

GENERAL ASSEMBLY OF NORTH CAROLINA

SESSION 1995

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SENATE BILL 634

Short Title: Loop Funds May be Reallocated.

(Public)

Sponsors: Senators Gulley and Lucas.

Referred to: Transportation

April 11, 1995

A BILL TO BE ENTITLED

AN ACT TO PERMIT THE REALLOCATION OF THE HIGHWAY TRUST FUND URBAN LOOP FUNDS TO OTHER TRANSPORTATION IMPROVEMENT PROGRAM PROJECTS AND PUBLIC TRANSPORTATION.

The General Assembly of North Carolina enacts:

Section 1. G.S. 136-180 reads as rewritten:

"§ 136-180. Urban loops.

(a) Funds allocated from the Trust Fund for urban loops may be used ~~only~~ for the following urban ~~loops~~ loops; provided, however, without limiting its applicability to other affected areas, subsection (b) of this section shall apply to the Metropolitan Planning Organization for the counties affected by the Durham Northern Loop.

Loop	Description	Affected Counties
Asheville Western Loop	Multilane facility on new location from I-26 west of Asheville to US-19/23 north of Asheville for the purpose of connecting these roads. The funds may be	Buncombe

1		used to improve existing	
2		corridors.	
3	Charlotte Outer Loop	Multilane facility on	Mecklenburg
4		new location encircling	
5		City of Charlotte	
6			
7	Durham Northern Loop	Multilane facility on new	Durham, Orange
8		location from I-85 west of	
9		Durham to US-70 east of	
10		Durham	
11			
12	Greensboro Loop	Multilane facility on new	Guilford
13		location encircling City	
14		of Greensboro	
15			
16	Raleigh Outer Loop	Multilane facility on	Wake
17		new location from US-1	
18		southwest of Cary	
19		northerly to US-64 in	
20		eastern Wake County	
21			
22	Wilmington Bypass	Multilane facility on new	New Hanover
23		location from US-17	
24		northeast of Wilmington	
25		to US-17 southwest	
26		of Wilmington	
27			
28	Winston-Salem	Multilane facility on	Forsyth
29	Northbelt	new location from I-40 west	
30		of Winston-Salem northerly	
31		to I-40 in eastern Forsyth	
32		County	

33 (b) The Metropolitan Planning Organization established in accordance with 23
34 USC Section 134 for each of the areas affected by the proposed urban loops, may redirect
35 funds which would otherwise have been expended from the Trust Fund for the final
36 construction of the loop within its metropolitan area, to other projects which in the
37 opinion of the Metropolitan Planning Organization would more efficiently maximize
38 mobility of people and goods within its area of authority and minimize transportation
39 related fuel consumption and air pollution.

40 These projects may include consideration and funding of all modes of transportation,
41 the expansion, improvement, and extension of existing roadways, the provision of public
42 and multimodal transportation, the construction of new roadways, or any other projects
43 eligible to be included in the Transportation Improvement Program.

1 The Board of Transportation shall include in the next Transportation Improvement
2 Program, prepared in accordance with G.S. 143B-350, the projects recommended by the
3 Metropolitan Planning Organization for construction within its metropolitan area as
4 alternative projects for the urban loop.

5 Notwithstanding the provisions of G.S. 136-18, and Articles 2, 2A, 3, and 3A of
6 Chapter 136, the Department of Transportation shall comply with the directions of the
7 Metropolitan Planning Organizations on the reallocation of the urban loop funds from the
8 Trust Fund.

9 When the funds are reallocated by the Department of Transportation from an urban
10 loop to another Intrastate System project so as to accelerate the construction of that
11 project, the landowners within one mile of the accelerated project shall be notified of the
12 acceleration of the project by United States Post Office first-class mail.

13 Funds redirected and reallocated pursuant to this section shall not be subject to the
14 allocation formula in G.S. 136-176(b)."

15 Sec. 2. This act is effective upon ratification.