

GENERAL ASSEMBLY OF NORTH CAROLINA

SESSION 1995

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HOUSE BILL 777

Short Title: Urban Loop Funds Reallocated.

(Public)

Sponsors: Representatives Luebke; Michaux, Capps, Pulley, G. Miller, and Decker.

Referred to: Transportation, if favorable, Finance.

April 6, 1995

A BILL TO BE ENTITLED

AN ACT TO PERMIT THE REALLOCATION OF THE HIGHWAY TRUST FUND URBAN LOOP FUNDS FOR 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.

Funds allocated from the Trust Fund for urban loops may be used ~~only~~ for the following urban loops:

Affected Counties

Loop

Description

Buncombe

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 used to improve existing corridors.

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

31 Sec. 2. Chapter 136 of the General Statutes is amended by adding a new
32 section to read:

33 **"§ 136-180.1. Reallocation of urban loop funds.**

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

41 These projects may include consideration and funding of all modes of transportation,
42 the expansion, improvement, and extension of existing roadways, the provision of public

1 and multimodal transportation, the construction of new roadways, or any other projects
2 eligible to be included in the Transportation Improvement Program.

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

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

11 (c) When the funds are reallocated by the Department of Transportation from an
12 urban loop to another Intrastate System project so as to accelerate the construction of that
13 project, the landowners within one mile of the accelerated project shall be notified of the
14 acceleration of the project by United States Post Office First Class Mail.

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

17 Sec. 3. This act is effective upon ratification.