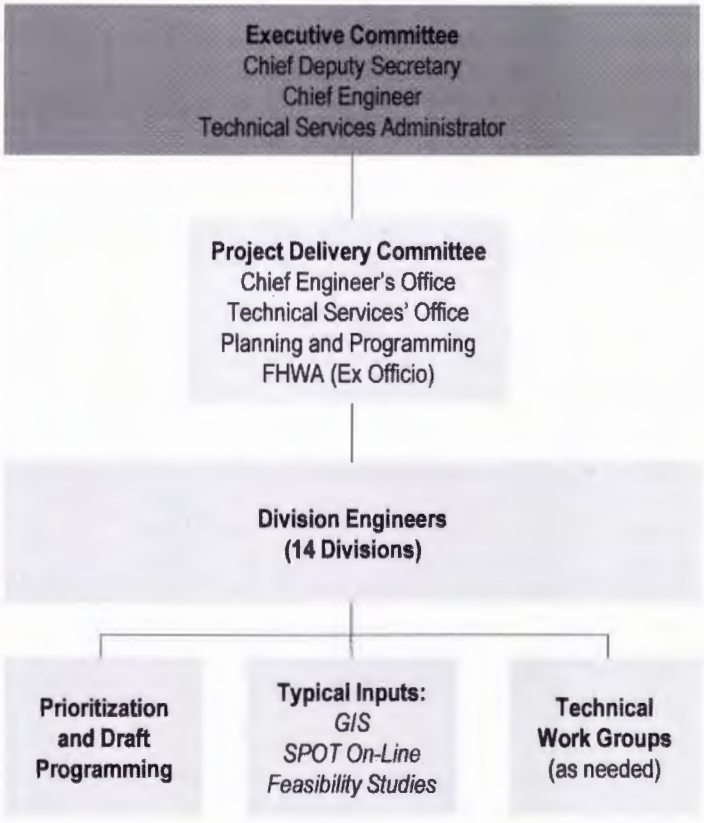
Overview of New Screening Process

Summary of Screening Criteria

- ✓ Environmental document type
- ✓ State vs. Federal Funding
- ✓ Procurement method
- ✓ Merger vs. Non-Merger
- ✓ Let Dates

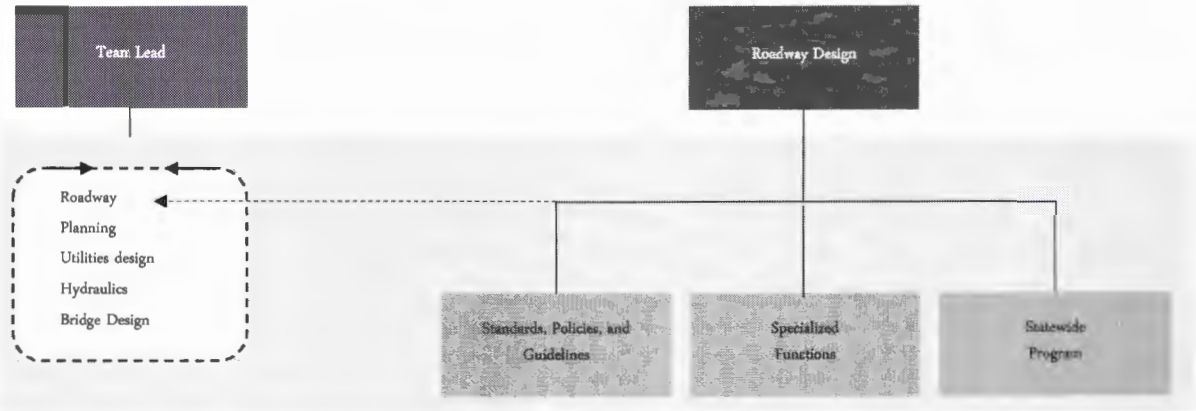
- Results of preliminary STIP screening:
  - 70% of projects will be developed by Divisions
  - 30% will be delivered by multidisciplinary teams (i.e., the Department's most complex projects)
- The first round of screening will be complete by August 1, 2016
- Each time projects are added to STIP the process will be conducted

Overview of New Screening Process (continued)



- The Project Development Committee will provide their recommendations to an Executive Committee
- The Executive Committee will adjust and approve the delivery program, as appropriate
- The Secretary and Executive Committee will receive a monthly briefing summarizing schedule constraints and changes
- Quarterly organizational metrics briefing will be provided to the Board of Transportation (e.g., project delivery rates)

Technical Services – Multidisciplinary Teams



- Team Leads are responsible for "what and when" related to project delivery
- Roadway Design Unit is responsible for the "why and how"
- Teams can serve various regions of the state, or be based on types of projects such as bridges, widening projects, new location, etc.
- 7 multidisciplinary teams will be formed to serve project owners
- Personnel will report to team leads and a Deputy Technical Services Administrator

Technical Services – Planned Staffing Level

Organizational Units	Central and Regional Based Positions			Central and Regional Based Positions (located outside of Raleigh)			Total Filled	Planned Staffing Reductions	
	Total Positions	Vacant	Filled	Total Positions	Vacant	Filled		Total Filled Reduction	Central Transfers to Divisions
Technical Services Division									
Technical Services Director's Office	5	1	4	0	0	0	4	0	0
Contract Standards & Administration	49	2	47	0	0	0	47	5	0
Design Build	13	1	12	0	0	0	12	0	0
Geotechnical Unit	48	5	43	35	9	26	69	8	14
Hydraulics Unit	53	8	45	0	0	0	45	4	14
Location & Surveys Unit	28	0	28	112	4	108	136	4	0
Photogrammetry Unit	47	1	46	0	0	0	46	6	0
Priority Projects	9	0	9	0	0	0	9	0	0
Professional Svcs Mgmt	9	3	6	0	0	0	6	0	0
Project Development & Environmental Analysis Unit	105	13	92	0	0	0	92	10	16
Roadway Design Unit	85	18	67	0	0	0	67	8	16
Transportation Program Management	36	4	32	0	0	0	32	4	0
Subtotal Technical Services	**487**	**56**	**431**	**147**	**13**	**134**	**565**	**49**	**60**



Nothing Compares
NORTH CAROLINA

Division of Highways



Overview of Strategic Goals (for this study)

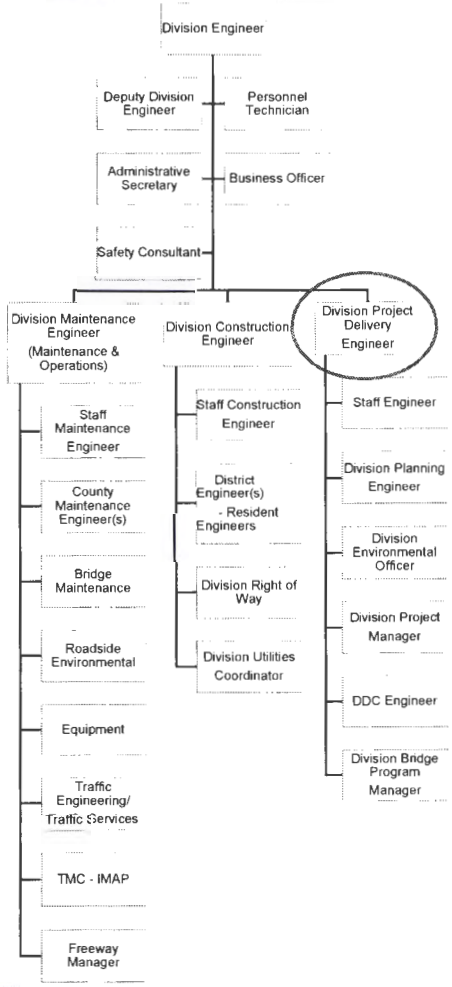
Project Development and Delivery Goals

- Planning document completion
- Contract letting dates
- Construction completion dates

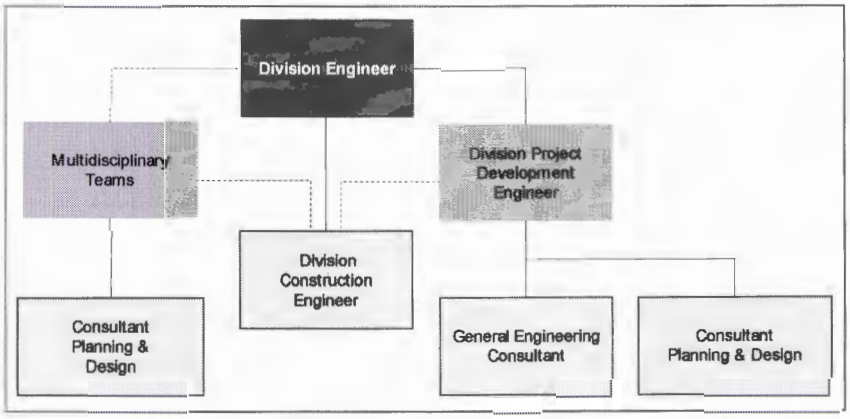
Operational Goals

- Lane-miles resurfaced
- Bridges replaced
- Lane-miles of pavement preservation
- Adherence to baseline unit cost within 10% variance for
  - contract resurfacing
  - pavement preservation
  - bridge replacements
  - commodities
  - 10 critical maintenance activities
- Adherence to NCDOT "Responsiveness" legislation
  - fix potholes within 2 business days
  - address safety items within 10 business days
  - non-safety items within 15 business days
- Response to emergency and storm events
  - Snow removal on bare pavement routes within 48 hours of storm conclusion

Typical Division Organizational Structure



Project Delivery Structure



- **Division Engineers** – Assumes an ownership role to determine project scope and budget, and set schedules
- **Division Project Development Engineers** – Assigns project development responsibilities, and engage a combination of resource options
- **Consultants** – Supplements Division staff for planning and design activities, performing turnkey planning and design functions, managing projects
  - General Engineering Consultants (GECs) may perform work necessary to review other consultants' work products
- Project delivery progress will be briefed to the Executive Committee and Secretary on a monthly basis and to the Board of Transportation on a quarterly basis

Department of Highways – Planned Staffing Level

Organizational Units	Central and Regional Based Positions			Central and Regional Based Positions (located outside of Raleigh)			Total Filled	Planned Staffing Reductions	
	Total Positions	Vacant	Filled	Total Positions	Vacant	Filled		Total Filled Reduction	Central Transfers to Divisions
Division of Highways									
Chief Engineer's Office	22	6	16	0	0	0	16	3	0
Facilities Management Unit	29	5	24	8	1	7	31	7	0
Operations & Fleet Management Unit	116	9	107	4	0	4	111	25	0
Operations Program Management	24	1	23	0	0	0	23	5	0
Construction Unit	14	1	13	14	1	13	26	4	0
Materials & Tests Unit	106	14	92	113	12	101	193	39	0
Right of Way Unit	35	3	32	53	8	45	77	16	0
Roadside Environmental Unit	45	5	40	15	1	14	54	9	0
Structures Management Unit	152	10	142	54	9	45	187	36	8
Utilities Unit	42	7	35	0	0	0	35	8	0
ITS & Signals Unit	60	6	54	0	0	0	54	11	0
Oversize Overweight Permits Unit	23	4	19	0	0	0	19	4	0
Signing & Delineation Unit	23	2	21	0	0	0	21	5	0
Systems Operations Unit	15	1	14	0	0	0	14	1	0
Trafic Management Unit	40	9	31	0	0	0	31	6	0
Traffic Safety Unit	30	4	26	13	2	11	37	7	0
Subtotal Divisions of Highways	**776**	**87**	**689**	**274**	**34**	**240**	**929**	**186**	**8**



Nothing Compares
NORTH CAROLINA

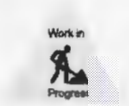
Implementation and Next Steps



Implementation – Overview

Progress		Improvement Task	Results /Status
✓	Complete	▪ Develop initial Project Screening Process	
✓	Complete	▪ Estimates, Negotiations, Purchase Order and Notice to Proceed Authority Divested to Divisions	▪ Training Continues for Division personnel
✓	Complete	▪ Scheduling initiative to accelerate project delivery for widening and new location projects by 25%	
	In Progress	▪ Execute screening process for projects recently added to the STIP	▪ Complete by August 2016; Receive approval from Executive Committee by September 2016
✓	Complete	▪ Grant authority to Division Engineers to approve or reject all project schedule changes	▪ Recent change to afford more accountability and authority to Division Engineers
✓	Complete	▪ Implement Environmental tracking and Coordination system (Phase I)	▪ Phase includes first set of environmental analyses (historic/archeological)

Implementation and Next Steps - Overview

Progress	Improvement Task	Results /Status
 In Progress	▪ Implement Environmental Tracking and Coordination System (Phase II – IV)	▪ Phase II - IV to include all environmental analyses areas including threatened and endangered species, community studies, permitting, noise studies, air quality ▪ Expect completion by February 2017
 In Progress	▪ Identify current and future vacancies available for transfer to Divisions	▪ 30% of vacancies already identified
 In Progress	▪ Procure General Engineering Consultants for Divisions	▪ Draft solicitation documents developed
 In Progress	▪ Develop and execute a series of Reduction Through Reorganization Plans	

Implementation and Next Steps - Overview

Progress	Improvement Task	Results /Status
Not Yet Started	Develop and execute a series of Reduction in Force Plans	To be initiated after a series of Reduction Through Reorganization have been executed
Not Yet Started	Assemble central project delivery teams	Completion following satisfaction of Division needs
Work in Progress	Restructure analysis of other business units	Expected completion January 15, 2017

Next Steps – Tracking Performance

- Revise project delivery tracking and reporting:
  - Initiate multi-state scan to identify best practices for project delivery reporting
  - Revise the Department's methods for tracking progress and reporting delivery rates
  - Establish preliminary targets by July 1, 2016

Next Steps – Incentive Based Programs

Recommendations

- Establish safety bonus to encourage safe practices in the workplace
- Establish team based project delivery bonus, based on letting dates
- Establish project team bonus for early completion and construction projects
- Establish incentives that encourage maintenance teams to exceed DOT Report deadlines
- Establish incentives that encourage maintenance teams to exceed performance targets for planned maintenance activities (i.e., long-line pavement marking)

Next Steps – Staffing Level

Phase 1	**May to July 2016 (0-90 days)**
	• Transfer first round of vacant positions from the Central Business Units to the Divisions on a rolling basis • Divisions advertise and fill vacant positions on a rolling basis • Advertise solicitation for Division GECs • Issue first round of Reduction through Reorganization (RTR) plans
Phase 2	**August to October 2016 (90-180 days)**
	• Transfer second round of vacant positions from the Central Business Units to the Divisions on a rolling basis • Divisions advertise and fill vacant positions on a rolling basis • Issue subsequent rounds of RTRs on a rolling basis • Negotiate and award GECs • Complete RTRs
Phase 3	**November to January 2017 (>180 days)**
	• Evaluate status of vacant positions as a result of completed RTR process • Develop RIF plans and initiate implementation

Questions?



Transportation

Attachment (2)



Nothing Compares
NORTH CAROLINA

Update - Establishment of "DOT Report" Program

Mike Holder, Chief Engineer, Department of Transportation



Establishment of "DOT Report" Program Section 29.14.(c)- Oversight

- **Intent**: Increase budget transparency and allow for greater legislative and citizen oversight

- **Oversight:**

  - Reclassify the funding source for all full-time positions that are budgeted as receipt-supported on the basis of charging to projects to appropriation and adjust budgeted funds accordingly by May 1, 2016

  - Employees in DOH shall be attributed to respective Highway Division fund codes within the Highway Fund.

Establishment of "DOT Report" Program Section 29.14.(c)- Oversight

- (December) Joint (DOT, OSBM, FRD) discussion of requirements and legislative intent.
- (February) Implementation Options I-IV presented for evaluation.
  - Option I: Budget Only Transfer
  - Option II: Budget Transfer & Cost Allocation
  - Option III: Budget Cost Transfer using statistical orders
  - Option IV: Budget & Cost Transfer using WBS
- (March) Option review. Examples and additional detail requested:
  - Mock-up reports for Options I and IV budget adjustments
  - Standard labor cost history by funding source
- (March) Informed Options I-IV were not viable. Alternative requested:
  - Show standard labor cost activity by function as supplement to budget detail and other DOT REPORT efforts.
- (April) Sample report review.
  - Request to expand reporting to all programs and functional areas, hours charged, and associated employee counts.
  - Modified report delivered April 27, 2016 and currently under review.

Establishment of "DOT Report" Program Section 29.14.(c)- Oversight

Current Status

- Constraints to full implementation by May 1
  - Received approval to provide the plan no later than May 1
  - Implementation by July 1, 2016

- DOT will continue to work with FRD and OSBM to review all options and determine the best way to meet the intent of the legislation.

Sample Report – Option 5
Cost by Division and Activity with Hours Worked

Cost Center	Funding Source	Description	Functional Area	Description	Amount	Hours
Division 2	#	1500/Not assigned	2080	CONSTR PLAN PREPARATION	7,972.09	171.00
			2610	SURVEYING	(0.01)	10.00
			2640	PROJECT MANAGEMENT	(0.01)	4.00
			2714	ASSESSMENTS AND INSPECT	156.26	5.00
			2722	CONSTRUCTION ENGINEERING	(0.04)	20.00
			2724	CONSTRUCTION INSPECTION	0.09	261.00
			3112	SHOULDER MAINT/RECONSTRUC	992.24	27.50
			3206	OUTDOOR ADVERT PROGRAM	542.30	9.75
			9900	Administrative Functions	(0.26)	897.50
			9920	Safety Training	(0.08)	43.00
	7811	Primary Construction	2726	ADMINISTRATION/SUPERVISIO	389.34	7.00
			2916	ROADSIDE VEGETATION ENHAN	3,170.97	90.50
			3206	OUTDOOR ADVERT PROGRAM	1,013.10	42.50
	7812	Secondary Const	2030	FIELD SURVEYS	5,791.21	189.00
			2080	CONSTR PLAN PREPARATION	4,417.06	122.00
			2370	SAL/EXP ROW AGENTS	939.25	25.00
			2712	OFFICE ENGINEERING	5,421.27	143.50
			2722	CONSTRUCTION ENGINEERING	5,957.07	150.50
			2724	CONSTRUCTION INSPECTION	1,124.71	40.50
			2726	ADMINISTRATION/SUPERVISIO	10,669.75	212.00
			2812	HOT MIX ASPHALT OVERLAY	1,054.75	35.00
			2814	PAVEMENT WIDENING	37,826.88	1,269.00
			2816	ASPHALT PAVE REPAIR/PATCH	2,620.40	76.00
			2900	GRASS MOWING	674.16	24.00
			2912	BRUSH & TREE CONTROL/MECH	224.72	8.00
			2918	SEEDING & MUCLCHING FERTI	2,540.47	80.50
			3102	REMOVAL OF HAZARDS/DEBRIS	3,838.30	128.00
			3106	BAGGED LITTER & TRASH CAN	238.77	8.50
			3108	DRAINAGE DITCH MAINTENANC	688.21	24.50
			3112	SHOULDER MAINT/RECONSTRUC	1,123.62	40.00
			3126	INSTALL PIPES (<=48")	1,527.90	55.00
			3130	INST/MAINT/REP MISC DRAIN	10,382.58	345.00
			3134	ROADWAY GRADING	16,732.02	578.00
			3138	MACHINING UNPAVED ROAD	224.72	8.00
			3244	TEMPORARY TRAF CONTROL	1,213.38	41.00
	7817	Spot Safety	2722	CONSTRUCTION ENGINEERING	5,208.93	152.00
			3234	INSTALL/UPGRADE TRAF SIGN	1,909.31	43.50
			3244	TEMPORARY TRAF CONTROL	296.82	10.00
	7818	Contingency	2080	CONSTR PLAN PREPARATION	231.16	4.00
			2610	SURVEYING	250.15	10.00
			2640	PROJECT MANAGEMENT	285.07	12.00
			2724	CONSTRUCTION INSPECTION	7,526.43	432.50
			2818	FULL DEPTH ASPHALT PAV RE	1,474.00	48.00
			3126	INSTALL PIPES (<=48")	1,231.34	38.00

Committee Sergeants at Arms

NAME OF COMMITTEE House Committee on Appropriations, Transportation

DATE: May 03 2016 Room: 1228/1227

House Sgt-At Arms:

1. Name: David Leighton
2. Name: Joe Austin
3. Name: Bill Riley
4. Name: _____
5. Name: _____

Senate Sgt-At Arms:

1. Name: _____
2. Name: _____
3. Name: _____
4. Name: _____
5. Name: _____

HOUSE PAGES
(Appropriations on Transportation)

Week of May 2-5, 2016

Name:	County:	Sponsor:
JOEL CASHMAN	BRUNSWICK	CHRIS MILLIS
TIMOTHY CASHMAN	BRUNSWICK	CHRIS MILLIS

VISITOR REGISTRATION SHEET

House Committee on Appropriations, Transportation Rm 1228/1227 May 03 2016

Name of Committee Date

VISITORS: PLEASE SIGN IN BELOW AND RETURN TO COMMITTEE CLERK

NAME	FIRM OR AGENCY AND ADDRESS
[signature]	RMC
Suzanne Beasley	SEANC
Flint Benson	SEANC
David A Collins	SEANC
Susan Vick	Duke E.
Ryan Boyce	NCDOT
T. Jerry McMillan	Misc
MISSY PAIR	NCDOT
Alex Holbrook	NCDOT
Leigh Wing	NC DOT
Jay Stem	NCAA

VISITOR REGISTRATION SHEET

House Committee on Appropriations, Transportation Rm 1228/1227 May 03 2016

Name of Committee Date

VISITORS: PLEASE SIGN IN BELOW AND RETURN TO COMMITTEE CLERK

NAME	FIRM OR AGENCY AND ADDRESS
Crystal Collins	NC Trucking Assn.
Ellis Powell	CAPA
Paul Meeham	NCACEC
James Smith	ACEC/NC
Jake Cashion	NCC
Bill Martin	VHB
AL MILAK	NC DEPT OF REVENUE
Laura Omoto	LOLLC
Brooks Rainey Pearson	SELC
Sarah McQuillan	SSGNL
John Hardy	MFS
Chris McDaniel	KTS

VISITOR REGISTRATION SHEET

House Committee on Appropriations, Transportation Rm 1228/1227 May 03 2016

Name of Committee Date

VISITORS: PLEASE SIGN IN BELOW AND RETURN TO COMMITTEE CLERK

NAME	FIRM OR AGENCY AND ADDRESS
Andy Chase	KMA

House Committee on Appropriations, Transportation
Tuesday, May 10, 2016 at 8:30 AM
Room 1228/1327 of the Legislative Building

MINUTES

The House Committee on Appropriations, Transportation met at 8:30 AM on May 10, 2016 in Room 1228/1327 of the Legislative Building. Representatives Iler, Tine Shepherd, Torbett, Ford, Martin and Terry attended.

Representative Frank Iler, Chair, presided.

Representative Iler made opening remarks, welcoming the committee. He introduced the Pages and Sergeant-at-Arms.

Representative Iler introduced the following presenters:

- Kelly Thomas, Commissioner of Motor Vehicles, North Carolina Department of Transportation
- Lauren Blackburn, Director of Bicycle and Pedestrian Transportation, North Carolina Department of Transportation
- Debbie Collins, Director of Public Transportation Division, North Carolina Department of Transportation
- Bobby Watson, Director of the Division of Aviation, North Carolina Department of Transportation
- Mike Holder, Chief Engineer, North Carolina Department of Transportation
- Edwin Goodwin, Director of Ferry Division, North Carolina Department of Transportation (Deferred to Sterling Baker):

Governor's Recommended Budget Adjustments, Transportation, FY2016-17 (Attachment 1)

Committee discussion followed presentations

The meeting adjourned at 9:35 a.m.

Representative Frank Iler, Chair
Presiding

Wanda Kay, Committee Clerk

NORTH CAROLINA HOUSE OF REPRESENTATIVES
COMMITTEE MEETING NOTICE
AND
BILL SPONSOR NOTIFICATION
2015-2016 SESSION

You are hereby notified that the **House Committee on Appropriations, Transportation** will meet as follows:

DAY & DATE: Tuesday, May 10, 2016
TIME: **8:30 AM**
LOCATION: **1228/1327 LB**
COMMENTS: **Representative Frank Iler Presiding**

Respectfully,

Representative Frank Iler, Co-Chair
Representative Phil Shepard, Co-Chair
Representative Paul Tine, Co-Chair
Representative John A. Torbett, Co-Chair

I hereby certify this notice was filed by the committee assistant at the following offices at 3:53 PM on Thursday, May 05, 2016.

___ Principal Clerk
___ Reading Clerk – House Chamber

Wanda Kay (Committee Assistant)

House of Representatives
Committee on Transportation Appropriations

May 10, 2016
8:30 a.m.
Room 1228/1327 LB

Agenda

Chairs: Representative John Torbett
Representative Phil Shepard
Representative Frank Iler, Chairing
Representative Paul Tine

- Call to Order

- Governor's Recommended Budget Adjustments, Transportation, FY 2016-17

    - Kelly Thomas
      Commissioner of Motor Vehicles, North Carolina Department of Transportation
    - Lauren Blackburn
      Director, Division of Bicycle and Pedestrian Transportation, North Carolina Department of Transportation
    - Debbie Collins
      Director, Public Transportation Division, North Carolina Department of Transportation
    - Bobby Walston
      Director, Division of Aviation, North Carolina Department of Transportation
    - Mike Holder
      Chief Engineer, North Carolina Department of Transportation
    - Ed Goodwin
      Director, Ferry Division, North Carolina Department of Transportation

- Committee Discussion

Next meeting: TBD



Nothing Compares
NORTH CAROLINA

House Transportation Appropriations Committee
May 10, 2016

Division of Motor Vehicles

Kelly J. Thomas, Commissioner



Time Limited Staff

Proposed Reassignment of Time-Limited Staff



6	5	Help Desk
	1	Help Desk Supervisor
38	37	Customer Contact Center Agent
	1	Customer Contact Center Supervisor

- Since 1779 implementation, the Customer Contact Center volume continues to increase
- Approx. 35% turnover for Time-limited positions requires continuous orientation, on-boarding, and year-around training.

		Tax & Tag	Vehicle Registration	Help Desk	Estimated Total	Year Over Year Increase
FY13/14	Answered	331,132	489,405	151,336	971,873	
	Abandon	26,224	89,066	8,348	123,638	
FY14/15	Answered	424,771	434,420	178,042	1,037,233	6%
	Abandon	36,515	76,020	9,822	122,357	-1%
FY15/16 YTD	Answered	501,417	437,313	204,749	1,143,479	9%
	Abandon	61,208	112,893	11,295	185,396	34%

Driver License Examiner Staff Augmentation

Current procured staff cost at $40,725/yr. for 95 additional augmented resources is estimated at $3.8M/yr.

- Anticipated benefits using a procured augmentation solution
  - Lower cost-of-hiring
  - Reduced time-to-hire cycles
  - Heightened awareness to Service Level Agreement
  - Increased efficiency
  - Increased throughput

	Open-for-Service Examiner Hours	Workstations / Examiners	Examiner Hours	Hours Gap	Examiner Gap
District 3	5,315	95	3,800	1,515	42
District 6	6,370	111	4,440	1,930	53
Total	11,685	206	8,240	3,445	95

Outreach

Communication:

Multi-channel marketing and communication approach for state-wide informational awareness

- Media
- Electronic (Social Media and MVN)
- Printed Materials

Military CDL Training:

Training of exiting military members and spouses for obtaining a CDL to increase employability

- 7 classes will be conducted in conjunction with Johnston Community College
  - 5 classes will be held at Ft. Bragg
  - 2 classes to be held at Camp Lejeune
  - 18 applicants in each class, 126 applicants total

Medical Review Program Reform

Pending litigation with Disability Rights of NC will require substantial reforms and service upgrades to the Division's Medical Review Program.

- The Medical Review Program reform will provide customers with additional services:
  - Reconsideration of initial program entry
    - Response within 30 days
  - 2nd opinion reviews on rendered decisions
    - Response within 30 days
  - Request for detailed written explanation of action
    - Response within 30 days

- Contract physicians will no longer be used in reviewing records due to the depth of the work now required and a permanent Medical Review Director on staff.
  - Additional Staffing:
    - 21 Nurse Consultants (Contract)
    - 4 Processing Asst. IV
    - 3 Admin. Asst. I



Nothing Compares
NORTH CAROLINA

House Transportation Appropriations Committee

May 10, 2016

Division of Bicycle and Pedestrian Transportation

Lauren Blackburn, Director



Bicycle Safety

North Carolina State Budget
Recommended Adjustments, 2016-17

Transportation
Highway Fund

9. Promote Bicycle Safety

Allocates funding to address bicycle safety in North Carolina through public outreach and ongoing education initiatives.

Requirements	$250,000	-	$250,000
Less Receipts	-	-	-
Appropriation	$250,000	-	$250,000
Positions	-	-	-







Nothing Compares
NORTH CAROLINA

House Transportation Appropriations Committee
May 10, 2016

Division of Public Transportation

Debbie Collins, Director

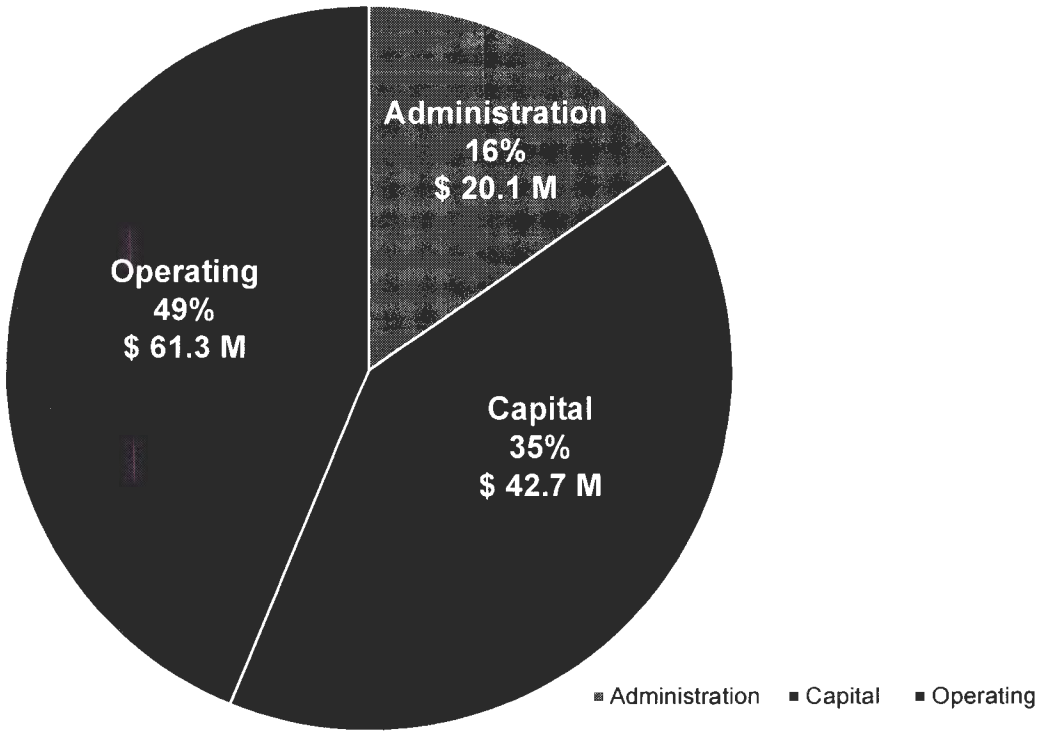


Traditional Service Delivery Models

	Community*	Urban
ADA Complementary Paratransit**		☆
Demand Response	☆	
Deviated Fixed Route	☆	☆
Fixed Route		☆
Fixed Guideway		☆

* Community Transportation (CT) also referred to as Rural
** ADA – Americans With Disabilities Act

FY 16 Funding Distributed by NCDOT: by Expense Category



Support Multiple-County Rural Transit Systems Consolidated and Regional Systems - $2 M Increase

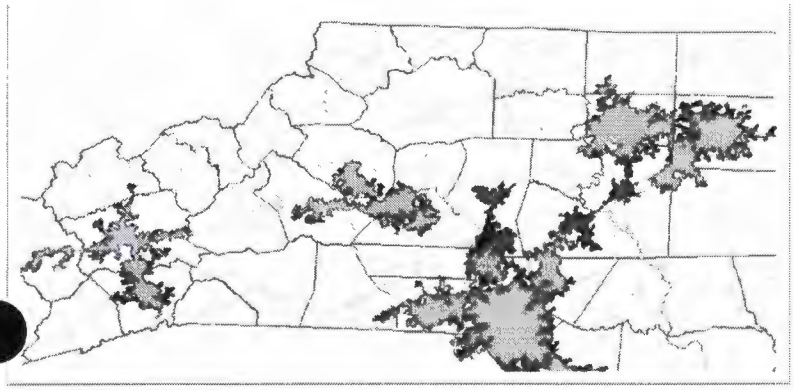
- **Request - To provide incentive funding for rural transit systems to consolidate**

- **Rationale**
  - **Shift in FTA Elderly and Disabled funding to urbanized areas ($3.6M decrease)**
  - **Additional funding for operations (50-50% match)**
  - **Supports new services for employment and education**
  - **Leverages matching funds with other federal funding programs**



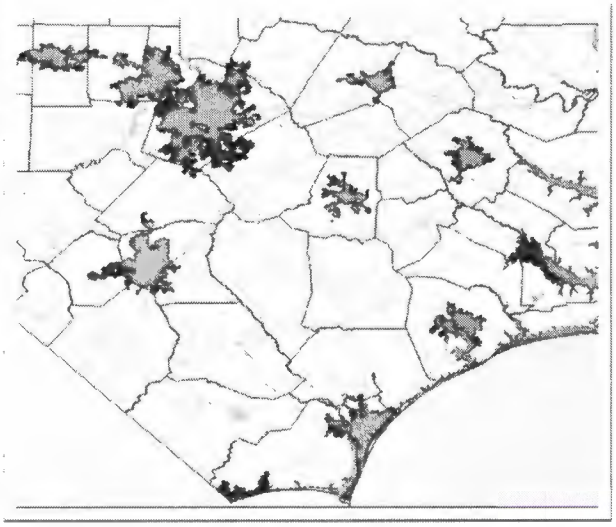
- **Other existing incentives**
  - **$30,000 base funding from the Federal 5311 Rural Formula program**
  - **Shifts in funding**
  - **Strategic Plan**

2010 Census – Increased Urbanized Areas



Notable Impacts

New Bern newly designated as a UA
Statesville added to Charlotte UA
Salisbury added to Concord/Kannapolis UA
Lexington added to Winston-Salem UA (Thomasville is in High Point UA)
Calabash and **Sunset Beach** added to Myrtle Beach, SC UA



Urban State Maintenance Assistance Program
State Maintenance Assistance Program - $2 M Increase

- **Historical Funding**
  - **2008 $33,911,272**
  - **2013 – 2016 $30,528,557**



- **Funding Criteria and Formula**
  - **24 Systems operating Fixed Route service**
  - **Criteria – 10% equal share; 30% net cost for unlinked passenger trip; 60% performance**

- **2010 Census - Number of Systems Grew**
  - **8 new transit systems operating a type of fixed route**
    - **Burlington, New Bern, Thomasville, Rowan County, Iredell County, Hoke County, Davidson County, Orange County**

- **Need to Visit Funding Criteria and Formula**
  - **Completed August 31, 2016 (expected)**



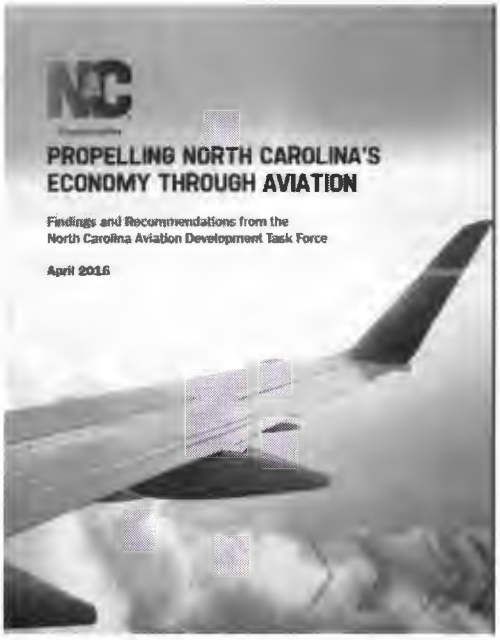
House Transportation Appropriations Committee
May 10, 2016

Division of Aviation

Bobby Walston, Director



Governor's NC Aviation Development Task Force

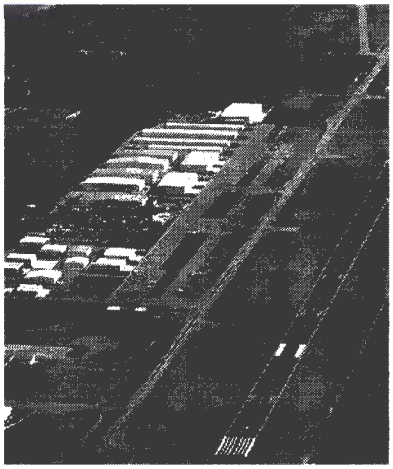


The governor established the NC Aviation Development Task Force to submit a comprehensive report and recommendations to the secretary of transportation for the enhancement of the state's aviation programs.

Aviation Development Task Force Findings

- **Funding Issues**: Funding is far less than needs; needs have evolved
- **Economic Impact**: Return on Investment is tremendous - need advocacy group
- **Military Contribution**: NC is doing a good job retaining and recruiting
- **DoA Processes**: Complicated state and federal requirements, inadequate staffing, communication limitations





Task Force Preliminary Recommendations

- **Funding Issues**: Aviation tax recovery and reinvestment, a sustainable funding stream should be created
- **Economic Opportunities**: Enhance community college programs, EDPNC involvement, marketing and education
- **Military Contribution**: Database of retired vets, additional tax exemptions on military income, maximize military use of existing airports
- **Agency Processes**: Creation of Aviation Commission, training for airports statewide, continuation of Working Group efforts





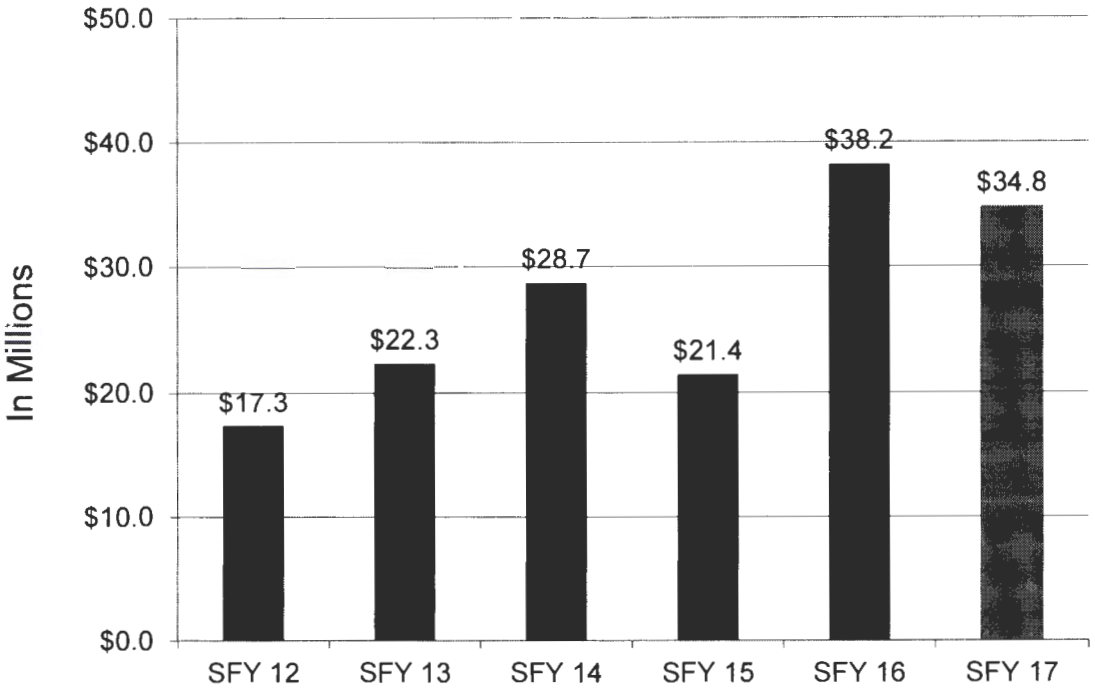
Governor's 2016-2017 Recommended Budget

$1,500,000 Recurring

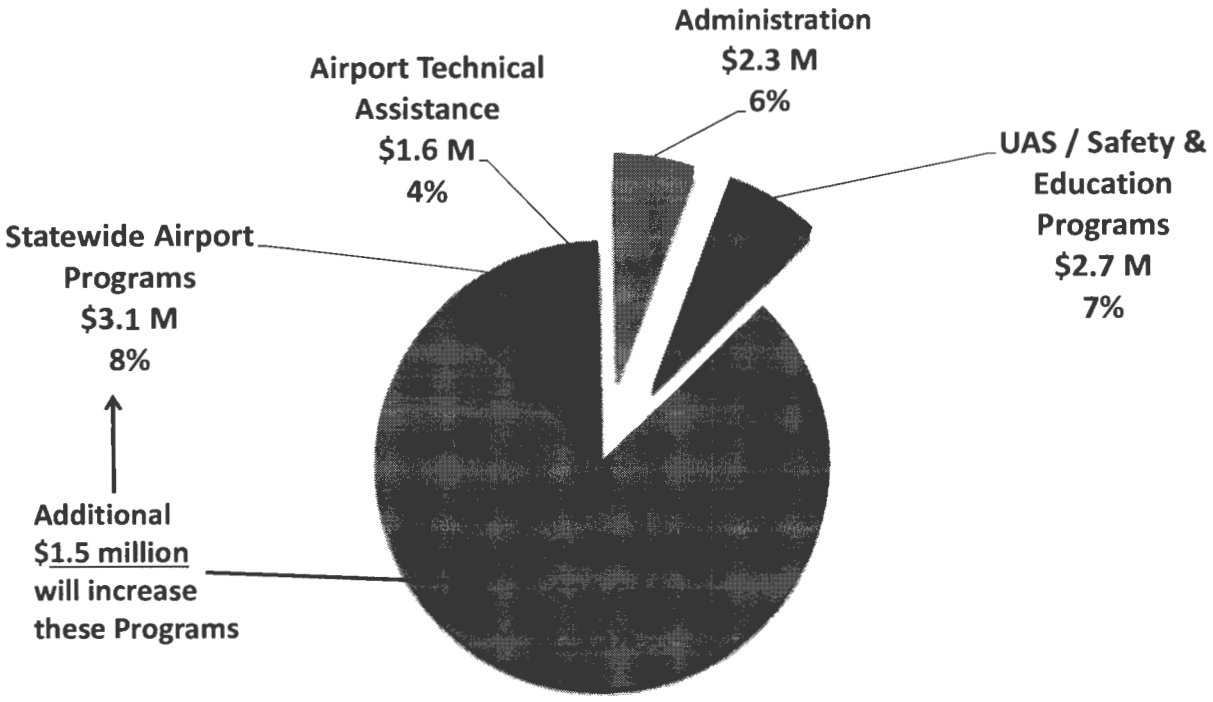
State Aid to Airports

Increases funding for grants-in-aid for public airport development as recommended by the Governor's Aviation Development Task Force. A total of $53,200,000 will be available in FY 2016-17. Funds are used to improve educational programs, to conduct airport planning, land acquisition, airport construction and maintenance projects.

State Aviation Funding



Aviation SFY 2016 Fund Allocation





Nothing Compares
NORTH CAROLINA

House Transportation Appropriations Committee
May 10, 2016

Division of Highways

Mike Holder, PE, Chief Engineer



Secondary Maintenance Funding



Transportation

Secondary Maintenance

Funds are utilized for the purposes of continuing routine maintenance activities

- Pothole Patching
- Drainage Issues
- Culvert Blockages
- Guardrail Repairs
- Damaged or Missing Signs
- Malfunctioning Traffic Lights
- Highway Debris
- Shoulder Damage
- Snow & Ice
- Pavement Patching
- Pavement Markings
- Mowing
- Pipe Installation & Bridge Maintenance
- Shoulder & Ditch Maintenance
- And other similar maintenance activities

Governor's 2017 Budget

13. Secondary Road Maintenance Program

Increases funds available for this program, bringing the FY 2016-17 total to $302,766,254. Uses of these funds include pothole patching, drainage repair, pavement marking, and other safety improvements.

Requirements	**$17,476,344**	**-**	**$17,476,344**
Less Receipts	**-**	**-**	**-**
Appropriation	**$17,476,344**	**-**	**$17,476,344**
Positions	**-**	**-**	**-**



Secondary Maintenance

Additional: $17.5M recurring

Total: $302.8M

Additional Funding

SECONDARY MAINTENANCE:

The additional funds will be used towards reaching target condition scores on the secondary system as well as pavement and bridge routine maintenance.



Roadside Litter and Debris Removal Funding

Why Is Litter A Problem?

- More litter along roads due to increased population and improving economy resulting in resources being dedicated to maintenance and safety functions
- The number of customer complaints from citizens, tourists, and the business community have increased substantially
- Litter removal strategies have become reactionary rather than a proactive sustainable program



How Litter Is Removed From North Carolina Highways?



- ADOPT -A- HIGHWAY
- SPONSOR -A- HIGHWAY
- LITTER REMOVAL CONTRACTS
  - LITTER & DEBRIS REMOVAL CONTRACTS
  - MOWING CONTRACTS WITH LITTER REMOVAL INCLUDED
- DEPT OF PUBLIC SAFETY
  - INMATE LITTER PICKUP
- NCDOT FORCES
  - LITTER REMOVAL

Adopt-A-Highway

- Program Started in 1998
- 2015 – 4,780 Groups
- AAH Annual Pickup – 3.5M Pounds
- Total Annual Savings – $4.4 Million
- Goal of 6,000 Groups
- Revising DOT customer service strategies to better serve volunteer groups
- Covering 11,010 roadway miles





Sponsor-A-Highway

- Program initiated in 2011
- Program went Statewide in Oct 2015
- April 26, 2016: 102 segments in place
- Saves $300 per segment per cleanup
- Annual Savings $3,600 per segment or $460,000 per year
- Goal is to continue to grow these public private partnerships
- Covering 131 roadway miles



Litter Removal Contracts

2015

- 4 Divisions have been utilizing limited litter removal contracts
  - Covers 2,234 miles

2016

- Interstate Initiative (Round 1 - $3M)
  - Addresses ALL Interstate routes and a few routes in Divisions 1 & 2
  - Covers 1,358 roadway miles
  - Contracts awarded - removing up to 1,000 pounds per mile
- Primary Initiative (Round 2 - $7M) is Proposed
  - Addresses select high-volume routes
  - Covers 5,402 roadway miles

Long Term Goal

- Transition to Including litter pickup in mowing contracts





N.C. Department of Public Safety
Inmate Litter Pickup

- Total DPS man-days in litter removal dropped over the years due to prison closings
- The original 80 prisons have been reduced to 56 and only approximately 40 of those now have litter pickup crews
- DOT recently met with DPS who is currently developing a new Operating Plan to assist with litter removal activities
- Goal is to redirect inmate litter pick up to routes not covered by litter removal contracts and other initiatives





NCDOT Forces

- Prior to 2016, DOT forces performed more:
  - Routine and emergency litter pick up
  - DPS and AAH Bag Removal
  - Participate in Litter Sweep
- With utilization of litter removal contracts, DOT forces can be redirected to focus on safety and routine maintenance activities



Prevention and Education

- DOT and DPS are evaluating new enforcement and education strategies to prevent litter being deposited on roadways

Litter Free N★C
Don't Trash Our Treasure!



Other States' Expenditures on Litter Removal

State DOT	Taxpayer $/ Year for Litter Pickup	Roadway Miles Totals
Texas	**$40 M**	**80,067**
California	$62 M	15,205
Louisiana	$40 M	16,685
Virginia	$25 M	57,867
Washington D.C.	$25-30 M	1,100
Georgia	$17M	17,997
Arizona	$19 M	6,755
North Carolina	**$16 M**	**79,614**

NC Miles Covered By Litter Removal Methods

NC Roadway Miles	Miles	Cumulative
- Interstate	1,326	
- Primary	13,736	
- Secondary	64,552	
Total NC Roadway Miles		79,614
Litter Removal Method		
Adopt-A-Highway	11,010	11,010
Sponsor-A-Highway	131	11,141
Litter Removal Contracts - Existing	2,234	13,375
Litter Removal Contracts - Round 1 (Interstate)	1,358	14,733
Litter Removal Contracts - Round 2 (Primary)	5,402	20,135
DPS *	Unknown	Unknown
NCDOT Forces *	Unknown	Unknown

* Miles not tracked

North Carolina Expenditures for Litter Removal

Litter Removal Method	FY 2015/2016	FY 2016/2017 Proposed
Adopt-A-Highway	$250K	$250K
Sponsor-A-Highway	$50K	$50K
Private Litter Removal Contracts	$1.38 M	$11.38 M
DPS	$9.15 M	$9.15 M
NCDOT Forces	$6.1 M	$6.1 M
Total	$16.9 M	$26.9 M

Small Construction Funding



Transportation

Overview – Small Construction Funds

Session Law 2015-241

SECTION 29.2.(a) Of the funds appropriated in this act to the Department of Transportation:

(1) Two million five hundred thousand dollars ($2,500,000) for the 2015-2016 fiscal year shall be allocated for small construction projects recommended by the Chief Engineer in consultation with the Chief Operating Officer and approved by the Secretary of Transportation. These funds shall be allocated equally in each fiscal year of the biennium among the 14 Highway Divisions for small construction projects.

Program not funded in FY 2017

Overview – Small Construction

- Established in 1985 to fund small projects in and around cities and towns which could not be funded in the Statewide Transportation Improvement Program

- Used for rural or small urban highway improvements and related transportation enhancements to public roads/public facilities, industrial access roads, and spot safety projects.

- Appropriation equally allocated among 14 Highway Divisions

- $250,000 maximum amount per project per Fiscal Year

- Often used in combination with other small project funds (contingency, economic development, public access)

Program Mechanism

- Requests received from municipalities, counties, businesses, schools, citizens, legislative members, and NCDOT staff.

- Requests sent 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.

- Right-of-way and utility relocations should be provided at no cost to NCDOT

Project Review and Approval

- Division Engineer performs field inspection and forwards documentation to Chief Engineer for review and presentation to the Project Review Committee.

- Documentation:
  - Project Description/Scope of Work/Maps
  - Project Justification
  - Cost Estimates (all fund sources identified)
  - Local Government resolution for projects >$150k (G.S. 136-11.1)

- The Project Review Committee makes recommendations for further investigation, or the project is included on the Consent Board Agenda for action by the DOT Secretary.

Program Examples - Small Construction

County	Description	Funded Amount
Brunswick	Construction improvements at the intersection of NC-87 and Rob Gandy Blvd SE (non-system) to include left and right turn lanes on NC-87 onto Rob Gandy Blvd SE	$180,000.00
Cabarrus	Construct left turn lane on SR 1300 (Morehead Rd) at Carving Tree Lane	$70,000.00
Cleveland	Resurfacing and roadway improvements to SR 2515 (Stadium Dr) on the campus of Gardner Webb University. Curb & gutter and sidewalk will also be added along roadway	$225,000.00
Dare	Extension of Red Drum Outfall #3 on NC-12 MP 10.45	$100,000.00
Forsyth	Extend right turn lane on US-421 SB off-ramp to SR 1122 (Jonestown Rd)	$67,000.00
Forsyth	Architectural bridge enhancements on the new US-52 bridge associated with the Salem Creek connector project in Winston-Salem (U-2925)	$200,000.00
Lee	Install traffic signal and pedestrian heads at the intersection of SR 1519 (Nash St) and SR 1521 (Kelly Dr.)	$75,000.00
Onslow	Install a traffic signal at the intersection of NC-210 and SR 1671 (Betty Dixon Rd) to improve safety and traffic flow	$200,000.00
Richmond	Install new curb and gutter, and sidewalk on NC177 from US-74 Business to SR 1504 (Washington Ave)	$250,000.00
Rowan	Installation of approximately 1500' of 5' sidewalk along Jake Alexander Blvd between SR 2579 (RCCC Rd) and SR 2541 (Klumac Rd)	$125,000.00
Wake	Companion funds to replace existing 2 lane bridge, Bridge 467, on SR 1348 (Trailwood Rd) with 3 lane bridge	$250,000.00
Wilson	Construct a left turn lane on US-264 Alt to facilitate safe movement of trucks at expanded plant	$30,000.00



Nothing Compares
NORTH CAROLINA

House Transportation Appropriations Committee
May 10, 2016

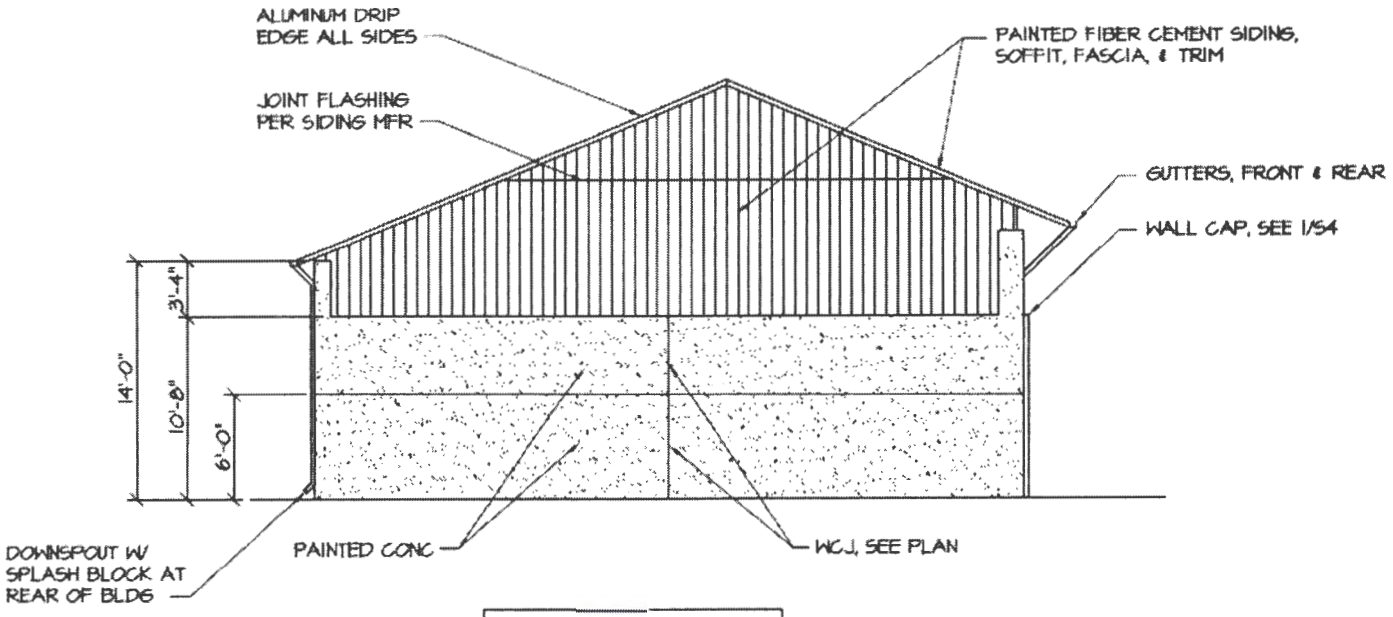
Ferry Division

Ed Goodwin, Director

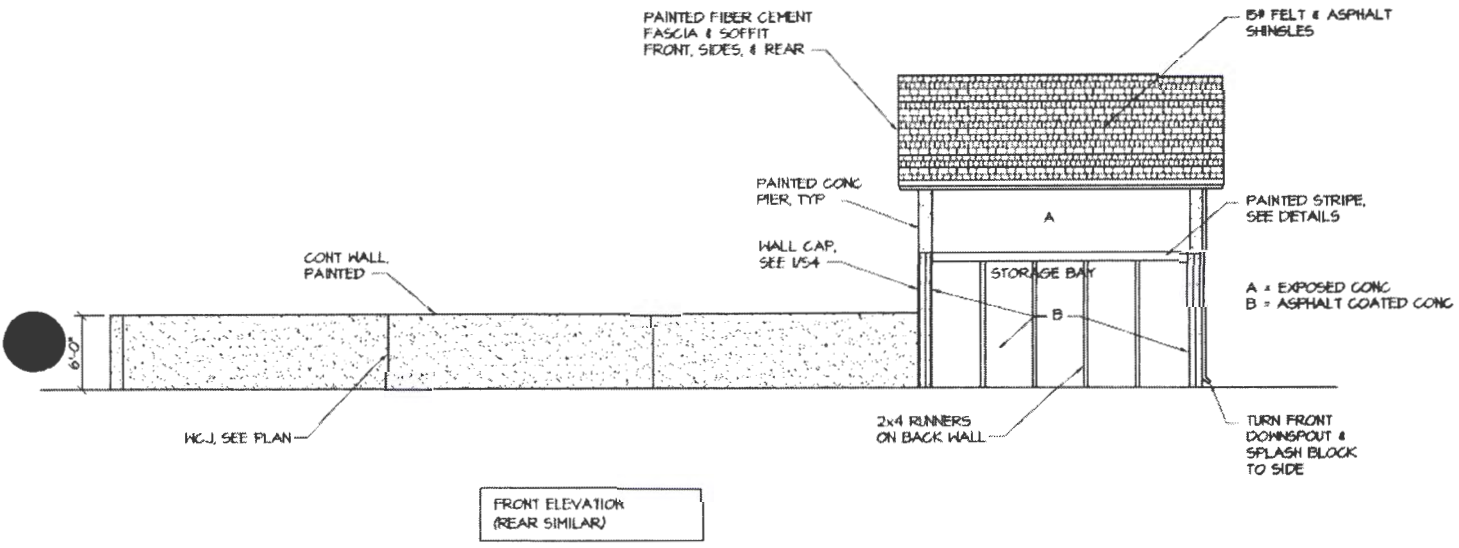


Budget Line Item #17 – Capital Repairs and Renovations
Ferry Division – One Bay Sandblasting Shed

- Purpose of Proposed Building:
  - NCDOT's Storm water Discharge Permit (Permit #NCS000250) required NCDOT to develop a Stormwater Pollution Prevention (SPP) Plan for each industrial facility. The SPP Plan for the Ferry Shipyard requires that a containment system be constructed in order to fully contain the runoff and prevent any used blasting medium from leaving the site.
- Estimated Project Cost: $210,000
  - $75,000 is being provided though the NCDOT's Roadside Environmental Unit as a part of the SPPP remediation program. The $135,000 shown in the budget line item will complete the funding for this projects



LEFT SIDE ELEVATION
(RIGHT SIDE SIMILAR)



FRONT ELEVATION
(REAR SIMILAR)

Budget Line Item #17 – Capital Repairs and Renovations
Ferry Division – One Bay Sandblasting Shed

- This project is potentially eligible for the funding by the shipyard reserve account, but at this time we have proposed funding needs planned for the existing balance at this time. Major projects on this list include:
  - A new control terminal for the synchro-lift ($145,000)
  - Rehabilitation of the water tower and associated systems (estimated $500,000 - $700,000)
  - Acquisition of additional vapor blasters ($35,000)
  - Acquisition of new Ultra High Pressure Washer (UHP) estimated at $250,000
  - Acquisition of 2 new mini-split units for HVAC (estimated at $100,000 per each)

Attachment (1)

Governor Pat McCrory's

RECOMMENDED BUDGET ADJUSTMENTS

2016-2017

Office of State Budget and Management
Office of the Governor
Raleigh, North Carolina

osbm.nc.gov

Andrew Heath, State Budget Director
Chloe Gossage, Chief Operating Officer
Nathan Knuffman, Deputy Director for Budget

April 2016

Questions about the Governor of North Carolina's Recommended Budget Adjustments, 2016-17 or requests for further information may be directed to the Office of State Budget and Management, 20320 Mail Service Center, Raleigh, NC 27699-0320, or telephone (919) 807-4700. The document may also be downloaded from the Office of State Budget and Management's website at osbm.nc.gov.

Transportation

Total Spend: $3.4 billion

Driving Change at the Division of Motor Vehicles (DMV)
Provides funding for additional driver license examiners to improve customer service and decrease wait times in high traffic DMV locations throughout the state.

Establishes a program to provide military personnel Commercial Driver's License training.

Maintaining North Carolina's Transportation Infrastructure
Provides an additional $27.5 million for highway maintenance activities to enhance safety and ease congestion.

Increases resources to maintain secondary roads and ensure clean and safe highways.

Connects people to jobs, education and health care through improved public transportation services in small towns and growing cities.

Building New Roads
Builds on the largest transportation investment in two decades by adding nearly $30 million for new transportation projects in the state's current ten-year plan.

Increased investment in new roads by more than $292 million, or 31% since 2013.

Highway Fund Highway Trust Fund Turnpike Authority
Global TransPark Ports Authority

Highway Fund (84210)

	2014-15 Actual	2015 Session Law-Enacted 2015-16 Certified	2016-17 Certified	2016 Legislative Session-Recommended Change Net Recurring	Net Non-Recurring	Recommended Adjustment	Revised 2016-17	% Change from 2015-16 Certified	% Change from 2016-17 Certified
Total Requirements	$3,887,015,362	$7,258,615,942	$7,199,755,488	$47,527,576	$13,895,886	$61,423,462	$7,261,178,950	0.04%	0.85%
Less Receipts	$4,043,920,544	$5,310,827,813	$5,210,154,339	$2,124,611	-	$2,124,611	$5,212,278,950	(1.86)%	0.04%
Total Appropriation	($156,905,182)	$1,947,788,129	$1,989,601,149	$45,402,965	$13,895,886	$59,298,851	$2,048,900,000	5.19%	2.98%
Total Positions	-	12,394.000	12,350.000	52.000	-	52.000	12,402.000	0.06%	0.42%

		2016-2017 Recommended Recurring Changes	Non Recurring Changes	Total Adjustments
1. **Reward State Employees with One-Time Bonus** Provides funds for an average 3.0% bonus for State employees (up to a maximum bonus of $3,000 per employee). Each agency head, in consultation with the Office of State Human Resources, will determine the distribution of the bonus. This bonus shall not be considered part of an employee's annual salary or base rate of pay for retirement purposes.	**Requirements**	-	$9,740,111	$9,740,111
	Less Receipts	-	-	-
	Appropriation	-	$9,740,111	$9,740,111
	Positions	-	-	-
2. **Salary Adjustment Fund** Appropriates funds to implement a new market-aligned salary structure for state agencies, and to adjust salaries in state job classifications where employee pay is below market value, not competitive in the marketplace, and where the State is having difficulty recruiting and retaining employees.	**Requirements**	$5,349,240	-	$5,349,240
	Less Receipts	-	-	-
	Appropriation	$5,349,240	-	$5,349,240
	Positions	-	-	-
3. **DMV - Train Military Personnel to Obtain Commercial Driver's Licenses (CDLs)** Establishes a program to provide existing military personnel the training necessary to obtain a Commercial Driver's License (CDL). Seven classes will be held in conjunction with Johnston Community College, Fort Bragg, and Camp Lejeune.	**Requirements**	$258,885	-	$258,885
	Less Receipts	-	-	-
	Appropriation	$258,885	-	$258,885
	Positions	-	-	-
4. **DMV - Promote Online DMV Services** Funding to promote the DMV modernization initiatives. These initiatives will improve customer convenience, increase efficiency, and reduce wait time.	**Requirements**	$1,000,000	-	$1,000,000
	Less Receipts	-	-	-
	Appropriation	$1,000,000	-	$1,000,000
	Positions	-	-	-
5. **DMV - Improve Wait Times of High Volume DMV Offices** Provides funding for 95 contract driver license examiners to improve customer service and decrease wait times in high volume DMV locations throughout the state.	**Requirements**	-	$3,868,875	$3,868,875
	Less Receipts	-	-	-
	Appropriation	-	$3,868,875	$3,868,875
	Positions	-	-	-
6. **DMV - Maintain Tax and Tag Together Program Customer Service** Provides funding to make permanent 44 time-limited Tax and Tag Together positions. Funding for these receipt-supported positions comes from the administrative fee authorized in GS 105-330.5(b). Staffing will enable the DMV Customer Contact Center and the Field Services Help Desk to continue servicing the high volume of citizen calls.	**Requirements**	$2,045,995	-	$2,045,995
	Less Receipts	$2,045,995	-	$2,045,995
	Appropriation	-	-	-
	Positions	44.000	-	44.000
7. **DMV - Medical Review Program** Funds additional resources for the Medical Review Program, adding 21 contract nurses and 7 fulltime employees. The changes will ensure due process for all types of adverse action that may be taken against customers' driving privileges.	**Requirements**	$1,709,465	$151,900	$1,861,365
	Less Receipts	-	-	-
	Appropriation	$1,709,465	$151,900	$1,861,365
	Positions	7.000	-	7.000
8. **Repair Deficient Bridges** Adjusts funding for the Bridge Program based on an updated revenue forecast. This program receives the balance generated from the Gasoline Inspection Fee after deducting expenses for the Departments of Revenue and Agriculture. A total of $242,374,444 is available for the program in FY 2016-17.	**Requirements**	$300,000	-	$300,000
	Less Receipts	-	-	-
	Appropriation	$300,000	-	$300,000
	Positions	-	-	-

				Transportation Highway Fund
9. **Promote Bicycle Safety** Allocates funding to address bicycle safety in North Carolina through public outreach and ongoing education initiatives.	Requirements	$250,000	-	$250,000
	Less Receipts	-	-	-
	Appropriation	$250,000	-	$250,000
	Positions	-	-	-
10. **Support Multi-County Rural Transit Systems** Provides incentive funding for rural multi-county transit systems to consolidate systems. Consolidated systems will fill gaps and make transportation to work, school, or medical appointments more efficient in rural communities.	Requirements	$2,000,000	-	$2,000,000
	Less Receipts	-	-	-
	Appropriation	$2,000,000	-	$2,000,000
	Positions	-	-	-
11. **State Aid to Airports** Increases funding for grants-in-aid for public airport development as recommended by the Governor's Aviation Development Task Force. A total of $53,200,000 will be available in FY 2016-17. Funds are used to improve educational programs, to conduct airport planning, land acquisition, airport construction and maintenance projects.	Requirements	$1,500,000	-	$1,500,000
	Less Receipts	-	-	-
	Appropriation	$1,500,000	-	$1,500,000
	Positions	-	-	-
12. **Urban State Maintenance Assistance Program** Increases program funding to support eight new urban areas identified by the 2010 census.	Requirements	$2,000,000	-	$2,000,000
	Less Receipts	-	-	-
	Appropriation	$2,000,000	-	$2,000,000
	Positions	-	-	-
13. **Secondary Road Maintenance Program** Increases funds available for this program, bringing the FY 2016-17 total to $302,766,254. Uses of these funds include pothole patching, drainage repair, pavement marking, and other safety improvements.	Requirements	$17,476,344	-	$17,476,344
	Less Receipts	-	-	-
	Appropriation	$17,476,344	-	$17,476,344
	Positions	-	-	-
14. **Roadside Litter and Debris Removal** Increases funding for the removal of litter and debris along North Carolina roadways. The additional funding will bring the total allocated for this activity from $16.9 million to $26.9 million.	Requirements	$10,000,000	-	$10,000,000
	Less Receipts	-	-	-
	Appropriation	$10,000,000	-	$10,000,000
	Positions	-	-	-
15. **Small Urban Construction Program** Funds transportation improvement projects across the state through the Small Construction Program. These improvement projects enhance safety and support congestion mitigation.	Requirements	$2,500,000	-	$2,500,000
	Less Receipts	-	-	-
	Appropriation	$2,500,000	-	$2,500,000
	Positions	-	-	-
16. **Tax and Tag Together Audit Position** Provides funding to make permanent a time-limited position that audits and verifies the collection of vehicle property taxes. The positions also audits internal controls with the Tax and Tag Together, to identify areas of potential theft or fraud. The position is paid from receipts as authorized in GS 105-330.5(b) for a total of $78,616.	Requirements	$78,616	-	$78,616
	Less Receipts	$78,616	-	$78,616
	Appropriation	-	-	-
	Positions	1.000	-	1.000
17. **Capital Repairs and Renovations** Provides the Ferry Division funds to build an encapsulated area to contain sandblasting debris to meet storm water regulations. The project total is $210,000 with $75,000 coming from the Roadside Environmental Unit.	Requirements	-	$135,000	$135,000
	Less Receipts	-	-	-
	Appropriation	-	$135,000	$135,000
	Positions	-	-	-
18. **State Retirement Contribution Rate Increase** Increases the State's contribution for members of the Teachers' and State Employees' Retirement System to fully fund the Annual Required Contribution. The State's total General Fund contribution for retirement systems, disability benefits, death benefits, and retiree health benefits is more than $1.7 billion annually. For TSERS in FY 2016-17, the State will contribute an amount equal to 15.67% of each employee's salary for these benefits.	Requirements	$1,059,031	-	$1,059,031
	Less Receipts	-	-	-
	Appropriation	$1,059,031	-	$1,059,031
	Positions	-	-	-
Net Adjustments				
Requirements		$47,527,576	$13,895,886	$61,423,462
Less Receipts		$2,124,611	-	$2,124,611
Appropriation		$45,402,965	$13,895,886	$59,298,851
Positions		52.000	-	52.000

Highway Trust Fund (84290)

	2014-15 Actual	2015 Session Law-Enacted 2015-16 Certified	2015 Session Law-Enacted 2016-17 Certified	2016 Legislative Session-Recommended Change Net Recurring	2016 Legislative Session-Recommended Change Net Non-Recurring	2016 Legislative Session-Recommended Change Recommended Adjustment	Revised 2016-17	% Change from 2015-16 Certified	% Change from 2016-17 Certified
Total Requirements	$965,845,727	$1,312,540,000	$1,339,235,000	$30,158,855	$706,145	$30,865,000	$1,370,100,000	4.39%	2.30%
Less Receipts	$1,238,564,734	-	-	-	-	-	-	-%	-%
Total Appropriation	($272,719,007)	$1,312,540,000	$1,339,235,000	$30,158,855	$706,145	$30,865,000	$1,370,100,000	4.39%	2.30%
Total Positions	-	-	-	-	-	-	-	-%	-%

		2016-2017 Recommended Recurring Changes	Non Recurring Changes	Total Adjustments
1. **Increase Strategic Investment in Infrastructure** Provides additional funds to the Governor's Strategic Transportation Investments program established by S.L. 2013-183. This adjustment brings the total for the program to $1,223,618,774 and is a 31.44% increase over the $930,926,530 appropriated in FY 2013-14 when the program was initiated.	**Requirements**	$29,860,816	-	$29,860,816
	Less Receipts	-	-	-
	Appropriation	$29,860,816	-	$29,860,816
	Positions	-	-	-
2. **Reward State Employees with One-Time Bonus** Provides funds for an average 3.0% bonus for State employees (up to a maximum bonus of $3,000 per employee). Each agency head, in consultation with the Office of State Human Resources, will determine the distribution of the bonus. This bonus shall not be considered part of an employee's annual salary or base rate of pay for retirement purposes.	**Requirements**	-	$706,145	$706,145
	Less Receipts	-	-	-
	Appropriation	-	$706,145	$706,145
	Positions	-	-	-
3. **Salary Adjustment Fund** Appropriates funds to implement a new market-aligned salary structure for state agencies, and to adjust salaries in state job classifications where employee pay is below market value, not competitive in the marketplace, and where the State is having difficulty recruiting and retaining employees.	**Requirements**	$232,442	-	$232,442
	Less Receipts	-	-	-
	Appropriation	$232,442	-	$232,442
	Positions	-	-	-
4. **State Retirement Contribution Rate Increase** Increases the State's contribution for members of the Teachers' and State Employees' Retirement System to fully fund the Annual Required Contribution. The State's total General Fund contribution for retirement systems, disability benefits, death benefits, and retiree health benefits is more than $1.7 billion annually. For TSERS in FY 2016-17, the State will contribute an amount equal to 15.67% of each employee's salary for these benefits.	**Requirements**	$65,597	-	$65,597
	Less Receipts	-	-	-
	Appropriation	$65,597	-	$65,597
	Positions	-	-	-
Net Adjustments				
Requirements		$30,158,855	$706,145	$30,865,000
Less Receipts		-	-	-
Appropriation		$30,158,855	$706,145	$30,865,000
Positions		-	-	-

Committee Sergeants at Arms

NAME OF COMMITTEE House Committee on Appropriations Transportation

DATE: May 10 2016 Room: 1228

House Sgt-At Arms:

1. Name: David Leighton
2. Name: Joe Austin
3. Name: Rey Cooke
4. Name: Will Crocker
5. Name: _____

Senate Sgt-At Arms:

1. Name: _____
2. Name: _____
3. Name: _____
4. Name: _____
5. Name: _____

HOUSE PAGES
(Appropriations on Transportation)

Week of May 9-12, 2016

Name:	County:	Sponsor:
CAMPBELL MCLAUCHLAN	WAKE	PAUL STAM
CODY BROWN	HARNETT	SARAH STEVENS

VISITOR REGISTRATION SHEET

House Committee on Appropriations Transportation May 10 2016

Name of Committee Date

VISITORS: PLEASE SIGN IN BELOW AND RETURN TO COMMITTEE CLERK

NAME	FIRM OR AGENCY AND ADDRESS
Carson Hicie	MVA
Katy Kingsbury	BP
[illegible]	[illegible]LC
EC Powell	CAPA
Lauren Blackburn	NCDOT
STERLING BAKER	NCDOT
Ed Goodwin	NCDOT
BOBBY WALSTON	NCDOT
Debbie Collins	NCDOT
Keith Weatherly	NCDOT
Erin Wynia	NCLM

VISITOR REGISTRATION SHEET

House Committee on Appropriations Transportation May 10 2016

Name of Committee Date

VISITORS: PLEASE SIGN IN BELOW AND RETURN TO COMMITTEE CLERK

NAME	FIRM OR AGENCY AND ADDRESS
Meghan Ashill	SELC
John Grishin	Self
Chris McDaniel	KTS
John Handley	MFS
Alex Holbrook	NCDOT
Ryan Boyce	NC DOT
Walt Hamy	NCDOT
Scott Lasten	ESSNC
David A Collins	SELC
Ruman Memaid	WM
Jay Stem	NCAA

VISITOR REGISTRATION SHEET

House Committee on Appropriations Transportation May 10 2016

Name of Committee **Date**

VISITORS: PLEASE SIGN IN BELOW AND RETURN TO COMMITTEE CLERK

NAME	FIRM OR AGENCY AND ADDRESS
John Stuart	NCDOT
MARK BRODY	NCSS
Joe McCa	NCSBA Con
David Forrah	VB
Mary Jennings	NCDOT
Suzanne Beasley	SEAINC
Jake Cash	NCC
Ken Melton	K. M. A.

VISITOR REGISTRATION SHEET

House Committee on Appropriations Transportation May 10 2016

Name of Committee Date

VISITORS: PLEASE SIGN IN BELOW AND RETURN TO COMMITTEE CLERK

NAME	FIRM OR AGENCY AND ADDRESS
BERRY Jenkins	Carolinas AGC
Fred Bonn	Bonn. AGC
Phoebe Landon	mwcllc
Christina Stone	legislative intern
Nathan Baldock	NC Chamber

House Committee on Appropriations, Transportation
Thursday, May 12 at 8:30 AM
Room 1228/1327 of the Legislative Building

MINUTES

The House Committee on Appropriations, Transportation met at 8:30 AM on May 12, 2016 in Room 1228/1327. Representatives Bumgardner, Ford, Iler, Martin, Shepard, Tine, and Torbett attended.

Representative Paul Tine, Chair, presided.

Representative Tine made opening remarks, welcoming the committee and introduced the pages and Sergeant-at-Arms.

Representative Tine recessed briefly and reconvened to introduce the following presenters:

Review of Committee Rules for Amendments
- Amna Cameron, Fiscal Analyst

Presentation of House Transportation Budget
- Bryce Ball, Fiscal Analyst
- Amna Cameron, Fiscal Analyst
- Luke Gillenwater, Staff Attorney, Bill Drafting Division

Committee discussion followed presentations.

Representative Tine recognized the NC DMV Commissioner to briefly touch on opportunities for continual federal funding.

Representative Bumgardner made a motion to recess for 30 minutes.

Representative Tine reconvened, calling the meeting to order at 9:45 AM, and recessed again until 10 AM with direction for amendments to be brought at that time.

The Committee was called to order at 10:10 AM, and an amendment was submitted by Representative Bumgardner, and a motion was made by Representative Martin to adopt the amendment. It was determined by the Committee that amendment was out of order, based upon #1 of the "Rules for Subject Area Committee Procedures" and was,therefore, tabled.

A motion was made to adopt the Proposed House Transportation Budget for presentation.

The meeting adjourned at 10:14 AM.

Paul M. Tine

Representative Paul Tine, Chair
Presiding

Wanda Kay, Committee Clerk

NORTH CAROLINA HOUSE OF REPRESENTATIVES
COMMITTEE MEETING NOTICE
AND
BILL SPONSOR NOTIFICATION
2015-2016 SESSION

You are hereby notified that the **House Committee on Appropriations, Transportation** will meet as follows:

DAY & DATE: Thursday, May 12, 2016
TIME: **8:30 AM**
LOCATION: **1228/1327 LB**
COMMENTS: **Representative Paul Tine, Presiding**

Respectfully,

Representative Frank Iler, Co-Chair
Representative Phil Shepard, Co-Chair
Representative Paul Tine, Co-Chair
Representative John A. Torbett, Co-Chair

I hereby certify this notice was filed by the committee assistant at the following offices at 11:27 AM on Wednesday, May 11, 2016.

___ Principal Clerk
___ Reading Clerk – House Chamber

Wanda Kay (Committee Assistant)

House of Representatives
Committee on Transportation Appropriations

May 12, 2016
8:30 a.m.
Room 1228/1327 LB

Agenda

Chairs: Representative John Torbett
Representative Phil Shepard
Representative Frank Iler
Representative Paul Tine, Chairing

- Call to Order

- Review of Committee Rules for Amendments

    - Amna Cameron
      Fiscal Analyst, Fiscal Research Division

- Presentation of House Transportation Budget

    - Bryce Ball
      Fiscal Analyst, Fiscal Research Division

    - Amna Cameron
      Fiscal Analyst, Fiscal Research Division

    - Luke Gillenwater
      Staff Attorney, Bill Drafting Division

- Committee Discussion, Amendments, and Vote

North Carolina House of Representatives
Appropriations Committee

RULES FOR SUBJECT AREA COMMITTEE PROCEDURES

May 12, 2016

The following rules govern the eligibility of amendments to proposed committee reports:

1. Amendments must be offered by formal amendments.
2. Amendments cannot increase total spending within the proposed committee report.
3. Amendments can only affect appropriations within the departments, agencies, or programs within the jurisdiction of the committee and may not cause a change in another committee's appropriations.
4. Amendments cannot adjust salary and benefit appropriations for the departments, agencies, or programs within the committee report.
5. Amendments cannot spend reversions or include "shall not revert" or "carry forward" language.
6. Amendments cannot use nonrecurring reductions to fund recurring items.
7. Amendments cannot change the recurring and nonrecurring designation of funds.
8. Amendments cannot change substantive policy or law.
9. Amendments may not fund items with "management flexibility reductions."
10. Amendments may not affect agency or program transfers to other committees.
11. Amendments may not include fees or other Finance-related matters.

HOUSE APPROPRIATIONS COMMITTEE

ON

TRANSPORTATION

REPORT
ON THE
CONTINUATION AND EXPANSION BUDGETS

House Bill 1030

May 12, 2016

Department of Transportation
Budget Code 84210

Highway Fund Budget [1]

	FY 2016-17
Enacted Budget	
Requirements	$7,199,755,488
Receipts	$5,210,154,339
Net Appropriation	$1,989,601,149
Legislative Changes	
Requirements	$61,213,462
Receipts	$2,124,611
Net Appropriation	$59,088,851
Revised Budget	
Requirements	$7,260,968,950
Receipts	$5,212,278,950
Net Appropriation	$2,048,690,000

Highway Fund FTE

Enacted Budget	12,350.00
Legislative Changes	52.00
Revised Budget	12,402.00

[1] Enacted Budget and Revised Budget amounts include duplicate receipt-supported fund codes for field operations, grant programs, and equipment established pursuant to S.L. 2011-145, Sec. 28.2. The revised budget without these fund codes is $3,202,068,046 for requirements, $1,153,378,046 for receipts, and $2,048,690,000 for net appropriation.

Department of Transportation Budget Code 84210		Enacted Budget			Legislative Changes			Revised Budget		
Fund Code	Fund Name	Requirements	Receipts	Net Appropriation	Requirements	Receipts	Net Appropriation	Requirements	Receipts	Net Appropriation
0001	Board of Transportation	61,834	-	61,834	-	-	-	61,834	-	61,834
0002	Communications	1,805,282	-	1,805,282	-	-	-	1,805,282	-	1,805,282
0006	Legal - Attorney General Staff	1,487,928	-	1,487,928	-	-	-	1,487,928	-	1,487,928
0007	Administration - Secretary	3,275,617	261,774	3,013,843	-	-	-	3,275,617	261,774	3,013,843
0177	Computer Systems	389,663	389,663	-	-	-	-	389,663	389,663	-
1096	Strategic Planning - Office of Transportation - Admin	177,973	-	177,973	-	-	-	177,973	-	177,973
1104	Governance Office - Admin	632,053	-	632,053	-	-	-	632,053	-	632,053
7011	Inspector General	2,424,025	675,096	1,748,929	-	-	-	2,424,025	675,096	1,748,929
7015	Human Resources	4,476,225	-	4,476,225	-	-	-	4,476,225	-	4,476,225
7020	Financial	9,472,574	4,054,093	5,418,481	78,616	78,616	-	9,551,190	4,132,709	5,418,481
7025	Information Technology	58,134,239	6,492,880	51,641,359	-	-	-	58,134,239	6,492,880	51,641,359
7030	Facilities Management and Support Services	23,251,622	3,607,721	19,643,901	-	-	-	23,251,622	3,607,721	19,643,901
	DOT ADMINISTRATION	**105,589,035**	**15,481,227**	**90,107,808**	**78,616**	**78,616**	**-**	**105,667,651**	**15,559,843**	**90,107,808**
0055	Chief Engineer	661,136	-	661,136	-	-	-	661,136	-	661,136
0056	Deputy Chief Engineer of Operations	854,057	-	854,057	-	-	-	854,057	-	854,057
0064	Director of Preconstruction	33,103	33,103	-	-	-	-	33,103	33,103	-
0149	Transportation Mobility and Safety	5,353,414	5,353,414	-	-	-	-	5,353,414	5,353,414	-
0178	Project Development and Environmental Analysis	883,378	883,378	-	-	-	-	883,378	883,378	-
0179	Engineer Trainee Program	-	-	-	-	-	-	-	-	-
1018	Director of Construction	245,178	245,178	-	-	-	-	245,178	245,178	-
1065	Utilities Unit - Administration	298,461	298,461	-	-	-	-	298,461	298,461	-
1067	Materials and Tests Unit	1,054,087	1,054,087	-	-	-	-	1,054,087	1,054,087	-
1069	Roadside Environmental Unit	2,306,740	-	2,306,740	-	-	-	2,306,740	-	2,306,740
1070	Construction Unit	632,908	632,908	-	-	-	-	632,908	632,908	-
1078	Office of Equal Opportunity and Workforce Services	334,084	334,084	-	-	-	-	334,084	334,084	-
1129	Office of Equal Opportunity and Workforce Services	365,487	365,487	-	-	-	-	365,487	365,487	-
1130	Office of Equal Opportunity and Workforce Services	676,974	-	676,974	-	-	-	676,974	-	676,974
1186	Structure Management	459,276	459,276	-	-	-	-	459,276	459,276	-
7070	Transportation Planning Program	174,731	174,731	-	-	-	-	174,731	174,731	-
1201	Division 1 - Right of Way Administration	46,294	46,294	-	-	-	-	46,294	46,294	-
1202	Division 2 - Right of Way Administration	47,814	47,814	-	-	-	-	47,814	47,814	-
1203	Division 3 - Right of Way Administration	57,497	57,497	-	-	-	-	57,497	57,497	-
1204	Division 4 - Right of Way Administration	49,054	49,054	-	-	-	-	49,054	49,054	-
1205	Division 5 - Right of Way Administration	61,596	61,596	-	-	-	-	61,596	61,596	-
1206	Division 6 - Right of Way Administration	51,112	51,112	-	-	-	-	51,112	51,112	-
1207	Division 7 - Right of Way Administration	43,820	43,820	-	-	-	-	43,820	43,820	-
1208	Division 8 - Right of Way Administration	45,419	45,419	-	-	-	-	45,419	45,419	-
1209	Division 9 - Right of Way Administration	102,390	102,390	-	-	-	-	102,390	102,390	-
1210	Division 10 - Right of Way Administration	44,304	44,304	-	-	-	-	44,304	44,304	-
1211	Division 11 - Right of Way Administration	48,872	48,872	-	-	-	-	48,872	48,872	-
1212	Division 12 - Right of Way Administration	39,749	39,749	-	-	-	-	39,749	39,749	-
1213	Division 13 - Right of Way Administration	43,966	43,966	-	-	-	-	43,966	43,966	-
1214	Division 14 - Right of Way Administration	48,967	48,967	-	-	-	-	48,967	48,967	-
1256	Program Development - Administration	1,533,247	1,533,247	-	-	-	-	1,533,247	1,533,247	-
7080	Division 1	1,591,841	-	1,591,841	-	-	-	1,591,841	-	1,591,841
7085	Division 2	1,774,325	-	1,774,325	-	-	-	1,774,325	-	1,774,325
7090	Division 3	1,709,132	-	1,709,132	-	-	-	1,709,132	-	1,709,132
7095	Division 4	1,616,684	-	1,616,684	-	-	-	1,616,684	-	1,616,684
7100	Division 5	1,822,335	-	1,822,335	-	-	-	1,822,335	-	1,822,335
7105	Division 6	1,737,242	-	1,737,242	-	-	-	1,737,242	-	1,737,242
7110	Division 7	1,820,648	-	1,820,648	-	-	-	1,820,648	-	1,820,648
7115	Division 8	1,533,066	-	1,533,066	-	-	-	1,533,066	-	1,533,066
7120	Division 9	1,608,235	-	1,608,235	-	-	-	1,608,235	-	1,608,235

Department of Transportation Budget Code 84210		Enacted Budget			Legislative Changes			Revised Budget		
Fund Code	Fund Name	Requirements	Receipts	Net Appropriation	Requirements	Receipts	Net Appropriation	Requirements	Receipts	Net Appropriation
7125	Division 10	2,063,088	-	2,063,088	-	-	-	2,063,088	-	2,063,088
7130	Division 11	1,465,762	-	1,465,762	-	-	-	1,465,762	-	1,465,762
7135	Division 12	1,516,666	-	1,516,666	-	-	-	1,516,666	-	1,516,666
7140	Division 13	1,413,375	-	1,413,375	-	-	-	1,413,375	-	1,413,375
7145	Division 14	1,752,340	-	1,752,340	-	-	-	1,752,340	-	1,752,340
7150	Preconstruction Design Administration	1,555,873	1,555,873	-	-	-	-	1,555,873	1,555,873	-
7152	BOWD-OJT Grant	-	-	-	-	-	-	-	-	-
7153	Technical Services - Administration	5,081,352	4,688,009	393,343	-	-	-	5,081,352	4,688,009	393,343
7175	Field Operations Support	1,001,747	-	1,001,747	-	-	-	1,001,747	-	1,001,747
7176	State Asset Management	1,594,752	40,000	1,554,752	-	-	-	1,594,752	40,000	1,554,752
7185	Safety	3,159,051	580,517	2,578,534	-	-	-	3,159,051	580,517	2,578,534
7190	Right of Way - Administration	2,447,890	2,447,890	-	-	-	-	2,447,890	2,447,890	-
	DOH ADMINISTRATION	**54,862,519**	**21,410,497**	**33,452,022**	**-**	**-**	**-**	**54,862,519**	**21,410,497**	**33,452,022**
7812	Construction - Secondary	12,000,000	-	12,000,000	-	-	-	12,000,000	-	12,000,000
7814	Construction - Public Service Roads	1,723,707	-	1,723,707	-	-	-	1,723,707	-	1,723,707
7817	Spot Safety	12,100,000	-	12,100,000	-	-	-	12,100,000	-	12,100,000
7818	Construction - Contingency	12,000,000	-	12,000,000	-	-	-	12,000,000	-	12,000,000
7837	Division of Small Urban Construction	-	-	-	-	-	-	-	-	-
7838	Economic Development	4,731,171	-	4,731,171	-	-	-	4,731,171	-	4,731,171
	CONSTRUCTION	**42,554,878**	**-**	**42,554,878**	**-**	**-**	**-**	**42,554,878**	**-**	**42,554,878**
0934	Reserve - General Maintenance	45,560,850	-	45,560,850	17,878,427	-	17,878,427	63,439,277	-	63,439,277
7821	Maintenance - Primary	135,479,149	-	135,479,149	9,040,000	-	9,040,000	144,519,149	-	144,519,149
7822	Maintenance - Secondary	285,289,910	-	285,289,910	17,878,428	-	17,878,428	303,168,338	-	303,168,338
7824	Contract Resurfacing	497,946,495	-	497,946,495	-	-	-	497,946,495	-	497,946,495
7841	Pavement Preservation	85,045,024	-	85,045,024	-	-	-	85,045,024	-	85,045,024
7839	Bridge Program	242,074,444	-	242,074,444	300,000	-	300,000	242,374,444	-	242,374,444
	MAINTENANCE	**1,291,395,872**	**-**	**1,291,395,872**	**45,096,855**	**-**	**45,096,855**	**1,336,492,727**	**-**	**1,336,492,727**
7827	FHWA Construction	876,621,600	876,621,600	-	-	-	-	876,621,600	876,621,600	-
	PLANNING & RESEARCH	**876,621,600**	**876,621,600**	**-**	**-**	**-**	**-**	**876,621,600**	**876,621,600**	**-**
7832	OSHA Program	358,030	-	358,030	-	-	-	358,030	-	358,030
	OSHA	**358,030**	**-**	**358,030**	**-**	**-**	**-**	**358,030**	**-**	**358,030**
7836	State Aid - Highway Fund for WBS	147,500,000	-	147,500,000	-	-	-	147,500,000	-	147,500,000
	STATE AID TO MUNICIPALITIES	**147,500,000**	**-**	**147,500,000**	**-**	**-**	**-**	**147,500,000**	**-**	**147,500,000**
0041	Aeronautics	2,264,669	203,717	2,060,952	-	-	-	2,264,669	203,717	2,060,952
7830	Airports Program	51,700,000	20,000,000	31,700,000	-	-	-	51,700,000	20,000,000	31,700,000
0036	Public Transportation	330,350	-	330,350	-	-	-	330,350	-	330,350
7831	Public Transportation - Highway Fund	122,576,052	34,732,983	87,843,069	4,000,000	-	4,000,000	126,576,052	34,732,983	91,843,069
0037	Rail Division	603,869	-	603,869	-	-	-	603,869	-	603,869
7829	Railroad Program	73,273,725	50,225,920	23,047,805	-	-	-	73,273,725	50,225,920	23,047,805
0035	Bicycle Program	726,895	-	726,895	-	-	-	726,895	-	726,895
7040	Ferry Administration	1,281,490	-	1,281,490	-	-	-	1,281,490	-	1,281,490
7825	Ferry Operations	44,318,905	5,000,000	39,318,905	13,010,090	-	13,010,090	57,328,995	5,000,000	52,328,995
	MULTI-MODAL	**297,075,955**	**110,162,620**	**186,913,335**	**17,010,090**	**-**	**17,010,090**	**314,086,045**	**110,162,620**	**203,923,425**
0042	Governor's Highway Safety Program	502,482	251,241	251,241	-	-	-	502,482	251,241	251,241
7828	Governor's Highway Safety Program	13,500,000	13,500,000	-	-	-	-	13,500,000	13,500,000	-
	GOVERNOR'S HIGHWAY SAFETY PROGRAM	**14,002,482**	**13,751,241**	**251,241**	**-**	**-**	**-**	**14,002,482**	**13,751,241**	**251,241**
0049	Driver Licensing	50,577,557	180,400	50,397,157	3,160,541	-	3,160,541	53,738,098	180,400	53,557,698

Department of Transportation Budget Code 84210		Enacted Budget			Legislative Changes			Revised Budget		
Fund Code	Fund Name	Requirements	Receipts	Net Appropriation	Requirements	Receipts	Net Appropriation	Requirements	Receipts	Net Appropriation
0054	Motor Vehicle Exhaust Emissions	12,077,863	-	12,077,863	-	-	-	12,077,863	-	12,077,863
7050	DMV - Commissioner's Office	9,085,196	11,000	9,074,196	2,861,365	-	2,861,365	11,946,561	11,000	11,935,561
7055	Vehicle Registration	52,789,744	17,184,124	35,605,620	2,045,995	2,045,995	-	54,835,739	19,230,119	35,605,620
7060	License and Theft Bureau	13,925,107	745,726	13,179,381	-	-	-	13,925,107	745,726	13,179,381
	DIVISION OF MOTOR VEHICLES	**138,455,467**	**18,121,250**	**120,334,217**	**8,067,901**	**2,045,995**	**6,021,906**	**146,523,368**	**20,167,245**	**126,356,123**
0862	Department of Agriculture - Gasoline Inspection Fee	5,223,690	-	5,223,690	-	-	-	5,223,690	-	5,223,690
1260	State Ethics Commission	56,679	-	56,679	-	-	-	56,679	-	56,679
0864	DOR - Gasoline Tax Collections	4,995,683	-	4,995,683	-	-	-	4,995,683	-	4,995,683
0852	DOR - International Registration Plan	229,020	-	229,020	-	-	-	229,020	-	229,020
0865	DHHS - Chemical Testing	567,804	-	567,804	-	-	-	567,804	-	567,804
0867	Public Instruction-Driver Education	-	-	-	-	-	-	-	-	-
0889	OSBM - Civil Penalty	27,700,000	27,700,000	-	-	-	-	27,700,000	27,700,000	-
0893	OSC - Best Shared Services	-	-	-	496,578	-	496,578	496,578	-	496,578
7834	Motor Carrier Safety	2,117,353	-	2,117,353	-	-	-	2,117,353	-	2,117,353
	OTHER STATE AGENCIES	**40,890,229**	**27,700,000**	**13,190,229**	**496,578**	**-**	**496,578**	**41,386,807**	**27,700,000**	**13,686,807**
0868	General Fund - Sales Tax Exemption	-	-	-	-	-	-	-	-	-
1165	General Fund - Highway Patrol	-	-	-	-	-	-	-	-	-
	TRANSFER TO GENERAL FUND	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
0869	Reserve - Global TransPark	750,000	-	750,000	-	-	-	750,000	-	750,000
1288	North Carolina State Ports Authority	35,000,000	-	35,000,000	-	-	-	35,000,000	-	35,000,000
	TRANSFER TO AUTHORITIES	**35,750,000**	**-**	**35,750,000**	**-**	**-**	**-**	**35,750,000**	**-**	**35,750,000**
0933	Reserve - Minority Contractor Development	150,000	-	150,000	-	-	-	150,000	-	150,000
0878	State Fire Protection Grant Fund	-	-	-	158,000	-	158,000	158,000	-	158,000
0877	Stormwater Management	500,000	-	500,000	-	-	-	500,000	-	500,000
0882	Reserve - Visitor Center	400,000	400,000	-	-	-	-	400,000	400,000	-
0881	Consolidated Call Center	556,074	-	556,074	-	-	-	556,074	-	556,074
0885	Reserve - State Employee Medical Plan	1,681,639	-	1,681,639	-	-	-	1,681,639	-	1,681,639
0937	Reserve - Administration Reduction	(2,087,167)	-	(2,087,167)	-	-	-	(2,087,167)	-	(2,087,167)
0873	Legislative Salary Increases	789,642	-	789,642	-	-	-	789,642	-	789,642
0871	Employer's Contribution - Retirement	713,051	-	713,051	-	-	-	713,051	-	713,051
0872	Reserve for Health Insurance Adjustment	-	-	-	-	-	-	-	-	-
0935	Reserve for SEIBP	2,000,000	-	2,000,000	-	-	-	2,000,000	-	2,000,000
0875	Legislative Salary Increases-Compensation Bonus	-	-	-	-	-	-	-	-	-
1289	Workers' Compensation Adjustment Reserve	6,830,000	-	6,830,000	-	-	-	6,830,000	-	6,830,000
1163	Continuation Reserve	9,694,578	-	9,694,578	(9,694,578)	-	(9,694,578)	-	-	-
	OTHER RESERVES	**21,227,817**	**400,000**	**20,827,817**	**(9,536,578)**	**-**	**(9,536,578)**	**11,691,239**	**400,000**	**11,291,239**
0892	GARVEE Bond Redemption	67,605,000	67,605,000	-	-	-	-	67,605,000	67,605,000	-
	DEBT SERVICE	**67,605,000**	**67,605,000**	**-**	**-**	**-**	**-**	**67,605,000**	**67,605,000**	**-**
7826	Capital Improvements	6,965,700	-	6,965,700	-	-	-	6,965,700	-	6,965,700
	CAPITAL IMPROVEMENTS	**6,965,700**	**-**	**6,965,700**	**-**	**-**	**-**	**6,965,700**	**-**	**6,965,700**
0704	Legal - Field	9,654,515	9,654,515	-	-	-	-	9,654,515	9,654,515	-
0714	Engineer Trainee Program	3,683,520	3,683,520	-	-	-	-	3,683,520	3,683,520	-
0720	Governor's Highway Safety Program	15,364,703	15,364,703	-	-	-	-	15,364,703	15,364,703	-
1017	Director of Preconstruction - Field	164,921	164,921	-	-	-	-	164,921	164,921	-
1020	Utilities Unit - Engineering and Encroachments	3,469,288	3,469,288	-	-	-	-	3,469,288	3,469,288	-
1066	Utilities Unit - Field	54,527,700	54,527,700	-	-	-	-	54,527,700	54,527,700	-
1068	Materials and Tests - Field	22,068,536	22,068,536	-	-	-	-	22,068,536	22,068,536	-
1071	Construction Unit - Field	5,862,512	5,862,512	-	-	-	-	5,862,512	5,862,512	-

Department of Transportation Budget Code 84210		Enacted Budget			Legislative Changes			Revised Budget		
Fund Code	Fund Name	Requirements	Receipts	Net Appropriation	Requirements	Receipts	Net Appropriation	Requirements	Receipts	Net Appropriation
1080	Roadside Environmental Unit - SW Field	9,270,621	9,270,621	-	-	-	-	9,270,621	9,270,621	-
1081	Equal Opportunity and Workforce Services - Field	3,195,392	3,195,392	-	-	-	-	3,195,392	3,195,392	-
1087	Safe Routes to School - Field	1,424,183	1,424,183	-	-	-	-	1,424,183	1,424,183	-
1088	Public Information - Field	650,672	650,672	-	-	-	-	650,672	650,672	-
1097	Strategic Planning - Office of Transportation - Field	407,842	407,842	-	-	-	-	407,842	407,842	-
1098	HR Talent Management - Field	218,128	218,128	-	-	-	-	218,128	218,128	-
1099	Governance Office - Field	1,151,528	1,151,528	-	-	-	-	1,151,528	1,151,528	-
1111	Inspector General - Field	-	-	-	-	-	-	-	-	-
1112	State Road Maintenance - Field	3,849,797	3,849,797	-	-	-	-	3,849,797	3,849,797	-
1136	State Road Maintenance - Field	1,875,653	1,875,653	-	-	-	-	1,875,653	1,875,653	-
1255	Performance Metrics Management	169,646	169,646	-	-	-	-	169,646	169,646	-
1258	Program Development - Field	7,387,886	7,387,886	-	-	-	-	7,387,886	7,387,886	-
7200	01 Field	79,352,283	79,352,283	-	-	-	-	79,352,283	79,352,283	-
7235	02 Field	78,117,668	78,117,668	-	-	-	-	78,117,668	78,117,668	-
7265	03 Field	111,227,037	111,227,037	-	-	-	-	111,227,037	111,227,037	-
7295	04 Field	77,509,676	77,509,676	-	-	-	-	77,509,676	77,509,676	-
7325	05 Field	99,437,772	99,437,772	-	-	-	-	99,437,772	99,437,772	-
7355	06 Field	89,548,521	89,548,521	-	-	-	-	89,548,521	89,548,521	-
7385	07 Field	144,542,488	144,542,488	-	-	-	-	144,542,488	144,542,488	-
7415	08 Field	65,621,189	65,621,189	-	-	-	-	65,621,189	65,621,189	-
7445	09 Field	128,162,425	128,162,425	-	-	-	-	128,162,425	128,162,425	-
7470	10 Field	124,206,328	124,206,328	-	-	-	-	124,206,328	124,206,328	-
7500	11 Field	96,836,362	96,836,362	-	-	-	-	96,836,362	96,836,362	-
7530	12 Field	70,951,055	70,951,055	-	-	-	-	70,951,055	70,951,055	-
7555	13 Field	92,821,591	92,821,591	-	-	-	-	92,821,591	92,821,591	-
7580	14 Field	76,751,087	76,751,087	-	-	-	-	76,751,087	76,751,087	-
7610	IT - Field	36,494,077	36,494,077	-	-	-	-	36,494,077	36,494,077	-
7615	Ferry	52,992,071	52,992,071	-	-	-	-	52,992,071	52,992,071	-
7620	Facilities Management and Operations Support	17,580,398	17,580,398	-	-	-	-	17,580,398	17,580,398	-
7625	Preconstruction Design - Field	54,448,890	54,448,890	-	-	-	-	54,448,890	54,448,890	-
7626	Technical Services - Field	97,289,697	97,289,697	-	-	-	-	97,289,697	97,289,697	-
7627	Structure Management - Field	32,613,744	32,613,744	-	-	-	-	32,613,744	32,613,744	-
7665	Construction Materials - Field	1,506,893	1,506,893	-	-	-	-	1,506,893	1,506,893	-
7671	Traffic Mobility and Safety	37,207,307	37,207,307	-	-	-	-	37,207,307	37,207,307	-
7675	Right of Way - Field	28,766,918	28,766,918	-	-	-	-	28,766,918	28,766,918	-
7685	Transportation Planning Program - Field	29,194,846	29,194,846	-	-	-	-	29,194,846	29,194,846	-
7690	IT Group	12,011,612	12,011,612	-	-	-	-	12,011,612	12,011,612	-
7695	PDEA - Field	66,036,898	66,036,898	-	-	-	-	66,036,898	66,036,898	-
7700	Construction and Maintenance - Field	1,589,594,939	1,589,594,939	-	-	-	-	1,589,594,939	1,589,594,939	-
7705	Grants - Field	360,195,845	360,195,845	-	-	-	-	360,195,845	360,195,845	-
7710	Equipment and Inventory Unit	163,484,244	163,484,244	-	-	-	-	163,484,244	163,484,244	-
	FIELD OPERATIONS	**4,058,900,904**	**4,058,900,904**	**-**	**-**	**-**	**-**	**4,058,900,904**	**4,058,900,904**	**-**
Total		**7,199,755,488**	**$5,210,154,339**	**$1,989,601,149**	**$61,213,462**	**$2,124,611**	**$59,088,851**	**$7,260,968,950**	**$5,212,278,950**	**$2,048,690,000**
Total (excluding duplicate receipt-supported fund codes)		**3,140,854,584**	**$1,151,253,435**	**$1,989,601,149**	**$61,213,462**	**$2,124,611**	**$59,088,851**	**$3,202,068,046**	**$1,153,378,046**	**$2,048,690,000**

Summary of Highway Fund Total Requirement FTE
Fiscal Year 2016-17
2016 Legislative Session

Department of Transportation					
Budget Code 84210		Enacted	Legislative Changes		Revised
Fund Code	Fund Name	Total Requirements	Net Appropriation	Receipts	Total Requirements
0002	Communications	17.00	-	-	17.00
0006	Legal - Attorney General Staff	18.00	-	-	18.00
0007	Administration - Secretary	27.00	-	-	27.00
0035	Bicycle Program	3.00	-	-	3.00
0036	Public Transportation	3.00	-	-	3.00
0037	Rail Division	7.00	-	-	7.00
0041	Aeronautics	16.00	-	-	16.00
0042	Governor's Highway Safety Program	5.00	-	-	5.00
0049	Driver Licensing	706.00	-	-	706.00
0054	Motor Vehicle Exhaust Emissions	123.00	-	-	123.00
0055	Chief Engineer	5.00	-	-	5.00
0056	Deputy Chief Engineer of Operations	5.00	-	-	5.00
0149	Transportation Mobility and Safety	49.00	-	-	49.00
0177	Computer Systems	3.00	-	-	3.00
0178	Project Development and Environmental Analysis	7.00	-	-	7.00
0704	Legal - Field	45.00	-	-	45.00
0714	Engineer Trainee Program	44.00	-	-	44.00
0720	Governor's Highway Safety Program	7.00	-	-	7.00
1017	Director of Preconstruction - Field	1.00	-	-	1.00
1018	Director of Construction	2.00	-	-	2.00
1020	Utilities Unit - Engineering and Encroachments	21.00	-	-	21.00
1065	Utilities Unit - Administration	4.00	-	-	4.00
1066	Utilities Unit - Field	17.00	-	-	17.00
1067	Materials and Tests Unit	16.00	-	-	16.00
1068	Materials and Tests - Field	138.00	-	-	138.00
1069	Roadside Environmental Unit	21.00	-	-	21.00
1070	Construction Unit	6.00	-	-	6.00
1071	Construction Unit - Field	23.00	-	-	23.00
1078	Office of Equal Opportunity and Workforce Services	3.00	-	-	3.00
1080	Roadside Environmental Unit - SW Field	37.00	-	-	37.00

Summary of Highway Fund Total Requirement FTE
Fiscal Year 2016-17
2016 Legislative Session

Department of Transportation					
Budget Code 84210		Enacted	Legislative Changes		Revised
Fund Code	Fund Name	Total Requirements	Net Appropriation	Receipts	Total Requirements
1081	Equal Opportunity and Workforce Services - Field	24.00	-	-	24.00
1087	Safe Routes to School - Field	1.00	-	-	1.00
1088	Public Information - Field	7.00	-	-	7.00
1096	SPOT - Administration	1.00	-	-	1.00
1097	SPOT - Field	2.00	-	-	2.00
1098	HR Talent Management - Field	1.00	-	-	1.00
1099	Governance Office - Field	8.00	-	-	8.00
1104	Governance Office - Admin	6.00	-	-	6.00
1112	State Road Maintenance - Field	17.00	-	-	17.00
1129	Office of Equal Opportunity and Workforce Services	4.00	-	-	4.00
1130	Office of Equal Opportunity and Workforce Services	7.00	-	-	7.00
1136	State Road Maintenance - Field	3.00	-	-	3.00
1186	Structure Management	4.00	-	-	4.00
1201	Division 1 - Right of Way Administration	1.00	-	-	1.00
1202	Division 2 - Right of Way Administration	1.00	-	-	1.00
1203	Division 3 - Right of Way Administration	1.00	-	-	1.00
1204	Division 4 - Right of Way Administration	1.00	-	-	1.00
1205	Division 5 - Right of Way Administration	1.00	-	-	1.00
1206	Division 6 - Right of Way Administration	1.00	-	-	1.00
1207	Division 7 - Right of Way Administration	1.00	-	-	1.00
1208	Division 8 - Right of Way Administration	1.00	-	-	1.00
1209	Division 9 - Right of Way Administration	2.00	-	-	2.00
1210	Division 10 - Right of Way Administration	1.00	-	-	1.00
1211	Division 11 - Right of Way Administration	1.00	-	-	1.00
1212	Division 12 - Right of Way Administration	1.00	-	-	1.00
1213	Division 13 - Right of Way Administration	1.00	-	-	1.00
1214	Division 14 - Right of Way Administration	1.00	-	-	1.00
1255	Performance Metrics Management	2.00	-	-	2.00
1256	Program Development - Administration	16.00	-	-	16.00
1258	Program Development - Field	14.00	-	-	14.00

Summary of Highway Fund Total Requirement FTE
Fiscal Year 2016-17
2016 Legislative Session

Department of Transportation					
Budget Code 84210		Enacted	Legislative Changes		Revised
Fund Code	Fund Name	Total Requirements	Net Appropriation	Receipts	Total Requirements
7011	Inspector General	25.00	-	-	25.00
7015	Human Resources	56.00	-	-	56.00
7020	Financial	111.00	-	1.00	112.00
7025	Information Technology	124.00	-	-	124.00
7030	Facilities Management and Support Services	48.00	-	-	48.00
7040	Ferry Administration	13.00	-	-	13.00
7050	DMV - Commissioner's Office	123.00	7.00	-	130.00
7055	Vehicle Registration	414.00	-	44.00	458.00
7060	License and Theft Bureau	147.00	-	-	147.00
7070	Transportation Planning Program	3.00	-	-	3.00
7080	Division 1	18.00	-	-	18.00
7085	Division 2	19.00	-	-	19.00
7090	Division 3	19.00	-	-	19.00
7095	Division 4	17.00	-	-	17.00
7100	Division 5	20.00	-	-	20.00
7105	Division 6	19.00	-	-	19.00
7110	Division 7	20.00	-	-	20.00
7115	Division 8	17.00	-	-	17.00
7120	Division 9	18.00	-	-	18.00
7125	Division 10	24.00	-	-	24.00
7130	Division 11	14.00	-	-	14.00
7135	Division 12	16.00	-	-	16.00
7140	Division 13	14.00	-	-	14.00
7145	Division 14	19.00	-	-	19.00
7150	Preconstruction Design Administration	14.00	-	-	14.00
7153	Technical Services - Administration	49.00	-	-	49.00
7175	Field Operations Support	10.00	-	-	10.00
7176	State Asset Management	18.00	-	-	18.00
7185	Safety	15.00	-	-	15.00
7190	Right of Way - Administration	30.00	-	-	30.00

Summary of Highway Fund Total Requirement FTE
Fiscal Year 2016-17
2016 Legislative Session

Department of Transportation					
Budget Code 84210		Enacted	Legislative Changes		Revised
Fund Code	Fund Name	Total Requirements	Net Appropriation	Receipts	Total Requirements
7200	01 Field	420.00	-	-	420.00
7235	02 Field	381.00	-	-	381.00
7265	03 Field	376.00	-	-	376.00
7295	04 Field	398.00	-	-	398.00
7325	05 Field	450.00	-	-	450.00
7355	06 Field	374.00	-	-	374.00
7385	07 Field	339.00	-	-	339.00
7415	08 Field	383.00	-	-	383.00
7445	09 Field	313.00	-	-	313.00
7470	10 Field	361.00	-	-	361.00
7500	11 Field	469.00	-	-	469.00
7530	12 Field	336.00	-	-	336.00
7555	13 Field	387.00	-	-	387.00
7580	14 Field	441.00	-	-	441.00
7610	IT - Field	131.00	-	-	131.00
7615	Ferry	452.00	-	-	452.00
7620	Facilities Management and Operations Support	9.00	-	-	9.00
7625	Preconstruction Design - Field	262.00	-	-	262.00
7626	Technical Services - Field	282.00	-	-	282.00
7627	Structure Management - Field	196.00	-	-	196.00
7671	Traffic Mobility and Safety	165.00	-	-	165.00
7675	Right of Way - Field	63.00	-	-	63.00
7685	Transportation Planning Program - Field	109.00	-	-	109.00
7690	IT Group	66.00	-	-	66.00
7695	PDEA - Field	121.00	-	-	121.00
7700	Construction and Maintenance - Field	1,097.00	-	-	1,097.00
7705	Grants - Field	71.00	-	-	71.00
7710	Equipment and Inventory Unit	933.00	-	-	933.00
Total FTE		**12,350.00**	**7.00**	**45.00**	**12,402.00**

Highway Fund

HIGHWAY FUND

Total Budget Enacted 2015 Session	FY 16-17 $1,989,601,149

Legislative Changes

Administration

1 Tag and Tax Together Program
Fund Code: 7020

Continues funding for a time-limited accountant position to support the Tag and Tax Together Program, increasing budgeted receipts by $78,616 from the administrative fee authorized in G.S. 105-330.5(b).

Division of Motor Vehicles

2 Military Commercial Driver License Training $258,885 R
Fund Code: 0049

Provides funding to continue a training initiative for military personnel to assist in obtaining a Commercial Driver License (CDL). The revised net appropriation for this initiative is $258,885 in FY 2016-17.

3 DMV Modernization Promotion
Fund Code: 7050 $1,000,000 NR

Increases funding for advertising/marketing by $1.0 million nonrecurring for a multi-channel public outreach campaign to promote DMV modernization initiatives and the availability of online services. The revised net appropriation for advertising/marketing is $1,061,600 in FY 2016-17.

4 Driver License Examiner Staff Augmentation $2,901,656 R
Fund Code: 0049

Provides funding for contracted driver license examiners to augment existing staffing and implement a 60-hour business week model in Districts 3 and 6. The revised net appropriation for professional fees is $3,294,841 in FY 2016-17.

5 Tag and Tax Together Program
Fund Code: 7055

Continues funding for 44 time-limited positions to support the Tag and Tax Together Program, increasing budgeted receipts by $2,045,995 from the administrative fee authorized in G.S. 105-330.5(b).

	FY 16-17	
6 Medical Review Program	$1,709,465	R
Fund Code: 7050	$151,900	NR
	7.00	

Increases funding for the Medical Review Program to add 21 contract nurses, 4 full-time Processing Assistant IV, and 3 full-time Administrative Assistant I positions to implement reform initiatives and service enhancements. The revised net appropriation for the Commissioner's Office is $11,935,561 for FY 2016-17.

Intermodal

7 Ferry System Modernization $13,376,250 R
Fund Code: 7825

Establishes a reserve account for capital improvements to the North Carolina Ferry System. Eligible projects include the replacement and rehabilitation of vessels, terminal ramps, gantries, and bulkhead infrastructure. The revised net appropriation for this capital improvement reserve account is $13,376,250 in FY 2016-17.

8 Ferry System Toll Collection ($366,160) R
Fund Code: 7825

Reduces operating funding associated with the collection of tolls system-wide. The revised net appropriation for Ferry Operations is $52,328,995 in FY 2016-17.

9 Public Transportation - Rural Operating Assistance Program $2,000,000 R
Fund Code: 7831

Increases funding for rural transit system operating assistance. The revised net appropriation for the Rural Operating Assistance Program (ROAP) is $18,807,528 in FY 2016-17.

10 Public Transportation - State Maintenance Assistance Program $2,000,000 R
Fund Code: 7831

Increases funding for urban transit system operating assistance. The revised net appropriation for the State Maintenance Assistance Program (SMAP) is $32,528,557 in FY 2016-17.

Maintenance

11 Reserve for General Maintenance $17,878,427 R
Fund Code: 0934

Increases funding to the Reserve for General Maintenance. The revised net appropriation is $63,439,277 in FY 2016-17.

12 Secondary Road Maintenance and Improvement Fund $17,878,428 R
Fund Code: 7822

Increases funding for the Secondary Road Maintenance and Improvement Fund. The revised net appropriation for the Secondary Road Maintenance and Improvement Fund is $303,168,338 in FY 2016-17.

13 Bridge Program (Statutory Adjustment) $300,000 R

Fund Code: 7839

Adjusts funding for the Bridge Program based on the revised revenue forecast. The program receives the balance of funds generated from the gasoline inspection fee after deducting expenses for the Department of Revenue for collecting the tax and expenses for the Department of Agriculture and Consumer Services for fuel inspection. The revised net appropriation for the Bridge Program is $242,374,444 in FY 2016-17.

Revenue Availability

14 Registration Fees

Fund Code: N/A

Reduces Highway Fund revenue from registration fees by $220,000 based on permanent plate eligibility for public transportation service providers.

Transfers

15 Continuation Review Reserve ($9,694,578) R

Fund Code: 1163

Eliminates the $9.7 million reserve for appropriated transfers and the $29.4 million reserve for potential revenue established by S.L. 2015-241, Sec. 6.20 in FY 2016-17.

Revenues are restored to the following programs based on the results of Continuation Reviews:
DEQ - Commercial Leaking Petroleum Underground Storage Tank Cleanup Fund
DEQ - Division of Air Quality Inspection and Maintenance Fees
DEQ - Division of Air Quality Water and Air Quality Account
DEQ - Mercury Pollution Prevention Account
DOI - Rescue Squad Workers' Relief Fund
DOI - Volunteer Rescue/EMS Grant Program
WRC - Boating Account

16 Department of Insurance - State Fire Protection Grant Fund $158,000 R

Fund Code: 0878

Restores the recurring transfer to the Department of Insurance, State Fire Protection Grant Fund. The revised net appropriation for the State Fire Protection Grant Fund is $158,000 in FY 2016-17.

17 Department of Public Safety - Inmate Litter Collection & Road Cleanup $9,040,000 R

Fund Code: 7821

Restores recurring funding for inmate road squads and litter crews provided under the supervision of the Department of Public Safety. The revised net appropriation for these activities is $9,040,000 in FY 2016-17.

	FY 16-17	
18 Office of State Controller - Best Shared Services **Fund Code:** 0893 Restores recurring funding to the Office of State Controller for 7.24 full-time equivalent positions which support human resources and payroll operations. The revised net appropriation for transfer to the Office of State Controller - BEST Shared Services is $496,578 in FY 2016-17.	$496,578	R
Total Legislative Changes	**$57,936,951**	R
	$1,151,900	NR
Total Position Changes	7.00	
Revised Budget	**$2,048,690,000**	

Department of Transportation
Budget Code 84290

Highway Trust Fund Budget

	FY 2016-17
Enacted Budget	
Requirements	$1,339,235,000
Receipts	$0
Net Appropriation	$1,339,235,000
Legislative Changes	
Requirements	$32,045,000
Receipts	$0
Net Appropriation	$32,045,000
Revised Budget	
Requirements	$1,371,280,000
Receipts	$0
Net Appropriation	$1,371,280,000

Highway Trust Fund FTE

Enacted Budget	0.00
Legislative Changes	0.00
Revised Budget	0.00

Summary of Highway Trust Fund Appropriations
Fiscal Year 2016-17
2016 Legislative Session

Department of Transportation Budget Code 84290		Enacted Budget			Legislative Changes			Revised Budget		
Fund Code	Fund Name	Requirements	Receipts	Net Appropriation	Requirements	Receipts	Net Appropriation	Requirements	Receipts	Net Appropriation
6002	Program Administration	35,064,813	-	35,064,813	-	-	-	35,064,813	-	35,064,813
6005	Bond Redemption	51,785,964	-	51,785,964	-	-	-	51,785,964	-	51,785,964
6006	Bond Interest	9,226,265	-	9,226,265	-	-	-	9,226,265	-	9,226,265
6008	Turnpike Authority	49,000,000	-	49,000,000	-	-	-	49,000,000	-	49,000,000
6012	Transfer to Visitor Center	400,000	-	400,000	-	-	-	400,000	-	400,000
9075	Strategic Prioritization	1,193,757,958	-	1,193,757,958	32,045,000	-	32,045,000	1,225,802,958	-	1,225,802,958
Total		**$1,339,235,000**	**$0**	**$1,339,235,000**	**$32,045,000**	**$0**	**$32,045,000**	**$1,371,280,000**	**$0**	**$1,371,280,000**

Highway Trust Fund

	HIGHWAY TRUST FUND	
Total Budget Enacted 2015 Session	**FY 16-17** **$1,339,235,000**	
Legislative Changes		
Construction		
19 Strategic Transportation Investments **Fund Code:** 9075 Modifies funding to the Strategic Transportation Investments Program. The revised net appropriation is $1,225,802,958 in FY 2016-17.	$32,045,000	R
Revenue Availability		
20 Certificate of Title Fees **Fund Code:** Eliminates the transfer of $0.50 of the fee collected per certificate of title transaction to the Mercury Switch Removal Account in the Department of Environmental Quality, increasing Highway Trust Fund revenue by $1.2 million.		
Total Legislative Changes	**$32,045,000**	R
Total Position Changes		
Revised Budget	**$1,371,280,000**	

House Appropriations Committee on

Proposed Special Provisions for H.B. 1030, 2016 Appropriations Act

May 12, 2016

GENERAL ASSEMBLY OF NORTH CAROLINA

SPECIAL PROVISIONS
HOUSE APPROPRIATIONS, TRANSPORTATION REPORT

MAY 11, 2016
Report Last Updated: May 11, 2016 4:45 p.m.

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GENERAL ASSEMBLY OF NORTH CAROLINA

Session 2016

Proofed
SPECIAL PROVISION

2016-TRANS-H8A-P

Department of Transportation
House Appropriations, Transportation

Requested by

STABILIZATION OF FUNDING FOR THE FERRY SYSTEM

SECTION #.(a) G.S. 136-82 reads as rewritten:

"**§ 136-82. Department of Transportation to establish and maintain ferries.**

(a) Powers of Department. – The Department of Transportation is vested with authority to provide for the establishment and maintenance of ferries connecting the parts of the State highway system, whenever in its discretion the public good may ~~require, and shall prescribe and collect tolls on the ferry routes as established by the Board of Transportation following the procedures set forth in this section.~~require. To accomplish the purpose of this section, the Department is authorized to acquire, own, lease, charter, or otherwise control all necessary vessels, boats, terminals, or other facilities required for the proper operation of the ferries or to enter into contracts with persons, firms, or corporations for the operation thereof and to pay the reasonable sums that in the opinion of the Department represent the fair value of the public service rendered.

~~(b) Establishment of Tolling. – The Board of Transportation may establish tolls on any untolled ferry route as set forth in this subsection. Prior to establishing tolls on an untolled ferry route, the Board of Transportation must receive a resolution approved by the Transportation Advisory Committee of each affected local transportation planning organization requesting tolls on that route. No later than March 1, 2014, the Department shall hold a separate public hearing in the geographic area of each untolled ferry route and invite each affected local transportation planning organization. At the public hearing, the Department shall present an explanation of the toll setting methodology, the impact of tolling on the availability of funding for other local transportation priorities, and the minimum and maximum toll rates. After the public hearing, an affected local transportation planning organization may consider and adopt a ferry tolling resolution. The Board of Transportation shall adopt the toll at its next regularly scheduled meeting after receipt of the ferry tolling resolutions required by this subsection. The Department shall collect the toll as soon as is feasible following its adoption, but in no case more than 180 days after adoption of the toll. The establishment of tolls by the Board of Transportation pursuant to the authority granted in this section shall be exempt from the provisions of Chapter 150B of the General Statutes. For purposes of this section, "affected local transportation planning organization" means any Metropolitan Planning Organization or Rural Transportation Planning Organization with geographic jurisdiction over any part of an untolled ferry route, and "untolled ferry route" means any ferry route for which no tolls were in effect as of June 30, 2013.~~

~~(c) Revisions of Tolls. – The Department of Transportation shall report to the Fiscal Research Division, the Joint Legislative Transportation Oversight Committee, and all affected local transportation planning organizations 30 days prior to any change in toll rates or change in the toll setting methodology by the Board of Transportation.~~

~~(d) Use of Toll Proceeds. – The Department of Transportation shall credit the proceeds from tolls collected on North Carolina Ferry System routes and certain receipts generated under subsection (f) of this section to reserve accounts within the Highway Fund for each of the Highway Divisions in which system terminals are located and fares are earned. For the purposes of this subsection, fares are earned based on the terminals from which a passenger trip originates and~~

~~terminates. Commuter pass receipts shall be credited proportionately to each reserve account based on the distribution of trips originating and terminating in each Highway Division. The proceeds credited to each reserve account shall be used exclusively for prioritized North Carolina Ferry System ferry passenger vessel replacement projects in the Division in which the proceeds are earned. Proceeds may be used to fund ferry passenger vessel replacement projects or supplement funds allocated for ferry passenger vessel replacement projects approved in the Transportation Improvement Program.~~

~~(e) Powers of Department. – To accomplish the purpose of this section, the Department of Transportation is authorized to acquire, own, lease, charter or otherwise control all necessary vessels, boats, terminals or other facilities required for the proper operation of the ferries or to enter into contracts with persons, firms or corporations for the operation thereof and to pay the reasonable sums that in the opinion of the Department of Transportation represent the fair value of the public service rendered.~~

(f) Authority to Generate Certain Receipts. – The ~~Department of Transportation,~~Department, notwithstanding any other provision of law, may operate or contract for the following receipt-generating activities and, except as otherwise provided in subsection ~~(f1)~~(f2) of this section, ~~use~~credit the proceeds ~~for ferry passenger vessel replacement projects in the manner set forth in subsection (d) of this section:~~to a reserve account within the Highway Fund for the State Ferry System:

(1) Operation of, concessions on the ferries and at ferry facilities to provide to passengers on the ferries food, drink, and other refreshments, personal comfort items, Internet access, and souvenirs publicizing the ferry system.

(2) Sponsorships, including, but not limited to, the sale of naming rights to any ferry vessel, ferry route, or ferry facility.

(3) Advertising on or within any ferry vessel or at any ferry facility, including, but not limited to, display advertising and advertising delivered to passengers through the use of video monitors, public address systems installed in passenger areas, and other electronic media.

(4) Any other receipt-generating activity not otherwise forbidden by applicable law pertaining to public health or safety.

~~The Department may issue rules to implement this subsection.~~

(f1) Use of Funds. – Proceeds and other funds credited to the reserve account described in subsection (f) of this section shall be used exclusively for improvements to the State Ferry System, which includes the following:

(1) The acquisition, construction, and rehabilitation of marine vessels used for support and the transport of persons or vehicles between Ferry System terminals. For purposes of this subdivision, the term "marine vessels" means tugs, barges, dredges, and ferries other than passenger-only vessels.

(2) Replacement and rehabilitation of infrastructure allowing connection to Ferry System terminals, including ramps, gantries, and bulkheads.

~~(f1)~~(f2)Use of Receipts Generated From Shipyard. – The Department ~~of Transportation~~ shall credit the proceeds from receipts generated under subsection (f) of this section from activities performed by the North Carolina State Shipyard to a reserve account within the Highway Fund to be used exclusively for improvements to the Shipyard, including equipment and associated infrastructure. ~~Notwithstanding the restrictions on the use of proceeds set forth in subsections (d) and (f) of this section, the Department may use a proportional amount of the proceeds credited to each reserve account described in subsection (d) of this section to replace or repair equipment in accordance with this subsection if there is an insufficient amount of funds in the reserve account within the Highway Fund for the Shipyard.~~

(f3) Disposition of Marine Vessels. – It is the intent of the General Assembly to modernize the Ferry System fleet of marine vessels. Once a marine vessel reaches the end of its useful life, as

determined by the Department, the Department shall dispose of the vessel in a timely fashion. Notwithstanding any provision of law to the contrary, any proceeds received from the disposition of a marine vessel under this subsection shall be credited to the reserve account described in subsection (f) of this section.

(g) Confidentiality of Personal Information. – Identifying information obtained by the Department related to operation of the ferry system is not a public record under Chapter 132 of the General Statutes and is subject to the disclosure limitations in 18 U.S.C. § 2721 of the federal Driver's Privacy Protection Act. The Department shall maintain the confidentiality of all information required to be kept confidential under 18 U.S.C. § 2721(a), as well as any financial information, transaction history, and information related to the collection of a ~~toll or~~ user fee from a person, including, but not limited to, photographs or other recorded images or automatic vehicle identification or driver account information generated by radio-frequency identification or other electronic means. The Department may use identifying information only for purposes of collecting and enforcing ~~tolls.~~user fees. Nothing in this section is intended to limit the right of any person to examine that person's own account information, or the right of any party, by authority of a proper court order, to inspect and examine identifying information.

(h) Report Prior to Acquisition or Construction of Marine Vessel. – Prior to the acquisition or construction of a marine vessel pursuant to subsection (f1) of this section, the Department shall report to the chairs of the House of Representatives Committee on Transportation Appropriations and the Senate Appropriations Committee on Department of Transportation. The report shall provide an estimate of the capital costs of acquiring or constructing the vessel, the costs of operating the vessel, the vessel that will be decommissioned, the timing of the disposition of the decommissioned vessel, and an estimate of the net proceeds that will be received from the disposition. If the General Assembly is not in session at the time the report is to be submitted, the Department shall instead report to the Joint Legislative Transportation Oversight Committee.

(i) Quarterly Report. – Beginning October 1, 2016, the Ferry Division of the Department of Transportation shall provide a quarterly report to the following on any updates to its capital improvement plan, any actions taken in deviation from its current capital improvement plan, the status of authorized projects, and any obligations and expenses for the reserve accounts described in subsections (f) and (f2) of this section:

(1) When the General Assembly is in session, to the chairs of the House of Representatives Committee on Transportation Appropriations and the Senate Appropriations Committee on Department of Transportation.

(2) When the General Assembly is not in session, to the chairs of the Joint Legislative Transportation Oversight Committee.

(3) To the Fiscal Research Division of the General Assembly."

SECTION #.(b) G.S. 143B-350(f2) reads as rewritten:

"(f2) Approval of aircraft ~~and ferry~~ purposes. – Before approving the purchase of an aircraft from the Equipment ~~Fund or a ferry in a Transportation Improvement Program.~~Fund, the Board of Transportation shall prepare an estimate of the operational costs and capital costs associated with the addition of the aircraft ~~or ferry~~ and shall report those additional costs to the General Assembly pursuant to G.S. 136-12(b), and to the Joint Legislative Commission on Governmental Operations."

SECTION #.(c) G.S. 7A-312(a) reads as rewritten:

"(a) A juror in the General Court of Justice including a petit juror, or a coroner's juror, but excluding a grand juror, shall receive twelve dollars ($12.00) for the first day of service and twenty dollars ($20.00) per day afterwards, except that if any person serves as a juror for more than five days in any 24-month period, the juror shall receive forty dollars ($40.00) per day for each day of service in excess of five days. A grand juror shall receive twenty dollars ($20.00) per day. A juror required to remain overnight at the site of the trial shall be furnished adequate accommodations and subsistence. If required by the presiding judge to remain in a body during the

trial of a case, meals shall be furnished the jurors during the period of sequestration. Jurors from out of the county summoned to sit on a special venire shall receive mileage at the same rate as State employees. ~~Persons summoned as jurors shall be exempt during their period of service from paying a ferry toll required under G.S. 136-82 to travel to and from their homes and the site of that service.~~"

SECTION #.(d) G.S. 136-189.11(b)(8) is repealed.

SECTION #.(e) G.S. 136-189.10(2)h. is repealed.

SECTION #.(f) The Board of Transportation shall cease collecting ferry tolls on the effective date of this section and shall take action as expeditiously as possible to repeal its regulations implementing ferry tolls. Prepaid tolls or commuter pass payments received by the Department of Transportation for ferry trips on or after the effective date of this section shall be refunded or, in the case of prepaid commuter passes, partially refunded based on the proportion of the time period covered by the commuter pass for which tolls were in effect. Any funds remaining in the reserve accounts described in G.S. 136-82(d) as of the effective date of this section shall be used for any costs associated with the initiation of passenger-only ferry service on the Hatteras-Ocracoke ferry route.

SECTION #.(g) Notwithstanding G.S. 150B-21.1(a), the Department of Transportation may adopt temporary rules to administer this section.

SECTION #.(h) G.S. 136-82(f3), as enacted by subsection (a) of this section, becomes effective July 1, 2016, and applies to dispositions on or after that date. The remainder of this section becomes effective July 1, 2016.

Department of Transportation
House Appropriations, Transportation

Requested by

CASH FLOW HIGHWAY FUND AND HIGHWAY TRUST FUND APPROPRIATIONS

SECTION #.(a) Subsections (a) and (b) of Section 29.1 of S.L. 2015-241 are repealed.

SECTION #.(b) The General Assembly authorizes and certifies anticipated revenues for the Highway Fund as follows:

For Fiscal Year 2017-2018	$2,027.8 million
For Fiscal Year 2018-2019	$2,077.8 million
For Fiscal Year 2019-2020	$2,121.9 million
For Fiscal Year 2020-2021	$2,170.2 million

SECTION #.(c) The General Assembly authorizes and certifies anticipated revenues for the Highway Trust Fund as follows:

For Fiscal Year 2017-2018	$1,393.0 million
For Fiscal Year 2018-2019	$1,423.8 million
For Fiscal Year 2019-2020	$1,441.9 million
For Fiscal Year 2020-2021	$1,463.3 million

Department of Transportation
House Appropriations, Transportation

Requested by

ELIMINATE PORTION OF DMV TRANSACTION FEES SET ASIDE FOR MERCURY SWITCH REMOVAL ACCOUNT

SECTION #. G.S. 20-85(a1) reads as rewritten:

"(a1) One dollar ($1.00) of the fee imposed for any transaction assessed a fee under subdivision (a)(1), (a)(2), (a)(3), (a)(7), (a)(8), or (a)(9) of this section shall be credited to the North Carolina Highway Fund. The Division shall use the fees derived from transactions with commission contract agents for the payment of compensation to commission contract agents. ~~An additional fifty cents (50¢) of the fee imposed for any transaction assessed a fee under subdivision (a)(1) of this section shall be credited to the Mercury Switch Removal Account in the Department of Environmental Quality.~~"

Proofed
SPECIAL PROVISION

2016-TRANS-H25-P

Department of Transportation
House Appropriations, Transportation

Requested by

PROMOTE NORTH CAROLINA HISTORICAL SITES

SECTION #. G.S. 136-42.3 reads as rewritten:

"**§ 136-42.3. Historical marker program.**

The Department of Transportation may spend up to ~~forty~~sixty thousand dollars ~~($40,000)~~($60,000) a year to purchase historical markers prepared and delivered to it by the Department of Natural and Cultural Resources. The Department of Transportation shall erect the markers on sites selected by the Department of Natural and Cultural Resources. This expenditure is hereby declared to be a valid expenditure of State highway maintenance funds. No provision in this section shall be construed to prevent the expenditure of any federal highway funds that may be available for this purpose."

Department of Transportation
House Appropriations, Transportation

Requested by Representative Torbett

INCREASE DOT BID THRESHOLD & REPORT

SECTION #.(a) G.S. 136-28.1 reads as rewritten:

"**§ 136-28.1. Letting of contracts to bidders after advertisement; exceptions.**

(a) All contracts over ~~two~~five million ~~five hundred thousand~~ dollars ~~($2,500,000)~~($5,000,000) that the Department of Transportation may let for construction, maintenance, operations, or repair necessary to carry out the provisions of this ~~Chapter~~Chapter, shall be let to a responsible bidder after public advertising under rules and regulations to be made and published by the Department of Transportation. The right to reject any and all bids shall be reserved to the Board of Transportation. Contracts for construction or repair for federal aid projects entered into pursuant to this section shall not contain the standardized contract clauses prescribed by 23 U.S.C. § 112(e) and 23 C.F.R. § 635.109 for differing site conditions, suspensions of work ordered by the engineer or significant changes in the character of the work. For those federal aid projects, the Department of Transportation shall use only the contract provisions for differing site conditions, suspensions of work ordered by the engineer, or significant changes in the character of the work developed by the North Carolina Department of Transportation and approved by the Board of Transportation.

(b) For contracts let to carry out the provisions of this Chapter in which the amount of work to be let to contract for transportation infrastructure construction or repair is ~~two~~five million ~~five hundred thousand~~ dollars ~~($2,500,000)~~($5,000,000) or less, and for transportation infrastructure maintenance, excluding resurfacing, that is ~~two~~five million ~~five hundred thousand~~ dollars ~~($2,500,000)~~($5,000,000) per year or less, at least three informal bids shall be solicited. The term "informal bids" is defined as bids in writing, received pursuant to a written request, without public advertising. All such contracts shall be awarded to the lowest responsible bidder. The Secretary of Transportation shall keep a record of all bids submitted, which record shall be subject to public inspection at any time after the bids are opened.

...

(f) Notwithstanding any other provision of law, the Department of Transportation may solicit proposals under rules and regulations adopted by the Department of Transportation for all contracts for professional engineering services and other kinds of professional or specialized services necessary in connection with the planning, operations, design, maintenance, repair, and construction of transportation infrastructure. In order to promote engineering and design quality and ensure maximum competition by professional firms of all sizes, the Department may establish fiscal guidelines and limitations necessary to promote cost-efficiencies in overhead, salary, and expense reimbursement rates. The right to reject any and all proposals is reserved to the Board of Transportation.

...."

SECTION #.(b) The Department of Transportation shall provide an annual report by May 1 to the chairs of the House of Representatives Committee on Transportation Appropriations and the Senate Appropriations Committee on Department of Transportation on the impact of the

implementation of this section, specifically the impact of the implementation of this section on small businesses.

SECTION #.(c) This section becomes effective July 1, 2016, and applies to bids solicited on or after that date.

Department of Transportation
House Appropriations, Transportation

Requested by Representative Torbett

REVISE DOT BIDDING PROCESS

SECTION #.(a) G.S. 136-28.1, as amended by Section # of this act, reads as rewritten:

"**§ 136-28.1. Letting of contracts to bidders after advertisement; exceptions.**

...

(b) For contracts let to carry out the provisions of this Chapter in which the amount of work to be let to contract for transportation infrastructure construction or repair is five million dollars ($5,000,000) or less, and for transportation infrastructure maintenance, excluding resurfacing, that is five million dollars ($5,000,000) per year or less, at least three informal bids shall be solicited. The term "informal bids" is defined as bids in writing, received pursuant to a written request, without public advertising. All such contracts shall be awarded to the lowest responsible bidder. Where public advertising is used for a contract subject to this subsection, the Highway Division shall post the advertisement at least 14 calendar days prior to the letting date of the contract. The Secretary of Transportation shall keep a record of all bids submitted, which record shall be subject to public inspection at any time after the bids are opened. The Highway Divisions shall publish the results of a bidding process no later than three business days after the contract bid upon is awarded.

(b1) Notwithstanding any provision of G.S. 136-28.5 to the contrary, and except as prohibited by other State or federal law, the Department of Transportation shall, at the time and place bids solicited for a contract subject to this section are opened, make public all cost estimates prepared by the Department for the purpose of comparing the bids.

...."

SECTION #.(b) This section becomes effective July 1, 2016, and applies to bids solicited on or after that date.

Proofed
SPECIAL PROVISION

2016-TRANS-H12-P

Department of Transportation
House Appropriations, Transportation

Requested by

ADJUST UNPAVED ROADS FUNDING EXPENDITURES

SECTION #.(a) G.S. 136-44.2D reads as rewritten:

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

The Department of Transportation shall expend fifty percent (50%) of the funds allocated to the paving of unpaved secondary roads for the paving of unpaved secondary roads based on a statewide prioritization. The Department shall expend the remainder of the funds equally among the 14 Highway Divisions for the paving of unpaved secondary roads within each Highway Division based on the same statewide prioritization. The Department shall pave the eligible unpaved secondary roads that receive the highest priority ranking within this statewide prioritization. Nothing in this subsection shall be interpreted to require the Department to pave any unpaved secondary roads that do not meet secondary road system addition standards as set forth in G.S. 136-44.10 and G.S. 136-102.6. The Highway Trust Fund shall not be used to fund the paving of unpaved secondary roads."

SECTION #.(b) This section becomes effective July 1, 2016, and applies to funds allocated on or after that date.

Proofed
SPECIAL PROVISION

2016-TRANS-H24-P

Department of Transportation
House Appropriations, Transportation

Requested by

SECONDARY ROAD MAINTENANCE AND IMPROVEMENT FUND/USE PORTION OF FUNDS FOR LITTER REMOVAL

SECTION #. Of the funds appropriated in this act to the Department of Transportation and allocated to the Secondary Road Maintenance and Improvement Fund, the Department may use up to the sum of ten million dollars ($10,000,000) in nonrecurring funds for the 2016-2017 fiscal year to cover costs associated with the removal of litter alongside State-maintained roads.

Department of Transportation
House Appropriations, Transportation

Requested by

STUDY/OFF-HIGHWAY PARKING FOR TRACTOR-TRAILERS & SEMI-TRAILERS

SECTION #.(a) Study. – The Department of Transportation, in collaboration with the Department of Public Safety, shall study ways to provide additional off-highway parking and rest areas for tractor-trailers and semi-trailers. Included within the study shall be the feasibility and cost of converting abandoned highway rest stops into parking and rest areas for tractor-trailers and semi-trailers.

SECTION #.(b) Report. – By February 1, 2017, the Departments shall jointly report their findings and recommendations, including any legislative proposals, to the chairs of the House of Representatives Committee on Transportation Appropriations and the Senate Appropriations Committee on Department of Transportation.

Proofed
SPECIAL PROVISION

2016-TRANS-H20-P

Department of Transportation
House Appropriations, Transportation

Requested by

CLARIFY THAT DOT MAY PERFORM WORK IMPROVING CULVERTS

SECTION #. Section 34.18(a) of S.L. 2014-100, as amended by Section 29.6 of S.L. 2015-241, reads as rewritten:

"**SECTION 34.18.(a)** The Department of Transportation shall rename the "system preservation program" (fund center 1500/157839) the "bridge program." Funds allocated to this program shall be used for improvements to culverts associated with a component of the State highway system and improvements to structurally deficient and functionally obsolete bridges. All projects funded under this program, with the exception of inspection, pre-engineering, contract preparation, contract administration and oversight, and planning activities, shall be outsourced to private contractors. No more than ten percent (10%) of the funds allocated to this program shall be used for improvements to culverts associated with a component of the State highway system, ~~and~~ the funds shall only be used for culverts that are 54 inches or greater in size and rated by the Department as in poor ~~condition.~~condition, and the Department may perform the work to improve the culverts."

Proofed
SPECIAL PROVISION

2016-TRANS-H21-P

Department of Transportation
House Appropriations, Transportation

Requested by

DOT/REPORT ON RECOMMENDATIONS FOR REVISING METHOD FOR MEASURING OUTSOURCING OF PRECONSTRUCTION ACTIVITIES

SECTION #. Section 34.13(d) of S.L. 2014-100, as amended by Section 29.13(b) of S.L. 2015-241, reads as rewritten:

"**SECTION 34.13.(d)** The Department shall report no later than October 1, 2015, and quarterly thereafter, to the Joint Legislative Transportation Oversight Committee and the Fiscal Research Division regarding its implementation of this section, including any reductions in force used to meet privatization requirements. In addition, the Department shall report by March 1, 2017, to the chairs of the House of Representatives Committee on Transportation Appropriations and the Senate Appropriations Committee on Department of Transportation on the Department's recommendations for revising, based on the study and review required under Section 29.14(d) of S.L. 2015-241, the method used for measuring the outsourcing of preconstruction activities subject to subsection (a) of this section."

Proofed
SPECIAL PROVISION

2016-TRANS-H10-P

Department of Transportation
House Appropriations, Transportation

Requested by

REPEAL LIGHT RAIL FUNDING CAP

SECTION #. Subsection (e1) of G.S. 136-189.11 is repealed.

Proofed
SPECIAL PROVISION

2016-TRANS-H11-P

Department of Transportation
House Appropriations, Transportation

Requested by

REPEAL SUNSET ON LATE FEE FOR MOTOR VEHICLE REGISTRATIONS

SECTION #. Subsection (u) of Section 29.30 of S.L. 2015-241 reads as rewritten:

"**SECTION 29.30.(u)** Subsections (a) and (u) of this section become effective October 1, 2015. Subsections (s) and (t) of this section become effective July 1, 2020. Subsection (m) of this section becomes effective July 1, 2016, and applies to renewal motor vehicle registrations on or after that date. ~~Subsection (m) of this section expires December 31, 2017.~~ The remainder of this section becomes effective January 1, 2016, and applies to issuances, renewals, restorations, and requests on or after that date."

Proofed
SPECIAL PROVISION

2016-TRANS-H16-P

Department of Transportation
House Appropriations, Transportation

Requested by

DMV/FUNDING FOR CONTRACTUAL DRIVER LICENSE EXAMINER STAFFING

SECTION #. Of the funds appropriated in this act to the Department of Transportation, the sum of two million nine hundred one thousand six hundred fifty-six dollars ($2,901,656) in recurring funds for the 2016-2017 fiscal year shall be allocated to the Division of Motor Vehicles to be used for contractual driver license examiner staffing to provide additional support, improve customer service, and decrease wait times in high-volume Division office locations. Nothing in this section shall be construed as authorizing the Division to hire permanent or temporary employees to serve as additional driver license examiner staffing.

GENERAL ASSEMBLY OF NORTH CAROLINA

Session 2016

Proofed
SPECIAL PROVISION

2016-TRANS-H18-P

Department of Transportation
House Appropriations, Transportation

Requested by

MAKE TIME-LIMITED POSITIONS IN SUPPORT OF THE COMBINED MOTOR VEHICLE REGISTRATION AND PROPERTY TAX COLLECTION SYSTEM PERMANENT

SECTION #.(a) Section 24.10(a) of S.L. 2012-142, as amended by Section 29.37 of S.L. 2015-241, reads as rewritten:

"**SECTION 24.10.(a)** Upon request from the Department of Transportation and notwithstanding any other provision of law to the contrary, the Office of State Budget and Management may authorize the creation of ~~time-limited.~~permanent. full-time ~~equivalent~~ positions within the Department of Transportation and its Division of Motor Vehicles in excess of the positions authorized by this act for the ~~sole~~ purposes of implementing and administering the combined motor vehicle registration and property tax collection ~~system.~~system and providing other support as determined necessary by the Commissioner of the Division of Motor Vehicles. Positions created under this authorization shall be funded with receipts from the fee assessed under ~~G.S. 105-330.5(b) and shall terminate no later than June 30, 2016.~~G.S. 105-330.5(b)."

SECTION #.(b) Nothing in subsection (a) of this section shall be construed as authorizing the creation of any positions in addition to the 45 remaining positions authorized under Section 24.10(a) of S.L. 2012-142.

SECTION #.(c) This section becomes effective June 30, 2016.

Proofed
SPECIAL PROVISION

2016-TRANS-H13-P

Department of Transportation
House Appropriations, Transportation

Requested by

PERMANENT REGISTRATION PLATES FOR CERTAIN TRANSIT PROVIDERS

SECTION #. Subsection (b) of G.S. 20-84 is amended by adding a new subdivision to read:

"(b) Permanent Registration Plates. – The Division may issue permanent plates for the following motor vehicles:

...

(20) A motor vehicle owned by a public transportation service provider that is a designated recipient or direct recipient of Federal Transit Administration formula grant funds pursuant to 49 U.S.C. § 5311 or 49 U.S.C. § 5307."

#1

OUT OF ORDER

NORTH CAROLINA GENERAL ASSEMBLY
AMENDMENT
_____ Bill _____

AMENDMENT NO. _____
(to be filled in by
Principal Clerk)

Unknown-AML-72 [v.2]

Amends Title [NO]
Special Provision Report

Date _____,2016

Representative Bumgardner

moves to amend the report on page 20 by inserting the following immediately after that page:

"CRASH REPORTING PROGRAM MAINTENANCE

SECTION #.(a) Establishment. – The Department of Transportation, Division of Motor Vehicles (Division) shall, through an open request for proposal (RFP) process, seek to procure a contract with a private vendor for the statewide maintenance of the Crash Reporting Program (Program). The Crash Reporting Program shall include at least all of the following components:

(1) A comprehensive data repository for collision data.

(2) A document repository for all collision reports in the State.

(3) The capability to process paper reports, including scanning, data entry, validation of data against business edits, quality control application for reviewing reports, the ability to return or reject reports, and the ability to reprocess corrected reports.

(4) The creation of an electronic submission application that incorporates all State validation rules to ensure that submitted reports are complete, accurate, and error-free.

(5) A database capable of sharing statewide collision data with state and federal traffic safety partners, State law enforcement agencies, and the public.

The request for proposal should seek to identify a vendor with a demonstrated history of providing substantially similar statewide services in at least three other states. The Division shall enter into a contract with a qualified vendor on or before October 31, 2016.

SECTION #.(b) Reports. – The Division shall provide the following reports:

(1) By April 30, 2017, a report to the Office of State Budget and Management and chairs of the House of Representatives Committee on Transportation Appropriations and the Senate Appropriations Committee on Department of Transportation, on (i) the completion of the RFP process including the name and qualifications of the firm awarded the contract, (ii) progress on the transition of the maintenance of the crash reporting program and (iii) any other findings of interest determined by the Division.

(2) By April 30, 2018, a report to the Office of State Budget and Management and chairs of the House of Representatives Committee on Transportation Appropriations and the Senate Appropriations Committee on Department of

Transportation, on (i) the number of accident reports purchased through the e-commerce site, (ii) the revenue generated to the Division through the contract with the vendor, and (iii) any savings realized by the Division from implementation of the Program."

SIGNED _____
Amendment Sponsor

SIGNED _____
Committee Chair if Senate Committee Amendment

ADOPTED _____ FAILED _____ TABLED ✓

VISITOR REGISTRATION SHEET

House committee on Appropriations, Transportation 05/12/2016

Name of Committee Date

VISITORS: PLEASE SIGN IN BELOW AND RETURN TO COMMITTEE CLERK

NAME	FIRM OR AGENCY AND ADDRESS
MIKE HOLPER	NCDOT
Mary Jennings	NCDOT
Elizabeth Robinson	NCRMA
Lexi Arthur	NCRMA
Alex Holbrook	NCDOT
Ryan Boyce	"
Hope Mozingo	NCDOT/DMV
Kelly Thomas	NCDMV
	N/A
Ellie Powell	CAPA

VISITOR REGISTRATION SHEET

House committee on Appropriations, Transportation 05/12/2016

Name of Committee **Date**

VISITORS: PLEASE SIGN IN BELOW AND RETURN TO COMMITTEE CLERK

NAME	FIRM OR AGENCY AND ADDRESS
Jenni McClees	McClees Consulting
Kathy Battle	NCLM
Erin Wynia	NCLM
David Collins	SEANC
Flint Benson	SEANC

VISITOR REGISTRATION SHEET

House committee on Appropriations, Transportation 05/12/2016

Name of Committee Date

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NAME	FIRM OR AGENCY AND ADDRESS
Ken Melton	K.M.A.
Phoebe Landa	MWC
Chris McClure	
Dave Fenton	City of Charlotte
Joe McC	McCleese
Andy Chase	KMA