

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, September 4, 2014
10:00 a.m.-Noon

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

September TCC MEETING REQUESTS FOR ACTION:

1. Tolled Facility Bonus Allocation Subcommittee
2. Regional Freight Mobility Plan Steering Committee
3. FTA 5307 Funds (Urban Formula) Allocation
4. Resolution Endorsing Statewide Tier Projects

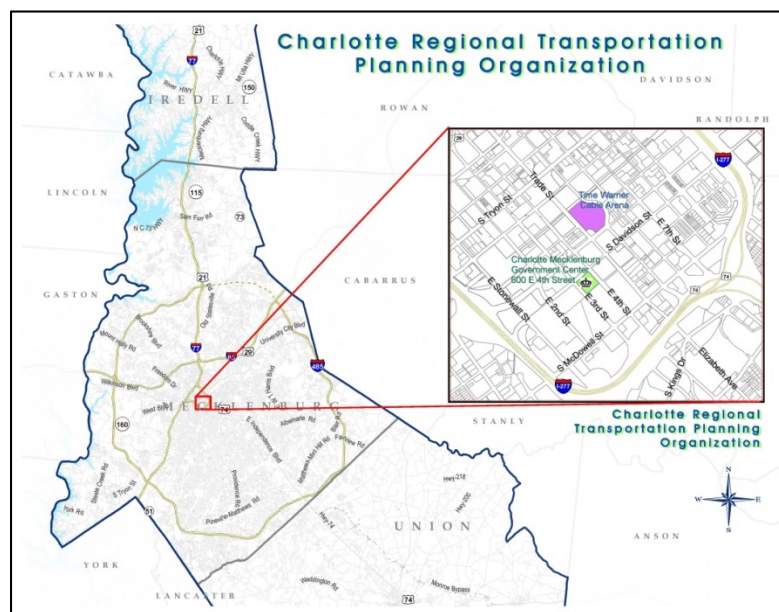
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Title VI Policy

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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, September 4, 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**

 - a. Introductions
 - b. Adoption of Today's Agenda

2. **CONSENT AGENDA (5 minutes)** **Danny Pleasant**

 - a. Approval of August 7, 2014 TCC Minutes
 - b. TIP Amendments – see attached memorandum

3. **TCC BUSINESS (50 minutes)**

 - a. **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 the bonus allocation legislation methodology.*
BACKGROUND:
 - *The general principles are intended to guide the selection of projects to be paid for with bonus allocation funds.*
 - *The project selection methodology prioritizes projects based upon their location relative to the managed facility, anticipated system benefit, MTP score, and anticipated cost share.*
 - *The TCC's Bonus Allocation Subcommittee recommends that the TCC take the requested action.*
ATTACHMENTS: *General Principles, Scoring Guidance*

 - b. **Regional Freight Mobility Plan Steering Committee** **Sushil Nepal**
ACTION REQUESTED: *Consider approving the appointment of Joe Lesch, Fern Shubert, and Andrew Ventresca to serve as committee members for freight mobility plan on behalf of the TCC.*

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, and Mr. Lesch, Ms. Shubert, and Mr. Ventresca volunteered to serve on behalf of the TCC.*

ATTACHMENTS: TIGER CRTPO Memo

- c. **FTA 5307 Funds (Urban Formula) Allocation** **David McDonald**
ACTION REQUESTED: *Recommend to the MPO that it consider approving a distribution of FTA 5307 funds to Iredell County Area Transit System (ICATS), naming Charlotte as the designated recipient and Iredell County as the direct recipient.*

BACKGROUND: *CATS and Iredell County have agreed upon a formula to distribute a percentage of FTA 5307 funds to ICATS.*

- d. **Resolution Endorsing Regional Statewide Tier Projects** **Robert Cook**
ACTION REQUESTED: *Consider recommending that the MPO endorses and requests the acceleration of Statewide tier projects in the region.*

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: Resolution

4. **TCC INFORMATION REPORTS (30 Minutes)**

- a. **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: *Template with DRAFT GCLMPO – CRTPO Transfer of Planning Responsibility MOA*

b. **CRTPO NCDOT Prioritization 3.0 Local Input Points Allocation**

Neil Burke

BACKGROUND:

- *The MPO approved the final list of proposed for local input points assignment at the August 20 meeting.*
- *Staff submitted the final allocation of local input points to the SPOT office on August 21.*

ATTACHMENTS: *NCDOT Prioritization 3.0 score spreadsheets for CRTPO projects*

c. **CONNECT Update**

Jonathan Wells

BACKGROUND: *An update will be provided on the CONNECT Our Future initiative, to develop a regional growth framework for the 14-county greater Charlotte area.*

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

- a. NCDOT Report
- b. Upcoming Issues

NCDOT Staff

6. **ADJOURN**

CRTPO TECHNICAL COORDINATING COMMITTEE
Summary Meeting Minutes
Charlotte-Mecklenburg Government Center
Room 267
August 7, 2014

Voting Members: *Chair* - Danny Pleasant (CDOT), *Vice-Chair* – Joe Lesch (Union County), Jonathan Wells - alt for Debra Campbell (C-M Planning), Bill Coxe (Huntersville), Andrew Grant (Cornelius), Adam McLamb – alt for Scott Kaufhold (Indian Trail), Andrew Ventresca (Iredell County), Erika Martin (Troutman), Ralph Messera (Matthews), David McDonald (CATS), Jim Loyd – alt for Lisa Stiwinter (Monroe), Kelsie Anderson (Mooresville), Megan Green (Mecklenburg County – LUESA Air Quality), Scott Cole – alt for 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), Fern Shubert (Marshville), Julian Burton (Weddington), Travis Johnson (Davidson), Ken Tippet (Bicycle Focus Area Representative), Dick Winters (Public Health Focus Area Representative), Scott Curry (Pedestrian Focus Area Representative), Gwen Cook (Greenway Focus Area Representative)

Staff: Robert Cook (CRTPO), Curtis Bridges (CRTPO), Neil Burke (CRTPO), Loretta Barren (FHWA), Stuart Basham (NCDOT – Div. 10), Brett Canipe (NCDOT – Div. 10), James Lim (NCDOT-Public Transportation), Michelle Nance (Centralina COG), Sushil Nepal (Centralina COG), Norm Steinman (CDOT), Tim Gibbs (CDOT), Andy Grzymiski (CDOT), Jeff Derwort (Monroe), Jeff Sloop (NCDOT)

Guests: Lynn Purnell (PB), Todd Steiss (PB), Bill Thunberg (LNTC), David Wiggins (Steele Creek Residents Association), Meg Fencil (Sustain Charlotte), Steve Blakely (Kimley Horn), Paige Hunter (HNTB)

Danny Pleasant opened the meeting at 10:00 AM. TCC members and guests introduced themselves.

1. Adoption of the Agenda

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

2. Consideration of Consent Agenda

Mr. Pleasant explained that the consent agenda contains the minutes from the July meeting as well as four TIP amendments for CMAQ projects requested by the project sponsors. Since there were no requested modifications to these items, he asked for a motion to approve the consent agenda. Joe Lesch made a motion to approve the consent agenda. Anil Panicker seconded the motion. Upon being put to a vote, the motion passed unanimously.

TCC BUSINESS ITEMS

3a. CRTPO NCDOT Prioritization 3.0 Local Input Points Allocation

Presenter: Neil Burke

Summary/Action Requested:

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:

- Following several months of developing draft lists of projects proposed for local input points, coordination with the NCDOT Divisions and adjacent MPOs; and a 30-day public comment period, the TCC was requested to take action on the lists and the public involvement process.
- In total, 37 public comment submittals were received during the 30-day public comment period from June 19 through July 21. Generally, the public comments received were supportive of the projects that CRTPO was proposing for local input points assignment.
- The local input points allocation subcommittee collaborated with staff to develop responses to the commenters, and it was determined that none of the comments necessitated amendments to the recommended project lists.
- Mr. Burke reviewed the Regional Impact projects proposed for local input points indicating that there are 18 highway projects and one rail project proposed within Region E (Mecklenburg and Union Counties), and seven highway projects proposed for assignment in Region F (Iredell County).
- Mr. Burke reviewed the Division Needs projects proposed for local input points indicating that there are 16 highway projects and five non-highway projects proposed within Division 10 (Mecklenburg and Union Counties), and five highway projects proposed for assignment in Division 12 (Iredell County).

Mr. Burke indicated that the public comment summary and the final list of projects proposed for local input points assignment would be presented to the MPO for adoption at their meeting on August 20, and August 29 is the last day to submit local input points to NCDOT.

Bill Coxe complimented the TCC members and CRTPO staff involved with the Prioritization 3.0 process to assign local input points to projects. In the development of Prioritization 4.0, He recommended that consideration should be given to the submission of transit projects, measures to determine anticipated economic development benefits for proposed projects, and further guidance on assignment of CRTPO's local input points to projects that have a primary benefit to private companies (i.e. rail projects).

Sherry Ashley stated that the City of Statesville will vote to recommend approval of projects proposed for CRTPO's allocation of local input points; however, the City is disappointed with the effect that the STI corridor cap limits the completion of Phase B of the I-40 and I-77 interchange project (I-3819). Ms. Ashley indicated that STI has made it nearly impossible for Phase B to become a funded project.

Motion:

David McDonald made a motion to 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 and that the MPO affirm that CRTPO's public involvement procedures and local input points methodology conditionally approved by NCDOT have been followed and points allocated to those projects scored in the P3.0 process. Andrew Grant seconded the motion. Upon being put to a vote, the motion passed unanimously.

3b. CRTPO Bicycle and Pedestrian Subcommittee

Presenter: Curtis Bridges

Summary/Action Requested:

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

- Staff has researched Bicycle and Pedestrian Work Group membership, committee tasks, organization, and experiences in peer MPOs throughout North Carolina;
- Staff has 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;

Following the summary of the purpose and need for the Work Group, Mr. Bridges reviewed the mission statement and potential work group member composition. He stated that the Work Group has decided to remove the advocacy position from the roster at this time, and the need for this position can be re-evaluated at a date pending further discussion.

Jonathan Wells inquired about the inclusion of school district employees on this Work Group. Mr. Bridges explained that initially the Work Group will be comprised of TCC members that are familiar with the issues and opportunities associated with bicycle and pedestrian transportation in this region, and school district representatives will be considered within a two to four year timeframe.

Mr. Pleasant suggested that this Work Group should be comprised of TCC members, but steering committee members that represent bicycle and pedestrian advocacy in this region can provide advice and direction on key issues.

Loretta Barren asked if the bicycle and pedestrian Work Group will address ADA requirements. Mr. Bridges explained that ADA requirements have been briefly discussed, and it is an issue that the Work Group will address in the future with possible involvement from ADA experts.

Motion:

Mr. Coxe made a motion to recommend to the MPO that it endorse the formation of the Bicycle and Pedestrian Work Group, endorse the initial composition of the Work Group with additional members to be considered as appropriate, and encourage the involvement of advocacy groups to serve as stakeholders at the discretion of this Work Group. Mr. Panicker seconded the motion. Upon being put to a vote, the motion passed unanimously.

3c. Regional Freight Mobility Plan Steering Committee

Presenter: Sushil Nepal, Centralina COG

Summary/Action Requested:

Mr. Nepal 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. Centralina COG will find out the results of the TIGER grant in September, and the planning effort would begin at the beginning of 2015.

Mr. Pleasant emphasized that it is important that CRTPO's representative is a current TCC member. He reminded the TCC that the Charlotte region is a significant node for the transportation and logistics industry, and this is an important study that will inform future regional transportation and land use decisions.

Robert Cook mentioned that an email was sent out to the TCC members, and several nominations were submitted for subcommittee members that were not TCC members. He mentioned that CRTPO will continue to accept nominations to fill this role, and staff can fill in until a permanent appointment from the TCC is made. Mr. Nepal responded to indicate that action was not necessary at this meeting since the subcommittee has not officially been formed.

3d. Tolled Corridors Advisory Team

Presenter: Bill Coxe

Summary/Action Requested:

Mr. Coxe stated that the group had voted to change its name to the Managed Corridors Advisory Team, since tolling is one of many aspects of managed freeway facilities. He mentioned that action items to endorse the framework and committee membership for this team will be presented at an upcoming TCC meeting.

3e. Tolled Facility Bonus Allocation Subcommittee

Presenter: Bill Coxe

Summary/Action Requested:

Mr. Pleasant explained that this item has been pulled from the agenda because additional discussion is needed with NCDOT before action can be taken to endorse the general principles and the interpretation of the bonus allocation legislation.

Andrew Grant inquired if the TCC would take action on this item at the September meeting. Mr. Coxe indicated that action would be likely at the September TCC meeting because the framework needs to be established to receive the bonus allocation revenues anticipated from the I-77 HOT Lanes project.

Mr. Pleasant explained to the TCC that the interpretation of the bonus allocation legislation limit will likely limit the appropriation of these funds to highway projects with the majority of the funds to be spent on Statewide Mobility tier projects. The legislation indicates that a small amount of funding can be allocated to projects within the Regional Impact and Division Needs tiers. In addition, he indicated that there are questions raised by MPO members regarding the development of another new prioritization process for bonus allocation projects when there are existing processes imbedded within the 2040 MTP.

Mr. Grant asked if the subcommittee has conducted any test runs to determine which projects would receive bonus allocation funding. He also reminded the TCC that the intent of this appropriation of funding in the legislation is to provide an incentive to the communities within the project extents that have accepted the tolled corridors concept. Mr. Grant explained that there needs to be an attempt to provide geographic equity to the distribution of bonus allocation funding to the municipalities along the I-77 HOT lane corridor.

3f. MPO Bylaws

Presenter: Robert Cook

Summary/Action Requested:

Mr. Cook explained that the MPO has received a letter from the chairman of the Metropolitan Transit Commission (MTC) requesting an amendment to the MPO bylaws to allow a non-elected member of the MTC to be appointed to the MPO. He explained that the MPO bylaws require the MTC representative to be an elected official, but the MOU does not have this requirement. Mr. Cook explained that the MPO requests that the TCC make recommendations on a variety of technical and policy issues.

This topic was discussed at the Transportation Staff Meeting on July 30, and there was consensus that the TCC should recommend that the MPO amend its bylaws provided that the MTC member is not also a TCC member.

Mr. Wells expressed concern that a precedent would be established to allow non-elected officials to serve on the MPO and that this would be a specific clause only applicable to one member of the MPO. Mr. Cook agreed with Mr. Wells concerns and added that the amendment would not permit municipal or county staff to serve on the MPO, adding that this clause is limited to the MTC member of the MPO. Mr. Cook also added that this will be a discussion item on the August MPO agenda, with action likely at the September MP meeting.

Mr. Pleasant stated that other MPO boards throughout the country have allowed non-elected official representation at the policy board level and this revision would not violate any known FHWA policies for member participation.

Motion:

For the reason that the MTC MOU allow for non-elected members to serve on its board, Mr. Coxe made a motion to recommend an amendment to the MPO bylaws to allow a non-elected member of the MTC to serve on the MPO if this is the choice of the MPO and provided that member is not already a TCC member. Mr. Lesch seconded the motion. Upon being put to a vote, the motion passed unanimously.

TCC INFORMATION REPORTS

4a. Resolution Endorsing Regional Statewide Projects

Presenter: Robert Cook

Summary:

Mr. Cook stated that a resolution to support Statewide Mobility Tier projects evaluated through Prioritization 3.0 originated at the CRAFT Technical Committee meeting in May. He indicated that this resolution would support both fully and partially funded projects at the Statewide Mobility tier. A modification was recommended at the August 6 Transportation Staff Meeting to remove the specific names of the corridors, and simply reference the Statewide Mobility tier projects in the Charlotte region within the “now, therefore be it resolved” section of the resolution. This amendment will allow

the resolution to express support for all Statewide Mobility projects in the region. This item will be considered for action by the TCC and MPO at their September meetings.

4b. Regional Planning Agreements

Presenter: Robert Cook

Summary:

Mr. Cook explained that progress has been made in modifying the Regional Planning Agreements and an action to approve these agreements with the adjacent MPOs may be considered by the TCC at the September meeting. An example agreement between CRTPO and the Gaston-Cleveland-Lincoln MPO (GCLMPO) was included in the agenda packet, and NCDOT and FHWA are in agreement with the language.

Mr. Cook explained that the sample agreement was reviewed at the August 6 Transportation Staff Meeting, and an additional clause was recommended to strongly emphasize the appropriate level of collaboration and communication amongst MPOs in developing plans, and recommending amendments that could have an effect on corridors within the adjacent MPO. The additional text will be prepared and reviewed at a Transportation Staff Meeting before the revised agreements are presented to the TCC for action at the September TCC meeting.

Mr. Coxe inquired if the regional agreements between MPOs absolve the encroaching MPOs obligation to oversee planning to the other MPO. Ms. Barren responded to state that this does not absolve the encroaching MPO but the execution of regional agreements gives the encroaching MPOs the right to review the work of the adjoining MPO to ensure that it has been adequately completed.

Mr. Pleasant emphasized that communication amongst adjacent MPOs must be heightened when there is a corridor amendment to a plan that traverses into an adjacent MPO as this has an impact on right-of-way reservation, development of residential subdivisions and other planning activities.

4e. CONNECT Update

Presenter: Michelle Nance, Centralina COG

Summary:

Ms. Nance 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:

- On July 29th, the CONNECT Consortium policy board approved the regions first preferred growth concept map. Ms. Nance indicated that this is not a regulatory map; rather it is a manifestation of the preferred types of growth that this region desires. The preferred growth scenario maps can be viewed [here](#).
- Ms. Nance noted that the majority of the top priorities from the CONNECT study were related to transportation planning; such as, providing transportation choices, improved air quality, work closer to home, and cost of my commute.
- Ms. Nance summarized the preferred growth priorities for the counties within CRTPO and they can be viewed [here](#).
- The MAP-21 legislation has stated that MPOs may use scenario planning to inform decision makers about implications of various investments on transportation system condition during

the development of their MTP. This may become a future requirement of MPOs to incorporate scenario planning in the development of their MTP.

- Ms. Nance reviewed the property value per acre maps, indicated that the land values are the highest in areas with the greatest density and favorable access to transit.
- Ms. Nance indicated that the CONNECT study will conclude by the end of 2014; however, the Program and Policy forums will continue to advance key recommendations from the planning effort.

Mr. Wells is hopeful that an outcome from the CONNECT study is a transportation infrastructure affordability tool that can identify funding since it is anticipated that funds from STI will address only 25% of the infrastructure needs throughout North Carolina. Ms. Nance recognized the diminishing amount of infrastructure funding available from the traditional sources, and noted that an outcome of this study is the development of a menu of alternative transportation funding sources.

Mr. Coxe inquired if the CONNECT process identified a community building measure, as opposed to the traditional practice of measuring traffic congestion. Ms. Nance explained that increasingly health impacts are identified as a method to identify the foundations of a viable community referencing the work that the Nashville MPO has completed on this effort.

5a. NCDOT Report

Mr. Cole provided an update of the impact that the reduction in the NCDOT Division Maintenance funds have had on the Regional Incident Management Assistance Patrols (IMAP). A spreadsheet depicting the projected operations reductions to the IMAP service can be viewed [here](#).

David Keilson indicated three new ramps on the I-40 and I-77 interchange project have recently been open to traffic. He stated that the ramp from I-77 northbound to I-40 westbound will open in 2015, and the first phase of this project will be complete by the end of 2016.

Mr. Panicker gave an update on the development of the CTP by summarizing a meeting that was held in Statesville last week to coordinate the inclusion of the Iredell County CTPs into the CRTPO plan.

5b. Upcoming Issues

Mr. Burke announced that the first of a quarterly locally administered projects workshop will be held on Tuesday, August 26 from 1:00 to 4:00 p.m. at the Cornelius Town Hall.

6. Adjourn: Mr. Pleasant determined that the agenda had been adequately completed and adjourned the meeting at 12:00 p.m.

TO: TCC Members
 FROM: Robert W. Cook, AICP
 CRTPO Secretary
 DATE: August 27, 2014
 SUBJECT: **2012-2018 TIP Amendments for September 4 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
EB-5011	Bearskin Creek Greenway (Monroe)	Move PE from FFY 2014 to FFY 2015, and move construction from FFY 2015 to FFY 2016. Reallocate \$20,000 from construction to PE.	Adjust final cost amount to match NCDOT concurrence letter for cost proposal.
C-5621	US 21 & Catawba Avenue Roundabout (Cornelius)	Allocate \$200,000 from construction to PE, allocate \$1 million from construction to ROW, and leave the balance of \$806,000 for Construction. PE and ROW should be programmed in FFY 2015 and construction should be programmed in FFY 2016.	Additional funds are needed for right-of-way acquisition.
C-5543	Sunset Road Sidewalks (Charlotte)	Accelerate ROW from FFY 2015 to FFY 2014 and Construction from FFY 2016	MTIP needs to be amended to reflect modifications made to STIP.
C-5541	Providence Road Sidewalks (Charlotte)	Reallocate \$400,000 from construction to ROW acquisition. Move construction and ROW acquisition from FFY 2014 to FFY 2015.	Additional funds needed for right-of-way acquisition.

DRAFT

Scoring Guidance

for Part 2 – Score of Evaluation Sheet for Project Selection for Toll Bonus Allocation Funding

LOCATION

- 10 points – Within 1 mile of centerline of tolled facility
- 5 points – Between 1 and 5 miles from centerline of tolled facility
- 0 points – Over 5 miles from centerline of tolled facility

SYSTEM BENEFIT (10 points max)

- 3 points – Improves capacity/ person throughput
- 2 points – Provides alternative(s) to single occupant vehicle trips
- 2 points – Improves access and/or operations to managed lanes
- 2 points – Improves local system connectivity
- 1 point – Improves access and/or operations to general purpose lanes (cannot increase weaving movement)

MTP SCORE

- 10 points (max) – $MTP\ score \div 20$, for Project included in the fiscally constrained project list
- 0 points – Project is not included in the fiscally constrained project list

COST SHARE (10 points max)

- 1 points – for each 5% of non-Bonus Allocation funding

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.



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

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www.centralina.org



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

525 North Tryon Street – 12th Floor
Charlotte, North Carolina 28202
Phone: 704-372-2416 Fax: 704-347-4710
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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 21st 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 Statewide tier projects in the region.

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 17th 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 21st 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

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

Sarah McAulay, Chair
MPO
Charlotte Regional
Transportation Planning Organization

Date

Date

FINAL SORT ORDER	CRTPO SCORE ORDER	SPOT ID	Project Category	Municipality	Route Number	Road Name	From	To	Improvement Description	Cost to NCDOT	Local Input Points Assignment		Calculation of Final Project Score				
											CRTPO Local Input Points Allocated	NCDOT Division Local Input Points Allocated	NCDOT P3.0 Score	CRTPO Value of Local Input Points	Other MPO Value of Local Input Points	NCDOT Division Value of Local Input Points	Total Project Score (100)
1	19	H142094	Regional Impact	Charlotte	NC-160 Steele Creek Road		Hamilton Road		Widen intersection for additional capacity and future Steele Creek Road cross section.	\$1,628,000	100	100	42.43	15		15	72.43
2	1	H090185-B	Regional Impact	Huntersville	NC 73		Vance Road Ext / Beatties Ford Rd	SR 5544 (West Catawba Avenue)	Widen to Multi-Lanes	\$20,099,000	100	100	37.90	15		15	67.90
3	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.	\$44,258,000	45	100	37.41	6	9	15	67.71
4	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	\$3,954,000	100	100	33.62	15		15	63.62
5	20	H090179-AB	Regional Impact	Huntersville	NC 73		NC 115	SR 2693 (Davidson-Concord Road)	Widen to Multi-Lanes	\$19,457,000	100	100	31.72	15		15	61.72
6	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.	\$21,546,000	100	100	30.75	15		15	60.75
7	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	\$28,095,000	100	100	30.24	15		15	60.24
8	9	H111172-B	Regional Impact	Charlotte	NC 160		S. Tryon Street	Shopton Road West	Widen Existing Roadway	\$38,965,000	100	100	29.60	15		15	59.60
9	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.	\$23,070,000	100	100	29.31	15		15	59.31
10	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.	\$25,283,000	100	100	28.75	15		15	58.75
11	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	\$38,410,000	100	100	28.28	15		15	58.28
12	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.	\$34,904,000	100	100	26.38	15		15	56.38
13	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.	\$20,521,000	100	100	26.08	15		15	56.08
14	5	H111186	Regional Impact	Huntersville	US 21		SR 2136 (Gilead Road)	Holly Point Drive	Widen to 4 Lanes with Median, Bike Lanes and Sidewalk	\$19,558,000	100	100	25.27	15		15	55.27
15	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	\$24,851,000	100	100	24.98	15		15	54.98
16	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.	\$1,952,000	100	55	29.67	15		8	52.92
17	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 continous four-lane roadway between NC 16 and Indian Trail Waxhaw Road by tying into the future Rea Road Ext alignment (U-3467 AB)	\$14,800,000	76	100	25.86	11		15	52.26
18		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	\$162,530,000			47.62				47.62

Note: The assignment of 100 local input points to a project is equivalent to an additional 15 points in the calculation of the total project score for the Regional Impact tier per the STI Legislation.

FINAL SORT ORDER	CRTPO SCORE ORDER	SPOT ID	Project Category	Municipality	Route Number	Road Name	From	To	Improvement Description	Cost to NCDOT	Local Input Points Assignment		Calculation of Final Project Score				
											CRTPO Local Input Points Allocated	NCDOT Division Local Input Points Allocated	NCDOT P3.0 Score	CRTPO Value of Local Input Points	Other MPO Value of Local Input Points	NCDOT Division Value of Local Input Points	Total Project Score (100)
19		H140271	Statewide Mobility	Charlotte	I-77	I-277 (Brookshire Fwy)/I-77			Interchange improvements and grade separation to improve operation	\$101,600,000			41.21				41.21
20	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.	\$8,087,000	100	0	25.18	15		0	40.18
21		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	\$356,500,000			39.95				39.95
22		H140273	Statewide Mobility	Charlotte	I-77		I-277 (Belk Fwy) (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	\$336,110,000			39.11				39.11
23		H140261	Statewide Mobility	Charlotte	I-77	I-277 (Belk Fwy)/I-77			Interchange improvements and grade separation to improve operation	\$129,600,000			38.64				38.64
24		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.	\$79,625,000			37.09				37.09
25		H090036-AB	Statewide Mobility	Cornelius, Davidson, Mooresville	I-77		SR 5544 (West Catawba Avenue) [Exit 28]	NC 150 [Exit 36]	Add General Purpose Lanes.	\$ 166,000,000			29.42				29.42
26		H141877	Statewide Mobility	Charlotte	I-485		US 74	Rea Road	Deploy ITS on Southeastern I-485 from Exit 51 to Exit 59	\$2,420,000			29.19				29.19
27		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.	\$48,058,000			27.34				27.34
28	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).	\$51,046,000			25.69				25.69
29	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.	\$23,519,000			24.58				24.58
30	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	\$4,945,000			23.03				23.03
31	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	\$5,001,000			22.21				22.21
32	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)	\$4,218,000			21.99				21.99
33	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	\$4,980,000			21.61				21.61
34	35	H111172	Regional Impact	Charlotte	NC 160		South Carolina State Line	NC 49 (S Tryon St)	Widen to Multi-Lanes	\$ 24,595,000			21.53				21.53
35	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	\$24,587,000			20.07				20.07
36	38	H111177	Regional Impact	Charlotte & Huntersville	US 21		NC 24 (Harris Boulevard)	SR 2136 (Gilead Road)	Widen to Multi-Lanes, Median, Wide Outside Lanes	\$47,676,000			20.01				20.01
37	39	H141345	Regional Impact	GCLMPO	US 29	Wilkinson Blvd	NC 7	East bank of Catawba River		\$27,848,000			19.88				19.88

Note: The assignment of 100 local input points to a project is equivalent to an additional 15 points in the calculation of the total project score for the Regional Impact tier per the STI Legislation.

FINAL SORT ORDER	CRTPO SCORE ORDER	SPOT ID	Project Category	Municipality	Route Number	Road Name	From	To	Improvement Description	Cost to NCDOT	Local Input Points Assignment		Calculation of Final Project Score				
											CRTPO Local Input Points Allocated	NCDOT Division Local Input Points Allocated	NCDOT P3.0 Score	CRTPO Value of Local Input Points	Other MPO Value of Local Input Points	NCDOT Division Value of Local Input Points	Total Project Score (100)
38		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	\$ 741,458,000			19.57				19.57
39	40	H090281	Regional Impact	Union County	US 74		Monroe Bypass	Rockingham Bypass		\$741,458,000			19.57				19.57
40	41	H129632	Statewide Mobility	Charlotte	Garden Parkway		I-485	I-85		\$318,320,000			19.19				19.19
41	42	H140754	Regional Impact	Union County	NC 200		S.Rocky River Rd/Parkwood School Road		Construct 5-lane roundabout	\$775,000			18.12				18.12
42	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.	\$33,024,000			17.95				17.95
43	45	H090624-B	Regional Impact	Cornelius	US 21	Statesville Road	Westmoreland Road	Catawba Avenue		\$30,105,000			16.62				16.62
44	46	H090928	Regional Impact	Waxhaw	NC 75	New Route - Waxhaw Bypass	NC 75	NC 75	NC 75 Bypass of Waxhaw; Existing and New Location	\$42,114,000			15.56				15.56

Note: The assignment of 100 local input points to a project is equivalent to an additional 15 points in the calculation of the total project score for the Regional Impact tier per the STI Legislation.

FINAL SORT ORDER	SORTED SCORE ORDER	SPOT ID	Project Category	Municipality	Route Number	Road Name	From	To	Improvement Description	Cost to NCDOT	Local Input Point Assignment		Calculation of Total Project Score				
											CRTPO Local Input Points Allocated	Division 12 Local Input Points Allocated	NCDOT P3.0 Score	CRTPO Value of Local Input Points	Other MPO Value of Local Input Points	Division 12 Value of Local Input Points	Total Project Score (100)
1	3	H090084-B	Regional Impact	Mooreville	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.	\$24,512,000	100	100	34.54	15		15	64.54
2	2	H090084-A	Regional Impact	Mooreville	NC 150		SR 1902 (Harvel Road) in Catawba County	Perth Rd in Iredell County	NC 27 in Lincolnton to Perth Rd in Iredell County. Widen to Multi-Lanes. Part of Section B: SR 1902 (Harvel Road) in Catawba County to I-77 in Iredell County.	\$33,647,000	79	100	31.09	12	3	15	61.09
3	21	H142205	Regional Impact	Troutman	US-21		Houston Rd/Flower House Loop		Realign Intersection and Signalize	\$1,500,000	100	100	30.97	15		15	60.97
4	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.	\$16,740,000	100	100	29.30	15		15	59.30
5	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	\$13,620,000	100	100	28.22	15		15	58.22
6	24	H142149	Regional Impact	Mooreville	NC-150		Wiggins Road		Realign Intersection and Signalize	\$930,000	100	100	26.29	15		15	56.29
7	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.	\$15,599,000	100	100	25.64	15		15	55.64
8		H142144	Regional Impact	Mooreville	NC-3		Kistler Farm Rd		Signalize intersection of NC 3 @ SR 1148 (Kistler Farm Rd).	\$100,000			41.64				41.64
9		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	\$11,726,000			36.11				36.11
10		H142112	Regional Impact	Mooreville	US-21 Charlotte Highway		Brawley School Rd/Wilson Ave		Add right turn lane on Brawley School Road	\$233,000			33.66				33.66
11		H090018-B	Statewide Mobility	Statesville	I-40		I-77		Reconstruct interchange (Final Improvements).	\$ 168,200,000			32.34				32.34
12		H090036-C	Statewide Mobility	Troutman, Statesville	I-77		NC 115/US 21	I-40	Add General Purpose Lanes.	\$ 237,500,000			26.62				26.62
13		H090036-B	Statewide Mobility	Mooreville, Troutman	I-77		NC 150	NC 115/US 21	Add General Purpose Lanes.	\$ 116,900,000			25.40				25.40
14	28	H090503	Regional Impact	Mooreville	NC 150		NC 115	NC 150-NC 152 Split	NC 115 to NC 150-NC 152 Split. Widen to Four Lane Divided Facility.	\$50,350,000			24.36				24.36
15	30	H090379	Regional Impact	Statesville	US 21		US 64	Carolina Ave	US 64 to Carolina Ave. Widen to Multi-Lanes.	\$28,700,000			22.29				22.29
16	34	H090540	Regional Impact	Mooreville & Troutman	US 21		NC 150	Cedar Lane	Improve US 21 from NC 150 in Mooreville North to Cedar Lane in Downtown Troutman.	\$77,840,000			21.57				21.57
17	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	\$16,758,000			21.06				21.06

Note: The assignment of 100 local input points to a project is equivalent to an additional 15 points in the calculation of the total project score for the Regional Impact tier per the STI Legislation.

FINAL SORT ORDER	SORTED SCORE ORDER	SPOT ID	Project Category	Municipality	Route Number	Road Name	From	To	Improvement Description	Cost to NCDOT	Local Input Point Assignment		Calculation of Total Project Score				
											CRTPO Local Input Points Allocated	Division 12 Local Input Points Allocated	NCDOT P3.0 Score	CRTPO Value of Local Input Points	Other MPO Value of Local Input Points	Division 12 Value of Local Input Points	Total Project Score (100)
18		H111184	Statewide Mobility	Iredell County	I-40		Radio Road	Catawba River	Widen to six lanes from Statesville to the Catawba County Line	\$154,608,000			20.87				20.87
19	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.	\$31,731,000			16.98				16.98

Note: The assignment of 100 local input points to a project is equivalent to an additional 15 points in the calculation of the total project score for the Regional Impact tier per the STI Legislation.

Sorted Score Order	SPOT ID	STI Tier	Project Type	Project Description	Municipality	Rail Line	Cost to NCDOT	Local Input Assignment		Calculation of Final Project Score			
								CRTPO Local Input Points Allocated	Division 10 Local Input Points Allocated	NCDOT P3.0 Score	CRTPO Value of Local Input Points	Division 10 Value of Local Input Points	Total project score (100)
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	100	100	16.32	15	15	46.32
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	0	0	13.68			13.68

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.

Note: The assignment of 100 local input points to a project is equivalent to an additional 15 points in the calculation of the total project score for the Regional Impact tier per the STI Legislation.

FINAL SORT ORDER	SORTED SCORE ORDER	SPOT ID	Municipality	Route Name	Route Number	From/Cross Street	To	Improvement Description	Cost to NCDOT	Local Input Point Assignment		Calculation of Total Project Score				
										CRTPO Local Input Points Allocated	Division 10 Local Input Points Allocated	NCDOT P3.0 Score	CRTPO Value of Local Input Points	Other MPO Value of Local Input Points	Division 10 Value of Local Input Points	Total Project Score (100)
1	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	\$2,790,000	100	100	44.00	25		25	94.00
2	1	H129682	Mathews	South Trade Street	SR 3448	Fullwood Lane	Weddington Road	Widen to Multilanes with Bike Lanes and Sidewalks	\$1,234,000	100	100	42.00	25		25	92.00
3	12	H090592	Huntersville	Gilead Road		US 21 (Statesville Road)	NC 115	Widening to 4 Lanes and Add Bike Lanes.	\$6,139,000	100	100	26.75	25		25	76.75
4	17	H141890	Indian Trail	Chestnut Lane Connector	SR-1362 Chestnut Lane Connector	SR 1367 (Mathews 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.	\$3,721,000	100	100	25.95	25		25	75.95
5	7	H090129-B	Cornelius	West Catawba Avenue	SR 5544	NC 73 (Sam Furr Road)	SR 2151 (Jetton Road)	Widen to Multi-Lanes	\$24,800,000	100	100	24.94	25		25	74.94
6	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.	\$19,225,000	100	100	24.20	25		25	74.20
7	5	H090484-A	Mathews	John Street/Old Monroe Road	SR 1009, SR 1010	SR 3448 / SR 3474 (Trade Street)	I-485	Widen to Multi-Lanes	\$12,306,000	100	100	23.80	25		25	73.80
8	19	H129650-EC	Mathews	Charlotte Outer Loop	I-485	New interchange at Weddington Road		Convert Grade Separation to interchange	\$20,000,000	100	100	22.89	25		25	72.89
9	2	H090502	Stallings	Idlewild Road		I-485	SR 1524 (Stevens Mill Road)	I-485 to SR 1524 (Stevens Mill Road). Widen to Multi-Lanes.	\$7,049,000	100	100	22.08	25		25	72.08
10	4	H140379	Charlotte	North Univ. Research Park Bridge		Louis Rose Pl	Doug Mayes Pl	New 2 lane roadway, with bike lanes and sidewalks	\$ 7,428,000	100	0	46.11	25		0	71.11
11	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	\$ 14,885,000	100	100	19.96	25		25	69.96
12	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	\$6,800,000	100	100	19.51	25		25	69.51
13	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.	\$37,746,000	20	100	19.18	5	20	25	69.18
14	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	\$3,903,000	100	100	19.07	25		25	69.07
15	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.	\$1,395,000	100	0	35.83	25		0	60.83
16	11	H090320	Monroe	Charlotte Avenue	SR 1009	CSX Railroad	Concord Avenue	Csx Railroad to Concord Avenue. Widen to Multi-Lanes.	\$41,229,000	100	0	25.19	25		0	50.19
17	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	\$10,644,000			22.44				22.44
18	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	\$12,486,000			21.97				21.97

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19	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	\$40,144,000			18.50				18.50
20	25	H141896	Weddington		SR-1008 Waxhaw-Indian Trail Road	SR-1346 Beulah Church Road		Realign intersection and construct Roundabout	\$775,000			18.30				18.30
21	26	H090594	Indian Trail	Rocky River Road	SR 1007	Old Charlotte Highway	US 74	Widening to 4 Lanes, Median and Sidewalks.	\$7,839,000			16.59				16.59
22	27	H142211	Cornelius	I-77	I-77	Westmoreland Road		Convert Grade Separation to Single Point Interchange	\$25,110,000			14.63				14.63
23	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.	\$22,981,000			13.87				13.87
24	30	H141935	Charlotte/Concord		SR-2464 Odell School Road	I-485	Concord Mills Blvd	Widen to a 4 lane divided cross section	\$8,011,000			13.84				13.84
25	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.	\$6,915,000			13.34				13.34
26	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).	\$13,932,000			13.25				13.25
27	34	H141889	Charlotte		SR-2042 Oakdale Road	Sunset/Miranda Roads		Upgrade offset intersection to Roundabout	\$775,000			11.94				11.94
28	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)	\$31,240,000			11.44				11.44
29	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	\$775,000			10.19				10.19
30	40	H111175	Monroe	Airport Road	SR 1349	SR 1162 (Goldmine Road)	NC 84	Widen to 4 Lanes, with Median, Bike Lanes and Sidewalks	\$12,400,000			6.28				6.28
31	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.	\$5,466,000			6.17				6.17
32	42	H090705	Marshville		Stegall Road Ext.	Marshville-Olive Branch Rd	Peachland Street	Construct road on new alignment.	\$4,395,000			6.04				6.04
33	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.	\$4,139,000			4.29				4.29
34	44	H090698	Union County	New Route		NC 205	Old Lawyers	Connect Thomas Helms to NC 205 with a New Alignment. Two Lane Extension.	\$ 5,793,000			2.98				2.98

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										CRTPO Local Input Points Allocated	Division 12 Local Input Points Allocated	NCDOT P3.0 Score	CRTPO Value of Local Input Points	Division 12 Value of Local Input Points	Total Project Score (100)
1	3	H140325	Mooreville	Midnight Ln/Oates Rd				New 3 lane roadway, including grade separation over I-77, with bike lanes and sidewalks	\$9,596,000	100	100	35.81	25	25	85.81
2	15	H111173	Mooreville	Fairview Road Overpass	SR 1246	SR 1206 (Alcove Road)	Fairview Rd. (SR 1246)	Construct Fairview Rd, Overpass Over I-77 to Alcove Rd.	\$6,098,000	100	100	33.46	25	25	83.46
3	8	H090312-A	Mooreville	Williamson Road	SR 1109	SR 1100 (Brawley School Rd)	NC 150	Widen to Multi-Lanes	\$ 4,919,000	100	100	29.78	25	25	79.78
4	16	H090312-B	Mooreville	Williamson Road	SR 1109	I-77	SR 1100 (Brawley School Rd)	Widen to Multi-Lanes	\$19,480,000	100	100	29.21	25	25	79.21
5	10	H090265-C	Mooreville	Brawley School Road	SR 1100	SR 1116 (Talbert Rd)	US 21	Widen to Multi-Lanes	\$8,010,000	100	100	20.46	25	25	70.46
6	28	H090552	Mooreville	I-77	I-77	SR 1302 (Cornelius Road)		Construct a New interchange For Cornelius Road (SR 1302) at I-77 Between Mooreville and Troutman.	\$17,454,000			13.96			13.96
7	33	H090009	Statesville	I-77	I-77	SR 2171 (Jane Sowers Road)		Convert Grade Separation to An interchange.	\$15,294,000			12.33			12.33
8	35	H111240	Mooreville	East-West Connector		SR 1102 (Langtree Rd)	Shearers Rd. (SR 1125)	East-West Connector. NC115 at Langtree Rd. to Shearers Rd.	\$35,658,000			11.65			11.65
9	37	H111238	Mooreville		SR 1302	SR 1303 (Perth Rd)	US 21	Cornelius Rd. Widen to Multi-Lanes from SR 1303 (Perth Rd) to US 21	\$30,183,000			10.93			10.93
10	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.	\$23,615,000			9.11			9.11

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											CRTPO Local Input Points Allocated	Division 10 Local Input Points Allocated	NCDOT P3.0 Score	CRTPO Value of Local Input Points	Division 10 Value of Local Input Points	Total Project Score (100)
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.	\$230,000	100	100	36.05	25	25	86.05
2	3	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.	\$1,099,285	100	100	29.69	25	25	79.69
3	28	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.	\$487,500	100	100	16.67	25	25	66.67
5	29	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.	\$ 8,136,405	100	100	15.60	25	25	65.60
6	4	10	B142186	Bike/Ped	Charlotte	Mallard Creek Greenway	Mallard Creek Park & Ride	Greenway	Mallard Creek Greenway Connection to CATS Mallard Creek Park & Ride Lot	\$165,600	100	0	28.77	25	0	53.77
7	9	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	\$901,600	0	100	25.57	0	25	50.57
8	12	10	B142155	Bike/Ped	Indian Trail	South Fork Crooked Creek Greenway	Indian Trail Fairview Road	US 74	Construct Greenway	\$1,295,000	0	100	22.94	0	25	47.94
9	2	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	\$24,500,000			32.83			32.83
10	5	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.	\$2,842,800			28.58			28.58
11	6	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.	\$276,000			27.04			27.04
12	7	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	\$308,222			26.73			26.73
13	8	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	\$503,309			26.35			26.35

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14	10	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.	\$1,486,215			25.49			25.49
15	11	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	\$400,000			24.33			24.33
16	13	10	B140658	Bike/Ped	Charlotte	Irvins 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.	\$1,099,308			22.00			22.00
17	14	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.	\$667,200			21.87			21.87
18	15	10	B140579	Bike/Ped	Huntersville	McDowell Creek Greenway	NC 73 (Sam Furr Road)	Torrence Creek Greenway	Construct greenway on new location.	\$2,071,925			21.87			21.87
19	16	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	\$80,000			21.81			21.81
20	17	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.	\$1,794,000			20.96			20.96
21	18	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.	\$754,825			20.39			20.39
22	19	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.	\$460,000			20.38			20.38
23	20	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.	\$1,748,000			19.44			19.44
24	21	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).	\$1,738,800			19.07			19.07
25	22	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.	\$4,600,000			18.40			18.40
26	23	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.	\$279,193			18.24			18.24
27	24	10	B140512	Bike/Ped	Charlotte	Walker Branch Greenway	SR 1119 (Sledge Road)	SR 1123 (Smith Road)	Construct new 1.8 mile greenway an connecting an existing developer-built greenway from Sledge Road to the RiverGate Shopping Center then on to Smith Road.	\$1,047,246			18.09			18.09
28	25	10	A130135	Aviation	Monroe	EQY - Charlotte-Monroe Executive	N/A	N/A	Reimbursement for Design activities. 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	\$ 738,000			17.73			17.73

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29	26	10	A130134	Aviation	Monroe	EQY - Charlotte-Monroe Executive	N/A	N/A	Reimbursement. Land to control Runway Protection Zone for extended runway (total acquisition cost \$922,415.86, recovered to date \$158,675.99)	\$ 687,366			17.55			17.55
30	27	10	A130136	Aviation	Monroe	EQY - Charlotte-Monroe Executive	N/A	N/A	Reimbursement. Runway extension to 7,000', RSA construction and ILS relocation (Reimbursement)	\$ 7,947,900			17.43			17.43
31	30	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.	\$631,000			14.94			14.94
32	31	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.	\$631,000			14.94			14.94
33	32	10	B142180	Bike/Ped	Huntersville	NC 115	Hambright Road (SR 2117)	Mount Holly Huntersville Road (SR 2004)	Construct Bicycle Lanes	\$1,040,000			14.03			14.03
34	33	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.	\$ 1,191,600			14.02			14.02
35	34	10	A130128	Aviation	Monroe	EQY - Charlotte-Monroe Executive	N/A	N/A	Proposed for funding. Design and installation of new MALSR approach lights to serve the 1,500 foot extension of Runway 5 that has been constructed.	\$ 563,558			10.80			10.80
36	35	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.	\$ 3,227,940			10.42			10.42
37	36	10	A130122	Aviation	Monroe	EQY - Charlotte-Monroe Executive	N/A	N/A	Construct a taxilane and apron for additional corporate hangar development	\$ 369,360			10.42			10.42
38	37	10	A130123	Aviation	Monroe	EQY - Charlotte-Monroe Executive	N/A	N/A	Construct a taxilane and apron for additional corporate hangar development	\$ 1,261,350			10.42			10.42
39	38	10	A130124	Aviation	Monroe	EQY - Charlotte-Monroe Executive	N/A	N/A	Construct a taxilane and apron for additional corporate hangar development.	\$ 1,907,190			10.42			10.42
40	39	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.	\$ 12,220,200			10.22			10.22
41	40	10	A130137	Aviation	Monroe	EQY - Charlotte-Monroe Executive	N/A	N/A	Reimbursement. First and second phase of road relocation necessary for runway extension (Reimbursement).	\$ 4,512,150			9.93			9.93
42	41	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.	\$ 873,918			9.89			9.89
43	42	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.	\$ 2,908,800			9.58			9.58
44	43	10	A130130	Aviation	Monroe	EQY - Charlotte-Monroe Executive	N/A	N/A	Reimbursement. Construct T-Hangar taxilane to accommodate airport users (Reimbursement).	\$ 692,100			9.58			9.58

Note: The assignment of 100 local input points to a project is equivalent to an additional 25 points in the calculation of the total project score for the Division Needs tier per the STI Legislation.

FINAL SORT ORDER	SORTED P3.0 SCORE ORDER	NCDOT Division	SPOT ID	Mode	Municipality	Route	From / Cross Street	To	Description	Cost to NCDOT	CRTPO Local Input Points Allocated	Division 10 Local Input Points Allocated	NCDOT P3.0 Score	CRTPO Value of Local Input Points	Division 10 Value of Local Input Points	Total Project Score (100)
45	44	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)	\$ 449,955			9.21			9.21
46	45	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.	\$ 2,545,200			9.20			9.20
47	46	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.	\$ 14,811,300			9.20			9.20
48	47	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.	\$ 4,341,600			9.20			9.20
49	48	10	A130125	Aviation	Monroe	EQY - Charlotte-Monroe Executive	N/A	N/A	Reimbursement. A proposed expansion to the existing terminal building to accommodate a TSA checkpoint.	\$ 675,000			8.77			8.77
50	49	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.	\$ 1,710,000			8.35			8.35
51	50	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.	\$ 4,311,900			7.71			7.71
52	51	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.	\$ 882,000			6.36			6.36
53	52	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.	\$ 759,600			6.36			6.36
54	53	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.	\$ 980,411			6.28			6.28

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