

GENERAL ASSEMBLY OF NORTH CAROLINA

SESSION 1995

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SENATE BILL 634  
Transportation Committee Substitute Adopted 5/10/95

Short Title: Loop Funds May Be Reallocated.

(Public)

Sponsors:

Referred to: Appropriations

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, subsection (b) of this section shall apply to the Metropolitan Planning Organization for the counties affected by the Durham Northern Loop and the Winston-Salem Northbelt.

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

1		roads. The funds may be	
2		used to improve existing	
3		corridors.	
4	Charlotte Outer Loop	Multilane facility	on
5			Meckl
6			enburg
7		new location encircling	
8		City of Charlotte	
9	Durham Northern Loop	Multilane facility on new	Durham,
10	location from I-85 west of	Orange	
11		Durham to US-70 east of	
12		Durham	
13	Greensboro Loop	Multilane facility on new	Guilford
14		location encircling City	
15		of Greensboro	
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	Wilmington Bypass	Multilane facility on new	New
22			Hanover
23		location from US-17	
24		northeast of Wilmington	
25		to US-17 southwest	
26		of Wilmington	
27	Winston-Salem	Multilane facility on	Forsyth
28		Northbelt new location from I-40 west	
29		of Winston-Salem northerly	
30		to I-40 in eastern Forsyth	

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

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

42 The Board of Transportation shall include in the next Transportation Improvement  
 43 Program, prepared in accordance with G.S. 143B-350, the projects recommended by the

1 Metropolitan Planning Organization for construction within its metropolitan area as  
2 alternative projects for the urban loop.

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

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

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

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