

**NORTH CAROLINA GENERAL ASSEMBLY
LEGISLATIVE FISCAL NOTE**

BILL NUMBER: House Bill 993
SHORT TITLE: Regional Transportation Authorities
SPONSOR(S): Committee Substitute

FISCAL IMPACT

Yes () No (X) No Estimate Available ()
FY 1997-98 FY 1998-99 FY 1999-00 FY 2000-01 FY 2001-02

REVENUES **This act does not affect State or local revenues**

PRINCIPAL DEPARTMENT(S) & PROGRAM(S) AFFECTED: **Regional Transit authorities organized under Article 27.**

EFFECTIVE DATE: When it becomes law

BILL SUMMARY:

Adds a new Article 26 to General Statutes Chapter 160A to allow the creation of additional regional transportation authorities (GS 160A-600 through 160A-625 now allows creation of authorities within limited areas). Allows creation of regional transportation authority (RTA) for the area of any metropolitan planning organization of the state that, at the time of creation, consists of all or part of five contiguous counties if at least two of the counties each have a population of at least 250,000 and are contiguous *and* if the other three counties each have a population of at least 100,000. Authorizes the city councils of the four largest cities within the area to create an RTA according to the procedures in the act. Allows the new RTA, with the consent of the affected boards of county commissioners, to expand to include contiguous areas up to a total service area of twelve counties. Governing body of RTA will consist of the mayors of the four cities with the largest populations within the service area; two members of the State Board of Transportation appointed by the Secretary of Transportation (as ex officio, nonvoting members); the chair of each metropolitan planning organization in the service area; and the chair of any board of county commissioners within the service area. Sets forth powers of RTA, including the power to issue bonds and notes (pursuant to the Local Government Revenue Bond Act) for the purpose of financing public transportation systems; purchase and lease equipment; acquire property by eminent domain; and require public utilities, railroads, and other public service corporations to relocate utility structures. Allows state and local government units to appropriate funds to the RTA for its operations.

House committee substitute makes the following changes to 1st edition. Recodifies new article as General Statutes Chapter 160A, Article 27 (was, Art. 26). Provides that if S 352 is enacted with funds appropriated to Department of Transportation for 1997-98, then major investment study will be made to include a passenger rail proposal providing service between Asheville and Raleigh through Winston-Salem generally following the I-40 corridor, and a passenger rail proposal providing for commuter rail services between Winston-Salem, Greensboro, High Point, and outlying communities. MIS will be administered by regional transportation authority created under this act, which includes Guilford and Forsyth Counties, in consultation with Department of Transportation, Forsyth County Metropolitan Planning Organization (MPO), Greensboro MPO, and High Point MPO.

Summary Source: Institute of Government Bill Digest

ASSUMPTIONS AND METHODOLOGY:

Funds for RTAs are authorized in HB 1231. House Bill 1231 authorizes regional transit authorities (RTA), created pursuant to Article 27 of the act, to charge a \$5.00 registration fee on motor vehicles sited in the counties of the authority for property taxation. In addition, an RTA is authorized to levy a 5% gross receipts tax on the short term lease of motor vehicles leased in the region. The expected revenue -authorized in HB 1231-- from these two sources a in fiscal year 1997-98 is \$3.3 million. The revenue is estimated to grow to \$7 million by fiscal year 2001-02. Municipal units of government located within the region are authorized to levy a \$5.00 license tax on motor vehicles. The revenue derived from this tax is expected to be \$1.6 million in fiscal year 1997-98 and grow to \$3.4 million by fiscal year 2001-02.

FISCAL RESEARCH DIVISION 733-4910

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