



charlotte regional transportation planning organization

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

TO: CRTPO Delegates & Alternates
FROM: Robert W. Cook, AICP
CRTPO Secretary
DATE: November 13, 2013

**SUBJECT: November 2013 Meeting
Charlotte Regional Transportation Planning Organization
Wednesday, November 20, 7:00 PM**

The November 2013 meeting of the Charlotte Regional Transportation Planning Organization (CRTPO) is scheduled for Wednesday, November 20, 2013 at 7:00 PM. The meeting will be held in Room 267 of the Charlotte-Mecklenburg Government Center, 600 E. Fourth St., Charlotte.

The Metropolitan Transit Commission (MTC) will hold its November meeting in Room 267 at 5:30 PM, thus we will not be able to conduct an education session. The MTC meeting should end by 7:00 PM.

Accessing the Charlotte-Mecklenburg Government Center

The Charlotte-Mecklenburg Government Center is located at 600 E. Fourth St. (corner of Fourth and Davidson streets) in uptown Charlotte. Parking is available in the Government Center parking deck located on Davidson St. between Third and Fourth streets; on-street parking is also available.

There are two ways to enter the Government Center. Enter via the large staircase on the Davidson St. 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.

Non-Discrimination Policy

It is the policy of the Mecklenburg-Union Metropolitan 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.

Charlotte Regional Transportation Planning Organization

November 20, 2013

Room 267-Charlotte-Mecklenburg Government Center

7:00 PM Meeting Agenda

1. **Call to Order** Sarah McAulay
2. **Adoption of the Agenda** Sarah McAulay
3. **Citizen Comment Period**
4. **Ethics Awareness & Conflict of Interest Reminder** Sarah McAulay
5. **Approval of Minutes** Sarah McAulay
ACTION REQUESTED: Approve the October 2013 meeting minutes as presented.
6. **Cornelius Bicycle Planning Grant** Jason Pauling
ACTION REQUESTED: Adopt a resolution of support for Cornelius' proposed bicycle planning grant application.

TCC RECOMMENDATION: The TCC unanimously recommended that the MPO adopt the resolution.

BACKGROUND: See attached memorandum.

ATTACHMENTS: Memorandum; draft resolution.
7. **Transportation Improvement Program (TIP) Amendments** Robert Cook
ACTION REQUESTED: Approve the TIP amendments as presented.

TCC RECOMMENDATION: The TCC unanimously recommended that the MPO approve the TIP amendments.

BACKGROUND: See attached memorandum.

ATTACHMENTS: Memorandum; draft resolution.
8. **Unified Planning Work Program** Robert Cook
a. UPWP Review Subcommittee
ACTION REQUESTED: Endorse the establishment of the UPWP Review Subcommittee.

TCC RECOMMENDATION: The TCC unanimously approved the establishment of the subcommittee and recommended that the MPO endorse its action.

BACKGROUND: See attached memorandum.

ATTACHMENT: Memorandum.

b. FY 2014 UPWP Amendment

ACTION REQUESTED: Amend the FY 2014 UPWP as presented.

TCC RECOMMENDATION: The TCC unanimously recommended that the MPO approve the amendment.

BACKGROUND: See attached memorandum.

ATTACHMENT: Memorandum.

9. Federal Functional Classification System Update Anil Panicker

ACTION REQUESTED: Endorse the proposed changes to the Federal Functional Classification System.

TCC RECOMMENDATION: The TCC unanimously recommended that the MPO endorse the proposed changes.

BACKGROUND: The Federal Functional Classification System of classifying roads is updated following each decennial Census and the review of MPO boundaries. NCDOT has requested that the state's MPOs review current classifications and propose modifications to roads in their planning areas. A TCC subcommittee reviewed the local system and recommended several modifications. [Click here](#) to review a map of the Functional Classification system.

ATTACHMENTS: Functional Classification System Update Letter and Guidelines.

10. MPO Bylaws Robert Cook

ACTION REQUESTED: The MPO is requested to provide comments and direction to staff for further refinements to the bylaws.

BACKGROUND: See attached memorandum.

ATTACHMENT: Draft bylaws.

11. Transportation Improvement Program Financial Plan Sashi Amatya

ACTION REQUESTED: FYI

BACKGROUND: Update on efforts to prepare the TIP's financial plan.

12. 2040 Metropolitan Transportation Plan Nicholas Landa

ACTION REQUESTED: FYI

BACKGROUND: An update on Plan progress will be provided.

13. NCDOT Strategic Prioritization 3.0

BACKGROUND: NCDOT uses a data-driven process for evaluating and prioritizing transportation projects, the results of which serve as an input to the State Transportation Improvement Program (STIP). Prioritization 3.0 is the third time the process has been implemented. The following four items will provide information on how CRTPO staff and the TCC are responding to the requirements of Prioritization 3.0.

a. Highway Projects
ACTION REQUESTED: FYI

Nicholas Landa

BACKGROUND: See attached memorandum.

ATTACHMENTS: Memorandum and draft project list.

b. Bicycle & Pedestrian Projects
ACTION REQUESTED: FYI

Curtis Bridges

c. Other Modes
ACTION REQUESTED: FYI

Nicholas Landa

d. Local Input Point Methodology
ACTION REQUESTED: FYI

Nicholas Landa

BACKGROUND: CRTPO is required to develop a methodology that will govern the way in which local points are applied to projects in the Prioritization 3.0 database. The Strategic Transportation Investments legislation requires that it include both quantitative and qualitative components, provide an opportunity for public comment and that it be approved by NCDOT.

ATTACHMENT: NCDOT letter.

14. Adjourn

MECKLENBURG-UNION METROPOLITAN PLANNING ORGANIZATION
Charlotte-Mecklenburg Government Center, Room 267
October 16, 2013 Meeting
Summary Minutes

Members Attending:

David Howard (Charlotte), Chuck Travis (Cornelius), Brian Jenest (Davidson), Bradley Purser (Fairview), Sarah McAulay (Huntersville), Renee Griffith (Iredell County), Paul Bailey (Matthews), Dumont Clarke (Mecklenburg County), Frederick Becker (Mineral Springs), Carl Ellington (Mint Hill), Margaret Desio (Monroe), Eddie Dingler (Mooresville), Lynda Paxton (Stallings), Michael Johnson (Statesville), Elbert Richardson (Troutman), Daune Gardner (Waxhaw), Barbara Harrison (Weddington), Brad Horvath (Wesley Chapel)

1. Call to Order

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

2. Adoption of the Agenda

Chairwoman McAulay asked if there were items to be added to the agenda or changed. No additions or changes were suggested.

Motion:

Barbara Harrison made a motion to adopt the agenda as presented. Paul Bailey seconded the motion. Upon being put to a vote, the motion to adopt the agenda was approved unanimously.

3. Citizen Comment Period

No citizens addressed the MPO.

4. Ethics Awareness & Conflict of Interest Reminder

Mr. Cook read the ethics awareness and conflict of interest reminder to the MPO.

5. Approval of Minutes

Chairwoman McAulay requested action on the September 2013 meeting minutes. Jason Major of the Troutman Board of Aldermen requested that a reference staff made during the meeting regarding a feasibility study for the US 21 corridor in Troutman be added to the portion of the minutes discussing the Metropolitan Transportation Plan (agenda item #7).

Motion:

David Howard made a motion to approve the September 2013 meeting minutes with the change noted above included. Chuck Travis seconded the motion. Upon being put to a vote, the September 2013 minutes were unanimously approved.

6. 2040 Metropolitan Transportation Plan

a. Plan Development Update

Presenter:

Nicholas Landa

Summary:

Mr. Landa updated the MPO on efforts related to MTP preparation. He noted that work continues on writing Plan chapters and that they are due in early November. Work on the maps to accompany the document continues.

b. Roadway Project Ranking

Presenter:

Nicholas Landa

Summary:

Mr. Landa stated that the request was for the MPO to approve the 2040 MTP fiscally constrained roadway project list. He stated that the TCC unanimously recommended that the MPO approve the project list as shown in the agenda packet. It was noted that the TCC's action included a change from the list approved for release by the MPO in September. Statesville requested that a proposed widening of Eastside Drive be replaced with a project to improve/realign Murdock Road. Mr. Landa discussed the reason for the change that was endorsed by the TCC and that was detailed in a memorandum included in the agenda packet. The TCC's endorsement was conditioned on a determination that the Murdock Road project cost will be approximately the same as the Eastside Drive project, and it was determined since the TCC meeting that both projects costs were similar. Public involvement efforts related to the project list was reviewed.

Motion:

Dumont Clarke made a motion to approve the fiscally-constrained roadway project list as presented. Carl Ellington seconded the motion. Upon being put to a vote, the motion was approved unanimously.

7. **Strategic Transportation Investments**

Presenter:

Nicholas Landa

Summary:

Mr. Landa presented information to the MPO via a Power Point presentation, the contents of which are incorporated into the minutes. Staff and TCC efforts to comply with requirements of the Strategic Transportation Investments (STI) legislation related to NCDOT's Prioritization 3.0 effort were reviewed. Three TCC subcommittees have been formed: Bicycle/Pedestrian/Greenway Projects; Roadway Projects; Local Input Points Methodology. The tasks associated with each were described.

- **Bicycle/Pedestrian/Greenway**

Up to 20 bicycle/pedestrian/greenway projects can be submitted. The committee will evaluate previously developed project lists for P3.0 candidate projects and determine which should be recommended for inclusion in the database. This task must be completed by January 2014, at which time all projects must be submitted.

- **Roadway**

Up to 20 new roadway projects can be submitted. Also, previously submitted projects remain in the database, and up to five existing projects may be swapped for new projects. The committee will also determine if there are any projects in the existing database that should be removed. Removing projects may be necessary due to the cascading of projects across categories built into the STI legislation, or if a project is no longer viable. The tasks must be completed by January 2014, at which time all projects must be submitted to the database.

- **Local Input Points**

Each MPO/RPO and NCDOT Division Office will receive local input points, and will be able to allocate those points to projects of all modes. The MPO must develop a methodology that is approved by NCDOT in order to allocate local input points. The methodology must include a quantitative, qualitative and public involvement component. The committee will develop the local input point methodology to allocate CRTPO's points. This task must be completed by February 2014 in order to provide enough time for SPOT to review the methodology prior to the May 2014 deadline.

Mr. Landa also addressed public Transportation, aviation and rail candidate project submittals. Project submittals for all modes must be submitted no later than January 2014. The TCC and MPO must address all recommendations of the above-mentioned subcommittees.

8. **Ardrey Kell Road Thoroughfare Plan Amendment**

Presenter:

Stuart Basham

Summary:

Mr. Basham presented information to the MPO via a Power Point presentation, the contents of which are incorporated into the minutes. He stated that the request before the MPO was to approve the start of a public involvement effort to amend the Thoroughfare Plan to shift the alignment of the proposed extension of Ardrey Kell Road east of its current terminus at Providence Road (NC 16). He explained that a mixed use development was proposed at the location where Ardrey Kell Road is proposed to be extended, and that the developer of the site wishes to shift the alignment.

Motion:

Brian Jenest made a motion to approve the start of a public comment effort. Mr. Travis seconded the motion. Upon being put to a vote, the motion was approved unanimously.

9. Memorandum of Understanding Status

Presenter:

Robert Cook

Summary:

Mr. Cook reported on the following items.

- **MOU Status**

NCDOT Secretary Tata signed the MOU on October 13, 2013. That action triggers an 18 month clock for a review of the MOU; the review will take place in April 2015. Staff will begin to monitor TCC and MPO participation to ensure that all jurisdictions are engaged in the process and that quorums are easily achieved. In addition, voting patterns will be observed to see if they are consistent with past patterns of generally unanimous votes. The local match share process will also be observed.

- **Bylaws**

Mr. Cook presented a first draft of changes to the MPO's bylaws. The proposed changes were a result of a staff analysis. Potential changes involved the following:

- Changes related to the new MPO name and new terminology such as the Comprehensive Transportation Plan (CTP) replacing the Thoroughfare Plan.
- A section addressing new ethics requirements.
- Deleted an outdated reference to time served in office before 2002.
- Changing meeting frequency to each month from every other month.
- The establishment of a quorum was not addressed; further discussion was needed before doing so.
- Research is still being conducted on public input at meetings.

12. Unified Planning Work Program Process Improvements

Presenter:

Robert Cook

Summary:

Mr. Cook stated that staff requested the JS Lane Co. to undertake a study of the CRTPO's UPWP development process. The request was in response to a clear mandate during the MOU revision process to improve how the UPWP is prepared in light of the planning area expansion and the shift to sharing responsibility for the local match of federal funds. One recommendation of the study was the formation of a UPWP Review Committee, which would be charged with reviewing, commenting upon, and helping steer the UPWP's development. It was emphasized that the TCC and MPO will still have final say on the UPWP's content. The Committee's membership was reviewed. Mr. Cook stated that it will include one municipal and one county representative, as well as two non-traditional representatives.

13. Adjourn

The meeting adjourned at 8:15 PM.



TO: Charlotte Regional Transportation Planning Organization (CRTPO)
Technical Coordinating Committee and Board Members

FROM: Jason T. Pauling, AICP – Senior Planner

DATE: November 7, 2013

RE: NCDOT 2014 Bicycle Planning Grant

Background

The NCDOT Bicycle and Pedestrian Planning Grant Initiative is a matching grant program that encourages municipalities to develop comprehensive bicycle and pedestrian plans each year. Calls for proposals this year are now open and applications are due by **December 19, 2013**. The application must be accompanied by the appropriate resolution of support by the Municipality and the MPO (Charlotte Regional Transportation Planning Organization).

The Town of Cornelius is interested in applying this year for a grant to develop a **comprehensive bicycle master plan**. While the Town currently promotes pedestrian and greenway projects in multiple comprehensive, transportation, and recreation plans, a separate bike plan is necessary in order to be competitive for State and Federal grants for bicycle project funding, including greenways.

Funding

NCDOT has set a funding cap based on population, and associated with the average costs if the plans were prepared by consultants, or by a combination of consultants and staff. If the plans cost more than the funding cap, the municipality would be responsible for covering the difference. On average, bicycle plans for municipalities similar to Cornelius with populations between 10,000 and 50,000 people cost about **\$49,000**. NCDOT would provide 70% of the cost to complete the bicycle plan (up to \$34,300) with a 30% local match required (up to **\$14,700**). Per the schedule below, the match would be reimbursed beginning in Fiscal Year 2015 through 2016.

Staff costs and in-house services are not eligible for reimbursement with these grants. Allowable expenses include consultant costs associated with plan development and delivery, GIS mapping services, preparation of technical illustrations and graphics, and non-staff costs associated with data collection and public workshops.

Process & Schedule:

The awards committee at NCDOT will evaluate and rank proposals based on how well the plan satisfies the selection criteria. Selected grant recipients must execute a legal agreement with NCDOT prior to receiving funding, which will also include a Municipal Reimbursement Agreement (MRA). This agreement must be executed within six months after notification that the grant has been awarded. In addition, the funded municipality must also submit the final plan

to the City Council or other approving authority for adoption. Selected municipalities will receive a formal Notice to Proceed once the following conditions are met:

1. The Municipal Reimbursement Agreement is fully executed
2. A list of potential steering committee members is submitted to NCDOT, including a representative from the CRTPO
3. An executed consultant contract with approved scope of work and cost proposals is submitted

Awarded municipalities will have 18 months to complete their plan, and the following key dates were established by the Division of Bicycle & Pedestrian Transportation:

<u>Activity</u>	<u>Date</u>
Issue Call for proposals	September 19, 2013
Application submission deadline – 5:00 PM	December 20, 2013
Awards Committee makes recommendations to NCDOT	March, 2014
Municipalities notified of award	June, 2014
MRA executed and Notice to Proceed issued	Nov-Dec, 2014 (within 6 months from award notification)
Plan completion date	Dec-June, 2015 (12-18 months from issuance of MRA)

Recommendation:

The Town of Cornelius requests that the Charlotte Regional Transportation Planning Organization (CRTPO) adopt a resolution in support of our efforts to move forward with final preparation of the grant application.

RESOLUTION

**ENDORING THE BICYCLE & PEDESTRIAN PLANNING GRANT INITIATIVE
PROPOSAL OF THE TOWN OF CORNELIUS**

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

WHEREAS, the North Carolina Department of Transportation has issued a call for projects for the Bicycle & Pedestrian Planning Grant Initiative; and

WHEREAS, the Town of Cornelius plans to apply for funds to prepare a comprehensive bicycle master plan; and

WHEREAS, the Charlotte Regional Transportation Planning Organization (CRTPO) has consistently supported bicycle and pedestrian planning initiatives by its member jurisdictions; and

WHEREAS, the Town’s proposal is consistent with CRTPO’s goals and objectives which seek to “provide, manage and maintain a safe, efficient and sustainable transportation system for all modes, intended to serve all segments of the population” and “encourage walking, bicycling and transit options, integrated with motor vehicle transportation, by providing a transportation system that serves the public with mobility choices”; and

WHEREAS, the rules associated with the Program require that Metropolitan Planning Organizations (MPO) endorse projects in urban areas; and

WHEREAS, the CRTPO is the MPO for the Charlotte urbanized area; and

WHEREAS, the Technical Coordinating Committee reviewed the proposal and recommended that it be endorsed by the MPO.

NOW THEREFORE BE IT RESOLVED by the Charlotte Regional Transportation Planning Organization that it endorses the Bicycle & Pedestrian Planning Grant Initiative proposal of the Town of Cornelius on this the 20th day of November 2013.

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 November 20, 2013.

Sarah McAulay, Chairwoman

Robert W. Cook, Secretary



charlotte regional transportation planning organization

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TO: CRTPO Delegates & Alternates
FROM: Robert W. Cook, AICP
 CRTPO Secretary
DATE: November 12, 2013
SUBJECT: 2012-2018 TIP Amendments

REQUEST

Amend the TIP as noted in the table below.

BACKGROUND

NCDOT's Program Development Branch has requested that the CRTPO amend its TIP for the projects listed below.

Local Projects			
TIP #	Description	Proposed Amendment	Reason
U-5112	Intersection improvements at Potter Road and Pleasant Plains Road	Modify scope and add funding from W-5502	U-5112 and W-5502 (see below) are being combined into a single project
W-5502	Install left turn lanes and revise traffic signal at intersection of Potter Road and Pleasant Plains Road	Delete project from TIP	U-5112 and W-5502 are being combined into a single project
U-4713B	Campus Ridge Road realignment	Delay construction from FY 13 to FY 14	Allow additional time to acquire ROW
W-5520	US 74: Fairview Road to Wesley Chapel-Stouts Road. Convert existing full movement signalized intersections to signalized superstreet design	Add ROW in FY 14 and add construction in FY 15	Project requested by NCDOT Mobility & Safety Division
Statewide Projects			
Y-5500	Traffic separation study implementation and closures	Add ROW and construction in FY 14 and FY 15	Not previously programmed
Z-5400	Highway rail grade crossing safety improvements	Add ROW and construction in FY 14 and FY 15	Not previously programmed
W-5301	Lane departure systemic improvements	Delete from TIP	Work to be completed under W-5517

TCC RECOMMENDATION

The TCC unanimously recommended that the MPO approve the amendments as described above.

ATTACHMENT

A draft resolution is included in the agenda packet.

**RESOLUTION
ADOPTING AMENDMENTS TO THE
CHARLOTTE REGIONAL TRANSPORTATION PLANNING ORGANIZATION
TRANSPORTATION IMPROVEMENT PROGRAM
FOR FY 2012- FY 2018**

A motion was made by _____ and seconded by _____ for the adoption of the resolution and upon being put to a vote was duly adopted.

WHEREAS, the Charlotte Regional Transportation Planning Organization (CRTPO) is the Metropolitan Planning Organization (MPO) for the Charlotte urbanized area; and

WHEREAS, the CRTPO has reviewed the current FY 2012-FY 2018 Transportation Improvement Program and found the need to amend it; and

WHEREAS, the following amendments to the North Carolina Transportation Improvement Program have been proposed:

Local Projects			
TIP #	Description	Proposed Amendment	Reason
U-5112	Intersection improvements at Potter Road and Pleasant Plains Road	Modify scope and add funding from W-5502	U-5112 and W-5502 (see below) are being combined into a single project
W-5502	Install left turn lanes and revise traffic signal at intersection of Potter Road and Pleasant Plains Road	Delete project from TIP	U-5112 and W-5502 are being combined into a single project
U-4713B	Campus Ridge Road realignment	Delay construction from FY 13 to FY 14	Allow additional time to acquire ROW
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Statewide Projects			
Y-5500	Traffic separation study implementation and closures	Add ROW and construction in FY 14 and FY 15	Not previously programmed
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W-5301	Lane departure systemic improvements	Delete from TIP	Work to be completed under W-5517

WHEREAS, the Technical Coordinating Committee voted to recommend that the MPO approve the TIP amendments; and

WHEREAS, the MPO finds that the proposed amendment conforms to the purpose of the North Carolina State Implementation Plan for maintaining the National Ambient Air Quality Standards in accordance with 40 CFR 51 and 93; and

WHEREAS, the 2035 Long Range Transportation Plan has a planning horizon year of 2035 and meets all requirements of 23 CFR 450.

NOW THEREFORE BE IT RESOLVED by the Charlotte Regional Transportation Planning Organization that the FY 2012-FY 2018 Metropolitan Transportation Improvement Program for the Charlotte Urban Area be amended as listed above on this the 20th day of November, 2013.

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 20th day of November, 2013.

Sarah McAulay, Chairman

Robert W. Cook, Secretary



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TO: CRTPO Delegates & Alternates
FROM: Robert W. Cook, AICP
CRTPO Secretary
DATE: November 13, 2013
SUBJECT: **UPWP Review Committee**

ACTION REQUESTED

Endorse the Technical Coordinating Committee's (TCC) establishment of the UPWP Review Committee. The TCC approved the Committee's establishment at its November 7, 2013 meeting.

BACKGROUND

The Review Committee's purpose will be to review, comment upon, and help steer the formation of the Unified Planning Work Program. The Committee is a recommendation of the study of the UPWP development process that was prepared in response to direction from MPO members during the preparation of the revised MOU.

REVIEW COMMITTEE MEMBERSHIP RECOMMENDATIONS

The study made specific recommendations on the agencies that should be represented on the Review Committee; the list below reflects the study's recommendations. The Lake Norman Transportation Commission and Mecklenburg County Land Use & Environmental Services Agency (LUESA) recommended participation addresses the study's call for the committee to include representation from agencies not traditionally involved in the UPWP's preparation.

Agency	Representative
Transit	David McDonald
Charlotte DOT	Andy Grzymiski Jayne Peterson
Travel Demand Model	Anna Gallup
NCDOT-Transportation Planning Branch	Anil Panicker
NCDOT-Public Transportation Division	Tamara Shaw
NCDOT-Division Representative	David Keilson
Federal Highway Administration	Loretta Barren
Federal Transit Administration	Myra Immings
Town Representative	Greg Mahar
County Representative	Andrew Ventresca
Lake Norman Transportation Commission	Bill Thunberg
Mecklenburg County LUESA	Leslie Rhodes



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TO: CRTPO Delegates & Alternates
FROM: Robert W. Cook, AICP
CRTPO Secretary
DATE: November 12, 2013
SUBJECT: **FY 2013 UPWP Amendment**

ACTION REQUESTED

Approve the amendment to the FY 2013 Unified Planning Work Program as presented.

BACKGROUND

CRTPO annually receives \$800,000 in Surface Transportation Program-Direct Attributable (STP-DA) funds to support the metropolitan transportation planning process. For several years, the reimbursement process did not recoup all STP-DA funds, resulting in a fund balance of \$538,687. The proposed amendment will allocate the funds to two critical tasks: Metropolitan Transportation Plan development and the Congestion Management Process.

PROPOSED TASK CODE ALLOCATION

Staff proposes that the funds be allocated to the following task codes:

Task Code	Name	Amount	Reason
IV-2	Highway Element of the LRTP	\$338,867	Additional funding for activities related to the development of the fiscally constrained roadway project list.
V-1	Congestion Management Strategies	\$200,000	Implementation of the Congestion Management Process

TCC RECOMMENDATION

The TCC unanimously recommended that the MPO approve the amendment as described above.



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

1554 MAIL SERVICE CENTER, RALEIGH, N.C. 27699-1554


PAT MCCRORY
GOVERNOR

ANTHONY J. TATA
SECRETARY

August 30, 2013

MEMORANDUM

TO: MPO Local Contacts

FROM: Terry C. Arellano, PE 
Systems Planning Group

SUBJECT: Functional Classification System Update within North Carolina MPOs

All of the North Carolina Metropolitan Planning Organizations (MPO) have completed a review of their 2010 Census designated urbanized area boundaries and adjusted their planning area boundaries. We are now set to embark on a review of the federal Functional Classification (FC) system within both urban and rural areas. This review will be accomplished cooperatively by staff at the Transportation Planning Branch and within your organization.

In the past, this review was necessary to accommodate changes in urbanized area and MPO boundaries since there were different FC designations for rural and urban areas. The Highway Performance Monitoring System (HPMS) Reassessment 2010+ resulted in recommendations for the revision of highway functional classifications that impact this decennial review. The Reassessment included three modifications relevant to functional classification: 1) collapsing the number of classification codes from 12 to 7; 2) eliminating the need to "drop down" functional classification designations when transitioning from an urban to a rural area; and 3) eliminating the urban versus rural qualifier from functional classification designations. The last of these modifications essentially eliminates the need to update the functional classification designation whenever a change occurs in an urban or urbanized area boundary and will hopefully lead to more consistent reporting of highway functional classes across and within States.

NCDOT implemented changes relevant to this modification in 2009 by merging the urban and rural systems into one set of codes as part of the development of its Attribute Road Inventory Database (ARID) tool.

However, TPB feels that a review of the FC system is a worthwhile endeavor at this time since it will:

- Help to validate the wholesale systems modifications that were made to respond to the functional classification modifications required by the HPMS Reassessment 2010+; and

MAILING ADDRESS:
NC DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PLANNING BRANCH
1554 MAIL SERVICE CENTER
RALEIGH NC 27699-1554



<http://ncdot.org/doh/preconstruct/tpb/>

LOCATION:
TRANSPORTATION BUILDING
1 SOUTH WILMINGTON STREET
RALEIGH, NC 27601
Phone: 919-707-0900
Fax: 919-733-9794

- Help to identify any justifiable modifications deemed necessary from the local perspective.

When combined with future careful monitoring of the system and modifications as needed upon the completion of new roadways, this should alleviate the need to perform this review after future Census updates.

In light of this, we are asking that you work with your MPO Coordinator from TPB and members of your MPO to review the functional classification system within your planning jurisdiction and propose any modifications that your MPO feels are justified at this time. The attached guidelines offer an overview of the tasks/responsibilities and the attached schedule outlines the timeline for the completion of this review. An FTS transmission containing the ArcMap package needed to complete this review will be distributed on Tuesday, September 3, 2013. **Please note that comments/proposed modifications are due to Rockne Bryant no later than December 2, 2013.** If you have any questions or concerns regarding this endeavor, feel free to contact me by telephone (919-707-0960) or email (tarellano@ncdot.gov).

Attachments

cc: Mike Bruff, PE, Transportation Planning Branch
Travis Marshall, PE, Transportation Planning Branch
Dan Thomas, PE, Transportation Planning Branch
Earlene Thomas, PE, Transportation Planning Branch
Rockne Bryant, Transportation Planning Branch
Geographic Planning Group Supervisors, Transportation Planning Branch
MPO Coordinators, Transportation Planning Branch

SUBMITTING PROPOSED FUNCTIONAL CLASSIFICATION (FC) MODIFICATIONS:

Metropolitan Planning Organizations

The Functional Classification System (FC) Update is being conducted in GIS utilizing the most recent Road Characteristics data obtained from ARID. This will allow a quick and accurate update of the Road Characteristics data, which can then be loaded back into the ARID system.

Accompanying this guidance package, you received a Functional Classification Modification Map Package for your MPO that should be loaded into ArcMap (Version 10). Please use the procedure outlined on the following pages to review the current functional classification system within your MPO and to propose any modifications to the system utilizing this map package. ***(Note - If your organization does not use ArcMap 10.1, please contact Rockne Bryant (rbryant@ncdot.gov) to be sent the appropriate shape files needed to complete the update.***

With this update, there are three basic types of modifications that might be needed:

- Corrections to official functional classification mapping;
- Adjustments due to previous designation based on urbanized boundaries; and
- Modifications at the MPO's request.

Corrections to Official Functional Classification Mapping

In addition to the review that is being requested of the MPOs and completed in the RPO areas, TPB will be conducting a review to verify that the functional classification system represented in ARID is consistent with the official maps kept prior to implementation of the ARID tool and to reclassify roads affected by the 2010 Census UZA/UCA revisions. **However, if you are aware of any instances such as this, please submit them with the additional modification requests for your MPO. Indicate in one of the "Comment" fields that this proposed modification is a technical correction.**

Adjustments Due to Previous Designation Based on Urban Boundaries

Historically, the functional classification system has been updated once an MPO approved a revised urbanized area boundary based on the decennial Census. As part of these updates, functional classification was automatically upgraded along a route as it transitioned from rural to urbanized areas. This practice has been eliminated, per FHWA guidance, and upgrading the functional classification due to an actual change in roadway function is the operative criterion that is to be used.

For this reason, we are asking that MPOs closely review the functional classification designations near the urbanized area boundary. If the functional classification "steps down" as a roadway transitions from the urbanized area to the rural area, this should be adjusted so that changes occur at logical termini. **Indicate in one of the "Comment" fields that this proposed modification is due to removal of UZA .**

Modifications at the MPO's Request

As traffic patterns change over time through either roadway construction or land use change, roadway functions may change as well. Reclassifying roadways to match their current purpose helps to maintain the proper hierarchy, reflecting the importance of each roadway in the network. If such modifications are proposed within your area, then NCDOT requires documentation to support the request. **Indicate in one of the "Comment" fields the reasoning that substantiates the proposed modification.**

Please be mindful of the following guidelines when requesting modifications to the existing functional classification system for your area:

Connectivity –

- Roadway segments that do not connect in the system (i.e., stubs) may not be functionally classified above the Local classification.
- Roadways that change classification along their routing should change at the nearest cross street.

Function – Follow guidance as outlined in the [Federal Functional Classification Guidelines](#).

Land Use – The level of accessibility to surrounding land uses is a critical element in determining the functional classification of a roadway:

- In an area where a high degree of access to abutting land use is required (residential, agricultural, etc.) service should be provided primarily by the collector system.
- In an area where access is restricted (commercial, industrial, etc.) service should be provided by the principal arterial system.
- In an area where a moderate level of access is desirable service should be provided by the minor arterial system.

Trip Length – As functional classification moves up the hierarchy from collector to principal arterial, trips of increasing length should be accommodated.

Spacing – The distance between identical classification types should increase as the level of classification increases (i.e., principal arterials should be spaced further apart than collectors)

Vehicle Miles Traveled (VMT) – A properly developed system should be balanced based on the percentage of mileage and VMT each classification carries in comparison to the entire system. The following guidance is offered by FHWA concerning the VMT percentages:

- All Arterials and Collectors combined – maximum of 35 percent of statewide route mileage. (Rural Minor Collector mileage and VMT does not contribute, but it is included here as "Collectors" because the existing extent guidance does not break out any separate guidance for them.)
- All Arterials and Collectors combined – between 70 percent and 80 percent of statewide VMT.

Note that this guidance is intended to be applied on a **statewide** basis, rather than by county, or by individual urbanized or small urban area.

Traffic Volume – Traffic counts should be considered, but are not the only determining factor in establishing classification.

Federal Aid – While functionally classifying a roadway makes it eligible for Federal Aid funding, functional classification modifications cannot be approved solely for Federal Aid funding eligibility.

Systemwide Considerations – Consideration should be given to the effect a classification change may have on the larger system (both inside and outside your area). As a result, there may be the need to change (downgrade or upgrade) a roadway(s) in the area whether directly connected to the request or not.

TIMELINE:

<u>Task</u>	<u>Responsibility</u>	<u>Timeframe</u>
• Review FC Review Process with Planning Groups	TPB	8/19/2013 to 8/30/2013
• Send guidance to MPOs	TPB	Deadline: 8/30/2013
• <i>RPO Areas – Review current FC and make recommended revisions</i>	<i>TPB - RPO Coordinators</i>	<i>8/30/2013 to 10/31/2013</i>
• <i>RPO Areas – Review recommended revisions & submit any comments</i>	<i>RPO Staff</i>	<i>11/4/2013 to 12/2/2013</i>
• MPO Areas – Review current FC & submit recommended revisions	MPO Coordinators^ & MPO Staff	8/30/2013 to 12/2/2013
• All Areas – Review recommended revisions & accept as appropriate; finalize Revised FC in GIS	TPB	11/30/2013 to 12/31/2013
• All Areas – Review final Revised FC with Branch Manager and Unit Heads	TPB	Deadline: 1/15/2014
• Notify MPOs/RPOs of final Revised FC & request final MPO approval letter/resolution	TPB	Deadline: 1/17/2014
• Submit Revised FC to FHWA for approval	TPB	Deadline: 2/15/2014
• Incorporate Revised FC into ARID at quarterly update	GIS	Deadline: 3/31/2014



charlotte regional transportation planning organization

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

TO: CRTPO Delegates & Alternates
FROM: Robert W. Cook, AICP
CRTPO Secretary
DATE: November 12, 2013
SUBJECT: **MPO Bylaws**

REQUEST

The MPO is requested to provide comments and direction to staff for further refinements to the bylaws.

BACKGROUND

The bylaws are being updated due to the MPO's planning area expansion and to reflect changing circumstances in the decade since they were last reviewed.

The attached version is the second revision. The first revision was based upon a staff-level review and identified the basic changes that were needed (e.g., replacing MUMPO with CRTPO). The second revision, which is included in the agenda packet, resulted from a meeting of a TCC subcommittee, and contains recommendations on matters such as establishing a quorum and public comment period rules.

ATTACHMENTS

Draft bylaws-Revision II

**MECKLENBURG-UNION METROPOLITAN CHARLOTTE
REGIONAL TRANSPORTATION PLANNING ORGANIZATION**

BY LAWS

~~Amended September 2003~~

Revision II 11-8-13

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ARTICLE I – NAME

The name of this organization shall be the ~~Mecklenburg Union Metropolitan~~Charlotte Regional Transportation Planning Organization, which serves as the metropolitan planning organization (MPO) for the Charlotte urbanized area. It shall hereinafter be referred to as the “MPO.”

ARTICLE II – PURPOSE

The purpose and goals of the MPO shall be:

1. To develop and direct a continuing, comprehensive transportation planning process carried on cooperatively by the State and local communities in concurrence with Federal guidelines.
2. To advise the governing bodies ~~policy boards and agencies~~ within the ~~Mecklenburg Union Metropolitan~~Charlotte Regional Transportation Planning Organization on the status of needs identified through the continuing transportation planning process.
3. To facilitate coordination and communication between ~~policy boards~~governing bodies and agencies represented on the MPO and Technical Coordinating Committee (TCC).
4. To facilitate coordination between the ~~policy boards~~governing bodies and agencies of the ~~Mecklenburg Union Metropolitan~~Charlotte Regional Transportation Planning Organization and the North Carolina Board of Transportation.
5. To assist the general public in understanding decisions and policies of the policy boards and agencies.

6. To act as a forum for cooperative decision-making by elected officials of this metropolitan area in cooperation with the State, thereby serving as the basis for a cooperative planning process.

ARTICLE III – RESPONSIBILITIES

As specified in the Memorandum of Understanding, the responsibilities of this committee shall include:

1. Establishment of goals and objectives for the transportation planning process;
2. Review and approval of a Prospectus for transportation planning which defines work tasks and responsibilities for various agencies participating in the transportation planning process;
3. Review and approval of changes to the Urbanized Area Boundary and the Metropolitan Area Boundary as well as review and recommendations for changes to the National Highway System;
4. Review and approval of the ~~Mecklenburg-Union Metropolitan~~Charlotte Regional Transportation Planning Organization Unified Planning Work Program (UPWP);
5. Review and approval of changes to the adopted ~~Mecklenburg-Union Metropolitan~~Charlotte Regional Transportation Planning Organization ~~Long-Range~~ Comprehensive Transportation Plan ~~(As required by General Statutes Section 136-66.2(d), revisions in the area's Thoroughfare Plan must be jointly approved by the local governing board having jurisdiction and the North Carolina Department of Transportation);~~ and
- 5-6. ~~Review and approval of the Charlotte Regional Transportation Planning Organization Metropolitan Transportation Plan (MTP);~~ and
7. Review and approval of the ~~Mecklenburg-Union Metropolitan~~Charlotte Regional Transportation Planning Organization Metropolitan Transportation Improvement Program (MTIP) for multi-modal capital and operating expenditures to ensure coordination between local and State capital and operating improvement programs.
- 6-8. Clean Air Act

Comment [rc1]: David Keilson noted that the MOU contains a more exhaustive list of responsibilities. Is there any need to have a limited number of responsibilities listed here, or could this section simply refer to the MOU?

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 Mecklenburg-Union Metropolitan Urbanized Area~~Charlotte Regional Transportation Planning Organization and the Metropolitan Transit Commission, ~~and~~The North Carolina Board of Transportation ~~shall be represented by those members appointed to serve Division 10 and Division 12.~~ Nonvoting members shall be those from the Charlotte-Mecklenburg Planning Commission, Iredell County Planning Board, ~~and~~Union County Planning Commissions Board, Federal Highway Administration and any jurisdiction in the ~~Urbanized Area~~planning area with less than 5,000 population~~not eligible for voting membership.~~

Section 2 – Terms of Office:

Each entity’s chief elected official shall designate that member entity’s representative. Members shall remain in office until a successor has been duly elected or until his/her earlier death, resignation, disqualification, incapacity to serve, or removal in accordance with the law.

Section 3 – Alternates:

Each ~~member agency~~chief elected official may appoint an alternate to its representative provided each alternate also meets the same qualifications of membership. That alternate member may serve as a full voting member during any meeting where that board’s representative is not in attendance. Proxy and absentee voting are not permitted.

Section 4 – NC State Government Ethics Act:

Every voting member shall comply with the State Ethics Act as per Chapter 138A of the NC General Statutes. This includes the affirmative duty to (a) annually file a Statement of Economic Interest, (b) biennially attend mandatory training on ethics, (c) report potential conflicts, and (d) recuse from voting or discussing issues on which the attending member has an identified conflict of interest.

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ARTICLE IV – OFFICERS

Section 1 – Officers Defined:

The officers of the MPO shall consist of a Chairman and Vice-Chairman.

Section 2 – Elections:

The Chairman and Vice-Chairman shall be elected annually at the first regularly scheduled meeting of the calendar year. The newly elected Chairman and Vice-Chairman shall take office immediately following the election. The Chair must have served as an MPO member (delegate or alternate) for one year immediately prior.

Additional elections may be held if either the Chairman or Vice-Chairman cannot carryout his/her duties and complete the remainder of the appointed term.

Section 3 – Terms of Office:

The term of office for officers shall be one year. Officers may serve no more than three consecutive one-year terms. This does not prohibit them from being elected to a future term. ~~Time served in officer positions prior to calendar year 2002 shall not be considered in determining eligibility.~~

Section 4 – Duties of Officers:

The Chairman shall call and preside at meetings, sub committees and set the order of business for each meeting. In the Chairman's absence, the Vice-Chairman shall preside and complete all other duties of the Chairman. In the event that the Chairman is unable to carryout his/her duties for the remainder of their term, the Vice-Chairman shall carryout the functions of the Chairman for the remainder of the year.

Section 5 – Duties of the Secretary:

The Secretary shall provide or otherwise delegate staff service for the MPO, as needed, and will be responsible for taking summary minutes of the ~~Committee's-MPO's~~ proceedings. The Secretary will maintain a current copy of these Bylaws as an addendum to the Memorandum of Understanding, to be distributed to the public upon request.

ARTICLE VI – MEETINGS

Section 1 – Regular Meetings:

Meetings will be held on the third Wednesday of each ~~odd-numbered~~ month. The Chairman may cancel regular meetings should there be insufficient business on the ~~Committee's-MPO's~~ tentative agenda.

Section 2 – Special Meetings:

Special meetings may be called by the Chairman with three (3) days notice, or at the request of the majority of the eligible voting members. Whenever possible, at least seven (7) days notice shall be given.

Section 3 – Quorums:

A quorum of the MPO shall be constituted by the presence of:

- ~~• presence of~~ at least ~~seven~~~~ten~~ ~~(7)~~ (10) of the eligible voting members at the beginning of the meeting;~~;~~ and
 - ~~• who together represent a minimum of 51% of the weighted votes;~~ and
 - ~~• at least one voting member jurisdiction from each county being present.~~
- Only members physically present shall count toward establishing a quorum.

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Section 4 – Attendance:

Each member shall be expected to attend each regular meeting. When voting members (or their authorized alternates) do not attend three (3) consecutive MPO meetings, the Secretary will send to the chief elected officer of the jurisdiction of the member in question, a letter indicating the number of absences and requesting reaffirmation or re-designation of the jurisdiction’s representative.

Section 5 – Agenda:

The agenda is a list of considerations for discussion at a meeting. Items on the agenda originate as a carryover from previous MPO meetings, or are placed on the agenda prior to its distribution by any member of the MPO, or by the request of the Chairman of TCC. Additional items may be placed on the regular agenda following discussion of the last item on the regular agenda, as long as a majority concurrence of the present and eligible voting members is received.

The MPO and all sub-committees shall conduct their business in compliance with the State of North Carolina’s Open Meetings Law.

Section 6 – Voting Procedures:

The Chairman and any member may call for a vote on any issue, provided that it is seconded and within the purposes set forth in Article II and provided the issue is on the agenda as outlined in Section 5 of this article. Members must be physically present to vote.

The Chairman and qualified alternates to voting members are permitted to vote. Non-voting members and unauthorized alternates are not permitted to vote. Any member not providing its share of the of funding as outlined in Section J of the Memorandum of Understanding will not be eligible to vote. Abstentions shall be considered affirmative votes. By approval of the MPO, a member may withdraw from voting on an issue. In the absence of any direction from these Bylaws or other duly adopted voting procedures pursuant to certain approval actions, ~~;~~ *Robert’s Rules of Order, Newly Revised* will designate procedures governing voting.

Section 7 – Public Comment Procedures:

Each MPO agenda shall provide a public comment period. An individual speaker's time to address the MPO shall be limited to three (3) minutes. The time limit for comments on the same topic shall be ten (10) minutes. The chairman may end the 10 minute comment period on a single topic if the comments are found to be repetitive. Organizations wishing to make presentations to the MPO must contact the Secretary at least 10 days prior to meeting. The Secretary shall consult with chairman to determine if the presentation should take place during the public comment period or be added as a regular agenda item. Presentations added to the regular agenda shall be limited to 15 minutes. The chairman has the discretion to modify the above rules.

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ARTICLE VII – PARLIAMENTARY PROCEDURES

The rules contained in the current edition of *Robert's Rules of Order, Newly Revised* shall govern the MPO in all cases to which they are applicable and in which they are not inconsistent with the *Memorandum of Understanding*, these bylaws and any special rules of order the MPO may adopt.

ARTICLE VIII – AMENDMENTS TO BYLAWS

Amendments to these Bylaws of the MPO shall require the affirmative vote of at least two-thirds of the total MPO's weighted vote, provided that written notice of the proposed amendment has been received by each member at least seven (7) days prior to the meeting at which the amendment is to be considered and provided that such amendment does not conflict with the letter or fundamental intent of the Memorandum of Understanding governing this document. In the event of any conflict, the Memorandum of Understanding shall carry precedence over these Bylaws.



charlotte regional transportation planning organization

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

TO: CRTPO Members
FROM: Nick Landa
Senior Principal Planner
DATE: November 13, 2013
SUBJECT: **SPOT Prioritization 3.0 (P3.0)**
Highway Project Submittals

BACKGROUND

The NCDOT's Strategic Planning Office of Transportation (SPOT) has been tasked with carrying out the project evaluation process outlined in the Strategic Transportation Investment legislation, enacted on June 26, 2013. One of the tasks that must be accomplished by the TPO is to determine which highway projects to submit for inclusion, and subsequent evaluation, in the P3.0 database.

PROCESS

The CRTPO is able to submit up to 20 new roadway projects for evaluation for P3.0. In addition, the projects that were submitted by the TPO previously, during P2.0, remain in the database. Up to 5 of those existing roadway projects may be swapped out for new projects. A committee (see table on page 2) was formed to determine which 20 projects to recommend for inclusion in the database, and to determine if there are any projects in the existing database that should be removed. Removing projects could be necessary due to the cascading of projects across categories (a feature built into the STI legislation), or if a project is no longer viable.

These tasks must be completed by January 2014, at which time projects must be submitted to SPOT. **No CRTPO action is requested at this time.**

RECOMMENDATIONS

The designated P3.0 Highway Projects Committee met on Tuesday, October 23 to discuss which highway projects to recommend for inclusion in the database, and which to recommend be removed from the database. Generally, the committee agreed on the following principles for making its recommendations:

- New projects to be included in the database should be limited to projects in the 2025 Horizon Year of the 2040 MTP*
- Projects not submitted for consideration in the 2040 MTP, but which are in the database from P2.0, should be removed from the database

**One exception to this rule is the I-77 South project in Charlotte, from Center City Charlotte to I-485 – the project was broken into 2 segments, both of which scored very well in the MTP evaluation process, but due to restrictions in the STI the lower scoring segment was moved to the 2030 Horizon Year of the 2040 MTP.*

Based on the guidelines outlined, the projects in the attached table are either:

- Highway projects not currently in the P3.0 database, but recommended to be added to the database as new projects;
- Highway projects currently in the P3.0 database (left over from P2.0), but recommend to be removed from the database; or
- Projects that require further consideration before a decision about removal is made.

The following is a list of the projects proposed to be removed from the database, and a brief explanation about the reason for the recommendation:

- 1) I-77/Jane Sowers Rd conversion of grade separation to interchange (TIP# I-2514)
 - Project was not submitted for consideration in 2040 MTP
- 2) US 21/Catawba Ave intersection improvements (TIP# R-4059)
 - Project already has funding
- 3) East Side Dr widening from Barkley Rd to Broad St (TIP# U-2568)
 - City of Statesville requested this project be replaced by Murdock Rd in 2040 MTP; uncertainty about scope and design of project
- 4) US 601/US 74 intersection improvements (TIP# U-4024B)
 - B section of project, being combined with C section – no longer necessary to have project broken into both sections
- 5) I-485/NC 16 interchange improvements
 - This project is no longer necessary due to other improvements in the area
- 6) I-277/John Belk Freeway interchange improvements (TIP# U-3850)
 - Further study of the I-277 loop around Charlotte indicated that this specific improvement was no longer viable on its own; other I-277 loop projects have since been recommended which require more design work, and which would exceed the original funding amount, so funding for this project was moved to another needed project in the region

NEXT STEPS

In January, the TCC and CRTPO board will be asked to endorse the proposed highway projects list for inclusion in the P3.0 database.

Roadway Projects - P3.0 Committee	
Name	Agency
Neil Burke	Mooresville
Justin Carroll	Huntersville
Tim Gibbs	CDOT
Joe Lesch	Union County
David McDonald	CATS
Adam McLamb	Indian Trail
Ralph Messera	Matthews
Tracy Newsome	CDOT – Complete Streets/CTP
Andrew Ventresca	Iredell County
Nick Landa	CRTPO Staff

Proposed Removals														
Proposed Additions														
Undecided (need more info)														
SPOTID	P2.0 SPOTID	STI Category	Improvement Type	Specific Improvement	TIP #	Route Number	Route Name	From/Cross Street	To	Description	First County	Second County	Funding Region	MTP HY
H090009	9	Division Needs	Interchange/Intersection	Convert Grade Separation to Interchange	I-2514	I-77		SR 2171 (Jane Sowers Road)		Convert Grade Separation to An interchange.	Iredell		11, 12	
H090018-B	18	Statewide Mobility	Interchange/Intersection	Improve Interchange	I-3819B	I-40		I-77		Reconstruct interchange (Final Improvements)	Iredell		11, 12	
H090036-AB	36	Statewide Mobility	Capacity	Widen Existing Roadway	I-4750AB	I-77		SR 5544 (West Catawba Avenue)	NC 150	Add General Purpose Lanes	Mecklenburg	Iredell	11, 12	2040
H090036-B	36	Statewide Mobility	Capacity	Widen Existing Roadway	I-4750B	I-77		NC 150	NC 115/US 21	Add General Purpose Lanes	Iredell		11, 12	
H090036-C	37	Statewide Mobility	Capacity	Widen Existing Roadway	I-4750C	I-77		NC 115/US 21	I-40	Add General Purpose Lanes	Iredell		11, 12	
H090084-B (Break into 2 project segments - see next row)	86	Regional Impact	Capacity	Widen Existing Roadway	R-2307B (Section C is in Lincoln County and was dropped from the project - see description for proposed Section B)	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.	Catawba	Iredell	11, 12	2025
H090084-B		Regional Impact	Capacity	Widen Existing Roadway		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.				2025
H090112	112	Regional Impact	Capacity	Widen Existing Roadway	R-2522	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.	Iredell		11, 12	2030
H090129-B	129	Division Needs	Capacity	Widen Existing Roadway	R-2555B	SR 5544	West Catawba Avenue	NC 73 (Sam Furr Road)	SR 2151 (Jetton Road)	Widen to Multi-Lanes	Mecklenburg		08, 10	2025
H090179-AB	179	Regional Impact	Capacity	Widen Existing Roadway	R-2632AB	NC 73		NC 115	SR 2693 (Davidson-Concord Road)	Widen to Multi-Lanes	Mecklenburg		08, 10	
H090185 (Break into 2 project segments - see next row)	185	Regional Impact	Capacity	Widen Existing Roadway	R-2706	NC 73		SR 1356 in Lincoln County	Vance Road Ext / Beatties Ford Rd	SR 1356 in Lincoln County to Vance Road Ext / Beatties Ford Rd in Mecklenburg County. Widen to Multi-Lanes.	Lincoln	Mecklenburg	11, 12	2030
H090185		Regional Impact	Capacity	Widen Existing Roadway		NC 73		Vance Road Ext / Beatties Ford Rd	SR 5544 (West Catawba Avenue)	Widen to Multi-Lanes				2025
H090255	255	Regional Impact	Capacity	Widen Existing Roadway	R-3802	NC 16		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.	Union		08, 10	2025/2030?
H090265-C	265	Division Needs	Capacity	Widen Existing Roadway	R-3833C	SR 1100	Brawley School Road	SR 1116 (Talbert Rd)	US 21	Widen to Multi-Lanes	Iredell		11, 12	
H090268	268	Regional Impact	Interchange/Intersection	Improve Intersection	R-4059	US 21		Catawba Avenue		US 21/Catawba Avenue intersection Improvements.	Mecklenburg		08, 10	
H090312 (Break into 2 project segments - see next row)	312	Division Needs	Capacity	Widen Existing Roadway	R-5100	SR 1109	Williamson Road	SR 1100 (Brawley School Rd)	NC 150	Widen to Multi-Lanes	Iredell		11, 12	2025
H090312		Division Needs	Capacity	Widen Existing Roadway		SR 1109	Williamson Road	I-77	SR 1100 (Brawley School Rd)	Widen to Multi-Lanes				
H090319	319	Division Needs	Capacity	Construct Roadway on New Location	U-0203		Airport Entrance Rd	US 29/74 (Wilkinson Boulevard)	Scott Futrell Drive	Construct Multi-Lane Connector with grade separation over US 29/74 (Wilkinson Blvd)	Mecklenburg		08, 10	2025
H090320	320	Division Needs	Capacity	Widen Existing Roadway	U-0213	SR 1009	Charlotte Avenue	CSX Railroad	Concord Avenue	Csx Railroad to Concord Avenue. Widen to Multi-Lanes.	Union		08, 10	2030

Proposed Removals														
Proposed Additions														
Undecided (need more info)														
SPOTID	P2.0 SPOTID	STI Category	Improvement Type	Specific Improvement	TIP #	Route Number	Route Name	From/Cross Street	To	Description	First County	Second County	Funding Region	MTP HY
H090343	343	Division Needs	Capacity	Widen Existing Roadway	U-2547	SR 2188	Charles Street	SR 2181 (Sunset Drive)	SR 2100 (Franklin Street)	SR 2181 (Sunset Drive) to SR 2100 (Franklin Street). Widen to Multi-Lanes.	Union		08, 10	
H090344	344	Division Needs	Capacity	Construct Roadway on New Location	U-2549		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.	Union		08, 10	
H090350	350	Division Needs	Capacity	Widen Existing Roadway and Construct Part on New Location	U-2568	SR 2333	East Side Drive	SR 2352 (Barkley Road)	SR 2321 (East Broad Street)	SR 2352 (Barkley Road) to SR 2321 (East Broad Street). Widen to Multi-Lanes, Part on New Location.	Iredell		11, 12	
H090353-B	353	Statewide Mobility	Interchange/Intersection	Improve Interchange	U-2704B	US 29/74	Wilkinson Boulevard	SR 5901 (Billy Graham Parkway)		US 29-74 (Wilkinson Boulevard) and SR 5901 (Billy Graham Parkway). Area Improvements. Section B: Charlotte, US 29-74 (Wilkinson Boulevard) and SR 5901 (Billy Graham Parkway).	Mecklenburg		08, 10	
H090363	363	Regional Impact	Capacity	Widen Existing Roadway	U-2731	US 21		SR 1933	Fort Dobbs Rd	SR 1933 to Fort Dobbs Rd. Widen to Multi-Lanes and Realign offset intersections of SR 1922 and SR 2171.	Iredell		11, 12	
H090379	379	Regional Impact	Capacity	Widen Existing Roadway	U-2930	US 21		US 64	Carolina Ave	US 64 to Carolina Ave. Widen to Multi-Lanes.	Iredell		11, 12	
H090418-A	9126	Regional Impact	Capacity	Construct Roadway on New Location	U-3467A	NC 84	New Route - Rea Road Extension	NC 16	12 Mile Creek Rd	Construct Two Lanes on New Location, on Multi-Lane Right-of-Way	Union		08, 10	2025
H090418-B	418	Regional Impact	Capacity	Construct Roadway on New Location	U-3467B	NC 84	New Route - Rea Road Extension	NC 16	12 Mile Creek Rd	Widen to Multi-Lanes	Union		08, 10	2025
H090418-C	1310	Regional Impact	Capacity	Widen Existing Roadway	U-3467C	NC 84	Weddington Rd	12 Mile Creek Rd	SR 1008 (Indian Trail-Waxhaw Road)	Widen to Multi-Lanes	Union		08, 10	2030
H090434	434	Division Needs	Capacity	Construct Roadway on New Location	U-3619		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).	Union		08, 10	
H090455-A	455	Regional Impact	Capacity	Widen Existing Roadway	U-4024A	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).	Union		08, 10	
H090455-B (Construct as part of project H090455-C)	456	Regional Impact	Interchange/Intersection	Improve Interchange	U-4024B	US 601		Existing US 74		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 B: Improvements to the Existing US 74-US 601 interchange.	Union		08, 10	
H090455-C	457	Regional Impact	Interchange/Intersection	Improve Interchange	U-4024C (project U-4024B combined with this project)	US 601		Existing US 74		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 C: Final Improvements to the Existing US 74-US 601 interchange.	Union		08, 10	
H090483-A	483	Division Needs	Capacity	Construct Roadway on New Location	U-4713A	SR 3440	New Route - McKee Road Extension	SR 3448 (Pleasant Plains Road)	SR 1009 (John Street)	Construct Two Lanes on New Location, on Multi-Lane Right-of-Way	Mecklenburg		08, 10	
H090484-A	484	Division Needs	Capacity	Widen Existing Roadway	U-4714A	SR 1009, SR 1010	John Street/Old Monroe Road	SR 3448 / SR 3474 (Trade Street)	I-485	Widen to Multi-Lanes	Mecklenburg		08, 10	2025

														Proposed Removals
														Proposed Additions
														Undecided (need more info)
SPOTID	P2.0 SPOTID	STI Category	Improvement Type	Specific Improvement	TIP #	Route Number	Route Name	From/Cross Street	To	Description	First County	Second County	Funding Region	MTP HY
H090484-B (add this segment - was in the TIP, but funded after FY2015, so subject to STI)		Division Needs	Capacity	Widen Existing Roadway	U-4714B	SR 1009, SR 1010	John Street/Old Monroe Road	I-485	SR 1008 (Indian Trail-Waxhaw Road)	Widen to Multi-Lanes (B section of U4714 - Sections A and C in database but not Section B)				2025 (E+C)?
H090484-C	485	Division Needs	Capacity	Widen Existing Roadway	U-4714C	SR 1009, SR 1010	John Street/Old Monroe Road	SR 1008 (Indian Trail Road)	SR 1377 (Wesley Chapel-Stouts Road)	Widen to Multi-Lanes	Union		08, 10	2025
H090492	492	Regional Impact	Capacity	Widen Existing Roadway	U-4749	US 64/70	Garner Bagnel Road	I-40	I-77	I-40 to I-77. Widen to Four Lane Divided Facility.	Iredell		11, 12	2040
H090502	502	Division Needs	Capacity	Widen Existing Roadway	U-4913		Idlewild Road	I-485	SR 1524 (Stevens Mill Road)	I-485 to SR 1524 (Stevens Mill Road). Widen to Multi-Lanes.	Mecklenburg	Union	08, 10	2025
H090503	503	Regional Impact	Capacity	Widen Existing Roadway	U-4914	NC 150		NC 115	NC 150-NC 152 Split	NC 115 to NC 150-NC 152 Split. Widen to Four Lane Divided Facility.	Iredell		11, 12	
H090511	511	Regional Impact	Capacity	Widen Existing Roadway	U-5007	NC 51		Matthews Township Parkway	SR 3128 (Lawyers Road)	Matthews township Parkway to SR 3128 (Lawyers Road). Widen to Multi-Lanes.	Mecklenburg		08, 10	2025
H090540	540	Regional Impact	Modernization (but not only for bike lanes - leave in database?)	Modernize Roadway		US 21		NC 150	Cedar Lane	Improve US 21 from NC 150 in Mooresville North to Cedar Lane in Downtown Troutman.	Iredell		11, 12	
H090552	552	Division Needs	Interchange/Intersection	Convert Grade Separation to Interchange		I-77		SR 1302 (Cornelius Road)		Construct a New interchange For Cornelius Road (SR 1302) at I-77 Between Mooresville and Troutman.	Iredell		11, 12	
H090592	592	Division Needs	Capacity	Widen Existing Roadway			Gilead Road	US 21 (Statesville Road)	NC 115	Widening to 4 Lanes and Add Bike Lanes.	Mecklenburg		08, 10	2040
H090593	593	Statewide Mobility	Interchange/Intersection	Upgrade At-grade Intersection to Interchange or Grade Separation		SR 5901	Billy Graham Parkway	NC 160 (West Boulevard)		New interchange.	Mecklenburg		08, 10	
H090594	594	Division Needs	Capacity	Widen Existing Roadway		SR 1007	Rocky River Road	Old Charlotte Highway	US 74	Widening to 4 Lanes, Median and Sidewalks.	Union		08, 10	
H090624 (Break into 2 project segments - see next row)	624	Regional Impact	Capacity	Widen Existing Roadway		US 21	Statesville Road	Northcross Center Court	SR 2147 (Westmoreland Rd)	Widening to 4 Lanes, Bike Lanes and multi-use path.	Mecklenburg		08, 10	2025
H090624		Regional Impact	Capacity	Widen Existing Roadway		US 21	Statesville Road	SR 2147 (Westmoreland Rd)	SR 5544 (Catawba Avenue)	Widening to 4 Lanes, Bike Lanes and multi-use path.				
H090671	671	Regional Impact	Capacity	Widen Existing Roadway		NC 27	Freedom Drive/Mount Holly Road	SR 1644 (Toddville Road)	I-485	Widening to 4 Lanes and Bike Lanes.	Mecklenburg		08, 10	
H090697	697	Division Needs	Capacity	Widen Existing Roadway and Construct Part on New Location			Lawyers Road	Old Lawyers Road	Lawyers Road	This New Alignment and Brigde Will Connect Old Lawyers Road with Lawyers Road Over the Rocky River. This Project Will Cross from the Rpo into Mumpo. the Road Portion Would Be 18 to 24 Feet Widening.	Union		08, 10	
H090698	698	Division Needs	Capacity	Construct Roadway on New Location			New Route	NC 205	Old Lawyers	Connect Thomas Helms to NC 205 with a New Alignment. Two Lane Extension.	Union		08, 10	
H090928	928	Regional Impact	Capacity	Construct Roadway on New Location		NC 75	New Route - Waxhaw Bypass	NC 75	NC 75	NC 75 Bypass of Waxhaw; Existing and New Location	Union		08, 10	

Proposed Removals														
Proposed Additions														
Undecided (need more info)														
SPOTID	P2.0 SPOTID	STI Category	Improvement Type	Specific Improvement	TIP #	Route Number	Route Name	From/Cross Street	To	Description	First County	Second County	Funding Region	MTP HY
H090962 (Reduce 5 project segments to 2 project segments; add frontage road improvements - see description)	962	Statewide Mobility	Capacity	Upgrade Arterial to Freeway/Expressway	U-2509	US 74	Independence Boulevard	I-485	Sardis Road North	I-485 to Sardis Rd North. Upgrade Corridor to Provide Additional Capacity and Safety. Feasibility Study Underway. Include improvements to extend Krefeld Dr from existing Krefeld Dr to Sardis Rd North, and improvements to Arequipa Dr/Northeast Pkwy from Margaret Wallace Rd to Sam Newell Rd.	Mecklenburg		08, 10	2025
H090966 (Reduce 5 project segments to 2 project segments; add frontage road improvements - see description)	966	Statewide Mobility	Capacity	Upgrade Arterial to Freeway/Expressway	U-2509	US 74	Independence Boulevard	Sardis Road North	Conference Dr	Sardis Rd North to Conference Dr. Upgrade Corridor to Provide Additional Capacity and Safety. Feasibility Study Underway. Include improvements to Krefeld Dr/Independence Pointe Pkwy from Crownpoint Exec Dr to Sam Newell Rd, improvements to Northeast Pkwy from Overcash Dr to Matthews-Mint Hill Rd, improvements to Independence Pointe Pkwy from Sam Newell Rd to NC 51, and improvements to Independence Pointe Pkwy from Matthews-Mint hill Rd to Campus Ridge Rd.	Mecklenburg		08, 10	2025
H111123	1123	Regional Impact	Signal System	Citywide Signal System			Mooresville Signal System	Mooresville City Limits	Mooresville City Limits	Construct Citywide Signal System in City of Mooresville	Iredell		11, 12	
H111169	1169	Regional Impact	Capacity	Widen Existing Roadway		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.	Mecklenburg		08, 10	2040
H111172 (Break into 2 project segments - see next row)	1172	Regional Impact	Capacity	Widen Existing Roadway		NC 160		South Carolina State Line	NC 49 (S Tryon St)	Widen to Multi-Lanes	Mecklenburg		08, 10	2025
H111172		Regional Impact	Capacity	Widen Existing Roadway		NC 160		NC 49 (S Tryon St)	SR 1116 (Shopton Rd West)	Widen to Multi-Lanes				2025
H111173	1173	Division Needs	Capacity	Construct Roadway on New Location		SR 1246		SR 1206 (Alcove Road)	Fairview Rd. (SR 1246)	Construct Fairview Rd, Overpass Over I-77 to Alcove Rd.	Iredell		11, 12	
H111174	1174	Division Needs	Modernization (but not for bike lanes - leave in database)	Modernize Roadway		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.	Iredell		11, 12	2025
H111175	1175	Division Needs	Capacity	Widen Existing Roadway		SR 1349	Airport Road	SR 1162 (Goldmine Road)	NC 84	Widen to 4 Lanes, with Median, Bike Lanes and Sidewalks	Union		08, 10	
H111176	1176	Regional Impact	Capacity	Widen Existing Roadway		NC 115		SR 1645 (Old Wilkesboro Rd)	Hartness Rd	NC 115 Widen to Multi-Lanes from SR 1645 (Old Wilkesboro Rd) to Hartness Rd	Iredell		11, 12	
H111177	1177	Regional Impact	Capacity	Widen Existing Roadway		US 21		NC 24 (Harris Boulevard)	SR 2136 (Gilead Road)	Widen to Multi-Lanes, Median, Wide Outside Lanes	Mecklenburg		08, 10	2025
H111178	1178	Regional Impact	Modernization (but not only for bike lanes - leave in database?)	Modernize Roadway		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	Iredell		11, 12	
H111179	1179	Division Needs	Capacity	Construct Roadway on New Location			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.	Mecklenburg		08, 10	

Proposed Removals														
Proposed Additions														
Undecided (need more info)														
SPOTID	P2.0 SPOTID	STI Category	Improvement Type	Specific Improvement	TIP #	Route Number	Route Name	From/Cross Street	To	Description	First County	Second County	Funding Region	MTP HY
H111180	1180	Statewide Mobility	Interchange/Intersection	Upgrade At-grade Intersection to Interchange or Grade Separation		SR 5901		Morris Field Drive		Construct Grade Separation at the intersection of SR 5901 (Billy Graham Parkway) and Morris Field Drive.	Mecklenburg		08, 10	
H111182 (Construct as part of NC 150 widening project from Perth Rd to I-77 - see SPOT ID H090084-C)	1182	Statewide Mobility	Interchange/Intersection	Improve Interchange		I-77		NC 150		Reconstruct interchange to DDI	Iredell		11, 12	2025
H111183	1183	Division Needs	Capacity	Construct Roadway on New Location		SR 2117	Hambright Rd	Everette Keith Road	SR 2459 (Eastfield Road)	Construct New 4 Lane Road with Median, Bike Lanes and Sidewalks	Mecklenburg		08, 10	
H111184	1184	Statewide Mobility	Capacity	Widen Existing Roadway		I-40		Radio Road	Catawba River	I-40 Widen to 6 Lanes from Statesville to the Catawba County Line	Iredell		11, 12	
H111186	1186	Regional Impact	Capacity	Widen Existing Roadway		US 21		SR 2136 (Gilead Road)	Holly Point Drive	Widen to 4 Lanes with Median, Bike Lanes and Sidewalk	Mecklenburg		08, 10	2025
H111188	1188	Division Needs	Capacity	Construct Roadway on New Location			New Route	SR 2427 (Mccord Road)	SR 2433 (Mayes Road)	Construct New 2 Lane Road Extension of Church Street on New Location	Mecklenburg		08, 10	
H111189	1189	Regional Impact	Modernization (but not only for bike lanes - leave in database?)	Modernize Roadway		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)	Mecklenburg		08, 10	
H111190	1190	Statewide Mobility	Capacity	Widen Existing Roadway		US 74		Hanover Drive	SR 1007 (Rocky River Road)	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	Union		08, 10	2030
H111192	1192	Regional Impact	Capacity	Widen Existing Roadway and Construct Part on New Location			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.	Mecklenburg		08, 10	
H111195	1195	Division Needs	Capacity	Widen Existing Roadway		SR 1009		SR 1377 (Wesley Chapel-Stouts Road)	SR 1007 (Rocky River Road)	Widen Roadway to Multi-Lanes, with Median, Bike Lanes and Sidewalks	Union		08, 10	
H111214	1214	Statewide Mobility	Interchange/Intersection	Improve Interchange		I-485		NC 16 (Providence Road)		Upgrade interchange to increase Capacity	Mecklenburg		08, 10	
H111238	1238	Division Needs	Capacity	Widen Existing Roadway		SR 1302		SR 1303 (Perth Rd)	US 21	Cornelius Rd. Widen to Multi-Lanes from SR 1303 (Perth Rd) to US 21	Iredell		11, 12	
H111240	1240	Division Needs	Capacity	Construct Roadway on New Location			New Route	SR 1102 (Langtree Rd)	Shearers Rd. (SR 1125)	East-West Connector. NC115 at Langtree Rd. to Shearers Rd.	Iredell		11, 12	
H111273	1273	Division Needs	Capacity	Construct Roadway on New Location		SR 2833	Mallard Creek Church Road Extension	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.	Mecklenburg		08, 10	2025? (E+C)

SPOTID	P2.0 SPOTID	STI Category	Improvement Type	Specific Improvement	TIP #	Route Number	Route Name	From/Cross Street	To	Description	First County	Second County	Funding Region	MTP HY
H111280	1280	Statewide Mobility	Capacity	Widen Existing Roadway		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.	Mecklenburg		08, 10	2025
H128073	8073	Statewide Mobility	Capacity	Widen Existing Roadway	I-5507	I-485		I-77	US 74 (Independence Boulevard)	Construct one Express toll Lane in Each Direction within the Existing Median	Mecklenburg		08, 10	2025
H129013	9013	Statewide Mobility	Capacity	Widen Existing Roadway	U-3850	I-277	John Belk Freeway	I-77		Add Westbound Lane Through I-77 interchange	Mecklenburg		08, 10	
H129650-EC	9650	Division Needs	Interchange/ Intersection	Convert Grade Separation to Interchange	R-211 EC	I-485	Charlotte Outer Loop	New interchange at Weddington Road		Convert Grade Separation to interchange	Mecklenburg		08, 10	
H129680	9680	Statewide Mobility	Capacity	Construct Roadway on New Location		US 74	New Route - Monroe Bypass	I-485	US 74 East of Monrore	Construct Four Lane Freeway on New Location	Union		08, 10	2025 (E+C)
H129682	9682	Division Needs	Capacity	Widen Existing Roadway		SR 3448	South Trade Street	Fullwood Lane	Weddington Road	Widen to Multilanes with Bike Lanes and Sidewalks	Mecklenburg		08, 10	2025
		Regional Impact	Capacity	Widen Existing Roadway		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	Mecklenburg		08, 10	2025
		Regional Impact	Capacity	Widen Existing Roadway		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	Mecklenburg		08, 10	2025
		Regional Impact	Capacity	Widen Existing Roadway		NC 73	NC 73	Vance Rd Ext	West Catawba Ave (SR 5544)	Widen from 2 lanes to 4 lanes, with median, wide outside lanes and sidewalks	Mecklenburg		08, 10	2025
		Statewide Mobility	Interchange/ Intersection	Improve Existing Interchange		I-77	I-77/Gilead Rd			Grade separation, interchange improvements to include bike lanes and sidewalks	Mecklenburg		08, 10	2025
		Regional Impact	Capacity	Widen Existing Roadway		NC 16	Brookshire Blvd	Idaho Dr	I-85	Widen from 4 lanes to 6 lanes	Mecklenburg		08, 10	2025
		Regional Impact	Capacity	Widen Existing Roadway		NC 24	Harris Blvd	Reames Rd	I-485	Widen from 4 lanes to 6 lanes, with median, bike lanes and sidewalks	Mecklenburg		08, 10	2025
		Statewide Mobility	Interchange/ Intersection	Improve Existing Interchange		I-77	I-277 (Belk Frwy)/I-77			Interchange improvements and grade separation to improve operation	Mecklenburg		08, 10	2025
		Statewide Mobility	Interchange/ Intersection	Improve Existing Interchange		I-77	I-277 (Brookshire Frwy)/I-77			Interchange improvements and grade separation to improve operation	Mecklenburg		08, 10	2025
		Statewide Mobility	Conversion to HOT Lanes	Widen Existing Roadway (HOT)		US 74	Independence Blvd	Sharon Amity Rd	I-277 (Brookshire Fwy)	Convert bus lanes to managed lanes	Mecklenburg		08, 10	2025
		Statewide Mobility	Capacity	Widen Existing Roadway		I-77	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	Mecklenburg		08, 10	2025
		Statewide Mobility	Capacity (HOT)	Widen Existing Roadway (HOT)		I-77	I-77	I-485 (Exit 1)	Woodlawn Rd (Exit 6)	Widen from 6 lanes to 10 lanes, with median improvements	Mecklenburg		08, 10	2030
		Statewide Mobility	Capacity (HOT)	Widen Existing Roadway (HOT)		I-77	I-77	Woodlawn Rd (Exit 6)	I-277 (Belk Fwy) (Exit 9)	Widen from 6 lanes to 10 lanes, with median improvements	Mecklenburg		08, 10	2025
		Division Needs	Capacity	Construct Roadway on New Location			North Univ. Research Park Bridge	Louis Rose Pl	Doug Mayes Pl	New 2 lane roadway, with bike lanes and sidewalks	Mecklenburg		08, 10	2025
		Regional Impact	Capacity	Widen Existing Roadway		NC 115	Old Statesville Rd	Harris Blvd	I-485	Widen from 2 lanes to 4 lanes, with bike lanes and sidewalks	Mecklenburg		08, 10	2025
		Regional Impact	Capacity	Widen Existing Roadway		NC 49	South Tryon St	I-77	Yorkmont Rd	Widen from 4 lanes to 6 lanes, with bike lanes and sidewalks	Mecklenburg		08, 10	2025

<div style="display: flex; justify-content: space-between; align-items: center;"> <div style="width: 100px;"> Proposed Removals Proposed Additions Undecided (need more info) </div> </div>														
SPOTID	P2.0 SPOTID	STI Category	Improvement Type	Specific Improvement	TIP #	Route Number	Route Name	From/Cross Street	To	Description	First County	Second County	Funding Region	MTP HY
		Statewide Mobility	Capacity	Widen Existing Roadway		NC 49	University City Blvd	John Kirk Dr	I-485	Widen from 4 lanes to 6 lanes, with bike lanes and sidewalks	Mecklenburg		08, 10	2025
		Regional Impact	Capacity	Widen Existing Roadway		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	Mecklenburg		08, 10	2025
		Regional Impact	Capacity	Widen Existing Roadway		NC 16	Providence Rd S	Rea Rd Ext	Cuthbertson Rd	Widen from 2 lanes to 4 lanes, with median, wide outside lanes and sidewalks	Union		08, 10	2025
		Division Needs	Capacity	Widen Existing Roadway		SR 1009	Charlotte Ave	Seymour St	Dickerson Blvd (NC 200)	Widen from 2 lanes to 4 lanes, with median, bike lanes and sidewalks	Union		08, 10	2025
		Division Needs	Capacity	Construct Roadway on New Location			Cornelius Rd/Mazeppa Rd	NC 115	US 21	New 4 lane roadway, with median, bike lanes and sidewalks	Iredell		11, 12	2025
		Regional Impact	Capacity	Widen Existing Roadway		NC 150	Plaza Dr	I-77 (Exit 36)	US 21	Widen from 4 lanes to 6 lanes, with median, wide outside lanes and sidewalks	Iredell		11, 12	2025
		Division Needs	Interchange/ Intersection	Construct Roadway on New Location including New Grade Separation			Midnight Ln/Oates Rd			New 3 lane roadway, including grade separation over I-77, with bike lanes and sidewalks	Iredell		11, 12	2025



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

PAT MCCRORY
GOVERNOR

1501 MAIL SERVICE CENTER, RALEIGH, N. C. 27699-1501

ANTHONY J. TATA
SECRETARY

October 15, 2013

MPO/RPO
Address
City, State Zip

ATTENTION: TAC Chair
Subject: Guidance For Implementation of Strategic Prioritization - Session Law 2012-84

Session Law 2012-84 amended Section 2 of the General Statutes 136-18 by adding a new subdivision to read:

"The Department shall develop and utilize a process for selection of transportation projects that is based on professional standards in order to most efficiently use limited resources to benefit all citizens of the State. The strategic prioritization process should be a systematic, data-driven process that includes a combination of quantitative data, qualitative input, and multimodal characteristics, and should include local input. The Department shall develop a process for standardizing or approving local methodology used in Metropolitan Planning Organization and Rural Transportation Planning Organization prioritization."

The Department engaged the P3.0 Workgroup to assist in developing guidance on how to implement S.L. 2012-84. The emphasis is on an open and transparent process. On September 30th the Workgroup reached agreement on recommended guidance. The Department agrees.

Outlined below is the guidance each MPO and RPO needs to follow in developing their local methodology. This methodology will be used to assign MPO/RPO local input points under the new Strategic Transportation Investments (STI) law. The Department requests you submit your local methodology for approval and address each of the following items:

- Describe the MPO/RPO ranking process for all modes of transportation that identifies at least one quantitative and one qualitative criteria to be used in the scoring process. These criteria should be understandable to the public. In other words, the measures and the percentages assigned to each measure should be defined, described, and outlined in such a way that the public can follow how project points will be assigned.
- Describe how your organization intends to engage and solicit public input on your methodology: i.e., the rationale behind the preliminary assignment of points; posting of this approach on a public website; holding a public hearing to receive comments on the preliminary assignment and/or how your organization followed its public input policies to adhere to this requirement. At least one public review period and public meeting/hearing should be included in the process. This review period needs to allow sufficient time for consideration of any public comments prior to the TCC/TAC making the final point assignment.
- Describe how your Technical Coordinating and Transportation Advisory Committees (TCC/TAC) will consider the input of public comments on the preliminary assignment of points as they develop and ultimately approve the final point assignment.

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- Describe how the final local point assignment (approved by your TAC) will be disseminated and shared with the public. Include dates on your schedule you are targeting to achieve this.
- The methodology needs to be approved by the TAC.

Please develop and submit a proposed methodology, a contact person and/or narrative to Don Voelker, Director, Strategic Prioritization Office of Transportation, as soon as you believe your methodology follows the above guidance. The Department will review each submission and provide a response on its acceptability. We look forward to working with each MPO and RPO to ensure an acceptable methodology is in place before local input points are assigned beginning May 1, 2014; otherwise, the Department will not accept local input points from the MPO/RPO for that area. This lead time should be sufficient for each MPO/RPO to ensure their local methodologies will meet this guidance.

Sincerely,

Jim Trogdon, P.E.
Chief Deputy for Operations

cc: Don Voelker
cc: MPO/RPO Staff Point of Contact