

Transportation

See full summary documents for additional detail

Private Road and Bridge Repair and Replacement Program – Disaster Recovery Act of 2025 - Part I.

SL 2025-2 (H47), Subpart II-C

Subpart II-C of S.L. 2025-2 (House Bill 47) establishes the Private Road and Bridge Repair and Replacement Program (Program) within the Department of Public Safety, Division of Emergency Management (NCEM), to assist with the repair and replacement of private roads and bridges damaged or destroyed by Hurricane Helene. NCEM is directed to consult with the Department of Transportation to administer the Program and develop criteria to prioritize the repair and replacement of private roads and bridges.

If a qualifying road or bridge is owned by a homeowners association (HOA), then NCEM must enter into a cost-share agreement with the HOA, covering no more than 50% of the engineering and construction costs. Any funds that the HOA pays towards the projects must be non-State dollars.

If a private road or bridge is repaired or replaced through the Program, the ownership or responsibility for maintenance or safety of the road or bridge shall not transfer to or be assumed by the State or local government.

NCEM is directed to take all reasonable steps to obtain federal assistance or alternative funds prior to obligating State funds for the Program if such federal assistance or alternative funds are available, and NCEM is directed to not duplicate repair efforts and benefits. Funds appropriated to NCEM for this program may be used for program costs associated with the repair of private roads and bridges, disbursement of grants to nonprofit organizations supporting bridge repairs, and to provide technical support and assistance for individual and local governments to comply with the no-rise certification requirements required by FEMA under the National Flood Insurance Program.

NCEM must report on the Program annually to the Joint Legislative Emergency Management Oversight Committee and the Fiscal Research Division beginning on June 30, 2025, and ending June 30, 2029.

This subpart became effective March 19, 2025.

Allow Use of Inmates to Clean up Debris on Public Roads and Roadsides – Disaster Recovery Act of 2025 - Part I.

SL 2025-2 (H47), Sec. 5.3

Section 5.3 of S.L. 2025-2 (House Bill 47) does the following:

- Directs the Department of Adult Correction to work with the Department of Transportation to allow inmates to clean up debris from Hurricane Helene found on public roads and roadsides in the affected areas.
- Modifies the provisions guiding the Statewide Misdemeanant Confinement Program litter cleanup pilot program to allow for the cleanup of debris from disasters declared by the President of the United States or by the Governor.

This section of the act became effective March 19, 2025. The provision pertaining to the Statewide Misdemeanant Confinement Program applies to debris removal resulting from disaster declarations made before, on, or after that date.

Disaster Recovery Act of 2025 - Part I.

SL 2025-2 (H47)

Section 5.5 of S.L. 2025-2 (House Bill 47) requires the North Carolina Department of Transportation (DOT) to enter into a contract with a third-party administrator to expeditiously seek reimbursement from the Federal Emergency Management Agency and the Federal Highway Administration for qualifying disaster expenditures in areas affected by Hurricane Helene. DOT must report monthly to the Joint Legislative Transportation Oversight Committee on expenditures and the status of reimbursement.

This section became effective March 19, 2025.

Transfer North Carolina Center for Missing Persons to the State Highway Patrol – House Budget Technical Corrections.

SL 2025-4 (H74), Sec. 5.1

Section 5.1 of S.L. 2025-4 (House Bill 74) corrects the earlier move of the State Highway Patrol away from the Department of Public Safety by addressing and moving the Center for Missing Persons to the new independent State Highway Patrol and amends and establishes alerts that may be issued by the Center for Missing Persons.

This section became effective May 14, 2025.

Bridge Naming Clarification – House Budget Technical Corrections.

SL 2025-4 (H74), Sec. 8.1

Section 8.1 of S.L. 2025-4 (House Bill 74) modifies Section 41.7 of S.L. 2023-134 by clarifying that the bridge on U.S. Highway 74 that crosses over the Catawba River at the Mecklenburg County and Gaston County Line and is numbered 350091 by the Department of Transportation is named the "Representative Dana Bumgardner Bridge."

This section became effective May 14, 2025.

Motor Vehicle Dealers.

SL 2025-22 (H421)

S.L. 2025-22 (House Bill 421) amends the law related to motor vehicle dealers in the following ways:

- Extends to 60 days the grace period provided by statute during which a dealer license continues to be valid after its expiration date while the Division of Motor Vehicles is considering a properly submitted renewal application.
- Increases the validity period of dealer plates issued from one to two years, to align with the validity period of dealer licenses, which was increased from one to two years in 2024, and requires dealer plates to be replaced every four years instead of every three years.
- Provides for an extension of dealer license plate validity to coincide with any applicable extension of dealer license validity provided by the renewal grace period.

This act became effective October 1, 2025.

The P.A.V.E. Act.

SL 2025-39 (H948)

S.L. 2025-39 (House Bill 948):

- Amends laws that relate to Mecklenburg County sales tax for public transportation, which include the incorporation of a metropolitan public transportation authority authorized by this act.
- Amends laws that relate to Mecklenburg County U-Drive-It Tax to include a metropolitan public transportation authority authorized by this act.
- Authorizes Mecklenburg County to levy an additional sales and use tax, under the enacted Mecklenburg County Roadway Systems and Public Transportation Systems Sales Tax Act, and outlines use criteria, for roadway systems and public transportation systems.
 - Mecklenburg County must distribute forty percent (40%) of the net proceeds to eligible municipalities which include the City of Charlotte and the Towns of Cornelius, Davidson, Huntersville, Matthews, Mint Hill, and Pineville.
 - Mecklenburg County must distribute sixty percent (60%) of the net proceeds of the tax to a metropolitan public transportation authority authorized by this act.
- Authorizes the creation of a Metropolitan Public Transportation Authority, in areas that, at the time of creation of the authority, meet all of the following criteria:
 - The area consists of a single county that has a population greater than one million.
 - The county borders another state.
 - The county includes at least one unit of local government that operates a light rail system.
- Imposes additional requirements for establishment of a Metropolitan Public Transportation Authority by Mecklenburg County.

- Authorizes the utilization of sales and use tax and other taxes received by a municipality in connection with revenue bond projects, and to finance and refinance public transportation facilities with bonds or notes, in cities meeting certain criteria or metropolitan public transportation authorities.
- Prohibits the North Carolina Department of Transportation from:
 - Reducing funding for any transportation projects as a result of this act without authorization from the General Assembly.
 - Revising highway project selection ratings as provided in North Carolina Strategic Transportation Investments law based on local funding participation by the City of Charlotte, the Town of Cornelius, the Town of Davidson, the Town of Huntersville, the Town of Matthews, the Town of Mint Hill, or the Town of Pineville.
- Authorizes the State Auditor to conduct audits of a local government or metropolitan public transportation authority in its utilization of net proceeds distributed by the Secretary of Revenue pursuant to the Mecklenburg County Roadway Systems and Public Transportation Systems Sales Tax Act to the extent that a local government or metropolitan public transportation authority uses those net proceeds for local funding shares or local funding contributions for any individual projects which are subject to prioritization pursuant to North Carolina Strategic Transportation Investments law.

Modifications to distribution of tax proceeds and U-Drive-It taxes become effective if Mecklenburg County levies a roadway systems and public transportation systems sales tax as authorized by this act on the date the tax becomes effective. The remainder of this act became effective July 1, 2025.

Clarify Motor Vehicle Dealer Laws.

SL 2025-41 (S295)

S.L. 2025-41 (Senate Bill 295) makes the following changes to motor vehicle dealer and manufacturer licensing laws:

Manufacturer approval of transfer; dealer franchise termination. The act prohibits a manufacturer from requiring certain information in determining whether to approve a dealer's proposed transfer, change in executive management, or appointment of a designated successor. It also provides that good cause does not exist for a manufacturer to terminate, cancel, or not renew a franchise if, in evaluating the performance of a dealer to determine cause, the manufacturer did not provide a dealer with a sufficient number and mix of vehicles to make progress toward compliance with the manufacturer's performance criteria. This act also makes provisions related to voluntary termination assistance applicable to recreational vehicle dealers in the same manner as other franchised motor vehicle dealers.

Dealer compensation for over-the-air products and services. The act requires a manufacturer that, through over-the-air or remote means, provides for a fee any accessory, option, add on, service, feature, improvement, or upgrade for any motor vehicle owned or leased by a retail customer in this State, to provide its franchised dealers with an itemized schedule of compensation the dealer will receive for those sales and, upon request, a statement itemizing

the type, volume, and gross receipts generated from the sale of over-the-air products and services to the dealer's customers and the fees and commissions to which the dealer is entitled.

Manufacturer objection to dealer transfer. The act provides that a manufacturer objecting to a proposed change in executive management or principal operator based on alleged poor past performance has the burden of proving below average performance across all dealerships operated by the candidate over the preceding three-year period.

Definition of "motor vehicle dealer". The act amends the definition of "motor vehicle dealer" for purposes of motor vehicle dealer and manufacturer licensing laws by deleting an exemption for providers of vehicle subscriptions or monthly rental programs, and by including persons who perform warranty service or recall work.

Definition of "sell". The act provides a new definition for "sell" applicable to the laws regulating motor vehicle dealers and manufacturers, comprising a non-exclusive list of activities related to motor vehicle retail sales, leases, exchanges, or subscriptions.

Dealership succession rights. The act amends the law governing dealer succession rights adding retirement to death and incapacity as events upon the occurrence of which a dealership owner is authorized to appoint a designated successor.

Manufacturer prohibitions re: unfinished vehicles, cost of training and equipment. The act prohibits manufacturers from requiring dealers to accept vehicles that cannot be immediately sold because of a recall, inoperable parts, or that have not been delivered to the dealer. It also prohibits manufacturers from varying the price of training, software, equipment, or tools based on dealer compliance with a facility image program.

Warranty reimbursement clarifications. The act clarifies that warranty reimbursement requirements apply to pre-sale maintenance and manufacturer-required component installation and assembly and requires that compensation for warranty and recall service cannot be less than the dealer's current retail rate for parts and labor.

Loaner vehicle cost reimbursement. The act requires a manufacturer to reimburse a dealer for providing a loaner vehicle to a customer if provision of the loaner vehicle is approved by that manufacturer. The act also requires such reimbursement if provision of the loaner vehicle is regardless of whether the manufacturer has its own loaner program in which the dealer has elected not to participate, and it requires the manufacturer to allow the dealer to submit claims for reimbursement in 30-day increments when the repair period is open due to a delay in parts or repair information from the manufacturer.

Severability clause. The act has a severability clause providing that if any provision of the act or its application is found to be invalid, the invalidity does not affect other provisions or applications of the act that can be given effect without the invalid provision or application.

The act became effective July 1, 2025, and applies to all current and future franchises and other agreements in existence as of that date between new motor vehicle dealers in this State and manufacturers or distributors.

Regulation of Drivers Education Offered by Commercial Driver Training Schools – Department of Transportation Omnibus.

SL 2025-47 (S391), Sec. 1

Section 1 of S.L. 2025-47 (Senate Bill 391) clarifies the ability of the Commissioner of Motor Vehicles to adopt regulations governing the private driver training schools the Commissioner licenses when they are offering the driver education course required for teen drivers. It specifies that the Commissioner may adopt regulations in addition to requirements applicable to the program of driver education offered in the public schools.

This section became effective July 1, 2025.

Dealer License Renewal Fix – Department of Transportation Omnibus.

SL 2025-47 (S391), Sec. 2

Section 2 of S.L. 2025-47 (Senate Bill 391) provides that, for a licensed dealer, a change in ownership is not grounds for denial, suspension, or revocation of the license. The dealer's business is not required to apply for licensure as a new business, as long as any new owners are qualified and approved by the Division of Motor Vehicles.

This section became effective July 1, 2025.

Change Cash Balance Requirement to Cash on Hand – Department of Transportation Omnibus.

SL 2025-47 (S391), Sec. 3

Section 3 of S.L. 2025-47 (Senate Bill 391) changes the amount of the Department of Transportation's cash balance requirement at the end of each month from at least 7.5% of the total appropriations for the fiscal year to an amount equal to at least 45 days of the total appropriations for the fiscal year from the Highway Fund and the Highway Trust Fund.

These provisions also direct the Department to utilize cash flow financing to fund transportation projects with the goal of reducing the combined average daily cash balance of the Highway Fund and the Highway Trust Fund to an amount equal to between 75 and 120 days.

This section became effective July 1, 2025.

Eliminate Turnpike Authority Reporting Requirements – Department of Transportation Omnibus.

SL 2025-47 (S391), Sec. 4

Section 4 of S.L. 2025-47 (Senate Bill 391) repeals requirements for the North Carolina Turnpike Authority to develop an annual work plan and to report to the Joint Legislative Transportation Oversight Committee annually on the number of one-time toll facility users charged more than \$50 in processing fees and penalties.

This section became effective July 1, 2025.

Turnpike Unpaid Toll Notice by Electronic Mail – Department of Transportation Omnibus.

SL 2025-47 (S391), Sec. 5

Section 5 of S.L. 2025-47 (Senate Bill 391) clarifies that the North Carolina Turnpike Authority may send a toll bill by email to an email account on file with any state Department of Motor Vehicles.

This section became effective July 1, 2025.

Remove Limit on Turnpike Projects – Department of Transportation Omnibus.

SL 2025-47 (S391), Sec. 6

Section 6 of S.L. 2025-47 (Senate Bill 391) eliminates the statutory cap on the number of projects the Turnpike Authority is authorized to design, establish, purchase, construct, operate, and maintain. Previously, the Turnpike Authority was permitted to undertake no more than eleven projects.

This section became effective July 1, 2025.

Revisions to Bridge Program Outsourcing – Department of Transportation Omnibus.

SL 2025-47 (S391), Sec. 8

Section 8 of S.L. 2025-47 (Senate Bill 391) prohibits the Department of Transportation from outsourcing certain culvert and structure installations with a project cost of \$500,000 or less on low volume or non-outlet roads.

This section became effective July 1, 2025.

Exempt Ferry Division from Temporary Solutions Program – Department of Transportation Omnibus.

SL 2025-47 (S391), Sec. 9

Section 9 of S.L. 2025-47 (Senate Bill 391) exempts the Ferry Division of the North Carolina Department of Transportation from using the Temporary Solutions Program to hire temporary employees when there is an established need during peak season or when work requires specific skills.

This section became effective July 1, 2025.

Modify Report to General Assembly – Department of Transportation Omnibus.

SL 2025-47 (S391), Sec. 10

Section 10 of S.L. 2025-47 (Senate Bill 391) modifies Department of Transportation reporting requirements to require submission of the report on use of funds for maintenance and construction to the General Assembly on or before the tenth day after its convening each regular session and to include cost of maintenance and construction, receipts of license fees, disbursements of the Department, and other financial information relevant to illustrate the Department's financial condition during the previous fiscal year.

This section became effective July 1, 2025.

Criminal History Checks for Drivers Providing Transportation Services to Children Pursuant to Contracts with Local Boards of Education – Department of Transportation Omnibus.

SL 2025-47 (S391), Sec. 12

Section 12 of S.L. 2025-47 (Senate Bill 391) requires a criminal history check for an individual before a local board of education may allow the individual to act as a driver pursuant to a contract entered into by a local board of education with a person, firm, or corporation to provide transportation services to students in lieu of operating school buses. It also provides for sharing of information between school boards if one local school board has previously done a criminal history check on an individual, the check was done within the previous three years, and the individual consents.

This section became effective July 1, 2025, and applies to contracts for transportation services for students beginning with the 2025-2026 school year.

Authorize Use of Electronic Speed-Measuring Systems in School Zones – Department of Transportation Omnibus.

SL 2025-47 (S391), Sec. 13

Section 13 of S.L. 2025-47 (Senate Bill 391) authorizes cities and counties to use electronic speed-measuring systems to enforce speed limits in school zones. Local governments must adopt ordinances to allow for the civil enforcement of those speed limits, providing processes for issuing and processing citations, and providing an administrative hearing process for contesting citations. Installation of systems on North Carolina Department of Transportation right-of-way must be approved by the Department. A civil penalty of \$250 must be assessed for violations, and the Division of Motor Vehicles must refuse registration of a vehicle when the owner fails to pay a penalty.

This section became effective October 1, 2025.

Codify Limits of Existing Rights-of-Way and Easements Maintained by the Department of Transportation to Provide Clarity and Consistency for Persons Impacted by Previous Property Transactions That Were Not Documented or Recorded in Accordance with Current Requirements – Department of Transportation Omnibus.

SL 2025-47 (S391), Sec. 14

Section 14 of S.L. 2025-47 (Senate Bill 391) enacts a statutory provision defining the boundaries of rights-of-way and easements for roadways where the Department of Transportation (DOT) has responsibility for maintenance but there is no instrument of conveyance describing the boundaries.

When a developer is required by DOT to construct offsite improvements as a condition of receiving a permit, and by constructing offsite improvements there is a need for the developer to acquire a right-of-way or easement but the developer is unable to do so, DOT must coordinate with the developer to revise the project so that no right-of-way or easement is needed. DOT must act within a reasonable amount of time once the developer shows proof of a good-faith effort to get the land.

DOT is prohibited from requiring a Hold Harmless declaration from a developer, and DOT may not take any action that would constitute a taking of property in violation of the Constitution of this State or of the United States.

By October 1, 2025, DOT must submit a report to the Joint Legislative Transportation Oversight Committee describing the maintenance limits used by DOT and recommending any additional legislative changes that may further aid in defining the boundaries of rights-of-way and easements subject to this section.

DOT must adopt rules, or amend their rules, to be consistent with these provisions.

This section became effective July 1, 2025.

No Mowing in Right-of-Way When Placement of Political Signs Is Permitted or During the Month of May – Department of Transportation Omnibus.

SL 2025-47 (S391), Sec. 15

Section 15 of S.L. 2025-47 (Senate Bill 391) prohibits the Department of Transportation (DOT) from scheduling mowing in any right-of-way where the placing of political signs is permitted by statute during the period beginning the 30th day before the date early voting begins and ending on the 10th day after the primary or election day. It further prohibits the DOT from scheduling mowing in any highway right-of-way during the month of May.

This section became effective July 1, 2025.

Modify Cap on Certain Public-Private Partnerships – Department of Transportation Omnibus.

SL 2025-47 (S391), Sec. 16

Section 16 of S.L. 2025-47 (Senate Bill 391) amends the cap on public private partnership agreements so the North Carolina Department of Transportation and the Turnpike Authority may enter into up to six agreements, an increase from three agreements, with private entities and authorized political subdivisions to finance transportation infrastructure projects in this State.

This section became effective July 1, 2025.

Trucks in Left Lane – Department of Transportation Omnibus.

SL 2025-47 (S391), Sec. 17

Section 17 of S.L. 2025-47 (Senate Bill 391) prohibits vehicles with a gross vehicle weight rating of 26,001 pounds or more from operating in the leftmost lane of any controlled-access highway with six or more lanes, except when entering or exiting the highway or avoiding a hazard or to pass. A violation of this provision is an infraction.

This section becomes effective December 1, 2025, and applies to offenses committed on or after that date.

Impose Temporary Moratorium on the Expiration of Certain Class C Drivers Licenses – Department of Transportation Omnibus.

SL 2025-47 (S391), Sec. 18

Section 18 of S.L. 2025-47 (Senate Bill 391) extends the validity of regular Class C drivers licenses for up to two years after the date they expired only for purposes of establishing the licensee's

driving privilege. The extension does not apply to any license that is otherwise revoked, suspended, or cancelled.

This section also directs the Joint Legislative Transportation Oversight Committee to review studies and audits conducted or commissioned by, or any recommendations made by, the Committee, the Department of Transportation, or the Office of the State Auditor regarding the delays and staffing shortages occurring at the Division of Motor Vehicles and to report its findings, and make any legislative proposals designed to alleviate those issues, to the 2026 Regular Session of the General Assembly.

This section became effective July 1, 2025, and applies to Class C regular drivers licenses that expire on or after that date, and it expires on December 31, 2027.

Modify Age of Motor Vehicles that Secondary Metals Recyclers or Salvage Yards May Purchase without Title – Department of Transportation Omnibus.

SL 2025-47 (S391), Sec. 19

Section 19 of S.L. 2025-47 (Senate Bill 391) amends the law to allow secondary metals recyclers and salvage yards to purchase motor vehicles without a certificate of title if they comply with certain requirements and the vehicle is 12 model years old or older, whereas previously the vehicle was required to be 10 model years old or older.

This section became effective October 1, 2025.

Division of Motor Vehicles Modernization Modifications – Department of Transportation Omnibus.

SL 2025-47 (S391), Sec. 19.5

Section 19.5 of S.L. 2025-47 (Senate Bill 391) extends the date by which a vendor must be selected by the Division of Motor Vehicles (DMV) to modernize its IT systems from July 1, 2025, to January 1, 2026. It also requires the DMV, in consultation with the vendor and the Department of Information Technology, to make quarterly status reports. The DMV must update the Joint Legislative Transportation Oversight Committee on the status of its vendor selection process by October 1, 2025.

This section became effective July 1, 2025.

Use and Study of Native Plants – Department of Transportation Omnibus.

SL 2025-47 (S391), Sec. 20

Section 20 of S.L. 2025-47 (Senate Bill 391) clarifies that any planting or replanting done in conjunction with selective vegetation removal for outdoor advertising must be done in accordance with the existing statutory requirement that the Department of Transportation (DOT)

use plants and seeds in highway right-of-way that are native to the Southeastern United States with a strong preference for plants native to North Carolina, except that the DOT may use nonnative turf grasses and nonnative grasses, plants, and seeds for the purpose of soil and slope stabilization for erosion control. It also requires the DOT and the Department of Natural and Cultural Resources, in consultation with North Carolina State University and North Carolina Agricultural and Technical State University, to study and develop a list of native grasses, plants, and seeds to be used in place of nonnative species and to study and develop a list of invasive plant species and a plan for removing invasive species from State parks and highway right-of-way. A report on the study and development of the lists and plan must be submitted to the 2026 Regular Session of the General Assembly upon its convening.

This section became effective July 1, 2025.

Increase Maximum Allowable Number of Window Tinting Medical Exception Permits – Department of Transportation Omnibus.

SL 2025-47 (S391), Sec. 21

Section 21 of S.L. 2025-47 (Senate Bill 391) increases the maximum number of medical exception permits a person may be issued from two to four. These permits are for a person who suffers from a medical condition that causes the person to be photosensitive to light and requires alternative window tinting requirements on specified vehicles.

This section became effective July 1, 2025.

Eliminate Required Inspection of Window Tint and Require Drivers with Tinted Windows to Roll Down on Approach of Law Enforcement – Department of Transportation Omnibus.

SL 2025-47 (S391), Sec. 22

Section 22 of S.L. 2025-47 (Senate Bill 391) eliminates inspection of window tint from vehicle safety inspection requirements. It also adds a statutory requirement that a driver of a vehicle with tinted windows must roll down the window when the vehicle is approached by a law enforcement officer.

This section becomes effective December 1, 2025, and applies to offenses committed on or after that date.

Progressive Design-Build Delivery Method Pilot Program Modifications – Department of Transportation Omnibus.

SL 2025-47 (S391), Sec. 23

Section 23 of S.L. 2025-47 (Senate Bill 391) amends Section 2 of S.L. 2024-15, which authorized the Department of Transportation to establish a pilot program to award contracts for up to five

transportation projects that meet eligibility criteria utilizing a Progressive Design Build delivery method. This section amends that provision by modifying the definition of "Progressive Design-Build" and how the Design-Build Team is selected and allowing for more than two contracts to complete a project.

This section became effective July 1, 2025.

Transfer Certain Nonsworn Personnel from the License and Theft Bureau of the Department of Transportation to the State Highway Patrol and Establish New Budget Funds – Department of Transportation Omnibus.

SL 2025-47 (S391), Sec. 23.5

Section 23.5 of S.L. 2025-47 (Senate Bill 391) transfers additional nonsworn License and Theft Bureau personnel from the Department of Transportation to the State Highway Patrol, following legislation enacted in 2024 (S.L. 2024-57) that made the State Highway Patrol an independent department and transferred all functions of the License and Theft Bureau that were required to be performed by sworn law enforcement personnel and those personnel from the Department of Transportation to the State Highway Patrol.

This section became effective July 1, 2025.

Amend Requirements for Commercial Driver Training Schools Administering Road Tests – Department of Transportation Omnibus.

SL 2025-47 (S391), Sec. 24

Section 24 of S.L. 2025-47 (Senate Bill 391) amends the current authorization of commercial driver training schools to administer road tests for persons at least 16 years old but less than 18 years old to clarify that the road tests must meet requirements and standards of road tests administered by the Division of Motor Vehicles (DMV). It also requires the DMV to adopt forms for administering the tests and reporting results to the DMV and authorizes the DMV to adopt rules and policies implementing the section.

This section became effective July 1, 2025.

Exemption from Nonbetterment Costs – JMAC/ABC/Other Revisions.

SL 2025-65 (S664), Part IV

Part IV of S.L. 2025-65 (Senate Bill 664) requires the Department of Transportation to pay the nonbetterment cost of relocating 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 are owned by (i) a municipality with a population of 20,000 or less, or (ii) a private water or sewer utility organized pursuant to Chapter 62 of the General Statutes (Public Utilities) serving 20,000 or fewer customers.

This Part is effective retroactive to January 1, 2025, and applies to (i) nonbetterment costs arising after that date and (ii) nonbetterment costs arising before that date but unpaid by a municipality on that date.

Road and Bridge Naming Designations – Various State and Local Government Provisions.

SL 2025-67 (H23), Part VI

Part VI of S.L. 2025-67 (House Bill 23) requires the Department of Transportation to make the following naming designations:

- Rename the bridge on North Carolina Highway 904 that crosses the Columbus and Robeson County Line as the "Assistant Chief Lenneau D. Hammond Bridge."
- Rename the bridge on Rock Barn Road NE that crosses Interstate 40 as the "Mayor Bruce R. Eckard Bridge."
- Rename Complex Street in the Town of Tabor City as "Shane Miller Street."

This Part became effective July 7, 2025.

Amend the North Carolina State Building Code to Allow Certain Unlimited Area Building Clearances to Include Railroad Rights-Of-Way – Various State and Local Government Provisions.

SL 2025-67 (H23), Part VII

Part VII of S.L. 2025-67 (House Bill 23) requires the Building Code Council to amend the North Carolina State Building Code (Code), and those enforcing the Code prior to the amendment, to include railroad rights-of-way as part of the term “public ways” for open space clearance determinations to allow for an unlimited area building classification for certain existing buildings which also meet specified parcel and building criteria.

This Part became effective July 7, 2025, and expires upon the adoption of permanent rules.

Increase Punishment for Committing the Offense of Failure to Yield that Results in Serious Bodily Injury – 2025 Public Safety Act.

SL 2025-70 (S429), Sec. 12

Section 12 of S.L. 2025-70 (Senate Bill 429) increases the penalty for failure to yield that results in serious bodily injury but not death from an infraction to a Class 2 misdemeanor, which shall include a \$500 fine and revocation of the driver's license for 90 days.

This section becomes effective December 1, 2025, and applies to offenses committed on or after that date.

Clarify Penalty for Failure to Yield the Right-of-Way to a Blind or Partially Blind Pedestrian – 2025 Public Safety Act.

SL 2025-70 (S429), Sec. 13

Section 13 of S.L. 2025-70 (Senate Bill 429) specifies that failure to yield to a blind or partially blind pedestrian is a Class 2 misdemeanor.

This section becomes effective December 1, 2025, and applies to offenses on or after that date.

Authorize Remote Drivers License Renewals for Armed Forces Members and Families – Military and Veteran Support Act.

SL 2025-72 (S118), Part V.

Part V. of S.L. 2025-72 (Senate Bill 118) amends statutory eligibility requirements for remote renewal of drivers licenses to provide an exception from the general requirement that the most recent prior renewal was in person for (i) active duty and reserve members of the Armed Forces of the United States who are stationed outside of this State, and (ii) the member's spouse and dependent children. The exception allows those licensees to remotely renew a second consecutive time if:

- The license being renewed is not REAL ID compliant; or
- The license is REAL ID compliant but is being converted to a non-REAL ID compliant license for purposes of the renewal.

This Part became effective October 1, 2025, and applies to licenses renewed on or after that date.

Limit Design Methodology and Construction Standards for Certain Municipal Streets – Regulatory Reform Act of 2025.

SL 2025-94 (H926), Sec. 4

Section 4 of S.L. 2025-94 (House Bill 926) prohibits local governments from establishing or requiring pavement design standards for public or private roads that are more stringent than the minimum pavement design standards adopted by the Department of Transportation.

This section becomes effective January 1, 2026, and applies to projects initiated on or after that date.