



600 East Fourth Street  
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www.mumpo.org

TO: Mecklenburg-Union MPO Delegates & Alternates  
FROM: Robert W. Cook, AICP  
MUMPO Secretary  
DATE: May 14, 2013

**SUBJECT: May 2013 Mecklenburg-Union MPO Special Meeting  
Wednesday, May 22, 7:00 PM**

The May 2013 meeting of the Mecklenburg-Union Metropolitan Planning Organization (MUMPO) is scheduled for Wednesday, May 22, 2013. The meeting will begin at 7:00 PM and will be held in **Room 280** of the Charlotte-Mecklenburg Government Center, 600 E. Fourth St., Charlotte.

**6:00 PM Education Session: Strategic Mobility Formula**

An education session will be held at 6:00 PM in Room 280 to update the MPO on the Strategic Mobility Formula. A light meal will be provided.

[Click here](#) for more information about the Strategic Mobility Formula.

***PLEASE NOTE: Charlotte-Mecklenburg Government Center Access Changes\****

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

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

# Mecklenburg-Union Metropolitan Planning Organization

May 22, 2013

Room 267-Charlotte-Mecklenburg Government Center

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## 6:00 PM Education Session

### Topic

Strategic Mobility Formula

*Legislation is now pending in the General Assembly that, if enacted, will significantly change the way transportation projects are funded. Potential impacts of the legislation will be discussed.*

## 7:00 PM Meeting Agenda

1. **Call to Order** Sarah McAulay
2. **Adoption of the Agenda** Sarah McAulay
3. **Citizen Comment Period**
4. **Ethics Awareness & Conflict of Interest Reminder** Sarah McAulay
5. **Approval of Minutes** Sarah McAulay  
*ACTION REQUESTED: Approve the April 2013 meeting minutes as presented.*
6. **I-77 HOT Lanes Project** Bill Coxe  
*ACTIONS REQUESTED:*
  - a. *Make a finding of air quality conformity on the 2035 Long Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP); and*
  - b. *amend the LRTP; and*
  - c. *amend the TIP.*

*Specific language for the proposed actions recommended by the Technical Coordinating Committee (TCC) can be found in the attached memorandum from Bill Coxe on behalf of the Technical Coordinating Committee's I-77 Technical Team, dated May 13, 2013.*

*TCC RECOMMENDATION: The TCC unanimously recommended that the MPO amend the LRTP and TIP, and to make an air quality conformity determination by finding that both documents conform to the purpose of the North Carolina State Implementation Plan.*

*BACKGROUND: Over the last several months, the TCC and MPO have been presented with details and updates about the proposed I-77 HOT lanes project. In addition a public comment period was held from March 23 to April 22, 2013 to receive public input. The MPO is now being asked to take action on amendments to the 2035 Long Range Transportation Plan and the 2012-2018 Transportation Improvement Program to allow the proposed project to move forward. More information can be found on the MPO's website at [mumpo.org/i-77](http://mumpo.org/i-77).*

*ATTACHMENTS: TCC recommendation memorandum and appendix; public involvement information.*

- 7. 2040 Long Range Transportation Plan**  
**a. Financial Plan Assumptions** Andy Grzymiski  
*ACTION REQUESTED: Adopt the proposed 2040 LRTP financial assumptions as presented.*
- TCC RECOMMENDATION: The TCC unanimously recommended that the MPO adopt the LRTP financial assumptions as presented.*
- BACKGROUND: See attached memorandum.*
- ATTACHMENT: Memorandum.*
- b. Plan Development Update** Nicholas Landa  
*ACTION REQUESTED: FYI*
- BACKGROUND: Information will be provided about the LRTP update process.*
- 8. Miscellaneous TIP Amendments** Robert Cook  
*ACTION REQUESTED: Approve amendments to the 2012-2018 TIP as presented.*
- BACKGROUND: See attached memorandum for more information.*
- ATTACHMENTS: TIP amendments memorandum; draft resolution.*
- 9. Draft FY 2014 Unified Planning Work Program (UPWP)** Robert Cook  
*ACTION REQUESTED: Adopt the FY 2014 UPWP as presented.*
- BACKGROUND: The UPWP is adopted annually in accordance with joint Federal Highway Administration/Federal Transit Administration (FHWA/FTA) transportation planning guidelines. The UPWP describes the planning activities that are anticipated for the coming fiscal year and documents the allocation of state and federal funds associated with each planning activity.*
- ATTACHMENT: Proposed funding allocation spreadsheets.*
- 10. Memorandum of Understanding Subcommittee** Robert Cook  
*ACTION REQUESTED: FYI*
- BACKGROUND: A report on the Subcommittee's activities will be provided.*
- 11. Adjourn**

**MECKLENBURG-UNION METROPOLITAN PLANNING ORGANIZATION**  
**Charlotte-Mecklenburg Government Center, Room 267**  
**April 17, 2013 Meeting**  
**Summary Minutes**

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**Members Attending:**

Michael Barnes (Charlotte), Chuck Travis (Cornelius), Brian Jenest (Davidson), Sarah McAulay (Huntersville), James Taylor (Matthews), Dumont Clarke (Mecklenburg County), Carl Ellington (Mint Hill), Margaret Desio (Monroe), Lynda Paxton (Stallings), Frank Aikmus (Union County), Werner Thomisser (Weddington), Brad Horvath (Wesley Chapel)

**Non-Voting Members Attending:**

Greg Phipps (Charlotte-Mecklenburg Planning Commission)

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**1. Call to Order**

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

**2. Adoption of the Agenda**

Motion:

Mayor Taylor made a motion to amend the agenda as presented with no changes. Brian Jenest seconded the motion. Upon being put to a vote, the motion was unanimously approved.

**3. Citizen Comment Period**

MUMPO provides the standard three minute time period for public comments; however, the topics addressed under a. and b. below were permitted ten minutes each because the presenters represented a larger group of concerned citizens.

- a. Kurt Naas, representing a group known as Widen I-77.org, presented information to the MPO via a Power Point presentation, the contents of which are incorporated into the minutes. Mr. Naas' presentation reviewed why his group is opposed to the implementation of HOT lanes on I-77. The presentation covered the following issues: general purpose lanes can be built for less money than HOT lanes; Lake Norman area residents will not benefit from significant travel time savings; the HOT lanes will not substantially affect travel speeds in the general purpose lanes.
- b. Frank Holleman representing the Southern Environmental Law Center, and Village of Marvin Mayor Pro Tem Anthony Burman addressed the MPO on the subject of the Monroe Parkway. Mr. Holleman stated that NCDOT documents about the Monroe Parkway state that the project was not intended to help Union County traffic problems and will not improve US 74; Mayor Pro Tem Burman's presentation focused on the need to fix existing transportation problems before spending large sums of money on the Monroe Parkway. He concluded by noting that the Sierra Club ranked the project as one of the 50 worst projects in the country.
- c. Kevin Sykes spoke about existing problems at exit 30 on I-77 and that the proposed HOT lanes project will not result in the ramps being lengthened.
- d. Sharon Hudson invited MPO members to future meetings of Widen I-77.org.
- e. Ed Toney stated he supported the efforts of Widen I-77.org and supported opposition to the Monroe Parkway.

**4. Ethics Awareness & Conflict of Interest Reminder**

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

**5. Approval of Minutes**

Chairwoman McAulay requested action on the March 2013 meeting minutes.

Motion:

Frank Aikmus made a motion to approve the March 2013 meeting minutes as presented. Margaret Desio seconded the motion. Upon being put to a vote, the March 2013 minutes were unanimously approved.

## 6. 2040 Long Range Transportation Plan

### a. Goals & Objectives

Presenter:

Nicholas Landa

Summary:

Mr. Landa stated that the request before the MPO was to endorse goals and objectives for the 2040 LRTP. Information included in the MPO's agenda packet was reviewed, including the goals and objectives development process and stakeholder and public comments. A brief overview of the proposed goals and objectives was then provided, noting changes requested by the Technical Coordinating Committee (TCC) at its March meeting. The TCC unanimously recommended adoption of the goals and objectives at its April meeting.

Motion:

Mayor Taylor made a motion to approve the 2040 LRTP goals and objectives as presented. Carl Ellington seconded the motion. Upon being put to a vote, the motion passed unanimously.

### b. Plan Update

Presenter:

Nicholas Landa

Summary:

Mr. Landa provided an update on the 2040 LRTP update process, stating that the Tier 1 ranking of candidate projects is currently underway using the MPO-approved ranking criteria. He also noted that the LRTP Advisory Committee continues to meet monthly, and at its last meeting discussed chapter development and financial plan assumptions. He then indicated that more information about financial plan assumptions will be presented as part of the LRTP agenda item.

### c. Financial Plan Assumptions

Presenter:

Andy Grzymiski, CDOT

Summary:

Mr. Grzymiski presented information to the MPO via a Power Point presentation, the contents of which are incorporated into the minutes. He stated that LRTP's are required to be "financially constrained," meaning that expected costs of projects must be equal to future revenues the MPO can reasonably expect to receive, and that the presentation's goal was to obtain direction from the MPO on what it felt were reasonable financial assumptions for the LRTP's development. The direction being requested was for funds to be programmed in the LRTP, and excluded toll revenue, local funds and funds associated with public-private initiatives.

The discussion resulted in the MPO providing the following direction:

- Mobility Fund: assume an average of \$5 million a year for the entire LRTP timeframe.
- STP-DA: assume that STP-DA funds will be used to fund small-scale projects.
- Bridge replacements: based upon NCDOT guidance, \$4.7 million in Division 10 will be subtracted from Equity Fund revenues, and \$1.3 million in Division 12 will be subtracted from Equity Fund revenues, to fund bridge replacement projects in the planning area.
- Grant Anticipation Revenue Vehicle ("GARVEE") funds: GARVEE funds have been used on several projects in the planning area, and constitute a loan based upon anticipated future revenue. The MPO's direction was to subtract the necessary GARVEE repayments from funds available to program in the LRTP.
- Growth Rate: the MPO supported applying the following growth rates to the LRTP:
  - 2.5% annual growth from 2016-2025;
  - 2.0% annual growth from 2026-2040.

Mr. Grzymiski concluded by stating that the MPO's guidance will be discussed with the TCC and that the MPO will be asked to adopt financial assumptions at the May meeting.

## 7. Transportation Improvement Program (TIP) Amendments

### Presenter:

Robert Cook

### Summary:

Mr. Cook stated that the request before the MPO was to amend the TIP to reallocate funding for locally-administered projects. He described the process begun in October 2012 to assess the viability of locally-administered projects funded with Surface Transportation Program-Direct Attributable (STP-DA) and Congestion Mitigation & Air Quality (CMAQ) funds. The project list provided in the agenda packet (shown below) was reviewed.

TIP #	Project Description	Jurisdiction	Funding Source	Recommended Action	Current Funding	Proposed Additional Funding	Proposed Total Funding
U-5113	Multi-use parking deck	Davidson	STP-DA	Remove from TIP, project no longer supported by town	\$2,000,000	\$0	\$0
U-5108	Northcross Drive Extension	Cornelius	STP-DA	Increase funding; allow funds to be used for ROW and construction	\$3,600,000	\$2,120,000	\$5,720,000
U-5114	US 21/Gilead Road intersection improvements	Huntersville	STP-DA	Increase funding	\$2,500,000	\$1,100,000	\$3,600,000
U-5110	Construct new road, US 74 to Stevens Mill Road	Stallings	STP-DA	Remove from TIP, project no longer needed as separate project	\$1,600,000	\$0	\$0
U-5115	NC 51/Idlewild Road intersection improvements	Matthews & Mint Hill	STP-DA	Increase funding; allow funds to be used for ROW and construction	\$400,000	\$900,000	\$1,300,000
U-5111	Widen Wilgrove-Mint Hill Road, NC 51 to Nelson Road	Mint Hill	STP-DA	Remove from TIP, project no longer supported by town	\$520,000	\$0	\$0
C-5538	Construct roundabout, Tuckaseegee & Berryhill Roads	Charlotte	CMAQ	Increase funding	\$729,000	\$1,118,000	\$1,847,000
C-5535	Intersection improvements, Brookshire Blvd and Lawton Road	Charlotte	CMAQ	Remove from TIP, project no longer supported by city	\$1,118,000	\$0	\$0
C-5109*	Clean School Bus Initiative	CMS & Union County	CMAQ	Remove from TIP, project not supported by CMS	\$286,666	\$0	\$0
C-4957	Indian Trail Sidewalk Projects	Indian Trail	CMAQ	Increase funding	\$1,327,000	\$286,666	\$1,613,666

### Motion:

Mayor Taylor made a motion to approve the proposed TIP amendments as presented. Chuck Travis seconded the motion. Upon being put to a vote, the motion passed unanimously.

## 8. New Ozone Standard Conformity Determination

### Presenter:

Eldewins Haynes, CDOT

### Summary:

Mr. Haynes stated that the request before the MPO was to find that the 2035 LRTP and the 2012-2018 TIP conform to the purpose of the NC State Implementation Plan. He stated that the action was necessary because in 2012, the National Ambient Air Quality Standard (NAAQS) for 8-hour ozone was revised to reflect improved scientific understanding of ozone's health impacts, and that effective July 20, 2012, the Environmental Protection Agency (EPA) declared the Charlotte area as being "marginal nonattainment" for the 2008 8-hour NAAQS. Federal regulations require MPOs to demonstrate that their TIPs and LRTPs conform to the new standard; therefore MUMPO began a 30-day comment period to receive the public's input on the proposed action. The comment period ended on April 8. There were no TIP or LRTP amendments associated with this conformity determination.

### Motion:

Ms. Desio made a motion to find that the 2035 LRTP and the 2012-2018 TIP conform to the purpose of the NC State Implementation Plan, in accordance with Clean Air Act as Amended (CAAA), and the Moving

Ahead for Progress in the 21st Century Act (MAP-21) legislation. Michael Barnes seconded the motion. Upon being put to a vote, the motion passed unanimously.

## 9. Draft FY 2014 Unified Planning Work Program (UPWP)

Presenter:

Robert Cook

Summary:

Mr. Cook stated that the UPWP sets forth work anticipated for the fiscal year. He reviewed a spreadsheet provided in the agenda packet that indicated how Planning funds from the FHWA were proposed to be allocated during the upcoming year. Some of the more noteworthy projects/initiatives were highlighted:

- The transportation demand model is an important tool in the transportation planning process and therefore is the recipient of a significant amount of funding.
- Development of the UPWP will require a larger amount of funding than in past years due to changes related to the MPO's expansion, in particular, the likelihood that the required local match of federal funds will be shared by all member jurisdictions. Changes to the UPWP process will also be needed.
- The 2040 LRTP development will require significant resources.

Additional work remains on allocating Planning funds, as well as on the allocation of Federal Transit Administration (FTA) funds. The MPO will be asked to adopt the FY 14 UPWP at its May meeting.

## 10. I-77 HOT Lanes Project

Presenter:

Bill Coxe, Town of Huntersville

Summary:

Mr. Coxe presented information to the MPO via a Power Point presentation, the contents of which are incorporated into the minutes. He stated that the public-private partnership (P3) project proposes that the MPO amend the TIP to include expanded projects for I-77 (I-5405 and I-4750AA) that deliver two HOT lanes in each direction between I-277 and Catawba Ave., and one HOT lane in each direction from Catawba Ave. to NC 150 (exit 36). The LRTP must be amended to include the above by 2025. Mr. Coxe then discussed the public involvement efforts currently underway, noting the two meetings held on April 10 and 11, and that the comment period is open until April 22.

The presentation then moved to pros and cons of the P3 proposal. Mr. Coxe stated that positive aspects of the proposal included: risk transfer to private sector; private sector responsible for almost all risks in design; construction, financing, operations and maintenance including cost overruns; private sector assumes all risk in revenues (tolls); private sector long term (50 year) capital and financing leverages public dollars; performance based requirements for all phases including operations and maintenance; handback requirements; customer focus. Potential negative aspects included: lacks flexibility for unanticipated evolution; profit motive prejudice vs. public good prejudice; uncertain coordination with other regional managed lane projects; unclear role for MUMPO or its successor organization; need to develop coordination logistics for projects that penetrate corridor.

Financial matters were then reviewed. Mr. Coxe stated NCDOT's position that no more than \$170 million is available from public dollars: Equity formula = \$149.6 M from MUMPO (or Division 10) + \$20.4 M from Division 12. Project delays may be needed to keep the project on schedule. Potential delays identified by NCDOT include:

- Division bridge replacement program shifts
- Interstate repaving delays (I-77 South, I-85, I-485)
- W. Catawba Ave. construction delayed 1 year
- Improvements @ I-277/I-77 interchange delayed 2 years
- John St/Old Monroe Rd construction delayed 1 year

Additional STP-DA funds assigned to MUMPO (\$15.6 million over 7 years) may need to be placed on existing funded projects rather than new projects

**11. Memorandum of Understanding Subcommittee Update**

Presenter:

Robert Cook

Summary:

Mr. Cook stated that after consulting with the Chairwoman McAulay, it was decided to cancel the MOU Subcommittee meeting scheduled for earlier in the day. The reason for the cancellation was that the committee's agenda was to focus largely on the subject of the required local match of federal funds and the responses to the request of local jurisdictions to indicate which of two options for sharing the match they preferred. Since only ten responses had been received, it was determined that a productive discussion was not possible. Mr. Cook noted that the ten responses to date were as follows:

<b>Option</b>	<b>Total</b>
Population	4
Voting	2
No Preference	4

Jurisdictions that had not responded were encouraged to do so as soon as possible. Mr. Cook concluded by stating that the next MOU Subcommittee meeting was scheduled for May 22, and that the agenda would focus on the local match and voting issues, and the presentation of a draft MOU.

**12. Adjourn**

The meeting adjourned at 8:30 PM.





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**Date:** May 13, 2013  
**To:** Mecklenburg-Union MPO Delegates & Alternates  
**From:** Bill Coxe on behalf of the Technical Coordinating Committee's I-77 Technical Team  
**Subject:** Recommendation on Amendments to the 2035 LRTP and the 2012-18 TIP for the Purpose of Constructing Managed Lanes on I-77 from Charlotte to Mooresville

The NCDOT has requested that the Mecklenburg-Union Metropolitan Planning Organization modify its currently adopted 2035 Long Range Transportation Plan (LRTP) and its 2012-18 Transportation Improvement Program (TIP) to include a project to widen I-77 from Charlotte to Mooresville under a Public/Private Partnership (P3) process. The requested project, known as Scenario 5 in public documents, would create a total of two (2) managed lanes, in this case High Occupancy/Toll (HOT) lanes, between I-277 (Brookshire Freeway) and Catawba Avenue (Exit 28 in Cornelius) and one (1) HOT lane in each direction from Catawba Avenue to approximately Brawley School Road in Mooresville (Exit 35.) The project would provide a direct connection from the HOT lanes on I-77 to I-277. (Note: all scenarios assumed HOV 3+)

The technical team has engaged in a year long process of information development and review on the project and concludes that all things considered, **it is appropriate to find that constructing the proposed amendments constituting Scenario 5 and opening the project in the 2025 Horizon Year allow the MPO to maintain conformity with air quality goals and financial constraints and can be recommended by the TCC to the MUMPO for approval. The technical team recommends that one condition and several other statements be appended to the recommended approval.**

Extensive information relevant to the recommendation is included on the MUMPO website at <http://www.mumpo.org/i-77>. In particular, attention should be paid to:

- 1) The proposed amendments report.
- 2) The air quality conformity determination report.
- 3) The "project overview" document that provides summary information on the concept of the managed lanes proposal for this corridor.
- 4) The presentation from the April 11, 2013 public workshop which describes the project and its potential impact on travel speeds in the general purpose lanes by the year 2035.
- 5) The public comments that have been received on the amendments.
- 6) Background documents under the heading of "Managed Lanes/P3 Resources" that give detailed information on both the concept of managed lanes as well as the use of Public/Private Partnerships (P3) as a delivery and (in this case) operations and maintenance tool.

Two tests must be met for MUMPO to incorporate the proposed project into the LRTP & TIP. First, the MUMPO must find that the amendments allow it to continue to meet air quality goals. ***The conformity determination report referenced above concludes that the five examined scenarios, including the requested action, will allow the LRTP and TIP to continue to meet transportation conformity by producing predicted emissions levels that are within the approved pollutant emission levels for the region.***

Second, when amended to include this project, the LRTP and TIP must be found to be fiscally constrained; i.e. there must be a reasonable expectation that sufficient revenues will be available to accomplish the programs within the estimated time frames. ***Analysis by NCDOT and local staff indicate that if the public contribution to the project is capped at \$170 M, expected funds over the next seven years would cover the public share.*** NCDOT staff in the Program Development Unit has worked with local staff to identify approximately \$170 million dollars in public funds between Divisions 10 and 12 that can be used to leverage a potpourri of federal loans and private funds that would be assembled by a private concessionaire to deliver the project. Because the two divisions currently draw from different Equity funding regions, the attached information acknowledges that distinction. The Division 10 share of the amount needed in public funds is slightly less than \$150 M.

The final and more difficult test is to determine if the requested transportation decision is in the best interest of the corridor and region. In examining this issue, it is appropriate to discuss what will and will not be accomplished by the investment, whether to wait and see if either the MPO's upcoming 2040 LRTP or the Governor's proposed Strategic Mobility Formula would alter outcomes, financial risks, and public input.

#### Project benefits

- Managed lanes provide long term sustainable and reliable travel times in those lanes, thus providing an option to avoid congestion in the general purpose lanes.
- Long term reliable travel options, including managed lanes and rapid transit, support economic development. Witness these investments in thriving economic centers.
- The project rewards multi-occupant vehicles and begins to introduce the success criteria of "persons moved" as a supplement to the traditional "vehicles moved."
- The financial structure imbeds maintenance, operational, and enforcement funding (managed lanes only).
- The P3 structure provides long term funding that does not impact NC debt capacity.
- The private sector assumes all funding (revenue) risk.

#### Project shortcomings

- Coordination with other elements of I-77 corridor is not identified.
- Interchange upgrade needs are not addressed.
- Capacity across causeways is insufficient for long term needs.
- Short term relief of congestion in the current general purpose lanes could be provided with the addition of a general purpose lane rather than a managed lane.
- Coordination with other managed lane corridors in the region and with the MPO is unclear.
- Public acceptance/understanding of the idea has not been adequately developed (the "first time" effect).

#### Should the MPO wait?

- The schedule for private concessionaire teams is to submit proposals in September. Delayed action by the MPO would introduce uncertainty into the private procurement process, possibly deterring bidders.
- The MPO's fiscally constrained project list for the 2040 LRTP update is anticipated to be finalized in September.
- The MPO's project evaluation criteria will elevate projects that have a high congestion relief element.
- The Governor's Strategic Mobility Formula schedule, project selection, and ranking criteria are unclear, and the Statewide tier decision matrix eliminates MPO opinion from rankings. There appears to be the intention to reward projects that provide additional funds from locally controlled or non-traditional sources. Current Mobility Fund projects (including current I-77 proposal) scheduled through June 2015 are supposedly protected.
- Delay in a vote by the MPO would require another air quality conformity determination under new emissions budgets and modeling software. Staff opinion is that the project would meet conformity under the new evaluation criteria.
- Essentially, it is a choice between the known and the unknown.

#### Financial considerations

- The current out of pocket public contribution to the project is capped at \$170M between Divisions 10 and 12.

- The project qualifies for Transportation Infrastructure Finance and Investment Act (TIFIA) loans due to the revenue stream from the tolling element of the managed lane operation.
- Private sector funding timeline (40-50 years) and up to 35 year repayment for TIFIA loans exceeds current State financing timelines (20 years) allowing lower up front public contribution.
- Imbedded operations and maintenance funding for managed lanes relieves pressure on traditional sources for those funds.
- Responsibility for repayment of debt is solely the burden of the private concessionaire.
- Public/Private Partnership (P3) delivery as proposed does not increase NC debt burden.

#### Public feedback

- Public response to the current project during the LRTP & TIP amendment discussion has been almost exclusively negative, including a petition with over 1200 signatures on a “Petition to stop toll roads on I-77.”
- Iredell County Commission opposes HOT lanes and supports general purpose lanes.
- Support for the project has been couched in terms of “in recognition that this proposal is the only way to get any widening for I-77, we support it.” (paraphrase of sentiment)
- MUMPO’s website page devoted to I-77 (<http://www.mumpo.org/i-77>) contains the public comments received during the amendment process.
- Public opposition focuses almost entirely on the tolling element of the project. There is a thread of opposition to the private control of the project. The benefits of managing the transportation investment for long term value are not part of the current public debate.
- Public opinion research in this corridor conducted under the Fast Lanes Phase III study indicates a roughly even split of opinion between widening I-77 now under a HOT lanes construct versus waiting an indefinite amount of time in the hope of some other option.
- The public sentiment regarding managing new capacity lanes through tolling that was identified in the I-77 corridor does not differ significantly in either I-485 or US 74 corridors where similar managed lanes are proposed. Significant outreach is needed to help the public understand the financial and long term management issues involved.

#### Technical Coordinating Committee Recommendations to the MPO

At its May 2, 2013 meeting, the Technical Coordinating Committee unanimously recommended that the MPO take the following action

- a. Air Quality Conformity Determination  
Find that the 2035 Long-Range Transportation Plan and 2012-2018 Transportation Improvement Program conform to the purpose of the North Carolina State Implementation Plan.
- b. 2035 Long Range Transportation Plan Amendment  
Amend the 2035 Long Range Transportation Plan to include a project shown in the amendment report and other public documents as “Scenario 5” to widen I-77 from Charlotte to Mooresville with HOT lanes under a public/private partnership with a condition that no more than \$170 million in public dollars provide early years funding. No more than \$150 million should come from funds that are otherwise eligible for expenditure in the MUMPO planning area. The project will be placed in LRTP’s 2025 horizon year.
- c. 2012-2018 Transportation Improvement Program Amendment  
Amend the 2012-2018 Transportation Improvement Program to include a project shown in the amendment report and other public documents as “Scenario 5” to widen I-77 from Charlotte to Mooresville with HOT lanes under a public/private partnership with a condition that no more than \$170 million in public dollars provide early years funding. No more than \$150 million should come from funds that are otherwise eligible for expenditure in the MUMPO planning area. Subsequent to the TCC’s recommendation, NCDOT requested that the project be placed in FY 14 of the TIP.

In addition to the above three actions, the TCC also recommended that the following be incorporated into the MPO’s action:

- 1) Acknowledge that roughly \$110M is already programmed in the formerly released draft 2014-20 TIP on projects that will be now accomplished by the P3 project within the MUMPO stretch of I-77. Recommend that the MUMPO acknowledge the project shifts that are likely to occur in order to assemble the additional roughly \$40M, but that these will not be fully known until the re-release of the draft TIP in the fall of 2013.

- 2) Acknowledge that this approval only allows the current procurement process to move forward, it does not guarantee the successful conclusion of this process.
- 3) Recommend that the TCC develop, as soon as practical, a list of projects on I-77 for evaluation under the LRTP update process to include, but not be limited to, additional general purpose lanes north of Cornelius. Acknowledge that these projects are to be evaluated with all other submitted projects and will be ranked according to their respective merits.
- 4) Recommend that as soon as practical, the NCDOT, FHWA, the MPO and other stakeholders undertake a strategic study of mobility needs in the corridor between Charlotte and Statesville. The study should include I-77, NC 115, the Norfolk/Southern O line, and any other possible movement routes. This study should include analysis of the long term (to be defined but greater than 20 years) vision for all modes of travel in the corridor, elements necessary to deliver appropriate investments in the various modes, and management techniques necessary for long term functioning of the investments.
- 5) Recommend that NCDOT maintain its current high level of coordination with local staff and the TCC's I-77 tech team through all subsequent elements of the procurement process and the project's implementation.
- 6) Recommend that as soon as practical, the NCDOT convene with the MUMPO a study team to determine how to integrate the potential P3 managed lanes project into other proposed managed lanes projects in this area and to clarify the MPO role in the governance of these investments.
- 7) The NCDOT should identify a project manager to coordinate all activities associated with the proposed P3 managed lanes project.
- 8) No action should be taken by NCDOT, or any other party, that would discourage non pre-arranged carpooling. This practice is known by such terms as "flexible carpooling" and "slugging."

This report is respectfully submitted on behalf of the TCC's I-77 Technical Team. This analysis is delivered with the highest level of gratitude for:

- 1) The efforts of that team to understand the ramifications of the proposal at hand and to influence them for a better project. In particular, the participation of the staff from our Iredell County partners should be acknowledged as a harbinger of the collaborative nature of the MPO;
- 2) the efforts of the NCDOT staff and their consultants to provide information and to improve the RFPs that are instructing the private concessionaires;
- 3) the efforts of consultants working with MUMPO staff and the team to craft informational materials that better communicate incredibly complicated issues; and most particularly
- 4) the efforts of the public that we serve to become informed and involved in this process.

Attachment



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## Attachment 1, Financial Details

### TCC I-77 Tech Team Recommendation on LRTP & TIP Amendments Related to I-77 North HOT Lanes Project

It is important to understand that the following details include several assumptions:

- 1) The public subsidy for the project is capped at a total of \$170,000,000 (\$170M).
- 2) The draft 2014-20 TIP which was previously released and then retracted will look similar when it is re-released this coming fall.
- 3) The projects which are identified as “slipping” in order to make up the additional needed funds are a best estimate at this time. Other projects may slip for other reasons allowing these projects to move forward, funding levels could change, or legislation could change everything.

Roughly \$170M of public funds is currently estimated as needed in the early years of the project to complete the financial package. Because Divisions 10 and 12 are currently in two different funding regions for the Equity Formula, the needed funds are divided between them. The following chart shows the breakdown between divisions as well as a summary of funds already programmed in the previously released draft 2014-2020 TIP.

#### I-77 HOT lane subsidy funding

	Division 10	Division 12	Total
Division’s share of subsidy	\$149.6 M	\$20.4 M	\$170 M
Funding already programmed in 2014-2020 timeframe	\$109.5 M	\$27.7 M	\$137.2 M
<b>Cost or savings in TIP time period</b>	<b>\$40.1 M (cost)</b>	<b>\$7.3 M (savings)</b>	<b>\$32.8 M (cost)</b>

Source: NCDOT Program Development Unit

The following charts identify the currently programmed projects in the I-77 North corridor that will be accomplished under the P3 project to widen I-77. These funds are therefore available for the needed \$170 M public contribution.

#### Division 10 Programmed I-77 North Projects

Project	Description	Available funding (2014-2020)
I-3311 E	Lane widening on I-77 from north of I-277/NC 16 (Brookshire Freeway) to north of I-85	\$14.6 M (FY 14, 15, 16)
I-4750	Additional lanes on I-77 in northern Mecklenburg and southern Iredell counties	\$15.2 M (Div 10) (FY 17, 20)
I-5317, I-5368, I-5370, I-5382	Pavement rehabilitation projects along the I-77 corridor in Mecklenburg County	\$13.3 M (FY 16, 18, 19)
I-5405	I-77 HOT lane project from north of I-277 (Brookshire Freeway) to I-485	\$42.1 M (FY 15)
Mobility funds	I-77 HOT lanes – 88 percent attributable to Division 10	\$24.3

\$109.5 M

#### Division 12 Programmed I-77 North Projects

Project	Description	Available funding (2014-2020)
I-4750 A	Additional lanes on I-77 in northern Mecklenburg and southern Iredell counties (55 percent in Div 12)	\$18.6 M (Div 12) (FY 17, 20)
I-4750 B	Additional lanes on I-77 in southern Iredell county (3 out of 9 miles)	\$5.8 M (FY 20)
Mobility funds	I-77 HOT lanes – 12 percent attributable to Division 12	\$3.3 M

\$27.7 M

Under this scenario, the remaining need for public funds from Division 10 (and thus affecting MUMPO) is \$40.1M.

A collection of projects has been identified that **could** be adjusted to achieve the \$40.1M in needs during the 7 year TIP period. The final impact will likely not be known until the fall of 2013 when the revised draft 2014-2020 TIP is scheduled for release. It should be noted that on April 30, 2013, legislation was introduced in the General Assembly to implement the Governor's Strategic Mobility Formula which could have significant impact to the development and release of the TIP.

**Potential Division 10 project changes:**

- Division bridge replacement program shifts
- Interstate repaving delays (I-77 South, I-85, I-485)
  - 4 projects delayed 1-2 years
  - 1 project delayed 2 years
  - 2 projects delayed 3 years
- W. Catawba Ave. construction delayed 1 year (r/w stays on schedule)
- Improvements @ I-277/I-77 interchange delayed 2 years
- John St/Old Monroe Rd construction delayed 1 year (r/w stays on schedule)
- Additional STP-DA funds assigned to MUMPO (15.6 M over 7 years) placed on existing funded projects rather than new projects



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

**TO:** Mecklenburg-Union MPO Members  
**FROM:** Robert W. Cook, AICP  
Charlotte Department of Transportation  
**DATE:** May 10, 2013  
**SUBJECT:** **I-77 HOT Lanes Public Involvement**

The NC Department of Transportation requested that MUMPO amend its 2035 Long Range Transportation Plan (LRTP) and 2012-2018 Transportation Improvement Program (TIP) in order to implement high occupancy toll (HOT) lanes on I-77 between Charlotte and Mooresville. In response, an outreach effort was begun to solicit public input. Listed below is a summary of public involvement efforts.

#### **Public Comment Period**

A public comment period was held from March 23, 2013 through April 22, 2013.

#### **Public Meetings**

Two public meetings were held.

- April 10, 2013 CPCC-Merancas Campus in Huntersville
- April 11, 2013 Oaklawn Academy in Charlotte

16 people attended the Huntersville meeting.

2 people attended the Charlotte meeting.

#### **Project Overview**

A ten-page project overview was prepared that provided details about the proposed project, as well as general information about the concept of managed lanes.

#### **Website**

MUMPO's website was updated with all pertinent information and a variety of resources. An on-line commenting feature was also added.

#### **Media Release**

A media release was distributed on MUMPO's behalf by the City of Charlotte's Corporate Communications & Marketing Division. The release was sent to media outlets in the region.

#### **Comments Received**

27 comments were received during the public comment period via MUMPO's website.

3 comment sheets provided during the public meetings were returned.

3 comments were received via e-mail or regular mail.



**Petitions**

Petitions containing approximately 1400 signatures opposing HOT lanes on I-77 were received.

Attached to the document are comments received during the public comment



**PUBLIC COMMENT FORM**  
**I-77 Improvements**

April 10, 2013  
Huntersville

Please use this form to provide comments on the proposed improvements to I-77. Comments must be received no later than the close of business, April 22, 2013.

**NAME:** Elmar Hiltz - Iredell County Planning

**ADDRESS:** \_\_\_\_\_

**E-MAIL ADDRESS:** \_\_\_\_\_

**COMMENT:** the colors on the legend are hard to translate to the map - Not the same shades. Maybe overlay the legend over an aerial to make it look same same?

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
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- Add additional pages as necessary -

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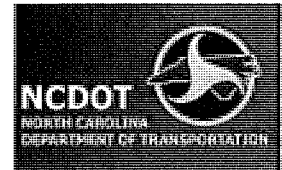
**All public comments should be sent to**

MUMPO Secretary

Regular mail: 600 E. Fourth St  
Charlotte-Mecklenburg Government Center-8<sup>th</sup> floor  
Charlotte, NC 28202

FAX: 704-336-5123

On-line: [www.mumpo.org/i-77](http://www.mumpo.org/i-77)





**PUBLIC COMMENT FORM**  
**I-77 Improvements**

April 11, 2013  
Charlotte

Please use this form to provide comments on the proposed improvements to I-77. Comments must be received no later than the close of business, April 22, 2013

NAME: Allison Billings  
ADDRESS: 200 S. Tryon St #1600 CLT NC 28202  
E-MAIL ADDRESS: afbillings@innovative-us.com

COMMENT: Very concerned about flyover from 77 to 277 and about widening of I-277 to accomodate HOT lanes.

Concerned about design impacts and noise.

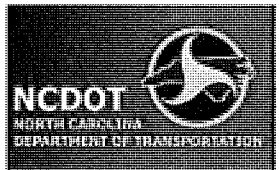
Want to learn more about EA process + community involvement efforts. Need to get more center city stakeholders and adjacent property owners to learn more about the proposed project.

- Add additional pages as necessary -

\*\*\*\*\*

**All public comments should be sent to**

MUMPO Secretary  
Regular mail: 600 E. Fourth St  
Charlotte-Mecklenburg Government Center-8<sup>th</sup> floor  
Charlotte, NC 28202  
FAX: 704-336-5123  
On-line: [www.mumpo.org/i-77](http://www.mumpo.org/i-77)





### PUBLIC COMMENT FORM

#### I-77 Improvements

April 10, 2013  
Huntersville

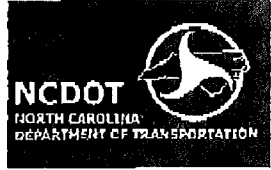
Please use this form to provide comments on the proposed improvements to I-77. Comments must be received no later than the close of business, April 22, 2013.

NAME: Vince Winegardner  
 ADDRESS: 13412 Robert Walker Dr. Davidson NC  
 E-MAIL ADDRESS: Vwinegardner@bell-south.net  
 COMMENT:

- CANCEL / DELAY HOT LANE COMMITMENT ON I-77.
- TAKE OUR CHANCES WITH NEW PRIORITY METHODOLOGY IN MUMPO / STATE STIP
- HOT IMPROVEMENT SOUTH OF I-85 FUNDS \$300 TO \$400 MILLION OF ROAD TOLL IMPROVEMENTS  
E.G. LAKE NORMAN PAYS FOR ROAD INFRASTRUCTURE IN CHARLOTTE, USED BY CHARLOTTE, EASTONIA, CONCORD, ETC DRIVERS (AND LAKE NORMAN)
- MONEY SAVED IMPROVE NON-TOLLABLE ROADS IN REGION / STATE.
- ISSUE UNFAIR TO LAKE NORMAN COMMUTERS.
- Add additional pages as necessary -
- CONGESTION GUARANTEED TO WORSEN.

\*\*\*\*\*  
All public comments should be sent to

MUMPO Secretary  
 Regular mail: 600 E. Fourth St  
 Charlotte-Mecklenburg Government Center-8<sup>th</sup> floor  
 Charlotte, NC 28202  
 FAX: 704-336-5123  
 On-line: [www.mumpo.org/i-77](http://www.mumpo.org/i-77)



*Ermine Impact*  
 - Environmental study is now thru 2017. Why not thru life of project

Name	Address (City, State, Zip)	Please submit comments in the space provided below.	Comments: (continued)
Joseph Brodbeck	21619 Colina Drive	NO TOLL LANES!	
Joe Lee	130 Stone Ridge Lane, Mooresville, NC 28117	I am very disappointed in the survey questions above and didn't think it would be valuable for me to respond to them. MUMPO is asking reasonable questions, but are not providing a reasonable amount of information and several of the questions are worded in a way that make it appear that MUMPO is only interested in building HOT lanes to address traffic concerns. An example question that I believe is inappropriate is 'I just don't like toll roads'. The way it is worded, along with other questions, makes me believe that person that selects that answer doesn't care about anything other than avoiding tolls. Does anyone like paying tolls??? As for the scenarios that MUMPO is proposing. It appears that 5 options are well thought out, but all lack information on cost of construction, maintenance and operation of the HOT lanes. Also, I would like to see the expected revenue that these options expect to generate and how that money will be used. Also, what will happen if the expected revenue is not generated. As a tax payer and citizen of North Carolina, I would expect much more from NC DOT and MUMPO. Why wouldn't these groups disclose all this information, so an informed decision can be made? The only answer I can come up with for this question is that NC DOT and MUMPO either think they can make a better decision than the citizens at large or they just don't care what we think. Without the financial information on these projects, I can't determine if any of the HOT lane options would be beneficial. Also, I believe we should see an option with general purpose lanes as well, before any decisions are made. I can't understand why we would have this as an option to consider.	
Geoffrey White	Huntersville, NC 28078	We are all in agreement that I-77 north through Huntersville, Cornelius and Davidson has more traffic than the road can handle. This is borne out through traffic counts on I-77 from I-485 through exit 30. These numbers are understated as traffic that should use a functional I-77 are clogging both Highway 21 and 115 through the area. Additionally, I-485 which is nearing completion from the east will further add to the congestion. Anyone traveling northbound during rush hour will likely come to a complete halt when the interstate chokes down from 4 lanes to 2 while at the same time having the added benefit of additional traffic from I-485. Where the question arises is how this heavily traveled artery through the Charlotte region can be so low on the priority schedule for public funding that it is 10-20 years from receiving consideration. How can a project that ranks in the top 10 for the state be in the 80+ in priority for the region? This is the only section of through interstate in Mecklenburg county that has not been widened. I-85 has enjoyed widening for almost its entire stretch from South Carolina through Greensboro. The south side of Charlotte has enjoyed the wider I-77 as well as a light rail to ease congestion. There appears to be a lack of equity in allocating public funds for highways in northern Mecklenburg County. This has an impact on property values throughout the Lake Norman area. I would ask each member of MUMPO to get in their car and leave downtown at 5:00 on any weekday, enjoy the DOT created bottleneck that starts at I-485 everyday and rethink the priority of public money for this project. Why should this section of a through interstate in our county be the only one that charges a toll to gain relief from the congestion? By the way, the questions at the beginning of this questionnaire are so skewed that they do not encourage a reasonable discourse on the topic. Appears to be a done deal by the time the public has the opportunity to comment.	
Roger Pelz	8031 Pendley Lane, Huntersville NC 28078	Please reconsider support for toll lanes. Less than 5% of toll lanes today are mixed toll and general purpose (aka Managed Lanes). Managed lanes have been in service for less than 15 years - not enough time to justify a 50 year commitment. The bid documents envision a minimum of two ingress/egress points between I-85 and Exit 36. That would completely fail to meet the needs. Please do not endorse a plan no fuller thought out than this. The reality is that managed lanes would require new connectors/ramps from the HOT lanes up to the existing interchanges. While some perceive only a few such connections, less would fail to meet business or commuting needs. Since the general purpose lanes will still be congested (near standstill for miles) leaving the HOT lanes to reach an off-ramp during peak hours will be near impossible. Traffic in the HOT lanes will be managed by vehicles stopping while trying to exit. You can postpone the decision to embark on this path. Just fund improvements that are known to work to improve traffic flow and improvements that have been studied and endorsed:	
Bruce Andersen	16125 Weatherly Way, Huntersville, NC 28078	Remember a bad solution is far worse than doing nothing. Questions are a little mis-leading. I believe you will get more predictable travel times, but the times will be longer than now. Overall issue is that the construction needs to occur north of exit 23, not around I-277. There are enough lanes to support traffic south of I-485 for many years. In discussing growth, Davidson and Cornelius are about built out, so not going to get a lot of traffic from there. Most of the traffic will come from Iredell county, which means, build there. Why are we not looking at the lack of success HOT lanes have had across the country. Do we really want to follow Atlanta again. I am concerned that nobody is talking about the huge amount of work that will need to occur and each of the exits. All will be impacted. If it were me, I would first build a third lane on I-77 South from exit 23 to mile marker 20. Huge gain with only 2.5 miles of road. Then, stay with I-77 South. It is worse in the morning than in the afternoon and expand from exit 23 to 28. Then expand from exit 23 to 28 going North. Then move further north, starting on I-77 South first. Fwell like this is being crammed down our throats without enough review.	Fund intersection improvements at Exits 23 & 25 which involve direct connections to parallel Hwy 21. Fund extending all on & off-ramps in the study area to reduce or eliminate impact on traffic flow. Fund one more lane (in the median). If after more time for study, HOT lanes are still the only way to further improve flow, then all the above will serve to make it work better.
Jim Gilmore	Cornelius, NC, 28031	I respectfully suggest that local, county and state leaders remember that the primary role of government is to pay for and provide basic or essential services such as Public Safety, Police, Fire Protection, schools and basic infrastructure such as roads, bridges, sewer and sewage, etc. - ALL OTHER PROGRAMS AND PROJECTS ARE SECONDARY IN NATURE AND A LOWER PRIORITY THAT THESE! The families who live in the localities that access I-77 and other highways are taxed well enough. It is time to DRAMATICALLY REDUCE the dollars spent on secondary (not first priority) projects. Find the money to get it done via current gas taxes, etc. Widen the highway to give access to all travelers. The idea that local citizens have to pay additional tolls to use highways that are for everyone to use, is quite frankly absurd.	
Patrick Miller	2210 Winthrop Ridge Rd	The people of Charlotte do not want HOT Lanes. Do you hear us? Are you listening?	
Robert King	Davidson, NC 28036	How about stopping government waste. We all give enough in taxes. Hell our gas tax is the highest in the region.	
Brian register	9924 bayart way huntersville nc	I would hope that MUMPO would consider the importance of I77 to the region. If the road remains congested, that will affect Charlotte's ability to attract business. I77 has more truck traffic on it than I85 and I40, yet it has not been improved significantly since it was constructed and the other major highways have. The HOT lanes are a problem because of 1, equity - no other communities around a major interstate have tolls. 2, they won't solve the congestion problem but will make it worse. We'll even lose the minor benefit of 2x in the HOV lanes, since it goes to 3x. The problem is between exit 23 up to 30. You could alleviate it probably for the next 10-15 years by adding 1 lane. Surely money can be reallocated for that. I cannot understand how the widening of I77 ended up 92 on the priority list. If it is because of the hope of rail, then it needs to be reexamined, because I don't expect anything on that in the next 10 years. I am not against tolls, just HOT lanes. If you toll the entire road, then everyone pays and it changes behavior. I fear that the community will be very mad if the HOT lanes go in and they can't get on and off easily for the HOT lanes so they don't really help anything. Maybe they help Mooresville residents but how can you have people really getting to the HOT lanes at every exit. The presentations (I have been to 3) do not cover the details of the I77 proposal, just the concept of HOT lanes. Furthermore, when cars are on autopilot, that could really change things. Is it wise to lock ourselves up for 50 years?	
Kathy Pearce	102 Julia Circle	Dear MUMPO, A 50 year contract. This project will cost more than general lanes. These type of lanes have not worked in other cities. Why are we trying to make this work when this is proven to be the wrong solution? Everything about this proposal is bad for the state, Charlotte, and local cities. HOT Lanes are the wrong answer and I plan to vote again any public official who is for this decision.	
Nick Palazzo	Mooresville, NC 28115	I would prefer additional lanes with no tolls, but if that is not possible immediately, I prefer they be built with tolls and not delay construction.	
Elizabeth Scott	1114 South St	Residents in the Lake Norman area using I-77 pay as much in state and federal taxes, vehicle property taxes and gasoline taxes as anyone else. But we are neglected and do not get the roads. I-77, Hwy. 115, Hwy. 73, Hwy. 150, and Hwy. 21 are all underbuilt because for decades the government leadership at all levels has ignored the obvious needs of our population growth. Meanwhile, travel to just about every other city in the state and country and you find much better roads. It is disturbing that our state is about to embark on a \$50 million project to ensure timely airport commutes and does nothing to facilitate the daily commute of thousands of Lake Norman residents to and from Charlotte without paying a toll which is yet to be determined and will be paid to a private corporation. Meanwhile, the residents of this state pay higher than average taxes with little to show for it. We currently have widened interstates, or projects approved to widen interstates, in and out of Charlotte, south beyond Rock Hill, west to Kings Mountain, and east to Durham, but north only as far as exit 23. The Toll/HOT proposal does not address or improve local transportation needs. Many trips in the area are from one local exit to another, such as exit 30 to 25. The HOT lane concept does nothing to add benefit to the majority of citizens and local businesses. Alternate routes, such as NC 115 or US 21 will still remain seriously inadequate. The NC DOT plan at one time was eight lanes of I-77 from Charlotte to I-40. NCDOT and MUMPO needs to ask to explain publicly to the citizens of this area why a project to widen I-77 slipped twenty years and what happened to the funds to do so. It appears money they don't have to spend on I-77 is money that can be used to resolve other road issues and is discriminatory to the citizens of the LKN area.	
Clay Furches	19800 Callaway Hills Ln, Davidson NC 28036	It is difficult to believe that a state that charges some of the highest gas taxes in the country could not find the money for another 15 years to widen I-77. Also, it always seems that the Lake Norman area gets road improvements last. In the construction of the I-485 belt, Lake Norman residents are still waiting for their segment to be finished while plans for widening the south Charlotte part of the belt are already in the works. Proposing tolls to Lake Norman drivers is adding insult to injury.	
Beverly Joffe	Huntersville, NC 2808		

**Liz Raap** 9905 CALDWELL DEPOT RD

I firmly believe that NC DOT by way of the NC GA wastes money building unnecessary roads all across the state, or repeatedly rebuilding doomed roads. NC DOT should only have to be responsible for interstate highways and modes of transport, and local planning organizations should not have influence over roads not even in their county. MUMPO has allocated lots of money to non-interstate projects, and ignored very serious problems on interstates. Non interstate roads should be handed back to the counties/towns and paid for out of property taxes, while the gas tax is reduced to fund just interstate priorities. NC DOT can then prioritize road projects on interstates based on data and facts instead of politics. I am very concerned that I-77 is no longer just a rush hour problem, but is congested 24-7 and this is not an exaggeration. Without general capacity, and limited additional capacity, the extra cars just spill onto local two lane roads and cause more gridlock than there already is, navigating north-south along this corridor is a time consuming affair today. Congestion pricing means that a finite number of cars can use the extra lanes or the whole thing blows apart. What happens when that capacity is reached, the road is again gridlock (assuming anything is fixed) and additional local gridlock ensues? None of this even considers the impact of truck traffic or non-commuting traffic which is a significant cause of congestion. Please don't do this. One more thing, I read an article that legislation was introduced to exempt members of MUMPO from state ethics requirements. I guess whoever is responsible for this is tone deaf as questions about road funding priorities continue to be raised.

**Susan Sell** 18320 Dembridge Dr.

Please consider the following easy, inexpensive alternatives which will have immediate impact: 1) add ramp meters to the on-ramps at exits 30, 28, 25, and 23 to manage the rate of the cars entering the freeway, and to prevent the large clusters of cars that stop the flow of traffic during the morning commute. These meters are prevalent in Los Angeles and work to stagger the cars accessing the freeway during high volume periods. 2) invest in new HOV signage going south on I-77 (between exits 23 and 18). Move the HOV sign to the left. Add new signs that identify the other lanes. (the HOV sign currently sits too far to the right and is confusing for drivers) The signage and freeway markings need to direct drivers to use the lanes available to them. It seems that during the morning commute, drivers are slow to occupy the lanes available to them at the point where the lanes increase from 2 lanes to four. 3) restrict multi-axle trucks to the right lane going south between exits 36 and 23. This will allow cars in the left lane to move smoothly. Also, these trucks do not need to access the HOV lane so they don't need to be in the left lane. 4) Develop similar solutions for the evening commute using overhead metering signals where I485 merges with I-77 and add on-ramp meters at exits 18, 23 and 25. Identify a lane for trucks to use.

**William McClellan** Cornelius, NC, 28031

Toll lanes for I-77 North of Charlotte are MUMPOs way of ignoring the needs of the Lake Norman area. No other area of Charlotte has been subjected to toll lanes that will be in place for 50 YEARS to get their roads improved. Given limited resources available a conscious decision has been made to not expend resources to widen I-77 and instead allow a for-profit private entity to hold the Lake Norman area hostage for longer than I will likely be alive. The excuse most often repeated to justify toll lanes is that I-77 won't be improved for years without the private funding, but that's only because local groups such as MUMPO have decided not to fund I-77 widening and instead fund other projects. To use MUMPOs own decision as the excuse for inflicting toll lanes on the Lake Norman area as if it were some unalterable law of nature is dishonest and insulting. At least own up to the fact that special interests have decided to fund their own pet projects instead of one of the more pressing traffic problems in Mecklenburg county. Evidence of the above is evident in NCDOTs recently revised strategic prioritization process. To reduce the influence of special interest groups (this very situation), NC legislature passed a law requiring strategic prioritization to be based on hard data. In the most recent data available (from 2012) the widening of I-77 is at the very top of all statewide mobility projects, and in fact would have been rated higher if it hadn't been de-prioritized by local groups, such as MUMPO. Widening I-77 should be at the very top of Mecklenburg's priority list if one were looking objectively at how to distribute funds. The fact that this process has been allowed to get this far along is a travesty and indictment of the bias of officials driving this process.

**Michael Higgs** Davidson, NC 28036

Shift money from the mess at South Charlotte (I-77 & 485) to north Charlotte. All the funding seems to be swallowed up by Ballentyne and has had little effect down there.

**WILLIAM TRULL** 714-48 NORTHHEAST DRIVE

Do not go with the Hot Lane path, they do not work in other parts of the county, MUMPO is not fairly representing the residents of Northern Mecklenburg and Southern Iredell. Why does the small towns in Union county hold sway over my commute when they are 50+ miles away?

**Vallee Bubak** 19007 Hodestone Mews Court, Davidson, NC 28036

Prioritize so that the I77 is higher on the list for public funding.

**Randy Mintken** Davidson, NC, 28036

I am a marketing consultant, and past president of the Charlotte American Marketing Association. I did not answer several questions above as many are leading questions - like asking a starving vegetarian if they would rather continue to starve, possibly die, or eat meat. I am asking that all research (focus groups, surveys, etc., quantitative, and qualitative) regarding this proposed project be evaluated by an independent review board to determine if bias has been built into the questioning? It seems bias may be in support of one option, without equal consideration given to alternatives. Thank-you, Randy Mintken

**Phyllis Wilson** 18800 Fore Sail Court, Cornelius, NC, 28031

Please no HOT lanes on I-77. I would rather wait 10 or 20 years for general purpose lanes. The toll model under consideration will never be of benefit to the ordinary taxpayer in LKN. Only the wealthy will be able to afford the tolls in HOT lanes.

**Vallee Bubak** 19007 Hodestone Mews Court, Davidson, NC 28036

I do not agree with the plan to add toll lanes on I-77.

**Vince Winegardner** Huntersville, NC 28078

Opposed to the widening of I-77 using a P3 HOT lane approach. Public funds are available and should be made available for this project sooner rather than later. I am aligned 100% behind the WidenI77.org and support the notion that the NC DOT/MUMPO approved approach will damage Lake Norman's economy and quality of life.

**Tim Hunt** 7309 Swansea Lane Cornelius, NC 28031

I do not agree with the toll road option for I77. There are other ways to fund this project.

**Tim Scott** Cornelius, NC 28031

To MUMPO delegates... I'm writing to you to ask that you change your position on using toll roads to widen I-77 from Mooresville to the Brookshire freeway. This is NOT the answer. The root cause of this issue is the dysfunctional way they allocate road money via the "equity formula." I was told by an elected official the following... "In some parts of the state they will resurface the road when the paint fades..." I've traveled throughout the state and have witnessed firsthand some roads are over-built for the needs of their area. We're in a densely populated area and deserve our fair share of road money. We need politicians that aren't afraid to address the root cause of the problem and fix the allocation method for road money distribution. Anything less than that is criminal and those politicians should be, to use a political phrase of old, "barred and feathered." Once you go down this toll road option, it's a slippery slope and will result in surrendering our roads for profit...which is criminal. Please consider my plea. Regards, Tim Scott

**Harold Bankirer** 17206 Linksview Lane Huntersville, NC 28078

I dont see any reason to support a scheme that forces me to pay for the use of a part of the interstate highway system, especially in an area where the highway also serves as a local route of travel. I will vigorously defend this position in the ballot box.

These documents were to be included by March 29th (see below). It is April 11th. When will these documents be included? I assume the public comment period will be extended to 30 days from the date all supporting documents have been posted. Appendix H: Public/Agency Comments and Responses • Insert newspaper advertisement affidavits • Insert all public/agency comments related to this transportation conformity process Note this information will not be available until after the final draft CDR is completed on 3/29/2013 316 Appendix I: Adoption, Endorsement Resolutions and Agency Determinations • MUMPO 2005 LRTP Amendment TAC Adoption • MUMPO 12-18 TIP Amendment TAC Adoption • MUMPO 12-18 TIP Amendment TAC Conformity Determination • NCDOT Conformity Determination for Union and Gaston Donut Area • NCDQA Review and Comment Letter • EPA Review and Comment Letter • USDOT Conformity Determination Letter The above information will not be available until after the final

# HOT Lanes on I-77

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*A Citizen's Perspective*

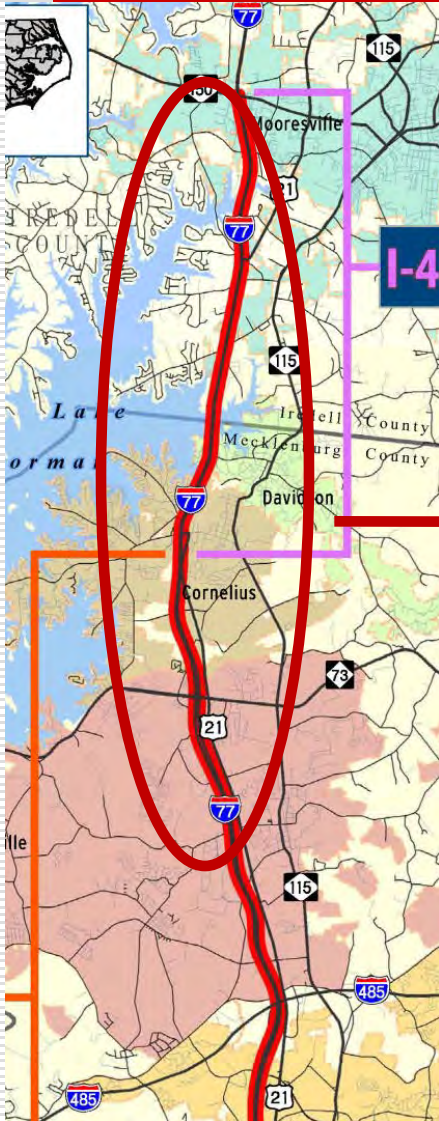


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Apr 17, 2013

# The Problem

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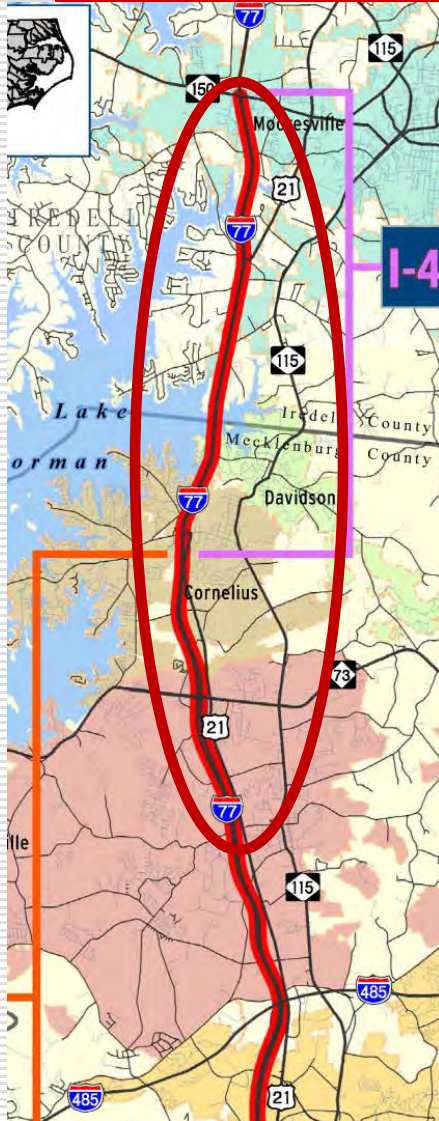


**Congested  
stretch of  
four lane  
road from  
exit 23 to  
exit 36**

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# A GP Lane Estimate



**A ballpark  
cost for  
two GP  
lanes from  
exit 23 to  
exit 36:**

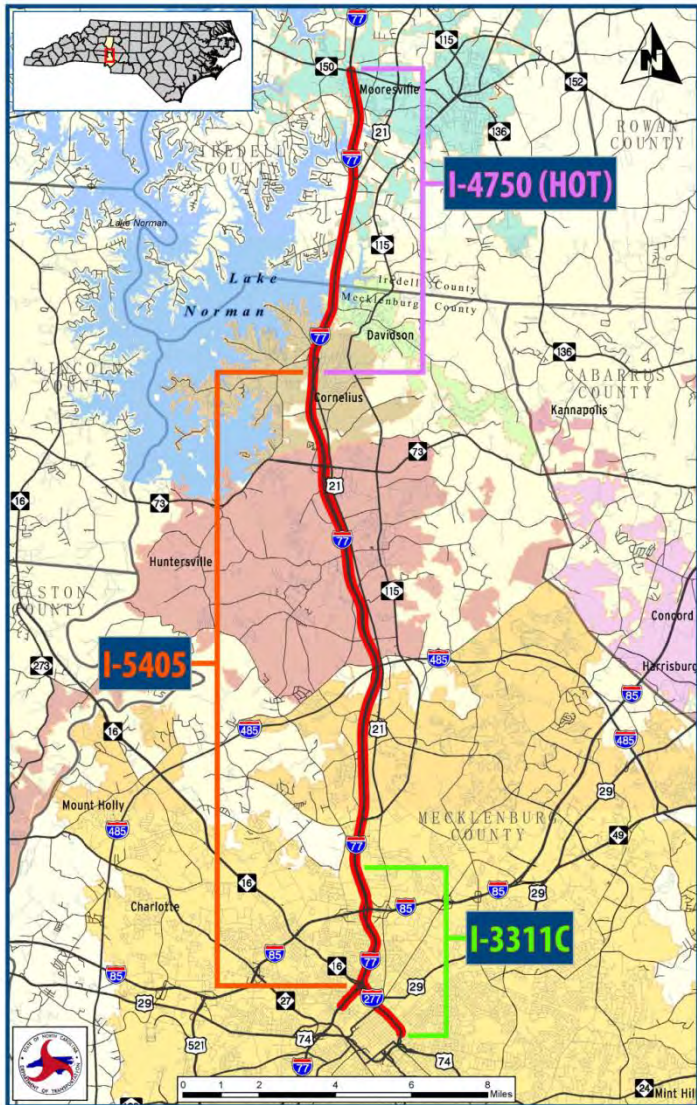
**\$80-  
\$130M**

*Source: "I-77 HOT Discussion with Cornelius Town Board", email from Bill Coxe to Andrew Grant, Oct. 10, 2012*

# The Current HOT Lane Proposal

27.5 Miles of HOT Lanes

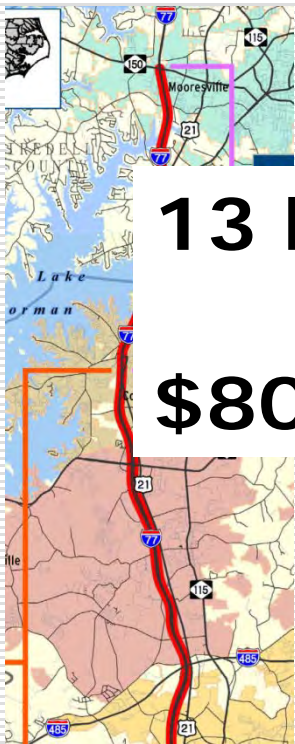
**Cost: \$550 Million**



Source: "I-77 HOT Lanes Project Overview NCSITE Lunch N' Learn", August 21, 2012; "I-77 Widening Update", MUMPO (Bill Coxe), Sept 19, 2012; "Billions invested in Roads", Charlotte Observer, Jan 14, 2013

# GP vs HOT

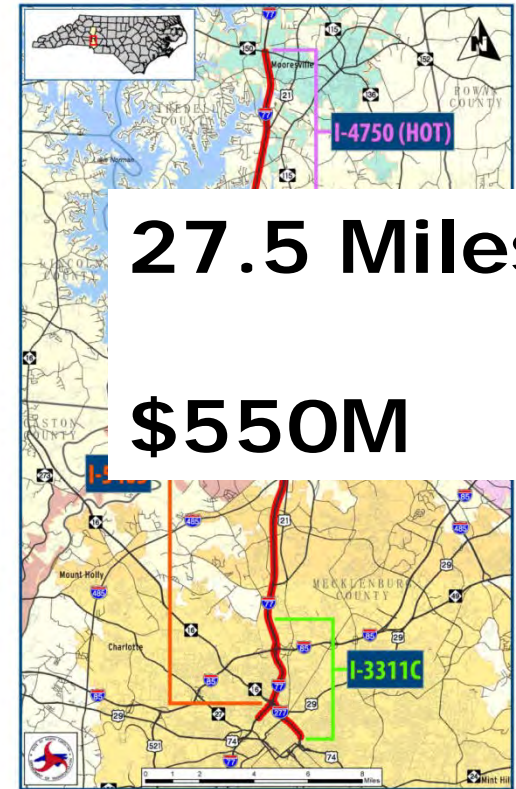
## GP



**13 Miles**

**\$80- 130M (est)**

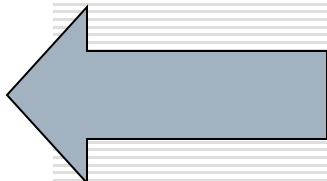
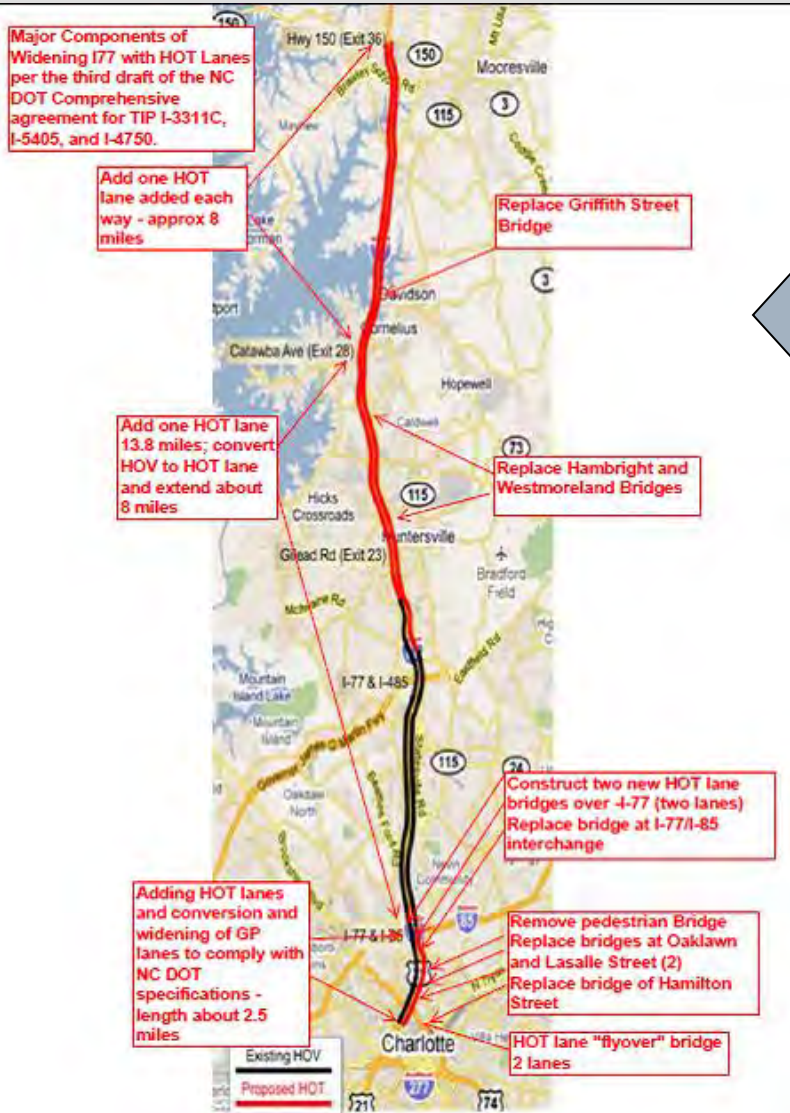
## HOT



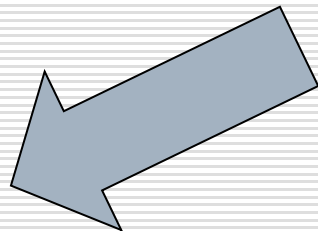
**27.5 Miles**

**\$550M**

# Why the difference?



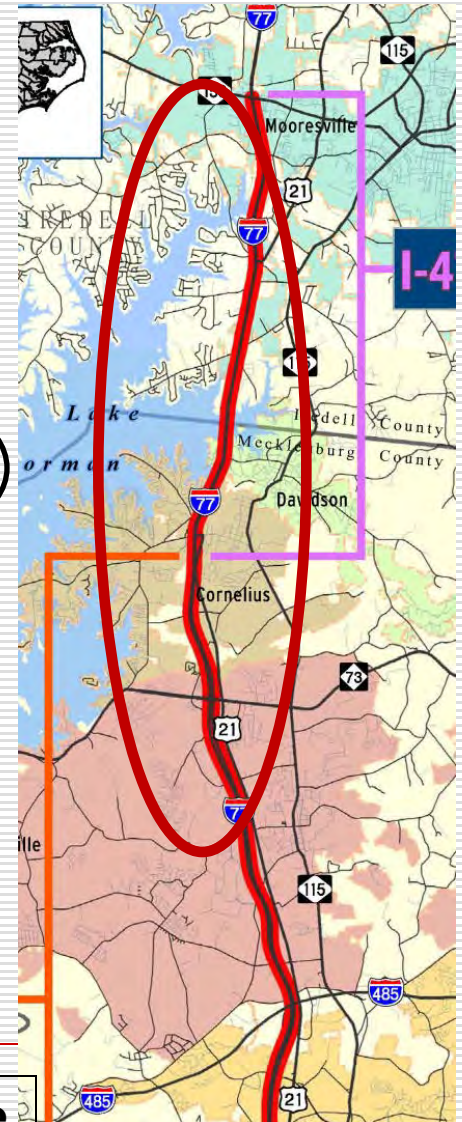
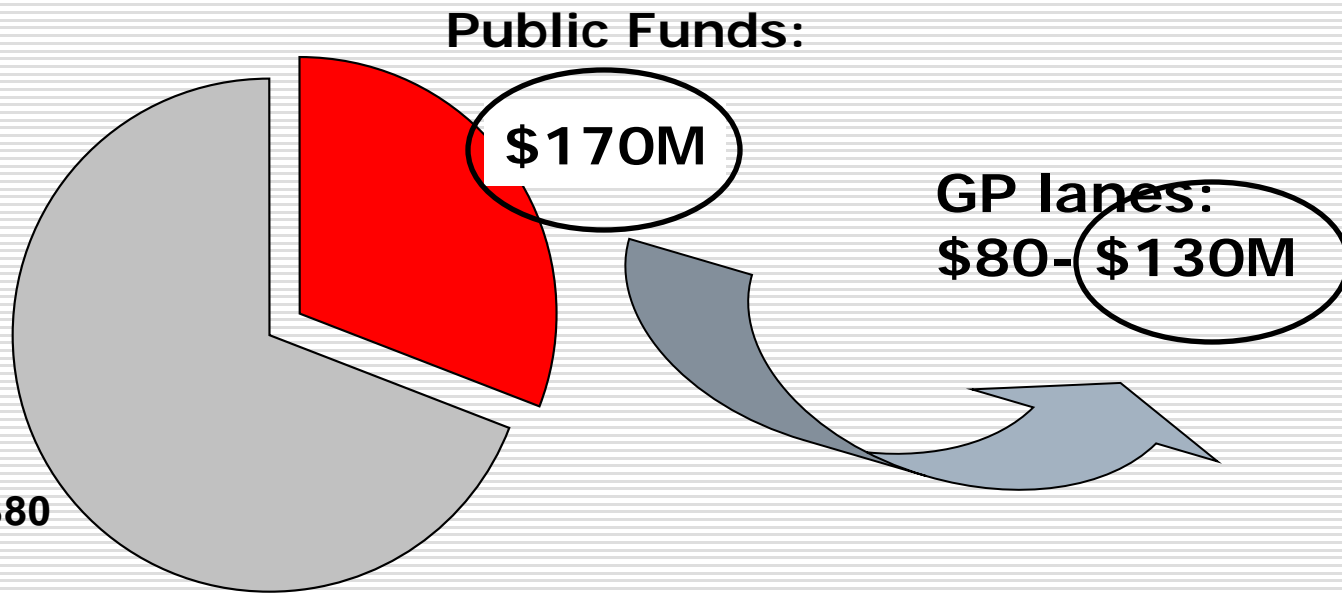
**Majority of travel time savings**



**Majority of Cost**

Source: RFP

# Toll Lanes vs GP Lanes



**Point One: We're Asking for LESS Money, Not More**

# Some other factoids

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- Automated Vehicle Occupancy Verification...
  - ...doesn't exist
  
- MAP 21 Legislation...
  - Grants categorical exclusion to every capacity addition within the existing ROW...
  - Puts GP lanes on same legal footing as toll lanes

***Points Two/Three: Key Technology Doesn't Exist. Key Enabling Environmental Legislation Now In Place.***

# HOT Lanes and Congestion

---

- ❑ HOT lanes rely on congestion
- ❑ More congestion = more profit



# HOT Lanes and Congestion

---

“No one *wants* congestion in the GP lanes. So the express lane provides an option, not a full solution. Indeed, if congestion in the GP lanes ever dissolves, than (sic) the incentive to use an express lane would dissolve too.”



# HOT Lanes & Congestion- II

---

HOT lanes are expected to have “minimal impact to the travel speed in the existing general purpose lanes.”

- *“Comments on Environmental Documents for TIP Projects I-3311 C and I-4750 HOT”, MUMPO memo dated October 4, 2012*

***Point Four: HOT Lanes Do Not Relieve Congestion- They Ensure It***

# HOT Lanes & the Future

---

- Unplanned Revenue Impacting Facility
- Compensation Event

# HOT Lanes and Our Future

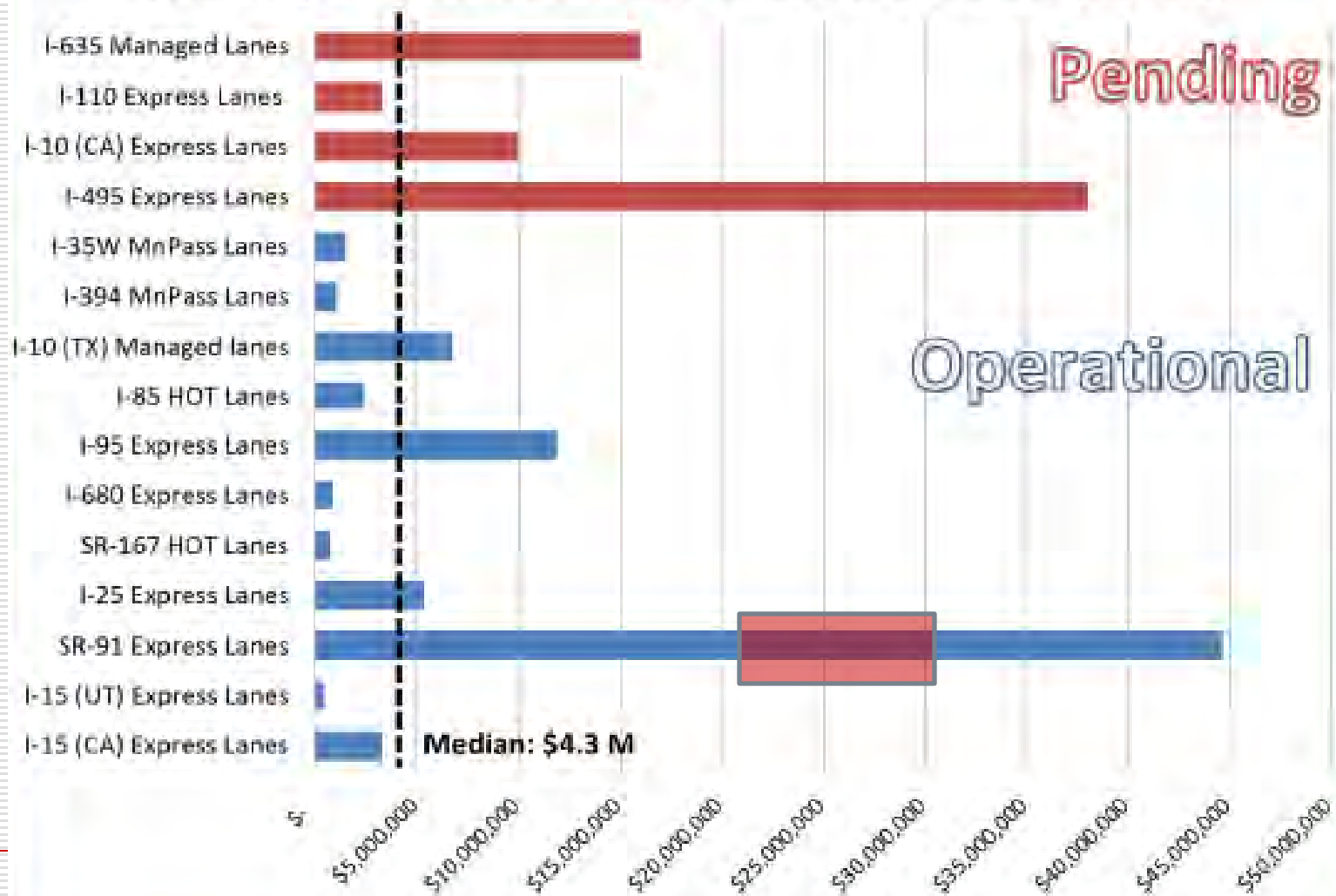
---

- Q: "Will there ever be an opportunity to construct GP lanes along I-77 under the P3 scenario?"
  
- A: "The answer is technically "yes" but it would almost certainly cost the public much more than the cost of construction and... it would be an ongoing cost through the remaining life of the contract."

***Point Five: P3 Agreement Limits Options on I-77 for 50yrs***

# HOT Lane Revenues

## Managed Lanes Annual Gross Revenue (2011\$)



Source: "Managed Lanes: More than a Revenue Tool", Parsons Brinkerhoff, 2013

# What Does \$45M in HOT Lane Revenues Look Like?

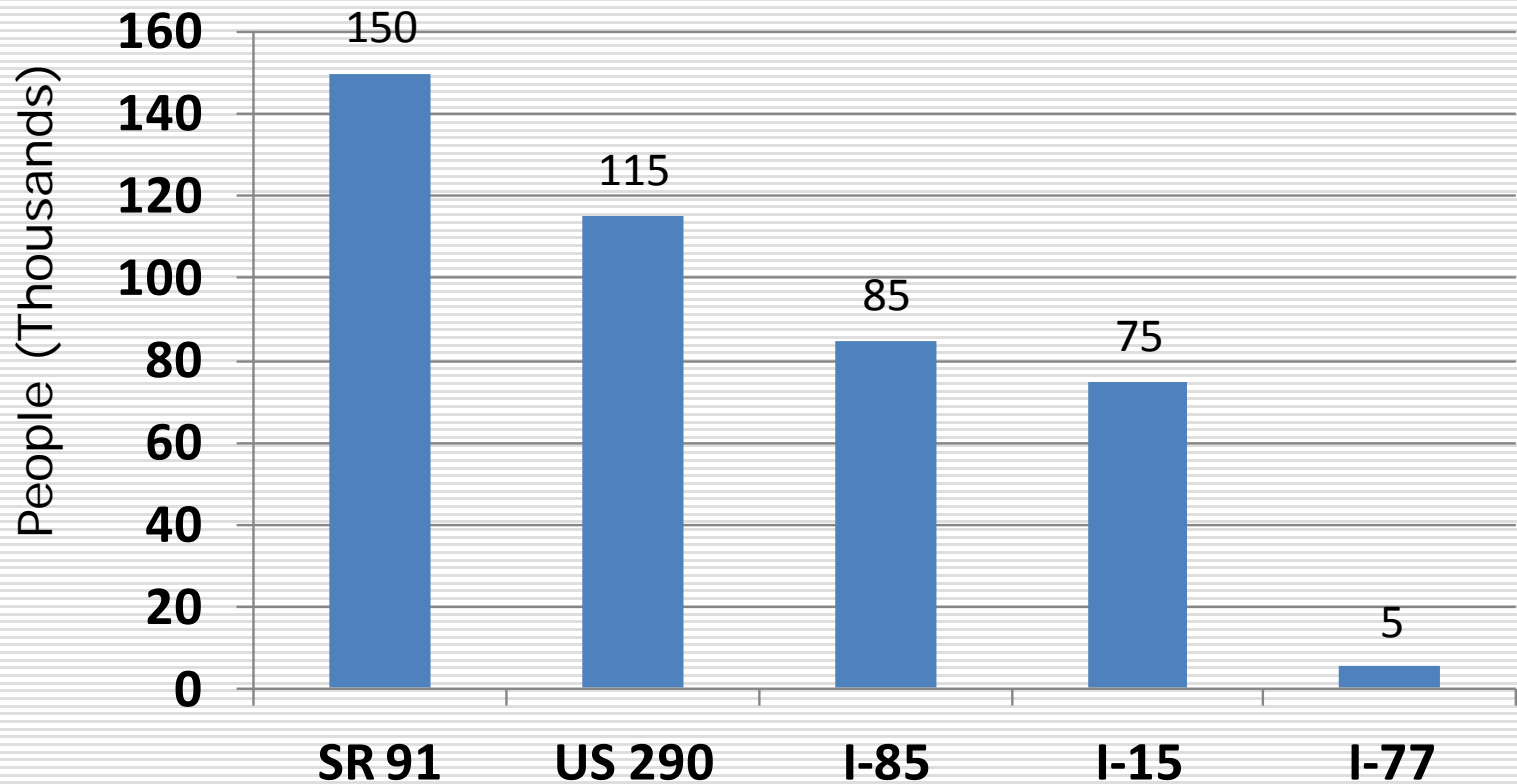
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- ❑ 300K VPD
  - ❑ Second most congested road in the US
  - ❑ Toll: ~\$1/Mi
  - ❑ 10Mi stretch
  - ❑ Metropolitan area: 5M
-

# Economic Burden

## Approx Population Supporting One Mile of HOT Lane



***Point Six: LKN Citizens Bear >15x the Burden of Other HOT Lanes***

# HOT Lanes on I-77:

---

1. Cost more than GP lanes
  2. Lack a key enabling technology
  3. Have no advantage over GP lanes from an environmental review standpoint
  4. Ensure congestion instead of relieving it
  5. Limits our ability to make future I-77 improvements for 50 years
  6. Will negatively impact our economy
-

# Conclusions & Recommendations

---

## □ Conclusions

- The proposed GP project calls for LESS public funding
- The project will compete favorably on its own merit

## □ Recommendations

- Include GP-only option in the LRTP
  - Rank according to new process
  - Do not award P3 contract until GP option has been vetted by TCC and NCDOT w/new ranking
-



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**So why are we doing  
this?**

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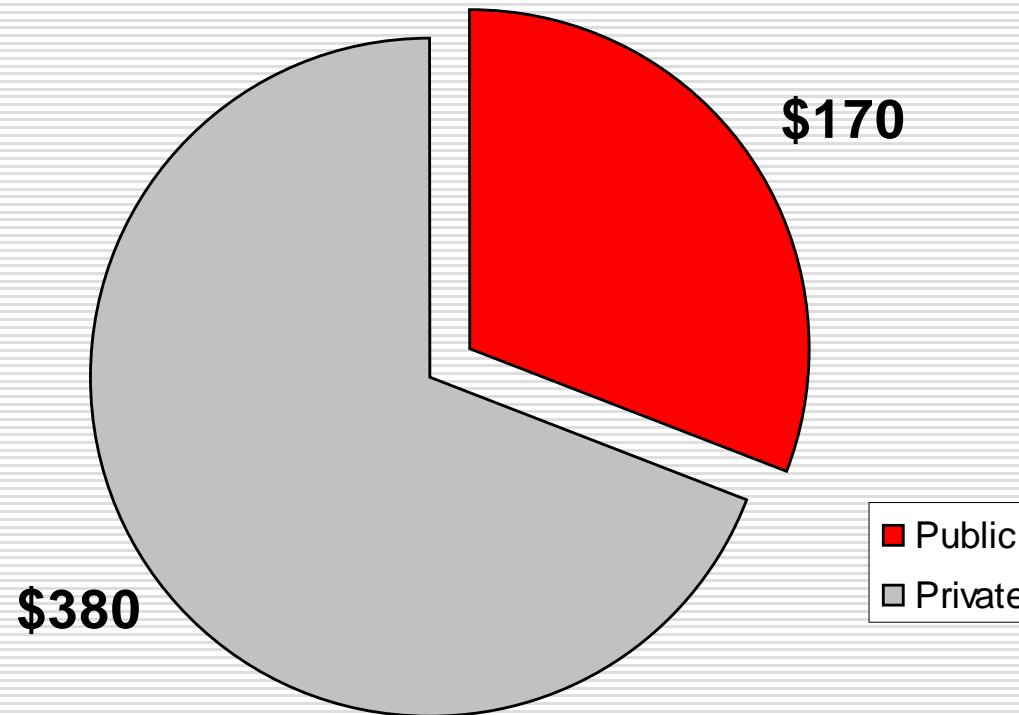
# Reasons

---

- ❑ There's no money
  - ❑ It can only be spent HOT lanes
  - ❑ State priority
  - ❑ MUMPO priority
-

# Cost Breakdown I-77 Toll Lanes - \$M

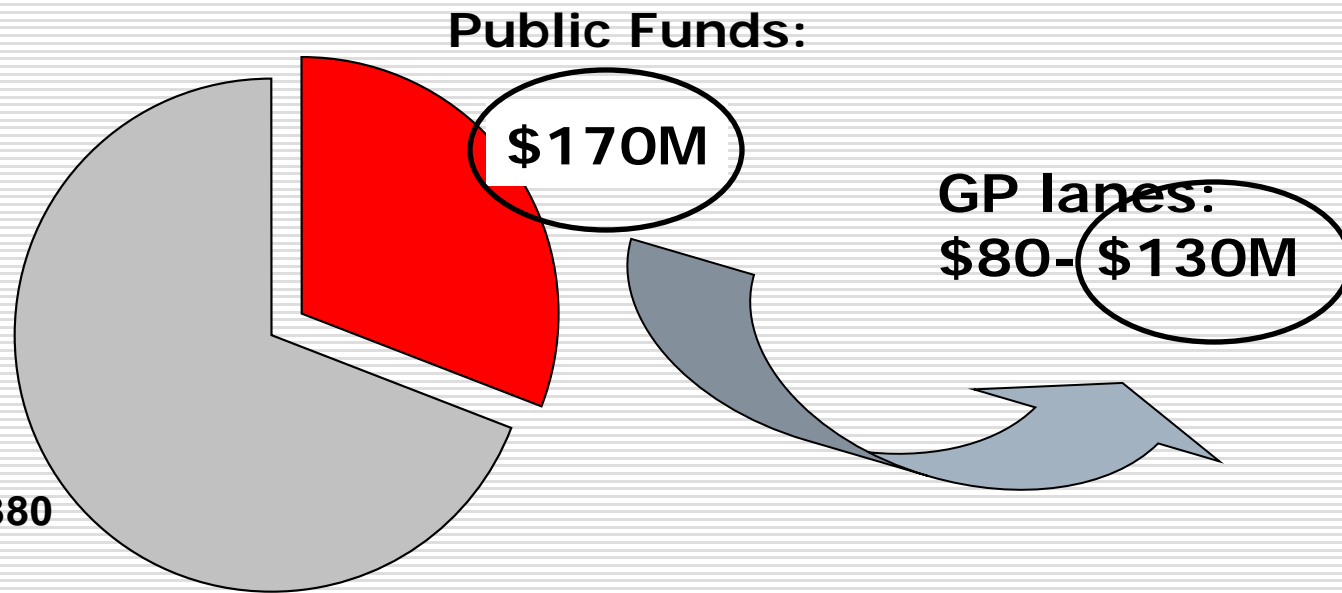
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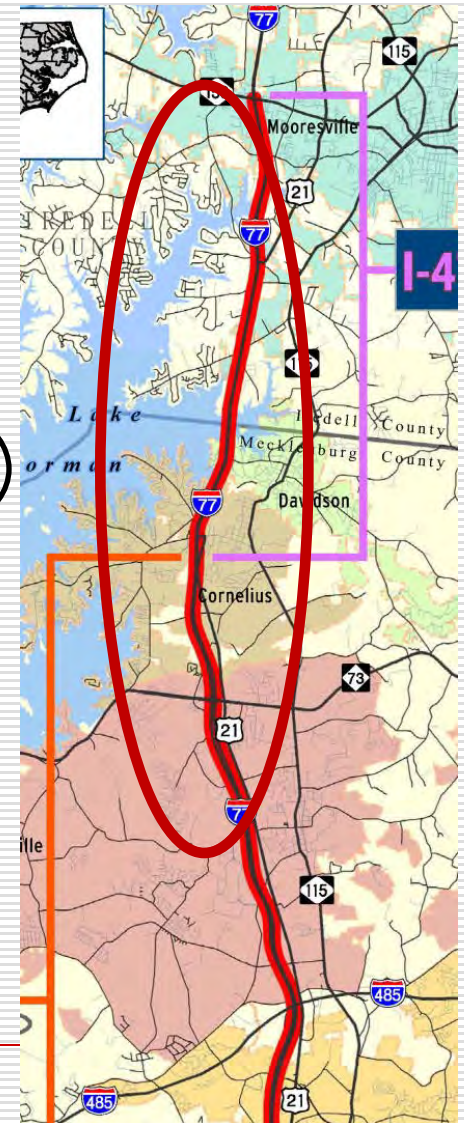
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Source: "Billions invested in Roads", Charlotte Observer, Jan 14, 2013

# Toll Lanes vs GP Lanes



*So there is enough public money. But can we use it for GP lanes?*



# Reasons

---

- ~~There's no money~~
  - It can only be spent HOT lanes
  - State priority
  - MUMPO priority
-

# HOT Lane Funding- Federal

---

	Source (\$M)	
	State	Federal
State Mobility	28	
CMAQ	1	12
NHPP	13	117
<b>Total</b>	<b>42</b>	<b>128</b>

*What do the Feds Say?*

# From the NCDOT

---

- Q: "Does Federal funding (NHPP) receive a higher priority due to HOT lanes?"
- A: "We are going to get the same amount... from the feds funding regardless of what projects we build. The feds play no part in the selection process for projects that use NHPP funding."

---

***So the Feds are a non-issue...***

# Reasons

---

- ~~There's no money~~
  - ~~It can only be spent HOT lanes~~
  - State priority
  - MUMPO priority
-



# Reasons

---

- ~~There's no money~~
  - ~~It can only be spent HOT lanes~~
  - State priority
  - MUMPO priority
-

# Speaker Thom Tillis on Tolling I-77

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"I think the takeaway is that... the choice is (a high-occupancy toll lane) project ... or no improvements to I-77 for 15 or 20 years."

# Mobility Fund Criteria Weighting

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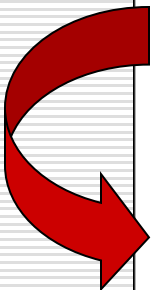
- |   |           |
|---|-----------|
| <input type="checkbox"/> Mobility Cost-Benefit  | Weighting |
| <input type="checkbox"/> measured by the estimated travel time savings the project will provide divided by the cost to the Mobility Fund. | 80%       |
| <input type="checkbox"/> Multimodal/Intermodal  |           |
| <input type="checkbox"/> <i><b>HOT Lanes are worth an extra</b></i>   | 20%       |

Source: Connect NCDOT

***The State of North Carolina WANTS to Build Toll Lanes***

# Mobility Funding

## Top Mobility Fund Project Scores - Draft



	Project	County(s)	Points
1.	Triangle Bus-On-Shoulder-System	Wake, Durham	496.32
2.	I-77 HOT Lanes from I-277 to Catawba Avenue	Mecklenburg	108.18
3.	NC 54 (Hillsborough St) / Blue Ridge Road / NCRR Grade Separation	Wake	101.07
4.	CSX and Norfolk Southern Grade Separation	Mecklenburg	89.23
5.	I-440 (Beltline) Widening from I-40 to Wade Avenue	Wake	73.54
6.	US 501 (Roxboro Road) / Latta Road/Infinity Road Intersection Improvements	Durham	63.56
7.	I-485 Express Toll Lanes from I-77 to US 74	Mecklenburg	58.68
8.	I-40 Widening from US 15-501 to I-85	Orange	52.61
9.	NC 54 / Farrington Road / I-40 Intersection Improvements	Durham	52.58
10.	NCVA Railroad Mainline Track Improvements	Northampton, Bertie, Hertford	50.75

Source: "Mobility Fund Project Scoring," NCDOT, 2012

# Reasons

---

- ~~There's no money~~
  - ~~It can only be spent HOT lanes~~
  - State priority***
  - MUMPO priority
-

# MUMPO Priority #93

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Index No.	Rank	Project Name	Project Description	Project Cost (Inflated Dollars)
3133	88	<b>I-77/Westmoreland Road</b>	New interchange, SPUI	35,000,000
3132	93	<b>I-77 Widening (North)</b>	Adding managed lanes, 1 each way (6 lanes) from Hambridge Road to Catawba Avenue	22,000,000
3289	103	<b>Statesville Road (US 21)</b>	Widening (4 lanes), Northcross Center Court to Boat House Court	10,000,000

# Speaker Tillis on MUMPO

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□ ***“Unless the local entity prioritizing roads changes that (*prioritization*), the only way you could potentially move up is to move other things down.”***

*- Mar 27, 2013 (emphasis added)*

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# MUMPO Tier 1

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Tier 1 Criteria	Score Weighting	
	Old	New
Reduces Congestion	9%	33%
Safety	9%	20%
Accesses Employment Centers	9%	13%

## *Impact on I-77 GP Lanes Priority*



*Highly Negative*



*Highly Positive*



# MUMPO Tier 2

Tier 2 Criteria	Score Weighting	
	Old	New
Provides Benefits > Project Costs	9%	17%
System Connectivity	0%	5%
Supports Local Land Use	9%	3%
Impacts on Natural Environment	14%	3%
Supports Low Income/Minority Commu	9%	3%
Historic Resource	0%	3%
Accesses Transit	9%	0%
Center City	9%	0%
Impacts Air Quality	9%	0%
Intermodal Connectivity	9%	0%

Source: *Ibid.*

## *Impact on I-77 GP Lanes Priority*



***I-77 General Purpose Lanes Poised to Be Much Higher Priority***

# State Priority- As Is

Priority				Quantitative Score	Political			Total Score
					Division	MPO/RPO	MULTI	
1	Independence Blvd	U-2509	Hayden Way to Krefeld Dr. Upgrade corridor to provide additional capacity and safety. Feasibility Study underway.	39.44	100	100	11	80.44
2	Independence Blvd	U-2509	Krefeld Dr to Village Lake Dr. Upgrade corridor to provide additional capacity and safety. Feasibility Study underway.	35.84	100	100	11	76.84
3	Independence Blvd	U-2509	NC 51 to Hayden Way. Upgrade corridor to provide additional capacity and safety. Feasibility Study underway.	35.34	100	100	11	76.34
4	I-77	I-4750A	SR 5544 (West Catawba Avenue) to I-40. Widen and Reconstruct Roadway. Section A: SR 5544 (West Catawba Ave) to US 21 in	41.14	100	52	8	74.34
5	Independence Blvd	U-2509	Village Lake Dr to Conference Dr. Upgrade corridor to provide additional capacity and safety. Feasibility Study underway.	33.18	100	100	11	74.18
6	Independence Blvd	U-2509	I-485 to NC 51. Upgrade corridor to provide additional capacity and safety. Feasibility Study underway.	40.75	100	0	11	71.75
7	I-77	I-3311B	5th Street in Charlotte to SR 5544 (West Catawba Avenue). Additional Lanes. Section B: I-485 to SR 5544 (West Catawba Avenue)	51.64	100	0	0	71.64
8	I-26	I-4700B	NC 280 to I-40 at Asheville. Add Additional Lanes. Section B: NC 146 (Long Shoals Road) to I-40.	39.47	100	100	0	69.47
9	US401	U-5302	Short term improvement. Superstreet.	47.05	85	50	0	69.05
10	NC024		Construct at four-lane freeway with a two-lane service road. Service Road will have sidewalks and paved shoulders.	25.41	100	100	13	68.41

***What if MUMPO Supported GP Lanes?***

# State Priority w/MUMPO Priority

Priority			Quantitative Score	Political			Total Score	
				Division	MPO/RPO	MULTI		
1	I-77	I-3311B	5th Street in Charlotte to SR 5544 (West Catawba Avenue). Additional Lanes. Section B: I-485 to SR 5544 (West Catawba Avenue)	51.64	100	100	0	81.64
2	Independence Blvd	U-2509	Hayden Way to Krefeld Dr. Upgrade corridor to provide additional capacity and safety. Feasibility Study underway.	39.44	100	100	11	80.44
3	I-77	I-4750A	SR 5544 (West Catawba Avenue) to I-40. Widen and Reconstruct Roadway. Section A: SR 5544 (West Catawba Ave) to US 21 in	41.14	100	100	8	79.14
4	Independence Blvd	U-2509	Krefeld Dr to Village Lake Dr. Upgrade corridor to provide additional capacity and safety. Feasibility Study underway.	35.84	100	100	11	76.84
5	Independence Blvd	U-2509	NC 51 to Hayden Way. Upgrade corridor to provide additional capacity and safety. Feasibility Study underway.	35.34	100	100	11	76.34
6	Independence Blvd	U-2509	Village Lake Dr to Conference Dr. Upgrade corridor to provide additional capacity and safety. Feasibility Study underway.	33.18	100	100	11	74.18
7	Independence Blvd	U-2509	I-485 to NC 51. Upgrade corridor to provide additional capacity and safety. Feasibility Study underway.	40.75	100	0	11	71.75
8	I-26	I-4700B	NC 280 to I-40 at Asheville. Add Additional Lanes. Section B: NC 146 (Long Shoals Road) to I-40.	39.47	100	100	0	69.47
9	US401	U-5302	Short term improvement. Superstreet.	47.05	85	50	0	69.05
10	NC024		Construct at four-lane freeway with a two-lane service road. Service Road will have sidewalks and paved shoulders.	25.41	100	100	13	68.41

***With Local Support, I77 Moves to the Top of the List...***

# State Priority Based on Merit

Priority			Quantitative Score	Political			Total Score	
				Division	MPO/RPO	MULTI		
1	I-77	I-3311B	5th Street in Charlotte to SR 5544 (West Catawba Avenue). Additional Lanes. Section B: I-485 to SR 5544 (West Catawba Avenue)	51.64	100	100	0	81.64
2	I-77	I-4750A	SR 5544 (West Catawba Avenue) to I-40. Widen and Reconstruct Roadway. Section A: SR 5544 (West Catawba Ave) to US 21 in	41.14	100	100	0	71.14
3	I-26	I-4700B	NC 280 to I-40 at Asheville. Add Additional Lanes. Section B: NC 146 (Long Shoals Road) to I-40.	39.47	100	100	0	69.47
4	Independence Blvd	U-2509	Hayden Way to Krefeld Dr. Upgrade corridor to provide additional capacity and safety. Feasibility Study underway.	39.44	100	100	0	69.44
5	US401	U-5302	Short term improvement. Superstreet.	47.05	85	50	0	69.05
6	Independence Blvd	U-2509	Krefeld Dr to Village Lake Dr. Upgrade corridor to provide additional capacity and safety. Feasibility Study underway.	35.84	100	100	0	65.84
7	Independence Blvd	U-2509	NC 51 to Hayden Way. Upgrade corridor to provide additional capacity and safety. Feasibility Study underway.	35.34	100	100	0	65.34
8	Independence Blvd	U-2509	Village Lake Dr to Conference Dr. Upgrade corridor to provide additional capacity and safety. Feasibility Study underway.	33.18	100	100	0	63.18
9	Independence Blvd	U-2509	I-485 to NC 51. Upgrade corridor to provide additional capacity and safety. Feasibility Study underway.	40.75	100	0	0	60.75
10	NC024		Construct at four-lane freeway with a two-lane service road. Service Road will have sidewalks and paved shoulders.	25.41	100	100	0	55.41

***Competing on Merit, There's a Clear Winner...***

# Summarizing

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- All the necessary technical elements are coming together to build GP lanes
    - Funding (\$170M)
    - Enabling environmental legislation (MAP 21)
    - Project merit
  - The state priority is a function of MUMPO priority
  - With MUMPO priority, the project obtains NCDOT support
-

# Some "Benefits"

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- ❑ P3 assumes project risk
  - ❑ GP lanes would just become re-congested in a few years
  - ❑ P3 pays for other improvements
-

# Conclusions & Recommendations

---

## □ Conclusions

- The proposed GP project calls for LESS public funding
- The project will compete favorably on its own merit

## □ Recommendations

- Include GP only options in the LRTP
  - Rank according to new process
  - Do not award P3 contract until GP option has been vetted by TCC and NCDOT w/new ranking
-

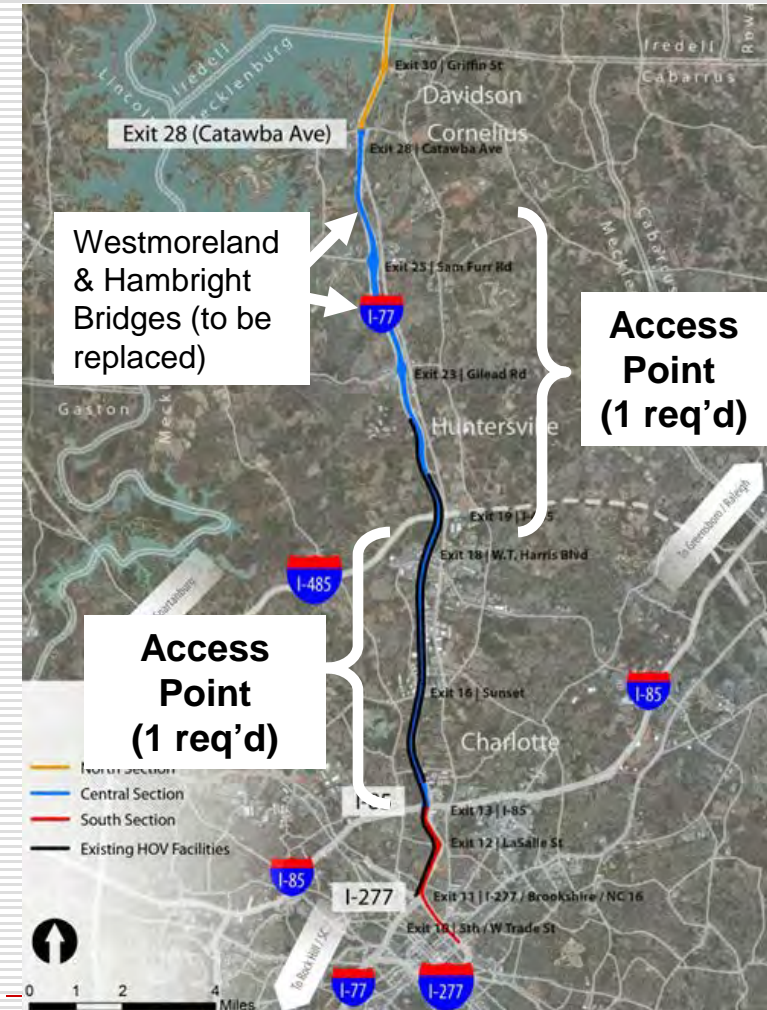
# Appendix

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# Access Points



R. Cook

# Mooresville-South Iredell Chamber of Commerce

SERVING MOORESVILLE – LAKE NORMAN

[www.moorevillenc.org](http://www.moorevillenc.org)

March 5, 2013

Mr. Tony Tata  
Secretary of Transportation  
North Carolina Department of Transportation  
1501 Mail Service Center  
Raleigh, NC 27699

Subject: I-77 HOT Lanes

Dear Mr. Tata,

This is to advise the NCDOT that the Mooresville-South Iredell Chamber of Commerce Transportation Committee has unanimously endorsed support for the proposed managed HOT lanes on I-77 from Charlotte through to Exit 36 in Mooresville.

As you recognize, congestion is becoming increasingly worse between mile marker 19 and Exit 36 (and beyond), impacting commercial and citizen traffic. We encourage construction of the additional lanes as quickly as possible.

We would far prefer additional general purpose lanes to be added near term, but recognize that such funding would likely not become available for another 20 years.

Thank you very much for your consideration.

Regards,

Don Bartell  
Chair, Transportation Committee  
Mooresville-South Iredell Chamber of Commerce

Cc: Bill Thunberg, Chair, Lake Norman Transportation commission



149 E. Iredell Avenue • P.O. Box 628 • Mooresville, NC 28115  
(704) 664-3898 • FAX (704) 664-2549



Hello,

My name is Sharon Hudson and I am a resident of Huntersville. I and many other citizens are not happy with the plan to build HOT lanes along I-77 in the Lake Norman area. The more we learn about HOT lanes, the more we realize that they will not relieve traffic congestion, nor are they designed to.

They are in fact designed to change our behavior, to get us out of our cars, and to force us into mass transit. But the true role of Government is to provide the electorate with things that we want, (like general purpose lanes) not to modify our behavior to act the way the government want us to.

We have respectfully shared with our elected officials that we do not want HOT lanes. We have asked to work with you to come up with better solutions, we have asked to be heard.

Instead, we (the public) have been shut out of information meetings. We have been segregated at presentations, and we have not been given the opportunity to voice our opinions. We have been told it is a “done deal”, even though no contract has been signed. You are ignoring us, hoping the clock will run out.

“Whenever someone tells you the debate is over, it is a sure sign that the debate is not over, but that they are deathly afraid that the debate might begin,” – Eric Metaxas.

I am asking that you make time in your next meeting to hear a thirty minute presentation by Kurt Naas of WidenI77.org on why Hot Lanes are the wrong way to widen I-77. I am asking that we be heard.

Thank you

Sharon Hudson

704-560-0582

Volunteer, WidenI77.org

Wideni77@hotmail.com

**From:** Bill Sykes [<mailto:bsykes12@bellsouth.net>]

**Sent:** Wednesday, April 17, 2013 5:06 PM

**To:** Bill Cox

**Cc:** [Jeff.Tarte@ncleg.net](mailto:Jeff.Tarte@ncleg.net); [Charles.Jeter@ncleg.net](mailto:Charles.Jeter@ncleg.net); [jwoods@townofdavidson.org](mailto:jwoods@townofdavidson.org); Susan Hudson; [krnaas02@hotmail.com](mailto:krnaas02@hotmail.com)

**Subject:** Don't Widen I-77

**Importance:** High

Dear Mr. Cox,

Besides the perfect logic the letter below makes re: HOT lanes there is the ultimate choke point or bottleneck that will make the HOT Lanes project fail. That is the **On and Off ramps at Exit 30(aka. Griffith Street)**. Because, you are not lengthening the on-ramp as it will cut into the causeway ("causeways are not in the plan to be widened" - your own words) congestion will continue at this point. Because, people coming down from the north (trucks [can't use HOT lanes], vacationers, residents who adamantly protest HOT lanes imposition on them) will not use the HOT lanes this will force more congestion on this choke point and exacerbate the flow issue. It is really all about flow and as you well know there is no way around this chokepoint without designing something that will blow the cost of the HOT Lanes project out of the water, literally.

The phased approach is the way to go as it will allow the flow issue at critical congestion points to be dealt with (it does not require and will not require \$550,000.00) to make it work. **Phase #1** lengthen all the on & off ramps where applicable and practicable. **Phase #2** add GP lanes in both directions to speed flow (one lane in either direction doesn't require new bridges). Both those phases can be done for \$170,000,000 or less. **Phase #3** monitor flow for 3-5 years. It also gives time for study and permitting of widening the causeways if applicable. IF and only if the problem persist go with Managed Lanes. You can use the newly added GP lanes for the managed lanes if required and leave the existing HOV lane if it is still required by the Fed's. Surely the I -277( JB Freeway on and off access can be upgraded to accommodate greater flow with this same \$170,000,000 since you won't have to build 5 new bridges over I-77. This gives the area increased flow and unburdens the tax payer.

Bill Sykes

*SOLVE CURRENT ISSUES BEFORE HOT LANES*

*I understand the frustration that drives embarking on an approach that has not had enough testing to be sure it will work. But I do not understand the need to implement HOT lanes before less costly improvements are implemented.*

*The current proposal involves a 50 year contract with plans that will at best work for 15 years. You could improve this by implementing smaller improvements now that include preparation for any possible change to HOT lanes later.*

*What follows is a list of multiple changes to maximize the value of widening I-77.*

*The impact of interchanges can be controlled. Many drivers start decelerating while still in the travel lane. However, when there is a long dedicated lane (exit only) traffic is not slowed. Witness the smooth flow northbound approaching Exit 33. I submit that increasing the length of the off-ramps at all interchanges from Exit 16 to 36 to a minimum of 2500 feet would all but eliminate this issue.*

*The on-ramps would require more effort, lengthening to a minimum of ~2000 feet and signage to include education - since our licensing process apparently does not suffice. "Accelerate to traffic speed and merge"; "Do not stop on the ramp"; and "Merging traffic ahead/leave space for merging vehicles" are examples.*

*Accidents can be addressed through rapid response by law enforcement. Take a picture, move the vehicles to a safe position, move the parties to the next intersection, and delay sending the towing service until after the peak hours.*

*Law enforcement activity with the ensuing rubbernecking can be addressed by government - just indicate to officers that whenever safely possible use their loudspeaker system to direct drivers to the next intersection.*

*Of course the section of I-77 in question needs more capacity too. Add a lane in each direction to the median as the HOV lane, netting one more general purpose lane. It should be possible to include a little extra width in the pavement so that if a future change to HOT lanes were necessary, there would be room for a buffer. This could be characterized as the first step in developing a tolling option.*

*Do not allow any additional interchanges to be built in the area in question. If additional access is necessary, add a service road connecting to the next interchange.*

*Interchange improvement efforts that will improve the traffic flow should be funded. At the two most congested interchanges in the area in question, Exits 23 and 25, Huntersville transportation planners have designed new connections to both the off and on-ramps that would substantially improve the flow of traffic. Both these interchanges are so close to the parallel roadway that normal flow is not possible. The new connections would allow drivers to enter or exit the highway directly to or from the parallel roadway without passing through the congested interchange. [http://www.huntersville.org/Portals/0/Transportation/I77\\_NC73Interchange/Study%20Area%20Mater%20Plan.pdf](http://www.huntersville.org/Portals/0/Transportation/I77_NC73Interchange/Study%20Area%20Mater%20Plan.pdf)*

*Minimum posted speeds on a 65 mph highway vary from 40 to 50 mph. Use of electronic information signs could raise the minimum to a high value during peak hours.*

*Thanks for the opportunity to comment.*

*Bruce Andersen  
704-875-3233*

***William C. Sykes***  
***[bsykes12@bellsouth.net](mailto:bsykes12@bellsouth.net)***  
***704-608-6974***

Hon. MUMPO Officials

MUMPO has one more (and probably the last) chance at the HOT Lane Issue. On May 15<sup>th</sup> (or May 22<sup>nd</sup>), MUMPO will have the opportunity to accept, decline, or modify the acceptance of the LRTP and TIP amendments for I-77 HOT lanes. This is probably the last opportunity for town leaders to modify the terms of the HOT lane approach to adding pavement to I-77.

The I-77 HOT lane approach combines the Lake Norman widening project with heavily modified Charlotte road and bridge projects to produce a mega project that will result in costs of approximately \$550 million for construction, 50 years of operations and maintenance, plus profit resulting in a total cost of over \$1 billion in today's dollars. These costs will mostly be paid for by Lake Norman citizens in the form of tolls. This Charlotte centric approach to solving congestion in Lake Norman focuses a spotlight on the fairness of the MUMPO process and demands a more active role by town leaders.

In 2010, the towns' boards supported MUMPO's study and consideration for a tolling project that was in the \$64 million range and addressed congestion in the Lake Norman area. That was a fair and reasonable approach for the towns in 2010 and the only way they could work within the Charlotte-centric priority system to address congestion in Lake Norman. What has grown from Lake Norman's willingness to listen and consider creative solutions to widening I-77 is a "non-solution" that increases congestion, creates a major financial drain on Lake Norman citizens, and will likely result in a reduction in Lake Norman's ability to attract new industry when compared to Charlotte and surrounding communities' road infrastructure.

**Recommendation 1.** Because of the way this HOT lane plan has evolved, the LRTP and TIP amendments deserve to be debated and voted on by each town board and clear guidance given to the town's MUMPO representative for the May MUMPO vote.

The public comment period allowed by MUMPO and the two recent presentations introduced some new information and reinforced what we already knew.

**Environmental Assessment.** The environmental impact study being done and to be presented for final approval by MUMPO in June only looks at the impact of the I-77 HOT lane project through 2017. This is a 50 year project and will have a long term impact! Doing a study at the end of HOT lane construction and comparing the new configuration to the current GP configuration will show a slight improvement in congestion and a minimal impact on secondary roads. *It is a sham to say this Environmental Assessment study says anything meaningful about the impact of the P3 and HOT lanes on the Lake Norman or Charlotte region!* If we can't afford to pay a consultant or public employee to do this common sense study, here is a high level view of the future in the I-77 corridor: The real impact begins in 2017 and will show its ugly side with every passing day. In 2017 traffic count on I-77 will be approximately 108,000 vehicles. That is about 10K more than today. Artificially low toll rates during the first few years of operation will be used to condition commuters to try the HOT lanes. The HOT lane utilization rate will probably be in the 8 to 10% range during rush hour (average toll in the \$7 range). As toll rates are raised to cover the true cost of construction, operations, maintenance, and profit in subsequent years, drivers will continue to look for alternate routes such as Catawba, Beatties Ford, US 21, NC 115, Davidson Concord Road, etc.. If growth is linear, we can expect to see traffic counts for the I-77 corridor to be about 151K vehicles by 2035. About 136K vehicles will be in the GP lanes and overwhelming the secondary roads. Widening the secondary roads to accommodate the growth will be a very expensive option at a cost of between \$20 and \$30 million a mile in today's dollars. Transit options such as rail will

only reduce the road demand by about 5000 vehicles a day. Buses may offer similar relief. The congestion problem will continue to grow. By the end of the 50 year contract, total traffic in the I-77 corridor will be in the range of 225K vehicles per day with over twice the current volume in the GP lanes or on our secondary roads. I have attached an interactive spreadsheet so that you may do your own “what if” scenarios. An honest assessment will likely show that adding general purpose/HOV capacity now to I-77 is the most efficient and economically sound solution to our problem in Lake Norman.

**Recommendation 2.** . The Environmental Assessment Study to be presented in June should be modified to provide an unbiased 50 year assessment on the impact to the Lake Norman economy, congestion, and quality of life. The assessment should include the cost of adding capacity to our secondary roads to address congestion during the 50 year contract. The impact of rail, bus, and capacity enhancing technologies should also be included. The final acceptance or changes to the MUMPO PROJECTS I-4750AA, I-5405 & I-3311C ON I 77 2035 LRTP & FY 12-18 TIP AMENDMENTS should account for the findings of this more comprehensive assessment.

**Impact of congestion on average speed on I-77.** The second new piece of information presented at the MUMPO meeting was how the congestion will impact traffic speed in the GP lanes. The average speed of traffic during rush hour today for the roadway between MM 20 and Mooresville on I-77 is about 50 MPH during the rush period. In 2035, the HOT lane scheme’s contribution to congestion will result in an average speed in this corridor of less than 30 MPH in the GP lanes. It can be assumed that speeds on the secondary roads will also see a similar reduction. The affect of this is a loss of productivity and increased cost attributable to delay. It would be reasonable to assume that businesses in this area of congestion would also suffer. The HOT lanes adversely impact traffic flow for the overwhelming majority of the I-77 corridor traffic.

**Recommendation 3.** Based on the likely negative impact of HOT lanes on Lake Norman, the Lake Norman region would be better off waiting for a GP solution even if it took 20 years. Fortunately, new money and priority systems may allow us to fix this sooner.

**Money and Funding Priority.** The solution is to build general purpose lanes to Mooresville. Depending on the configuration of the new I-77 lanes, we could avoid the costly widening of our secondary roads for 15 to 40 years. In the interim, we continue growing our local business base, promote cost effective transit, and add capacity to our secondary E/W and N/S roads. Too simplistic? Clearly the two issues stopping us from doing this are: Money and Funding Priorities.

**Money.** Tolling is justifiably under attack all across the State. Examples are everywhere that show that tolling and the HOT lane concept do not work to reduce congestion and barely pay for the operations and maintenance much less the construction costs. We need our State and Federal leaders to have the courage to vote to increase user fees in the form of vehicle and fuel taxes so that the burden of this essential infrastructure is evenly distributed across all users. Local governments and citizens need to get behind this effort now so that our State leaders and the NC DOT can drop the tolling “non-solution”.

**Funding Priority Recognizes Our Need.** I-77 is at the top of the current State Mobility plan and would still be at the top without the HOT lane scheme. The new MUMPO priority process is finally becoming a process that recognizes congestion as a major weighting factor. The new process has been approved and will be in effect later this year or early next year. It would be unforgivable if Lake Norman accepts the HOT lane “non-solution” only to find that I-77 would finally be ranked to widen these lanes within the next ten years instead of fifteen to twenty as has been suggested.

Even if we have to accept widening I-77 in stages, the new priority system would position us more favorably for that. Regardless, the acceptance of a delay for ten years is better than the acceptance of a bad decision for fifty.

I and other concerned citizens are asking our elected leaders to at least wait until a proper Environmental Assessment is completed and the vendors have had a chance to present a realistic proposal to the NC DOT and our elected leaders. Language should be added to the MUMPO PROJECTS I-4750AA, I-5405 & I-3311C ON I 77 2035 LRTP & FY 12-18 TIP AMENDMENTS to account for the aforementioned issues.

**Recommendation 4.** Add the following language to the LRTP and TIP amendments.

***(Added) Scenario 6:***

*Separate projects and remove HOT lane components. Make roadway improvements as follows:*

***I-4750AA*** – Construct one HOV+2 or GP lane in each direction along I-77 from Exit 28 (connecting to I-5405 project) to MM 31. Renovate Griffith Street Bridge (approx cost of 60 x 250 bridge is \$2.3 million); lane costs are about \$30 million. Total cost for bridge and lanes \$33 million (?).

***I-5405*** - I-77 from MM 19 to Exit 28 add HOV 2+ lane and one GP lane in both directions. Renovate two bridges - approx cost \$5 million plus \$90 million for lanes. Total cost \$95 million (?)

***I-3311C*** – Widen I-77 to federal standards from I-85 to I-277. Previous estimates were \$16 million.

***(Added) Expanded Environmental Assessment.***

*An expanded Environmental Assessment shall be done prior to a final acceptance of any of the proposed scenarios in this amendment. The assessment shall assess the period of 2017 thru 2067 and account for: the impact of congestion on productivity, cost of building secondary roads, addition of transit capacity, economic impact on Lake Norman, economic impact of delay on trucking and the environmental impact of trucking delay along the I-77 corridor.*

***(Added) Escape Clause***

*MUMPO reserves the right to review the final P3 contract and review an Environmental Assessment that covers the full term of the P3 contract (versus the current four year assessment) and includes the expected financial and environmental impact on widening of secondary roads in the I-77 corridor. The Environmental Assessment should also provide a comparative long term cost benefit analysis of the HOT lane configuration to the GP configuration over 50 years. MUMPO retains the right to reject this amendment to the LRTP after receiving this information and providing a 30 day public comment period. Scenario 6 will be the preferred option if the Assessment or P3 contract and HOT lane scenarios will create an unfavorable long term impact on the I-77 corridor between I-85 and MM 31*

Charlotte politicians need to recognize that unimpeded highway corridors such as I-77 are in all of our interests. If you would like to have a more in depth discussion about the HOT model and tolling in general, I and others will be happy to meet with you.

**Thank you for your consideration.**



Vince Winegardner  
Northcross Master Association President

9718-A Sam Furr Rd.  
Huntersville, NC 28078  
704 987-7970 Fax 704 987-8221

Attachments:  
Toll Estimator  
Modified LRTP and TIP Amendment Option  
<http://www.mumpo.org/i-77>

## Interactive Toll Calculator for P3 HOT Lanes on I-77 in Lake Norman

Year for estimate	2013
Annual Population Growth	2.6%
Total Traffic Volume/weekday	99176
Percent of traffic in HOT lanes	6%
Percent of traffic not in HOT lanes	94%
Annual Revenue Required (starting point is estimated at \$21 million in 2013 dollars)	\$21,000,000
Average number of days per week where percent of traffic is average	5
AVERAGE Toll Rate for one way which would be required to cover the "Annual Revenue Required" in "Year for estimate"- 3% inflation	<b>\$14.79</b>
Number of Vehicles in GP lanes or displaced to secondary roads.	<b>93,225</b>

Maximum HOT lane capacity is approximately 1600 vehicles per hour to maintain contract service levels. Capacity and utilization is where this toll facility will see a large gap for many years.

Maximum GP Lane capacity is approximately 2500 vehicle per hour.

Source: Vince Winegardner BS Industrial Management/MS Air Transportation Safety Davidson, NC  
 Information is based on research, informed opinion and the numbers.  
 (Formulas are not protected)

The variables may be changed in the colored fields to determine the impact on average toll rates.

**Assumptions:**

The NC DOT estimated a traffic count of about 92,000 vehicles using I-77 in North Mecklenburg in a 2010 study.

That toll rate is what is required to cover the private company's annual investment (E.g. the annual income required to cover construction, operations, and maintenance over 50 years plus profit). The revenue required value is based on \$550 million less \$170 million NC DOT contribution plus \$550 million for O&M for 50 years plus a 6% ROI. A 3% annual inflation index has been used to capture toll increases due to the future value of money.

Volume in HOT lanes is generally less than 10% and is likely to be in the 6% range or less. Toll pricing and congestion will determine the actual value. The toll for this facility is very high which will likely result in low utilization and increased congestion in the GP lanes and on secondary roads.

**MECKLENBURG-UNION  
METROPOLITAN PLANNING ORGANIZATION  
PROJECTS I-4750AA, I-5405 & I-3311C ON INTERSTATE 77  
2035 LONG-RANGE TRANSPORTATION PLAN  
&  
FY 12-18 TRANSPORTATION IMPROVEMENT PROGRAM  
AMENDMENTS**

**INTRODUCTION**

The North Carolina Department of Transportation (NCDOT) has requested that the Mecklenburg-Union Metropolitan Planning Organization (MUMPO) amend its 2035 Long-Range Transportation Plan (LRTP) and the Fiscal Year (FY) 2012-2018 Transportation Improvement Program (TIP). Based on analysis, the 2012-2018 TIP for MUMPO remains consistent with the 2035 LRTP for MUMPO and North Carolina State Transportation Improvement Program (STIP). The original 2035 LRTP was adopted by MUMPO in March 2010, found to conform to the State Implementation Plan, and approved by the Federal Highway and Federal Transit Administrations on May 3, 2010.

**AMENDMENT DETAILS**

Periodically it becomes necessary to amend the LRTP. In this instance, MUMPO is amending it in order to provide additional capacity in the form of managed lanes on I-77 in Mecklenburg and Iredell Counties in North Carolina. The Interstate 77 corridor in this area currently experiences congestion and future traffic projections show the congestion worsening if no improvements are implemented. The currently adopted LRTP and TIP have two projects that would add capacity to I-77, which include TIP project I-5405 with two HOT lanes in each direction from I-85 to Catawba Ave (June 20, 2012 amendment) and the I-4750 project to add general purpose lanes from Catawba Avenue to NC 150. Improvements to the corridor face physical, environmental and financial constraints requiring innovative solutions. The scenarios described below are being evaluated in the National Environmental Policy Act (NEPA) documents for the STIP projects I-5405, I-3311C and I-4750AA. Both Interstate 77 and 277 are considered regionally significant roadways.

The following five scenarios are being modeled for a transportation conformity analysis, LRTP and TIP amendment purposes for the horizon year 2025. One option will be chosen before a conformity determination is made. Under each scenario, the term HOT means that single occupancy vehicles would pay a fee to use the lane and the fee would vary depending on congestion levels. HOV 3+ means that multi-occupant vehicles with at least 3 individuals (including the driver) would be allowed to use the lane without a fee. The existing HOV lane allows 2 person vehicles access without a fee, this would change to 3+ under the amendment.

**Scenario 1:**

**I-4750AA** – Construct one HOT lane HOV3+ in each direction along I-77 from Exit 28 (connecting to I-5405 HOT lane project) to Brawley School Rd (Exit 35) with construction ending approximately 5500 ft. north of the NC 150 structure (Exit 36).

- Northbound and southbound HOT designations begin and end at Brawley School Rd structure (Exit 35).

Draft Citizen Recommendation April 15<sup>th</sup>, 2013

**I-5405** - I-77 from I-277 (Brookshire Freeway) to Exit 28 convert existing HOV lanes to a HOT lane HOV 3+ and extend them to Exit 28.

**Scenario 2:**

**I-4750AA** – Construct one HOT lane HOV3+ in each direction along I-77 from Exit 28 (connecting to I-5405 HOT lane project) to Brawley School Rd (Exit 35) with construction ending approximately 5500 ft. north of the NC 150 structure (Exit 36).

- Northbound and southbound HOT designations begin and end at Brawley School Rd structure (Exit 35).

**I-5405** - I-77 from I-277 (Brookshire Freeway) to Exit 28 convert existing HOV lanes to a HOT lane HOV 3+ and extend them to Exit 28. Add additional HOT lane in each direction beginning at I-85 to Exit 28 for a total of two HOT lanes in each direction.

**Scenario 3:**

**I-4750AA** – Construct one HOT lane HOV3+ in each direction along I-77 from Exit 28 (connecting to I-5405 HOT lane project) to Brawley School Rd (Exit 35) with construction ending approximately 5500 ft. north of the NC 150 structure (Exit 36).

- Northbound and southbound HOT designations begin and end at Brawley School Rd structure (Exit 35).

**I-5405** - I-77 from I-277 (Brookshire Freeway) to Exit 28 convert existing HOV lane to a HOT lane and extend it to Exit 28.

**I-3311C** – Construct one HOT lane HOV3+ along I-77 from just north of the I-77/I-85 Interchange (connecting to I-5405 HOT lane project) to and along I-277;

- Construct one HOT lane northbound from I-277 to northbound southern terminus of I-5405;
- Construct one HOT lane HOV 3+ from the southern terminus of the existing southbound HOV lane to and along I-277 in each direction from I-77 to North Brevard St. (with HOT lane designation beginning and ending at North Tryon St.).

**Scenario 4:**

**I-4750AA** – Construct one HOT lane HOV3+ in each direction along I-77 from Exit 28 (connecting to I-5405 HOT lane project) to Brawley School Rd (Exit 35) with construction ending approximately 5500 ft. north of the NC 150 structure (Exit 36).

- Northbound and southbound HOT designations begin and end at Brawley School Rd structure (Exit 35).

**I-5405** - I-77 from I-277 (Brookshire Freeway) to Exit 28 convert existing HOV lanes to a HOT lane HOV 3+ and extend them to Exit 28. Add additional HOT lane in each direction beginning at I-85 to Exit 28 for a total of 2 HOT lanes in each direction.

**I-3311C** – Construct one HOT lane HOV3+ along I-77 from just north of the I-77/I-85 Interchange (connecting to I-5405 HOT Lane Project) to and along I-277;

- Construct one HOT lane northbound from I-277 to northbound southern terminus of I-5405;
- Construct one HOT lane HOV 3+ from the southern terminus of the existing southbound HOV Lane to and along I-277 each direction from I-77 to North Brevard St. (with HOT lane designation beginning and ending at North Tryon St.)

**Scenario 5:**

**I-4750AA** – Construct one HOT lane HOV3+ in each direction along I-77 from Exit 28 (connecting to I-5405 HOT lane project) to Brawley School Rd (Exit 35) with construction ending approximately 5500 ft. north of the NC 150 structure (Exit 36).

- Northbound and southbound HOT designations begin and end at Brawley School Rd structure (Exit 35).

Draft Citizen Recommendation April 15<sup>th</sup>, 2013

**I-5405** - I-77 from I-277 (Brookshire Freeway) to Exit 28 convert existing HOV lanes to a HOT lane HOV 3+ and extend them to Exit 28. Add additional HOT lane in each direction beginning at I-85 to Exit 28 for a total of 2 HOT lanes in each direction.

**I-3311C** – Construct two HOT lanes HOV3+ along I-77 from just north of the I-77/I-85 interchange (connecting to I-5405 HOT lane project) to and along I-277:

- Construct one HOT lane HOV 3+ from the southern terminus of the existing southbound (south of I-85) HOT Lane to I-277;
- Construct an additional HOT lane HOV3+ southbound from the southern terminus of I-5405 (north of I-85/I-77 interchange) to I-277;
- Construct two HOT lanes HOV 3+ northbound from I-277 to northbound southern terminus of I-5405 (north of I-85);
- Along I-277 construct one HOT lane HOV 3+ in each direction from I-77 to North Brevard Street (with HOT lane designation beginning and ending at North Tryon St.)

All scenarios have been analyzed for transportation conformity and are within the approved motor vehicle emissions budget as described in the State Implementation Plan. MUMPO will be asked to amend both its 2035 LRTP and FY 2012-2018 Transportation Improvement Program (TIP) for the selected scenario.

***(Added-Winegardner) Scenario 6:***

*Separate projects and remove HOT lane components. Make roadway improvements as follows:*

***I-4750AA*** – Construct one HOV+2 or GP lane in each direction along I-77 from Exit 28 (connecting to I-5405 project) to MM 31. Renovate Griffith Street Bridge (approx cost of 60 x 250 bridge is \$2.3 million\*); lane costs are about \$30 million. Total cost for bridge and lanes \$33 million (?).

***I-5405*** - I-77 from MM 19 to Exit 28 add HOV 2+ lane and one GP lane in both directions. Renovate two bridges - approx cost \$5 million plus \$90 million for lanes. Total cost \$95 million (?)

***I-3311C*** – Widen I-77 to federal standards from I-85 to I-277. Previous estimates were \$16 million.

(\*Bridges cost about \$100 to \$200 per square foot of deck space)

***(Added-Winegardner) Expanded Environmental Assessment.***

*An expanded Environmental Assessment shall be done prior to a final acceptance of any of the proposed scenarios in this amendment. The assessment shall assess the period of 2017 thru 2067 and account for: the impact of congestion on productivity, cost of building secondary roads, addition of transit capacity, economic impact on Lake Norman, economic impact of delay on trucking and the environmental impact of trucking delay along the I-77 corridor.*

***(Added-Winegardner) Escape Clause***

*MUMPO reserves the right to review the final P3 contract and review an Environmental Assessment that covers the full term of the P3 contract (versus the current four year assessment) and includes the*

## Draft Citizen Recommendation April 15<sup>th</sup>, 2013

*expected financial and environmental impact on widening of secondary roads in the I-77 corridor. The Environmental Assessment should also provide a comparative long term cost benefit analysis of the HOT lane configuration to the GP configuration over 50 years. MUMPO retains the right to reject this amendment to the LRTP after receiving this information and providing a 30 day public comment period. Scenario 6 will be the preferred option if the Assessment or P3 contract and HOT lane scenarios will create an unfavorable long term impact on the I-77 corridor between I-85 and MM 31*

### **PUBLIC INVOLVEMENT**

Public involvement will be conducted on the proposed changes to MUMPO's 2012-2018 TIP, 2035 LRTP and its Conformity Determination Report from March 23, 2013, through April 22, 2013. Two public meetings will be held to receive citizen input.

Wednesday, April 10

5:00-7:00 PM

Central Piedmont Community College – Merancas Campus

11920 Verhoeff Dr

Huntersville, NC 28078

Thursday, April 11

5:00-7:00 PM

Oaklawn Language Academy

1810 Oaklawn Avenue

Charlotte, NC 28216

Citizens may also review and provide input through the MUMPO's website at <http://mumpo.org/I-77>

### **ACTION**

The Technical Coordinating Committee (TCC) of the MUMPO and the MUMPO are engaged in ongoing review of these proposals. On February 20, 2013, the MUMPO authorized the TCC's I-77 technical team to begin a 30 day review and comment period when the team is comfortable that adequate information exists. The TCC's I-77 technical team has reviewed the information and recommends that on March 23, 2013, the following documents be released for public review and comment along with such other information as may be developed.

2035 LRTP and FY 2012-2018 TIP amendment scenarios listed above; and,

· The Transportation Conformity Report for the amendment scenarios listed above.

Following the public comment period, MUMPO's TCC is tentatively scheduled to make a

recommendation on the proposed actions to MUMPO's governing board (the MPO) on Thursday, May

02, 2013. The MPO is tentatively scheduled to take final action on Wednesday, May 22 at 7:00 PM in the Charlotte-Mecklenburg Government Center, 600 E. Fourth St., Charlotte, NC 28202.



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

**TO:** Mecklenburg-Union MPO Members  
**FROM:** Andy Grzymiski, AICP  
Charlotte Department of Transportation  
**DATE:** May 6, 2013  
**SUBJECT:** **2040 Long Range Transportation Plan Financial Assumptions**

### **REQUEST**

The MPO is requested to adopt the proposed financial assumptions for the 2040 Long Range Transportation Plan (LRTP) as noted below.

### **BACKGROUND**

The Long Range Transportation Plan must include a financial plan that estimates how much funding will be needed to implement recommended improvements, as well as operate and maintain the system as a whole, over the life of the plan. This includes information on how the MPO reasonably expects to fund the projects included in the plan, including anticipated revenues from FHWA and FTA, state government, regional or local sources and the private sector.\* The LRTP must demonstrate that there is a balance between the expected revenue sources for transportation investments and the estimated costs of the projects and programs described in the plan. In other words, an LRTP must be financially constrained.

\*The assumptions being presented for approval at this time relate only to those which are expected to be received through the Equity Formula.

### **ASSUMPTION DEVELOPMENT**

The financial assumptions being presented for approval are the result of several meetings. Staff and the Technical Coordinating Committee (TCC) discussed potential assumptions at 3-4 Transportation Staff and TCC meetings, and the MPO first addressed this topic at the March 2013 meeting, followed by a detailed review at the April 2013 meeting. The MPO provided significant guidance to staff and the TCC at that meeting, and has resulted in the draft assumptions being presented for approval.

### **ASSUMPTIONS-GENERAL**

- Based on a ten-year average of programmed funds, from fiscal year 2014 through fiscal year 2023.
- The assumptions exclude toll revenue, local funds and public-private funds.

### **ASSUMPTIONS-MOBILITY FUND**

- Mobility Funds are competitive State funds for larger-cost projects that normally could not be done due to Equity Formula constraints.

- Assumes an average of \$5 million/year of Mobility Funds for the entire timeframe of the LRTP.

#### **ASSUMPTIONS-STP-DA**

- STP-DA funds are provided directly to MPOs classified as transportation management areas (TMA). MPOs with populations larger than 200,000 are classified as TMAs.
- Assumes \$14 million/year for the entire timeframe of the LRTP.
- Assumes that STP-DA will be used to fund smaller local projects rather than larger LRTP-type projects.

#### **ASSUMPTIONS-BRIDGE REPLACEMENTS**

- Based on guidance from NCDOT, \$4.7 million/year will be subtracted from Div. 10 and \$1.3 million/year from Div. 12 for bridge replacements for the entire timeframe of the LRTP.

#### **ASSUMPTIONS-GARVEE**

- Assumes that all GARVEE funds shown in the 2012-2018 TIP will not be available for other projects.

#### **ASSUMPTIONS-GROWTH RATES**

- Assumes 2.5% annual growth in expected revenues for 2016-2025 and 2% annual growth for 2026-2040.

#### **TCC RECOMMENDATION**

At its May 2, 2013 meeting, the Technical Coordinating Committee unanimously recommended that the MPO adopt the LRTP financial assumptions as presented.





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

**TO:** Mecklenburg-Union MPO Members  
**FROM:** Robert Cook, AICP  
 MUMPO Secretary  
**DATE:** May 6, 2013  
**SUBJECT:** 2012-2018 TIP Amendments

**REQUEST**

The MPO is requested to amend the TIP as noted in the table below.

**BACKGROUND**

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

TIP #	Description	Proposed Amendment	Reason
U-5008	Sugar Creek Road-construct grade-separation of NCR	Delay construction from FY 14 to FY 15	Allow additional time for planning
U-5008	Sugar Creek Road-construct grade-separation of NCR	Revise project description at the request of the NCDOT Rail Division	Add closure of the Craighead Road NCR crossing to the project
U-5325B	Construct roundabout at NC 84 and Matthews-Weddington Road	Delay construction from FY 12 to FY 13	Allow additional time to acquire ROW
BP-5500	Bridge preservation issues at selected sites (this is a Statewide project)	Add construction in FY 13 through FY 23	New STIP project

**TCC RECOMMENDATION**

At its May 2, 2013 meeting, the Technical Coordinating Committee unanimously recommended that the MPO approve the TIP amendments as presented.

**ATTACHMENTS**

A draft resolution is included in the agenda packet.

**RESOLUTION**  
**ADOPTING AMENDMENTS TO THE MECKLENBURG-UNION URBAN AREA**  
**METROPOLITAN 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 Mecklenburg-Union Metropolitan Planning Organization (MUMPO) 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:

<b>TIP #</b>	<b>Description</b>	<b>Proposed Amendment</b>	<b>Reason</b>
U-5008	Sugar Creek Road-construct grade-separation of NCR	Delay construction from FY 14 to FY 15	Allow additional time for planning
U-5008	Sugar Creek Road-construct grade-separation of NCR	Revise project description at the request of the NCDOT Rail Division	Add closure of the Craighead Road NCR crossing to the project
U-5325B	Construct roundabout at NC 84 and Matthews-Weddington Road	Delay construction from FY 12 to FY 13	Allow additional time to acquire ROW
BP-5500	Bridge preservation issues at selected sites (this is a Statewide project)	Add construction in FY 13 through FY 23	New STIP project

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

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

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

**NOW THEREFORE BE IT RESOLVED** by the Mecklenburg-Union Metropolitan Planning Organization that the FY 2012-FY 2018 Metropolitan Transportation Improvement Program for the Mecklenburg-Union Urban Area be amended as listed above on this the 22<sup>nd</sup> day of May, 2013.

\*\*\*\*\*

I, Sarah McAulay, Chairwoman of the Mecklenburg-Union Metropolitan 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 Mecklenburg-Union Metropolitan Planning Organization, duly held on this the 22<sup>nd</sup> day of May, 2013.

\_\_\_\_\_  
 Sarah McAulay, Chairman

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

**MECKLENBURG - UNION  
METROPOLITAN PLANNING ORGANIZATION  
FY 14 UPWP PL FUNDS-Annual Allocation and STP-DA (80% portion)  
Recommended by the TCC for adoption, 5/2/13**

TASK CODE	TASK DESCRIPTION	AGENCY OR JURISDICTION								TOTAL
		CDOT		Planning		Huntersville		Indian Trail		
		Proposed Amount	Proposed Work	Proposed Amount	Proposed Work	Proposed Amount	Proposed Work	Proposed Amount	Proposed Work	
<b>II. Continuing Transportation</b>		<b>\$315,000</b>		<b>\$90,000</b>		<b>\$0</b>		<b>\$0</b>		<b>\$405,000</b>
II-1	Traffic Volume Counts	\$122,500	Browser based traffic data management system that allows administrators to upload validate, and manage the data; users will have access to view, produce reports and download traffic data (tube counts, turning movement counts, permanent count station data, and travel time data) using interactive GIS maps and databases.	\$0						\$122,500
II-9	Travel Time Studies	\$122,500	See II-1 above	\$0						\$122,500
II-10	GIS Analysis & Mapping	\$70,000	Support MPO activities	\$90,000	Support the addition of a GIS analyst position dedicated to MPO work					\$160,000
<b>III. Travel Demand Model</b>		<b>\$193,100</b>		<b>\$40,000</b>		<b>\$0</b>		<b>\$0</b>		<b>\$233,100</b>
III-1	Collection Base Year Data		Annual updates of household & employment data	\$32,000						\$32,000
III-2	Collection of Network Data	\$12,500	Collection of travel time information	\$0						\$12,500
III-3	Travel Model Updates	\$55,600	Model maintenance; external station survey; technical model services (consultant assistance); model-related software and hardware purchases and fees	\$8,000	Participation in model network review					\$63,600
III-4	Travel Surveys	\$0		\$0						\$0
III-5	Forecast of Data to Horizon Years	\$0		\$0						\$0
III-6	Forecast of Future Travel Patterns	\$125,000	Various applications of the regional travel demand model including (but not limited to) traditional highway travel, managed lanes and transit corridor forecasts	\$0						\$125,000
<b>IV. Long-Range Transportation Plan</b>		<b>\$73,800</b>		<b>\$170,000</b>		<b>\$0</b>		<b>\$0</b>		<b>\$243,800</b>
IV-1	Community Goals & Objectives	\$0		\$40,000	Implementation of goals and objectives into overall LRTP					\$40,000
IV-2	Highway Element of the LRTP	\$40,000	Roadway project ranking process	\$80,000	Roadway project ranking process					\$120,000
IV-4	Bicycle & Pedestrian Element	\$4,800	Bike & pedestrian element preparation	\$5,000	Lake Norman Bike Route administration					\$9,800
IV-7	Rail Element of the LRTP	\$4,000	Rail element preparation; involvement in local rail improvements projects (CRISP)	\$0						\$4,000

**MECKLENBURG - UNION  
METROPOLITAN PLANNING ORGANIZATION  
FY 14 UPWP PL FUNDS-Annual Allocation and STP-DA (80% portion)  
Recommended by the TCC for adoption, 5/2/13**

IV-8	Freight Movement/Mobility Elem of LRTP	\$0		\$40,000	Preparation of LRTP freight element; possible contribution to regional freight mobility plan					\$40,000
IV-9	Financial Planning	\$25,000	Development of LRTP financial element	\$5,000	Development of LRTP financial element					\$30,000
<b>V. Continuing Programs</b>		<b>\$122,500</b>		<b>\$165,000</b>		<b>\$0</b>		<b>\$0</b>		<b>\$287,500</b>
V-1	Congestion Management Strategies	\$50,000	Support CMP implementation	\$125,000	CMP implementation & incorporation into LRTP					\$175,000
V-2	Air Quality/Conformity Analysis	\$17,500	Preparation of conformity reports (2040 LRTP, TIP, potential LRTP and TIP amendments); implementation of MOVES (emissions model)	\$5,000	Participation in the conformity process					\$22,500
V-3	Planning Work Program	\$30,000	UPWP preparation; implementation of new procedures due to MPO expansion and possible local match sharing	\$10,000	UPWP preparation; implementation of new procedures due to MPO expansion; possible development of 2-5 year work program					\$40,000
V-4	TIP	\$25,000	Work associated with preparation of 2015-2021 TIP	\$25,000	Work associated with preparation of 2015-2021 TIP					\$50,000
<b>VI. Administration</b>		<b>\$39,000</b>		<b>\$342,848</b>		<b>\$61,200</b>		<b>\$24,000</b>		<b>\$467,048</b>
VI-2	Environmental Justice	\$0		\$8,000	Outreach to EJ communities; Title VI adherence					\$8,000
VI-6	Public Involvement	\$0		\$20,000	LRTP public involvement; general public outreach					\$20,000
VI-10	Corridor Protection & Special Studies	\$0		\$206,848	Local transportation planning efforts; CTP ordinance review; MPO capacity planning	\$61,200	Traffic count program; downtown Huntersville multimodal plan	\$24,000	Traffic count program; Chestnut Parkway/CSX grade separation analysis	\$292,048
VI-11	Regional or Statewide Planning	\$4,000	Participation in the NCAMPO and CRAFT processes	\$8,000	Participation in the NCAMPO and CRAFT processes					\$12,000
VI-12	Management and Operations	\$35,000	Grant management and budget support	\$100,000	Attending MPO, TCC and Transportation Staff meetings, preparation of MPO and TCC agenda packets, updates to MUMPO's website, overall management of the MPO's functions					\$135,000
<b>TOTALS</b>		<b>\$743,400</b>		<b>\$807,848</b>		<b>\$61,200</b>		<b>\$24,000</b>		<b>\$1,636,448</b>

**MECKLENBURG - UNION  
METROPOLITAN PLANNING ORGANIZATION  
FY 14 SECTION 5303 FUNDS (80% portion)  
Recommended by the TCC for adoption, 5/2/13**

TASK CODE	TASK DESCRIPTION	AGENCY		TOTAL
		CDOT	CATS	
<b>II. Continuing Transportation</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
II-1	Traffic Volume Counts			\$0
II-3	Street System Changes			\$0
II-4	Traffic Accidents			\$0
II-6	Dwelling Unit, Pop. & Emplmnt Change			\$0
II-8	Vehicle Occupancy Rates			\$0
II-9	Travel Time Studies			\$0
II-10	GIS Analysis & Mapping			\$0
II-11	Parking Inventory			\$0
II-12	Bicycle & Pedestrian Facilities Inventory			\$0
<b>III. Travel Demand Model</b>		<b>\$46,000</b>	<b>\$65,000</b>	<b>\$111,000</b>
III-1	Collection Base Year Data			\$0
III-2	Collection of Network Data			\$0
III-3	Travel Model Updates	\$46,000		\$46,000
III-4	Travel Surveys			\$0
III-5	Forecast of Data to Horizon Years			\$0
III-6	Forecast of Future Travel Patterns		\$65,000	\$65,000
<b>IV. Long-Range Transportation Plan</b>		<b>\$0</b>	<b>\$65,000</b>	<b>\$65,000</b>
IV-1	Community Goals & Objectives			\$0
IV-2	Highway Element of the LRTP			\$0
IV-3	Transit Element of the LRTP		\$65,000	\$65,000
IV-7	Rail Element of the LRTP			\$0
IV-8	Freight Movement/Mobility Elem of LRTP			\$0
IV-9	Financial Planning			\$0
<b>V. Continuing Programs</b>		<b>\$18,000</b>	<b>\$16,248</b>	<b>\$34,248</b>
V-1	Congestion Management Strategies			\$0
V-2	Air Quality/Conformity Analysis	\$18,000		\$18,000
V-3	Planning Work Program			\$0
V-4	TIP		\$16,248	\$16,248
<b>VI. Administration</b>		<b>\$0</b>	<b>\$113,776</b>	<b>\$113,776</b>
VI-2	Environmental Justice			\$0
VI-6	Public Involvement			\$0
VI-9	Environ Analysis & Pre-TIP Planning			\$0
VI-10	Corridor Protection & Special Studies		\$113,776	\$113,776
VI-11	Regional or Statewide Planning			\$0
VI-12	Management and Operations			\$0
<b>TOTALS</b>		<b>\$64,000</b>	<b>\$260,024</b>	<b>\$324,024</b>