



TO: CRTPO Prioritization 3.0 Local Input Points Commenters
FROM: Neil Burke, AICP, PTP
Senior Principal Planner
DATE: July 28, 2014

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

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

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

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

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

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

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

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

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

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

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

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