



charlotte regional **transportation** planning organization

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TO: CRTPO Delegates & Alternates
FROM: Robert W. Cook, AICP
CRTPO Secretary
DATE: August 14, 2014

**SUBJECT: August 2014 Meeting
Charlotte Regional Transportation Planning Organization
Wednesday, August 20, 6:00 PM**

The August 2014 meeting of the Charlotte Regional Transportation Planning Organization (CRTPO) is scheduled for Wednesday, August 20, 2014.

The meeting will begin at 6:00 PM, and will be held in Room 267 of the Charlotte-Mecklenburg Government Center, 600 E. Fourth St., Charlotte.

Education Session

No education session will be held at this meeting.

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.

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

August 20, 2014

Room 267-Charlotte-Mecklenburg Government Center

6:00 PM Meeting Agenda

1. **Call to Order** Sarah McAulay
2. **Adoption of the Agenda** Sarah McAulay
3. **Citizen Comment Period** Sarah McAulay
4. **Ethics Awareness & Conflict of Interest Reminder** Sarah McAulay
5. **Approval of Minutes** Sarah McAulay
ACTION REQUESTED: Approve the July 2014 meeting minutes as presented.

6. **CRTPO P3.0 Draft Local Input Points Allocation** Neil Burke
ACTION REQUESTED: The MPO is requested to take the following action:
 - *Approve the final list of projects proposed for the allocation of local input points for Prioritization 3.0; and*
 - *Affirm that CRTPO's public involvement procedures and the local input methodology conditionally authorized by NCDOT have been followed and points allocated to those projects scored in the P3.0 process.*

TCC RECOMMENDATION: At its July meeting, the TCC unanimously recommended that the MPO take the action noted above.

BACKGROUND:

- *The public comment period ended on Monday, July 21 and 37 responses were received generally supporting projects proposed for local input points assignment.*
- *The public comments received did not necessitate any modification to the list of projects proposed for local input points assignment.*
- *Staff coordinated its local input assignment process with NCDOT Divisions 10 and 12 to the extent possible.*

ATTACHMENTS: Public comment summary; draft final P3.0 project recommendations; resolution.

7. **Miscellaneous TIP Amendments** Robert Cook
ACTION REQUESTED: Approve the TIP amendments as presented.

TCC RECOMMENDATION: At its July meeting, the TCC unanimously recommended that the MPO approve the requested TIP amendments.

BACKGROUND: See attached memorandum.

ATTACHMENTS: Memorandum; draft resolution.

8. Proposed Bicycle & Pedestrian Work Group

Curtis Bridges

ACTION REQUESTED: Endorse the formation of the bicycle and pedestrian work group.

TCC RECOMMENDATION: At its July meeting, the TCC unanimously recommended that the MPO endorse the work group's formation and its membership.

BACKGROUND:

- *The significance of bicycling and walking as important travel modes is being increasingly recognized; however, the CRTPO lacks a group focused on the issues associated with both modes. Past bicycle and pedestrian planning efforts were organized to address specific issues and were disbanded upon the task's completion.*
- *Staff assembled an informal group of local staff with expertise in bicycle and pedestrian planning to explore the need for organizing a subcommittee that would be charged with maintaining an ongoing focus on bicycle and pedestrian issues for the CRTPO. A consensus quickly emerged that a TCC subcommittee focused on bicycle and pedestrian issues was needed.*
- *Staff then researched work group membership, potential tasks, organization and experiences in peer MPOs. In addition, staff consulted with local staff and the NCDOT Bicycle & Pedestrian Division in developing potential tasks.*
- *The research resulted in the decision to pursue formal MPO endorsement of the work group, as well as the attached mission statement and work group goals.*

ATTACHMENTS: Proposed mission statement and work group goals.

9. Regional Freight Mobility Plan Steering Committee

Michael Johnson

ACTION REQUESTED: Consider identifying steering committee members.

BACKGROUND:

- *The CRTPO has committed funds to a regional freight study, either as part of a TIGER grant from the US Department of Transportation, or as an independent effort if the grant is not awarded.*
- *The Centralina COG will lead the study, and has requested that each of the area's transportation planning organizations' technical and policy boards be represented on a study steering committee.*
- *As directed by the MPO following a presentation on this topic at the July meeting, staff contacted MPO delegates and alternates asking if anyone was interested in serving. The following delegates indicated an interest in serving:*
 - *Sarah McAulay*
 - *Elbert Richardson*
 - *Michael Johnson*
 - *Vi Lyles*

10. MPO Bylaws-Requested Change

Robert Cook

ACTION REQUESTED: FYI

BACKGROUND: The Metropolitan Transit Commission (MTC) has requested that the CRTPO consider a change to its bylaws. See the attached memorandum for more detail.

ATTACHMENTS: Memorandum; MTC letter.

11. Upcoming Agenda Items
ACTION REQUESTED: FYI

Robert Cook

BACKGROUND: Review of items that will appear on future agendas.

- *Resolution endorsing regional STI Statewide tier projects (draft attached)*
- *Regional planning agreements*

12. Adjourn

CHARLOTTE REGIONAL TRANSPORTATION PLANNING ORGANIZATION
Charlotte-Mecklenburg Government Center, Room 267
July 16, 2014 Meeting
Summary Minutes

Members Attending:

Vi Lyles (Charlotte), Jim Duke (Cornelius), Brian Jenest (Davidson), John Biggers (Fairview) Sarah McAulay (Huntersville), Gary Savoie (Indian Trail), Franklin Deese (Marshville), Joseph Pata (Matthews), Dumont Clarke (Mecklenburg County), Wyatt Dunn (Stallings), Michael Johnson (Statesville), Elbert Richardson (Troutman), Richard Helms (Union County), Barbara Harrison (Weddington), Brad Horvath (Wesley Chapel), Ned Curran (NCBOT)

Non-Voting Members Attending:

Cozzie Watkins (Charlotte-Mecklenburg Planning Commission)

1. Call to Order

MPO Chairwoman Sarah McAulay called the July 2014 CRTPO meeting to order at 6:00 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:

Gary Savoie made a motion to adopt the agenda as presented. Joseph Pata seconded the motion. Upon being put to a vote, the motion to adopt the agenda was approved unanimously.

3. Citizen Comment Period

Kate Asquith, representing the Southern Environmental Law Center, addressed the MPO on the subject of the Monroe Bypass. Her comments are attached.

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

Summary:

Chairwoman McAulay requested action on the June 2014 minutes.

Motion:

Vi Lyles made a motion to approve the June 2014 meeting minutes as presented. Mayor Franklin Deese seconded the motion. Upon being put to a vote, the June 2014 minutes were unanimously approved.

6. TIP Amendments

a. TIP Amendments & Air Quality Conformity Determination

Presenter:

Robert Cook

Summary:

Mr. Cook stated that the request was to approve TIP amendments for projects U-2507AA, Baucom Road Extension and R-2248G, I-485/Oakdale Road interchange, and to make a finding of air quality conformity for both projects. Public involvement efforts were detailed. A 30-day public comment period was held from May 22 to June 20-no comments were received; a public meeting was held on June 12-no one attended the meeting. Both projects were programmed for construction in FY 2015. The TCC unanimously recommended that the MPO approve the TIP amendments and make the air quality conformity finding.

Motion:

Ms. Lyles made a motion to make a finding of air quality conformity for both projects and to amend the TIP. Mayor Deese seconded the motion. Upon being put to a vote, the motion passed unanimously.

b. Miscellaneous TIP Amendments

Presenter:

Robert Cook

Summary:

Mr. Cook reviewed three categories of amendments. The projects listed below were Statewide tier projects that ranked high in the Strategic Transportation Investments (STI) rankings and were anticipated to be fully funded in the draft TIP to be released later this year. NCDOT requested that they be programmed for planning and environmental study work. The projects were: I-5714, I-5715, U-5703, U-5712, U-5714, U-5723 and I-5717. Also included were amendments for U-209BA, U-5544 and EB-5600.

The second category consisted of two projects that were inadvertently omitted from the memorandum included in the agenda packet. The projects were:

- U-5114, US 21/Gilead Road intersection: add right-of-way in FY 2015 and delay construction from FY 2015 to FY 2016
- U-5108 Northcross Drive Extension: program right-of-way in FY 2015 and FY 2016 and program construction in FY 2016 and FY 2017

The final category consisted of requests to delay locally-administered projects. Those projects were: C-5540, EB-5010, U-4713B, EB-4714, C-5529, C-5201, C-5528 and C-5531.

Motion:

Mayor Deese made a motion to adopt the TIP amendments as presented. Joseph Pata seconded the motion. Upon being put to a vote, the motion passed unanimously.

7. CRTPO P3.0 Draft Local Points Allocation

a. Public Comment Period

The July MPO meeting was designated as an opportunity for the public to comment on the CRTPO's proposed allocation of local points. No one requested time to address the board.

b. Local Input Points Allocation Process Update

Presenter:

Neil Burke

Summary:

Mr. Burke provided information to the MPO via a Power Point presentation, the contents of which are incorporated into the minutes. The presentation covered the following points:

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

8. Proposed Bicycle & Pedestrian Work Group

Presenter:

Curtis Bridges

Summary:

Mr. Bridges provided information to the MPO via a Power Point presentation, the contents of which are incorporated into the minutes. The presentation's purpose was to introduce the idea of establishing a TCC subcommittee focused on bicycle and pedestrian transportation needs. Research and study done by staff was reviewed, along with potential tasks. A proposed mission statement and goals for the subcommittee, to be called the Bicycle & Pedestrian Work Group, were discussed. He stated that the formation of the work group had been discussed at Transportation Staff meetings and at TCC meetings, and support for the concept was broad. Chairwoman McAulay asked if the work group would work on issues related to the Lake Norman Bike Route. Mr. Bridges replied that that had been identified as a potential task. A request for MPO endorsement of the work group will be presented at August meeting.

9. Regional Freight Mobility Plan Steering Committee

Presenter:

Bjorn Hansen, Centralina COG

Summary:

Mr. Hansen stated that the request before the MPO was to identify MPO members to serve on a steering committee that will guide the preparation of a regional freight study. Chairwoman McAulay asked staff to send an e-mail to all delegates and alternates requesting volunteers or nominations for the steering committee. This item will be reconsidered at the August meeting.

10. Tolled Facilities Bonus Allocation Subcommittee

Presenter:

Bill Coxe, Town of Huntersville

Summary:

Mr. Coxe provided information to the MPO via a Power Point presentation, the contents of which are incorporated into the minutes. He explained that the bonus allocation is an incentive built into the Strategic Transportation Investments (STI) legislation to accept tolling as a financing and management strategy. Funds are available for allocation to projects of the affected MPO's choosing. CRTPO must make decisions on a project selection methodology as well as the projects themselves. Draft general principles to guide those efforts were reviewed. Also discussed were issues related to interpreting the bonus allocation components of the STI legislation, including:

- How the STI-imposed cap on the amount of funds permitted to be spent in a single corridor affects project selection.
- The time period in which bonus allocation funds must be used.
- The type of projects to which funds can be applied.

The presentation concluded by noting that the MPO would be asked to adopt the draft general principles at the September meeting. MPO members posed questions and raised issues about the bonus allocation. In response to a comment from Mr. Coxe that possible projects might be located primarily in the I-77 corridor, Ms. Lyles asked why that might be necessary. Mr. Coxe replied that it was because the public perception is that the bonus allocation funds should be spent in the affected corridor. Bill Thunberg, of the Lake Norman Transportation Commission, added that the general principles will apply to any future tolled corridors in the region. Ned Curran stated that there may be the perception that the funds should be used for road projects only. Ms. Lyles questioned the need to develop a new project selection methodology when the CRTPO already had one. Mr. Coxe stated that the current methodology did not anticipate unique projects such as direct access to the HOT lanes from non-interchange crossings of I-77 such as at Hambright Road.

11. Upcoming Agenda Items

Presenter:

Robert Cook

Summary:

Upcoming agenda items were reviewed.

August Meeting

- Prioritization 3.0: Final action on CRTPO's allocation of points.
- Toll facilities: Endorsement of general principles and the legislation interpretation.

September Meeting

- Finalize the bonus allocation selection methodology.

12. Adjourn

The meeting adjourned at 7:45 PM.

Comments of Kate Asquith
Southern Environmental Law Center

Made at the July 16, 2014 meeting of the
Charlotte Regional Transportation Planning Organization

As many of you may know, we filed suit last month on behalf of three North Carolina-based conservation groups. Our case contends that NCDOT failed its legal duty to provide an honest, transparent account of the purpose for the road and its likely impact on local communities in Union County. As you probably know, about two years ago the Fourth Circuit struck down the previous review. The court ruled in favor of our clients, and admonished the agencies for repeatedly providing misstatements to the public. Despite this rebuke, the agencies have not changed their practices. Instead they continue to intentionally mislead the public about the purpose and impacts of the road.

In public, we've seen politicians and state leaders regularly tout the bypass's supposed benefits to relieving current congestion on U.S. 74 and spurring growth in Union and Anson Counties. But NCDOT's internal forecasts have shown that the project will **not** relieve the current levels of congestion on U.S. 74 that is already frustrating Union County drivers and will not result in any significant economic growth. Even with the Bypass congestion is expected to get worse — in fact NCDOT is depending on it getting worse- it's the only way that the toll road can get increasingly attractive to paying customers.

Over the last several years, we have been working with locals to encourage NCDOT to look at less costly alternatives that would actually improve travel for local drivers. And there are alternatives. We've worked with expert engineers, transportation planners, and NCDOT's own data to identify specific lower-cost improvements that would actually address congestion and safety issues on the existing roadway. No doubt you've heard about many of them, like superstreet intersection upgrades, while serving on this MPO. So far, five Union County towns, which several of you are here representing tonight, have joined the call and passed resolutions urging alternatives. NCDOT has ignored these solutions as alternatives to the Bypass, but we hope that by filing our lawsuit we can encourage NCDOT to give these low-cost solutions a proper review.

From our time in the community, we've learned that the Bypass will be incredibly destructive to the character of Union County. It will destroy family farms, many of which have been in the same family for over a century. It will open up rural Union County to the type of fast, cheap construction that occurs at highway exits. And it will be expensive, costing taxpayers well over **800 million dollars**. Before NCDOT imposes that sort of destructive impact, we believe it should provide an honest assessment of what is truly expected if it is built. NCDOT needs to be upfront and admit to the public what its own documents show: This massive investment of taxpayer money is **not** going to improve current congestion on U.S. 74, **nor** is it going to bring vast economic development to the county. Thank you.



TO: CRTPO Prioritization 3.0 Local Input Points Commenters

FROM: Neil Burke, AICP, PTP
Senior Principal Planner

DATE: July 28, 2014

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Blue highlight indicates that a project is an unfunded Statewide Mobility Project that has cascaded into the Regional Impact Tier. The P3.0 Score for the Regional Impact Category has been reported.																
SORTED SCORE ORDER	SPOT ID	Project Category	Municipality	Route Number	Road Name	From	To	Improvement Description	Funding Region	MTP HY	MTP Score	NCDOT P3.0 Score	Cost to NCDOT	CRTPO Local Input Points Proposed	NCDOT Division Local Input Points Proposed	Notes
1	H090185-B	Regional Impact	Huntersville	NC 73		Vance Road Ext / Beatties Ford Rd	SR 5544 (West Catawba Avenue)	Widen to Multi-Lanes	08,10	2025	173	37.90	\$20,099,000	100	100	
2	H090084-A	Regional Impact	Mooresville	NC 150		SR 1902 (Harvel Road) in Catawba County	Perth Rd in Iredell County	NC 27 in Lincoln to Perth Rd in Iredell County. Widen to Multi-Lanes. Part of Section B: SR 1902 (Harvel Road) in Catawba County to I-77 in Iredell County.	11, 12	2025	172	31.09	\$33,647,000	79	100	Deviation from CRTPO methodology because SPOT office will only allow MPO/RPO to assign their pro-rata portion of points to a project that crosses into another MPO/RPO's planning area.
3	H090084-B	Regional Impact	Mooresville	NC 150		Perth Rd	I-77	Widen to Multi-Lanes. The remainder of Section B: SR 1902 (Harvel Road) in Catawba County to I-77 in Iredell County. Reconstruct NC 150 / I-77 interchange to DDI as part of this project.	11, 12	2025	163	34.54	\$24,512,000	100	100	
4	H090624-A	Regional Impact	Cornelius	US 21	Statesville Road	Northcross Center Court	SR 2147 (Westmoreland Rd)	Widening to 4 Lanes, Bike Lanes and multi-use path.	08, 10	2025	147	29.31	\$23,070,000	100	100	
5	H111186	Regional Impact	Huntersville	US 21		SR 2136 (Gilead Road)	Holly Point Drive	Widen to 4 Lanes with Median, Bike Lanes and Sidewalk	08, 10	2025	147	25.27	\$19,558,000	100	100	
6	H140154	Regional Impact	Huntersville	NC 73	Sam Furr Rd	West Catawba Ave (SR 5544)	Northcross Dr (SR 2316)	Widen from 4 lanes to 6 lanes, with median, wide outside lanes and sidewalks	08, 10	2025	145	30.24	\$28,095,000	100	100	
7	H090418-B	Regional Impact	Weddington	NC 84	Rea Road Extension - New Alignment	NC 16	Current alignment of NC 84/Weddington Road	NCDOT-SPOT Office has agreed to combine H090418 A&B (U-3467A&B) into one project and recalculate its score. The 2040 MTP shows this as one project.	08, 10	2025	144	26.08	\$20,521,000	100	100	New P3.0 score after SPOT recalculation to combine H090418 A & B. Section A was subsequently deleted.
8	H090511	Regional Impact	Matthews	NC 51		Matthews Township Parkway	SR 3128 (Lawyers Road)	Matthews township Parkway to SR 3128 (Lawyers Road). Widen to Multi-Lanes.	08, 10	2025	142	26.38	\$34,904,000	100	100	
9	H111172-B	Regional Impact	Charlotte	NC 160		S. Tryon Street	Shopton Road West	Widen Existing Roadway	08,10	2025	139	29.60	\$ 38,965,000	100	100	
10	H140210	Regional Impact	Charlotte	NC 16	Brookshire Blvd	Idaho Dr	I-85	Widen from 4 lanes to 6 lanes with corridor access management improvements.	08, 10	2025	137	29.67	\$1,952,000	100	55	
11	H111280	Statewide Mobility	Charlotte	NC 49		John Kirk Rd	I-485	Widen Roadway to 6 Lanes with Median, Bike Lanes and Sidewalks. The intersection with Mallard Creek Church Rd will be Reconstructed and Lowered Approximately 10' in Order to Accommodate Clearance For Road Extension Under Railroad. This Will Necessitate Reconstruction of Approximately 1700' of Existing NC 49 and 1000' of Existing SR 2833.	08, 10	2025	134	28.75	\$25,283,000	100	100	Statewide Mobility Project that has cascaded into Regional Needs Category. Using the Regional Needs P3.0 Score for this project.
12	H140412	Regional Impact	Weddington	NC 16	Providence Rd S	Rea Rd Ext	Cuthbertson Rd	Widen from 2 lanes to 4 lanes, with median, wide outside lanes and sidewalks	08, 10	2025	132	28.28	\$38,410,000	100	100	
13	H140399	Regional Impact	Charlotte	NC 115	Old Statesville Rd	Harris Blvd	I-485	Widen from 2 lanes to 4 lanes, with bike lanes and sidewalks	08, 10	2025	131	24.98	\$24,851,000	100	100	
14	H140411	Regional Impact	Matthews	NC 51	Matthews Township Pkwy	Sardis Rd	Monroe Rd/E John St	Widen from 4 lanes to 6 lanes, with median and multi-use path	08, 10	2025	126	33.62	\$3,954,000	100	100	14 of the 24 Regional Tier projects were recommended for funding in the 2025 Horizon Year of the MTP
15	H090112	Regional Impact	Troutman	US 21/NC 115		Cedar Avenue in Troutman	SR 1336 in Barium Springs	Cedar Lane Avenue to SR 1336 in Barium Springs. Widen to a Multi-Lane Urban Facility.	11, 12	2030	194	25.64	\$15,599,000	100	100	
16	H090185-A	Regional Impact	Huntersville	NC 73		Business NC 16 Lincoln County	Vance Road Ext / Beatties Ford Rd	Business NC 16 Lincoln County to Vance Road Ext / Beatties Ford Rd in Mecklenburg County. Widen to Multi-Lanes.	08, 10 11,12	2030	129	37.41	\$44,258,000	45	100	Deviation from CRTPO methodology because SPOT office will only allow MPO/RPO to assign their pro-rata portion of points to a project that crosses into another MPO/RPO's planning area.
17	H111190	Statewide Mobility	Monroe	US 74		Hanover Drive	Rocky River Road (SR 1007)	Widen to 6 Lanes with Median, Curb and Gutter, Bike Lanes and Sidewalks. Project Limit Is from Hanover Drive to Approximately the western City Limits For City of Monroe.	08, 10	2030	128	30.75	\$21, 546,000	100	100	Statewide Mobility Project that has cascaded into Regional Needs Category. Using the Regional Needs P3.0 Score for this project.

Blue highlight indicates that a project is an unfunded Statewide Mobility Project that has cascaded into the Regional Impact Tier. The P3.0 Score for the Regional Impact Category has been reported.																
SORTED SCORE ORDER	SPOT ID	Project Category	Municipality	Route Number	Road Name	From	To	Improvement Description	Funding Region	MTP HY	MTP Score	NCDOT P3.0 Score	Cost to NCDOT	CRTPO Local Input Points Proposed	NCDOT Division Local Input Points Proposed	Notes
18	H111169	Regional Impact	Cornelius	NC 115		Washam Potts Rd	Potts Street	Widen Roadway to 3 Lanes with Curb and Gutter, Bike Lanes and Sidewalks from SR 2600 to Potts Street, with Median and Turn Lanes.	08, 10	2040	120	25.18	\$8,087,000	100	0 (24/22)	
19	H142094	Regional Impact	Charlotte	NC-160 Steele Creek Road		Hamilton Road		Widen intersection for additional capacity and future Steele Creek Road cross section.	08, 10			42.43	\$1,628,000	100	100	Re-Sort by P3.0 Score
20	H090179-AB	Regional Impact	Huntersville	NC 73		NC 115	SR 2693 (Davidson-Concord Road)	Widen to Multi-Lanes	08, 10			31.72	\$19,457,000	100	100	
21	H142205	Regional Impact	Troutman	US-21		Houston Rd/Flower House Loop		Realign Intersection and Signalize	11, 12			30.97	\$1,500,000	100	100	
22	H090363	Regional Impact	Statesville	US 21		Pump Station Road	Fort Dobbs Rd	Pump Station Road to Fort Dobbs Rd. Widen to Multi-Lanes and Realign offset intersections of SR Shumaker Drive and Jane Sowers Rd.	11, 12			29.30	\$16,740,000	100	100	
23	H111176	Regional Impact	Statesville	NC 115		SR 1645 (Old Wilkesboro Rd)	Hartness Rd	NC 115 Widen to Multi-Lanes from SR 1645 (Old Wilkesboro Rd) to Hartness Rd	11, 12			28.22	\$13,620,000	100	100	
24	H142149	Regional Impact	Mooresville	NC-150		Wiggins Road		Realign Intersection and Signalize	11, 12			26.29	\$930,000	100	100	
25	H090418-C	Regional Impact	Weddington	NC 84	Weddington Rd	12 Mile Creek Rd	SR 1008 (Indian Trail-Waxhaw Road)	Widen to Multi-Lanes. This section of U-3467C will provide a continuous four-lane roadway between NC 16 and Indian Trail Waxhaw Road by tying into the future Rea Road Ext alignment (U-3467 AB)	08, 10	2030	129	25.86	\$14,800,000	76	100	Remaining local input points assignment from the projects involving more than one MPO. Projects below the red line are not recommended for local input points assignment.
26	H090455-A	Regional Impact	Monroe	US 601		Existing US 74	Proposed Monroe Bypass (R-2559)	US 74 to the Proposed Monroe Bypass (R-2559). Widen to Multi-Lanes and Construct Improvements to the Existing US 74/US 601 interchange. Section A: Existing US 74 to the Proposed Monroe Bypass (R-2559).	08, 10			25.69	\$51,046,000			
27	H111192	Regional Impact	Charlotte	Eastern Circumferential Road	New Route	SR 3150 (Idlewild Road)	US 74	Construct Eastern Circumferential Between Idlewild Road and US 74 By Widening Roadway to Multi-Lanes on Existing Alignment, and constructing New Multi-Lane Roadway on New Alignment, with Median and Bike Lanes.	08, 10			24.58	\$23,519,000			
28	H090503	Regional Impact	Mooresville	NC 150		NC 115	NC 150-NC 152 Split	NC 115 to NC 150-NC 152 Split. Widen to Four Lane Divided Facility.	11, 12			24.36	\$50,350,000		0	
29	H140407	Regional Impact	Charlotte	NC 49	South Tryon St	I-77	Yorkmont Rd	Widen from 4 lanes to 6 lanes, with bike lanes and sidewalks	08, 10	2025	127	23.03	\$4,945,000		0	Division 10 has removed its local input points from this project. 7/24/2014
30	H090379	Regional Impact	Statesville	US 21		US 64	Carolina Ave	US 64 to Carolina Ave. Widen to Multi-Lanes.	11, 12			22.29	\$28,700,000		0	
31	H141877	Statewide Mobility	Charlotte	I-485		US 29 (Exit 33)	US 74 (Exit 51)	Deploy ITS along Eastern I-485 from Exit 33 to Exit 51	08, 10			22.21	\$5,001,000			
32	H111189	Regional Impact	Davidson	NC 115		Potts Street	SR 2158 (Griffith Street)	Widen Potts Street and Sloan Street to Add Bike Lanes and Sidewalks. Build Connector Between Potts Street and Sloan Street (Approximately 500-600 Feet in Length)	08, 10			21.99	\$4,218,000			
33	H140214	Regional Impact	Charlotte	NC 24	Harris Blvd	Reames Rd	I-485	Widen from 4 lanes to 6 lanes, with median, bike lanes and sidewalks	08, 10	2025	136	21.61	\$4,980,000		0	Division 10 has removed its local input points from this project. 7/24/2014
34	H090540	Regional Impact	Mooresville & Troutman	US 21		NC 150	Cedar Lane	Improve US 21 from NC 150 in Mooresville North to Cedar Lane in Downtown Troutman.	11, 12			21.57	\$77,840,000		0	
35	H111172	Regional Impact	Charlotte	NC 160		South Carolina State Line	NC 49 (S Tryon St)	Widen to Multi-Lanes	08, 10	2025	133	21.53	\$ 24,595,000			

Blue highlight indicates that a project is an unfunded Statewide Mobility Project that has cascaded into the Regional Impact Tier. The P3.0 Score for the Regional Impact Category has been reported.																
SORTED SCORE ORDER	SPOT ID	Project Category	Municipality	Route Number	Road Name	From	To	Improvement Description	Funding Region	MTP HY	MTP Score	NCDOT P3.0 Score	Cost to NCDOT	CRTPO Local Input Points Proposed	NCDOT Division Local Input Points Proposed	Notes
36	H111178	Regional Impact	Mooresville	NC 115		Timber Rd. (SR 1245)	SR 1102 (Langtree Rd)	NC 115 from Timber Rd. to SR 1102 (Langtree Rd). Widen Lanes and Add Paved Shoulders	11, 12			21.06	\$16,758,000		0	
37	H140114	Regional Impact	Huntersville & Cornelius	NC 115	Old Statesville Rd	Washam Potts Rd (SR 2600)	Sam Furr Rd (NC 73)	Widen from 2 lanes to 4 lanes, with 10 ft. multi-use path	08, 10	2025	128	20.07	\$24,587,000			
38	H111177	Regional Impact	Charlotte & Huntersville	US 21		NC 24 (Harris Boulevard)	SR 2136 (Gilead Road)	Widen to Multi-Lanes, Median, Wide Outside Lanes	08, 10	2025	143	20.01	\$47,676,000			
39	H141345	Regional Impact	GCLMPO	US 29	Wilkinson Blvd	NC 7	East bank of Catawba River		08, 10			19.88	\$27,848,000			
40	H090281	Regional Impact	Union County	US 74		Monroe Bypass	Rockingham Bypass		08, 10			19.57	\$741,458,000			
41	H129632	Statewide Mobility	Charlotte	Garden Parkway		I-485	I-85		08, 10			19.19	\$318,320,000			Statewide Mobility Project that has cascaded into Regional Needs Category. Using the Regional Needs P3.0 Score for this project.
42	H140754	Regional Impact	Union County	NC 200		S.Rocky River Rd/Parkwood School Road		Construct 5-lane roundabout	08, 10			18.12	\$775,000			
43	H090671	Regional Impact	Charlotte	NC 27	Freedom Drive/Mount Holly Road	SR 1644 (Toddville Road)	I-485	Widening to 4 Lanes and Bike Lanes.	08, 10			17.95	\$33,024,000			
44	H090492	Regional Impact	Statesville	US 64/70	Garner Bagnel Road	I-40	I-77	I-40 to I-77. Widen to Four Lane Divided Facility.	11, 12	2040	158	16.98	\$31,731,000		0	
45	H090624-B	Regional Impact	Cornelius	US 21	Statesville Road	Westmoreland Road	Catawba Avenue		08, 10			16.62	\$30,105,000			
46	H090928	Regional Impact	Waxhaw	NC 75	New Route - Waxhaw Bypass	NC 75	NC 75	NC 75 Bypass of Waxhaw; Existing and New Location	08, 10			15.56	\$42,114,000			
Regional Tier (or Statewide Cascaded) projects that Subcommittee and through Division 10 + 12 coordination have not assigned local input points.																
	H140369	Statewide Mobility	Charlotte	I-77		Woodlawn Rd (Exit 6)	I-277 (Belk Fwy) (Exit 9)	Widen from 6 lanes to 10 lanes, with median improvements	08, 10	2025	180	47.62	\$162,530,000	0		The subcommittee agreed that CRTPO's regional input points should not be applied to statewide tier projects that would limit the ability
	H140419	Regional Impact	Mooresville	NC 150	Plaza Dr	I-77 (Exit 36)	US 21	Widen from 4 lanes to 6 lanes, with median, wide outside lanes and sidewalks	11, 12	2025	172	36.11	\$11,726,000	0	0	The most congested section of this project (I-77 to Talbert Rd) will be incorporated into the I-77/NC 150 DDI (I-5717) Project, therefore Mooresville, Division 12, and CRTPO no longer support this project.
	H142144	Regional Impact	Mooresville	NC-3		Kistler Farm Rd		Signalize intersection of NC 3 @ SR 1148 (Kistler Farm Rd).	11, 12			41.64	\$100,000	0		Town of Mooresville is funding the installation of the signal and NCDOT-Division 12 to coordinate the completion of signal plans with Raleigh.
	H140271	Statewide Mobility	Charlotte	I-77	I-277 (Brookshire Frwy)/I-77			Interchange improvements and grade separation to improve operation	08, 10	2025	152	41.21	\$101,600,000	0		The subcommittee agreed that CRTPO's regional input points should not be applied to large scale statewide tier projects that would limit the ability to fund regional tier projects.
	H140359	Statewide Mobility	Charlotte	I-77	I-77	I-485 (Exit 1)	Woodlawn Rd (Exit 6)	Widen from 6 lanes to 10 lanes, with median improvements	08, 10	2030	178	39.95	\$356,500,000	0		The subcommittee agreed that CRTPO's regional input points should not be applied to large scale statewide tier projects that would limit the ability to fund regional tier projects.
	H140273	Statewide Mobility	Charlotte	I-77		I-277 (Belk Frwy) (Exit 9)	I-277 (Brookshire Fwy) (Exit 11)	Widen from 8 lanes to 10/12 lanes, median and interchange improvements, and grade separation to improve operations	08, 10	2025	175	39.11	\$336,110,000	0		The subcommittee agreed that CRTPO's regional input points should not be applied to large scale statewide tier projects that would limit the ability to fund regional tier projects.
	H140261	Statewide Mobility	Charlotte	I-77	I-277 (Belk Frwy)/I-77			Interchange improvements and grade separation to improve operation	08, 10	2025	161	38.64	\$129,600,000	0		The subcommittee agreed that CRTPO's regional input points should not be applied to large scale statewide tier projects that would limit the ability to fund regional tier projects.
	H142127	Statewide Mobility	Charlotte	I-277 Brookshire Freeway		I-77	Caldwell Street	Widen to add one HOT Lane in each direction and flyover for direct connection to HOT lanes on I-77 North of Brookshire.	08, 10			37.09	\$79,625,000	0		The subcommittee agreed that CRTPO's regional input points should not be applied to large scale statewide tier projects that would limit the ability to fund regional tier projects.

Blue highlight indicates that a project is an unfunded Statewide Mobility Project that has cascaded into the Regional Impact Tier. The P3.0 Score for the Regional Impact Category has been reported.																
SORTED SCORE ORDER	SPOT ID	Project Category	Municipality	Route Number	Road Name	From	To	Improvement Description	Funding Region	MTP HY	MTP Score	NCDOT P3.0 Score	Cost to NCDOT	CRTPO Local Input Points Proposed	NCDOT Division Local Input Points Proposed	Notes
	H142112	Regional Impact	Mooreville	US-21 Charlotte Highway		Brawley School Rd/Wilson Ave		Add right turn lane on Brawley School Road	11, 12			33.66	\$233,000	0		The Division Engineer for NCDOT-Division 12 (R.Chandler) assessment of this project is that it would not solve the problem at this intersection, and Division 12 would not assign any points to this project.
	H090018-B	Statewide Mobility	Statesville	I-40		I-77		Reconstruct interchange (Final Improvements).	11,12			32.34	\$ 168,200,000	0		The subcommittee agreed that CRTPO's regional input points should not be applied to large scale statewide tier projects that would limit the ability to fund regional tier projects.
	H090036-AB	Statewide Mobility	Cornelius, Davidson, Mooreville	I-77		SR 5544 (West Catawba Avenue) [Exit 28]	NC 150 [Exit 36]	Add General Purpose Lanes.	08,10 11,12			29.42	\$ 166,000,000	0		The subcommittee agreed that CRTPO's regional input points should not be applied to large scale statewide tier projects that would limit the ability to fund regional tier projects.
	H141877	Statewide Mobility	Charlotte	I-485		US 74	Rea Road	Deploy ITS on Southeastern I-485 from Exit 51 to Exit 59	08, 10			29.19	\$2,420,000	0		This project will be incorporated into the I-5507 HOT lane project scheduled for CON in FY 2017.
	H090255	Regional Impact	Weddington	NC 16	Providence Road South	Rea Road Extension in Weddington	NC 75 in Waxhaw	Rea Road Extension in Weddington to NC 75 in Waxhaw. Widen to Multi-Lanes Along Existing Alignment.	08, 10	2030	128	27.34	\$48,058,000	0		This project may have impacts to historic properties within the Town of Waxhaw.
	H090036-C	Statewide Mobility	Troutman, Statesville	I-77		NC 115/US 21	I-40	Add General Purpose Lanes.	11,12			26.62	\$ 237,500,000	0		The subcommittee agreed that CRTPO's regional input points should not be applied to large scale statewide tier projects that would limit the ability to fund regional tier projects.
	H090036-B	Statewide Mobility	Mooreville, Troutman	I-77		NC 150	NC 115/US 21	Add General Purpose Lanes.	11,12			25.40	\$ 116,900,000	0		The subcommittee agreed that CRTPO's regional input points should not be applied to large scale statewide tier projects that would limit the ability to fund regional tier projects.
	H111184	Statewide Mobility	Iredell County	I-40		Radio Road	Catawba River	Widen to six lanes from Statesville to the Catawba County Line	11,12			20.87	\$154,608,000	0		The subcommittee agreed that CRTPO's regional input points should not be applied to large scale statewide tier projects that would limit the ability to fund regional tier projects.
	H090281	Statewide Mobility	Union County	US-74		Monroe Bypass (R-2559)	Rockingham Bypass	Monroe Bypass (R-2559) to Rockingham Bypass (R-512). Upgrade to Freeway Standards with Bypass of Wadesboro	08,10			19.57	\$ 741,458,000	0		The subcommittee agreed that CRTPO's regional input points should not be applied to large scale statewide tier projects that would limit the ability to fund regional tier projects.

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

NOTES:

No Statewide Mobility Rail projects received funding under P3.0, therefore these projects can cascade into the Regional Needs tier for consideration of local input points assignment.
 The NS/CSX grade separation exceeded the funding projections for non-highway projects in Region E, therefore; no local input points were assigned.
 The remaining 200 local input points in the Regional Needs Tier were reallocated to highway projects.

Sorted Score Order	SPOT ID	Municipality	Route Name	Route Number	From/Cross Street	To	Improvement Description	Funding Region	MTP HY	MTP Score	NCDOT P3.0 Score	Cost to NCDOT	CRTPO Local Input Points Proposed	NCDOT Division Local Input Points Proposed	Notes
1	H129682	Matthews	South Trade Street	SR 3448	Fullwood Lane	Weddington Road	Widen to Multilanes with Bike Lanes and Sidewalks	08, 10	2025	182	42.00	\$1,234,000	100	100	
2	H090502	Stallings	Idlewild Road		I-485	SR 1524 (Stevens Mill Road)	I-485 to SR 1524 (Stevens Mill Road). Widen to Multi-Lanes.	08, 10	2025	157	22.08	\$7,049,000	100	100	
3	H140325	Mooresville	Midnight Ln/Oates Rd				New 3 lane roadway, including grade separation over I-77, with bike lanes and sidewalks	11, 12	2025	155	35.81	\$9,596,000	100	100	
4	H140379	Charlotte	North Univ. Research Park Bridge		Louis Rose Pl	Doug Mayes Pl	New 2 lane roadway, with bike lanes and sidewalks	08, 10	2025	152	46.11	\$ 7,428,000	100	0 (17/19)	
5	H090484-A	Matthews	John Street/Old Monroe Road	SR 1009, SR 1010	SR 3448 / SR 3474 (Trade Street)	I-485	Widen to Multi-Lanes	08, 10	2025	150	23.80	\$12,306,000	100	100	
6	H090484-C	Indian Trail	John Street/Old Monroe Road	SR 1009, SR 1010	SR 1008 (Indian Trail Road)	SR 1377 (Wesley Chapel-Stouts Road)	Widen to Multi-Lanes	08, 10	2025	144	19.96	\$ 14,885,000	100	100	
7	H090129-B	Cornelius	West Catawba Avenue	SR 5544	NC 73 (Sam Furr Road)	SR 2151 (Jetton Road)	Widen to Multi-Lanes	08, 10	2025	143	24.94	\$24,800,000	100	100	
8	H090312-A	Mooresville	Williamson Road	SR 1109	SR 1100 (Brawley School Rd)	NC 150	Widen to Multi-Lanes	11, 12	2025	141	29.78	\$ 4,919,000	100	100	
9	H140416	Monroe	Charlotte Ave	SR 1009	Seymour St	Dickerson Blvd (NC 200)	Widen from 2 lanes to 4 lanes, with median, bike lanes and sidewalks	08, 10	2025	126	19.07	\$3,903,000	100	100	
10	H090265-C	Mooresville	Brawley School Road	SR 1100	SR 1116 (Talbert Rd)	US 21	Widen to Multi-Lanes	11, 12	2025	125	20.46	\$8,010,000	100	100	
11	H090320	Monroe	Charlotte Avenue	SR 1009	CSX Railroad	Concord Avenue	Csx Railroad to Concord Avenue. Widen to Multi-Lanes.	08, 10	2030	150	25.19	\$41,229,000	100	0 (24/19)	
12	H090592	Huntersville	Gilead Road		US 21 (Statesville Road)	NC 115	Widening to 4 Lanes and Add Bike Lanes.	08, 10	2040	141	26.75	\$6,139,000	100	100	Re-Sort projects by NCDOT P3.0 Score
13	H142091	Charlotte	Eastway Drive	SR-2940 Eastway Drive	Shamrock Drive (City Street)		Eastway Dr and Reconfigure 5 leg skewed intersection to three 2 leg intersections	08, 10			44.00	\$2,790,000	100	100	
14	H142120	Charlotte	Monroe Road	SR-1009 Monroe Road	Rama/Idlewild Rds		Improve intersection by adding capacity on each approach. This intersection is being modified slightly by U-209B, currently under construction. City of Charlotte has done traffic analysis to determine most effective improvements and has developed concept plan (attached), estimated cost \$8.6M	08, 10			35.83	\$1,395,000	100	0 (18/19)	
15	H111173	Mooresville	Fairview Road Overpass	SR 1246	SR 1206 (Alcove Road)	Fairview Rd. (SR 1246)	Construct Fairview Rd, Overpass Over I-77 to Alcove Rd.	11, 12			33.46	\$6,098,000	100	100	
16	H090312-B	Mooresville	Williamson Road	SR 1109	I-77	SR 1100 (Brawley School Rd)	Widen to Multi-Lanes	11,12			29.21	\$19,480,000	100	100	
17	H141890	Indian Trail	Chestnut Lane Connector	SR-1362 Chestnut Lane Connector	SR 1367 (Matthews Indian Trail Road)	SR 1368 (Gribble Road)	Middle segment of a planned 4-lane median divided facility on new alignment, upon completion connects US 74 to Old Monroe Road. Note: Includes Grade Separation over Railroad.	08, 10			25.95	\$3,721,000	100	100	
18	H090344	Monroe	New Route - Monroe Northern Loop		US 74	SR 1751 (Walkup Avenue) at SR 1763 (Bivens Road)	US 74 to SR 1751 (Walkup Avenue) at SR 1763 (Bivens Road). Two Lanes on Four Lane Right of Way.	08, 10			24.20	\$19,225,000	100	100	
19	H129650-EC	Matthews	Charlotte Outer Loop	I-485	New interchange at Weddington Road		Convert Grade Separation to interchange	08, 10			22.89	\$20,000,000	100	100	

Sorted Score Order	SPOT ID	Municipality	Route Name	Route Number	From/Cross Street	To	Improvement Description	Funding Region	MTP HY	MTP Score	NCDOT P3.0 Score	Cost to NCDOT	CRTPO Local Input Points Proposed	NCDOT Division Local Input Points Proposed	Notes
20	H111188	Huntersville	New Route - Church St Ext.		SR 2427 (Mccord Road)	SR 2433 (Mayes Road)	Construct New 2 Lane Road Extension of Church Street on New Location	08, 10			22.44	\$10,644,000			Project will not have less utility without the advancement of the Red Line Regional Rail project.
21	H111183	Huntersville	Hambright Rd	SR 2117	Everette Keith Road	SR 2459 (Eastfield Road)	Construct New 4 Lane Road with Median, Bike Lanes and Sidewalks	08, 10			21.97	\$12,486,000			It is anticipated that this project would cost over \$20 million to construct.
22	H090483-A	Mathews	New Route - McKee Road Extension	SR 3440	SR 3448 (Pleasant Plains Road)	SR 1009 (John Street)	Construct Two Lanes on New Location, on Multi-Lane Right-of-Way	08, 10			19.51	\$6,800,000	100	100	Projects below the red line will not receive local input points
23	H090677	Concord/Huntersville	Poplar Tent Road		Derita Road	NC 73	Widen Poplar Tent Road from 2 Lanes to 4 Lanes from Derita Road to NC 73.	08, 10			19.18	\$37,746,000	20	100	Proposal to receive a donation of 20 points from the Cabarrus-Rowan MPO for the pro-rata portion of this project within CRTPO
24	H111195	Indian Trail		SR 1009	SR 1377 (Wesley Chapel-Stouts Road)	SR 1007 (Rocky River Road)	Widen Roadway to Multi-Lanes, with Median, Bike Lanes and Sidewalks	08, 10			18.50	\$40,144,000			
25	H141896	Weddington		SR-1008 Waxhaw-Indian Trail Road	SR-1346 Beulah Church Road		Realign intersection and construct Roundabout	08, 10			18.30	\$775,000			
26	H090594	Indian Trail	Rocky River Road	SR 1007	Old Charlotte Highway	US 74	Widening to 4 Lanes, Median and Sidewalks.	08, 10			16.59	\$7,839,000			
27	H142211	Cornelius	I-77	I-77	Westmoreland Road		Convert Grade Separation to Single Point Interchange	08, 10			14.63	\$25,110,000			
28	H090552	Mooresville	I-77	I-77	SR 1302 (Cornelius Road)		Construct a New interchange For Cornelius Road (SR 1302) at I-77 Between Mooresville and Troutman.	11, 12			13.96	\$17,454,000			
29	H111273	Charlotte	Mallard Creek Church Road Extension	SR 2833	NC 49	SR 2827 (Back Creek Church Road)	Extend SR 2833 (Mallard Creek Church Road) from NC 49 to SR 2827 (Back Creek Church Road). The Road Extension Will Become Part of Charlotte'S Eastern Circumferential Road in the Future.	08, 10			13.87	\$22,981,000			
30	H141935	Charlotte/Concord		SR-2464 Odell School Road	I-485	Concord Mills Blvd	Widen to a 4 lane divided cross section	08, 10			13.84	\$8,011,000			
31	H090343	Monroe	Charles Street	SR 2188	SR 2181 (Sunset Drive)	SR 2100 (Franklin Street)	SR 2181 (Sunset Drive) to SR 2100 (Franklin Street). Widen to Multi-Lanes.	08, 10			13.34	\$6,915,000			
32	H090434	Monroe	New Route - Secrest Avenue Extension		SR 1751 (Walkup Avenue)	SR 1006 (Olive Branch Road)	SR 1751 (Walkup Avenue) to SR 1006 (Olive Branch Road). Multi-Lanes on New Location with interchange at Proposed Monroe Bypass (R-2559).	08, 10			13.25	\$13,932,000			
33	H090009	Statesville	I-77	I-77	SR 2171 (Jane Sowers Road)		Convert Grade Separation to An interchange.	11, 12			12.33	\$15,294,000			
34	H141889	Charlotte		SR-2042 Oakdale Road	Sunset/Miranda Roads		Upgrade offset intersection to Roundabout	08, 10			11.94	\$775,000			
35	H111240	Mooresville	East-West Connector		SR 1102 (Langtree Rd)	Shearers Rd. (SR 1125)	East-West Connector. NC115 at Langtree Rd. to Shearers Rd.	11, 12			11.65	\$35,658,000			
36	H090319	Charlotte	Airport Entrance Rd		US 29/74 (Wilkinson Boulevard)	Scott Futrell Drive	Construct Multi-Lane Connector with grade separation over US 29/74 (Wilkinson Blvd)	08, 10	2025	139	11.44	\$31,240,000			
37	H111238	Mooresville		SR 1302	SR 1303 (Perth Rd)	US 21	Cornelius Rd. Widen to Multi-Lanes from SR 1303 (Perth Rd) to US 21	11, 12			10.93	\$30,183,000			
38	H141864	Weddington		SR-1315 New Town Road		SR 1312 (Marvin Road) in Union County	Left turn lanes on all three approaches and Intersection realignment OR Roundabout	08, 10			10.19	\$775,000			

Sorted Score Order	SPOT ID	Municipality	Route Name	Route Number	From/Cross Street	To	Improvement Description	Funding Region	MTP HY	MTP Score	NCDOT P3.0 Score	Cost to NCDOT	CRTPO Local Input Points Proposed	NCDOT Division Local Input Points Proposed	Notes
39	H111174	Troutman		SR 2350	US 21	SR 2342 (Amity Hill Rd)	Murdock Rd. from US-21 to SR 2342 (Amity Hill Rd) at Exit 45 Improve to Wider Lanes and Wider Shoulders, and realign to straighten a curve.	11, 12	2025	61	9.11	\$23,615,000			
40	H111175	Monroe	Airport Road	SR 1349	SR 1162 (Goldmine Road)	NC 84	Widen to 4 Lanes, with Median, Bike Lanes and Sidewalks	08, 10			6.28	\$12,400,000			
41	H111179	Huntersville	New Route		Bridgeford Lane	Northdowns Lane	Construct a New Bridge Across I-77 South of NC 73, Linking SR 2141 (Northcross Drive) to US 21.	08, 10			6.17	\$5,466,000			
42	H090705	Marshville		Stegall Road Ext.	Marshville-Olive Branch Rd	Peachland Street	Construct road on new alignment.	08, 10			6.04	\$4,395,000			
43	H090697	Union County	Lawyers Road		Old Lawyers Road	Lawyers Road	This New Alignment and Bridge Will Connect Old Lawyers Road with Lawyers Road Over the Rocky River. This Project Will Cross from the Rpo into Mumpo. the Road Portion Would Be 18 to 24 Feet Widening.	08, 10			4.29	\$4,139,000			
44	H090698	Union County	New Route		NC 205	Old Lawyers	Connect Thomas Helms to NC 205 with a New Alignment. Two Lane Extension.	08, 10			2.98	\$ 5,793,000			
Projects that will NOT receive local input points based upon Division 10+12 coordination															
	H140335	Mooreville	Cornelius Rd/Mazeppa Rd Connector		NC 115	US 21	New 4 lane roadway, with median, bike lanes and sidewalks	11, 12	2025	92	19.83	\$ 9,961,000			Mooreville has acquired ROW for this project, and will be using G.O. bond revenues to construct this project beginning in Spring of 2015. Therefore, Division 12 and CRTPO will not assign this project any local input points.

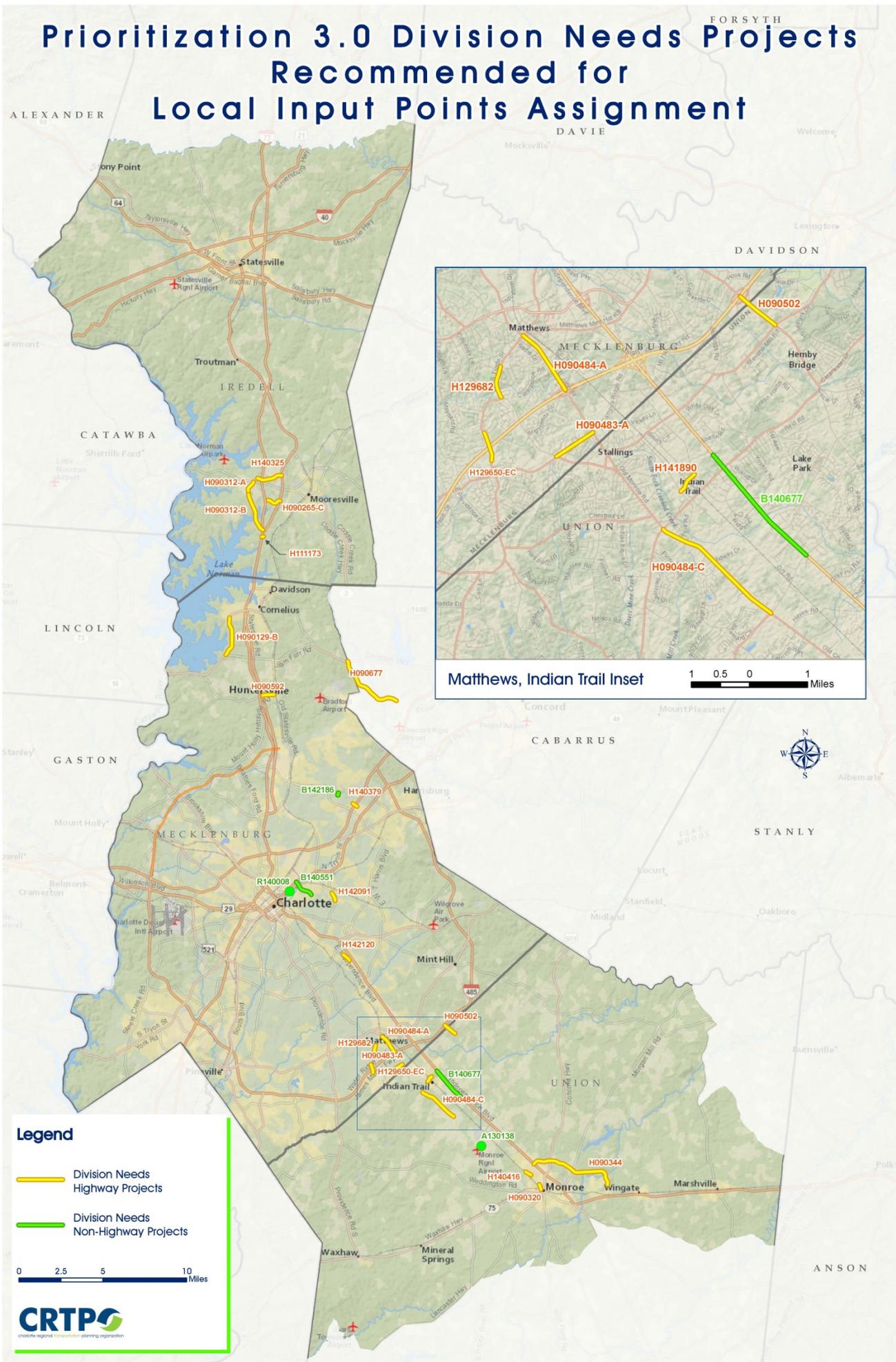
SORTED SCORE ORDER	Mode Order	NCDOT Division	SPOT ID	Mode	Municipality	Route	From / Cross Street	To	Description	Specific Improvement Type	Cost to NCDOT	Division Needs Quantitative Score (Out of 50)	CRTPO Local Input Points Proposed	NCDOT Division Local Input Points Proposed	Notes
1	1	10	B140551	Bike/Ped	Charlotte	Matheson Avenue Bicycle Lanes Conversion	US 29/NC 49 (N.Tryon Street)	The Plaza/Parkwood Avenue	Convert Matheson Avenue to include bicycle lanes along each side of the street. Implementation of the project will provide bicycle accommodation and connectivity by extending an existing signed bicycle route on low volume streets to utilize dedicated bike lanes.	2. Construct multi-use trail / greenway / sidepath or on-road bike lane on local roadway	\$230,000	36.05	100	100	This project was the highest scoring Division Needs Non-Highway and the highest scoring Bike/Ped project.
2	1	10	R140019	Rail	Charlotte	CSX SF line	N/A	N/A	Phase III Expansion, Charlotte Intermodal Terminal and supporting rail infrastructure. Construction of new wheeled parking and container stacking areas, construction of four new processing tracks totalling 7,600 feet and installation of three rail mounted zero emission wide span cranes for container processing. Increases capacity from 122,000 lifts per year to 246,000 per year	Construct Facility and/or Station Improvements (Freight Service)	\$24,500,000	32.83	0	0 (1/2)	This project was the highest scoring Rail project within the Division Needs Non-Highway tier.
3	2	10	B140677	Bike/Ped	Indian Trail	US Highway 74 Multi-Use Path	Western municipal limit of Indian Trail	SR 1516 (Sardis Church Road)	Construct a multi-use path along the southern edge of US 74 through Indian Trail. There are approximately 45,000 vehicles travelling along US 74 on a daily basis. This project would provide an alternate mode of transportation to single occupant vehicles.	2. Construct multi-use trail / greenway / sidepath or on-road bike lane on local roadway	\$1,099,285	29.69	100	100	This project was the second highest scoring bike/ped project.
4	3	10	B142186	Bike/Ped	Charlotte	Mallard Creek Greenway	Mallard Creek Park & Ride	Greenway	Mallard Creek Greenway Connection to CATS Mallard Creek Park & Ride Lot	2. Construct multi-use trail / greenway / sidepath or on-road bike lane on local roadway	\$165,600	28.77	100	0 (23/40)	This project was the third highest scoring Bike/Ped project.
5	4	10	B140507	Bike/Ped	Charlotte/Pineville	Little Sugar Creek Greenway Extension	End of Ramblewood Lane (Charlotte)	End of Cadillac Street (Pineville)	Construct a greenway along the eastern side of the Little Sugar Creek. This greenway extends 2.2 miles from Huntingtowne Farms Park south to Cadillac Street. The trail should be able to pass under the I-485 bridge.	2. Construct multi-use trail / greenway / sidepath or on-road bike lane on local roadway	\$2,842,800	28.58			
6	5	10	B140666	Bike/Ped	Matthews	SR 3448 (Pleasant Plains Road)	Weddington Road/Trade Street	SR 1100 (McKee Road)	Construct bicycle lanes along Pleasant Plains Road from Weddington Road/Trade Street to McKee Road. This proposed project will extend existing (Weddington Road) and planned bike lanes (S. Trade Street) in the area out to McKee Road.	1. Construct dedicated on-road bike lane on state-maintained roadway	\$276,000	27.04			
7	6	10	B140691	Bike/Ped	Cornelius	NC 115 bicycle lanes and sidewalk modernization	Potts Street	Smith Road	Construct sidewalks and bicycle lanes by narrowing the travel lanes on NC 115. This corridor is constrained by a railroad track on the east side of the road, and residential development that would be impacted if additional right-of-way was to be acquired	4. Implement road diet	\$308,222	26.73			
8	7	10	B140683	Bike/Ped	Charlotte	Stewart Creek Greenway	State Street	SR 1784 (Rozzells Ferry Road)	Construct a greenway through Martin Luther King Community Park that would provide connectivity between the existing Wesley Heights Greenway and the existing segment of the Stewart Creek Greenway. The resulting Stewart-Wesley Heights-Irwin Creek greenways	2. Construct multi-use trail / greenway / sidepath or on-road bike lane on local roadway	\$503,309	26.35			
9	8	10	B140149	Bike/Ped	Cornelius/Davidson	South Prong Rocky River Greenway	South Street (Davidson)	Main Street (Cornelius)	Construct a multi-purpose path from South St to Cornelius Town Center. In addition to being an important connection for both the Town of Cornelius and Mecklenburg County, it is also part of the Carolina Thread Trail and has a larger, regional significance	2. Construct multi-use trail / greenway / sidepath or on-road bike lane on local roadway	\$901,600	25.57		100	
10	9	10	B140606	Bike/Ped	Charlotte	McAlpine Creek Greenway	Green Rea Road	Johnston Road	Construct greenway along McAlpine Creek. This two-mile greenway will expand the existing 6 mile McAlpine/McMullen/Four Mile system and end north of Pineville-Matthews Road at Green Rea Road and Country Day Middle School.	2. Construct multi-use trail / greenway / sidepath or on-road bike lane on local roadway	\$1,486,215	25.49			
11	10	10	B142198	Bike/Ped	Charlotte	Sam Newell Road (SR 3168) Multi Use Path	Rice Road (Town Street)	Crown Point Elementary School	Multi Use Path parallel to roadway	2. Construct multi-use trail / greenway / sidepath or on-road bike lane on local roadway	\$400,000	24.33			
12	11	10	B142155	Bike/Ped	Indian Trail	South Fork Crooked Creek Greenway	Indian Trail Fairview Road	US 74	Construct Greenway	2. Construct multi-use trail / greenway / sidepath or on-road bike lane on local roadway	\$1,295,000	22.94		100	
13	12	10	B140658	Bike/Ped	Charlotte	Irvin Creek Greenway	SR 3174 (Idlewild Road)	Lakeview Circle	Construct a two-mile greenway that will provide a safer connection between Crown Point Elementary School and Idlewild Road Park. It will connect the Towns of Matthews and Mint Hill.	2. Construct multi-use trail / greenway / sidepath or on-road bike lane on local roadway	\$1,099,308	22.00			
14	13	12	B140509	Bike/Ped	Mooresville	Bellingham Park to Johnson Dairy Road Greenway	Bellingham Park	(SR 1142) Johnson Dairy Road	Construct a greenway along the east side of the Dye Creek Greenway. This proposed two-mile greenway segment would provide accessibility for bicyclists between the existing 1.2 mile trail network within Bellingham Park and several residential neighborhoods	2. Construct multi-use trail / greenway / sidepath or on-road bike lane on local roadway	\$667,200	21.87			

SORTED SCORE ORDER	Mode Order	NCDOT Division	SPOT ID	Mode	Municipality	Route	From / Cross Street	To	Description	Specific Improvement Type	Cost to NCDOT	Division Needs Quantitative Score (Out of 50)	CRTPO Local Input Points Proposed	NCDOT Division Local Input Points Proposed	Notes
15	14	10	B140579	Bike/Ped	Huntersville	McDowell Creek Greenway	NC 73 (Sam Furr Road)	Torrence Creek Greenway	Construct greenway on new location.	2. Construct multi-use trail / greenway / sidepath or on-road bike lane on local roadway	\$2,071,925	21.87			
16	15	10	B142193	Bike/Ped	Weddington	NC 84 (Weddington Road) Sidewalk	Waxhaw-Indian Trail Road (SR 1008)	Lester Davis Road	Construct a new sidewalk to connect Village Commons Shopping Center to Dogwood Park	5. Construct Sidewalk	\$80,000	21.81			
17	16	10	B140662	Bike/Ped	Cornelius	McDowell Creek Tributary Greenway	SR 5544 (Catawba Avenue)	Washam Potts Road	Construct a two-mile greenway that will provide pedestrian and bicycle connections via multi-use trails to several neighborhoods, Smithville Park, JV Washam Elementary School, Cornelius Elementary School, JV Washam Recreation Center and the Cornelius Public Library.	2. Construct multi-use trail / greenway / sidepath or on-road bike lane on local roadway	\$1,794,000	20.96			
18	17	12	B140703	Bike/Ped	Statesville	US 21/NC 115 (Shelton Avenue) multi-use sidepath	US 70 (Garner Bagnal Boulevard)	SR 2342 (Amity Hill Road)	Construct a 12-foot greenway along the east side of US 21/NC 115. Located in an economically depressed area that has been identified for redevelopment. This project will provide bicycle and pedestrian mobility to residents as automobile alternative.	2. Construct multi-use trail / greenway / sidepath or on-road bike lane on local roadway	\$754,825	20.39			
19	18	10	B140640	Bike/Ped	Davidson	Griffith Street Bike/Ped Improvements at I-77	Northwest Drive	Davidson Gateway Dr/Harbour Place Dr	Construct bicycle and pedestrian improvements through the Exit 30 interchange along Griffith Street.	2. Construct multi-use trail / greenway / sidepath or on-road bike lane on local roadway	\$460,000	20.38			
20	19	12	B140707	Bike/Ped	Troutman	Carolina Thread Trail Segment Q4	Rumple Street	Julian Place	Construct a 2.25 mile off road multiuse path connecting an existing greenway in downtown Troutman to elementary and middle schools and a commercial area. See link below for additional information regarding the cost estimate from the Town of Troutman.	2. Construct multi-use trail / greenway / sidepath or on-road bike lane on local roadway	\$1,748,000	19.44			
21	20	10	B140618	Bike/Ped	Cornelius	McDowell Creek Greenway (Cornelius)	SR 5544 (West Catawba Avenue)	SR 2430 (Westmoreland Road)	Construct a greenway along McDowell Creek from W. Catawba Avenue to the existing terminus of the greenway at Westmoreland Road. This project is a continuation of STIP# E-4953 (McDowell Creek Greenway).	2. Construct multi-use trail / greenway / sidepath or on-road bike lane on local roadway	\$1,738,800	19.07			
22	21	10	B140664	Bike/Ped	Charlotte	Plott Road Bicycle Lanes	SR 2853 (Hickory Grove Road)	SR 2803 (Plaza Road/The Plaza)	Construct bicycle lanes between existing bicycle lanes on Hickory Grove Road at the southern terminus of the project and existing bicycle lanes on The Plaza at the northern terminus of the project.	2. Construct multi-use trail / greenway / sidepath or on-road bike lane on local roadway	\$4,600,000	18.40			
23	22	10	B140631	Bike/Ped	Stallings	Stallings Elementary School Sidewalk Network	SR 1365 (Stallings Road)	SR 1524 (Stevens Mill Road)	Construct a sidewalk network along Stallings Road and Stevens Mill Road that would connect residential subdivisions to Stallings Elementary School.	5. Construct Sidewalk	\$279,193	18.24			
24	23	10	B140512	Bike/Ped	Charlotte	Walker Branch Greenway	SR 1119 (Sledge Road)	SR 1123 (Smith Road)	Construct new 1.8 mile greenway connecting an existing developer-built greenway from Sledge Road to the RiverGate Shopping Center then on to Smith Road.	2. Construct multi-use trail / greenway / sidepath or on-road bike lane on local roadway	\$1,047,246	18.09			
25	1	10	A130135	Aviation	Monroe	EQY - Charlotte-Monroe Executive	N/A	N/A	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	515 - Land Acquisition - Runway Length	\$ 738,000	17.73			Reimbursement request. Project has already been completed. Not recommended for local input points assignment.
26	2	10	A130134	Aviation	Monroe	EQY - Charlotte-Monroe Executive	N/A	N/A	Reimbursement. Land to control Runway Protection Zone for extended runway (total acquisition cost \$922,415.86, recovered to date \$158,675.99)	305 - Land Acquisition / Obstruction removal / Easement - RPZ	\$ 687,366	17.55			Reimbursement request. Project has already been completed. Not recommended for local input points assignment.
27	3	10	A130136	Aviation	Monroe	EQY - Charlotte-Monroe Executive	N/A	N/A	Reimbursement. Runway extension to 7,000', RSA construction and ILS relocation (Reimbursement)	525 - Design	\$ 7,947,900	17.43			Reimbursement request. Project has already been completed. Not recommended for local input points assignment.
28	2	10	R140008	Rail	Charlotte	NS Main	N/A	N/A	Establish a new TBT facility in Charlotte, NC at the old Charlotte IMF once the area has been vacated by Intermodal. Marketing plans to transition non-ethanol traffic from Pineville to Charlotte and has identified 1,440 ethanol carloads that will be handled at Pineville.	Construct Facility and/or Station Improvements (Freight Service)	\$487,500	16.67	100	100	CATS staff has confirmed that they will only use a portion of the old IMF for the BLE maintenance facility, and Planning staff has confirmed that a TBT facility is compatible with the intended industrial use of this proposed
29	4	10	A130138	Aviation	Monroe	EQY - Charlotte-Monroe Executive	N/A	N/A	Rehabilitation and strengthening of 7,000 foot runway/taxiways and transient apron to 95,000 DW, and widen fillets at selected taxiways where Group III Aircraft operations are anticipated.	605 - Runway Overlay	\$ 8,136,405	15.60			Not recommended for funding based upon "reasonable chance for funding" projections for non-highway projects at the Division Needs tier.
30	24	12	B141908	Bike/Ped	Troutman	Lake Norman State Park Multi-Use Trail, Segment A	Church Street	Lytton Farm Road	The proposed 1.07 mile off road multiuse path will be the first segment in an alternative transportation corridor ultimately connecting downtown Troutman to Lake Norman State Park.	2. Construct multi-use trail / greenway / sidepath or on-road bike lane on local roadway	\$631,000	14.94			

SORTED SCORE ORDER	Mode Order	NCDOT Division	SPOT ID	Mode	Municipality	Route	From / Cross Street	To	Description	Specific Improvement Type	Cost to NCDOT	Division Needs Quantitative Score (Out of 50)	CRTPO Local Input Points Proposed	NCDOT Division Local Input Points Proposed	Notes
31	25	12	B141908	Bike/Ped	Troutman	Lake Norman State Park Multi-Use Trail, Segment A	Church Street	Lytton Farm Road	The proposed 1.07 mile off road multiuse path will be the first segment in an alternative transportation corridor ultimately connecting downtown Troutman to Lake Norman State Park.	2. Construct multi-use trail / greenway / sidepath or on-road bike lane on local roadway	\$631,000	14.94			
32	26	10	B142180	Bike/Ped	Huntersville	NC 115	Hambright Road (SR 2117)	Mount Holly Huntersville Road (SR 2004)	Construct Bicycle Lanes	1. Construct dedicated on-road bike lane on state-maintained roadway	\$1,040,000	14.03			
33	5	10	A130118	Aviation	Monroe	EQY - Charlotte-Monroe Executive	N/A	N/A	Relocate and widen the existing parallel taxiway section between the existing ramp and the Runway 5 taxiway extension.	1110 - Design	\$ 1,191,600	14.02	100		
34	6	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.	1705 - Install MALS / MALSF / MALSR (for precision runway only)	\$ 563,558	10.80			
35	7	10	A130121	Aviation	Monroe	EQY - Charlotte-Monroe Executive	N/A	N/A	Construct an apron, taxiway and access road for future corporate development off the north corner of the parallel taxiway.	1240 - Corporate and T-hanger Taxiways	\$ 3,227,940	10.42			
36	8	10	A130122	Aviation	Monroe	EQY - Charlotte-Monroe Executive	N/A	N/A	Construct a taxilane and apron for additional corporate hangar development	1240 - Corporate and T-hanger Taxiways	\$ 369,360	10.42			
37	9	10	A130123	Aviation	Monroe	EQY - Charlotte-Monroe Executive	N/A	N/A	Construct a taxilane and apron for additional corporate hangar development	1240 - Corporate and T-hanger Taxiways	\$ 1,261,350	10.42			
38	10	10	A130124	Aviation	Monroe	EQY - Charlotte-Monroe Executive	N/A	N/A	Construct a taxilane and apron for additional corporate hangar development.	1240 - Corporate and T-hanger Taxiways	\$ 1,907,190	10.42			
39	11	12	A130142	Aviation	Statesville	SVH - Statesville Regional Airport	N/A	N/A	Construction of a parallel taxiway south of the existing Runway 8-23. Includes land acquisition of approximately 22 acres needed to develop new corporate areas to the southeast of the airport and 13 parcels needed for construction of the parallel taxiway and potential borrow areas. The taxiway is critical in increasing safety to corporate users by eliminating the need to	1125 - Clearing / Grading / Drainage / Paving / Marking / Lighting / Signage	\$ 12,220,200	10.22			
40	12	10	A130137	Aviation	Monroe	EQY - Charlotte-Monroe Executive	N/A	N/A	Reimbursement. First and second phase of road relocation necessary for runway extension (Reimbursement).	528 - Road/Infrastructure Relocation	\$ 4,512,150	9.93			Reimbursement request. Project has already been completed. Not recommended for local input points assignment.
41	13	10	A130120	Aviation	Monroe	EQY - Charlotte-Monroe Executive	N/A	N/A	Construct 116,455 square feet of new ramp, drainage, utility, parking area and building site improvements for future maintenance facility.	1210 - Design	\$ 873,918	9.89			
42	14	10	A130119	Aviation	Monroe	EQY - Charlotte-Monroe Executive	N/A	N/A	Construct a partial parallel taxiway on the east side of Runway 5-23 to allow for future development.	1110 - Design	\$ 2,908,800	9.58			
43	15	10	A130130	Aviation	Monroe	EQY - Charlotte-Monroe Executive	N/A	N/A	Reimbursement. Construct T-Hangar taxilane to accommodate airport users (Reimbursement).	2100 - Hangers and Economic Development	\$ 692,100	9.58			Reimbursement request. Project has already been completed. Not recommended for local input points assignment.
44	16	10	A130129	Aviation	Monroe	EQY - Charlotte-Monroe Executive	N/A	N/A	Land associated with Runway Safety Area and Runway Protection Zone (includes Project Request Numbers: 2813)	205 - Land Acquisition - Runway Safety Area (RSA)	\$ 449,955	9.21			
45	17	12	A130139	Aviation	Statesville	SVH - Statesville Regional Airport	N/A	N/A	This element consists of the land acquisition to the south of the closed runway to be used for future development and as a borrowsource to parallel taxiway construction. Approximately 37 acres of property are included in this element.	1115 - Land Acquisition- Taxiway Construction	\$ 2,545,200	9.20			
46	18	12	A130140	Aviation	Statesville	SVH - Statesville Regional Airport	N/A	N/A	This project can be phased. It includes the following: Land Acquisition, site preparation for the new parallel taxiway, and paving and lighting of the new parallel taxiway.	1115 - Land Acquisition- Taxiway Construction	\$ 14,811,300	9.20			

SORTED SCORE ORDER	Mode Order	NCDOT Division	SPOT ID	Mode	Municipality	Route	From / Cross Street	To	Description	Specific Improvement Type	Cost to NCDOT	Division Needs Quantitative Score (Out of 50)	CRTPO Local Input Points Proposed	NCDOT Division Local Input Points Proposed	Notes
47	19	12	A130141	Aviation	Statesville	SVH - Statesville Regional Airport	N/A	N/A	This project can be divided into two phases, the first element consists of the land acquisition necessary to develop the southwest area for corporate users. Approximately 9.3 acres of property are needed. The second phase consists of the site development for additional corporate hangars.	1115 - Land Acquisition- Taxiway Construction	\$ 4,341,600	9.20			
48	20	10	A130125	Aviation	Monroe	EQY - Charlotte-Monroe Executive	N/A	N/A	Reimbursement. A proposed expansion to the existing terminal building to accommodate a TSA checkpoint.	1315 - Construct addition to existing building	\$ 675,000	8.77			Reimbursement request. Project has already been completed. Not recommended for local input points assignment.
49	21	10	A130126	Aviation	Monroe	EQY - Charlotte-Monroe Executive	N/A	N/A	A proposed 6,200 square foot expansion to the existing terminal building includes a new conference center, reconfiguration of existing offices and new office space.	1315 - Construct addition to existing building	\$ 1,710,000	8.35			
50	22	10	A130133	Aviation	Monroe	EQY - Charlotte-Monroe Executive	N/A	N/A	Construct new air traffic control tower and construct a new access road to the proposed air traffic control tower.	3000 - Other	\$ 4,311,900	7.71			
51	23	10	A130131	Aviation	Monroe	EQY - Charlotte-Monroe Executive	N/A	N/A	Land acquisition necessary for future airport expansion. This land totals 16.0 acres at \$60,000/acre.	2100 - Hangers and Economic Development	\$ 882,000	6.36			
52	24	10	A130132	Aviation	Monroe	EQY - Charlotte-Monroe Executive	N/A	N/A	First and second phase of land acquisition to allow for additional hangar area on west side of airport property.	2100 - Hangers and Economic Development	\$ 759,600	6.36			
53	25	10	A130127	Aviation	Monroe	EQY - Charlotte-Monroe Executive	N/A	N/A	Land acquisition and a design process is necessary to allow for an expansion to existing parking.	1325 - Construct non-revenue terminal public parking area	\$ 980,411	6.28			

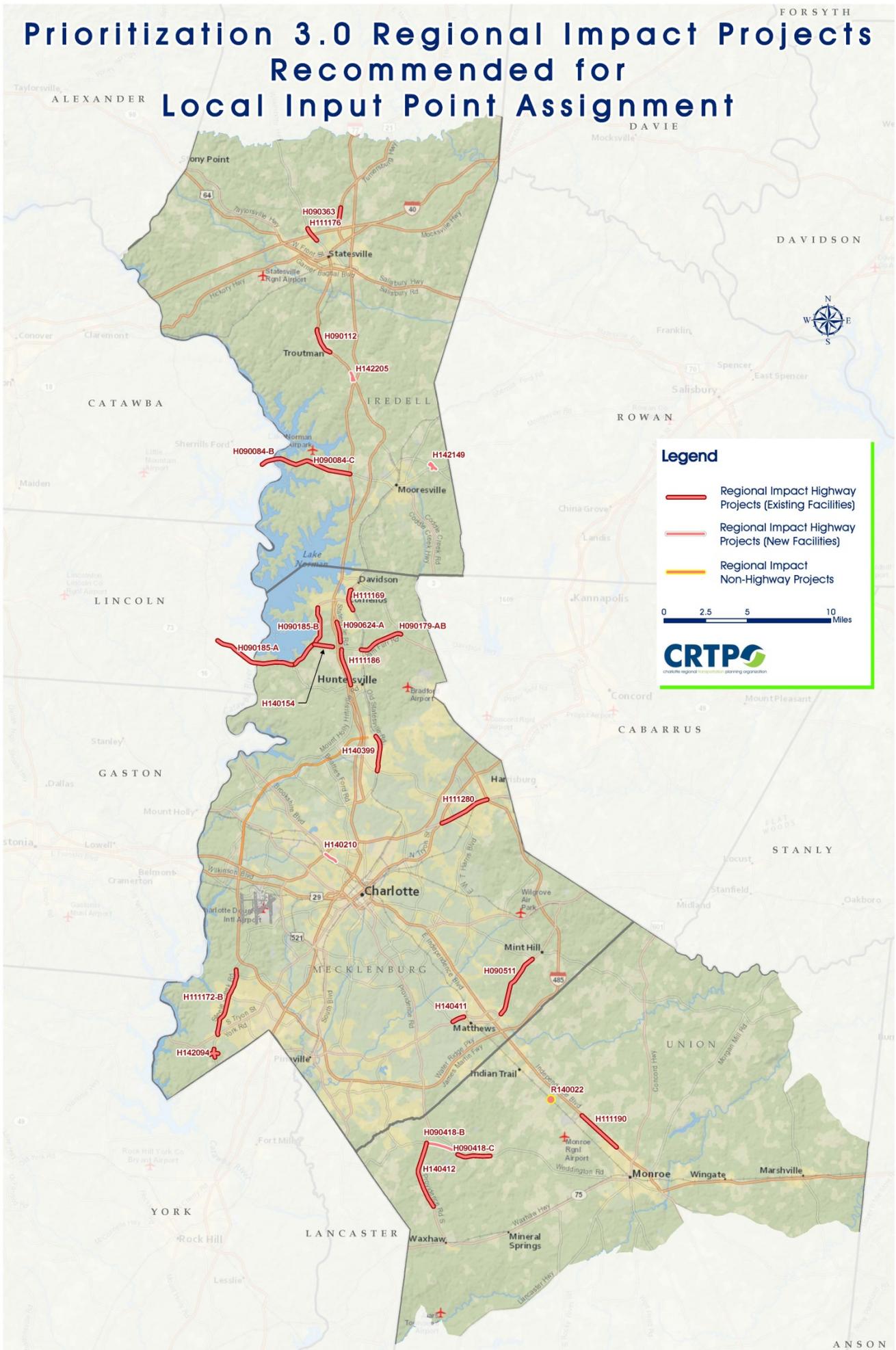
Prioritization 3.0 Division Needs Projects Recommended for Local Input Points Assignment



- Legend**
- Division Needs Highway Projects
 - Division Needs Non-Highway Projects



Prioritization 3.0 Regional Impact Projects Recommended for Local Input Point Assignment



Legend

- Regional Impact Highway Projects (Existing Facilities)
- Regional Impact Highway Projects (New Facilities)
- Regional Impact Non-Highway Projects

0 2.5 5 10 Miles

CRTPC
Charlotte Regional Transportation Planning Organization

RESOLUTION
ENDORISING CRTPO'S LOCAL INPUT POINT ALLOCATIONS TO
PROJECTS PROPOSED UNDER NCDOT PRIORITIZATION 3.0

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

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

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

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

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

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

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

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

Sarah McAulay, Chairwoman

Robert W. Cook, Secretary



charlotte regional transportation planning organization

600 East Fourth Street
Charlotte, NC 28202
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www.crtpo.org

TO: CRTPO Delegates & Alternates
FROM: Robert W. Cook, AICP
CRTPO Secretary
DATE: August 11, 2014
SUBJECT: 2012-2018 TIP Amendments

REQUEST

The MPO is requested to amend the 2012-2018 Transportation Improvement Program as noted in the table below.

TCC RECOMMENDATION

At its August 7, 2014 meeting, the TCC unanimously recommended that the MPO amend the TIP as noted in the table below.

BACKGROUND

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

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

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:

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

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 2040 Metropolitan Transportation Plan has a planning horizon year of 2040 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 August, 2014.

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 August, 2014.

Sarah McAulay, Chairwoman

Robert W. Cook, Secretary

CRTPO Bicycle & Pedestrian Work Group DRAFT Mission Statement

Mission

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

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

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



charlotte regional **transportation** planning organization

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TO: CRTPO Delegates & Alternates
FROM: Robert W. Cook, AICP
CRTPO Secretary
Date: August 12, 2014
SUBJECT: MPO Bylaws

REQUEST

This item is on the agenda for information only; action is not requested at this time.

BACKGROUND

- The Metropolitan Transit Commission (MTC) became a voting member of the MPO at the time of the adoption of the revised Memorandum of Understanding (MOU) in October 2013.
- The MOU does not mandate that the MTC representative be an elected official; however, the MPO bylaws require elected official status.
- The MTC has requested that the MPO amend its bylaws to permit the MTC representative to be a non-elected official.
- This item was referred to the TCC for discussion and recommendation by the MPO chairwoman at the July CRTPO meeting.
- This topic was considered at the July 30 and August 6 Transportation Staff meetings, and at the August 7 TCC meeting. The TCC voted unanimously to advise the MPO that it believed that the MTC's request to modify the bylaws was reasonable and to recommend the modified bylaws text below.
- The TCC also recommended that a clause be added to the bylaws stating that "Technical Coordinating Committee members shall not be voting members of the MPO." This recommendation was made because the MTC's membership includes current TCC members.

TCC RECOMMENDATION

The text below is an excerpt from the MPO's bylaws, modified to include the TCC's recommended changes.

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

ARTICLE IV – MEMBERS

Section 1 – Number and Qualifications

As specified in the Memorandum of Understanding, the MPO shall consist of voting members that are elected officials from the planning area of the Charlotte Regional Transportation Planning Organization ~~and the Metropolitan Transit Commission~~. In addition, the North Carolina Board of Transportation shall be represented by those members appointed to serve Division 10 and Division 12, and the Metropolitan Transit Commission (MTC) shall be represented by a voting member of the MTC. Nonvoting members shall be those from the Charlotte-Mecklenburg Planning

Commission, Iredell County Planning Board, Union County Planning Board, Federal Highway Administration and any jurisdiction in the planning area not eligible for voting membership. Technical Coordinating Committee members shall not be voting members of the MPO.

METROPOLITAN TRANSIT COMMISSION

June 25, 2014

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

Dear Madam Chairperson,

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

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

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

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

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

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



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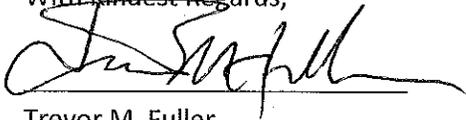
METROPOLITAN TRANSIT COMMISSION

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

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

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

With Kindest Regards,



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

Carolyn Flowers
Chief Transit Official
Charlotte Area Transit System (CATS)
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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