

TCC MEMBERS

Danny Pleasant, Chair
Charlotte Department of Transportation

Joe Lesch, Vice-Chair
Union County

Charlotte Department of Transportation

Charlotte-Douglas International Airport

Charlotte Engineering & Property Management

Charlotte-Mecklenburg Planning Department

Town of Cornelius

Town of Davidson

Town of Fairview

Town of Huntersville

Town of Indian Trail

Iredell County

Town of Marshville

Town of Marvin

Town of Matthews

Mecklenburg County Land Use & Environmental
Services Agency

Metropolitan Transit Commission

Town of Mineral Springs

Town of Mint Hill

City of Monroe

Town of Mooresville

NCDOT - Division 10

NCDOT - Division 12

NCDOT - Public Transportation Division

NCDOT - Transportation Planning Branch

Town of Pineville

Town of Stallings

City of Statesville

Town of Troutman

Union County

Town of Waxhaw

Town of Weddington

Village of Wesley Chapel

Town of Wingate

Bicycle Focus Area Representative

Greenway Focus Area Representative

Pedestrian Focus Area Representative

Public Health Focus Area Representative

Federal Highway Administration

(Ex-officio member)



TECHNICAL COORDINATING COMMITTEE

REVISED Agenda Packet

Thursday, June 5, 2014

10:00 a.m.-Noon

Charlotte-Mecklenburg Government Center
Room 267 (Second Floor)
600 East Fourth Street
Charlotte, NC

June TCC MEETING REQUESTS FOR ACTION:

1. U-5507A&B, Prosperity Church Road NW Arc
TIP Amendments
2. CRTPO NCDOT P3.0 DRAFT Local Input Points
Allocation

CRTPO Staff Contact:

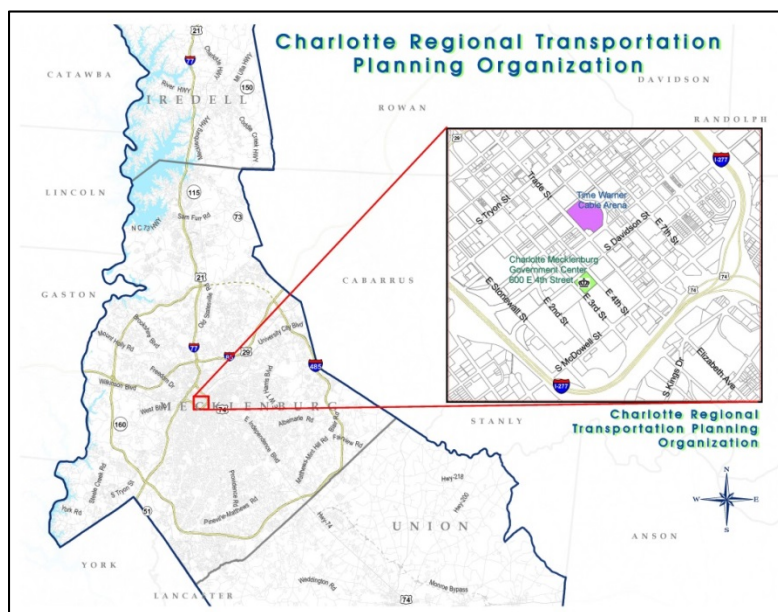
Neil Burke, AICP, PTP
Senior Principal Planner
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Title VI Policy

It is the policy of the Charlotte Regional Transportation Planning Organization to ensure that no person shall, on the ground of race, color, sex, age, national origin, or disability, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity as provided by Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, and any other related non-discrimination Civil Rights laws and authorities.

The Charlotte Regional Transportation Planning Organization coordinates transportation planning initiatives in Mecklenburg County and portions of Iredell and Union Counties. The Technical Coordinating Committee (TCC) is the staff arm of CRTPO. The TCC is composed of representatives of various departments and communities that are involved in the transportation planning process, and this committee provides consensus-based technical recommendations to the MPO board.

Unless otherwise noted, CRTPO TCC and MPO meetings are held in Room 267 (second floor) of the Charlotte-Mecklenburg Government Center (CMGC), located at 600 East Fourth Street in Uptown Charlotte.



Parking is available in the CMGC parking deck on Davidson Street between Third and Fourth Streets. Parking tickets from the CMGC Deck can be validated by CRTPO staff if they are brought to the meeting.

There are two ways to enter the CMGC. Enter via the large staircase on the Davidson Street side or through the plaza entrance facing E. Fourth St. (This is a handicapped accessible entrance.) Once inside the building, security staff will assist you to Room 267. Security measures have been improved recently, so please allow more time for entering the building.

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REVISED TECHNICAL COORDINATING COMMITTEE **MEETING AGENDA**

Thursday, June 5, 2014 | 10:00 a.m.
Room 267 (second floor), Charlotte-Mecklenburg Government Center
600 East Fourth Street, Charlotte, NC 28202

1. **WELCOME (10 minutes)** **Danny Pleasant**
 - a. Introductions
 - b. Approval of Today's Agenda
2. **CONSENT AGENDA (5 minutes)** **Danny Pleasant**
 - a. Approval of May 1, 2014 TCC Minutes
3. **TCC BUSINESS (40 minutes)**

- a. **U-5507A&B, Prosperity Church Road NW Arc TIP Amendments** **Dan Leaver**
ACTION REQUESTED: Amend the TIP to change the construction funding year for U-5507B from FFY14 to FFY15.

BACKGROUND: See attached memorandum.

ATTACHMENTS: Memorandum; U-5507 funding modification overview

- b. **CRTPO NCDOT P3.0 DRAFT Local Input Points Allocation** **Neil Burke**
ACTIONS REQUESTED: (1) Consider recommending the draft list of projects with local input points to the MPO and (2) Consider recommending that the MPO consider initiating a 30-day public comment period on the list of projects that are proposed to receive CRTPO's local input points. (3) Consider recommending a modification to CRTPO's local input points methodology to include a provision that allows for an assignment of less than 100 points when a project crosses a MPO/RPO boundary.

BACKGROUND:

- NCDOT P3.0 Quantitative Scores for CRTPO projects can be viewed by clicking [here](#).
- The local input points committee has met twice and endorsed the attached draft lists of projects.
- Two coordination meetings between CRTPO staff, and NCDOT Divisions 10 and 12 have been held, and project lists are subject to change based upon continued coordination with the Divisions and the SPOT office.
- If approved by MPO, public comment period would start on Thursday, June 19 and end on Monday, July 21.

ATTACHMENTS: Memorandum, DRAFT CRTPO Local Input Point Lists, CRTPO flowchart, **Revised CRTPO Local Input Points Methodology**

4. **TCC INFORMATION REPORTS (40 Minutes)**

- a. **Mount Holly Road Thoroughfare Plan Amendment** **Robert Cook**
ACTION REQUESTED: FYI

BACKGROUND:

- At the May 1 TCC meeting, this item was deferred by one month at the request of CDOT staff to allow for further investigation to determine if the right-of-way had been reserved.
- An amendment is necessary to remove the Mount Holly North Loop from the Thoroughfare Plan.
- See the attached memorandum for more information.

ATTACHMENTS: Memorandum; map

- b. **Tolled Corridors Management Team** **Bill Coxe**
ACTION REQUESTED: FYI

BACKGROUND:

- The proposed implementation of tolling on several corridors will require the CRTPO to develop new policies, and become actively engaged in project development, design and governance.
- TCC comments on the I-77 HOT lanes project Environmental Assessment recommended the formation of a management team.
- The MPO's May 2013 action to amend the 2035 LRTP to advance the I-77 HOT lanes project from Charlotte to Mooresville included the following recommendations:
 - The MPO recommends that NCDOT continue its high level of coordination with MUMPO and local staff through procurement, implementation and operation.
 - The MPO recommends that NCDOT and MUMPO convene a joint task force to coordinate this project with other area managed lanes projects.
- It is recommended that the TCC form a subcommittee to work on these issues.
- TCC action to formally establish a subcommittee will be requested at the July TCC meeting.

ATTACHMENTS: May 2013 MPO Minutes Excerpt, Letter to Eric Midkiff (NCDOT)

- c. **Comprehensive Transportation Plan Update** **Anil Panicker**
BACKGROUND: An update on the status of the CTP and the upcoming tasks that need to be completed prior to the adoption of the CTP maps will be provided.

- d. **CONNECT Update** **Jonathan Wells**
BACKGROUND: An update on the progress of the CONNECT our Future initiative will be provided, as well as information about upcoming CONNECT events.

5. **OTHER REPORTS (10 Minutes)**

- a. NCDOT Report **NCDOT Staff**
b. Upcoming Issues

6. **ADJOURN**

CRTPO TECHNICAL COORDINATING COMMITTEE
Summary Meeting Minutes
Charlotte-Mecklenburg Government Center
Room 267
May 1, 2014

Voting Members: *TCC Chair* – Danny Pleasant (CDOT), *Vice-Chair* – Joe Lesch (Union County), Dan Leaver – alt for David Meachum (Charlotte E&PM), Jonathan Wells – alt for Debra Campbell (C-M Planning), Andrew Grant (Cornelius), Bill Coxe (Huntersville), Adam McLamb – alt for Scott Kaufhold (Indian Trail), Andrew Ventresca (Iredell County), Erika Martin (Troutman), Ralph Messera (Matthews), David McDonald (CATS), Lisa Stiwinter (Monroe), Allison Kraft (Mooresville), David Keilson – alt for Reuben Chandler (NCDOT-Div. 12), Anil Panicker (NCDOT-TPB), Phil Collins (Statesville), Julian Burton (Weddington), Ken Tippette (Bicycle Focus Area Representative), Gwen Cook (Greenway Focus Area Representative), Scott Correll (Interim Pedestrian Focus Area Representative)

Staff: Robert Cook (CRTPO), Curtis Bridges (CRTPO), Neil Burke (CRTPO), Loretta Barren (FHWA), Stuart Basham (NCDOT – Div. 10), James Lim (NCDOT-Public Transportation), Pate Butler (NCDOT), Norm Steinman (CDOT), Jim Loyd (Monroe), Andy Grzymiski (CDOT), Eldewins Haynes (CDOT), Kelsie Anderson (Mooresville), Matthew Todd (Iredell County)

Guests: Todd Steiss (PB), Bill Thunberg (LNTC)

Danny Pleasant opened the meeting at 10:03 AM.

1. Adoption of the Agenda

Mr. Pleasant asked if any changes to the agenda were necessary. Hearing none, the May agenda was adopted by acclamation.

2. Consideration of April Meeting Minutes

Mr. Pleasant asked if any changes to the minutes were necessary. Hearing none, he asked for a motion to approve the minutes. Bill Coxe made a motion to approve the March TCC meeting minutes. Joe Lesch seconded the motion. Upon being put to a vote, the motion passed unanimously.

3. Mt. Holly Road Thoroughfare Plan Amendment

Presenter: Robert Cook

Summary/Action Requested:

Mr. Cook briefed the TCC on a request to start a public comment period to obtain public input on the proposed removal of the Mt. Holly North Loop from CRTPO's Thoroughfare Plan. The Mt. Holly North Loop is a proposed extension of Mt. Holly Road in northwest Charlotte that includes a new crossing of the Catawba River into Gaston County. He mentioned that this topic was first discussed at the December 4, 2013 Transportation Staff meeting. At that time, the GCLMPO staff discussed the City of Mt. Holly's opposition to the project and the GCLMPO's intent to remove its portion of the project from its CTP.

Prior to being informed of GCLMPO's intent to remove its portion of the project, Mr. Cook had indicated that the City of Charlotte had submitted their portion of the proposed connection for consideration in the 2040 MTP.

Mr. Pleasant informed the TCC of CDOT's desire to defer action to recommend the start of a public comment period for at least one month to allow additional time to determine if the proposed right-of-way had been reserved. He added that once this connection is removed from the Thoroughfare Plan, the City could start receiving requests for right-of-way abandonment, making any future roadway connection difficult to achieve.

Gwen Cook mentioned that Mecklenburg County does not have any current plans for a greenway along the east bank of the Catawba River, but the county does have plans for a blueway along this waterway. Mr. Coxe added that this proposed roadway connection could be a logical point of access for the blueway.

David McDonald inquired about GCLMPO's schedule to remove its portion of the Mt. Holly North Loop. Mr. Cook indicated that GCLMPO is also starting its public involvement process. Mr. McDonald suggested that CRTPO defer its process to remove this connection until GCLMPO has removed its portion of the proposed roadway from the CTP. Mr. Cook indicated that he will contact the GCLMPO to obtain a proposed schedule for action.

Motion:

Mr. Coxe made a motion to defer the beginning of a public involvement process to remove the Mt. Holly Road segment from the Thoroughfare Plan to the June TCC meeting. Jonathan Wells seconded the motion. The motion passed unanimously.

4. FY 2015 Unified Planning Work Program (UPWP)

Presenter: Robert Cook

Summary/Action Requested:

Mr. Cook indicated that work on the DRAFT FY 2015 UPWP has been completed, it is requested that the TCC recommend to the MPO that it adopt the FY 2015 Unified Planning Work Program. A spreadsheet that lists proposed funding allocations and projects can be viewed [here](#). He indicated that the DRAFT FY 2015 UPWP considers Planning (PL) funds, Surface Transportation Program-Direct Attributable (STP-DA), and Section 5303 as its three principal funding sources. Mr. Cook stated that twelve of the 13 local projects submitted for consideration are being recommended for funding. The recommended projects can be viewed [here](#). He explained that the Crash Data Geo-coding & Validation proposal submitted by CDOT was deemed ineligible by the FHWA due to it being an ongoing project that lacked planning area-wide benefit. Mr. Cook also indicated that \$52,500 is programmed in Task Code II for Traffic Accident analysis as a carryover from FY 2014 to support CDOT's Crash Data Geo-coding & Validation project.

Motion:

Mr. Coxe made a motion to recommend to the MPO that it adopt the FY 2015 UPWP and that the approved UPWP include the carryover of funds in the amount of \$52,500 in Task Code VI-10, Corridor Protection & Special Studies, in order to complete the work associated with the Crash Data Geo-location & Validation project that was the subject of a FY 2014 UPWP amendment in March

2014. Lisa Stiwinter seconded the motion. Upon being put to a vote, the motion passed unanimously.

5. MPO Self-Certification

Presenter: Robert Cook

Summary/Action Requested:

Mr. Cook indicated that the Code of Federal Regulations (23 CFR 450.334) requires MPOs to annually certify to the FHWA and Federal Transit Administration (FTA) that the transportation planning process addresses all major issues facing the MPO and is being conducted in accordance with all applicable requirements. The MPO self-certification form lists laws, statutes, and regulations that are relevant to MPOs. CRTPO's self-certification was discussed at a Transportation Staff meeting to ensure that the organization meets the applicable standards set forth by the FHWA. The self-certification form can be viewed [here](#).

Motion:

Mr. Lesch made a motion to recommend that the MPO consider adopting the MPO self-certification resolution. Ralph Messera seconded the motion. The motion passed unanimously.

6. TIP Amendments & Conformity Determination

Presenter: Robert Cook

Summary/Action Requested:

Mr. Cook stated that the purpose of this action item was to start a 30-day public involvement period as part of the TIP amendment process for the Baucom Road Extension (U-2507AA) and I-485/Oakdale Road interchange (R-2248G) projects. He mentioned that NCDOT requested that the MPO amend its TIP to include these projects in June of 2013, and it was determined that an air quality conformity determination would be needed in order for the amendments to occur. He explained that the intent was to incorporate these amendments in the 2040 MTP process, however; the public involvement component did not explicitly address the need for TIP amendments for the two projects, thus TIP amendments and a conformity determination are needed. Mr. Cook mentioned that a regional emissions analysis was not required.

Mr. Wells asked for clarification to ensure that if the TIP is amended to include these projects that the I-485 Interchange Analysis will not need to be amended. Mr. Cook explained that an amendment to the I-485 Interchange Analysis is not necessary.

Mr. Coxe mentioned that the plan sheet within the agenda packet for the Baucom Road project depicts a multi-use path, but the cross-section does not appear to have bicycle or pedestrian accommodations. He asked CDOT if bicycle and pedestrian accommodations will be included in the design of Baucom Road Extension. Mr. Pleasant responded by stating that there will be a public involvement process with this project to help determine the most appropriate bicycle and pedestrian enhancements for this project. Norm Steinman added that CDOT will be actively involved in the design of this project and the roadway will include bicycle lanes and sidewalks or a multi-use path.

Motion:

Mr. McDonald made the motion to recommend to the MPO that it consider approving the start of a public involvement process for the Baucom Road Extension (U-2507AA) and I-485/Oakdale Road interchange (R-2248G) projects. Mr. Coxe seconded the motion, and requested that this motion include the recommendation from the TCC that the design of Baucom Road Extension include bicycle and pedestrian enhancements. Upon being put to a vote, the motion passed unanimously.

7. Prioritization 3.0 (P3.0) Update

Presenter: Neil Burke

Summary/FYI:

Mr. Burke indicated that NCDOT will release final scores for all projects in all modes on May 14, and MPOs must submit their local input points to projects by August 29. To this end, he presented a proposed local points schedule:

- May 14 – NCDOT releases final scores for all modes;
- May 27 – Second subcommittee meeting;
- June 5 TCC Meeting – present DRAFT list of projects with locally assigned points and recommend 30-day public comment period;
- June 18 MPO Meeting – present DRAFT list of projects and approve 30-day public comment period.
- July 21 – End of public comment period;
- August 7 TCC meeting: Present all public comments received and recommend the MPO approve the list of local points projects;
- August 20 MPO meeting: Present all public comments received and recommend approval of the list of local points projects;
- August 29 – Final day to submit local input points.

Mr. Burke stated that CRTPO staff has completed a review of cost estimates and project inputs for P3.0 projects. In total, there were 42 projects in the P3.0 database that had a (+/-) 10% cost variance when compared to the estimates generated in the development of the 2040 MTP. He stated that NCDOT will use the cost estimates from the 2040 MTP on 33 of the 42 projects. Mr. Pleasant asked if any of the statewide tier projects will be subject to a revised score because of revisions to the cost estimates. Mr. Burke responded to indicate that two statewide tier projects will use 2040 MTP cost estimates to re-calculate the final P3.0 scores.

8. CRTPO GIS Update

Presenter: Curtis Bridges

Summary/FYI:

The purpose of this presentation was to provide an update to the TCC regarding the recent projects and future initiatives where CRTPO has utilized the Geographic Information Systems (GIS) software. Mr. Bridges indicated that his position was created less than a year ago to enhance the MPOs capabilities with GIS. A summary of the projects GIS has been used to enhance the MPOs effectiveness can be viewed [here](#).

Mr. Wells mentioned that CRTPO could benefit from archiving the 2010 census urbanized area boundary maps so they can be referenced during the review of the urbanized area expansion as part of the 2020 census.

9. CONNECT Update

Presenter: Jonathan Wells, C-M Planning

Summary/FYI:

Mr. Wells gave an update on the CONNECT regional study by announcing a series of county consortium meetings throughout the month of May targeted for key elected officials and staff members from the regions local governments. Mr. Wells also indicated that relevant members of the TCC may be contacted to participate in a public health work group to assist in the development of a gap analysis against national best practices. He also mentioned that CONNECT will be conducting brownfields/grayfields case studies in each of the 14 counties involved in the study. He advised the TCC to contact their respective county manager if they had a recommendation for a site.

10. Upcoming Issues

Mr. Cook briefed the TCC on two upcoming issues. He indicated that the planning coordinator/transportation engineer position has been posted to the City of Charlotte's website, and it is anticipated that this position will be filled within the next three months. He also indicated that the consultant team is finalizing the 2040 MTP document, and it should be posted to the website prior to the date of the next MPO meeting on May 21.

Mr. Coxe made an announcement regarding the formation of a subcommittee to develop a methodology for bonus allocations on toll facilities within the CRTPO planning area. He mentioned that this subcommittee will interpret state legislation of how the returned funds to CRTPO should be spent, and will suggest a process for the prioritization of projects to be funded from the bonus allocation.

Mr. Pleasant requested that an update on the development of the CRTPO CTP is added to the June TCC agenda.

Mr. McDonald suggested that an update on the Lynx Blue Line Extension light rail project could be presented to the TCC within the next several months.

11. Adjourn: Mr. Pleasant noted that the agenda had been adequately completed and adjourned the meeting at 11:10 a.m.



Title: TIP amendment for Prosperity Village NW Arc (U-5507A/B)

Action: Amend the TIP to change the construction funding year for U-5507B from FFY14 to FFY15.

Explanation: In 2011, \$4.8 million of STP-DA funds were allocated to what is now known as the Prosperity Village NW Arc project, Phases A and B (TIP projects U-5507A and U-5507B). Construction funds for Phase B are currently programmed for FFY14. Due to the extended amount of time it will take to perform residential relocations associated with the project, it is not expected that construction funding can be obligated in FFY14. Staff requests that the construction funding for Phase B be delayed until FFY15. Additionally, real estate costs for Phase A have come in lower than expected, so staff proposes to reallocate the real-estate funds for Phase A to construction funds for Phase A and real-estate funds for Phase B. NCDOT has said that these reallocations can be made administratively without a TIP amendment.

<u>PROPOSED CHANGES</u>			
	\$966,740	FROM	U-5507A Real Estate
	\$966,740	TO	U-5507B Real Estate
U-5507B Construction funding year		FROM	\$2,014
U-5507B Construction funding year		TO	\$2,015

EXISTING FUNDING ALLOCATIONS

<i>U-5507A Reimbursable Expenses</i>					
	Actual/ Expected Cost	Amount allowable for reimbursement	Approved Funding	Difference	FY Approved
Real Estate	\$41,575	\$33,260	\$1,000,000	\$966,740	2013
Construction & Admin.	\$1,385,000	\$1,108,000	\$1,100,000	-\$8,000	2014
Total	\$1,426,575	\$1,141,260	\$2,100,000	\$958,740	

<i>U-5507B Reimbursable Expenses</i>					
	Actual/ Expected Cost	Amount allowable for reimbursement	Approved Funding	Difference	FY Approved
Real Estate	\$2,200,000	\$1,760,000	\$700,000	-\$1,060,000	2013
Construction & Admin.	\$2,500,000	\$2,000,000	\$2,000,000	\$0	2014
Total	\$4,700,000	\$3,760,000	\$2,700,000	-\$1,060,000	

PROPOSED FUNDING ALLOCATIONS

<i>U-5507A Reimbursable Expenses</i>					
	Actual/ Expected Cost	Amount allowable for reimbursement	Approved Funding	Difference	FY Approved
Real Estate	\$41,575	\$33,260	\$33,260	\$0	2013
Construction & Admin.	\$1,385,000	\$1,108,000	\$1,100,000	-\$8,000	2014
Total	\$1,426,575	\$1,141,260	\$1,133,260	-\$8,000	

<i>U-5507B Reimbursable Expenses</i>					
	Actual/ Expected Cost	Amount allowable for reimbursement	Approved Funding	Difference	FY Approved
Real Estate	\$2,200,000	\$1,760,000	\$1,666,740	-\$93,260	2013
Construction & Admin.	\$2,500,000	\$2,000,000	\$2,000,000	\$0	2015
Total	\$4,700,000	\$3,760,000	\$3,666,740	-\$93,260	

TO: TCC Members

FROM: Neil Burke, AICP, PTP
Senior Principal Planner

DATE: May 28, 2014

SUBJECT: NCDOT P3.0 Project Local Input Point Assignment for CRTPO projects

REQUEST: Consider recommending that the MPO open a 30-day public comment period to receive input on the allocation of CRTPO’s local input points to highway and non-highway projects.

BACKGROUND:

A subcommittee of TCC members met on Thursday, May 22 and Tuesday, May 27 to ensure that the allocation of local input points was consistent with the methodology that has been adopted by the MPO and conditionally approved by the NCDOT-SPOT office. The following TCC members and CRTPO staff provided assistance in this effort:

Participant	Organization
Stuart Basham	NCDOT-Division 10
Neil Burke	CRTPO Staff
Scott Cole	NCDOT-Division 10
Phil Collins	City of Statesville
Gwen Cook	Mecklenburg County Park and Rec.
Bob Cook	CRTPO Staff
Bill Coxe	Town of Huntersville
Tim Gibbs	CDOT
David Keilson	NCDOT-Division 12
Joe Lesch	Union County
David McDonald	CATS

Two meetings were held between CRTPO staff and NCDOT Divisions 10 and 12 staff on May 28 and on Monday, June 2 in an effort to coordinate each division’s local input point assignment to maximize influence on projects that are priorities of both organizations. The draft lists of projects within the TCC agenda packet are subject to change based upon the outcome of the Division coordination meetings.

Based upon the STI legislation, CRTPO received 2,500 local input points for Regional Impact projects and 2,500 points for Division Needs projects.

The methodology states that 300 of the Regional Impact points and 500 of the Division Needs points should be allocated to non-highway projects whenever possible. If there are not enough non-highway projects within those tiers, then the points can be re-allocated to highway projects.

Regional Impact Points Allocation Process

The subcommittee approved the assignment of 2,400 local input points to 24 highway projects (100 points per project) within the Regional Impact tier. There was only one qualifying Rail project within this category, therefore 200 points were reallocated to highway projects. The subcommittee did approve the local points assignment of the following three cascading Statewide Mobility tier projects to the Regional Impact tier:

- NC 49 widening from John Kirk Road to I-485 (Charlotte)
- US 74 widening from Hanover Drive to Rocky River Road (Monroe)
- Existing US 74 and US 601 Interchange Improvements (Monroe)

The subcommittee opted not to assign points to twelve unfunded Statewide Mobility tier projects on freeways within the CRTPO planning area that had cascaded into the Regional Impact tier. This decision was based upon the premise applying local input points to large-scale Statewide Mobility project may prevent viable Regional Impacts projects from being funded. The subcommittee also decided not to assign local input points to the NC 16 widening from Cuthbertson Road to NC 75 in Waxhaw because the project between Rea Road Extension and Cuthbertson Road adequately addressed the mobility issues along this corridor.

Division Needs Points Allocation Process

The subcommittee approved the assignment of 2,000 local input points to 20 Division Needs (100 points per project) highway projects within the CRTPO planning area. Five non-highway projects in the Division Needs tier also received local input points (100 points per project). The aviation, bike/ped, and rail projects with the highest NCDOT P3.0 score received 100 points, and the projects with the next highest P3.0 scores also received 100 points apiece. These projects were also bike/ped projects.

ATTACHMENTS

1. DRAFT CRTPO Regional Impact Local Input Points Assignment Spreadsheet – Highway Projects
2. DRAFT CRTPO Regional Impact Local Input Points Assignment Spreadsheet – Non-Highway Projects
3. DRAFT CRTPO Division Needs Local Input Points Assignment Spreadsheet – Highway Projects
4. DRAFT CRTPO Division Needs Local Input Points Assignment Spreadsheet – Non-Highway Projects



Project Sorting
Keep regional and division needs projects
All modes

Remove
Statewide
projects

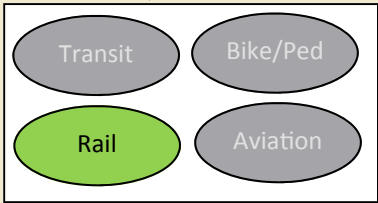
Project Screening
Sort all projects in all modes by P3.0
score.

Remove projects that
Don't have a reasonable
chance for being funded.

Regional Impact
2,500 Total Points Available
2,200 Points for Highway Projects
300 Points for Non-Highway Projects

Division Needs
2,500 Total Points Available
2,000 Points for Highway Projects
500 Points for Non-Highway Projects

Highway

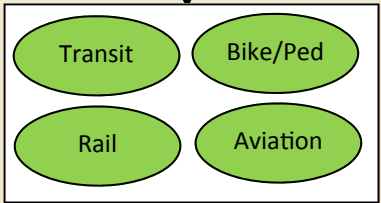


Top 22 MTP ranked projects will receive 100 points. Use P3.0 score if there are no more MTP ranked projects.

Top 3 Rail projects with highest P3.0 scores will receive 100 points. Other non-highway modes are not eligible.

Unused points will be reallocated to highway projects

Highway



Top 20 MTP ranked projects will receive 100 points. Use P3.0 score if there are no more MTP ranked projects

Top 5 non-highway projects with highest P3.0 score will receive 100 points.

Unused points will be reallocated to highway projects

Local Input Points Public Involvement Process



Blue highlight indicates that a project is an unfunded Statewide Mobility Project that has cascaded into the Regional Impact Tier. The P3.0 Score for the Regional Impact Category has been reported.															
SORTED SCORE ORDER	SPOT ID	Project Category	Municipality	Route Number	Road Name	From	To	Improvement Description	Funding Region	MTP HY	MTP Score	NCDOT P3.0 Score	Cost to NCDOT	Local Input Points	Notes
1	H090185-B	Regional Impact	Huntersville	NC 73		Vance Road Ext / Beatties Ford Rd	SR 5544 (West Catawba Avenue)	Widen to Multi-Lanes	08,10	2025	173	37.90	\$20,099,000	100	
2	H140419	Regional Impact	Mooresville	NC 150	Plaza Dr	I-77 (Exit 36)	US 21	Widen from 4 lanes to 6 lanes, with median, wide outside lanes and sidewalks	11, 12	2025	172	36.11	\$11,726,000	100	
3	H090084-A	Regional Impact	Mooresville	NC 150		SR 1902 (Harvel Road) in Catawba County	Perth Rd in Iredell County	NC 27 in Lincolnton to Perth Rd in Iredell County. Widen to Multi-Lanes. Part of Section B: SR 1902 (Harvel Road) in Catawba County to I-77 in Iredell County.	11, 12	2025	172	31.09	\$33,647,000	79	Deviation from CRTPO methodology because SPOT office will only allow MPO/RPO to assign their pro-rata portion of points to a project that crosses into another MPO/RPO's planning area.
4	H090084-B	Regional Impact	Mooresville	NC 150		Perth Rd	I-77	Widen to Multi-Lanes. The remainder of Section B: SR 1902 (Harvel Road) in Catawba County to I-77 in Iredell County. Reconstruct NC 150 / I-77 interchange to DDI as part of this project.	11, 12	2025	163	34.54	\$24,512,000	100	
5	H090624	Regional Impact	Huntersville	US 21	Statesville Road	Northcross Center Court	SR 2147 (Westmoreland Rd)	Widening to 4 Lanes, Bike Lanes and multi-use path.	08, 10	2025	147	29.31	\$23,070,000	100	
6	H111186	Regional Impact	Huntersville	US 21		SR 2136 (Gilead Road)	Holly Point Drive	Widen to 4 Lanes with Median, Bike Lanes and Sidewalk	08, 10	2025	147	25.27	\$19,558,000	100	
7	H140154	Regional Impact	Huntersville	NC 73	Sam Furr Rd	West Catawba Ave (SR 5544)	Northcross Dr (SR 2316)	Widen from 4 lanes to 6 lanes, with median, wide outside lanes and sidewalks	08, 10	2025	145	30.24	\$28,095,000	100	
8	H090418-AB	Regional Impact	Weddington	NC 84	Rea Road Extension - New Alignment	NC 16	Current alignment of NC 84/Weddington Road	NCDOT-SPOT Office has agreed to combine H090418 A&B (U-3467A&B) into one project and recalculate its score. The 2040 MTP shows this as one project.	08, 10	2025	144	PENDING NEW SCORE	\$20,521,000	100	
9	H090511	Regional Impact	Matthews	NC 51		Matthews Township Parkway	SR 3128 (Lawyers Road)	Matthews township Parkway to SR 3128 (Lawyers Road). Widen to Multi-Lanes.	08, 10	2025	142	26.38	\$34,904,000	100	
10	H111172-B	Regional Impact	Charlotte	NC 160		S. Tryon Street	Shopton Road West	Widen Existing Roadway	08,10	2025	139	29.60	\$ 38,965,000	100	
11	H140210	Regional Impact	Charlotte	NC 16	Brookshire Blvd	Idaho Dr	I-85	Widen from 4 lanes to 6 lanes	08, 10	2025	137	29.67	\$1,952,000	100	
12	H111280	Statewide Mobility	Charlotte	NC 49		John Kirk Rd	I-485	Widen Roadway to 6 Lanes with Median, Bike Lanes and Sidewalks. The intersection with Mallard Creek Church Rd will Be Reconstructed and Lowered Approximately 10' in Order to Accommodate Clearance For Road Extension Under Railroad. This Will Necessitate Reconstruction of Approximately 1700' of Existing NC 49 and 1000' of Existing SR 2833.	08, 10	2025	134	28.75	\$25,283,000	100	Statewide Mobility Project that has cascaded into Regional Needs Category. Using the Regional Needs P3.0 Score for this project.
13	H140412	Regional Impact	Weddington	NC 16	Providence Rd S	Rea Rd Ext	Cuthbertson Rd	Widen from 2 lanes to 4 lanes, with median, wide outside lanes and sidewalks	08, 10	2025	132	28.28	\$38,410,000	100	
14	H140399	Regional Impact	Charlotte	NC 115	Old Statesville Rd	Harris Blvd	I-485	Widen from 2 lanes to 4 lanes, with bike lanes and sidewalks	08, 10	2025	131	24.98	\$24,851,000	100	
15	H140411	Regional Impact	Matthews	NC 51	Matthews Township Pkwy	Sardis Rd	Monroe Rd/E John St	Widen from 4 lanes to 6 lanes, with median and multi-use path	08, 10	2025	126	33.62	\$3,954,000	100	14 of the 24 Regional Tier projects were recommended for funding in the 2025 Horizon Year of the MTP
16	H090112	Regional Impact	Troutman	US 21/NC 115		Cedar Avenue in Troutman	SR 1336 in Barium Springs	Cedar Lane Avenue to SR 1336 in Barium Springs. Widen to a Multi-Lane Urban Facility.	11, 12	2030	194	25.64	\$15,599,000	100	

Blue highlight indicates that a project is an unfunded Statewide Mobility Project that has cascaded into the Regional Impact Tier. The P3.0 Score for the Regional Impact Category has been reported.															
SORTED SCORE ORDER	SPOT ID	Project Category	Municipality	Route Number	Road Name	From	To	Improvement Description	Funding Region	MTP HY	MTP Score	NCDOT P3.0 Score	Cost to NCDOT	Local Input Points	Notes
17	H090185-A	Regional Impact	Huntersville	NC 73		Business NC 16 Lincoln County	Vance Road Ext / Beatties Ford Rd	Business NC 16 Lincoln County to Vance Road Ext / Beatties Ford Rd in Mecklenburg County. Widen to Multi-Lanes.	08, 10 11,12	2030	129	37.41	\$44,258,000	45	Deviation from CRTPO methodology because SPOT office will only allow MPO/RPO to assign their pro-rata portion of points to a project that crosses into another MPO/RPO's planning area.
18	H111190	Statewide Mobility	Monroe	US 74		Hanover Drive	Rocky River Road (SR 1007)	Widen to 6 Lanes with Median, Curb and Gutter, Bike Lanes and Sidewalks. Project Limit Is from Hanover Drive to Approximately the western City Limits For City of Monroe.	08, 10	2030	128	30.75	\$21,546,000	100	Statewide Mobility Project that has cascaded into Regional Needs Category. Using the Regional Needs P3.0 Score for this project.
19	H111169	Regional Impact	Cornelius	NC 115		Washam Potts Rd	Potts Street	Widen Roadway to 3 Lanes with Curb and Gutter, Bike Lanes and Sidewalks from SR 2600 to Potts Street, with Median and Turn Lanes.	08, 10	2040	120	25.18	\$8,087,000	100	1 of the 24 Regional Tier projects were recommended for funding in the 2040 Horizon Year of the MTP
20	H090455-C	Statewide Mobility	Monroe	Existing US 74		US 601		U-4024C (project U-4024B combined with this project). Final Improvements to the US 74/US 601 Interchange. Construct additional through lanes on US 601 at East Drive/US 74 WB On Ramp Intersection. Construct southbound right turn lane on US 601. Signalize intersection of US 601 & East Drive/US 74 WB On Ramp.	08,10			51.83	\$2,175,000	100	Statewide Mobility Project that has cascaded into Regional Needs Category. Using the Regional Needs P3.0 Score for this project.
21	H142094	Regional Impact	Charlotte	NC-160 Steele Creek Road		Hamilton Road		Widen intersection for additional capacity and future Steele Creek Road cross section.	08, 10			42.43	\$1,628,000	100	Re-Sort by P3.0 Score
22	H090179-AB	Regional Impact	Huntersville	NC 73		NC 115	SR 2693 (Davidson-Concord Road)	Widen to Multi-Lanes	08, 10			31.72	\$19,457,000	100	
23	H142205	Regional Impact	Troutman	US-21		Houston Rd/Flower House Loop		Realign Intersection and Signalize	11, 12			30.97	\$1,500,000	100	
24	H090363	Regional Impact	Statesville	US 21		Pump Station Road	Fort Dobbs Rd	Pump Station Road to Fort Dobbs Rd. Widen to Multi-Lanes and Realign offset intersections of SR Shumaker Drive and Jane Sowers Rd.	11, 12			29.30	\$16,740,000	100	
25	H141877	Statewide Mobility	Charlotte	I-485		US 74	Rea Road	Deploy ITS on Southeastern I-485 from Exit 51 to Exit 59	08, 10			29.19	\$2,420,000	76	Remaining Local Input Point Assignment from the projects involving more than one MPO. Projects below the red line will not receive local input points.
26	H111176	Regional Impact	Statesville	NC 115		SR 1645 (Old Wilkesboro Rd)	Hartness Rd	NC 115 Widen to Multi-Lanes from SR 1645 (Old Wilkesboro Rd) to Hartness Rd	11, 12			28.22	\$13,620,000		
27	H142149	Regional Impact	Mooresville	NC-150		Wiggins Road		Realign Intersection and Signalize	11, 12			26.29	\$930,000		
28	H090455-A	Regional Impact	Monroe	US 601		Existing US 74	Proposed Monroe Bypass (R-2559)	US 74 to the Proposed Monroe Bypass (R-2559). Widen to Multi-Lanes and Construct Improvements to the Existing US 74/US 601 interchange. Section A: Existing US 74 to the Proposed Monroe Bypass (R-2559).	08, 10			25.69	\$51,046,000	2,400	Local Input Points Assigned
29	H090418-C	Regional Impact	Weddington	NC 84	Weddington Rd	12 Mile Creek Rd	SR 1008 (Indian Trail-Waxhaw Road)	Widen to Multi-Lanes. This section of U-3467C will provide a continuous four-lane roadway between NC 16 and Indian Trail Waxhaw Road by tying into the future Rea Road Ext alignment (U-3467 AB)	08, 10	2030	129	25.86	\$14,800,000	200	Points were reallocated to highway projects from points unused in the non-highway modes.
30	H111192	Regional Impact	Charlotte	Eastern Circumferential Road	New Route	SR 3150 (Idlewild Road)	US 74	Construct Eastern Circumferential Between Idlewild Road and US 74 By Widening Roadway to Multi-Lanes on Existing Alignment, and constructing New Multi-Lane Roadway on New Alignment, with Median and Bike Lanes.	08, 10			24.58	\$23,519,000	\$515,622,000	Estimated cost of the 18 Region E projects recommended for local input points.
31	H090503	Regional Impact	Mooresville	NC 150		NC 115	NC 150-NC 152 Split	NC 115 to NC 150-NC 152 Split. Widen to Four Lane Divided Facility.	11, 12			24.36	\$50,350,000	\$187,184,000	Estimated cost of the 6 Region F projects recommended for local input points.
32	H140407	Regional Impact	Charlotte	NC 49	South Tryon St	I-77	Yorkmont Rd	Widen from 4 lanes to 6 lanes, with bike lanes and sidewalks	08, 10	2025	127	23.03	\$4,945,000		
33	H090379	Regional Impact	Statesville	US 21		US 64	Carolina Ave	US 64 to Carolina Ave. Widen to Multi-Lanes.	11, 12			22.29	\$28,700,000		

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SORTED SCORE ORDER	SPOT ID	Project Category	Municipality	Route Number	Road Name	From	To	Improvement Description	Funding Region	MTP HY	MTP Score	NCDOT P3.0 Score	Cost to NCDOT	Local Input Points	Notes
34	H141877	Statewide Mobility	Charlotte	I-485		US 29 (Exit 33)	US 74 (Exit 51)	Deploy ITS along Eastern I-485 from Exit 33 to Exit 51	08, 10			22.21	\$5,001,000		Statewide Mobility Project that has cascaded into Regional Needs Category. Using the Regional Needs P3.0 Score for this project.
35	H111189	Regional Impact	Davidson	NC 115		Potts Street	SR 2158 (Griffith Street)	Widen Potts Street and Sloan Street to Add Bike Lanes and Sidewalks. Build Connector Between Potts Street and Sloan Street (Approximately 500-600 Feet in Length)	08, 10			21.99	\$4,218,000		
36	H140214	Regional Impact	Charlotte	NC 24	Harris Blvd	Reames Rd	I-485	Widen from 4 lanes to 6 lanes, with median, bike lanes and sidewalks	08, 10	2025	136	21.61	\$4,980,000		
37	H090540	Regional Impact	Mooresville & Troutman	US 21		NC 150	Cedar Lane	Improve US 21 from NC 150 in Mooresville North to Cedar Lane in Downtown Troutman.	11, 12			21.57	\$77,840,000		
38	H111172	Regional Impact	Charlotte	NC 160		South Carolina State Line	NC 49 (S Tryon St)	Widen to Multi-Lanes	08, 10	2025	133	21.53	\$ 24,595,000		
39	H111178	Regional Impact	Mooresville	NC 115		Timber Rd. (SR 1245)	SR 1102 (Langtree Rd)	NC 115 from Timber Rd. to SR 1102 (Langtree Rd). Widen Lanes and Add Paved Shoulders	11, 12			21.06	\$16,758,000		
40	H140114	Regional Impact	Huntersville & Cornelius	NC 115	Old Statesville Rd	Washam Potts Rd (SR 2600)	Sam Furr Rd (NC 73)	Widen from 2 lanes to 4 lanes, with 10 ft. multi-use path	08, 10	2025	128	20.07	\$24,587,000		
41	H111177	Regional Impact	Charlotte & Huntersville	US 21		NC 24 (Harris Boulevard)	SR 2136 (Gilead Road)	Widen to Multi-Lanes, Median, Wide Outside Lanes	08, 10	2025	143	20.01	\$47,676,000		
42	H141345	Regional Impact	GCLMPO	US 29	Wilkinson Blvd	NC 7	East bank of Catawba River		08, 10			19.88	\$27,848,000		
43	H090281	Regional Impact	Union County	US 74		Monroe Bypass	Rockingham Bypass		08, 10			19.57	\$741,458,000		
44	H129632	Statewide Mobility	Charlotte	Garden Parkway		I-485	I-85		08, 10			19.19	\$318,320,000		Statewide Mobility Project that has cascaded into Regional Needs Category. Using the Regional Needs P3.0 Score for this project.
45	H140754	Regional Impact	Union County	NC 200		S.Rocky River Rd/Parkwood School Road		Construct 5-lane roundabout	08, 10			18.12	\$775,000		
46	H090671	Regional Impact	Charlotte	NC 27	Freedom Drive/Mount Holly Road	SR 1644 (Toddville Road)	I-485	Widening to 4 Lanes and Bike Lanes.	08, 10			17.95	\$33,024,000		
47	H090492	Regional Impact	Statesville	US 64/70	Garner Bagnel Road	I-40	I-77	I-40 to I-77. Widen to Four Lane Divided Facility.	11, 12	2040	158	16.98	\$31,731,000		
48	H090928	Regional Impact	Waxhaw	NC 75	New Route - Waxhaw Bypass	NC 75	NC 75	NC 75 Bypass of Waxhaw; Existing and New Location	08, 10			15.56	\$42,114,000		

Regional Tier (or Statewide Cascaded) projects that Subcommittee and through Division 10 + 12 coordination have not assigned local input points.

H140369	Statewide Mobility	Charlotte	I-77		Woodlawn Rd (Exit 6)	I-277 (Belk Fwy) (Exit 9)	Widen from 6 lanes to 10 lanes, with median improvements	08, 10	2025	180	47.62	\$162,530,000	0	The subcommittee agreed that CRTPO's regional input points should not be applied to statewide tier projects that would limit the ability to fund regional tier projects.
H142144	Regional Impact	Mooresville	NC-3		Kistler Farm Rd		Signalize intersection of NC 3 @ SR 1148 (Kistler Farm Rd).	11, 12			41.64	\$100,000	0	Town of Mooresville is funding the installation of the signal and NCDOT-Division 12 to coordinate the completion of signal plans with Raleigh.
H140271	Statewide Mobility	Charlotte	I-77	I-277 (Brookshire Frwy)/I-77			Interchange improvements and grade separation to improve operation	08, 10	2025	152	41.21	\$101,600,000	0	The subcommittee agreed that CRTPO's regional input points should not be applied to large scale statewide tier projects that would limit the ability to fund regional tier projects.
H140359	Statewide Mobility	Charlotte	I-77	I-77	I-485 (Exit 1)	Woodlawn Rd (Exit 6)	Widen from 6 lanes to 10 lanes, with median improvements	08, 10	2030	178	39.95	\$356,500,000	0	The subcommittee agreed that CRTPO's regional input points should not be applied to large scale statewide tier projects that would limit the ability to fund regional tier projects.

Blue highlight indicates that a project is an unfunded Statewide Mobility Project that has cascaded into the Regional Impact Tier. The P3.0 Score for the Regional Impact Category has been reported.															
SORTED SCORE ORDER	SPOT ID	Project Category	Municipality	Route Number	Road Name	From	To	Improvement Description	Funding Region	MTP HY	MTP Score	NCDOT P3.0 Score	Cost to NCDOT	Local Input Points	Notes
	H140273	Statewide Mobility	Charlotte	I-77		I-277 (Belk Frwy) (Exit 9)	I-277 (Brookshire Fwy) (Exit 11)	Widen from 8 lanes to 10/12 lanes, median and interchange improvements, and grade separation to improve operations	08, 10	2025	175	39.11	\$336,110,000	0	The subcommittee agreed that CRTPO's regional input points should not be applied to large scale statewide tier projects that would limit the ability to fund regional tier projects.
	H140261	Statewide Mobility	Charlotte	I-77	I-277 (Belk Frwy)/I-77			Interchange improvements and grade separation to improve operation	08, 10	2025	161	38.64	\$129,600,000	0	The subcommittee agreed that CRTPO's regional input points should not be applied to large scale statewide tier projects that would limit the ability to fund regional tier projects.
	H142127	Statewide Mobility	Charlotte	I-277 Brookshire Freeway		I-77	Caldwell Street	Widen to add one HOT Lane in each direction and flyover for direct connection to HOT lanes on I-77 North of Brookshire.	08, 10			37.09	\$79,625,000	0	The subcommittee agreed that CRTPO's regional input points should not be applied to large scale statewide tier projects that would limit the ability to fund regional tier projects.
	H142112	Regional Impact	Mooresville	US-21 Charlotte Highway		Brawley School Rd/Wilson Ave		Add right turn lane on Brawley School Road	11, 12			33.66	\$233,000	0	The Division Engineer for NCDOT-Division 12 (R.Chandler) assessment of this project is that it would not solve the problem at this intersection, and Division 12 would not assign any points to this project.
	H090018-B	Statewide Mobility	Statesville	I-40		I-77		Reconstruct interchange (Final Improvements).	11,12			32.34	\$ 168,200,000	0	The subcommittee agreed that CRTPO's regional input points should not be applied to large scale statewide tier projects that would limit the ability to fund regional tier projects.
	H090036-AB	Statewide Mobility	Cornelius, Davidson, Mooresville	I-77		SR 5544 (West Catawba Avenue) [Exit 28]	NC 150 [Exit 36]	Add General Purpose Lanes.	08,10 11,12			29.42	\$ 166,000,000	0	The subcommittee agreed that CRTPO's regional input points should not be applied to large scale statewide tier projects that would limit the ability to fund regional tier projects.
	H090255	Regional Impact	Weddington	NC 16	Providence Road South	Rea Road Extension in Weddington	NC 75 in Waxhaw	Rea Road Extension in Weddington to NC 75 in Waxhaw. Widen to Multi-Lanes Along Existing Alignment.	08, 10	2030	128	27.34	\$48,058,000	0	This project may have impacts to historic properties within the Town of Waxhaw.
	H090036-C	Statewide Mobility	Troutman, Statesville	I-77		NC 115/US 21	I-40	Add General Purpose Lanes.	11,12			26.62	\$ 237,500,000	0	The subcommittee agreed that CRTPO's regional input points should not be applied to large scale statewide tier projects that would limit the ability to fund regional tier projects.
	H090036-B	Statewide Mobility	Mooresville, Troutman	I-77		NC 150	NC 115/US 21	Add General Purpose Lanes.	11,12			25.40	\$ 116,900,000	0	The subcommittee agreed that CRTPO's regional input points should not be applied to large scale statewide tier projects that would limit the ability to fund regional tier projects.
	H111184	Statewide Mobility	Iredell County	I-40		Radio Road	Catawba River	Widen to six lanes from Statesville to the Catawba County Line	11,12			20.87	\$154,608,000	0	The subcommittee agreed that CRTPO's regional input points should not be applied to large scale statewide tier projects that would limit the ability to fund regional tier projects.
	H090281	Statewide Mobility	Union County	US-74		Monroe Bypass (R-2559)	Rockingham Bypass	Monroe Bypass (R-2559) to Rockingham Bypass (R-512). Upgrade to Freeway Standards with Bypass of Wadesboro	08,10			19.57	\$ 741,458,000	0	The subcommittee agreed that CRTPO's regional input points should not be applied to large scale statewide tier projects that would limit the ability to fund regional tier projects.

Sorted Score Order	SPOT ID	STI Tier	Project Type	Project Description	Municipality	Rail Line	Cost to NCDOT	Statewide Mobility Quantitative Score (Out of 100)	Regional Impact Quantitative Score (Out of 70)	Division Needs Quantitative Score (Out of 50)	Region Non-Hwy Local Input Points
1	R140022	Statewide Mobility	Construct Track and/or Structure Improvements (Freight Service)	10,000 ft siding extension at Stouts in Union County. Creates a passing siding in the middle of a 30-mile segment of single track.	Indian Trail	CSX SF line	\$5,300,000	27.20	16.32	12.45	100
2	R140030	Statewide Mobility	Construct Track and/or Structure Improvements (Freight Service)	Grade separate the CSXT SF Line and the NS Mainline by relocating the CSXT SF Line railroad into a 3,400 foot long trench below the NS Mainline in Charlotte.	Charlotte	NS Main/CSX SF line	\$128,500,000	22.18	13.68	10.04	0

NOTES:

No Statewide Mobility Rail projects received funding under P3.0, therefore these projects can cascade into the Regional Needs tier for consideration of local input points assignment.

The NS/CSX grade separation exceeded the funding projections for non-highway projects in Region E, therefore; no local input points were assigned.

The remaining 200 local input points in the Regional Needs Tier were reallocated to highway projects.

Subject to Change

Sorted Score Order	SPOT ID	Municipality	Route Name	Route Number	From/Cross Street	To	Improvement Description	Funding Region	MTP HY	MTP Score	NCDOT P3.0 Score	Cost to NCDOT	Local Input Points	Notes
1	H129682	Matthews	South Trade Street	SR 3448	Fullwood Lane	Weddington Road	Widen to Multilanes with Bike Lanes and Sidewalks	08, 10	2025	182	42.00	\$1,234,000	100	
2	H090502	Stallings	Idlewild Road		I-485	SR 1524 (Stevens Mill Road)	I-485 to SR 1524 (Stevens Mill Road). Widen to Multi-Lanes.	08, 10	2025	157	22.08	\$7,049,000	100	
3	H140325	Mooresville	Midnight Ln/Oates Rd				New 3 lane roadway, including grade separation over I-77, with bike lanes and sidewalks	11, 12	2025	155	35.81	\$9,596,000	100	
4	H140379	Charlotte	North Univ. Research Park Bridge		Louis Rose Pl	Doug Mayes Pl	New 2 lane roadway, with bike lanes and sidewalks	08, 10	2025	152	46.11	\$ 7,428,000	100	
5	H090484-A	Matthews	John Street/Old Monroe Road	SR 1009, SR 1010	SR 3448 / SR 3474 (Trade Street)	I-485	Widen to Multi-Lanes	08, 10	2025	150	23.80	\$12,306,000	100	
6	H090484-C	Indian Trail	John Street/Old Monroe Road	SR 1009, SR 1010	SR 1008 (Indian Trail Road)	SR 1377 (Wesley Chapel-Stouts Road)	Widen to Multi-Lanes	08, 10	2025	144	19.96	\$ 14,885,000	100	
7	H090129-B	Cornelius	West Catawba Avenue	SR 5544	NC 73 (Sam Furr Road)	SR 2151 (Jetton Road)	Widen to Multi-Lanes	08, 10	2025	143	24.94	\$24,800,000	100	
8	H090312-A	Mooresville	Williamson Road	SR 1109	SR 1100 (Brawley School Rd)	NC 150	Widen to Multi-Lanes	11, 12	2025	141	29.78	\$ 4,919,000	100	
9	H140416	Monroe	Charlotte Ave	SR 1009	Seymour St	Dickerson Blvd (NC 200)	Widen from 2 lanes to 4 lanes, with median, bike lanes and sidewalks	08, 10	2025	126	19.07	\$3,903,000	100	
10	H090265-C	Mooresville	Brawley School Road	SR 1100	SR 1116 (Talbert Rd)	US 21	Widen to Multi-Lanes	11, 12	2025	125	20.46	\$8,010,000	100	
11	H140335	Mooresville	Cornelius Rd/Mazeppa Rd Connector		NC 115	US 21	New 4 lane roadway, with median, bike lanes and sidewalks	11, 12	2025	92	19.83	\$ 9,961,000	100	
12	H090320	Monroe	Charlotte Avenue	SR 1009	CSX Railroad	Concord Avenue	Csx Railroad to Concord Avenue. Widen to Multi-Lanes.	08, 10	2030	150	25.19	\$41,229,000	100	
13	H090592	Huntersville	Gilead Road		US 21 (Statesville Road)	NC 115	Widening to 4 Lanes and Add Bike Lanes.	08, 10	2040	141	26.75	\$6,139,000	100	Re-Sort projects by NCDOT P3.0 Score
14	H142091	Charlotte	Eastway Drive	SR-2940 Eastway Drive	Shamrock Drive (City Street)		Eastway Dr and Reconfigure 5 leg skewed intersection to three 2 leg intersections	08, 10			44.00	\$2,790,000	100	
15	H142120	Charlotte	Monroe Road	SR-1009 Monroe Road	Rama/Idlewild Rds		Improve intersection by adding capacity on each approach. This intersection is being modified slightly by U-209B, currently under construction. City of Charlotte has done traffic analysis to determine most effective improvements and has developed concept plan (attached), estimated cost \$8.6M	08, 10			35.83	\$1,395,000	100	
16	H141890	Mooresville	Fairview Road Overpass	SR 1246	SR 1206 (Alcove Road)	Fairview Rd. (SR 1246)	Construct Fairview Rd, Overpass Over I-77 to Alcove Rd.	11, 12			25.95	\$6,098,000	100	
17	H090344	Mooresville	Williamson Road	SR 1109	I-77	SR 1100 (Brawley School Rd)	Widen to Multi-Lanes	11,12			29.21	\$19,480,000	100	
18	H129650-EC	Indian Trail	Chestnut Lane Connector	SR-1362 Chestnut Lane Connector	SR 1367 (Matthews Indian Trail Road)	SR 1368 (Gribble Road)	Middle segment of a planned 4-lane median divided facility on new alignment, upon completion connects US 74 to Old Monroe Road. Note: Includes Grade Separation over Railroad.	08, 10			25.95	\$3,721,000	100	

Sorted Score Order	SPOT ID	Municipality	Route Name	Route Number	From/Cross Street	To	Improvement Description	Funding Region	MTP HY	MTP Score	NCDOT P3.0 Score	Cost to NCDOT	Local Input Points	Notes
19	H111188	Monroe	New Route - Monroe Northern Loop		US 74	SR 1751 (Walkup Avenue) at SR 1763 (Bivens Road)	US 74 to SR 1751 (Walkup Avenue) at SR 1763 (Bivens Road). Two Lanes on Four Lane Right of Way.	08, 10			24.20	\$19,225,000	100	
20	H111183	Matthews	Charlotte Outer Loop	I-485	New interchange at Weddington Road		Convert Grade Separation to interchange	08, 10			22.89	\$20,000,000	100	Projects below the red line will not receive local input points
21	H090483-A	Huntersville	New Route - Church St Ext.		SR 2427 (Mccord Road)	SR 2433 (Mayes Road)	Construct New 2 Lane Road Extension of Church Street on New Location	08, 10			22.44	\$10,644,000		Summary
22	H111173	Huntersville	Hambright Rd	SR 2117	Everette Keith Road	SR 2459 (Eastfield Road)	Construct New 4 Lane Road with Median, Bike Lanes and Sidewalks	08, 10			21.97	\$12,486,000	2,000	Local Input Points assigned to Division Needs Highway Projects
23	H090312-B	Matthews	New Route - McKee Road Extension	SR 3440	SR 3448 (Pleasant Plains Road)	SR 1009 (John Street)	Construct Two Lanes on New Location, on Multi-Lane Right-of-Way	08, 10			19.51	\$6,800,000	\$166,104,000	Estimated cost of 14 Division 10 Projects with locally assigned points
24	H111195	Indian Trail		SR 1009	SR 1377 (Wesley Chapel-Stouts Road)	SR 1007 (Rocky River Road)	Widen Roadway to Multi-Lanes, with Median, Bike Lanes and Sidewalks	08, 10			18.50	\$40,144,000	\$58,064,000	Estimated cost of 6 Division 12 projects with locally assigned points.
25	H141896	Weddington		SR-1008 Waxhaw-Indian Trail Road	SR-1346 Beulah Church Road		Realign intersection and construct Roundabout	08, 10			18.30	\$775,000		
26	H090594	Indian Trail	Rocky River Road	SR 1007	Old Charlotte Highway	US 74	Widening to 4 Lanes, Median and Sidewalks.	08, 10			16.59	\$7,839,000		
27	H142211	Cornelius	I-77	I-77	Westmoreland Road		Convert Grade Separation to Single Point Interchange	08, 10			14.63	\$25,110,000		
28	H090552	Mooresville	I-77	I-77	SR 1302 (Cornelius Road)		Construct a New interchange For Cornelius Road (SR 1302) at I-77 Between Mooresville and Troutman.	11, 12			13.96	\$17,454,000		
29	H111273	Charlotte	Mallard Creek Church Road Extension	SR 2833	NC 49	SR 2827 (Back Creek Church Road)	Extend SR 2833 (Mallard Creek Church Road) from NC 49 to SR 2827 (Back Creek Church Road). The Road Extension Will Become Part of Charlotte'S Eastern Circumferential Road in the Future.	08, 10			13.87	\$22,981,000		
30	H141935	Charlotte/Concord		SR-2464 Odell School Road	I-485	Concord Mills Blvd	Widen to a 4 lane divided cross section	08, 10			13.84	\$8,011,000		
31	H090343	Monroe	Charles Street	SR 2188	SR 2181 (Sunset Drive)	SR 2100 (Franklin Street)	SR 2181 (Sunset Drive) to SR 2100 (Franklin Street). Widen to Multi-Lanes.	08, 10			13.34	\$6,915,000		
32	H090434	Monroe	New Route - Secrest Avenue Extension		SR 1751 (Walkup Avenue)	SR 1006 (Olive Branch Road)	SR 1751 (Walkup Avenue) to SR 1006 (Olive Branch Road). Multi-Lanes on New Location with interchange at Proposed Monroe Bypass (R-2559).	08, 10			13.25	\$13,932,000		
33	H090009	Statesville	I-77	I-77	SR 2171 (Jane Sowers Road)		Convert Grade Separation to An interchange.	11, 12			12.33	\$15,294,000		
34	H141889	Charlotte		SR-2042 Oakdale Road	Sunset/Miranda Roads		Upgrade offset intersection to Roundabout	08, 10			11.94	\$775,000		
35	H111240	Mooresville	East-West Connector		SR 1102 (Langtree Rd)	Shearers Rd. (SR 1125)	East-West Connector. NC115 at Langtree Rd. to Shearers Rd.	11, 12			11.65	\$35,658,000		
36	H090319	Charlotte	Airport Entrance Rd		US 29/74 (Wilkinson Boulevard)	Scott Futrell Drive	Construct Multi-Lane Connector with grade separation over US 29/74 (Wilkinson Blvd)	08, 10	2025	139	11.44	\$31,240,000		

Sorted Score Order	SPOT ID	Municipality	Route Name	Route Number	From/Cross Street	To	Improvement Description	Funding Region	MTP HY	MTP Score	NCDOT P3.0 Score	Cost to NCDOT	Local Input Points	Notes
37	H111238	Mooreville		SR 1302	SR 1303 (Perth Rd)	US 21	Cornelius Rd. Widen to Multi-Lanes from SR 1303 (Perth Rd) to US 21	11, 12			10.93	\$30,183,000		
38	H141864	Weddington		SR-1315 New Town Road		SR 1312 (Marvin Road) in Union County	Left turn lanes on all three approaches and Intersection realignment OR Roundabout	08, 10			10.19	\$775,000		
39	H111174	Troutman		SR 2350	US 21	SR 2342 (Amity Hill Rd)	Murdock Rd. from US-21 to SR 2342 (Amity Hill Rd) at Exit 45 Improve to Wider Lanes and Wider Shoulders, and realign to straighten a curve.	11, 12	2025	61	9.11	\$23,615,000		
40	H111175	Monroe	Airport Road	SR 1349	SR 1162 (Goldmine Road)	NC 84	Widen to 4 Lanes, with Median, Bike Lanes and Sidewalks	08, 10			6.28	\$12,400,000		
41	H111179	Huntersville	New Route		Bridgeford Lane	Northdowns Lane	Construct a New Bridge Across I-77 South of NC 73, Linking SR 2141 (Northcross Drive) to US 21.	08, 10			6.17	\$5,466,000		
42	H090705	Marshville		Stegall Road Ext.	Marshville-Olive Branch Rd	Peachland Street	Construct road on new alignment.	08, 10			6.04	\$4,395,000		
43	H090697	Union County	Lawyers Road		Old Laywers Road	Lawyers Road	This New Alignment and Brigde Will Connect Old Lawyers Road with Lawyers Road Over the Rocky River. This Project Will Cross from the Rpo into Mumpo. the Road Portion Would Be 18 to 24 Feet Widening.	08, 10			4.29	\$4,139,000		
44	H090698	Union County	New Route		NC 205	Old Lawyers	Connect Thomas Helms to NC 205 with a New Alignment. Two Lane Extension.	08, 10			2.98	\$ 5,793,000		

SORTED SCORE ORDER	Mode Order	NCDOT Division	SPOT ID	Mode	Municipality	Route	From / Cross Street	To	Description	Specific Improvement Type	Cost to NCDOT	Division Needs Quantitative Score (Out of 50)	Local Input Points	Notes
1	1	10	B140551	Bike/Ped	Charlotte	Matheson Avenue Bicycle Lanes Conversion	US 29/NC 49 (N.Tryon Street)	The Plaza/Parkwood Avenue	Convert Matheson Avenue to include bicycle lanes along each side of the street. Implementation of the project will provide bicycle accommodation and connectivity by extending an existing signed bicycle route on low volume streets to utilize dedicated bike lanes.	2. Construct multi-use trail / greenway / sidepath or on-road bike lane on local roadway	\$230,000	36.05	100	This project was the highest scoring Division Needs Non-Highway and the highest scoring Bike/Ped project.
2	1	10	R140019	Rail	Charlotte	CSX SF line	N/A	N/A	Phase III Expansion, Charlotte Intermodal Terminal and supporting rail infrastructure. Construction of new wheeled parking and container stacking areas, construction of four new processing tracks totalling 7,600 feet and installation of three rail mounted zero emission wide span cranes for container processing. Increases capacity from 122,000 lifts per year to 246,000 per year	Construct Facility and/or Station Improvements (Freight Service)	\$24,500,000	32.83	100	This project was the highest scoring Rail project within the Division Needs Non-Highway tier.
3	2	10	B140677	Bike/Ped	Indian Trail	US Highway 74 Multi-Use Path	Western municipal limit of Indian Trail	SR 1516 (Sardis Church Road)	Construct a multi-use path along the southern edge of US 74 through Indian Trail. There are approximately 45,000 vehicles travelling along US 74 on a daily basis. This project would provide an alternate mode of transportation to single occupant vehicles.	2. Construct multi-use trail / greenway / sidepath or on-road bike lane on local roadway	\$1,099,285	29.69	100	This project was the second highest scoring bike/ped project.
4	3	10	B142186	Bike/Ped	Charlotte	Mallard Creek Greenway	Mallard Creek Park & Ride	Greenway	Mallard Creek Greenway Connection to CATS Mallard Creek Park & Ride Lot	2. Construct multi-use trail / greenway / sidepath or on-road bike lane on local roadway	\$165,600	28.77	100	This project was the third highest scoring Bike/Ped project.
5	4	10	B140507	Bike/Ped	Charlotte/Pineville	Little Sugar Creek Greenway Extension	End of Ramblewood Lane (Charlotte)	End of Cadillac Street (Pineville)	Construct a greenway along the eastern side of the Little Sugar Creek. This greenway extends 2.2 miles from Huntingtowne Farms Park south to Cadillac Street. The trail should be able to pass under the I-485 bridge.	2. Construct multi-use trail / greenway / sidepath or on-road bike lane on local roadway	\$2,842,800	28.58		
6	5	10	B140666	Bike/Ped	Matthews	SR 3448 (Pleasant Plains Road)	Weddington Road/Trade Street	SR 1100 (McKee Road)	Construct bicycle lanes along Pleasant Plains Road from Weddington Road/Trade Street to McKee Road. This proposed project will extend existing (Weddington Road) and planned bike lanes (S. Trade Street) in the area out to McKee Road.	1. Construct dedicated on-road bike lane on state-maintained roadway	\$276,000	27.04		
7	6	10	B140691	Bike/Ped	Cornelius	NC 115 bicycle lanes and sidewalk modernization	Potts Street	Smith Road	Construct sidewalks and bicycle lanes by narrowing the travel lanes on NC 115. This corridor is constrained by a railroad track on the east side of the road, and residential development that would be impacted if additional right-of-way was to be acquired	4. Implement road diet	\$308,222	26.73		
8	7	10	B140683	Bike/Ped	Charlotte	Stewart Creek Greenway	State Street	SR 1784 (Rozzells Ferry Road)	Construct a greenway through Martin Luther King Community Park that would provide connectivity between the existing Wesley Heights Greenway and the existing segment of the Stewart Creek Greenway. The resulting Stewart-Wesley Heights-Irwin Creek greenways	2. Construct multi-use trail / greenway / sidepath or on-road bike lane on local roadway	\$503,309	26.35		
9	8	10	B140149	Bike/Ped	Cornelius/Davidson	South Prong Rocky River Greenway	South Street (Davidson)	Main Street (Cornelius)	Construct a multi-purpose path from South St to Cornelius Town Center. In addition to being an important connection for both the Town of Cornelius and Mecklenburg County, it is also part of the Carolina Thread Trail and has a larger, regional significance	2. Construct multi-use trail / greenway / sidepath or on-road bike lane on local roadway	\$901,600	25.57		
10	9	10	B140606	Bike/Ped	Charlotte	McAlpine Creek Greenway	Green Rea Road	Johnston Road	Construct greenway along McAlpine Creek. This two-mile greenway will expand the existing 6 mile McAlpine/McMullen/Four Mile system and end north of Pineville-Matthews Road at Green Rea Road and Country Day Middle School.	2. Construct multi-use trail / greenway / sidepath or on-road bike lane on local roadway	\$1,486,215	25.49		
11	10	10	B142198	Bike/Ped	Charlotte	Sam Newell Road (SR 3168) Multi Use Path	Rice Road (Town Street)	Crown Point Elementary School	Multi Use Path parallel to roadway	2. Construct multi-use trail / greenway / sidepath or on-road bike lane on local roadway	\$400,000	24.33		
12	11	10	B142155	Bike/Ped	Indian Trail	South Fork Crooked Creek Greenway	Indian Trail Fairview Road	US 74	Construct Greenway	2. Construct multi-use trail / greenway / sidepath or on-road bike lane on local roadway	\$1,295,000	22.94		
13	12	10	B140658	Bike/Ped	Charlotte	Irvin Creek Greenway	SR 3174 (Idlewild Road)	Lakeview Circle	Construct a two-mile greenway that will provide a safer connection between Crown Point Elementary School and Idlewild Road Park. It will connect the Towns of Matthews and Mint Hill.	2. Construct multi-use trail / greenway / sidepath or on-road bike lane on local roadway	\$1,099,308	22.00		

SORTED SCORE ORDER	Mode Order	NCDOT Division	SPOT ID	Mode	Municipality	Route	From / Cross Street	To	Description	Specific Improvement Type	Cost to NCDOT	Division Needs Quantitative Score (Out of 50)	Local Input Points	Notes
14	13	10	B140579	Bike/Ped	Huntersville	McDowell Creek Greenway	NC 73 (Sam Furr Road)	Torrence Creek Greenway	Construct greenway on new location.	2. Construct multi-use trail / greenway / sidepath or on-road bike lane on local roadway	\$2,071,925	21.87		
15	14	10	B142193	Bike/Ped	Weddington	NC 84 (Weddington Road) Sidewalk	Waxhaw-Indian Trail Road (SR 1008)	Lester Davis Road	Construct a new sidewalk to connect Village Commons Shopping Center to Dogwood Park	5. Construct Sidewalk	\$80,000	21.81		
16	15	10	B140662	Bike/Ped	Cornelius	McDowell Creek Tributary Greenway	SR 5544 (Catawba Avenue)	Washam Potts Road	Construct a two-mile greenway that will provide pedestrian and bicycle connections via multi-use trails to several neighborhoods, Smithville Park, JV Washam Elementary School, Cornelius Elementary School, JV Washam Recreation Center and the Cornelius Public library.	2. Construct multi-use trail / greenway / sidepath or on-road bike lane on local roadway	\$1,794,000	20.96		
17	16	10	B140640	Bike/Ped	Davidson	Griffith Street Bike/Ped Improvements at I-77	Northwest Drive	Davidson Gateway Dr/Harbour Place Dr	Construct bicycle and pedestrian improvements through the Exit 30 interchange along Griffith Street.	2. Construct multi-use trail / greenway / sidepath or on-road bike lane on local roadway	\$460,000	20.38		
18	17	10	B140618	Bike/Ped	Cornelius	McDowell Creek Greenway (Cornelius)	SR 5544 (West Catawba Avenue)	SR 2430 (Westmoreland Road)	Construct a greenway along McDowell Creek from W. Catawba Avenue to the existing terminus of the greenway at Westmoreland Road. This project is a continuation of STIP# E-4953 (McDowell Creek Greenway).	2. Construct multi-use trail / greenway / sidepath or on-road bike lane on local roadway	\$1,738,800	19.07		
19	18	10	B140664	Bike/Ped	Charlotte	Plott Road Bicycle Lanes	SR 2853 (Hickory Grove Road)	SR 2803 (Plaza Road/The Plaza)	Construct bicycle lanes between existing bicycle lanes on Hickory Grove Road at the southern terminus of the project and existing bicycle lanes on The Plaza at the northern terminus of the project.	2. Construct multi-use trail / greenway / sidepath or on-road bike lane on local roadway	\$4,600,000	18.40		
20	19	10	B140631	Bike/Ped	Stallings	Stallings Elementary School Sidewalk Network	SR 1365 (Stallings Road)	SR 1524 (Stevens Mill Road)	Construct a sidewalk network along Stallings Road and Stevens Mill Road that would connect residential subdivisions to Stallings Elementary School.	5. Construct Sidewalk	\$279,193	18.24		
21	20	10	B140512	Bike/Ped	Charlotte	Walker Branch Greenway	SR 1119 (Sledge Road)	SR 1123 (Smith Road)	Construct new 1.8 mile greenway an connecting an existing developer-built greenway from Sledge Road to the RiverGate Shopping Center then on to Smith Road.	2. Construct multi-use trail / greenway / sidepath or on-road bike lane on local roadway	\$1,047,246	18.09		
22	1	10	A130135	Aviation	Monroe	EQY - Charlotte-Monroe Executive	N/A	N/A	Land acquisition for future aviation use and the relocation of Goldmine Road, approximately 42.8 acres at \$35,000/acre and the preparation of the design drawings for the relocation	515 - Land Acquisition - Runway Length	\$ 738,000	17.73	100	This project was the highest scoring aviation project in the Division Needs Non-Highway Tier.
23	2	10	A130134	Aviation	Monroe	EQY - Charlotte-Monroe Executive	N/A	N/A	Land to control Runway Protection Zone for extended runway (total acquisition cost \$922,415.86, recovered to date \$158,675.99)	305 - Land Acquisition / Obstruction removal / Easement - RPZ	\$ 687,366	17.55		
24	3	10	A130136	Aviation	Monroe	EQY - Charlotte-Monroe Executive	N/A	N/A	Runway extension to 7,000', RSA construction and ILS relocation (Reimbursement)	525 - Design	\$ 7,947,900	17.43	500	Local Input Points Assigned to Division Needs Non-Highway Projects
25	2	10	R140008	Rail	Charlotte	NS Main	N/A	N/A	Establish a new TBT facility in Charlotte, NC at the old Charlotte IMF once the area has been vacated by Intermodal. Marketing plans to transition non-ethanol traffic from Pineville to Charlotte and has identified 1,440 ethanol carloads that will be handled at Pineville.	Construct Facility and/or Station Improvements (Freight Service)	\$487,500	16.67	\$26,732,885	Estimated cost of the five Division 10 projects recommended for local input points assignment.
26	4	10	A130138	Aviation	Monroe	EQY - Charlotte-Monroe Executive	N/A	N/A	Rehabilitation and strengthening of 7,000 foot runway/taxiways and transient apron to 95,000 DW, and widen fillets at selected taxiways where Group III Aircraft operations are anticipated.	605 - Runway Overlay	\$ 8,136,405	15.60	\$0	Division 12 does not have any Division Needs Non-Highway projects that are recommended for local input points assignment.
27	21	10	B142180	Bike/Ped	Huntersville	NC 115	Hambright Road (SR 2117)	Mount Holly Huntersville Road (SR 2004)	Construct Bicycle Lanes	1. Construct dedicated on-road bike lane on state-maintained roadway	\$1,040,000	14.03		
28	5	10	A130118	Aviation	Monroe	EQY - Charlotte-Monroe Executive	N/A	N/A	Relocate and widen the existing parallel taxiway section between the existing ramp and the Runway 5 taxiway extension.	1110 - Design	\$ 1,191,600	14.02		

SORTED SCORE ORDER	Mode Order	NCDOT Division	SPOT ID	Mode	Municipality	Route	From / Cross Street	To	Description	Specific Improvement Type	Cost to NCDOT	Division Needs Quantitative Score (Out of 50)	Local Input Points	Notes
29	6	10	A130128	Aviation	Monroe	EQY - Charlotte-Monroe Executive	N/A	N/A	Design and installation of new MALSR approach lights to serve the 1,500 foot extension of Runway 5 that has been constructed.	1705 - Install MALS / MALSF / MALSR (for precision runway only)	\$ 563,558	10.80		
30	7	10	A130121	Aviation	Monroe	EQY - Charlotte-Monroe Executive	N/A	N/A	Construct an apron, taxiway and access road for future corporate development off the north corner of the parallel taxiway.	1240 - Corporate and T-hanger Taxiways	\$ 3,227,940	10.42		
31	8	10	A130122	Aviation	Monroe	EQY - Charlotte-Monroe Executive	N/A	N/A	Construct a taxilane and apron for additional corporate hangar development	1240 - Corporate and T-hanger Taxiways	\$ 369,360	10.42		
32	9	10	A130123	Aviation	Monroe	EQY - Charlotte-Monroe Executive	N/A	N/A	Construct a taxilane and apron for additional corporate hangar development	1240 - Corporate and T-hanger Taxiways	\$ 1,261,350	10.42		
33	10	10	A130124	Aviation	Monroe	EQY - Charlotte-Monroe Executive	N/A	N/A	Construct a taxilane and apron for additional corporate hangar development.	1240 - Corporate and T-hanger Taxiways	\$ 1,907,190	10.42		
34	11	10	A130137	Aviation	Monroe	EQY - Charlotte-Monroe Executive	N/A	N/A	First and second phase of road relocation necessary for runway extension (Reimbursement).	528 - Road/Infrastructure Relocation	\$ 4,512,150	9.93		
35	12	10	A130120	Aviation	Monroe	EQY - Charlotte-Monroe Executive	N/A	N/A	Construct 116,455 square feet of new ramp, drainage, utility, parking area and building site improvements for future maintenance facility.	1210 - Design	\$ 873,918	9.89		
36	13	10	A130119	Aviation	Monroe	EQY - Charlotte-Monroe Executive	N/A	N/A	Construct a partial parallel taxiway on the east side of Runway 5-23 to allow for future development.	1110 - Design	\$ 2,908,800	9.58		
37	14	10	A130130	Aviation	Monroe	EQY - Charlotte-Monroe Executive	N/A	N/A	Construct T-Hangar taxilane to accommodate airport users (Reimbursement).	2100 - Hangers and Economic Development	\$ 692,100	9.58		
38	15	10	A130129	Aviation	Monroe	EQY - Charlotte-Monroe Executive	N/A	N/A	Land associated with Runway Safety Area and Runway Protection Zone (includes Project Request Numbers: 2813)	205 - Land Acquisition - Runway Safety Area (RSA)	\$ 449,955	9.21		
39	16	10	A130125	Aviation	Monroe	EQY - Charlotte-Monroe Executive	N/A	N/A	A proposed expansion to the existing terminal building to accommodate a TSA checkpoint.	1315 - Construct addition to existing building	\$ 675,000	8.77		
40	17	10	A130126	Aviation	Monroe	EQY - Charlotte-Monroe Executive	N/A	N/A	A proposed 6,200 square foot expansion to the existing terminal building includes a new conference center, reconfiguration of existing offices and new office space.	1315 - Construct addition to existing building	\$ 1,710,000	8.35		
41	18	10	A130133	Aviation	Monroe	EQY - Charlotte-Monroe Executive	N/A	N/A	Construct new air traffic control tower and construct a new access road to the proposed air traffic control tower.	3000 - Other	\$ 4,311,900	7.71		
42	19	10	A130131	Aviation	Monroe	EQY - Charlotte-Monroe Executive	N/A	N/A	Land acquisition necessary for future airport expansion. This land totals 16.0 acres at \$60,000/acre.	2100 - Hangers and Economic Development	\$ 882,000	6.36		
43	20	10	A130132	Aviation	Monroe	EQY - Charlotte-Monroe Executive	N/A	N/A	First and second phase of land acquisition to allow for additional hangar area on west side of airport property.	2100 - Hangers and Economic Development	\$ 759,600	6.36		
44	21	10	A130127	Aviation	Monroe	EQY - Charlotte-Monroe Executive	N/A	N/A	Land acquisition and a design process is necessary to allow for an expansion to existing parking.	1325 - Construct non-revenue terminal public parking area	\$ 980,411	6.28		
45	22	12	B140509	Bike/Ped	Mooresville	Bellingham Park to Johnson Dairy Road Greenway	Bellingham Park	(SR 1142) Johnson Dairy Road	Construct a greenway along the east side of the Dye Creek Greenway. This proposed two-mile greenway segment would provide accessibility for bicyclists between the existing 1.2 mile trail network within Bellingham Park and several residential neighborhoods.	2. Construct multi-use trail / greenway / sidepath or on-road bike lane on local roadway	\$667,200	21.87		

SORTED SCORE ORDER	Mode Order	NCDOT Division	SPOT ID	Mode	Municipality	Route	From / Cross Street	To	Description	Specific Improvement Type	Cost to NCDOT	Division Needs Quantitative Score (Out of 50)	Local Input Points	Notes
46	23	12	B140703	Bike/Ped	Statesville	US 21/NC 115 (Shelton Avenue) multi-use sidepath	US 70 (Garner Bagnal Boulevard)	SR 2342 (Amity Hill Road)	Construct a 12-foot greenway along the east side of US 21/NC 115. Located in an economically depressed area that has been identified for redevelopment. This project will provide bicycle and pedestrian mobility to residents as automobile alternative.	2. Construct multi-use trail / greenway / sidepath or on-road bike lane on local roadway	\$754,825	20.39		
47	24	12	B140707	Bike/Ped	Troutman	Carolina Thread Trail Segment Q4	Rumple Street	Julian Place	Construct a 2.25 mile off road multiuse path connecting an existing greenway in downtown Troutman to elementary and middle schools and a commercial area. See link below for additional information regarding the cost estimate from the Town of Troutman.	2. Construct multi-use trail / greenway / sidepath or on-road bike lane on local roadway	\$1,748,000	19.44		
48	25	12	B141908	Bike/Ped	Troutman	Lake Norman State Park Multi-Use Trail, Segment A	Church Street	Lytton Farm Road	The proposed 1.07 mile off road multiuse path will be the first segment in an alternative transportation corridor ultimately connecting downtown Troutman to Lake Norman State Park.	2. Construct multi-use trail / greenway / sidepath or on-road bike lane on local roadway	\$631,000	14.94		
49	26	12	B141908	Bike/Ped	Troutman	Lake Norman State Park Multi-Use Trail, Segment A	Church Street	Lytton Farm Road	The proposed 1.07 mile off road multiuse path will be the first segment in an alternative transportation corridor ultimately connecting downtown Troutman to Lake Norman State Park.	2. Construct multi-use trail / greenway / sidepath or on-road bike lane on local roadway	\$631,000	14.94		
50	22	12	A130142	Aviation	Statesville	SVH - Statesville Regional Airport	N/A	N/A	Construction of a parallel taxiway south of the existing Runway 8-23. Includes land acquisition of approximately 22 acres needed to develop new corporate areas to the southeast of the airport and 13 parcels needed for construction of the parallel taxiway and potential borrow areas. The taxiway is critical in increasing safety to corporate users by eliminating the need to cross the primary runway.	1125 - Clearing / Grading / Drainage / Paving / Marking / Lighting / Signage	\$ 12,220,200	10.22		
51	23	12	A130139	Aviation	Statesville	SVH - Statesville Regional Airport	N/A	N/A	This element consists of the land acquisition to the south of the closed runway to be used for future development and as a borrowsource to parallel taxiway construction. Approximately 37 acres of property are included in this element.	1115 - Land Acquisition- Taxiway Construction	\$ 2,545,200	9.20		
52	24	12	A130140	Aviation	Statesville	SVH - Statesville Regional Airport	N/A	N/A	This project can be phased. It includes the following: Land Acquisition, site preparation for the new parallel taxiway, and paving and lighting of the new parallel taxiway.	1115 - Land Acquisition- Taxiway Construction	\$ 14,811,300	9.20		
53	25	12	A130141	Aviation	Statesville	SVH - Statesville Regional Airport	N/A	N/A	This project can be divided into two phases, the first element consists of the land acquisition necessary to develop the southwest area for corporate users. Approximately 9.3 acres of property are needed. The second phase consists of the site development for additional corporate hangars.	1115 - Land Acquisition- Taxiway Construction	\$ 4,341,600	9.20		



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DATE: February 19, 2014 – Revised June 2, 2014 (Pending the approval of the NCDOT-SPOT office.

SUBJECT: **Prioritization 3.0 (P3.0) – Local Input Point Methodology**

BACKGROUND

The NCDOT’s Strategic Planning Office of Transportation (SPOT) has been tasked with carrying out the project evaluation process outlined in the Strategic Transportation Investment (STI) legislation enacted on June 26, 2013. One of the most significant tasks that must be accomplished by each MPO/RPO and NCDOT Division Office is to create a methodology that explains how the MPO/RPO/Division Office will allocate the eligible local input points assigned to projects (of all modes) in the prioritization database.

As stipulated by the STI legislation, local points may be assigned to projects in the Regional Impact and Division Needs categories, but not the Statewide Mobility category. The Charlotte Regional Transportation Planning Organization (CRTPO) may allocate the following number of local points for projects in the eligible categories:

- 2500 points – Regional Impact projects
- 2500 points – Division Needs projects

A committee of TCC members was created to develop a local input point methodology. The contents of this memorandum describe the methodology developed by the committee, which the CRTPO proposes to use to allocate its local input points. NCDOT requires that the methodology include the following components:

- A minimum of one quantitative criteria
- A minimum of one qualitative criteria
- Public involvement (on the proposed methodology, and the preliminary assignment of local input points to projects based on the approved methodology)
- Dissemination of methodology, local points and public input on CRTPO’s website (crtpo.org)

PROPOSED LOCAL INPUT METHODOLOGY

Overview

The following principles will be used for the allocation of CRTPO’s local points:

- The maximum amount of local points eligible per project will be applied in order to make each project as competitive as possible (i.e. each project will either receive 100 local points, or will not receive any local points)

o The assignment of local points to a project that crosses MPO boundaries may be based on a proportionate share of the project mileage within the CRTPO and

after confirmation from the adjacent MPO that they will assign proportionate points to the project.

- Projects will be divided as either highway projects or non-highway projects, to coincide with the STI legislation; and, the specific percentage of local input points given to highway vs. non-highway projects will coincide with the funding assumptions made by the CRTPO in its 2040 MTP for highway vs. non-highway projects (see modal dispersal criteria for details)
- Projects will be divided as either Regional Impact projects or Division Needs projects, to coincide with how the local points are assigned by the STI legislation
- Local points from the Division Needs category should not be applied to Statewide Mobility category projects that cascade into the Division Needs category

Project Screening

All projects, regardless of mode, will be subject to the following screening to determine which projects will have the most reasonable chance for funding based on the P3.0 quantitative score.

Screening for Highway & Non-highway projects	Measure	STI Category (Mode)
Reasonable chance for funding based on P3.0 quantitative score <i>(Note that this score will be identified after all P3.0 quantitative scores are released)</i>	<ul style="list-style-type: none"> ▪ Identify the project with the lowest quantitative score that can be funded (based on funding assumptions – i.e. total amount of funds assumed to be available per category, established by NCDOT) ▪ Subtract maximum amount of eligible MPO local points (based on category – 15% Reg., 25% Div.) from quantitative project score (issued by SPOT) ▪ Projects below the resulting score should not proceed for further evaluation 	Regional Impact & Division Needs

Proposed Criteria -

Clarify that all projects (regardless of mode) will run through below criteria (see table below)

Quantitative & Qualitative Criteria	Measure	STI Category
MTP consideration (Highway projects only) <ul style="list-style-type: none"> • <i>This criteria will be the primary consideration for highway projects to receive local points</i> 	The MTP rank* = the priority order for projects which will receive local points	Regional Impact & Division Needs
P3.0 quantitative score	The P3.0 quantitative score =	Regional Impact & Division

<p>(Highway & Non-Highway projects)</p> <ul style="list-style-type: none"> <i>This criteria will be the secondary consideration for highway projects to receive local points, but will be the primary consideration for non-highway projects to receive local points</i> 	<p>the priority order for projects which will receive local points</p>	<p>Needs</p>
<p>Modal allocation</p> <ul style="list-style-type: none"> <i>See table in the Application of Criteria section for an explanation of how the local points will be split between highway vs. non-highway projects</i> <i>See Example under Non-highway project section for an explanation of how local points will be split among non-highway modes</i> 	<ul style="list-style-type: none"> Consider allocating up to 15% of regional category points to non-highway projects Consider allocating up to 20% of division category points to non-highway projects Consider allocating local points to each mode represented in each category 	<p>Regional Impact & Division Needs</p>

**The MTP rank is based on quantitative and qualitative criteria developed by the MPO. This criteria is the primary criteria for determining the local points for highway projects (see attached)*

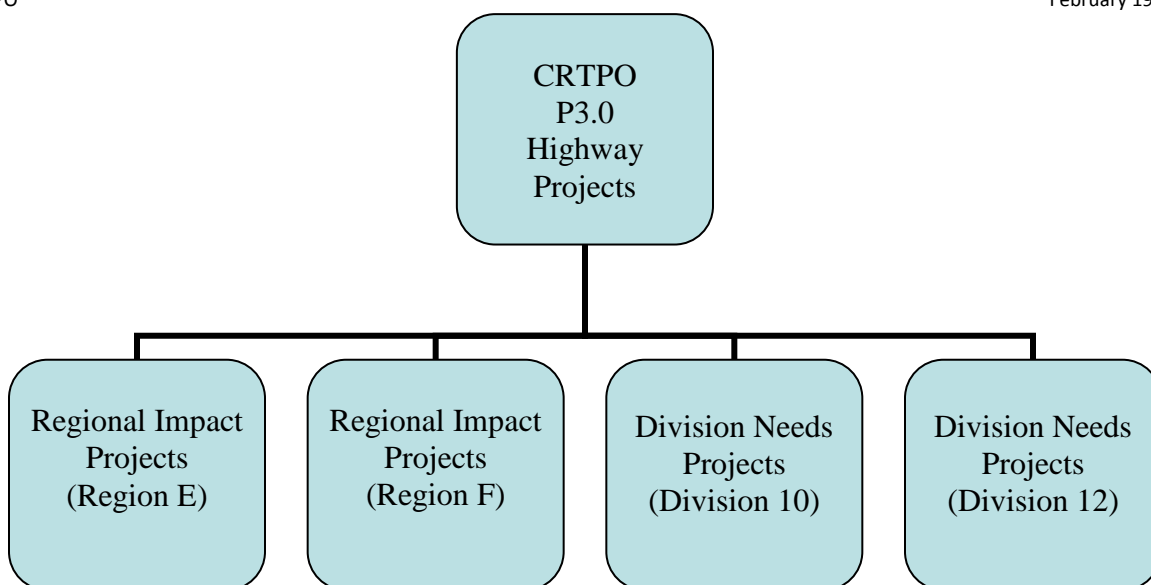
Application of Criteria

Divide local points by mode (highway vs. non-highway)

<p>Regional Impact Projects (15% of local points to non-highway based on MPO assumption to allocate 15% of anticipated revenues to non-highway Regional Impact projects)</p>	<p>2500 total points</p>	
<p>Division Needs Projects (20% of local points to non-highway based on MPO assumption to allocate 20% of anticipated revenues to non-highway Division Needs projects)</p>	<p>2500 total points</p>	
	<p>2200 points highway</p>	<p>300 points non-highway</p>
	<p>2000 points highway</p>	<p>500 points non-highway</p>

Highway Projects:

- Filter process will be applied using the “Reasonable chance for funding based on P3.0 quantitative score” criteria
 - After filter, eligible projects remaining will be categorized as follows



- The following criteria is then applied in successive order
 - 1) MTP Rank (attach MTP ranking methodology as supplemental information)
 - Highest scoring MTP project = highest ranked P3.0 highway project
 - 2) P3.0 Quantitative Score
 - After all MTP projects have been assigned points, highest quantitative scoring P3.0 project = next highest ranked P3.0 highway project
 - 3) NCDOT Division Office Coordination (Divisions 10 and 12)
 - Each Division’s local points account for 15% of the Regional Impact score and 25% of the Division Needs score; therefore, coordination with the respective Division Office will occur as CRTPO’s local points are being allocated
 - 4) MPO Input
 - MPO must approve final list of projects using local input methodology
 - Public comments on preliminary points allocated to projects also considered

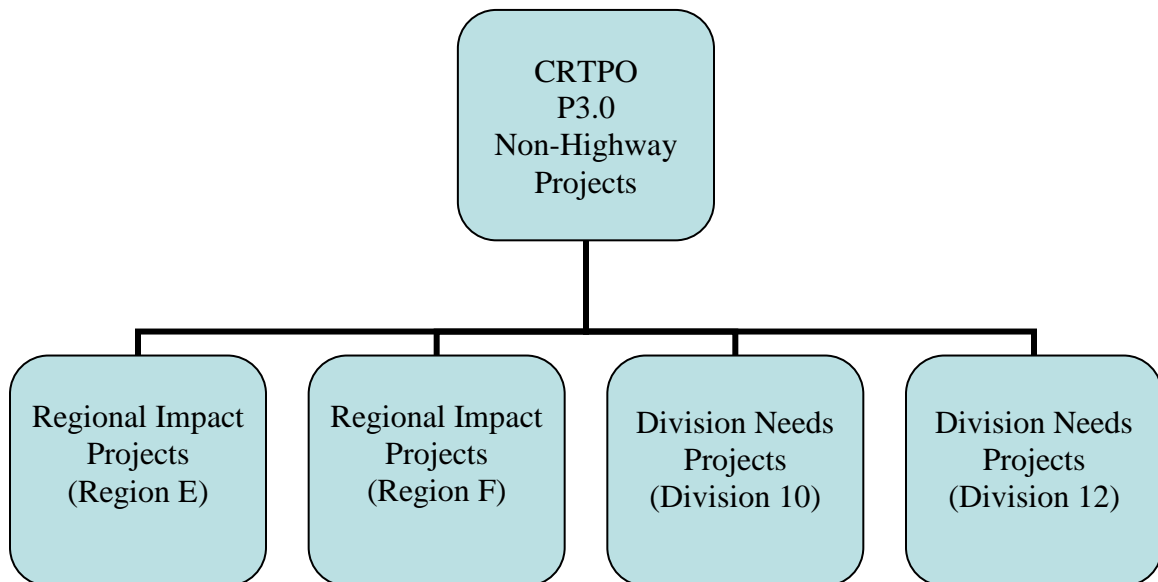
Example of Regional and Division Points Assignment for Highway Projects

Criteria	Regional Impact project	Division Needs project
Project Screening		
Reasonable chance for funding based on P3.0 quantitative score <i>(Note that 60 is a hypothetical example, and that this score will be identified after all P3.0 quantitative scores are released)</i>	(Assume that based on funding available in this category, projects that score less than 60 points will not be able to be funded in the TIP) <ul style="list-style-type: none"> ▪ MPO local input represents 15% of total score, which is 9 points out of 60 ▪ 60-9 = 51 points ▪ CRTPO will not consider any Regional Impact highway projects with a P3.0 quantitative score less than 51 points (the 2 qualitative criteria below	(Assume that based on funding available in this category, projects that score less than 60 points will not be able to be funded in the TIP) <ul style="list-style-type: none"> ▪ MPO local input represents 25% of total score, which is 15 points out of 60 ▪ 60-15 = 45 points ▪ CRTPO will not consider any Division Needs highway projects with a P3.0 quantitative score less than 45 points (the 2 qualitative criteria below

	will be applied to CRTPO Regional Impact projects with a P3.0 quantitative score of 51 points or higher)	will be applied to CRTPO Division Needs projects with a P3.0 quantitative score of 45 points or higher)
Quantitative & Qualitative	↓	↓
MTP consideration	<ul style="list-style-type: none"> ▪ Highest ranked MTP project in this category receives 100 local points ▪ Next highest ranked MTP project receives 100 local points (And so on until all Regional impact MTP projects have received 100 local points)	<ul style="list-style-type: none"> ▪ Highest ranked MTP project in this category receives 100 local points ▪ Next highest ranked MTP project receives 100 local points (And so on until all Division impact MTP projects have received 100 local points)
	↓	↓
P3.0 quantitative score	<ul style="list-style-type: none"> ▪ Highest CRTPO quantitative scoring P3.0 project in this category receives 100 local points ▪ Next highest CRTPO quantitative scoring project receives 100 local points (And so on until all the local points are used for highway projects)	<ul style="list-style-type: none"> ▪ Highest CRTPO quantitative scoring P3.0 project in this category receives 100 local points ▪ Next highest CRTPO quantitative scoring project receives 100 local points (And so on until all the local points are used for highway projects)

Non-Highway Projects:





- Filter process will be applied using “Reasonable chance for funding based on P3.0 quantitative score” criteria
 - After filter, eligible projects remaining will be categorized as follows



- The following qualitative criteria is then applied
 - 1) P3.0 Quantitative Score
 - Highest scoring project representing each mode gets 100 points
 - Regional Impact
 - The CRTPO rail project with the highest P3.0 quantitative score receives 100 local points
 - If no other modes are represented in this category then the points would be allocated to other rail projects
 - If no other non-highway projects are represented in this category then the points would be allocated to CRTPO highway projects (in which case, the CRTPO highway local input point methodology previously outlined would be used)
 - Division Needs:
 - The CRTPO aviation, rail, transit and bicycle/pedestrian projects with the highest P3.0 quantitative scores each would receive 100 local points
 - The final 100 local points would go to the non-highway project with the next highest P3.0 quantitative score, regardless of mode
 - If there are not projects to represent four modes, then each of the highest P3.0 quantitative scores for the three modes represented would receive 100 local points each, and the next two highest P3.0 quantitative scores for non-highway projects, regardless of mode, would receive 100 local points each (and so on)
 - 2) NCDOT Division Office Coordination (Divisions 10 and 12)
 - Each Division’s local points account for 15% of the Regional Impact score and 25% of the Division Needs score; therefore, coordination with the respective Division Office will occur as CRTPO’s local points are being allocated
 - 3) MPO Input
 - MPO must approve final list of projects using local input methodology
 - Public comments on preliminary points allocated to projects also considered

Example of Regional and Division Points Assignment for Non-Highway Projects

Criteria	Regional Impact project	Division Needs project
Project Screening		
Reasonable chance for funding based on P3.0 quantitative score	(Assume that based on funding available in this category, projects that score less than 80 points will not be able to be funded in the TIP) <ul style="list-style-type: none"> ▪ MPO local input represents 15% of total score, which is 12 points out of 80 ▪ 80-12 = 68 points ▪ CRTPO will not consider any Regional Impact non-highway projects with a P3.0 quantitative score less 	(Assume that based on funding available in this category, projects that score less than 80 points will not be able to be funded in the TIP) <ul style="list-style-type: none"> ▪ MPO local input represents 25% of total score, which is 20 points out of 80 ▪ 80-20 = 60 points ▪ CRTPO will not consider any Division Needs non-highway projects with a P3.0 quantitative score less

	than 68 points	than 60 points
Quantitative & Qualitative		
P3.0 Quantitative Score & Modal allocation	<ul style="list-style-type: none"> ▪ Highest CRTPO P3.0 quantitative scoring non-highway project for each mode represented in this category receives 100 local points (i.e. highest scoring aviation project = 100 local points; highest scoring rail project = 100 points) <p style="text-align: center;"></p> <ul style="list-style-type: none"> ▪ If local points are still available, next highest CRTPO P3.0 quantitative scoring project receives 100 local points – regardless of mode (i.e. if there are eligible aviation and rail projects left, the highest P3.0 score among the remaining projects receives 100 points) ▪ If there are no CRTPO non-highway projects remaining in this category, the local points would be assigned to highway projects using the CRTPO highway criteria 	<ul style="list-style-type: none"> ▪ Highest CRTPO P3.0 quantitative scoring non-highway project for each mode represented in this category receives 100 local points (i.e. highest scoring aviation project = 100 points; highest scoring bicycle/pedestrian project = 100 local points; highest scoring rail project = 100 points; highest scoring transit project = 100 local points) <p style="text-align: center;"></p> <ul style="list-style-type: none"> ▪ The remaining local points would be applied to the next highest CRTPO P3.0 quantitative scoring project – regardless of mode (i.e. if there are eligible aviation, bicycle/pedestrian and rail projects left, the highest P3.0 score among the remaining projects receives 100 points, until the points are gone)

Public Involvement Process

- CRTPO’s proposed local input point methodology will be posted on the CRTPO website for review and comment (crtpo.org), and the MPO board meeting will also serve as an opportunity for public comment on the proposed local input point methodology (all comments received via the website will also be presented to the board members);
- After the local input point methodology is approved by the MPO board and the NCDOT, and quantitative scores are known, the process of applying the local input point methodology will begin;
- A minimum 2-week public comment period will be provided to allow time for the public to review the results of the local point allocation (based on the approved local input point methodology);
- Staff will share the quantitative scores received from the SPOT office with the TCC, MPO board, and will post this information to the CRTPO website.
- The MPO board’s final action regarding the local input point allocation may be based on comments received; and
- CRTPO’s final local input point methodology, allocation of local points and consideration of public comments will be posted on the CRTPO website (crtpo.org).

NEXT STEPS/TIMELINE

- MPO board and NCDOT approve local input point methodology (March 2014)
- Quantitative scores are given to P3.0 projects (May 2014)
- Proposed local input points are allocated to P3.0 projects (May-July 2014)
- A minimum 2-week public comment period is provided to review and comment on local input point allocations (June-July 2014)
- MPO endorses final local input point allocations and submits them to NCDOT (July 2014)
- Final scores are issued to P3.0 projects and posted on the CRTPO website (August 2014)

Thoroughfare Plan Amendment Mt Holly Road

Trexler Ave



GASTON



Mt Holly Rd

Mt Holly-Huntersville Rd

Mount Holly Rd

Hilton Dr

Creston Crk

E Charlotte Ave

Belmeade Dr

MECKLENBURG



charlotte regional transportation planning organization

600 East Fourth Street
Charlotte, NC 28202
704-336-2205
www.crtpo.org

TO: TCC Members
FROM: Robert W. Cook, AICP
CRTPO Secretary
DATE: May 28, 2014
SUBJECT: Mt. Holly North Loop Thoroughfare Plan Amendment

ACTION REQUESTED

At the May 1, 2014 TCC meeting, the Charlotte Department of Transportation made a motion to defer action on this project for one month to determine if the right-of-way for the proposed Mt. Holly Road extension had been reserved.

Request the MPO to approve the start of a comment period to obtain public input on the proposed removal of the Mt. Holly North Loop from the Thoroughfare Plan.

BACKGROUND

The Mt. Holly North Loop is a proposed extension of Mt. Holly Road in northwest Charlotte that includes a new crossing of the Catawba River into Gaston County. It is on CRTPO's Thoroughfare Plan and is proposed to be a part of the Comprehensive Transportation Plan (CTP). After crossing the river, it becomes a part of what is known as the Belmont-Mt. Holly Loop on the Gaston-Cleveland-Lincoln MPO's (GCLMPO) CTP.

AMENDMENT JUSTIFICATION

This topic was first discussed at the December 4, 2013 Transportation Staff meeting. At that time, the GCLMPO staff discussed the City of Mt. Holly's opposition to the project and the GCLMPO's intent to remove its portion of the project from its CTP. Local staff determined that, in light of the action proposed by the GCLMPO, the project had no independent utility and therefore, there was no need to keep the project on the CRTPO Thoroughfare Plan.

PROPOSED PUBLIC INVOLVEMENT

Staff proposes to implement Level 1 Thoroughfare Plan amendment procedures. As stated in the adopted Public Involvement Plan (PIP), Level 1 procedures are associated with amendments expected to result in minor impacts to citizens, property owners and business owners. The PIP identifies the deletion of a proposed thoroughfare as a type of change appropriate for Level 1 procedures.

Public notice will consist of:

1. Media outlet notification
2. Land development organization notification
3. Property owner notification

It is not expected that a public meeting will be necessary.

MECKLENBURG-UNION METROPOLITAN PLANNING ORGANIZATION
Charlotte-Mecklenburg Government Center, Room 267
May 22, 2013 Meeting
Meeting Minutes Excerpt: I-77 HOT Lanes Project

Members Attending:

David Howard (Charlotte), Chuck Travis (Cornelius), Brian Jenest (Davidson), Sarah McAulay (Huntersville), Chris King (Indian Trail), Paul Bailey (Matthews), Dumont Clarke (Mecklenburg County), Carl Ellington (Mint Hill), Margaret Desio (Monroe), Lynda Paxton (Stallings), Frank Aikmus (Union County), Barbara Harrison (Weddington), Brad Horvath (Wesley Chapel)

Non-Voting Members Attending:

Greg Phipps (Charlotte-Mecklenburg Planning Commission)

1. Call to Order

MPO Chairwoman Sarah McAulay called the May 2013 MUMPO meeting to order at 7:00 PM.

7. I-77 HOT Lanes Project

Presenter:

Bill Coxe, Town of Huntersville

Summary:

Mr. Coxe presented information to the MPO via a Power Point presentation, the contents of which are incorporated into the minutes. He stated that the presentation's purpose was to request the MPO to amend the 2035 Long Range Transportation Plan and the 2012-2018 Transportation Improvement Program and to make a finding of air quality conformity on the two amended documents in order to advance the implementation of high occupancy toll (HOT) lanes on I-77 from the Brookshire Freeway in Charlotte to NC 150 in Mooresville. The presentation covered the following points:

- a review of both current conditions on I-77 and what is being proposed by the amendments
- public involvement efforts and the comments received during that process
- project benefits and shortfalls were reviewed
- financial matters were discussed, including the public-private partnership funding mechanism that is being pursued

Three findings that the MPO needed to make were reviewed. The first finding was: will the proposed actions allow MUMPO to continue to meet its air quality goals? It was explained that all scenarios considered would allow for a conformity determination to be made. The second finding was: are the proposed actions financially feasible? Mr. Coxe stated that the proposal is financially feasible if the public contribution is capped at \$170 million. The final finding was: are the proposed actions in the best interests of the region? Mr. Coxe stated that this was a policy determination that the MPO would have to make.

Mr. Coxe then reviewed the three actions that were requested of the MPO, as noted in the presentation and described in detail in a memorandum dated May 13, 2013 from Mr. Coxe on behalf of the TCC's I-77 Technical Team:

a. Air Quality Conformity Determination

Find that the 2035 Long-Range Transportation Plan and 2012-2018 Transportation Improvement Program conform to the purpose of the North Carolina State Implementation Plan.

b. 2035 Long Range Transportation Plan Amendment

Amend the 2035 Long Range Transportation Plan to include a project shown in the amendment report and other public documents as "Scenario 5" to widen I-77 from Charlotte to Mooresville with HOT lanes under a public/private partnership with a condition that no more than \$170 million in public dollars provide early years funding. No more than \$150 million should come from funds that are otherwise eligible for expenditure in the MUMPO planning area. The project will be placed in LRTP's 2025 horizon year.

c. 2012-2018 Transportation Improvement Program Amendment

Amend the 2012-2018 Transportation Improvement Program to include a project shown in the amendment report and other public documents as “Scenario 5” to widen I-77 from Charlotte to Mooresville with HOT lanes under a public/private partnership with a condition that no more than \$170 million in public dollars provide early years funding. No more than \$150 million should come from funds that are otherwise eligible for expenditure in the MUMPO planning area. Subsequent to the TCC’s recommendation, NCDOT requested that the project be placed in FY 14 of the TIP.

In addition, Mr. Coxe reviewed the following eight recommendations made by the TCC. The TCC recommended that they be endorsed by the MPO.

- 1. The MPO acknowledges that under current NCDOT financial structure, approximately \$40M in project delays would need to occur to accomplish the project.**
- 2. MUMPO acknowledges that these actions only allow the project to move further into procurement.**
- 3. The TCC should develop additional I-77 North projects, including General Purpose lanes north of Cornelius, and evaluate them in the LRTP update.**
- 4. The MPO recommends that a strategic study of all travel corridors (including I-77) from Charlotte to Statesville begin as soon as possible.**
- 5. The MPO recommends that NCDOT continue its high level of coordination with MUMPO and local staff through procurement, implementation and operation.**
- 6. The MPO recommends that NCDOT and MUMPO convene a joint task force to coordinate this project with other area managed lanes projects.**
- 7. The MPO recommends that NCDOT should appoint a project manager to coordinate all activities associated with the project.**
- 8. No action should be taken by NCDOT or any other party to discourage informal (i.e. non-prearranged) carpooling.**

It was noted that the TCC unanimously recommended to the MPO that it amend the 2035 LRTP and 2012-2018 TIP and make a conformity determination on the two documents, as well as endorse the eight recommendations listed above.

Motion-Air Quality Conformity Determination:

David Howard made a motion to find that the amended 2035 Long Range Transportation Plan and the amended 2012-2018 Transportation Improvement Program conform to the NC State Implementation Plan (SIP) in accordance with the Clean Air Act as Amended (CAAA) and MAP-21. Chuck Travis seconded the motion. Upon being put to a vote, the motion passed unanimously.

Motion-2035 Long Range Transportation Plan Amendment:

Mr. Howard made a motion to amend the 2035 Long Range Transportation Plan to include the proposed I-77 HOT lanes project as presented. Mr. Travis seconded the motion. Upon being put to a vote, the motion passed unanimously.

Motion-2012-2018 Transportation Improvement Program Amendment:

Mr. Howard made a motion to amend the 2012-2018 Transportation Improvement Program to include the proposed I-77 HOT lanes project as presented. Mr. Travis seconded the motion. Upon being put to a vote, the motion passed unanimously.

Motion-TCC Recommendations:

Mr. Howard made a motion to endorse the eight TCC recommendations (listed above) and to incorporate them into its overall actions to approve the I-77 HOT lanes project. Mr. Travis seconded the motion. Upon being put to a vote, the motion passed unanimously.

13. Adjourn

The meeting adjourned at 8:30 PM.



600 East Fourth Street
 Charlotte, NC 28202
 704-336-2205
 www.mumpo.org

August 9, 2013

Eric Midkiff, PE
 NCDOT
 Project Development & Environmental Analysis Branch
 1548 Mail Service Center
 Raleigh, NC, 27699-1548

Subject: MUMPO TCC Comments on Environmental Assessment for Consolidated TIP
 Projects: I-3311C, I-5405, and I-4750AA

Dear Mr. Midkiff:

The Mecklenburg-Union Technical Coordinating Committee (TCC) provided comments on the Subject projects on February 8, 2013 in response to a Request for Comments solicitation dated January 8, 2013. Those comments, along with responses, were included in the draft Environmental Assessment (EA). Listed below are the TCC's original comments, with follow up comments based upon the responses provided in the draft EA document.

February 8, 2013 Comment	August 9, 2013 Follow Up Comment
<ol style="list-style-type: none"> The proposed public/private partnership (P3) project represents a partial investment in the overall transportation needs in the corridor between Charlotte and Statesville. Without a strategic framework for addressing the transportation needs in a holistic fashion, it is not possible to completely judge the benefits and impacts of this proposal. The only strategic vision in the corridor, the 2001 <u>I-77 Sub-Area Study</u>, discussed in our October 4, 2012 memo, covers the corridor between Charlotte and Mooresville but does not extend to Statesville. That study calls for 	<p>The TCC believes that a comprehensive, multi-modal strategy is critical to addressing the complex mobility issues in the Charlotte to Statesville corridor. The development of such a strategy should be part of Table PC-1: Special Project Commitments. Implementation should begin within 12 months of the signing of this document.</p>

<p>substantially more improvements in the corridor than proposed in the current project. How does the proposed project and procurement process help to achieve this vision?</p>	
<p>3. The 2017 analysis year for the environmental document does not offer the ability to judge the performance, impacts, and transportation value return on investment over the potential 50 year concession period of the current procurement proposal. The need for additional investments in the corridor and the impact of the proposed project on the ability to deliver these investments should be evaluated.</p>	<p>The TCC continues to believe that a 2017 analysis year is inadequate for assessing the impacts of a project intended for a 50 year concession period. A commitment to conducting an assessment of the project employing an appropriate design year should be made part of Table PC-1: Special Project Commitments. Implementation should begin within 12 months of the signing of this document.</p>
<p>4. This evaluation should not be limited to the physical ability to construct additional improvements parallel to or crossing this project. The innovative P3 process and the private sector control for a potential 50 year period with the inherent focus on fiscal return on investment should be thoroughly compared to public control of the investment with the potential return on investment having a greater focus on public purpose.</p>	<p>The response to this comment provided in the draft EA is inadequate. Reference is made on page E-96, item 4, to an internal analysis of the pros and cons of private vs. public delivery. We have not reviewed this analysis and cannot speak to its validity.</p>
<p>8. The TCC firmly believes that managed lanes are an integral tool in the implementation and management of the capacity and reliability purposes of the freeways and highest order expressways in our system. The manner in which this specific project is governed must be integrated into an overall strategy for managing similar projects within the MPO's purview for the functional lives of the projects, especially during any private participation. The MPO must be an integral part of this management structure.</p>	<p>The TCC requests that a management team be formed to address issues associated with, but not limited to, project development, design and governance, and that the MPO be an equal partner in the team's decision-making process. A commitment to forming a management team should be made part of Table PC-1: Special Project Commitments.</p>

<p>9. e & f. The TCC is concerned about integration of this project with other planned projects in the corridor.</p>	<p>The response listed on page E-97 to item 9 e. & f. of the TCC's February 8, 2013 comments (and in other locations) indicates a need for a project to be funded and committed with a NEPA document to require consideration. The response on page E-111 item 3 indicates that the state may make "...any improvement contained in an adopted plan as an exclusion to the definition of an Unplanned Revenue Impacting Facility." We have been told that this second response is the accurate portrayal. For example, it is important to be assured by the concessionaire that there will be room in the median to accommodate bridge supports and their construction where called for in an adopted long range plan that spans a time frame greater than the TIP or LRTP since the concessionaire has a 50 year contract.</p>
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In addition to the above matters, the following additional comments are offered.

1. Page 1, Paragraph 4: First sentence notes that I-77 is six lanes between I-85 and I-277 (Brookshire Freeway). I-77 is eight lanes in this section.
2. Page 6, Table 2-1: Project # R-3833 is noted as being under construction. It is complete. David Keilson mentioned a remaining section to be constructed.
3. Page 6, Table 2-1: Project # R- 2632 is noted as being under construction. It was only under construction from US 21 to NC 115, and that segment is complete.
4. Page 18, 1st indentation under Widened Bridges: One of the bridge notations states "over abandoned rail corridor." This is the Lynx Blue Line Extension light rail corridor.
5. Will there be any residential relocations along Dean St.? From the March 4 meeting with Dean St. residents, there was an understanding that there would be no relocations as the I-77 centerline would be moved to the east.
6. Staff has expressed concern (p. E-97, item 9 d) that traffic coming into the center city from the southbound I-77 HOT lanes will have a difficult time accessing their preferred route of Church Street. Exit point 3A from the Brookshire Freeway to Brevard/Davidson already queues back to the mainline during AM peak hours and additional traffic trying to use that exit will exacerbate the situation. Has a weave analysis been conducted that takes into consideration the traffic coming from the

HOT lanes exit (between I-77 and the Brookshire Freeway) to the I-277 ramps to Graham St., Church St. and the Brevard/Davidson/McDowell streets off ramps and the Caldwell St., Church St. and Graham St. on ramps? We believe the concessionaires should be guided by the RFP to examine an “outside” landing from the HOT lanes to either the Brookshire or directly to Exit 3B, 11th Street as an alternative technical concept (ATC.) If this option proves beneficial then additional noise analysis will need to occur.

7. No action should be taken by NCDOT or any other party to discourage informal (i.e. non-prearranged) carpooling or inhibit carpooling in any way under the long term project management structure.
8. The Griffith St. (exit 30) interchange is proposed to be reconstructed as a part of this project, however there are no plans for the ramps to be improved or lengthened. The ramp lengths (especially the acceleration ramps) are inadequate under I-77's current cross-section (and have been the cause of numerous crashes), and the problem will be exacerbated by widening the roadway. The TCC strongly recommends that NCDOT reconsider its position on this issue.
9. HOT lane entrance and exit points should be placed at locations that enhance CATS bus operations. Particular consideration should be given to how the access points will affect CATS's ability to gain access to existing and planned park and ride locations along the I-77 corridor.
10. All efforts should be expended to maintain and enhance the level of service for multi-occupancy vehicles during the construction period. Not only does this serve as a congestion mitigation during construction, it fosters on-going multi occupancy of vehicles which is an important local focus for this project.
11. Finally, NCDOT has received multiple citizen requests to stop the current project and instead implement general purpose lanes in select locations. The document's responses seem to focus on the lack of public funds to support general purpose lanes. The TCC strongly feels that the HOT lane element of this project brings a new paradigm to transportation investment in North Carolina. It emphasizes long term return on investment in that the management tool of HOT lanes ensures the long term functionality of the investment, its role in fostering multi-occupant use of the investment, and builds in the maintenance and operational components in the financial structure. As early as April 2009, the MUMPO indicated its preference for any additional lanes along I-77 North to be managed lanes. The TCC believes that this issue should receive primacy in responding to requests for general purpose lanes.

Sincerely:

A handwritten signature in black ink that reads "Robert W. Cook". The signature is written in a cursive, slightly slanted style.

Robert W. Cook, AICP
MUMPO Secretary

cc: Mecklenburg-Union Metropolitan Planning Organization
MUMPO Technical Coordinating Committee
Rodger Rochelle, PE, Transportation Program Management Unit
Theresa Ellerby, PDEA
Virginia Mabry, Priority Projects Office
Louis Mitchell, PE, Division 10
Mike Holder, PE, Division 12
Carl Gibilaro, PE, Atkins
Bill Thunberg, Executive Director, Lake Norman Transportation Commission