

## 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

## Agenda Packet

Thursday, August 7, 2014  
10:00 a.m.-Noon

Charlotte-Mecklenburg Government Center  
Room 267 (Second Floor)  
600 East Fourth Street  
Charlotte, NC 28202

### August TCC MEETING REQUESTS FOR ACTION:

1. CRTPO P3.0 Local Input Points Allocation
2. CRTPO Bicycle and Pedestrian Subcommittee
3. Regional Freight Mobility Plan Steering Committee
4. Tolled Corridors Advisory Team
5. Tolled Facility Bonus Allocation Subcommittee
6. MPO Bylaws Amendment

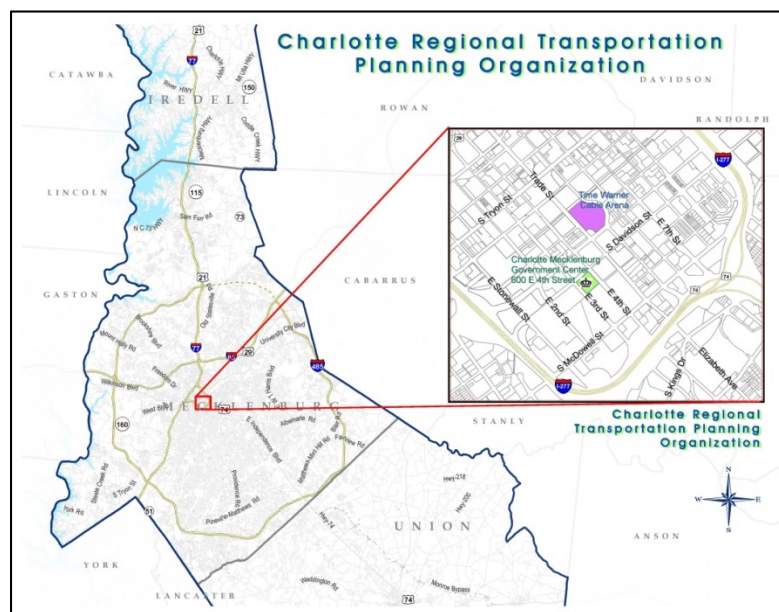
CRTPO Staff Contact:  
Neil Burke, AICP, PTP  
Senior Principal Planner  
(704) 353-0198  
nburke@charlottenc.gov

#### ***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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## TECHNICAL COORDINATING COMMITTEE MEETING AGENDA

Thursday, August 7, 2014 | 10:00 a.m.  
Room 267 (second floor), Charlotte-Mecklenburg Government Center  
600 East Fourth Street, Charlotte, NC 28202

1. **WELCOME (5 minutes)** **Danny Pleasant**

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  - a. Introductions
  - b. Approval of Today's Agenda
  
2. **CONSENT AGENDA (5 minutes)** **Danny Pleasant**

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  - a. Approval of July 10, 2014 TCC Minutes
  - b. TIP Amendments – see attached memorandum
  
3. **TCC BUSINESS (60 minutes)**

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  - a. **CRTPO NCDOT Prioritization 3.0 Local Input Points Allocation** **Neil Burke**  
**ACTION REQUESTED:**
    - *Recommend to the MPO that it approve the final list of projects proposed for CRTPO's allocation of local input points for Prioritization 3.0*
    - *Recommend to the MPO that it affirm that CRTPO's public involvement procedures and the local input methodology conditionally authorized by NCDOT have been followed and points allocated to those projects scored in the P3.0 process.*  
**BACKGROUND:**
    - *The public comment period ended on Monday, July 21 and 36 responses were received generally supporting projects proposed for CRTPO's local input points assignment.*
    - *The public comments received did not necessitate any modification to the list of projects proposed for CRTPO's local input points assignment.*
    - *CRTPO staff coordinated its local input assignment process with NCDOT Divisions 10 and 12 to the extent possible.*  
**ATTACHMENTS:** *Public comment summary spreadsheet, DRAFT FINAL P3.0 local input point project recommendations, Resolution*
  
  - b. **CRTPO Bicycle and Pedestrian Subcommittee** **Curtis Bridges**  
**ACTION REQUESTED:** *Recommend to the MPO that it endorse the formation of the Subcommittee and also endorse Subcommittee membership.*  
  
**BACKGROUND:**
    - *Staff researched committee membership, committee tasks, organization, and experiences in peer MPOs throughout North Carolina;*

- *Staff consulted with local staff, peer MPOs, and NCDOT Bike-Ped Division in developing possible Work Group tasks;*
- *Informal group of potential committee members have met several times to discuss regional needs and Work Group tasks;*
- *Bicycle & Pedestrian Work Group would function as advisory committee to the TCC;*

ATTACHMENTS: *Bicycle and Pedestrian Work Group mission statement*

- c. **Regional Freight Mobility Plan Steering Committee** **Sushil Nepal**  
ACTION REQUESTED: *Consider identifying steering committee members for freight mobility plan.*

BACKGROUND:

- *The steering committee would be comprised of public and private sector representatives of transportation, land use, economic development, workforce development, and freight movement sectors.*
- *One representative from each of the area transportation planning organizations' technical and policy-level boards will be requested to serve on the steering committee.*
- *CRTPO staff sent an email to TCC members request volunteers or nominations to serve on the steering committee.*

ATTACHMENTS: *Freight Mobility Plan Executive Summary, TIGER CRTPO Memo*

- d. **Tolled Corridors Advisory Team** **Bill Coxe**  
ACTION REQUESTED: *Consider endorsing the framework and committee membership for this team.*

BACKGROUND:

- *The proposed implementation of tolling on several corridors will require the CRTPO to develop new policies, and become actively engaged in project development, and design.*
- *A team of TCC members is developing the framework for the Tolled Corridors Management Team.*

ATTACHMENTS: *Advisory team framework*

- e. **Toll Facility Bonus Allocation Subcommittee** **Bill Coxe**  
ACTION REQUESTED:

- *Recommend to the MPO that it endorse general principles to guide the selection of projects using bonus allocation funds*
- *Recommend to the MPO that it endorse an interpretation of the bonus allocation legislation.*

BACKGROUND:

- *The general principles are intended to guide the selection of projects to be paid for with bonus allocation funds.*

- *The need to interpret the bonus allocation legislation was undertaken in order to establish a CRTPO position on issues where the statute's text was vague.*
- *The TCC's Bonus Allocation Subcommittee recommends that the TCC take the requested action.*

ATTACHMENTS: *Schedule, Recommended principles, Legislative interpretation, Legislation excerpt*

f. **MPO Bylaws** **Robert Cook**

ACTION REQUESTED: *Recommend to the MPO that it amend its bylaws to permit the MTC representative to be a non-elected official.*

BACKGROUND:

- *The Metropolitan Transit Commission (MTC) has requested that the MPO amend its bylaws to permit the MTC representative to be a non-elected official.*
- *The Memorandum of Understanding (MOU) does not mandate that the MTC representative be an elected official; however, the MPO bylaws require elected official status.*
- *This topic was referred to the TCC by the MPO chairwoman.*

ATTACHMENTS: *MTC letter; bylaws revision memo*

4. **TCC INFORMATION REPORTS (35 Minutes)**

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a. **Resolution Endorsing Regional Statewide Tier Projects** **Robert Cook**

BACKGROUND:

- *The Technical Committee of the Charlotte Regional Alliance for Transportation (CRAFT) met on May 27, 2014 and discussed the results NCDOT's scoring of Statewide tier projects.*
- *The Technical Committee determined that a regional statement of support would be beneficial for the various Statewide tier projects that were fully or partially funded.*
- *The Cabarrus-Rowan MPO has endorsed the resolution and the Gaston-Cleveland-Lincoln MPO is scheduled to do so at its August meeting.*

ATTACHMENTS: *Draft resolution.*

b. **Regional Planning Agreements** **Robert Cook**

BACKGROUND:

- *Agreements must be executed with four adjacent MPOs to formally transfer planning responsibilities for portions of the Charlotte urbanized area located in the planning areas of the adjacent MPOs from the CRTPO to the affected MPO.*

ATTACHMENTS: GCLMPO – CRTPO DRAFT Transfer of Planning Responsibility MOA

c. **CONNECT Update**

**Michelle Nance**

BACKGROUND:

- *A description of the process used to develop the County-Level Consortium Scenarios for each of the 14 counties in the region will be presented.*
- *TCC members will also be asked to weigh in on what “actionable” outcomes or deliverables might be most helpful to their communities.*

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

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- a. NCDOT Report
- b. Upcoming Issues

**NCDOT Staff**

6. **ADJOURN**

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**CRTPO TECHNICAL COORDINATING COMMITTEE**  
**Summary Meeting Minutes**  
**Charlotte-Mecklenburg Government Center**  
**Room 267**  
**July 10, 2014**

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**Voting Members:** *Acting TCC Chair* - Bill Coxe (Huntersville), Norm Steinman – alt for Danny Pleasant (CDOT), Jonathan Wells - alt for Debra Campbell (C-M Planning), Andrew Grant (Cornelius), Adam McLamb – alt for Scott Kaufhold (Indian Trail), Andrew Ventresca (Iredell County), Erika Martin (Troutman), Ralph Messera (Matthews), John Rose – alt for David McDonald (CATS), Jim Loyd – alt for Lisa Stiwinter (Monroe), Kelsie Anderson ( Mooresville), Megan Green (Mecklenburg County – LUESA Air Quality), Louis Mitchell (NCDOT – Div. 10) David Keilson – alt for Reuben Chandler (NCDOT-Div. 12), Anil Panicker (NCDOT-TPB), Sherry Ashley – alt for Phil Collins (Statesville), Ken Tippette (Bicycle Focus Area Representative), Lynne Hair (Stallings)

**Staff:** Robert Cook (CRTPO), Curtis Bridges (CRTPO), Neil Burke (CRTPO), Loretta Barren (FHWA), Scott Cole (NCDOT-Div. 10) Stuart Basham (NCDOT – Div. 10), Patrick Norman (NCDOT – Div. 12), Geoff Sloop (NCDOT) Tim Gibbs (CDOT), James Lim (NCDOT-Public Transportation), Bjorn Hansen (Centralina COG), Andy Grzyski (CDOT), Jeff Derwort (Monroe)

**Guests:** Carl Gibilaro (Atkins), Todd Steiss (PB), Bill Thunberg (LNTC), David Wiggins (Steele Creek Residents Association); Meg Fencil (Sustain Charlotte)

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In absence of the TCC Chair and Vice Chair, Bill Coxe presided over the meeting. Mr. Coxe opened the meeting at 10:03 AM. TCC members and guests introduced themselves.

**1. Adoption of the Agenda**

Mr. Coxe asked if any changes to the agenda were necessary. Hearing none, the July agenda was adopted by acclamation. Mr. Coxe indicated that the TIP amendments that were proposed for the consent agenda will be shifted to the first business item to allow for discussion.

**2. Consideration of June Meeting Minutes**

Mr. Coxe asked if any changes to the minutes were necessary. Hearing none, he asked for a motion to approve the minutes from the June TCC meeting. Erika Martin made a motion to approve the June TCC meeting minutes. Sherry Ashley seconded the motion. Upon being put to a vote, the motion passed unanimously.

**TCC BUSINESS ITEMS**

**2b. TIP Amendments (relocated from the consent agenda)**

Presenter: Bill Coxe

Summary/Action Requested:

Mr. Coxe explained that ten of the TIP amendments were requested by NCDOT, with the second ten TIP amendments requested by project managers of the CRTPO member jurisdictions.

The list of projects can be viewed [here](#). He indicated that most of the TIP amendments were simply to move funding from one fiscal year to another, there was an issue of projects that may affect the designated horizon years in CRTPO's 2040 Metropolitan Transportation Plan. The US 21 and Gilead Road Intersection Improvement project and the Northcross Drive Extension have proposed TIP amendments that would extend beyond the December 31, 2015 completion date, which would trigger an amendment to the horizon years in the MTP as well as an air conformity determination. Mr. Coxe mentioned that FHWA will allow CRTPO to amend the MTP to account for the shifts in horizon years for these two projects at a later date; therefore the TIP amendments for the US 21 and Gilead Road Intersection Improvement and Northcross Drive Extension were considered by the TCC along with the other amendments.

Norm Steinman questioned the omission of a NCDOT-initiated TIP amendment to begin planning and environmental study on the I-77 South project from the Brookshire Freeway to the South Carolina State Line. This project was shown as partially funded in NCDOT's draft Statewide Funding Program that was released in May. He also indicated CDOT's desire is to have one, unified planning and environmental study undertaken for the corridor, instead of having the project segmented. Mr. Coxe directed CRTPO staff to inquire with NCDOT regarding the status of the planning and environmental study for the I-77 corridor.

Motion:

Mr. Steinman made a motion to approve the TIP amendments with conditions placed upon the projects that will require an amendment to the MTP. Andrew Grant seconded the motion. Upon being put to a vote, the motion passed unanimously.

**3a. TIP Amendments and Air Quality Determination**

Presenter: Robert Cook

Summary/Action Requested:

Mr. Cook indicated that a 30-day public comment period began on May 22, 2014 and ended on June 20, 2014, and no comments were submitted. A public meeting on the TIP Amendments was held on June 12 at the Charlotte-Mecklenburg Government Center, and there were no attendees.

Motion:

Andrew Ventresca made a motion to recommend to the MPO that it consider making a conformity determination and approve the TIP amendments for the Baucom Road Extension (U-2507AA) and the I-485/Oakdale Road interchange (R-2248G) projects. Jonathan Wells seconded the motion. Upon being put to a vote, the motion passed unanimously.

**3b. Strategic Transportation Corridors**

Presenter: Robert Cook

Summary/Action Requested:

Mr. Cook explained that the TCC is requested to consider endorsing a round of revised comments regarding NCDOT's development of Strategic Transportation Corridors (STCs). A series of minor revisions were made to the document at the July 9 Transportation Staff meeting. The preliminary comments were submitted to NCDOT to meet the deadline with the condition that the final version will be transmitted once the TCC has approved the changes and endorsed the comments.

Mr. Cook indicated that there was uncertainty regarding how the STCs will be used and how this may or



may not impact future rounds of project prioritization. Louis Mitchell mentioned previous NCDOT prioritization efforts did award bonus points to projects along the former Strategic Highway Corridors, but this was not used in Prioritization 3.0. He also indicated that the current NCDOT administration has a broader vision for corridors beyond the traditional vehicular transportation to include additional infrastructure such as utilities.

Motion:

Kelsie Anderson made a motion to endorse the STC comments. Sherry Ashley seconded the motion. Upon being put to a vote, the motion passed unanimously.

**3c. Regional Freight Mobility Plan Steering Committee**

Presenter: Bjorn Hansen, Centralina COG

Summary/Action Requested:

Mr. Hansen explained that Centralina COG is beginning the process to identify stakeholders for the Regional Freight Mobility Plan. He indicated that one representative from each of the area transportation planning organizations' technical and policy-level boards will be requested to serve on the steering committee. A letter has been mailed to all municipalities with at least 10,000 residents in the region as well as the participating counties to solicit additional stakeholders. Centralina COG will find out the results of the TIGER grant in September, and the planning effort would begin at the beginning of 2015. If Centralina COG receives the TIGER grant, it is anticipated to be a 24-month work effort. The alternative will have greater participation from MPOs and the RPO and will be a shorter work effort by several months. Mr. Hansen indicated that Centralina COG has requested that transportation planning organizations' name steering committee members by the end of August.

Mr. Steinman inquired if the stakeholders are required to have industry knowledge in freight transportation. Mr. Hansen said that there is a multi-tiered approach that Centralina COG is assuming with expertise desired in land use planning and economic development as well as the freight industry.

Mr. Coxe requested that the solicitation of steering committee membership is sent to the membership of this group and appointment of TCC and MPO members is deferred to a Wednesday Transportation Staff meeting for further discussion.

**TCC INFORMATION REPORTS**

**4a. Tolled Corridors Advisory Team**

Presenter: Bill Coxe

Summary:

Mr. Coxe provided an update on the development of the Tolled Corridors Advisory Team. A group of TCC members is developing the framework for the Tolled Corridors Advisory Team, and a request for action is anticipated at the August TCC meeting to formally establish the Team and identify members. There are several proposed tolled facility projects will require the CRTPO to develop new policies, and become actively engaged in project development, and design.

Mr. Coxe explained that this team would be limited to providing technical recommendations because the decision making capabilities are vested within CRTPO, NCDOT, and any financial

partners. A concept of operations document would unify the organization and operations of several tolled corridors within the region, and NCDOT has interest in identifying these principles. Mr. Coxe indicated that possible members of the advisory team could include NC Turnpike Authority staff, NCDOT Divisions and District staff, Private concessionaires, Public Communications team representatives, CRTPO staff, emergency responders, law enforcement, and local jurisdictions in the corridors.

Mr. Hansen inquired if the advisory team would provide technical assistance for tolled facilities proposed on Independence Boulevard, I-485 south in addition to the I-77 HOT lane facility. Mr. Coxe responded to indicate that this advisory team would provide assistance to any proposed tolled facility within the CRTPO planning area.

#### **4b. Tolled Facility Bonus Allocation Subcommittee**

Presenter: Bill Coxe

##### Summary:

Mr. Coxe gave an update on the development of toll facility bonus allocations that can be returned to MPOs in North Carolina that embrace tolling projects. He emphasized that source of the bonus allocation funds are derived from NCDOT's statewide program, and are not toll revenues. He indicated that the subcommittee has recommended that Division Needs and Regional Impact projects receive priority in the ranking of projects because these projects receive the least amount of funding respectively.

Mr. Coxe indicated that the subcommittee does not want the application of bonus allocation funds to count against a facility corridor cap of \$200 million as imposed by the NCDOT STI legislation. Mr. Mitchell explained that he has communicated with the NCDOT-Program Development Branch on this issue, and they do not have a ruling yet to determine if corridor bonus allocations will count towards the corridor cap. Mr. Mitchell also explained that following the financial close of the I-77 HOT lanes project, the Program Development Branch will send CRTPO a letter with the amount of bonus allocation funding available for the corridor, and a series of project timelines that will have to be met to ensure that projects using the bonus allocation funds can be funded in the TIP.

Mr. Steinman inquired if the I-77 corridor cap extents would run from the Virginia to the South Carolina State Line. Mr. Mitchell responded that the corridor cap is applied for the particular NCDOT Division or adjoining Division. Mr. Coxe indicated that the bonus revenue funds may only be spent in the same county as the project.

Mr. Grant asked if the bonus allocations could be used on the I-77 south corridor between Uptown and the South Carolina line. Mr. Steinman responded to indicate that the funds could be spent on the corridor area of impact to include I-77, portions of the Brookshire Freeway included in the project scope, and roadways within a reasonable distance of the project.

Mr. Grant inquired about the limit of bonus allocation funding to be programmed within each STI tier. Scott Cole responded that it is 10% of each Division's five-year allocation can be used for bonus allocation projects. This would cap the five-year Division Needs bonus allocation funds at \$12.5 million and Regional Impact projects at \$48 million, and would be in addition to the STI allocations.

The subcommittee will seek an endorsement of the principles for the tolled facility bonus allocation at the August TCC meeting.

#### **4c. CRTPO NCDOT P3.0 DRAFT Local Input Points Allocation**

Presenter: Neil Burke

##### Summary:

Mr. Burke provided information to the TCC via a Power Point presentation, the contents of which are incorporated into the minutes [here](#). The presentation covered the following points:

- The MPO endorsed the draft list of projects proposed for local point assignment, and approved the start of the 30-day public comment period at its June 18 meeting.
- The MPO and NCDOT-SPOT office have approved the amendment to CRTPO's local input point methodology to account for a pro-rata share assignment of points when a project crosses into an adjacent MPO.
- To date, 22 public comment submittals have been received during the public comment period, which will end on Monday, July 21.
  - The majority of the comments that have been received have been supportive of the proposed projects.
- The MPO meeting on July 16 will serve as an opportunity for the public to address the MPO board regarding the proposed allocation of local input points to CRTPO projects.
- The public comments will be presented to the TCC and MPO at the August meetings, along with a request to approve the final assignment of CRTPO's local input points.
- Mr. Burke reviewed the differences in local input assignment between CRTPO and Divisions 10 and 12. Overall, the points assignment matches up favorably, and CRTPO and the Divisions will continue to coordinate to ensure dual points assignment to projects whenever possible.

Mr. Coxe mentioned that members of the TCC have been discussing the appropriateness of assigning CRTPO's local input points to rail projects when the benefit to the public is unclear.

#### **4d. CRTPO Bicycle and Pedestrian Subcommittee Update**

Presenter: Curtis Bridges

##### Summary:

Mr. Bridges provided information to the TCC via a Power Point presentation, the contents of which are incorporated into the minutes [here](#). The presentation covered the following points:

- Staff researched bicycle and pedestrian committee membership, committee tasks, organization, and experiences in peer MPOs throughout North Carolina;
- Staff consulted with local staff, peer MPOs, and NCDOT Bike-Ped Division in developing possible Work Group tasks;
- Informal group of potential committee members have met several times to discuss regional needs and Work Group tasks;
- Bicycle & Pedestrian Work Group would function as advisory committee to the TCC;
- Request for TCC and MPO action at August meetings.

Mr. Steinman inquired about the Transportation Choices Alliance and suggested that the issue of an advocacy group participating on the workgroup should be discussed at an upcoming Transportation Staff meeting.

Mr. Coxe expressed concern on initiating a subcommittee that is dedicated to a singular mode of transportation. He recognized the need for a group that would investigate bicycle and pedestrian issues and opportunities; however, this should not supplant the importance of participation on the key TCC activities.

#### **4e. CONNECT Update**

Presenter: Jonathan Wells, C-M Planning

##### Summary:

Jonathan Wells provided an overview of an update on the CONNECT regional study. He informed the TCC that CONNECT has released the preferred growth maps for the counties involved in the study. The maps can be viewed [here](#). There will be an upcoming CONNECT program forum held on July 18. There has been significant discussion about deliverables in addition to the final report and Mr. Wells reminded the group that the subcommittees will continue to work on content following the completion of the study. Mr. Wells mentioned that the Centralina COG staff involved with the CONNECT study will deliver a full presentation to the TCC at the August meeting.

Mr. Coxe mentioned that the socioeconomic data used in the CONNECT study will be incorporated into the development of the 2045 MTP. Mr. Wells is hopeful that an outcome from the CONNECT study is a transportation infrastructure affordability tool that can identify funding.

### **OTHER REPORTS**

#### **5a. NCDOT Report**

Mr. Mitchell indicated that Division 10 would like to combine the proposed Morris Field Drive grade separation, and the West Boulevard interchange projects due to proximity. The Division will meet with CDOT staff to gain an understanding of the City's vision for these projects. He also mentioned that the Division 10 public meeting on its draft allocation of local input points will be held on Tuesday, July 15 at the Metrolina Transportation Management Center in Charlotte. Mr. Mitchell also informed the TCC that the projected appropriations of federal funds for transportation projects are expected to rapidly decline in 2018.

David Keilson mentioned that there will be a bridge replacement project that will close Stephenson Farm Road for several months beginning in October. He indicated the new ramp from I-40 westbound to I-77 northbound has opened, and the ramp from I-77 northbound to I-40 eastbound should open within the next month. There will be a mill and seal project on I-77 southbound this fall in the Statesville area, and the same treatment will be applied to the northbound lanes in the spring of 2015.

Anil Panicker mentioned that NCDOT-Transportation Planning Branch staff will attend an upcoming Transportation Staff meeting to discuss the incorporation on the entire CRTPO planning area into the ongoing CTP work. Mr. Panicker strongly encouraged the staff members from the Iredell County

municipalities to attend this meeting. CRTPO staff will schedule this meeting and inform the appropriate TCC members.

**5b. Upcoming Issues**

Mr. Coxe informed the TCC that a workgroup of MPO staff has been identified to assist in the development of criteria for Prioritization 4.0, and the decision has been made by NCDOT to limit the attendance of alternates at these meetings unless there is an absence of a delegate. CRTPO staff and a staff member from the Capital Area Metropolitan Planning Organization (Raleigh area) are alternates to this workgroup.

Mr. Cook mentioned that interviews have begun for the Planning Coordinator/Transportation Engineer position within CRTPO, and he hopes to have the selected candidate on staff by Labor Day. CRTPO staff participated in a MTP best practices meeting with the consultants that assisted in the development of the plan, and a list of commitments was reviewed. This information will be presented at an upcoming Transportation Staff meeting.

**6. Adjourn:** Mr. Coxe determined that the agenda had been adequately completed and adjourned the meeting at 12:03 p.m.

DRAFT

TO: TCC Members  
 FROM: Robert W. Cook, AICP  
 CRTPO Secretary  
 DATE: July 28, 2014  
 SUBJECT: **2012-2018 TIP Amendments for August 7 TCC consent agenda**

**REQUEST**

The TCC is requested to recommend to the MPO that it amend the TIP as noted in the table below.

**BACKGROUND**

The following TIP amendments were requested by the project managers from CRTPO member jurisdictions.

TIP #	Description	Proposed Amendment	Reason
C-5533	Shopton Road & Beam Road Roundabout	Move ROW from FFY 2014 to FFY 2016, and construction from FFY 2014 to FFY 2017.	Activity shift requested to coordinate utility relocation.
C-5538	Thrift Road & Berryhill Road Roundabout	Move ROW from FFY 2014 to FFY 2015, and construction from FFY 2015 to FFY 2017.	Activity shift requested to coordinate right-of-way acquisition.
C-5200	NC 115 & NC 150 Intersection Improvements	(1) Move ROW from FFY 2015 to FFY 2016 and move construction from FFY 2016 to FFY 2017; (2) Modify project description to reference the same improvements in municipal agreement.	(1) PE is taking longer than anticipated. (2) The TIP does not reference a scope enhancement to include the construction of a new through-right lane in the westbound approach of NC 150 that would also involve a modification to an existing rail crossing of the Norfolk Southern "O" Line.
C-5528	NC 115 & David Cox Road Intersection Improvements	Move ROW from FFY 2014 to FFY 2015 and construction from FFY 2015 to FFY 2016.	Activity shift requested to coordinate utility relocation.

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	CRTPO Local Input Points Proposed	NCDOT Division Local Input Points Proposed	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	100	
2	H090084-A	Regional Impact	Mooresville	NC 150		SR 1902 (Harvel Road) in Catawba County	Perth Rd in Iredell County	NC 27 in Lincoln 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	100	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.
3	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	100	
4	H090624-A	Regional Impact	Cornelius	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	100	
5	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	100	
6	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	100	
7	H090418-B	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	26.08	\$20,521,000	100	100	New P3.0 score after SPOT recalculation to combine H090418 A & B. Section A was subsequently deleted.
8	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	100	
9	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	100	
10	H140210	Regional Impact	Charlotte	NC 16	Brookshire Blvd	Idaho Dr	I-85	Widen from 4 lanes to 6 lanes with corridor access management improvements.	08, 10	2025	137	29.67	\$1,952,000	100	55	
11	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	100	Statewide Mobility Project that has cascaded into Regional Needs Category. Using the Regional Needs P3.0 Score for this project.
12	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	100	
13	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	100	
14	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	100	14 of the 24 Regional Tier projects were recommended for funding in the 2025 Horizon Year of the MTP
15	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	100	
16	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	100	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.
17	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	100	Statewide Mobility Project that has cascaded into Regional Needs Category. Using the Regional Needs P3.0 Score for this project.

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	CRTPO Local Input Points Proposed	NCDOT Division Local Input Points Proposed	Notes
18	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	0 (24/22)	
19	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	100	Re-Sort by P3.0 Score
20	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	100	
21	H142205	Regional Impact	Troutman	US-21		Houston Rd/Flower House Loop		Realign Intersection and Signalize	11, 12			30.97	\$1,500,000	100	100	
22	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	100	
23	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	100	100	
24	H142149	Regional Impact	Mooresville	NC-150		Wiggins Road		Realign Intersection and Signalize	11, 12			26.29	\$930,000	100	100	
25	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	76	100	Remaining local input points assignment from the projects involving more than one MPO. Projects below the red line are not recommended for local input points assignment.
26	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			
27	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			
28	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		0	
29	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		0	Division 10 has removed its local input points from this project. 7/24/2014
30	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		0	
31	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			
32	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			
33	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		0	Division 10 has removed its local input points from this project. 7/24/2014
34	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		0	
35	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			



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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	CRTPO Local Input Points Proposed	NCDOT Division Local Input Points Proposed	Notes
36	H111178	Regional Impact	Mooreville	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		0	
37	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			
38	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			
39	H141345	Regional Impact	GCLMPO	US 29	Wilkinson Blvd	NC 7	East bank of Catawba River		08, 10			19.88	\$27,848,000			
40	H090281	Regional Impact	Union County	US 74		Monroe Bypass	Rockingham Bypass		08, 10			19.57	\$741,458,000			
41	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.
42	H140754	Regional Impact	Union County	NC 200		S.Rocky River Rd/Parkwood School Road		Construct 5-lane roundabout	08, 10			18.12	\$775,000			
43	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			
44	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		0	
45	H090624-B	Regional Impact	Cornelius	US 21	Statesville Road	Westmoreland Road	Catawba Avenue		08, 10			16.62	\$30,105,000			
46	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			
<b>Regional Tier (or Statewide Cascaded) projects that Subcommittee and through Division 10 + 12 coordination have not assigned local input points.</b>																
	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
	H140419	Regional Impact	Mooreville	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	0	0	The most congested section of this project (I-77 to Talbert Rd) will be incorporated into the I-77/NC 150 DDI (I-5717) Project, therefore Mooreville, Division 12, and CRTPO no longer support this project.
	H142144	Regional Impact	Mooreville	NC-3		Kistler Farm Rd		Signalize intersection of NC 3 @ SR 1148 (Kistler Farm Rd).	11, 12			41.64	\$100,000	0		Town of Mooreville 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.
	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.

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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	CRTPO Local Input Points Proposed	NCDOT Division Local Input Points Proposed	Notes
	H142112	Regional Impact	Mooreville	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, Mooreville	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.
	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	0		This project will be incorporated into the I-5507 HOT lane project scheduled for CON in FY 2017.
	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	Mooreville, 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	Regional Impact Quantitative Score (Out of 70)	CRTPO Local Input Points Proposed	NCDOT Division Local Input Points Proposed
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	16.32	100	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	13.68	0	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.

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	CRTPO Local Input Points Proposed	NCDOT Division Local Input Points Proposed	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	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	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	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	0 (17/19)	
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	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	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	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	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	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	100	
11	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	0 (24/19)	
12	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	100	Re-Sort projects by NCDOT P3.0 Score
13	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	100	
14	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	0 (18/19)	
15	H111173	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			33.46	\$6,098,000	100	100	
16	H090312-B	Mooresville	Williamson Road	SR 1109	I-77	SR 1100 (Brawley School Rd)	Widen to Multi-Lanes	11,12			29.21	\$19,480,000	100	100	
17	H141890	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	100	
18	H090344	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	100	
19	H129650-EC	Matthews	Charlotte Outer Loop	I-485	New interchange at Weddington Road		Convert Grade Separation to interchange	08, 10			22.89	\$20,000,000	100	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	CRTPO Local Input Points Proposed	NCDOT Division Local Input Points Proposed	Notes
20	H111188	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			Project will not have less utility without the advancement of the Red Line Regional Rail project.
21	H111183	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			It is anticipated that this project would cost over \$20 million to construct.
22	H090483-A	Mathews	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	100	100	Projects below the red line will not receive local input points
23	H090677	Concord/Huntersville	Poplar Tent Road		Derita Road	NC 73	Widen Poplar Tent Road from 2 Lanes to 4 Lanes from Derita Road to NC 73.	08, 10			19.18	\$37,746,000	20	100	Proposal to receive a donation of 20 points from the Cabarrus-Rowan MPO for the pro-rata portion of this project within CRTPO
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			
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			
37	H111238	Mooresville		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			

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	CRTPO Local Input Points Proposed	NCDOT Division Local Input Points Proposed	Notes
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 Lawyers Road	Lawyers Road	This New Alignment and Bridge 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			
<b>Projects that will NOT receive local input points based upon Division 10+12 coordination</b>															
	H140335	Mooreville	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			Mooreville has acquired ROW for this project, and will be using G.O. bond revenues to construct this project beginning in Spring of 2015. Therefore, Division 12 and CRTPO will not assign this project any local input points.

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)	CRTPO Local Input Points Proposed	NCDOT Division Local Input Points Proposed	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	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	0	0 (1/2)	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	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	0 (23/40)	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		100	
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		100	
13	12	10	B140658	Bike/Ped	Charlotte	Irving 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			
14	13	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)	CRTPO Local Input Points Proposed	NCDOT Division Local Input Points Proposed	Notes
15	14	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			
16	15	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			
17	16	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			
18	17	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			
19	18	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			
20	19	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			
21	20	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			
22	21	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			
23	22	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			
24	23	10	B140512	Bike/Ped	Charlotte	Walker Branch Greenway	SR 1119 (Sledge Road)	SR 1123 (Smith Road)	Construct new 1.8 mile greenway 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			
25	1	10	A130135	Aviation	Monroe	EQY - Charlotte-Monroe Executive	N/A	N/A	<b>Reimbursement for Design activities.</b> 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			Reimbursement request. Project has already been completed. Not recommended for local input points assignment.
26	2	10	A130134	Aviation	Monroe	EQY - Charlotte-Monroe Executive	N/A	N/A	<b>Reimbursement.</b> 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			Reimbursement request. Project has already been completed. Not recommended for local input points assignment.
27	3	10	A130136	Aviation	Monroe	EQY - Charlotte-Monroe Executive	N/A	N/A	<b>Reimbursement.</b> Runway extension to 7,000', RSA construction and ILS relocation (Reimbursement)	525 - Design	\$ 7,947,900	17.43			Reimbursement request. Project has already been completed. Not recommended for local input points assignment.
28	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	100	100	CATS staff has confirmed that they will only use a portion of the old IMF for the BLE maintenance facility, and Planning staff has confirmed that a TBT facility is compatible with the intended industrial use of this proposed
29	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	100	100	
30	24	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			



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)	CRTPO Local Input Points Proposed	NCDOT Division Local Input Points Proposed	Notes
31	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			
32	26	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			
33	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			
34	6	10	A130128	Aviation	Monroe	EQY - Charlotte-Monroe Executive	N/A	N/A	<b>Proposed for funding.</b> 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			
35	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			
36	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			
37	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			
38	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			
39	11	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	1125 - Clearing / Grading / Drainage / Paving / Marking / Lighting / Signage	\$ 12,220,200	10.22			
40	12	10	A130137	Aviation	Monroe	EQY - Charlotte-Monroe Executive	N/A	N/A	<b>Reimbursement.</b> First and second phase of road relocation necessary for runway extension (Reimbursement).	528 - Road/Infrastructure Relocation	\$ 4,512,150	9.93			Reimbursement request. Project has already been completed. Not recommended for local input points assignment.
41	13	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			
42	14	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			
43	15	10	A130130	Aviation	Monroe	EQY - Charlotte-Monroe Executive	N/A	N/A	<b>Reimbursement.</b> Construct T-Hangar taxilane to accommodate airport users (Reimbursement).	2100 - Hangers and Economic Development	\$ 692,100	9.58			Reimbursement request. Project has already been completed. Not recommended for local input points assignment.
44	16	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			
45	17	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			
46	18	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			

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)	CRTPO Local Input Points Proposed	NCDOT Division Local Input Points Proposed	Notes
47	19	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			
48	20	10	A130125	Aviation	Monroe	EQY - Charlotte-Monroe Executive	N/A	N/A	<b>Reimbursement.</b> A proposed expansion to the existing terminal building to accommodate a TSA checkpoint.	1315 - Construct addition to existing building	\$ 675,000	8.77			Reimbursement request. Project has already been completed. Not recommended for local input points assignment.
49	21	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			
50	22	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			
51	23	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			
52	24	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			
53	25	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			



TO: CRTPO Prioritization 3.0 Local Input Points Commenters

FROM: Neil Burke, AICP, PTP  
Senior Principal Planner

DATE: July 28, 2014

**SUBJECT: Responses to CRTPO's Draft list of projects proposed for Prioritization 3.0 local input points assignment**

Thank you for taking the time to comment on the Charlotte Regional Transportation Planning Organization's (CRTPO) draft list of projects proposed for Prioritization 3.0 local input points assignment during the comment period that recently ended.

Attached you will find the comments (or a summary of the comments) that you or your organization provided, along with responses prepared by the Technical Coordinating Committee (TCC). The comments have been edited for clarity, however; the full versions of the comments are available upon request.

**CRTPO's NCDOT Prioritization 3.0 Local Input Points Allocation Process  
Public Comment Log (6/19/2014 - 7/21/2014)**

ID	Name	Address	E-Mail	Received Via:	Date Received	Project	Comment	Response
1	Therese Schoborg	4343 Bubbling Brook Ct	<a href="mailto:trscholborg@gmail.com">trscholborg@gmail.com</a>	E-Mail	6/23/2014	NC 160 Widening (S. Tryon St - Shopton Rd W)	Consider existing congestion generated by area school traffic, and anticipated congestion from the new outlet mall. Reconsider road construction to start before 2016.	2016 is the first year that project activities can be funded for projects considered under Prioritization 3.0. Funding prior to 2016 has already been allocated to other projects/activities.
2	Ashley Sawyer	15320 Yellowstone Springs Lane	<a href="mailto:asawyer@imaginga.com">asawyer@imaginga.com</a>	E-Mail	6/23/2014	NC 160 & Hamilton Road Intersection Improvements	Expressed support of this project for its anticipated safety benefits, and anticipated traffic from the Outlet Mall.	Comment noted.
3	Theodore Flor	12628 Cumberland Cove Drive	<a href="mailto:teddfior@gmail.com">teddfior@gmail.com</a>	E-Mail	6/23/2014	NC 160 Widening (S. Tryon St - Shopton Rd W) NC 160 & Hamilton Road Intersection Improvements	Expressed support of this project for its anticipated safety benefits, and anticipated traffic congestion relief .	Comment noted.
4	Karen Lehnen	306 Hemmingway Lane, Ft Mill SC	<a href="mailto:karenlehnen@hotmail.com">karenlehnen@hotmail.com</a>	E-Mail	6/23/2014	NC 160 & Hamilton Road Intersection Improvements	Expressed support for this project.	Comment noted.
5	James Lu	12924 Lake Erie Lane	<a href="mailto:jimevo888@gmail.com">jimevo888@gmail.com</a>	E-Mail	6/23/2014	NC 160 & Hamilton Road Intersection Improvements	Expressed support of this project for its anticipated safety benefits.	Comment noted.
6	Muffy Forsythe	16235 Langston Drive	<a href="mailto:muffyforsythe@gmail.com">muffyforsythe@gmail.com</a>	E-Mail	6/23/2014	NC 160 Widening (S. Tryon Street - Shopton Rd W)	It is imperative that the section of 160 from Shopton Rd. West to S. Tryon is expanded to multiple lanes due to the massive development going on from Lake Wylie, Ft. Mill and along 160.	Thank you for your comment.
7	Michele Price	14112 Carriage Lake Drive	<a href="mailto:michele.sebrowski@att.net">michele.sebrowski@att.net</a>	E-Mail	6/23/2014	NC 160 & Hamilton Road Intersection Improvements	Recent development in the area has outpaced road improvements to relieve congestion and address safety issues. Commenter has observed routine congestion and safety issues at this intersection.	Thank you for your comment.
8	Joseph Thomas	-	<a href="mailto:jthomascharlotte@gmail.com">jthomascharlotte@gmail.com</a>	E-Mail	6/23/2014	NC 160 Widening (S. Tryon St - Shopton Rd W) NC 160 & Hamilton Road Intersection Improvements NC 160 Widening (S. Tryon St - SC Line)	I live in the Hamilton Lakes subdivision, and I agree with the ranking of the projects. I think it would be a mistake to not have the expansion of 160 to the state line completed by 2020 as well.	The section of NC 160 from S. Tryon St to the SC State Line has lower daily traffic volumes than the section of NC 160 from Shopton Rd W to S. Tryon St, and as a result received a lower project score from NCDOT. For this reason, there are other CRTPO projects that have a "reasonable chance for funding" per CRTPOs adopted Local Input Points Methodology. We will continue to monitor this project and it will be reconsidered in Prioritization 4.0 beginning in 2015.
9	Josh Klein	-	<a href="mailto:topsub@gmail.com">topsub@gmail.com</a>	E-Mail	6/23/2014	NC 160 & Hamilton Road Intersection Improvements	We need more lanes to support the traffic growth over the years and what is to come with the new shopping area and mall coming to this area. During Rush hour traffic is backed up from Hamilton road to almost the river gate shopping area in the peak of rush hour..	Comment noted.

**CRTPO's NCDOT Prioritization 3.0 Local Input Points Allocation Process  
Public Comment Log (6/19/2014 - 7/21/2014)**

ID	Name	Address	E-Mail	Received Via:	Date Received	Project	Comment	Response
10	Mike and Brenda Peters	17313 Saranita Lane	<a href="mailto:peters00@bellsouth.net">peters00@bellsouth.net</a>	E-Mail	6/24/2014	NC 160 Widening (S.Tryon St - Shopton Rd W) NC 160 & Hamilton Road Intersection Improvements NC 160 Widening (S. Tryon St - SC Line)	As homeowners and residents of Steele Creek for over 15 years, we are delighted to hear funding is being considered for improvements to Steele Creek Road/Hwy 160. Our only question is why stop at S Tryon instead of 2-3 miles up to the border where South Carolina is four-laning their end??	The section of NC 160 from S. Tryon St to the SC State Line has lower daily traffic volumes than the section of NC 160 from Shopton Rd W to S. Tryon St, and as a result received a lower project score from NCDOT. For this reason, there are other CRTPO projects that have a "reasonable chance for funding" per CRTPOs adopted Local Input Points Methodology. We will continue to monitor this project and it will be reconsidered in Prioritization 4.0 beginning in 2015.
11	Vince Rock	-	<a href="mailto:vrock@carolina.rr.com">vrock@carolina.rr.com</a>	E-Mail	6/24/2014	NC 160 Widening (S. Tryon St - Shopton Rd W) NC 160 & Hamilton Road Intersection Improvements	I would like to comment on the route 160 improvements. I feel both improvements need to be completed given the increased traffic we can expect with the outlets and the Rivergate expansion. The Hamilton Rd improvement should be considered sooner than later.	2016 is the first year that project activities can be funded for projects considered under Prioritization 3.0. Funding prior to 2016 has already been allocated to other projects/activities.
12	Judy O'Connell	-	<a href="mailto:judybell46@carolina.rr.com">judybell46@carolina.rr.com</a>	E-Mail	6/24/2014	NC 160 Widening (S. Tryon St - Shopton Rd W) NC 160 & Hamilton Road Intersection Improvements	These are much needed projects to improve traffic flow in this area.	Thank you for your comment.
13	Bryan Holladay	3109 Alwyn Court	<a href="mailto:bryholladay@gmail.com">bryholladay@gmail.com</a>	E-Mail	6/24/2014	North University Research Park Bridge	Today this connection is vital for the connectivity between the office park and the retail district. There needs to be an alternative access way besides WT Harris Road.	Thank you for your comment.
14	Britt Fisher	12425 Pine Terrace Court	<a href="mailto:b82fisher@yahoo.com">b82fisher@yahoo.com</a>	E-Mail	6/25/2014	NC 160 Widening (S.Tryon St - Shopton Rd W) NC 160 & Hamilton Road Intersection Improvements NC 160 Widening (S. Tryon St - SC Line)	I am happy that the city has recognized that the lack of turning lanes at Hamilton Rd needs to be address. With the impending opening of the outlet mall in Steele Creek, the widening of 160 all the way to the SC state line should become a priority.	The section of NC 160 from S. Tryon St to the SC State Line has lower daily traffic volumes than the section of NC 160 from Shopton Rd W to S. Tryon St, and as a result received a lower project score from NCDOT. For this reason, there are other CRTPO projects that have a "reasonable chance for funding" per CRTPOs adopted Local Input Points Methodology. We will continue to monitor this project and it will be reconsidered in Prioritization 4.0 beginning in 2015.
15	John Rudisill	-	<a href="mailto:johnr1953@carolina.rr.com">johnr1953@carolina.rr.com</a>	E-Mail	6/25/2014	NC 160 Widening (S.Tryon St - Shopton Rd W) NC 160 & Hamilton Road Intersection Improvements NC 160 Widening (S. Tryon St - SC Line)	How were commercial and residential developments approved without requiring the developers to make capacity improvements to the area roads? Constructing a turn lane into a development does not improve the traffic flow of NC 160.	Community plans provide policy guidance for future development and also include plans for future investments in infrastructure and public facilities. Property owners who want to develop their property are subject to various City land development standards. Current development standards do require new development to provide infrastructure improvements in order to mitigate transportation impacts of the project.
16	Wayne Ming	14410 Asheton Creek Drive	<a href="mailto:wming@tiaa-cref.org">wming@tiaa-cref.org</a>	E-Mail	6/25/2014	NC 160 Widening (S. Tryon Street - Shopton Rd W)	I am supporting the widening of Hwy 160 from Shopton Road to S Tryon to address the existing congestion issues and the anticipated traffic from the construction of the new outlet mall.	Comment Noted.

**CRTPO's NCDOT Prioritization 3.0 Local Input Points Allocation Process  
Public Comment Log (6/19/2014 - 7/21/2014)**

ID	Name	Address	E-Mail	Received Via:	Date Received	Project	Comment	Response
17	Bonnie Rudisill	-	<a href="mailto:jbrudi55@gmail.com">jbrudi55@gmail.com</a>	E-Mail	6/27/2014	NC 160 Widening (S.Tryon St - Shopton Rd W) NC 160 & Hamilton Road Intersection Improvements NC 160 Widening (S. Tryon St - SC Line)	How were commercial and residential developments approved without requiring the developers to make capacity improvements to the area roads? Constructing a turn lane into a development does not improve the traffic flow of NC 160.	Community plans provide policy guidance for future development and also include plans for future investments in infrastructure and public facilities. Property owners who want to develop their property are subject to various City land development standards. Current development standards do require new development to provide infrastructure improvements in order to the mitigate transportation impacts of the project.
18	Constance Kolpitckez	21024 Pine Street, Cornelius	<a href="mailto:kolpitckez@yahoo.com">kolpitckez@yahoo.com</a>	E-Mail	7/2/2014	Enhanced transit options along the I-77 corridor	The CATS express bus 77X at the present time, does not offer a Saturday or Sunday schedule; the Monday-through-Friday buses stop running early in the evening. I'm looking for a seven-days-a-week and evening bus operation that allows people in the suburbs to travel to Center City Charlotte to attend evening and weekend events.	Thank you for your comment. Your comment has been forwarded to CATS staff.
19	John Liburdi	Water Oak Subdivision, Mooresville	<a href="mailto:jiburdi@hotmail.com">jiburdi@hotmail.com</a>	E-Mail	7/6/2014	NC 150 widening (Perth Rd - Ervin Rd)	Consider further segmenting the NC 150 widening project (Harvel Rd-I-77) to accelerate improvements to the section of NC 150 from Perth Rd to Ervin Road. This segment experiences frequent congestion from three schools, residential developments and marinas in the area. The proposal to raise the bridge height over Lake Norman increases the cost and complexity of this project.	NCDOT-Division 12 is aware of the issues along NC 150 between Perth Road and Ervin Road and is proposing to assign local input points to this project, along with CRTPO. Increasing the height of the bridges over Lake Norman is not within the current scope of this project.
20	Dave Wiggins	13938 Dingess Road	<a href="mailto:info@steelecreekresidents.org">info@steelecreekresidents.org</a>	E-Mail	7/6/2014	NC 160 Widening (S. Tryon St - Shopton Rd W) NC 160 & Hamilton Road Intersection Improvements	Increasing commercial and residential growth (including the new Charlotte Premium Outlets) and traffic congestion has made improvements to Highway 160 a top priority for the community. We hope that these projects successfully survive through the evaluation process and are selected for funding in the next five year TIP.	Comment noted.
21	Dana Tucker	112 Trotter Ridge, Mooresville	<a href="mailto:drdtucker@gmail.com">drdtucker@gmail.com</a>	E-Mail	7/7/2014	NC 150 widening (Perth Rd - Ervin Rd)	The answer to congestion on 150 is to widen 150, not divert that traffic through a subdivision full of pedestrians, children on bikes, etc.	The Plantation Ridge Drive Extension project is not part of Prioritization 3.0; and therefore, is not eligible to be funded by NCDOT at this time.
22	Angela Sullivan	10015 Shetland Lane	<a href="mailto:apsullivan523@gmail.com">apsullivan523@gmail.com</a>	E-Mail	7/8/2014	NC 160 Widening (S. Tryon St - Shopton Rd W) NC 160 & Hamilton Road Intersection Improvements	I would like to express support for these projects to address the existing congestion issues and the anticipated traffic from the construction of the new outlet mall.	Comment noted.
23	Gary Pope	-	<a href="mailto:gpope@familydollar.com">gpope@familydollar.com</a>	E-Mail	7/11/2014	NC 160 Widening (S. Tryon St - Shopton Rd W) NC 160 & Hamilton Road Intersection Improvements	The Steele Creek community is pleased that CRTPO is proposing to assign local input points to the Highway 160 widening and the NC 160 & Hamilton Rd Intersection Improvement projects through NCDOT's Prioritization 3.0 process, and that they are still under consideration for inclusion in the next Transportation Improvement Program (TIP).	Comment noted.

**CRTPO's NCDOT Prioritization 3.0 Local Input Points Allocation Process  
Public Comment Log (6/19/2014 - 7/21/2014)**

ID	Name	Address	E-Mail	Received Via:	Date Received	Project	Comment	Response
24	Bill Russell c/o Lake Norman Chamber of Commerce	P.O. Box 760, Cornelius		E-Mail	7/14/2014	I-77 and Westmoreland Road Grade Separation to Interchange Conversion Project	An interchange at Westmoreland Rd will benefit east/west connectivity in the Lake Norman region, enhance traffic flow by bringing relief to Exits 25 and 28, and facilitate the economic development of over 250 acres of adjacent land.	Thank you for your comment.
25	Vince Winegardner	13412 Robert Walker Drive, Davidson	<a href="mailto:vwinegardner@bellsouth.net">vwinegardner@bellsouth.net</a>	E-Mail and Fax	7/15/2014	I-77 projects between SC State Line and I-277	The I-77 projects between the SC state line and I-277 should not be included in the rankings. They should be a separate "super" project with a dedicated regional funding source supplemented by State and Federal funds.	These projects were identified as "partially funded" in the DRAFT NCDOT Statewide Funding Program for 2016-25, and therefore are not subject to receiving local input points.
						NC 115 widening (Washam-Potts to Potts St) NC 115 Widening (Harris Blvd - I-485) US 21 Widening (Northcross Ctr. Ct -Westmoreland Rd) US 21 Widening (Gilead Rd - Holly Point Dr)	These projects needs to be moved up to avoid the growth of traffic caused by the I-77 HOT lanes.	These projects are four of the top 25 projects proposed to receive local input points within the Regional Impact Tier based on CRTPO's adopted local input points methodology.
						NC 115 Widening (NC 73-Washam Potts Rd) NC 115 Widening (Potts St - Griffith St, includes the Potts-Sloan Connector) US 21 Widening (Westmoreland Rd - Catawba Av) US 21 Widening (Harris Blvd - Gilead Rd)	These projects needs to be moved up to avoid the growth of traffic caused by the I-77 HOT lanes.	These five projects received a lower NCDOT quantitative score than the projects that are being recommended for local input points assignment. For this reason, there are other CRTPO projects that have a "reasonable chance for funding" per CRTPOs adopted Local Input Points Methodology. We will continue to monitor these projects and it will be reconsidered in the next round of project prioritization (Prioritization 4.0) beginning in 2015.
						NC 115 corridor between I-485 and NC 73	Improvements to this route could provide a preferred alternative to I-77 between I-485 and NC 73. If there is a choice, widening NC 115 instead of US 21 in this area is my preference.	This project has not been submitted for evaluation for Prioritization 3.0. A CRTPO member jurisdiction would need to submit this as a new project for it to be considered for Prioritization 4.0.
26	Sandra Asher	14418 Winged Teal Road	<a href="mailto:sandra.asher@gmail.com">sandra.asher@gmail.com</a>	E-Mail	7/17/2014	NC 160 Widening (S. Tryon St - Shopton Rd W) NC 160 & Hamilton Road Intersection Improvements	Please make all of the projects regarding Hwy 160 top priorities. The traffic on these roads is currently untenable and considering the imminent opening of two large retail areas will get worse.	Thank you for your comment.
27	Ralph Barber	15004 Cane Field Drive	<a href="mailto:rbarber17@carolina.rr.com">rbarber17@carolina.rr.com</a>	E-Mail	7/17/2014	NC 160 Widening (S. Tryon Street - Shopton Rd W)	I feel that widening Highway 160 between South Tryon and Shopton Roads from two lanes to four lanes would provide a substantial benefit for the local economy of Steele Creek.	Comment noted.
28	Town of Cornelius c/o Andrew Grant	P.O. Box 399, Cornelius	<a href="mailto:agrant@cornelius.org">agrant@cornelius.org</a>	E-Mail	7/21/2014	I-77 and Westmoreland Road Grade Separation to Interchange Conversion Project	The proposed interchange at Westmoreland Road may help to facilitate the location of a large, Class A Corporate Campus that could eventually host over 3,000 jobs. Economic development benefits are not part of the quantitative evaluation for Prioritization 3.0 projects. The Town has recommended assignment of local input points to this project.	NCDOT has emphasized that Prioritization 3.0 is a data-driven process, with MPOs adhering to an adopted methodology. Economic development considerations can be re-visited in the development of the methodology for Prioritization 4.0 as well as during the project ranking process in the 2045 MTP.
						South Prong Rocky River Greenway	This future 0.6 mile greenway connects Cornelius Town Center to 9.2 miles of existing greenway in Davidson. Division 10 has assigned this project the maximum allocation of local input points, therefore; CRTPO's similar recognition and assignment of local input points would elevate the likelihood that this project receives funding.	This project received a lower NCDOT quantitative score than the bike/ped projects that are being recommended for local input points assignment. CRTPO cannot justify re-allocating its local input points to this project without considering the other projects that had higher project scores first.

**CRTPO's NCDOT Prioritization 3.0 Local Input Points Allocation Process  
Public Comment Log (6/19/2014 - 7/21/2014)**

ID	Name	Address	E-Mail	Received Via:	Date Received	Project	Comment	Response	
29	Sustain Charlotte c/o Meg Fencil	2317 Laburnum Ave	<a href="mailto:meg@sustaincharlotte.org">meg@sustaincharlotte.org</a>	E-Mail	7/21/2014	We have three major issues of concern about the proposed points allocation for non-highway Division Needs	We are concerned that bike/ped projects that would directly benefit the public must compete for funding in the non-highway category with freight rail projects that would largely benefit a single private company.	Under Prioritization 3.0, NCDOT has allowed MPOs and Divisions to allocate local input points to rail and aviation projects, in addition to highway, bike/ped and transit projects. CRTPO's methodology states that at least 100 points are allocated to each mode whenever possible.	
							The large differences in how NCDOT and CRTPO ranked Division Needs bike/ped projects is concerning. We recommend that CRTPO coordinate closely with NCDOT to choose bike/ped projects for local points allocation that have the greatest chance of being funded under STI 3.0.	MPOs and NCDOT Divisions had different sets of criteria for developing their methodologies under Prioritization 3.0. CRTPO staff will coordinate to a greater degree with Divisions 10 and 12 in the refinement of the methodology for Prioritization 4.0.	
							We are very concerned that no transit projects were submitted to NCDOT for scoring.	CATS staff is developing a cost estimate for an alternate scenario for the Red Line Regional Rail project. This may be ready to submit for Prioritization 4.0 beginning in 2015. The Blue Line Extension and the Gold Line Street Car were already funded through prior authorizations. A maximum of 10% match is possible with state funds for new transit facilities.	
30	Southern Environmental Law Center c/o Kate Asquith	601 W. Rosemary Street, Suite 220, Chapel Hill	<a href="mailto:kasquith@selcnc.org">kasquith@selcnc.org</a>	E-Mail and U.S. Mail	7/21/2014	Various comments provided on local input point assignments to non-highway and highway projects	CRTPO should also consider adding a clause to its methodology that allows for allocation of a larger share of local input points to non-highway projects at one funding tier in situations in which the other funding tier has insufficient non-highway projects to meet funding goals.	CRTPO is allocated 2,500 local input points apiece for the Regional Impact and Division Needs tiers. Unused points at the Regional Impact tier cannot be reallocated to projects at the Division Needs tier.	
							We encourage the MPO to submit more non-highway projects for evaluation in the next SPOT process.	NCDOT capped the number of bike/ped submittals at 20 projects for Prioritization 3.0. CRTPO submitted the 20 projects for SPOT scoring. Transit projects are submitted to the MPOs by transit agencies, and MPOs cannot submit aviation and rail projects in Prioritization 3.0.	
							We are pleased to see CRTPO is already beginning this process regarding bicycle and pedestrian projects through its development of the proposed Bicycle & Pedestrian Work Group described at the July 2014 MPO meeting.	Comment noted.	
							We encourage CRTPO to support the Red Line Regional Rail Project. This proposed project would cross county lines and would be eligible for funding at the Regional Impact and Division Needs categories.	CATS staff is developing a cost estimate for an alternate scenario for the Red Line Regional Rail project. This may be ready to submit for Prioritization 4.0 beginning in 2015.	
							US 74 Widening (Hanover Dr- Rocky River Rd)	we appreciate that the MPO has assigned Regional Impacts tier local input points the U.S. 74 widening project that also includes bike lanes in Monroe.	Comment noted.
							Rocky River Rd Widening (Old Charlotte Hwy -US 74)	Consider allocating local input points to prioritize projects that would strengthen the road network throughout the (US 74) corridor.	These four projects received a lower NCDOT quantitative score than the projects that are being recommended for local input points assignment. For this reason, there are other CRTPO projects that have a "reasonable chance for funding" per CRTPOs adopted Local Input Points Methodology. We will continue to monitor these projects and it will be reconsidered in Prioritization 4.0 beginning in 2015.
							Charlotte Av Widening (Wesley Chapel-Stouts Rd to Rocky River Rd)		
							Charlotte Av Widening (Seymour St to NC 200)		
Southern Connector "two" project (Old Pageland Rd to NC 200)		This project is outside of the CRTPO planning area in the Rocky River RPO.							



**CRTPO's NCDOT Prioritization 3.0 Local Input Points Allocation Process  
Public Comment Log (6/19/2014 - 7/21/2014)**

ID	Name	Address	E-Mail	Received Via:	Date Received	Project	Comment	Response
30	Southern Environmental Law Center c/o Kate Asquith	601 W. Rosemary Street, Suite 220, Chapel Hill	<a href="mailto:kasquith@selcnc.org">kasquith@selcnc.org</a>	E-Mail and U.S. Mail	7/21/2014	Garden Parkway Project (I-485 to I-85)	We commend CRTPO for declining to assign any points to the Garden Parkway project.	Comment noted.
31	Lake Norman Regional Economic Development Commission c/o Ryan McDaniels	10115 Kinsey Ave, Huntersville	-	E-Mail	7/21/2014	I-77 and Westmoreland Road Grade Separation to Interchange Conversion Project	We are writing to ask that CRTPO consider economic development impacts when assigning local input points, especially for projects proposed along the I-77 corridor. We believe that the purpose of the local input aspect of the scoring system is to allow for such consideration.	NCDOT has emphasized that Prioritization 3.0 is a data-driven process, with MPOs adhering to an adopted methodology. The 2040 MTP Economic development considerations can be re-visited in the development of the methodology for Prioritization 4.0 as well as during the project ranking process in the 2045 MTP.
32	Larry Holder	15306 Gower Court	<a href="mailto:larryholder@carolina.rr.com">larryholder@carolina.rr.com</a>	E-Mail	7/21/2014	NC 160 & Hamilton Road Intersection Improvements	Keep this project on the list. This intersection is a very dangerous place to turn left, and the absence of turn lanes causes daily congestion. There has been an increase in crashes at this intersection, and it is anticipated to become worse with Rivergate Shopping Center expansion and the opening of the Outlet Mall.	CRTPO has proposed to assign 100 local input points to this project.
33	Lynn Holder	15306 Gower Court	<a href="mailto:lynnholder@gmail.com">lynnholder@gmail.com</a>	E-Mail	7/21/2014	NC 160 & Hamilton Road Intersection Improvements	This project needs to be kept on the list in consideration of local input points. This is a dangerous intersection where cars pass turning vehicles on the right. The safety and congestion issues at this intersection are expected to worsen with the Rivergate shopping center expansion and the opening on the outlet mall.	CRTPO has proposed to assign 100 local input points to this project.
34	Town of Matthews Economic Development Advisory Committee c/o Lori Canapinno	232 Matthews Station Street, Matthews	<a href="mailto:icanapinno@matthewsnc.gov">icanapinno@matthewsnc.gov</a>	E-Mail	7/21/2014	S. Trade Street Widening (Fullwood Ln - Weddington Rd)	Matthews Economic Development Advisory Committee recommends that the following projects in Matthews be given high priority and funded as soon as possible.	CRTPO has proposed to assign 100 local input points to these projects.
						John Street Widening (Trade St-I-485)		
						NC 51 Widening (Sardis Rd - Monroe Rd)		
						NC 51 Widening (Matthews Township Pkwy - Lawyers Rd)		
						McKee Rd Extension (Pleasant Plains Rd - John St)		
						I-485 & Weddington Road Grade Separation to Interchange Conversion project		
I-485 Intelligent Transportation System Installation	This project will be incorporated within the I-485 Express Toll Lane project, and therefore it is not necessary for CRTPO to assign local input points to this project.							
35	Charlotte Department of Transportation c/o Danny Pleasant	600 East Fourth Street, Eighth Floor	-	E-Mail and hand-delivery	7/21/2014	NC 49 Widening (John Kirk Rd - I-485)	We are encouraged that points are being applied to this project. Implimentation of this project will coencide with ongoing planning for the Mallard Creek Church Road Extension Project.	Comment noted.

**CRTPO's NCDOT Prioritization 3.0 Local Input Points Allocation Process  
Public Comment Log (6/19/2014 - 7/21/2014)**

ID	Name	Address	E-Mail	Received Via:	Date Received	Project	Comment	Response
35	Charlotte Department of Transportation c/o Danny Pleasant	600 East Fourth Street, Sixth Floor	-	E-Mail and hand-delivery	7/21/2014	NC 16 Widening (Idaho Dr - I-85)	The NC 16 access management project will require a feasibility study to identify the most beneficial and cost effective way to create the transition between the freeway and surface street segments of NC 16 while accomodating travel patterns and land uses.	Comment noted.
						University Research Park I-85 Overpass	We understand that existing volumes of adjacent parallel facilities is used in Prioritization 3.0 to rank projects. We also understand that a volume of 61,000 was used for this project. Since this was an actual volume, we feel strongly that this value is used in the project ranking process, even though the future volume on this bridge won't approach 61,000.	Comment noted.
						Idlewild/Monroe/Rama Rds Intersection Improvements	CDOT staff expects that the \$1.4 million cost would be borne by the public sector to complete the project. Through the U-209B project, NCDOT and a developer will also contribute a portion of the cost. We believe the \$8.6 million cost is inaccurate, and encourage CRTPO to allocate points to this project.	Thank you for your comment.
36	Augustalee Capital Partners c/o Robert Stevanowski	1000 Progress Place, Concord	-	E-Mail	7/22/2014	I-77 and Westmoreland Road Grade Separation to Interchange Conversion Project	We are requesting that CRTPO award local input points to the Westmoreland Road Interchange to raise the project ranking under STI to that of a funded project.	The application of CRTPO's local input points to a particular project does not mean that it will be funded under STI. The assignment of local input points to a Division Needs tier project would increase the final score by a maximum of 25 points, possibly 50 points (total) if Division 10 applies points to the same project. The project score must compete against the final scores of other transportation projects throughout Division 10 for a limited amount of funding.
							We were disappointed to learn that the measure of a project's impact on "economic competitiveness" is not a weighted criteria for either Regional Impact or Division Needs projects. By allowing for the assignment of local input points, the STI has provided a way for the CRTPO to fully recognize the economic development and transportation benefits of this project.	NCDOT has emphasized that Prioritization 3.0 is a data-driven process, with MPOs adhering to an adopted methodology. Economic development considerations can be re-visited in the development of the methodology for Prioritization 4.0 as well as during the project ranking process in the 2045 MTP.
37	Lincoln Harris c/o John Harris	4725 Piedmont Row Drive, Suite 800, Charlotte	-	E-Mail	7/22/2014	I-77 and Westmoreland Road Grade Separation to Interchange Conversion Project	We are requesting that CRTPO award local input points to the Westmoreland Road Interchange to raise the project ranking under STI to that of a funded project.	The application of CRTPO's local input points to a particular project does not mean that it will be funded under STI. The assignment of local input points to a Division Needs tier project would increase the final score by a maximum of 25 points, possibly 50 points (total) if Division 10 applies points to the same project. The project score must compete against the final scores of other transportation projects throughout Division 10 for a limited amount of funding.

**CRTPO's NCDOT Prioritization 3.0 Local Input Points Allocation Process  
Public Comment Log (6/19/2014 - 7/21/2014)**

ID	Name	Address	E-Mail	Received Via:	Date Received	Project	Comment	Response
37	Lincoln Harris c/o John Harris	4725 Piedmont Row Drive, Suite 800, Charlotte	-	E-Mail	7/22/2014	I-77 and Westmoreland Road Grade Separation to Interchange Conversion Project	We were disappointed to learn that the measure of a project's impact on "economic competitiveness" is not a weighted criteria for either Regional Impact or Division Needs projects. By allowing for the assignment of local input points, the STI has provided a way for the CRTPO to fully recognize the economic development and transportation benefits of this project.	NCDOT has emphasized that Prioritization 3.0 is a data-driven process, with MPOs adhering to an adopted methodology. Economic development considerations can be re-visited in the development of the methodology for Prioritization 4.0 as well as during the project ranking process in the 2045 MTP.

**RESOLUTION**  
**ENDORISING CRTPO's Local Input Point Allocations to projects proposed**  
**under NCDOT Prioritization 3.0**

A motion was made by \_\_\_\_\_ and seconded by MPO member \_\_\_\_\_ for adoption of the resolution, and upon being put to a vote was duly adopted.

**WHEREAS**, Prioritization 3.0 is NCDOT's third iteration of using a quantitative prioritization process for development of the State Transportation Improvement Program (STIP); and

**WHEREAS**, In 2013, the General Assembly codified the prioritization process and set many parameters on the use and distribution of transportation funding in legislation titled Strategic Transportation Investments (H817); and

**WHEREAS**, STI establishes the Strategic Mobility Formula, a new way of allocating available revenues based on data-driven scoring and local input; and

**WHEREAS**, Each MPO, RPO, and NCDOT Division is allocated local input points and must follow a methodology that prescribes how points are assigned to projects based upon a set of criteria; and

**WHEREAS**, CRTPO has held a two week public comment period on its local input points methodology and a 30-day public comment period on its draft list of projects proposed for local input points assignment under Prioritization 3.0; and

**NOW THEREFORE, BE IT RESOLVED** that the Charlotte Regional Transportation Planning Organization affirms its public involvement procedures and the local input methodology conditionally authorized by the Department have been followed and points allocated to those projects scored in the P3.0 process, and endorses the attached listing of Prioritization 3.0 projects proposed for local input points assignment provided here and supports them being submitted to the North Carolina Department of Transportation on this the 20<sup>th</sup> day of August, 2014.

---

I, Sarah McAulay, Chairwoman of the Charlotte Regional Transportation Planning Organization, do hereby certify that the MPO affirms its public involvement procedures and the local input methodology conditionally authorized by the Department have been followed and points allocated to those projects scored in the P3.0 process, duly held on the 20<sup>th</sup> day of August, 2014.

\_\_\_\_\_  
Sarah McAulay, Chairwoman

  
\_\_\_\_\_  
Robert W. Cook, Secretary

## **CRTPO Bicycle & Pedestrian Work Group DRAFT Mission Statement**

### **Mission**

The Charlotte Regional Transportation Planning Organization (CRTPO) Bicycle & Pedestrian Work Group is tasked with an advisory role in the MPO planning process. The Work Group draws on the technical expertise of practitioners and advocates in the bicycle and pedestrian planning arena. This expertise is essential in recommending the efficient allocation of funding for studies, projects, and planning efforts. The Bicycle & Pedestrian Work Group makes recommendations directly to the MPO's Technical Coordinating Committee, and advises the committee on specific matters when so directed.

The Work Group's efforts shall be guided by the following goals:

- 1) Advocate for safer bicyclist and pedestrian means of transportation;
- 2) Support advocacy and education efforts throughout the MPO planning area;
- 3) Work collaboratively with regional bicyclist and pedestrian planning initiatives and agencies;
- 4) Ensure that bicyclist and pedestrian transportation issues are fully integrated into the MPO's planning process, planning documents, and policy efforts; and
- 5) Seek resources, as determined by the MPO, which provide for bicyclist and pedestrian transportation choices.

# FLOW

**FREIGHT • LOGISTICS • OPPORTUNITIES • WORKFORCE**

## **A Freight Mobility Plan for the Greater Charlotte Bi-State Region**

### **TIGER Planning Grant Application**

Centralina Council of Governments (CCOG)  
Regional Planning Organization

TIGER Planning Grant Funding Request: \$315,000



## Overview

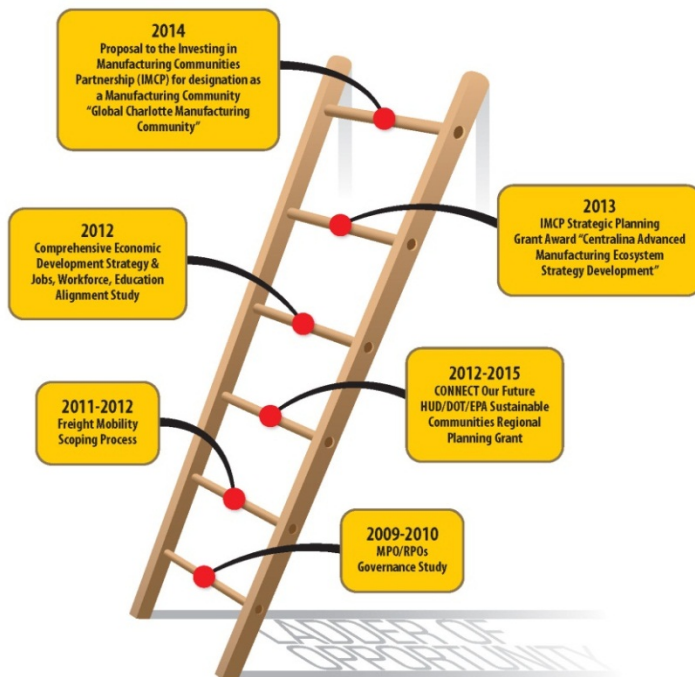
The 14-county Greater Charlotte Bi-State Region is embarking on a process to develop FLOW, a Regional Freight Mobility Plan that will integrate across the disciplines of transportation, land use, economic development, and workforce development. The Plan will include an assessment of our regional freight systems' capability to meet current and future needs of freight-related businesses. It will recommend strategies for each component of the system: transportation, land use, economic development, and workforce development.

The development of the Regional Freight Mobility Plan is expected to be a two-year process beginning early in 2015 with a \$600,000 budget. It will be overseen by a Steering Committee and conducted by CCOG with assistance from professional transportation consultants selected through an open procurement process. The Steering Committee will include representatives of private and public interests in transportation, land use and development, economic development, and workforce development. The project will be funded through a combination a federal grant and contributions from the MPOs/RPO, CCOG, local governments, and private businesses.



## Identifying the Need for a Regional Freight Mobility Plan

The region has invested significant resources of time and money over the past several years in identifying the need for a Regional Freight Mobility Plan. With the release in 2012 of the Prosperity for Greater Charlotte report (identifying Logistics – the freight and distribution industry – as one of the region's top six industry clusters targeted for competitive economic growth) it is evident, now more than ever, that we need such a plan:



*Many **businesses in our communities depend heavily on our regional freight systems** which include our highways, railroads, air cargo and intermodal facilities, as well as our freight-related workforce, and freight-oriented land use and zoning.*

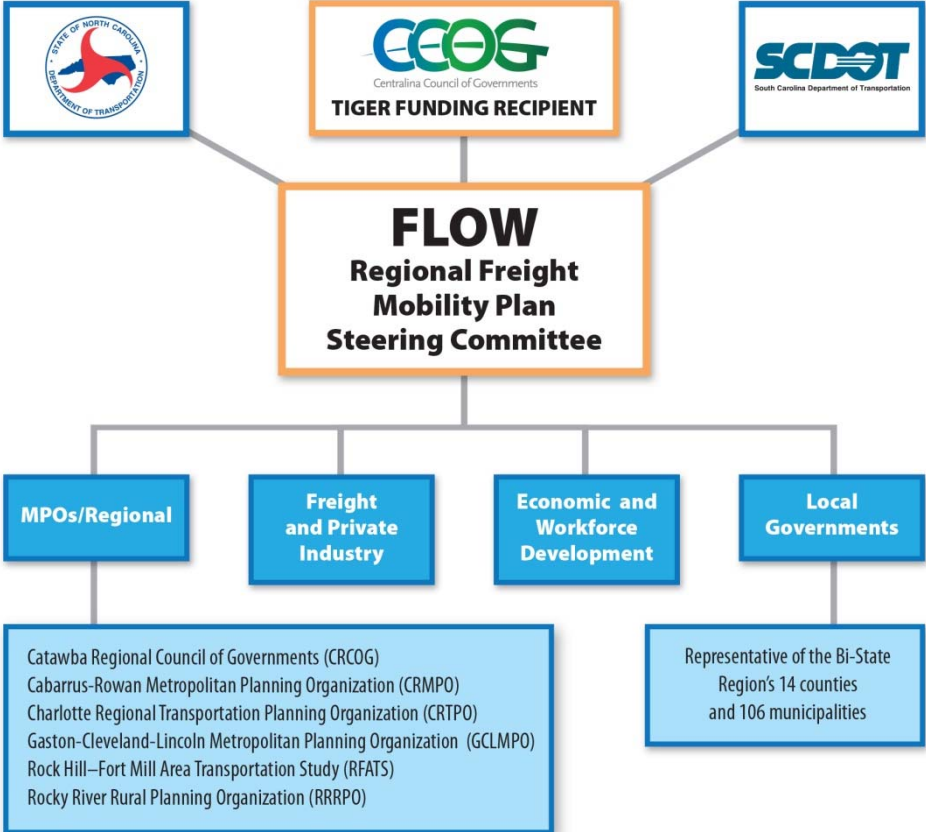
*As our region grows, **a Freight Mobility Plan will ensure that these systems grow in a coordinated and cost-efficient way** to meet the needs of those businesses that are so critical to ensuring our region's future prosperity.*

*Companies whose business depends on efficient movement of freight will see **smoother flow and fewer bottlenecks, a more reliable "talent pipeline" of workers with relevant skills, and more predictability** in local ordinances governing freight-oriented land uses.*

**Key Partners:** Centralina COG, Catawba Regional COG, CRTPO, CRMPO, GCLMPO, RFATS, RRRPO, City of Charlotte, CONNECT are collaborating with state and local governments and private sector organizations.

**FLOW Steering Committee**

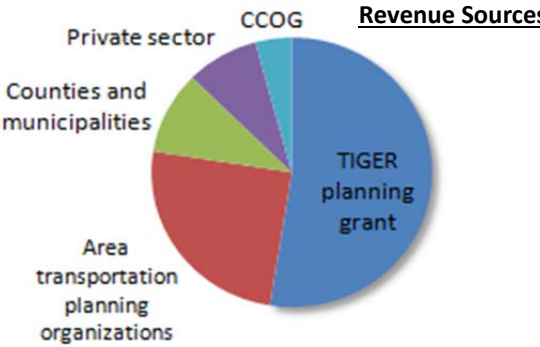
The Steering Committee will include representatives from the public and private sectors, and will oversee development of the Plan from January 2015 through December 2016. Members will provide guidance and direction to CCOG as the project manager, and will ensure that their constituents’ interests are well-represented in the process and in the final recommendations, and that there is adequate buy-in for successful implementation of the resulting Plan. We anticipate the Committee will meet bi-monthly and at major milestones over the two-year time period.



**FLOW Budget**

The development of the Regional Freight Mobility Plan is estimated to cost \$600,000, including \$325,000 for a comprehensive Assessment and Gap Analysis, \$150,000 for Strategy Development, \$25,000 for Plan Writing and Presentation, \$25,000 for Steering Committee and Stakeholder Engagement, and \$75,000 for Project Management.

CCOG has applied for a \$315,000 TIGER Planning Grant and the region’s MPOs and RPO have pledged \$150,000 toward the project. We need to raise a cost-match of \$60,000+ from local municipalities and counties, and \$50,000+ from local businesses and trade groups. CCOG has committed \$25,000 in staff time for project management.



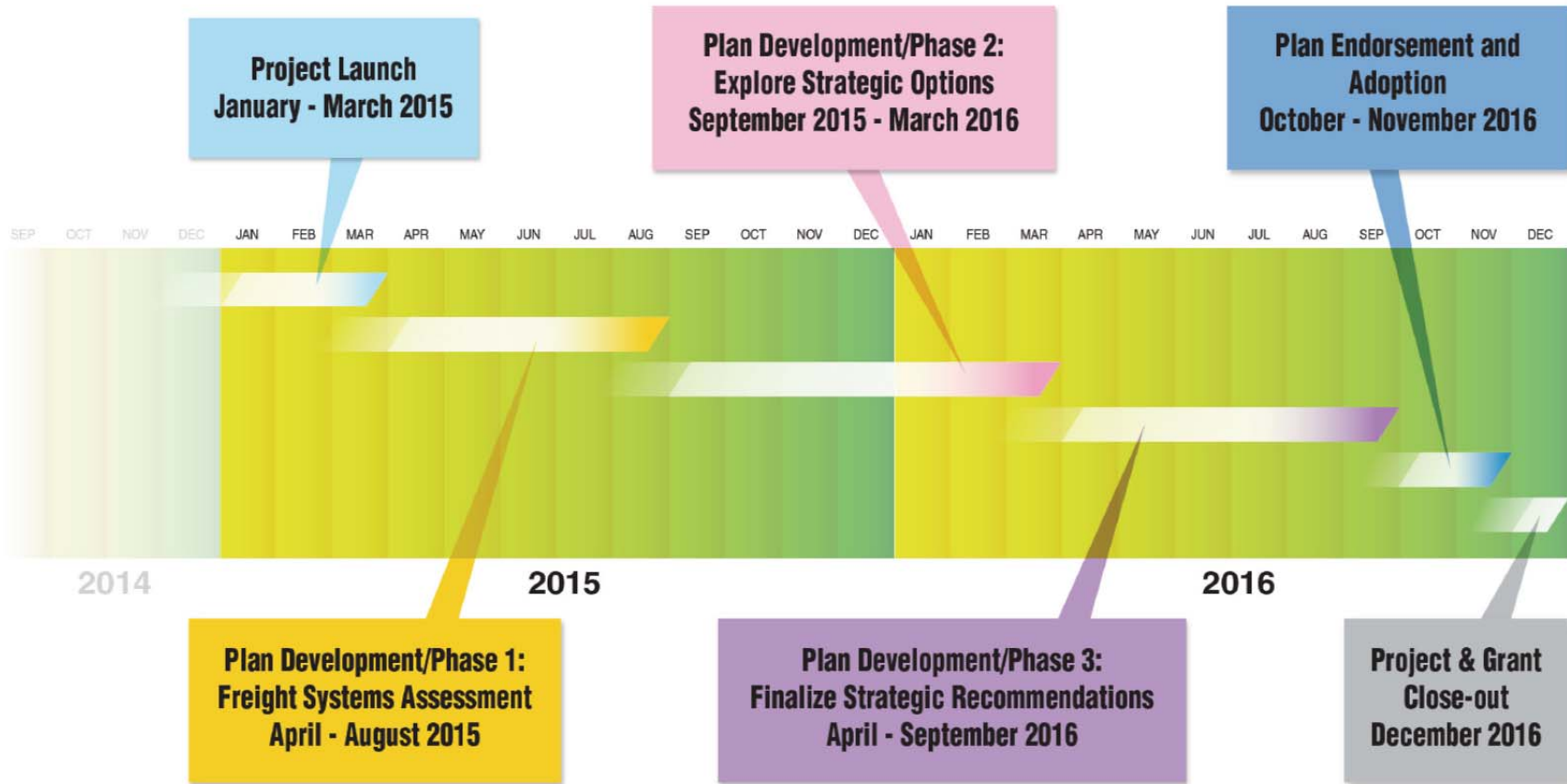
**For More Information**

To learn more about how to support this important project, contact Bjorn Hansen, Centralina’s transportation planner, at (704) 688-6501 or [bhansen@centralina.org](mailto:bhansen@centralina.org). (CCOG: 525 North Tryon Street – 12<sup>th</sup> Floor, Charlotte, North Carolina 28202, Phone: 704-372-2416 Fax: 704-347-4710, [www.centralina.org](http://www.centralina.org))



## FLOW: A Freight Mobility Plan for the Greater Charlotte Bi-State Region PROJECT TIMELINE

(Assumes grant award contract executed by end of 2014)



(Excerpted from the TIGER Grant Proposal: [http://www.centralina.org/wp-content/uploads/2011/11/CCOG\\_TigerGrant\\_proposal\\_narrative-4-28-14\\_FINAL.pdf](http://www.centralina.org/wp-content/uploads/2011/11/CCOG_TigerGrant_proposal_narrative-4-28-14_FINAL.pdf))

Centralina Council of Governments, 525 North Tryon Street – 12<sup>th</sup> Floor, Charlotte, North Carolina 28202, Phone: 704-372-2416 Fax: 704-347-4710, [www.centralina.org](http://www.centralina.org)

Equal Opportunity/Affirmative Action Employer. Auxiliary aids and services available upon request to individuals with disabilities.



## MEMORANDUM

**FROM:** Bjorn E. Hansen, Centralina COG

**TO:** CRTPO Technical Coordinating Committee

**DATE:** June 30, 2014

**RE:** TIGER Freight Mobility Plan Update and Steering Committee Member Solicitation

---

The Centralina Council of Governments (CCOG) successfully submitted a planning grant application for Transportation Investment Generating Economic Recovery (TIGER) funds on April 28, 2014. An informational handout describing the process and deliverables is attached. There is no set schedule for the US Department of Transportation to announce grant awards, but we expect results announced by later in the summer. These applications are very competitive, with only five percent of applications funded. In advance work on this plan. In advance of this announcement, Centralina COG is continuing fundraising and developing the steering committee to oversee the development of the freight mobility plan funded primarily with a TIGER grant or, if unsuccessful, by the area transportation planning organizations in a phased approach.

### Contingency Plan

As mentioned earlier, there is strong competition for TIGER grants. The Charlotte, Gaston, and Rock Hill MPOs, along with the Rocky River RPO, have already committed \$150,000 to develop a locally-funded transportation-focused freight plan. A phased contingency plan would remove most of the non-transportation components of the TIGER application and focus on meeting transportation planning requirements for freight planning. The process for this plan would begin soon after an announcement that we were not selected for a TIGER grant. The timeline would be approximately six to nine months shorter than the TIGER process. The Centralina Executive Board has recommended that any local and private sector funds raised through this process should be applied to this locally-funded plan in order to increase the scope as much as possible. This would require approval from the City of Charlotte, as their commitment of \$30,000 was earmarked for the TIGER application.

### Fundraising

Centralina committed to raising a combined \$110,000 in public and private funds to help pay for this \$600,000 plan. This \$110,000 would also be used to augment a locally-funded freight mobility plan. TIGER funds are \$315,000 of the total, with area transportation planning organizations committing \$150,000. Centralina also committed \$25,000 in in-kind staff support to this plan. The City of Charlotte approved a "challenge grant" of \$30,000 for other area local governments, meaning they will match dollar for dollar every local commitment up to \$30,000. The TIGER grant application budget also includes a commitment to raise \$50,000 in private sector funds.

**Public sector:** Centralina has developed a funding level request spreadsheet for all nine Centralina counties, all county seats, and all municipalities with 10,000 or more population. This spreadsheet with proposed funding request levels is attached. The total amount requested exceeds the minimum required as it is unlikely we

525 North Tryon Street – 12<sup>th</sup> Floor  
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receive commitments from all local governments. Funds raised above the \$60,000 would be used to augment the overall budget.

**Private sector:** Centralina is using a two-tiered strategy in order to raise the \$50,000 private sector funds. Centralina staff, working with area economic development agencies and local government representatives, will approach large firms, such as Lowes and Family Dollar, to request support for this plan. Local governments who commit funds to this plan will be asked to also approach businesses in their communities to solicit funding support to match the local government commitment.

### **Steering Committee Membership**

The TIGER planning grant process includes a broad-based steering committee to oversee the work of this project. The committee would be made up of a mix of public and private sector representatives of transportation, land use, economic development, workforce development, and freight movement sectors. Centralina staff would like to begin inviting area representatives to serve on this committee. Centralina is soliciting representatives from the following organizations and areas of interest.

**Councils of Governments:** One representative from each of the three councils of government in the 14-county region

**State Departments of Transportation:** Three to four representatives of the state departments of transportation from both North and South Carolina, representing both technical and policy-level interests

**Transportation Planning:** One representative from each of the area transportation planning organizations' technical and policy-level boards

**Land Use and Development:** Three to four North and South Carolina land use planners and developers representing both urban and rural communities

**Economic Development:** Three to four North and South Carolina economic development professionals and board members representing both urban and rural communities

**Workforce Development:** Three to four North and South Carolina workforce development professionals and board members representing both urban and rural communities

**Private Sector:** Three to four private sector representatives from both North and South Carolina who have an interest in this plan

CRTPO's technical and policy boards represent many of the interests listed above. The TCC is asked to consider identifying representatives interested in serving on this steering committee.

Please contact me at (704) 688-6501 or bhansen@centralina.org with any questions.

***ACTION REQUESTED: Consider identifying steering committee members for freight mobility plan***

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Charlotte, North Carolina 28202  
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MUMPO TCC Comments on Environmental Assessment for Consolidated TIP Projects: I-3311C, I-5405, and I-4750AA

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.

In subsequent conversations with NCDOT, they expressed a desire to form such a group to: *"Manage issues of operation and coordination within and among the various projects as they arise. Partner with the Division, NCDOT and the concessionaire acting as an expert resource to the local citizens and elected officials."*

Based upon this understanding, it was agreed that the TCC would have an internal discussion and identify participants, staffing, etc. Having done that, it was agreed that the TCC would arrange another conference call to discuss getting NCDOT's decision to participate and clearly define the scope of the teams' activities.

Suggestions for participants:

Although the need for this group was identified by the TCC in considering the I-77 Managed Lanes Project, the scope of its activity was envisioned to encompass all Managed Lanes in the MPO's boundary. Suggestions for participants include:

- A transportation planner from one of the jurisdictions in each corridor.
- A transportation engineer from one of the jurisdictions in each corridor.
- A representative of the NCDOT Division.
- A representative of the operator of the facility whether private or public.
- Public communications representatives.
- A representative of the NC Turnpike Authority.
- CRTPO staff.
- A transit agency representative.
- A representative of emergency response and/or enforcement agencies.

Logistical Considerations:

Who is responsible for arranging meetings, notifications, taking notes and follow-up?

Where are meetings held and at what frequency?

What resources are required; where do they come from?

## **Recommendations on Next Steps in Managed Lanes Planning**

Submitted by David Ungemah

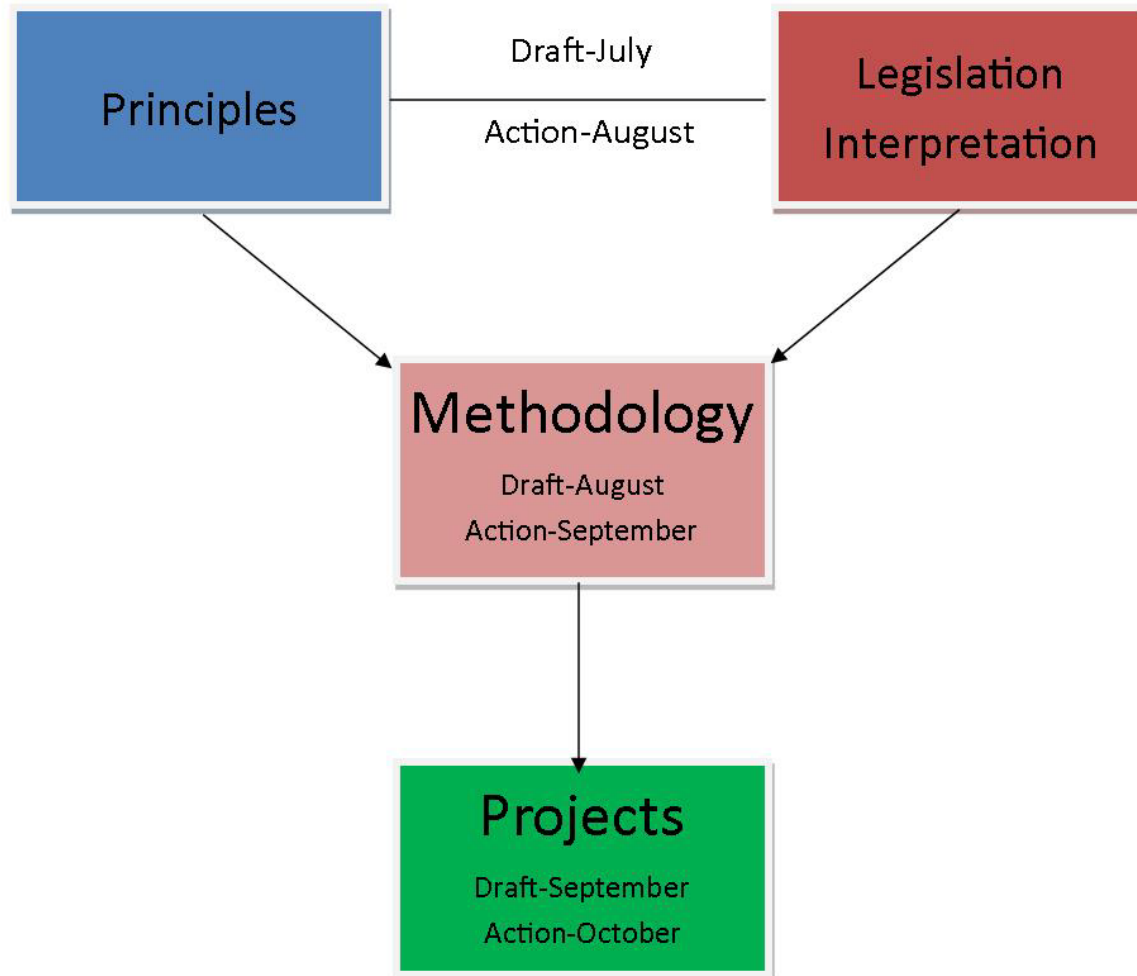
Assistant Vice President, National Managed Lanes Director, Parsons Brinckerhoff

*The Charlotte region's next effort should be to develop a regional concept of operations (RCTO) for managed lanes policy, facility planning, conceptual design, and operations parameters. Major issues would be discussed and deliberated among the various decision making parties to come to a consensus agreement that would inform facilities under development. I have attached a very brief identification of the issues that southern California is currently working through as a part of the RCTO we're developing with all the funding partners (Caltrans, LACMTA, OCTA, RCTC, SANBAG) plus the MPO as coordinator (SCAG). This provides an idea of the type of issues that are resolved through a regional process for managed lane facilities.*

*There are two regions that have completed a RCTO: San Francisco/Oakland and Miami/Ft. Lauderdale (currently under review, scheduled to be published in a couple of months).*

*In short, such a process would not only resolve current issues, but also set the region on a more definitive path towards other projects to be developed. Thankfully, the efforts CDOT has led in the past few years would allow the RCTO to be a relatively cost effective process. If I was to benchmark a cost for a RCTO for managed lanes in Charlotte, it would likely be around \$75 - 150K, depending upon how quickly the region can get to consensus.*

# Bonus Allocation Process



## **General Principles: Project Selection for Toll Road Bonus Allocation**

Approved by the Bonus Allocation Subcommittee: June 18, 2014

1. Use entire bonus allocation on eligible projects in the time frame established by the STI legislation.
2. Eligible projects in the tolled corridor receive priority consideration.
3. Project shall be mindful of creating a compensation event.
4. Eligible projects outside the tolled corridor that provide a system benefit to the tolled corridor receive secondary consideration.
5. Allocate funds first to Division Needs and Regional Impact projects, subject to allocation caps, then to Statewide tier projects, including comprehensive planning projects that provide a system benefit to the tolled corridor.
6. Allocate remaining funds to any other eligible projects, subject to allocation caps.

# Interpretation of Bonus Allocation Legislation

July 9, 2014 TCC meeting

The TCC's committee on tolling bonus allocation makes the following recommendations for interpretation of the legislation (see attached excerpt from the Strategic Transportation Investments legislation (Session Law 2013-183) :

Corridor Project Cap: The funds allocated under 136-189.11.(f) Incentives for Local Funding and Highway Tolling are not subject to the corridor project cap defined in 136-189.11.(d)(1)(b)

*Legislation excerpt:*

*b. Project cap. – No more than ten percent (10%) of the funds projected to be allocated to the Statewide Strategic Mobility category over any five-year period may be assigned to any contiguous project or group of projects in the same corridor within a Highway Division or within adjoining Highway Divisions.*

Timing of the use of funds: "...apply over the 5 year period in the STIP in the cycle following the contractual obligation."

- 1) Contractual obligation is defined as "financial close" in the case of a P3 or "contractual close" in the case of a normal TIP project
- 2) The STIP follows a 2 year development cycle. The cycle following contractual obligation commences after the adoption of a STIP. Thus the 5 year period begins at the close of the next cycle after the one you are in when contractual obligation occurs.  
*Example: We are currently in the development of the 2016-22 STIP which should be adopted in the summer of 2015. It is now too late for new projects to enter the schedule. The next cycle for STIP development begins after the summer 2015 adoption and if it follows traditional schedule would be adopted in summer 2017. At this point, the 5 year clock begins to tick.*
  - The subcommittee stated that consideration should be given to modifying this provision in order to not preclude spending funds during the current TIP cycle.
- 3) Obligation of funds for construction is sufficient to meet the 5 year schedule mandate (the work does not need to be completed during the period.)

Use of funds:

- 1) A project must be in the local MTP (if of sufficient magnitude) and both STIP and MTIP on the date of obligation of funds under # 3 above. It is not necessary for the project to have been evaluated under SPOT...the MPO, RPO, or local government are clearly the deciding entity under 136-189.11.(f)(4).
- 2) Although the amount of funds allocated to a project is subject to the caps identified in the legislation 136-189.11.(f)(4) b & c, the type of project is not mandated. Thus, all projects meeting the definitions under 136-189.10.(1), (2), & (3) are eligible for these funds. *Note: The intention of this interpretation is to allow the use of the funds on all modes of travel supported under the STI legislation. This includes projects to enhance transit service as well as greenway accommodations in the corridor.*

Excerpt from SL 2013-183 (House 817) attached



(1) of this subsection for the next update of the Transportation Improvement Program. The adjustment to the target amount shall be allocated by Distribution Region or Division, as applicable.

(f) Incentives for Local Funding and Highway Tolling. – The Department may revise highway project selection ratings based on local government funding initiatives and capital construction funding directly attributable to highway toll revenue. Projects authorized for construction after November 1, 2013, and contained in the 10-year Department of Transportation work program are eligible for a bonus allocation under this subsection.

- (1) Definitions. – The following definitions apply in this subsection:
  - a. Bonus allocation. – The allocation obtained as a result of local government funding participation or highway tolling.
  - b. Local funding participation. – Non-State or nonfederal funds committed by local officials to leverage the commitment of State or federal transportation funds towards construction.
- (2) Funds obtained from local government funding participation. – Upon authorization to construct a project with funds obtained by local government funding participation, the Department shall make available for allocation as set forth in subdivision (4) of this section an amount equal to one-half of the local funding commitment for other eligible highway projects that serve the local entity or entities that provided the local funding.
- (3) Funds obtained through highway tolling. – Upon authorization to construct a project with funding from toll revenue, the Department shall make available for allocation an amount equal to one-half of the project construction cost derived from toll revenue bonds. The amount made available for allocation to other eligible highway projects shall not exceed two hundred million dollars (\$200,000,000) of the capital construction funding directly attributable to the highway toll revenues committed in the Investment Grade Traffic and Revenue Study, for a project for which funds have been committed on or before July 1, 2015. The amount made available for allocation to other eligible highway projects shall not exceed one hundred million dollars (\$100,000,000) of the capital construction funding directly attributable to the highway toll revenues committed in the Investment Grade Traffic and Revenue Study, for a project for which funds are committed after July 1, 2015. If the toll project is located in one or more Metropolitan Planning Organization or Rural Transportation Planning Organization boundaries, based on the boundaries in existence at the time of letting of the project construction contract, the bonus allocation shall be distributed proportionately to lane miles of new capacity within the Organization's boundaries. The Organization shall apply the bonus allocation only within those counties in which the toll project is located.
- (4) Use of bonus allocation. – The Metropolitan Planning Organization, Rural Transportation Planning Organization, or the local government may choose to apply its bonus allocation in one of the three categories or in a combination of the three categories as provided in this subdivision.
  - a. Statewide Strategic Mobility Projects category. – The bonus allocation shall apply over the five-year period in the State Transportation Improvement Program in the cycle following the contractual obligation.
  - b. Regional Impact Projects category. – The bonus allocation is capped at ten percent (10%) of the regional allocation, or allocation to multiple regions, made over a five-year period and shall be applied over the five-year period in the State Transportation Improvement Program in the cycle following the contractual obligation.
  - c. Division Needs Projects category. – The bonus allocation is capped at ten percent (10%) of the division allocation, or allocation to multiple divisions, made over a five-year period and shall be applied over the five-year period in the State Transportation Improvement Program in the cycle following the contractual obligation.

# METROPOLITAN TRANSIT COMMISSION

June 25, 2014

The Honorable Sarah McAulay  
Chairperson, Charlotte Regional Transportation Planning Organization (CRTPO)  
Commissioner, Town of Huntersville  
Charlotte Regional Transportation Planning Organization (CRTPO)  
600 E. Fourth Street, 8th Floor  
Charlotte, NC 28202-2853

Dear Madam Chairperson,

This letter is written on behalf of the Metropolitan Transit Commission (MTC), which by unanimous vote on May 28<sup>th</sup> authorized me, as Chair of the MTC, to make the following request of the Charlotte Regional Transportation Planning Organization (CRTPO).

The MTC is now a represented member of CRTPO. The current CRTPO by-laws amended in September of 2003, state in pertinent part:

*“As specified in the Memorandum of Understanding, the MPO shall consist of voting members that are elected officials from the Mecklenburg-Union Metropolitan Urbanized Area and the North Carolina Board of Transportation.”*  
*(See Article IV, §1 of the Bylaws).*

The recently amended (October 10, 2013) CRTPO Memorandum of Understanding states in pertinent part:

*“...the CRTPO, ... will consist of the Chief Elected Official or a single representative appointed by the Chief Elected Official from the following Boards of General Purpose Local Government as well as two members from the North Carolina Board of Transportation and one member representing the Metropolitan Transit Commission...”*

The CRTPO Bylaws address the NCBOT separately from the rest of the membership (elected officials from the Mecklenburg-Union Metropolitan Urbanized Area) and by practice it is clear that the NCBOT delegates must be NCBOT members, but not otherwise elected officials. This interpretation appears to be consistent with the wording and intent of the CRTPO MOU.



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FAX: 704-353-0797

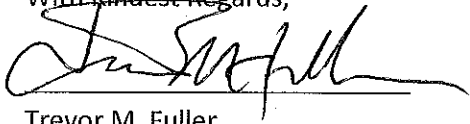
# METROPOLITAN TRANSIT COMMISSION

The MTC, as the governing board of the Charlotte Area Transit System (CATS), is composed of the Chief Elected Officials of its member local governments and the Managers of those local governments. The Managers have voting authority for their local governments in the absence of their Chief Elected official, participate fully in MTC discussions and deliberation, are empowered to make and second motions, and are considered full member representatives to the MTC. (The North Carolina Board of Transportation (NCBOT) is represented by one of its board members and is a full voting member of the MTC as well.)

The MTC requests that, consistent with the CRTPO MOU, the requisite qualifications of the MTC delegate to CRTPO be clarified, whether by resolution or amendment of the CRTPO Bylaws as deemed best by CRTPO, to show that similar to the NCBOT delegates, the MTC delegate must be an MTC voting member, but not otherwise an elected official.

Thank you for your consideration of this request, and please direct any discussion or questions regarding this matter to the below listed staff of CATS and the MTC.

With Kindest Regards,



Trevor M. Fuller  
Chairman, Metropolitan Transit Commission  
Chairman, Mecklenburg Board of County Commissioners

Carolyn Flowers  
Chief Transit Official  
Charlotte Area Transit System (CATS)  
600 East Fourth Street  
Charlotte, NC 28202-2284  
704-336-3855  
cflowers@ci.charlotte.nc.us

John D. Joye  
CATS General Counsel  
600 East Fourth Street  
Charlotte, NC 28202-2284  
704-432-1271  
jjoye@ci.charlotte.nc.us



[www.ridetransit.org](http://www.ridetransit.org)  
600 East Fourth Street  
Charlotte, NC 28202  
PH: 704-336-6917  
FAX: 704-353-0797

TO: TCC Members  
FROM: Robert W. Cook, AICP  
CRTPO Secretary  
DATE: July 31, 2014  
SUBJECT: **MPO Bylaws**

### **REQUEST**

The TCC is requested to recommend to the MPO that it amend its bylaws as noted below.

### **BACKGROUND**

The Metropolitan Transit Commission (MTC) has requested that the MPO amend its bylaws to permit the MTC representative to be a non-elected official. This request was discussed at the July 30 Transportation Staff meeting, and the following revisions were recommended to the MPO bylaws.

~~Strikethrough~~ indicates text to be deleted. Underline indicates text to be added.

### **ARTICLE IV – MEMBERS**

#### Section 1 – Number and Qualifications

As specified in the Memorandum of Understanding, the MPO shall consist of voting members that are elected officials from the planning area of the Charlotte Regional Transportation Planning Organization ~~and the Metropolitan Transit Commission~~. In addition, the North Carolina Board of Transportation shall be represented by those members appointed to serve Division 10 and Division 12, and the Metropolitan Transit Commission (MTC) shall be represented by a voting member of the MTC. Nonvoting members shall be those from the Charlotte-Mecklenburg Planning Commission, Iredell County Planning Board, Union County Planning Board, Federal Highway Administration and any jurisdiction in the planning area not eligible for voting membership. Technical Coordinating Committee members shall not be voting members of the MPO.

## **RESOLUTION ENDORSING STATEWIDE TIER PROJECTS IN THE METROLINA REGION**

The following resolution was offered by \_\_\_\_\_ and seconded by \_\_\_\_\_ and upon being put to a vote was duly adopted.

**WHEREAS**, The Charlotte Regional Alliance for Transportation (CRAFT) includes the active participation of the three North Carolina MPOs (Charlotte Regional Transportation Planning Organization, Cabarrus Rowan MPO, and the Gaston Cleveland Lincoln MPO) and one RPO (Rocky River RPO) in the Metrolina Region; and

**WHEREAS**, the Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) promotes regional transportation planning that includes development of projects that promote safe movements of people and vehicles; and

**WHEREAS**, the federal regulations jointly issued by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) require in Title 23 US Code Section 134 and 450 Code of Federal Regulation (CFR) that the Urban Areas prepare a comprehensive plan as part of the continuing, cooperative, and comprehensive (3-C) planning process as stated in their respective Memorandum of Understandings; and

**WHEREAS**, the Charlotte Regional Alliance for Transportation (CRAFT), as stated in the constituting Memorandum of Agreement, will fulfill the role of integrating the 3-C concept into the transportation planning process for those projects and programs of a regional scope; and

**WHEREAS**, the State of North Carolina has released preliminary scores for all Statewide tier projects as part of the Governor McCrory's initiative to maximize existing transportation funding under the Strategic Mobility Formula; and

**WHEREAS**, there are several critical Statewide tier eligible projects in the Metrolina Region that support the local economy and enhance mobility for the traveling public.

**NOW, THEREFORE, BE IT RESOLVED** that the Charlotte Regional Transportation Planning Organization hereby endorses and requests acceleration of the following statewide tier eligible projects: I-85 in Rowan County, I-77 in Mecklenburg County, I-85 in Gaston County as examples.

---

I, Sarah McAulay, Chairwoman of the Charlotte Regional Transportation Planning Organization, do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the Charlotte Regional Transportation Planning Organization duly held on this the 17<sup>th</sup> day of September 2014.

\_\_\_\_\_  
Sarah McAulay, Chairwoman

\_\_\_\_\_  
Robert W. Cook, Secretary

**Memorandum of Agreement between the Gaston-Cleveland-Lincoln Metropolitan  
Planning Organization (GCLMPO) and the Charlotte Regional Transportation  
Planning Organization (CRTPO) for the Transfer of Planning Responsibility and  
Authority for the Portion of the Charlotte, NC-SC Urbanized Area Located within  
Gaston County, North Carolina and Lincoln County, North Carolina**

23 USC 134 and Section 8 of the Federal Transit Act require that a Metropolitan Planning Organization (MPO) be designated for each Census-defined Urbanized Area; and that if necessary, the boundaries of the MPO be expanded after each decennial Census to cover the Census-defined Urbanized Area.

As a result of the 2010 Census, portions of the Charlotte, NC-SC Urbanized Area are located within Gaston County and Lincoln County. The portions of the Charlotte, NC-SC Urbanized Area in Lincoln County are newly designated and are not currently located within an existing MPO boundary. The portions of the Charlotte, NC-SC Urbanized Area in Gaston County are newly designated and are currently located within the GCLMPO (formerly Gaston Urban Area Metropolitan Planning Organization) boundary.

It has been mutually agreed upon that both GCLMPO and CRTPO will each continue to carry out federal planning requirements required by the Safe Accountable Flexible Transportation Equity Act and Legacy for Users (SAFETEA-LU) and the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21) for the Urbanized Areas, or portions thereof, currently within their respective Metropolitan Planning Area (MPA) boundaries, pursuant to 23 USC 134, 49 USC 5305 and 23 CFR Part 450, as follows:

1. Federal transportation planning requirements for the portions of the Charlotte, NC-SC Urbanized Area that lie within Gaston County and Lincoln County and thus within the MPA boundary of GCLMPO shall be provided by GCLMPO with the exception of Congestion Management responsibilities, which shall be provided by CRTPO; and
2. Allocation and distribution of federal (PL) planning funds and STP-DA funds for CRTPO will be based upon the Charlotte, NC-SC Urbanized Area as defined by the 2010 Census and may be utilized anywhere within the CRTPO MPA boundary; and
3. Allocation and distribution of federal (PL) planning funds for GCLMPO will be based upon the Gastonia, NC-SC Urbanized Area as defined by the 2010 Census and may be utilized anywhere within the GCLMPO MPA boundary; and
4. Allocation and distribution of federal transit planning funds for CRTPO will be based upon the Charlotte, NC-SC Urbanized Area as defined by the 2010 Census and may be utilized anywhere within the CRTPO MPA boundary. GCLMPO, CRTPO and local transit providers have entered into a Memorandum of Understanding through which transit planning funding is shared among transit providers including the Charlotte Area Transit System (CATS) and Gastonia Transit; and
5. Allocation and distribution of federal transit planning funds for GCLMPO will be based upon the Gastonia, NC-SC Urbanized Area as defined by the 2010 Census and may be utilized anywhere within the GCLMPO MPA boundary. GCLMPO, CRTPO and local transit providers mutually develop a distribution of transit planning funding among the Charlotte Area Transit System (CATS) and Gastonia Transit; and

6. Data collection for planning activities shall be conducted jointly by GCLMPO and CRTPO to support development of transportation planning activities, including but not limited to development of performance measures, Metropolitan Transportation Plans, Congestion Management Plans and the Metrolina Regional Travel Demand Model, which is housed at the Charlotte Department of Transportation and NCDOT.
  
7. The Gaston-Cleveland-Lincoln Metropolitan Planning Organization (GCLMPO) and the Charlotte Regional Transportation Planning Organization (CRTPO) have entered into Memoranda of Agreement with the North Carolina Division of Air Quality, North Carolina Department of Transportation, US Environmental Protection Agency, Federal Highway Administration and Federal Transit Administration to satisfy the requirement in Clean Air Act section 176(c)(4)(E) to create a state conformity SIP containing the following three requirements of the Federal Transportation Conformity Rule, 40 CFR part 93 subpart A: (1) 40 CFR 93.105, which addresses consultation procedures; (2) 40 CFR 93.122(a)(4)(ii), which states that conformity SIPs must require written commitments to control measures to be obtained prior to a conformity determination if the control measures are not included in an Metropolitan Planning Organization's transportation plan and transportation improvement program, and that such commitments be fulfilled; and (3) 40 CFR 93.125(c), which states that conformity SIPs must require written commitments to mitigation measures to be obtained prior to a project-level conformity determination, and that project sponsors comply with such commitments.

**SIGNATURES OF AGREEMENT**

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Joe D. Carpenter, Chair  
MPO Board  
Gaston-Cleveland-Lincoln  
Metropolitan Planning Organization

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Sarah McAulay, Chair  
MPO  
Charlotte Regional  
Transportation Planning Organization

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Date

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Date