

GENERAL ASSEMBLY OF NORTH CAROLINA

SESSION 1993

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SENATE BILL 625

Short Title: ISTEAM Amendments.

(Public)

Sponsors: Senator Lee.

Referred to: Transportation.

March 29, 1993

A BILL TO BE ENTITLED

AN ACT TO AMEND THE GENERAL STATUTES IN ORDER TO ALLOW FULL IMPLEMENTATION OF THE FLEXIBLE FUNDING AND ALTERNATIVE USES AUTHORIZED UNDER THE FEDERAL INTERMODAL SURFACE TRANSPORTATION EFFICIENCY ACT OF 1991.

The General Assembly of North Carolina enacts:

Section 1. G.S. 136-18(12) reads as rewritten:

"(12) The Department of Transportation shall have such powers as are necessary to comply fully with the provisions of the present or future federal aid acts. Intermodal Surface Transportation Efficiency Act of 1991, Pub. L. No. 102-240, 105 Stat. 1914 (1991), as amended, and all other federal aid acts and programs the Department is authorized to administer, and the Department may expend State highway funds and federal aid funds for environmental mitigation, for transportation enhancements, for transportation alternatives, including capital costs for transit, rail, bicycle and pedestrian projects, and for all other purposes authorized by the Intermodal Surface Transportation Efficiency Act of 1991. The said Department of Transportation is hereby authorized to enter into all contracts and agreements with the United States government relating to survey, construction, improvement and maintenance of roads, urban area traffic operations studies and improvement projects on the streets on the State highway system and on the municipal system in urban areas, under the provisions of the present or future congressional enactments, to

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1 submit such scheme or program of construction or improvement and
2 maintenance as may be required by the Secretary of Transportation
3 or otherwise provided by federal acts, and to do all other things
4 necessary to carry out fully the cooperation contemplated and
5 provided for by present or future aid acts of Congress for the
6 construction or improvement and maintenance of federal aid of State
7 highways. The good faith and credit of the State are further hereby
8 pledged to make available funds necessary to meet the requirements
9 of the acts of Congress, present or future, appropriating money to
10 construct and improve rural post roads and apportioned to this State
11 during each of the years for which federal funds are now or may
12 hereafter be apportioned by the said act or acts, to maintain the roads
13 and other projects provided for or constructed or improved with the
14 aid of funds so appropriated and to make adequate provisions for
15 carrying out such construction and maintenance. The good faith and
16 credit of the State are further pledged to maintain such roads now
17 and other projects constructed or provided for built with federal aid
18 and hereafter to be built and to make adequate provisions for
19 carrying out such maintenance. Upon request of the Department of
20 Transportation and in order to enable it to meet the requirements of
21 acts of Congress with respect to federal aid funds apportioned to the
22 State of North Carolina, the State Treasurer is hereby authorized,
23 with the approval of the Governor and Council of State, to issue
24 short term notes from time to time, and in anticipation of State
25 highway revenue, and to be payable out of State highway revenue
26 for such sums as may be necessary to enable the Department of
27 Transportation to meet the requirements of said federal aid
28 appropriations, but in no event shall the outstanding notes under the
29 provisions of this section amount to more than two million dollars
30 (\$2,000,000)."

31 Sec. 2. G.S. 136-44.20(d) reads as rewritten:

32 "(d) Of the amount appropriated to the Department each year for State
33 construction under the Transportation Improvement Program, the Department may use
34 up to five million dollars (\$5,000,000) to develop economical transit alternatives to
35 highway construction. The Department of Transportation may also use such funds for
36 the matching share of federal grants for such transit alternatives to highway
37 construction. These alternatives may include high occupancy vehicle lanes and rail
38 routes."

39 Sec. 3. This act is effective upon ratification.