



HOUSE BILL 948: The P.A.V.E. Act.

2025-2026 General Assembly

Committee:	House Rules, Calendar, and Operations of the House	Date:	June 18, 2025
Introduced by:	Rep. Cotham	Prepared by:	Trina Griffin
Analysis of:	Second Edition		Staff Attorney

OVERVIEW: *House Bill 948 would do the following:*

- *Amend laws that relate to Mecklenburg County sales tax for public transportation.*
- *Amend laws that relate to Mecklenburg County U-Drive-It Tax.*
- *Authorize Mecklenburg County to levy an additional sales and use tax, and outlines use criteria, for roadway systems and public transportation systems.*
- *Authorize the establishment of a Metropolitan Public Transportation Authority, in areas meeting certain criteria.*
- *Imposes additional requirements for establishment of a Metropolitan Public Transportation Authority by Mecklenburg County.*
- *Authorize 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.*
- *Specify that the intent of a tax authorized by this act should not be construed to affect transportation funding allocations for any municipality within Mecklenburg County or Mecklenburg County or to prohibit NCDOT revisions to highway project selection ratings based on City of Charlotte funding initiatives.*
- *Make various conforming changes.*

CURRENT LAW/BILL ANALYSIS:

Part II: Article 43 of Chapter 105 outlines the laws that relate to local governments sales and use taxes for the purposes of public transportation funding, which include definitions, adoption procedures, distribution requirements, etc.

This Part would: (i) amend the definition of public transportation system for the purposes of that article and include metropolitan public transportation authorities (as authorized by this act); (ii) limit the ability of Mecklenburg county to repeal a tax while bonds or negotiable instruments supported by the tax remain outstanding, and authorize a municipality or a transportation authority to refinance debt; and (iii) amend distribution of tax proceeds based on the establishment of a transportation authority (as authorized by this act) within a county.

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Part III: Under current law, municipalities and counties may levy a tax on the short-term rental of motor vehicles, *and Mecklenburg County has been given specific authority to levy an additional tax on rental vehicles, usually referred to as the U-drive-it tax, of up to 5%, the proceeds of which must be given to the largest city in the County operating a public transportation system.*

This Part would amend this to shift the distribution of these tax proceeds (for public transportation purposes) from the largest city within Mecklenburg County to the Authority when the new sales tax becomes effective.

Part IV: This Part would enact the Mecklenburg County Roadway Systems and Public Transportation Systems Sales Tax Act to authorize an additional sales and use tax by Mecklenburg County to generate revenue to finance roadway systems and public transportation systems, and includes definitions, referendum requirements, administration and distribution use requirements (40% roadway/60% Authority), repeal procedures, and a study requirement if a referendum held pursuant to the part fails.

Part V: This Part would authorize the establishment of Metropolitan Public Transportation Authorities in area of the State that meets certain criteria, which would have jurisdiction over certain public transportation, which may have service areas extending outside of the county with agreements from other local governments.

Part VI: Imposes additional requirements for Metropolitan Public Transportation Authority established by Mecklenburg County, if Mecklenburg County establishes a Metropolitan Public Transportation Authority.

Part VII: This Part would clarify that a municipality may use the proceeds of this new tax to support revenue bonds in cities meeting certain criteria or metropolitan public transportation authorities.

Part VIII: This Part would make various conforming changes to include a Metropolitan Public Transportation Authority in various statutes to provide them with similar powers to other public transportation authorities under current laws.

Part IX: This Part would specify the intent of the tax authorized by this act is not to affect transportation funding allocations for any municipality within Mecklenburg County or Mecklenburg County, and would prohibit NCDOT revisions to highway project selection ratings based on City of Charlotte funding initiatives.

EFFECTIVE DATE: Except as otherwise provided, this act is effective when it becomes law.

Howard Marsilio, Staff Attorney, substantially contributed to this summary.