# GASTON-CLEVELAND-LINCOLN
## Metropolitan Planning Organization

## TECHNICAL COORDINATING COMMITTEE (TCC)

## VIRTUAL MEETING

Wednesday, July 14, 2021

10:00 AM

Click on the link below to join the meeting from a computer, tablet or smartphone.

https://us02web.zoom.us/j/88917156863?pwd=bUtFNUhIcFJmOXlHYWVOOUUvZlM3dz09

Or dial 1-301-715-8592 to join using your phone.

Meeting ID: 889-1715-6863 Passcode: 445870

1. Introduction of Members & Guests
2. Set Agenda
3. Determination of Quorum and Good Standing
4. Approval of May 12, 2021 Minutes
5. Public Comment
6. Consent Agenda—2020-2029 TIP Administrative Modifications
7. 2020-2029 TIP Formal Amendment—C-5600 and C-5601
8. 2050 MTP—Fiscally-Constrained Project Lists
9. Final P6.0 Local Input Point Methodology
10. 2021 Transit Safety Targets
11. Other Business
    a) FY 23 CMAQ—Call for Projects
    b) NCDOT Update—Division 12 Staff and TPD MPO Coordinator
    c) Transit Ridership Update

***TCC Members:***

*City of Belmont, City of Bessemer City, Town of Boiling Springs, City of Cherryville, Town of Cramerton, Town of Dallas, City of Gastonia (3), City of Kings Mountain, City of Lincolnton, City of Lowell, City of Mount Holly, Town of Ranlo, City of Shelby, Town of Stanley, Cleveland County, Gaston County, Lincoln County, Gastonia Transit, Gaston County ACCESS, Cleveland County EDP, Gaston EDC, Lincoln EDA, NCDOT-TPB, NCDOT-Div. 12, NCDOT-PTD, Transportation Administration of Cleveland County, Transportation Lincoln County*

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GASTON-CLEVELAND-LINCOLN MPO
Metropolitan Planning Organization

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# AGENDA

The Technical Coordinating Committee (TCC) of the Gaston-Cleveland-Lincoln Metropolitan Planning Organization (MPO) will meet **virtually** on **Wednesday, July 14, 2021** at **10:00 AM**. Instructions on how to join the meeting are included on the cover. The following is the agenda for the meeting:

1. **Introduction of Members & Guests**
   ***Presenter: Andrew Bryant, TCC Chair***

   A roll call will be conducted and all guests shall introduce themselves at this time.

2. **Set Agenda**
   ***Presenter: Andrew Bryant, TCC Chair***

   The agenda needs to be set to include adding "New" or "Other Business."

3. **Determination of Quorum and Good Standing**
   ***Presenter: Andrew Bryant, TCC Chair***

   Voting members must be in Good Standing to vote. TCC Bylaws define a quorum as the presence of 51% of voting members in Good Standing representing the local municipalities, counties, and public transit providers. This requires attendance of at least **twelve (12)** of the members listed below that are in Good Standing:

| | | |
|---|---|---|
| [ ] City of Belmont | [ ] City of Gastonia (3/3) | [ ] County of Cleveland |
| [ ] City of Bessemer City | [ ] City of Kings Mountain | [ ] County of Gaston |
| [ ] Town of Boiling Springs | [ ] City of Lincolnton | [ ] County of Lincoln |
| [ ] City of Cherryville | [ ] City of Lowell | [ ] Gastonia Transit |
| [ ] Town of Cramerton | [ ] City of Mount Holly | [ ] Gaston ACCESS |
| [ ] Town of Dallas | [ ] Town of Ranlo | [ ] TACC* |
| [ ] City of Gastonia (1/3) | [ ] City of Shelby | [ ] TLC |
| [ ] City of Gastonia (2/3) | [ ] Town of Stanley | |

   As specified in the Bylaws, voting members listed below do not count towards the quorum:

| | | |
|---|---|---|
| [ ] Cleveland County EDP* | [ ] Lincoln EDA | [ ] NCDOT Division 12 |
| [ ] Gaston EDC | [ ] NCDOT TPD | [ ] NCDOT IMD |

   *Not in Good Standing (missed three or more consecutive meetings). Voting rights are reinstated once a member has attended two consecutive meetings.

4. **Approval of Minutes**
   ***Presenter: Andrew Bryant, TCC Chair***

   Review and adopt the minutes from the TCC meeting of May 12, 2021.

   ACTION REQUESTED: Approve as presented.

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**5. Public Comment**

***Presenter: Andrew Bryant, TCC Chair***

Any public comment will be presented and addressed at this time. Public comment should be kept to a reasonable period of time.

**CONSENT AGENDA**

**6. 2020-2029 Transportation Improvement Program (TIP) – Administrative Modifications**

***Presenter: Randi Gates, Principal Transportation Planner***

All projects receiving federal funding must be in the GCLMPO's TIP and the NCDOT's State Transportation Improvement Program (STIP). The federal regulations also require that project schedules and funding amounts be consistent between the TIP and the STIP.

ACTION REQUESTED: Recommend approval of 2020-2029 TIP Administrative Modifications.

**REGULAR AGENDA**

**7. 2020-2029 TIP Formal Amendment – C-5600 and C-5601**

***Presenter: Randi Gates, Principal Transportation Planner***

The GCLMPO's 2020-2029 TIP needs to be amended to include funding for various Congestion Mitigation and Air Quality (CMAQ) projects across the state.

ACTION REQUESTED: Recommend approval of 2020-2029 TIP Amendments for C-5600 and C-5601 – Statewide CMAQ Projects.

**8. 2050 Metropolitan Transportation Plan (MTP) Fiscally-Constrained Project Lists**

***Presenter: Randi Gates, Principal Transportation Planner***

Utilizing ranking criteria that was approved by the TCC and adopted by the MPO Board in January, as well as the financial assumptions approved in May, GCLMPO staff has developed fiscally-constrained draft project lists for highway, bicycle and pedestrian, aviation, and public transportation for the 2050 MTP.

ACTION REQUESTED: Recommend approval of the draft 2050 MTP Fiscally-Constrained Project Lists as presented to be released for a 30-day public comment period (August 1-30, 2021).

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**9. Final P6.0 Local Input Point Methodology**

***Presenter: Randi Gates, Principal Transportation Planner***

The Gaston-Cleveland-Lincoln Metropolitan Planning Organization (GCLMPO) is required by state law to develop a local input point methodology for prioritizing all transportation projects (aviation, bicycle and pedestrian, highway, public transportation, and rail) within the MPO boundary that compete for state and federal funding.

ACTION REQUESTED: Recommend approval of the final P6.0 LIP Methodology as presented.

**10. 2021 Transit Safety Targets**

***Presenter: Julio Paredes, Planner***

All operators of public transportation systems that are recipients and sub-recipients of federal financial assistance under the Urbanized Area Formula Program must develop safety performance targets based on the safety performance measures established by FTA. MPOs are required to endorse the agencies' targets or develop their own.

ACTION REQUESTED: Recommend approval of resolution establishing safety performance targets for the Public Transportation Agency Safety Plan (PTASP) Performance Measures.

**11. Other Business**

a. FY 2023 CMAQ – Call for Projects
b. NCDOT Update – Division 12 Staff and TPD MPO Coordinator
c. Transit Systems Ridership

**12. Adjournment**

*In accordance with DOT Order 1050.2A, the Gaston-Cleveland-Lincoln Metropolitan Planning Organization (GCLMPO) assures the North Carolina Department of Transportation (NCDOT) that no person shall, on the ground of race, color, national origin, sex, creed, age, or disability, as provided by Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987 and related nondiscrimination authorities, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination or retaliation under any program or activity undertaken by GCLMPO.*

*Individuals requiring special accommodations when attending this public meeting and/or if this information is needed in an alternative format because of a disability, should contact the City of Gastonia Human Resources Department, located in City Hall at 181 S. South Street, telephone (704-866-6786), fax (704-836-0022) or by email: judys@cityofgastonia.com. The Human Resources Department requests at least 72 hours' notice prior to the meeting to make the appropriate arrangements.*

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**GASTON-CLEVELAND-LINCOLN**
**METROPOLITAN PLANNING ORGANIZATION (GCLMPO)**
**TECHNICAL COORDINATING COMMITTEE (TCC)**
**Virtual Meeting**
**May 12, 2021**

The regularly scheduled meeting of the Gaston-Cleveland-Lincoln Metropolitan Planning Organization (MPO) Technical Coordinating Committee (TCC) was held on **Wednesday, May 12, 2021**, from 10:00 am until 11:15 am via Zoom.

**Members Present**

| | |
|---|---|
| Scott Attaway | City of Lowell, City Manager |
| Andy Bailey | NCDOT-TPD, Group Supervisor |
| Alex Blackburn | City of Lowell, Planning Director |
| Jonathan Blanton | Town of Ranlo, Town Administrator |
| Rusty Bost | City of Gastonia, Development Services Director |
| Dominique Boyd | NCDOT-TPD, GCLMPO Coordinator |
| Andrew Bryant | Lincoln County, Planning Director, ***TCC Chair*** |
| Jeff Cash | City of Cherryville, City Manager |
| Michael Coone | Gaston County ACCESS, Adult & Aging Services Administrator |
| Kristi Davis | Gastonia Transit, Grant Facilitator |
| Brian DuPont | City of Mount Holly, Assistant Planning Director |
| Henry Earle | Cleveland County, Planner |
| Laura Elam | City of Lincolnton, Planning Director |
| Tiffany Faro | City of Belmont, Associate Planner |
| Karen Floyd | Bessemer City, Planner |
| Kristal Ford | Transportation Lincoln County, Transportation Manager |
| Juan Garcia | Gaston County, Senior Transportation Planner/Data Analyst |
| Donald Ghantt | Transportation Lincoln County, Operations Supervisor |
| Mike Gibert | Town of Boiling Springs, Public Works Director |
| Stuart Gilbert | Kings Mountain, Planning Director |
| Olga Grishin | Town of Stanley, Town Clerk |
| Nolan Groce | Town of Dallas, Development Services Director |
| Dean Ledbetter | NCDOT Program Dev. Branch, Corridor Development Engineer |
| Justin Longino | Town of Boiling Springs, Town Manager |
| Chris Martin | Cleveland County, Planning Director |
| Gregory Moyer | City of Gastonia, Civil Engineer III |
| Walter Scharer | City of Shelby, Planning Director |
| Jason Thompson | City of Gastonia, Planning Director |
| Josh Watkins | Town of Cramerton, Director of Planning, ***TCC Vice-Chair*** |
| David Williams | Gaston County, Comm. Affairs & Development Administrator |
| Vincent Wong | City of Gastonia, Director of Comm. Dev. And Innovation |

**Staff Present**

| | |
|---|---|
| Randi Gates | GCLMPO, Principal Transportation Planner |
| Jane Love | GCLMPO, Senior Transportation Planner |
| Julio Paredes | GCLMPO, Planner |
| Kristen Wheeler | GCLMPO, Administrative Assistant |

**Guests Present**

| | |
|---|---|
| Loretta Barren | FHWA, Planner |
| Tony Lathrop | NCDOT, Board of Transportation Member |
| Wil Neumann | Citizen |

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**Absences** (x = Absent) / Not in Good Standing

| Member | May 2020 | July 2020 | Sept 2020 | Nov 2020 | Jan 2021 | Mar 2021 | May 2021 |
|---|---|---|---|---|---|---|---|
| City of Belmont | ------ | ----- | ------ | ------ | ------ | ------ | ------ |
| City of Bessemer City | ------ | ------ | ------ | ------ | ------ | ------ | ------ |
| Town of Boiling Springs | x | ------ | ------ | x | x | ------ | ------ |
| City of Cherryville | ------ | ------ | ------ | ------ | ------ | ------ | ------ |
| Town of Cramerton | ------ | ------ | ------ | ------ | ------ | ------ | ------ |
| Town of Dallas | ------ | ------ | ------ | ------ | ------ | ------ | ------ |
| City of Gastonia (Planning) | ------ | ------ | ------ | ------ | ------ | ------ | ------ |
| City of Gastonia (Engineering) | ------ | ------ | ------ | ------ | ------ | ------ | ------ |
| City of Gastonia (Econ. Dev.) | ------ | ------ | ------ | ------ | ------ | ------ | ------ |
| City of Kings Mountain | ------ | ------ | ------ | ------ | x | ------ | ------ |
| City of Lincolnton | ------ | ------ | ------ | x | ------ | ------ | ------ |
| City of Lowell | ------ | ------ | ------ | ------ | ------ | ------ | ------ |
| City of Mount Holly | ------ | ------ | ------ | ------ | ------ | ------ | ------ |
| Town of Ranlo | x | ------ | ------ | ------ | ------ | ------ | ------ |
| City of Shelby | ------ | ------ | ------ | x | x | ------ | ------ |
| Town of Stanley | ------ | ------ | x | ------ | ------ | ------ | ------ |
| Cleveland County | ------ | ------ | ------ | ------ | ------ | ------ | ------ |
| Gaston County | ------ | ------ | ------ | ------ | ------ | ------ | ------ |
| Lincoln County | ------ | ------ | ------ | ------ | ------ | ------ | ------ |
| Gastonia Transit | ------ | ------ | ------ | ------ | ------ | ------ | ------ |
| Gaston County ACCESS | x | ------ | ------ | ------ | ------ | ------ | ------ |
| Transportation Administration of Cleveland County | ------ | ------ | ------ | ------ | x | x | x |
| Transportation Lincoln County | ------ | x | ------ | x | ------ | ------ | ------ |
| Cleveland County Economic Development Partnership | x | x | x | x | ------ | x | x |
| Gaston County Economic Development Commission | ------ | x | ------ | ------ | ------ | ------ | x |
| Lincoln County Economic Development Association | ------ | ------ | ------ | x | x | ------ | x |
| NCDOT Division 12 | ------ | ------ | ------ | ------ | ------ | ------ | ------ |
| NCDOT Integrated Mobility Division | x | x | x | x | ------ | ------ | x |
| NCDOT Transportation Planning Branch | ------ | ------ | ------ | ------ | ------ | ------ | ------ |

1. **Introduction of Members and Guests**
   ***Presenter: Andrew Bryant, TCC Chair***
   Mr. Bryant welcomed all members and guests and invited any quests to introduce themselves.

2. **Set Agenda**
   ***Presenter: Andrew Bryant, TCC Chair***
   Mr. Bryant stated that it was time to set the agenda.

   **Mr. DuPont motioned to approve the agenda as presented. Mr. Bost seconded and the motion passed unanimously.**

3. **Determination of Quorum and Good Standing**
   ***Presenter: Andrew Bryant, TCC Chair***
   Mrs. Gates determined that a quorum had been met.

4. **Approval of Minutes**
   ***Presenter: Andrew Bryant, TCC Chair***

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Mr. Bryant asked for a motion to approve the March 10, 2021 meeting minutes as presented.

**Mr. Watkins motioned to approve the March 10, 2021 minutes as presented. Mr. Williams seconded and the motion passed unanimously.**

**5. Public Comment Period**

***Presenter: Andrew Bryant, TCC Chair***

There were no public comments at this time.

**6. NC FIRST Commission Presentation**

***Presenter: Anthony Lathrop, NCDOT Board of Transportation Member***

The NC FIRST Commission was created in March 2019 and was tasked with evaluating North Carolina's current and future transportation investment needs and advising the secretary of new or better ways to ensure that critical financial resources are available in the future. The current three sources of funding for NCDOT are a gas tax, a tax on vehicle purchases and DMV fees with gas tax revenues making up slightly more than 60% of all funds. Gas tax revenues are being effected by a rise in fuel economy and electric cars, a decrease in people driving as well as an increase in public transit use. Technical changes, growing population and construction costs continue to increase the need for funds.

The NC FIRST Commission met for two (2) years to research funding possibilities and submitted its final report to the secretary in January 2021. The report includes a recommendation for an additional investment of at least $20 billion over the next ten years to achieve a "good" infrastructure rating from the American Society of Civil Engineers. Several options for consideration were included in the report including immediate options which include a 2% increase in the highway use tax, eliminating the net-of-trade exemption and recapturing proceeds from alternative highway use taxes such as short-term rental vehicles, vehicle subscription services and car sharing. The estimated revenue from these immediate actions could be as much as $7.6 billion over ten (10) years. Additional possible changes include increasing the sales tax by .25% on a state level while lowering the gas tax, recapturing revenues from transportation-related goods and services and taxing ride-hail companies. These changes could increase revenues from $9.25 billion to $11.35 billion over ten (10) years. DMV fee increases on electric and plug-in hybrid cars, weight-based fees for heavy vehicles, changing the timing of inflationary adjustment and authorizing a Road Impact Fee for e-commerce deliveries are additional potential sources of funding which could result in an estimated $620 million for NCDOT and $290 million for municipalities.

Long-term modernization options include a mileage-based user fee which would include tracking how much people actually use the roads. Ways this could be accomplished include self-reporting when renewing car registration or including a data port in cars to track mileage. Mr. Lathrop noted that this option is unlikely but there are several pilot programs across the country. Other long-term modernization possibilities include removing the statutory cap on highway tolling and public private partnerships, reauthorizing and funding the State Infrastructure Bank and authorizing Value Capture techniques.

Local government options were also considered in the report. Local government options include authorizing an additional 0.5% local option sales tax for transportation purposes, Local Road Impact Fees for commerce deliveries, Local Infrastructure Banks and local use of Value Capture techniques. Lastly, the report included other options such as expanding broadband as vehicles continue to have increased connectivity to each other and transportation infrastructure. At the DOT level it could be possible to appoint a Chief Innovation Officer who would assemble, more proactively, the innovations as they become available.

Mr. Lathrop briefly covered a few other possibilities that could potentially lead to infrastructure relief including congestion management and regional collaboration.

This item is for information only.

**7. MTP and TIP Amendment – Cramerton-McAdenville Greenway Connector**

***Presenter: Jane Love, Senior Transportation Planner***

The Transportation Improvement Program (TIP) identifies the transportation projects that GCLMPO and NCDOT plan to undertake over the next ten (10) years. The GCLMPO's 2020-2029 TIP needs to be amended to reflect the following amendment to the 2020-2029 State Transportation Improvement Program (STIP):

| | | | |
|---|---|---|---|
| C-5704 | GASTON COUNTY | Cramerton-McAdenville Greenway Connector. Construct greenway connecting paved trail at South Fork Village in Cramerton to Riverside Drive in McAdenville, following the South Fork of the Catawba River. ***ADD PRELIMINARY ENGINEERING, RIGHT-OF-WAY, AND CONSTRUCTION IN FY 21 AT THE REQUEST OF THE MPO.*** | ENGINEERING<br>FY 21 - $78,000 (CMAQ)<br>FY 21 - $20,000 (L)<br>RIGHT-OF-WAY<br>FY 21 - $41,000 (CMAQ)<br>FY 21 - $10,000 (L)<br>CONSTRUCTION<br>FY 21 - $321,000 (CMAQ)<br>FY 21 - $332,000 (L)<br>$802,000 |

Ms. Love noted that this project, which already has a STIP number, will connect an existing piece of greenway at the South Fork Village Apartments to Riverside Dr. in McAdenville. This project has a small amount of funding already but additional funding has been added following the cancellation of another Cramerton CMAQ project.

In addition, the GCLMPO's 2045 Metropolitan Transportation Plan (MTP) needs to be amended to include C-5704: Cramerton-McAdenville Greenway Connector as a new bike/ped project in HY 2025.

In accordance with the GCLMPO Public Participation Plan, a 30-day public comment period was held from April 1-30, 2021. No public comments were received.

**Mr. DuPont motioned to approve amendments to the 2045 MTP and 2020-2029 TIP to include the Cramerton-McAdenville Greenway Connector as presented. Mr. Williams seconded and the motion passed unanimously.**

**8. DRAFT P6.0 Local Input Point Methodology**

***Presenter: Randi Gates, Principal Transportation Planner***

The Gaston-Cleveland-Lincoln Metropolitan Planning Organization (GCLMPO) is required by state law to develop a local input point methodology for prioritizing all transportation projects (aviation, bicycle and pedestrian, highway, public transportation, and rail) within the MPO boundary that compete for state and federal funding. The GCLMPO is also required to submit the methodology to the North Carolina Department of Transportation (NCDOT) for approval. Following approval by the TCC and Board, the draft P6.0 LIP Methodology will be submitted to NCDOT in May and any needed edits will be brought back to the TCC and Board for final approval and adoption in July.

The MPO has developed this prioritization methodology in an effort to satisfy the quantitative, data-driven requirements of the STI legislation while protecting the discretion of local officials by incorporating subjective, qualitative local input where possible.

This process will apply to all projects that fall in the "Regional Impact" and "Division Needs" tier levels, as defined by STI.

For the Regional Impact tier, the total score is based off of 70% quantitative score and 30% local score. The total score for the Division Needs tier are 50% quantitative score and 50% local score. The LIP closely mimics the 2050 ranking methodology which came before the TCC and Board earlier this year. The only change between the two (2) methodologies is the addition of rail ranking criteria. To build the rail methodology Mrs. Gates researched the criteria used by other MPOs in the state.

The MPO receives 1800 to assign to Regional Impact projects and an additional 1800 points to assign to Division Needs projects. The LIP methodology is implemented by putting all new and carryover projects through this ranking criteria then ranking them from highest to lowest. MPO staff will then assign a maximum

of 100 points to the top 18 projects in each tier. The Local Input Point Flexing Policy allows the MPO to flex up to 500 points from one (1) tier to the other. This is a new option for P6.0. that is available, but does not require the MPO to use it. Additionally, there is a Deviation Policy which allows the TCC and Board to assign points to a project if it does not score well but has a lot of local support. There are additional sections which touch on tie breakers, project continuity and public input.

STIP Development Milestones (*dates tentative and subject to change*):

- July 31, 2021 – Local Input Point Methodologies must be approved
- End of August 2021 - Draft Statewide Tier project list released
- September 1 – November 30, 2021 - MPO/NCDOT Div. 12 rank projects on the Regional Impact level (includes public input and LIP assignment)
- End of January 2022 – STIP Unit identifies and publishes Regional Impact projects
- February 1 – April 29, 2022 – MPO/NCDOT Div. 12 rank projects at the Division Needs level (includes public input and LIP assignment)
- End of August 2022 – NCDOT releases entire draft 2024-2033 STIP

**Mr. Watkins motioned to approve the Draft P6.0 LIP Methodology as presented for submittal to NCDOT's LIP Review Committee. Mr. DuPont seconded and the motion passed unanimously.**

**9. <u>2050 Metropolitan Transportation Plan (MTP) Financial Assumptions</u>**

***Presenter: Jane Love, Senior Transportation Planner***

Development of a multi-modal Metropolitan Transportation Plan (MTP) is one of the primary responsibilities of every MPO. The plan is updated on a regular schedule. It looks more than 20 years into the future and includes, at a minimum, transportation projects, programs or services that are expected to be allocated federal funds. The plan is required to be fiscally constrained. Therefore, revenues are projected for the entire period covered by the plan, and these are balanced against estimated project costs. The MPO Board will approve the assumptions that are to be used for the financial projections.

The MTP's project lists are divided into horizon years covering short term, mid-term, and longer term periods. Project costs must incorporate inflation as appropriate. For revenues, the MPO chooses an assumed annual growth rate to arrive at the plan's financial assumptions.

In drafting the financial assumptions for the 2050 MTP, staff began by obtaining the budget of the FY 2020-2029 State Transportation Improvement Program (STIP) from NCDOT. Because the STIP development process categorizes projects as Statewide, Regional Impact, or Division Needs, the MTP likewise groups revenue into those categories, and also sums the revenue by horizon years. Staff calculated the GCLMPO shares of the Regional Impact and Division Needs categories, based on population, and applied a 2% annual growth rate in order to project revenues out to 2050. This growth rate is also used by other MPOs within the region covered by the Metrolina Regional Model for air quality and was used in the 2045 MTP.

The MTP is a multi-modal plan, identifying needs not only for roadways, but also for transit, aviation, and bicycle and pedestrian modes. Therefore, some of the projected revenue within the Division Needs tier will be allocated to non-highway modes, with the remainder available to assign to highway projects. For the 2050 MTP, a 20% non-highway allocation is recommended by staff, the MTP Subcommittee, and the Bicycle and Pedestrian Advisory Committee. For options on the non-highway percentage, alternatives for 10% and 15% were also included, in addition to the recommended 20%. Still other percentages are possible options. The 20% would be shared equally among the three (3) modes of non-highway.

The revenue included applies to projects that are programmed through the STI process. The MTP will also recognize other federal funds such as Maintenance funding and Congestion Mitigation and Air Quality (CMAQ) funding. These funds are programmed under separate processes, and thus revenues will be displayed separately from the STI budget. For information in the plan document, GCLMPO's share of these types of funds from the most recent fiscal year will be used as a base, with the approved growth rate applied.

**Mr. Bost motioned to approve of a 2% annual growth rate for MTP revenues and a 20% non-highway allocation in the Division Needs category. Mr. Watkins seconded and the motion passed unanimously.**

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**10. 2050 Metropolitan Transportation Plan (MTP) Prioritized Project Lists**

***Presenter: Jane Love, Senior Transportation Planner***

MPO staff has prioritized the draft 2050 MTP project lists, using the ranking methods for each mode that were endorsed/approved by the TCC and MPO Board in January. The BPAC and TCC subcommittee have reviewed the project lists and the next step is fiscal constraint.

Once the MPO Board approves the prioritized lists, MPO staff will balance the projected revenue, by horizon year and STI category, against the estimated project costs in rank order until funds are all allocated. The fiscally constrained lists will be presented to the TCC and MPO Board at future meetings for approval.

Projects that do not receive allocations for any of the MTP horizon years will be retained in the "Unfunded List" in order to document needs that have been identified in the planning process. These projects and others could potentially be included in one of the horizon year groups in the future, through MTP amendments, should funding become available.

**Mr. DuPont motioned to approve the prioritized draft project lists for the 2050 MTP as presented. Mr. Watkins seconded and the motion passed unanimously.**

**11. NCDOT Bicycle and Pedestrian Planning Grant Initiative – GCLMPO Support**

***Presenter: Jane Love, Senior Transportation Planner***

The NC Department of Transportation is accepting applications for the 2021 Bicycle and Pedestrian Planning Grant Initiative. The application deadline is 5:00 p.m. on June 30, 2021. A requirement in the application is a resolution of support from the MPO.

The City of Belmont is applying for this grant to update their Pedestrian Plan and has requested a Resolution of Support from the MPO.

Mr. Bryant asked why there is a 50,000 population cap on the County but no cap on the municipalities. Ms. Love noted that DOT stated that most of the plan cost is made up of public involvement so covering a larger area is assumed to cost more as you are required to have multiple meetings. Additionally, it is preferred that bike/ped planning be done locally rather than by county.

**Mr. Scharer motioned to approve a Resolution of Support for grant applications within the GCLMPO planning area as presented. Mr. Williams seconded and the motion passed unanimously.**

**12. USDOT RAISE Grant – GCLMPO Support**

***Presenter: Randi Gates, Principal Transportation Planner***

The U.S. Department of Transportation has issued a Notice of Funding Opportunity for the Department of Transportation's Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant. This grant was formerly known as the BUILD Grant. Historically, the MPO has always provided letters of support for projects being submitted for the grant. Currently, there are two (2) applications being submitted from the GCLMPO planning area:

The City of Gastonia, in partnership with the City of Lowell and Gaston County is submitting an application for The Lineberger Connector Project. The Lineberger Connector Project is the construction of a new roadway from Cox Road to the west to NC Highway 7 to the north that opens up access to close to 400 acres of infill property with superior access to the I-85 corridor.

The City of Shelby will be applying for these grant funds to complete construction of the Cleveland County Rail Trail. This Trail will be approximately 11 miles in length and will connect business centers, schools, libraries, parks, subdivisions, multi-family complexes and three (3) municipalities along the way.

**Mr. Bost motioned to approve Letters of Support for RAISE applications within the GCLMPO planning area. Mr. Watkins seconded and the motion passed unanimously.**

**13. Other Business**

a. **Catawba Crossings Feasibility Study Update –** Mrs. Gates noted that the first round of public involvement ended on February 4th. There were over 13,400 visitors to the website, 1,175 surveys completed through MetroQuest and over 500 written comments outside of the survey with a majority of positive comments. Major themes included the need for the project and comments about transportation modes including bike/ped and public transit options. Additionally, there were comments about impacts of the project and design concerns. Next steps include conceptual roadway designs, a second round of public involvement which may include both in-person and virtual options, meeting with NCDOT to discuss a primary route designation and completion of the study by the end of the year or early 2022.
b. **NCDOT Update – Division 12 Staff and TPD MPO Coordinator –** Mr. Ledbetter reminded the group to review the spreadsheets Randi sent out with P6.0 data and get them back to Randi with comments.
c. **Transit Systems Ridership –** For information only.
d. **ConnectBEYOND –** There will be two project update meetings on May 19th and Randi encouraged everyone to attend one of the two sessions that day.

**14. <u>Adjournment</u>**

There being no further business the meeting was adjourned at 11:15 am.

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# CONSENT AGENDA

## Agenda Item #6

**To:** TCC Members and Interested Persons
**From:** Randi Gates, AICP, Principal Transportation Planner
**Date:** June 14, 2021
**Subject:** 2020-2029 Transportation Improvement Program (TIP) – Administrative Modifications

**BACKGROUND:** The Transportation Improvement Program (TIP) identifies the transportation projects that GCLMPO and NCDOT plan to undertake over the next ten years. All projects receiving federal funding must be in the GCLMPO's TIP and the NCDOT's State Transportation Improvement Program (STIP). Federal regulations also require that project schedules and funding amounts be consistent between the TIP and the STIP.

Administrative Modifications do not require documentation of public review or comment, re-demonstration of fiscal constraint, or a transportation conformity determination.

The GCLMPO's 2020-2029 TIP needs to be amended to reflect schedule changes for multiple projects across the MPO planning area.

**ACTION REQUESTED**: Recommend approval of 2020-2029 TIP Administrative Modifications.

**ATTACHMENT:**

1. GCLMPO 2020-2029 TIP Administrative Modifications

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GASTON-CLEVELAND-LINCOLN MPO
Metropolitan Planning Organization

# GCLMPO 2020-2029 TIP Amendments

## July 2021 TCC and Board Meetings

| TIP Modification | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **TIP/STIP No.** | **Project Name** | **County** | **Category** | **Amendment Description** | **Funding Type** | **Phase** | **FY** | **Funding Amt** |
| AV-5753 | Lincolnton-Lincoln County Airport (IPJ)<br>Obstruction removal in Runway 5 app-roach. | Lincoln | Aviation | To allow additional time for planning and design, delay right-of-way from FY 21 to FY 22. | St. Hwy. Tr. Fd. | Right-of-way | 2022 | $295,000 |
| AV-5755 | Lincolnton-Lincoln County Airport (IPJ)<br>Land acquisition for Runway 5 approach. | Lincoln | Aviation | To allow additional time for planning and design, delay right-of-way from FY 21 to FY 22. | St. Hwy. Tr. Fd. | Right-of-way | 2022 | $176,000 |
| C-5703 | Gastonia Signal System<br>Upgrade Gastonia CityWide Signal System. | Gaston | Other | To allow additional time for planning and design, delay right-of-way from FY 21 to FY 22. | CMAQ<br>Local Match<br>State Match<br>CMAQ<br>Local Match<br>State Match | Right-of-way<br>Right-of-way<br>Right-of-way<br>Construction<br>Construction<br>Construction | 2022<br>2022<br>2022<br>2022<br>2022<br>2022 | $600,000<br>$11,000<br>$139,000<br>$6,784,000<br>$127,000<br>$1,590,000 |
| C-5704 | Cramerton-McAdenville Greenway<br>Construct greenway connecting paved trail at South Fork Village in Cramerton to Riverside Drive in McAdenville, following South Fork of Catawba River. | Gaston | Other | To reflect current delivery schedule delay preliminary engineering from FY 21 to FY 22, right-of-way from FY 21 to FY 22 and construction from FY 21 to FY 22 at the request of the MPO. | CMAQ<br>Local Match<br>CMAQ<br>Local Match<br>CMAQ<br>Local Match | Engineering<br>Engineering<br>Right-of-way<br>Right-of-way<br>Construction<br>Construction | 2022<br>2022<br>2022<br>2022<br>2022<br>2022 | $78,000<br>$20,000<br>$41,000<br>$10,000<br>$321,000<br>$332,000 |
| C-5606 | Various CMAQ Projects | Gaston<br>Cleveland<br>Lincoln | Other | Add preliminary engineering, right-of-way and construction in FY 21 not previously programmed. | CMAQ<br>Local Match<br>CMAQ<br>Local Match<br>CMAQ<br>Local Match<br>CMAQ<br>Local Match<br>CMAQ<br>Local Match<br>CMAQ<br>Local Match | Engineering<br>Engineering<br>Engineering<br>Engineering<br>Right-of-way<br>Right-of-way<br>Right-of-way<br>Right-of-way<br>Construction<br>Construction<br>Construction<br>Construction | 2020<br>2020<br>2021<br>2021<br>2020<br>2020<br>2021<br>2021<br>2020<br>2020<br>2021<br>2021 | $73,000<br>$19, 000<br>$73,000<br>$19,000<br>$73,000<br>$19,000<br>$73,000<br>$19,000<br>$439,000<br>$110,000<br>$439,000<br>$110,000 |
| EB-5531 | Bessemer City Sidewalks<br>Bessemer City, Phase I: 12th Street, Chadwick Court to Kaiser Road. Phase II: Yellow Jacket Lane/Bess Town Road, 12th Street to 14th Street (NC 274). Construct sidewalks. | Gaston | Bike/Ped | To assist in balancing funds, delay construction from FY 20 to FY 21. | BGANY | Construction | 2021 | $300,000 |

GASTON-CLEVELAND-LINCOLN MPO Metropolitan Planning Organization

# GCLMPO 2020-2029 TIP Amendments

## July 2021 TCC and Board Meetings

| TIP Modification | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **TIP/STIP No.** | **Project Name** | **County** | **Category** | **Amendment Description** | **Funding Type** | **Phase** | **FY** | **Funding Amt** |
| EB-6037A | Shelby Rail Trail, South Carolina State line to west of Grover Street in Shelby. Construct multiuse path. | Cleveland | Bike/Ped | To allow additional time for planning and design, delay right-of-way from FY 20 to FY 21. | TAANY<br>Local Match | Right-of-way<br>Right-of-way | 2021<br>2021 | $4,160,000<br>$1,040,000 |
| HS-2012 | Various, safety improvements at various locations in Division 12. | Gaston<br>Cleveland<br>Lincoln | Highway Safety | Project added at request of transportation mobility and safety; individual projects and funding to be requested in the future as needed. | N/A | N/A | N/A | N/A |
| I-5719 | I-85 Widening (US 321 to NC 273) Widen to eight lanes. SSR 2200 (Cox Rd) Interchange. Construct interchange improvements. | Gaston | Interstate | Change procurement to design-build. Accelerate construction from FY 25 to FY 24 to align with right-of-way schedule. | St. Hwy. Tr. Fd.<br>St. Hwy. Tr. Fd.<br>St. Hwy. Tr. Fd.<br>St. Hwy. Tr. Fd.<br>St. Hwy. Tr. Fd.<br>St. Hwy. Tr. Fd.<br>St. Hwy. Tr. Fd.<br>St. Hwy. Tr. Fd.<br>St. Hwy. Tr. Fd. | Right-of-way<br>Right-of-way<br>Right-of-way<br>Utilities<br>Construction<br>Construction<br>Construction<br>Construction<br>Construction | 2024<br>2025<br>2026<br>2024<br>2024<br>2025<br>2026<br>2027<br>2028 | $12,533,000<br>$12,533,000<br>$12,534,000<br>$2,900,000<br>$10,750,000<br>$83,912,000<br>$83,913,000<br>$83,913,000<br>$83,912,000 |
| I-5916 | I-85 (SC Line to Gaston County Line) Pavement rehabilitation. | Cleveland | Interstate | To assist in balancing funds, delay construction from FY 22 to FY 25. | NHPIM<br>NHPIM | Construction<br>Construction | 2025<br>2026 | $2,647<br>$2,647 |
| I-5921 | I-85 (Cleveland County Line to MM 14) Pavement rehabilitation. | Gaston | Interstate | To assist in balancing funds, delay construction from FY 22 to FY 25. | NHPIM<br>NHPIM | Construction<br>Construction | 2025<br>2026 | $2,404,000<br>$2,404,000 |
| I-5985A | I-85 Widening (SC State Line to US 74) Widen to six lanes. | Gaston<br>Cleveland | Interstate | To assist in balancing funds, delay construction from FY 25 to FY 29. | NHP<br>NHP<br>NHP<br>NHP<br>NHP | Right-of-way<br>Right-of-way<br>Utilities<br>Utilities<br>Construction | 2029<br>POST YR.<br>2029<br>POST YR.<br>POST YR. | $10,000<br>$9,690,000<br>$10,000<br>$690,000<br>$133,000,000 |
| I-5985B | I-85 Widening (US 74 to US 321) Widen to eight lanes. | Gaston | Interstate | To assist in balancing funds, delay right-of-way from FY 25 to FY 29 and construction from FY 29 to Post Year. | NHP<br>NHP<br>NHP<br>NHP<br>NHP | Right-of-way<br>Right-of-way<br>Utilities<br>Utilities<br>Construction | 2029<br>POST YR.<br>2029<br>POST YR.<br>POST YR. | $10,000<br>$4,590,000<br>$10,000<br>$690,000<br>$136,000,000 |
| HO-0002A | US 74 Broadband US 74, I-40 in Asheville to I-77 at I-485 (South) in Charlotte. Install Broadband. | Gaston<br>Cleveland | Other | Add construction in FY 21 not previously programmed at the request of transport-ation mobility and safety division. | HSIP<br>State Match<br>HSIP<br>State Match | Construction<br>Construction<br>Construction<br>Construction | 2021<br>2021<br>2022<br>2022 | $8,296,000<br>$922,000<br>$8,296,000<br>$922,000 |
| P-5200D | P&N Corridor reactivation, Belmont Spur | Gaston | Rail | To allow additional time for planning and design, delay right-of-way from FY 19 to FY 22 and construction from FY 19 to FY 22. | STBG<br>STBG | Right-of-way<br>Construction | 2022<br>2022 | $50,000<br>$850,000 |

GASTON-CLEVELAND-LINCOLN MPO Metropolitan Planning Organization

## GCLMPO 2020-2029 TIP Amendments

## July 2021 TCC and Board Meetings

| TIP Modification | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **TIP/STIP No.** | **Project Name** | **County** | **Category** | **Amendment Description** | **Funding Type** | **Phase** | **FY** | **Funding Amt** |
| R-2307A | NC 150 Widening<br>Widen to multi-lanes. | Lincoln | Rural | To assist in balancing funds, delay construction from FY 28 to FY 29. | St. Hwy. Tr. Fd.<br>St. Hwy. Tr. Fd.<br>St. Hwy. Tr. Fd.<br>BGANY<br>BGANY | Right-of-way<br>Right-of-way<br>Utilities<br>Construction<br>Construction | 2025<br>2025<br>2025<br>2029<br>POST YR. | $25,000,000<br>$25,000,000<br>$3,400,000<br>$23,100,000<br>$69,300,000 |
| R-5712 | NC 16/Unity Church Rd Intersection Improvements<br>Add turn lanes. | Lincoln | Rural | To allow additional time for utility re-location, delay construction from FY 22 to FY 23. | St. Hwy. Tr. Fd.<br>St. Hwy. Tr. Fd. | Construction<br>Construction | 2023<br>2024 | $1,150,000<br>$1,150,000 |
| RC-2012 | Various, traffic separation study in implementation and closures in Division 12. | Gaston<br>Cleveland<br>Lincoln | Rail | Project added at request of rail division; individual projects and funding to be requested in the future as needed. | N/A | N/A | N/A | N/A |
| RX-2012 | Various, Highway-Rail grade crossing safety improvements in Division 12. | Gaston<br>Cleveland<br>Lincoln | Railroad-Highway Crossing | Project added at request of rail division; individual projects and funding to be requested in the future as needed. | N/A | N/A | N/A | N/A |
| TG-6792 | Gastonia Transit Pedestrian Walkways<br>Transit Enhancements<br>Pedestrian walkways. | Gaston | Transit | To assist in balancing funds, delay construction from FY 20 to FY 21. | Local Match<br>5307 Funds | Construction<br>Construction | 2021<br>2021 | $83,000<br>$330,000 |
| TG-6793 | Gastonia Transit Shelters<br>Transit enhancements - shelters. | Gaston | Transit | To assist in balancing funds, delay construction from FY 20 to FY 21. | Local Match<br>5307 Funds | Construction<br>Construction | 2021<br>2021 | $50,000<br>$200,000 |
| TL-0004 | Gastonia Transit Benches<br>Transit enhancements - benches at Bradley Station. | Gaston | Transit | To assist in balancing funds, delay construction from FY 20 to FY 21. | Local Match<br>5307 Funds | Construction<br>Construction | 2021<br>2021 | $25,000<br>$100,000 |
| U-5800 | NC 7 Intersection Improvements and Widening<br>Add northbound through lane and other intersection improvements as needed. | Gaston | Urban | Accelerate right-of-way from FY 25 to FY 24 and construction from FY 26 to FY 25 to align schedule with I-5719 for combined letting. Change procurement to progressive design-build. | St. Hwy. Tr. Fd.<br>St. Hwy. Tr. Fd.<br>St. Hwy. Tr. Fd.<br>St. Hwy. Tr. Fd. | Right-of-way<br>Right-of-way<br>Construction<br>Construction | 2024<br>2025<br>2025<br>2026 | $1,430,000<br>$1,430,000<br>$2,000,000<br>$2,000,000 |
| U-6044 | Cox Rd Improvements<br>Selective widening and operational improvements. | Gaston | Urban | Accelerate construction from FY 29 to FY 28. | St. Hwy. Tr. Fd.<br>St. Hwy. Tr. Fd.<br>St. Hwy. Tr. Fd.<br>St. Hwy. Tr. Fd.<br>St. Hwy. Tr. Fd.<br>St. Hwy. Tr. Fd. | Right-of-way<br>Right-of-way<br>Utilities<br>Construction<br>Construction<br>Construction | 2025<br>2026<br>2025<br>2028<br>2029<br>POST YR. | $2,450,000<br>$2,450,000<br>$600,000<br>$5,400,000<br>$5,400,000<br>$16,200,000 |

GASTON-CLEVELAND-LINCOLN MPO Metropolitan Planning Organization

## GCLMPO 2020-2029 TIP Amendments

## July 2021 TCC and Board Meetings

| TIP Modification | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **TIP/STIP No.** | **Project Name** | **County** | **Category** | **Amendment Description** | **Funding Type** | **Phase** | **FY** | **Funding Amt** |
| U-6139 | NC 73 Widening (Ingleside Farm Rd to NC 16)<br>Widen from two to four lanes from Anderson Creek, west of SR 1383 (Ingleside Farm Rd) to NC 16, including widening of railroad bridge and interchange improvements at NC 16. | Lincoln | Urban | To assist in balancing funds, delay right-of-way from FY 28 to FY 29. | NHP<br>NHP<br>NHP<br>NHP<br>NHP | Right-of-way<br>Right-of-way<br>Utilities<br>Utilities<br>Construction | 2029<br>POST YR.<br>2029<br>POST YR.<br>POST YR. | $10,000<br>$5,590,000<br>$10,000<br>$1,490,000<br>$42,000,000 |
| U-6140 | NC 27 Access Management and Inter-section Improvements<br>Construct access management and intersection improvements. | Lincoln | Urban | To assist in balancing funds, delay right-of-way from FY 25 to FY 29 and construction from FY 28 to Post Year. | St. Hwy. Tr. Fd.<br>St. Hwy. Tr. Fd.<br>St. Hwy. Tr. Fd.<br>St. Hwy. Tr. Fd.<br>St. Hwy. Tr. Fd. | Right-of-way<br>Right-of-way<br>Utilities<br>Utilities<br>Construction | 2029<br>POST YR.<br>2029<br>POST YR.<br>POST YR. | $770,000<br>$6,930,000<br>$250,000<br>$2,250,000<br>$21,900,000 |
| U-6141 | US 74 (Franklin Blvd)/Redbud Drive Intersection Improvements<br>Improve intersection area including new grade-separated crossing of US 29/74 (Franklin Blvd). | Gaston | Urban | To assist in balancing funds, delay right-of-way from FY 26 to FY 29 and construction from FY 28 to Post Year. | NHP<br>NHP<br>NHP<br>NHP<br>NHP | Right-of-way<br>Right-of-way<br>Utilities<br>Utilities<br>Construction | 2029<br>POST YR.<br>2029<br>POST YR.<br>POST YR. | $10,000<br>$7,490,000<br>$10,000<br>$990,000<br>$20,000,000 |
| U-6143 | US 74/NC 7 Intersection Improvements<br>Construct NB right-turn lane on NC 7 (E Catawba St) and extend existing WB left-turn lane on US 74 (Wilkinson Blvd). | Gaston | Urban | To assist in balancing funds, delay right-of-way from FY 21 to FY 22 and construction from FY 22 to FY 23. | St. Hwy. Tr. Fd.<br>St. Hwy. Tr. Fd.<br>St. Hwy. Tr. Fd.<br>Local Match | Right-of-way<br>Utilities<br>Construction<br>Construction | 2022<br>2022<br>2023<br>2023 | $500,000<br>$500,000<br>$1,200,000<br>$75,000 |
| W-5712DIV | Various safety improvements at various locations | Gaston<br>Cleveland<br>Lincoln | Highway Safety | Add funding to FY 21, FY 22 amd FY 23 not previously programmed. | HSIP<br>HSIP<br>HSIP<br>HSIP<br>HSIP<br>HSIP<br>HSIP<br>HSIP | Right-of-way<br>Right-of-way<br>Right-of-way<br>Right-of-way<br>Construction<br>Construction<br>Construction<br>Construction | 2020<br>2021<br>2022<br>2023<br>2020<br>2021<br>2022<br>2023 | $30,000<br>$30,000<br>$30,000<br>$30,000<br>$180,000<br>$180,000<br>$180,000<br>$180,000 |
| W-5712REG | Various safety improvements at various locations | Gaston<br>Cleveland<br>Lincoln | Highway Safety | Add funding to FY 21, FY 22 amd FY 23 not previously programmed. | HSIP<br>HSIP<br>HSIP<br>HSIP<br>HSIP<br>HSIP<br>HSIP<br>HSIP | Right-of-way<br>Right-of-way<br>Right-of-way<br>Right-of-way<br>Construction<br>Construction<br>Construction<br>Construction | 2020<br>2021<br>2022<br>2023<br>2020<br>2021<br>2022<br>2023 | $30,000<br>$30,000<br>$30,000<br>$30,000<br>$180,000<br>$180,000<br>$180,000<br>$180,000 |

GASTON-CLEVELAND-LINCOLN MPO
Metropolitan Planning Organization

## GCLMPO 2020-2029 TIP Amendments

## July 2021 TCC and Board Meetings

| TIP Modification | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **TIP/STIP No.** | **Project Name** | **County** | **Category** | **Amendment Description** | **Funding Type** | **Phase** | **FY** | **Funding Amt** |
| W-5712SW | Various safety improvements at various locations | Gaston Cleveland Lincoln | Highway Safety | Add funding to FY 21, FY 22 amd FY 23 not previously programmed. | HSIP | Right-of-way | 2020 | $40,000 |
| | | | | | HSIP | Right-of-way | 2021 | $40,000 |
| | | | | | HSIP | Right-of-way | 2022 | $40,000 |
| | | | | | HSIP | Right-of-way | 2023 | $40,000 |
| | | | | | HSIP | Construction | 2020 | $240,000 |
| | | | | | HSIP | Construction | 2021 | $240,000 |
| | | | | | HSIP | Construction | 2022 | $240,000 |
| | | | | | HSIP | Construction | 2023 | $240,000 |

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## REGULAR AGENDA

## Agenda Item #7

**To:** TCC Members and Interested Persons
**From:** Randi Gates, AICP, Principal Transportation Planner
**Date:** June 14, 2021
**Subject:** 2020-2029 TIP Formal Amendment – C-5600 and C-5601

**BACKGROUND:** The GCLMPO's 2020-2029 TIP needs to be modified to reflect amendments to the 2020-2029 STIP to include funding for engineering, right of way, construction, implementation, and operations in FY 21 and FY 22 for various Congestion Mitigation and Air Quality (CMAQ) projects to improve air quality within nonattainment and maintenance areas across the state.

Projects within the GCLMPO area include the following:

- C-5600G – Installation of CCTVs, fiber optic cable and wireless communication devices along I-85 in Mecklenburg and Gaston County

- C-5600K – I-85 Integrated Corridor Management Project

In accordance with the GCLMPO Public Participation Plan, a 30-day public comment period was held from June 1-30, 2021. No public comments were received.

**ACTION REQUESTED**: Recommend approval of 2020-2029 TIP Amendments for C-5600 and C-5601 – Statewide CMAQ Projects.

**ATTACHMENT:**

1. NCDOT June Item N Handout for projects C-5600 and C-5601

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## TRANSPORTATION PROGRAM

## STIP MODIFICATIONS

### STATEWIDE

| | | | | | |
|---|---|---|---|---|---|
| * C-5600 | VARIOUS, STATEWIDE CMAQ PROJECTS TO IMPROVE | ENGINEERING | FY 2020 - | $817,000 | (CMAQ) |
| STATEWIDE | AIR QUALITY WITHIN NONATTAINMENT AND | | FY 2020 - | $204,000 | (S(M)) |
| **PROJ.CATEGORY** | MAINTENANCE AREAS. | | FY 2021 - | $817,000 | (CMAQ) |
| EXEMPT | ***ADD ENGINEERING, RIGHT OF WAY, CONSTRUCTION, IMPLEMENTATION, AND OPERATIONS IN FY 21 AND FY 22 NOT PREVIOUSLY PROGRAMMED, AT THE REQUEST OF THE DIVISION OF PLANNING AND PROGRAMMING.*** | | FY 2021 - | $204,000 | (S(M)) |
| | | | FY 2022 - | $817,000 | (CMAQ) |
| | | | FY 2022 - | $204,000 | (S(M)) |
| | | RIGHT-OF-WAY | FY 2020 - | $817,000 | (CMAQ) |
| | | | FY 2020 - | $204,000 | (S(M)) |
| | | | FY 2021 - | $817,000 | (CMAQ) |
| | | | FY 2021 - | $204,000 | (S(M)) |
| | | | FY 2022 - | $817,000 | (CMAQ) |
| | | | FY 2022 - | $204,000 | (S(M)) |
| | | CONSTRUCTION | FY 2020 - | $4,901,000 | (CMAQ) |
| | | | FY 2020 - | $1,226,000 | (S(M)) |
| | | | FY 2021 - | $4,901,000 | (CMAQ) |
| | | | FY 2021 - | $1,226,000 | (S(M)) |
| | | | FY 2022 - | $4,901,000 | (CMAQ) |
| | | | FY 2022 - | $1,226,000 | (S(M)) |
| | | IMPLEMENTATION | FY 2020 - | $817,000 | (CMAQ) |
| | | | FY 2020 - | $204,000 | (S(M)) |
| | | | FY 2021 - | $817,000 | (CMAQ) |
| | | | FY 2021 - | $204,000 | (S(M)) |
| | | | FY 2022 - | $817,000 | (CMAQ) |
| | | | FY 2022 - | $204,000 | (S(M)) |
| | | OPERATIONS | FY 2020 - | $817,000 | (CMAQ) |
| | | | FY 2020 - | $204,000 | (S(M)) |
| | | | FY 2021 - | $817,000 | (CMAQ) |
| | | | FY 2021 - | $204,000 | (S(M)) |
| | | | FY 2022 - | $817,000 | (CMAQ) |
| | | | FY 2022 - | $204,000 | (S(M)) |
| | | | | $30,633,000 | |

***These items are for informational purposes only and subject to future NC Board of Transportation approval. It is anticipated that these items will be considered for NC Board of Transportation approval in 30 days.***

*** INDICATES FEDERAL AMENDMENT**

## TRANSPORTATION PROGRAM

## STIP MODIFICATIONS

### STATEWIDE

| | | | | | |
|---|---|---|---|---|---|
| * C-5601 | VARIOUS, CMAQ PROJECTS TO IMPROVE AIR QUALITY | ENGINEERING | FY 2020 - | $118,000 | (CMAQ) |
| STATEWIDE | ACROSS MULTIPLE NONATTAINMENT AND | | FY 2020 - | $29,000 | (L) |
| **PROJ.CATEGORY** | MAINTENANCE AREAS. | | FY 2021 - | $118,000 | (CMAQ) |
| EXEMPT | ***ADD ENGINEERING, RIGHT OF WAY, CONSTRUCTION,*** | | FY 2021 - | $29,000 | (L) |
| | ***IMPLEMENTATION, AND OPERATIONS IN FY 21 AND*** | | FY 2022 - | $118,000 | (CMAQ) |
| | ***FY 22 NOT PREVIOUSLY PROGRAMMED, AT THE*** | | FY 2022 - | $29,000 | (L) |
| | ***REQUEST OF THE DIVISION OF PLANNING AND*** | RIGHT-OF-WAY | FY 2020 - | $118,000 | (CMAQ) |
| | ***PROGRAMMING.*** | | FY 2020 - | $29,000 | (L) |
| | | | FY 2021 - | $118,000 | (CMAQ) |
| | | | FY 2021 - | $29,000 | (L) |
| | | | FY 2022 - | $118,000 | (CMAQ) |
| | | | FY 2022 - | $29,000 | (L) |
| | | CONSTRUCTION | FY 2020 - | $704,000 | (CMAQ) |
| | | | FY 2020 - | $176,000 | (L) |
| | | | FY 2021 - | $704,000 | (CMAQ) |
| | | | FY 2021 - | $176,000 | (L) |
| | | | FY 2022 - | $704,000 | (CMAQ) |
| | | | FY 2022 - | $176,000 | (L) |
| | | IMPLEMENTATION | FY 2020 - | $118,000 | (CMAQ) |
| | | | FY 2020 - | $29,000 | (L) |
| | | | FY 2021 - | $118,000 | (CMAQ) |
| | | | FY 2021 - | $29,000 | (L) |
| | | | FY 2022 - | $118,000 | (CMAQ) |
| | | | FY 2022 - | $29,000 | (L) |
| | | OPERATIONS | FY 2020 - | $118,000 | (CMAQ) |
| | | | FY 2020 - | $29,000 | (L) |
| | | | FY 2021 - | $118,000 | (CMAQ) |
| | | | FY 2021 - | $29,000 | (L) |
| | | | FY 2022 - | $118,000 | (CMAQ) |
| | | | FY 2022 - | $29,000 | (L) |
| | | | | $4,404,000 | |

***These items are for informational purposes only and subject to future NC Board of Transportation approval. It is anticipated that these items will be considered for NC Board of Transportation approval in 30 days.***

*** INDICATES FEDERAL AMENDMENT**

GASTON-CLEVELAND-LINCOLN MPO
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# Agenda Item #8

**To:** TCC Members and Interested Persons
**From:** Randi Gates, AICP, Principal Transportation Planner
**Date:** July 14, 2021
**RE:** 2050 Metropolitan Transportation Plan (MTP) Fiscally-Constrained Project Lists

**BACKGROUND:** Utilizing ranking criteria that was approved by the TCC and adopted by the MPO Board in January, as well as the financial assumptions approved in May, GCLMPO staff has developed fiscally-constrained draft project lists for highway, bicycle and pedestrian, aviation, and public transportation for the 2050 MTP.

Upon approval of the draft fiscally-constrained project lists, a public comment period will be held August 1-30, 2021 and will allow for virtual comments to be submitted through an online GIS mapping platform.

**ACTION REQUESTED:** Recommend approval of the draft 2050 MTP Fiscally-Constrained Project Lists as presented to be released for a 30-day public comment period (August 1-30, 2021).

**ATTACHMENTS:**

1. Draft 2050 MTP Fiscally-Constrained Project Lists

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**GCLMPO 2050 Metropolitan Transportation Plan (MTP)**

**DRAFT FISCALLY-CONSTRAINED LIST OF HIGHWAY PROJECTS - STATEWIDE**

| ID Number | Mode | County | Mileage | Route | Project Name | From | To | Project Description | Funding Tier | STIP Cost | Regionally Significant | Exempt | Functional Classification | 2020 Cost | 2025 Cost | 2035 Cost | 2045 Cost | 2050 Cost | 2050 MTP Horizon Year | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **2035 Horizon Year Projects** | | | | | | | | | | | | | | | | | | | | |
| I-5719 H129671 | Highway | Gaston | 9.8 | I-85 | I-85 Widening | US 321 | NC 273 | Widen to 8 Lanes. Construct interchange improvements at SR 2200 (Cox Rd). | Statewide | $ 388,909,000 | Yes | No | Interstate | $388,909,000 | $388,909,000 | $388,909,000 | | | 2035 | |
| I-5985A | Highway | Cleveland | 10.5 | I-85 | I-85 Widening | SC State Line | US 74 | Widen to six lanes. | Statewide | $ 143,400,000 | Yes | No | Interstate | $143,400,000 | $143,400,000 | $143,400,000 | | | 2035 | |
| I-5985B | Highway | Gaston | 6.6 | I-85 | I-85 Widening | US 74 | US 321 | Widen to eight lanes | Statewide | $ 141,300,000 | Yes | No | Interstate | $141,300,000 | $141,300,000 | $141,300,000 | | | 2035 | |
| U-2567 | Highway | Cleveland | 0.5 | US 74 | Dixon Blvd Interchange | NC 150 (Dekalb St) | NA | US 74-NC 150 (Dekalb Street). Construct interchange. | Statewide | $ 23,300,000 | Yes | No | Principal Arterial | $23,300,000 | $23,300,000 | $23,300,000 | | | 2035 | |
| U-5929 | Highway | Cleveland | 0.5 | US 74 | US 74/NC 226 Intersection Improvements | US 74 (Dixon Blvd) | NC 226 (Earl Rd) | Construct interchange. | Statewide | $ 17,500,000 | Yes | No | Principal Arterial | $17,500,000 | $17,500,000 | $17,500,000 | | | 2035 | $714,409,000 |

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**GCLMPO 2050 Metropolitan Transportation Plan (MTP)**

**DRAFT FISCALLY-CONSTRAINED LIST OF HIGHWAY PROJECTS - REGIONAL**

| ID Number | Improvement Type | Mode | County | Jurisdiction | Mileage | Route | Project Name | From | To | Project Description | Funding Tier | Regionally Significant | Exempt | Regulation | Functional Classification | STIP Programmed Cost (minus local funding) | Total Points (105 max) | 2025 Cost | 2035 Cost | 2045 Cost | 2050 Cost | 2045 MTP Horizon Year | 2050 MTP Horizon Year | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **2025 Horizon Year Projects** | | | | | | | | | | | | | | | | | | | | | | | | |
| **BR-0020** | **Capacity** | **Highway** | **Gaston** | **Belmont** | **0.4** | **US 29/US 74** | **US 29/74 (Wilkinson Blvd) Catawba River Bridge Replacement** | **NC 7 (Catawba St)** | **East Bank of Catawba River** | **Widen existing four-lane bridge and cross section to six-lanes. The road on both sizes of the bridge will be widened to six lanes** | **Regional** | **Yes** | **No** | | **Other Principal Arterial** | **$44,000,000** | **NA** | **$44,000,000** | | | | **2025** | **2025** | |
| **R-5712** | **Intersection** | **Highway** | **Lincoln** | **Lincoln County** | **0.5** | **NC 16 BUS** | **NC 16 BUS Intersection** | **SR 1439 Unity Church/SR 1387 (Triangle Cir)** | | **Add turn lanes.** | **Regional** | **No** | **Yes** | **§ 93.127** | **Local / Minor Arterial** | **$4,552,000** | **NA** | **$4,552,000** | | | | **2025** | **2025** | |
| **R-5713** | **Access Management** | **Highway** | **Cleveland** | **Shelby/Cleveland County** | **6.0** | **US 74** | **Dixon Blvd Access Management** | **US 74 Bus** | **NC 226** | **Placement of Directional Crossovers and Management of Access Roads to increase Safety and Efficiency. Construct access management improvements.** | **Regional** | **No** | **Yes** | **§ 93.127** | **Principal Arterial** | **$3,830,000** | **NA** | **$3,830,000** | | | | **2025** | **2025** | |
| **U-5775** | **Intersection** | **Highway** | **Cleveland** | **Shelby** | **0.5** | **US 74 Business** | **Marion Street Intersection** | **NC 150 (Cherryville Road)** | | **Realign intersection.** | **Regional** | **No** | **Yes** | **§ 93.127** | **Minor Arterial** | **$3,153,000** | **NA** | **$3,153,000** | | | | **2025** | **2025** | |
| **U-6143 H172124** | **Intersection** | **Highway** | **Gaston** | **Belmont** | **0.1** | **US 74** | **US 74 Wilkinson Blvd)/NC 7 (E Catawba St) Intersection Improvements** | **NC 7** | | **Construct northbound right-turn lane on NC 7 (E Catawba St) and extend existing westbound left-turn lane on US 74 (Wilkinson Blvd).** | **Regional** | **No** | **Yes** | **§ 93.127** | **Principal Arterial/Minor Arterial** | **$2,210,000** | **NA** | **$2,210,000** | | | | **2025** | **2025** | |
| **U-6146 H170685** | **Capacity** | **Highway** | **Gaston** | **Cramerton** | **1.2** | **US 29/US 74** | **US 74 (Wilkinson Blvd) Widening** | **Market St** | **SR 2015 (Alberta Ave)** | **Widen existing four-lane bridge and cross section to six-lanes. Widen road on both sides of bridge to six-lanes.** | **Regional** | **Yes** | **No** | | **Other Principal Arterial** | **$31,305,000** | **NA** | **$31,305,000** | | | | **2025** | **2025** | **$89,050,000** |
| **2035 Horizon Year Projects** | | | | | | | | | | | | | | | | | | | | | | | | |
| **R-2307A** | **Capacity** | **Highway** | **Lincoln** | **Lincoln County** | **0.2** | **NC 150** | **NC 150 Widening** | **Relocated NC 16** | **East of SR 1840 (Greenwood Rd)** | **Widen to multi-lanes with a bypass of the Terrell Historic District.** | **Regional** | **No** | **No** | | **Other Principal Arterial** | **$1,414,000** | **NA** | **$1,414,000** | **$1,414,000** | | | **2035** | **2035** | |
| **U-2523B H090331-B** | **Capacity** | **Highway** | **Gaston** | **Dallas** | **1.9** | **NC 279** | **Lower Dallas Hwy Widening** | **North of SR 2275 (Robinson-Clemmer Rd)** | **West of NC 275 in Dallas** | **Widen to Multi-Lanes** | **Regional** | **Yes** | **No** | | **Principal Arterial** | **$27,450,000** | **NA** | **$27,450,000** | **$27,450,000** | | | **2025** | **2035** | |
| **U-5959 H150398** | **Intersection** | **Highway** | **Gaston** | **Belmont** | **0.5** | **US 74** | **US 74/NC 273 Intersection Improvements** | **US 74 (Wilkinson Blvd)** | **NC 273 (Park St)** | **Construct intersection improvements.** | **Regional** | **No** | **Yes** | **§ 93.127** | **Principal Arterial** | **$853,000** | **NA** | **$853,000** | **$853,000** | | | **2025** | **2035** | |
| **U-5961 H150202** | **Capacity** | **Highway** | **Gaston** | **Gastonia** | **1.0** | **NC 274** | **Union Rd Widening** | **Osceola St** | **Niblick Dr** | **Upgrade roadway to 5 lanes.** | **Regional** | **Yes** | **No** | | **Principal Arterial** | **$7,900,000** | **NA** | **$7,900,000** | **$7,900,000** | | | **2025** | **2035** | |
| **U-5962 H150551** | **Intersection** | **Highway** | **Lincoln** | **Lincoln County** | **0.5** | **NC 16 BUS** | **NC 16 BUS Intersection Realignment** | **SR 1373 (Campground Rd)/SR 1386 (Will Proctor)** | | **Realign offset intersections.** | **Regional** | **No** | **Yes** | **§ 93.127** | **Minor Arterial** | **$17,002,000** | **NA** | **$17,002,000** | **$17,002,000** | | | **2025** | **2035** | |
| **U-5965 H141272** | **Intersection** | **Highway** | **Gaston** | **Gastonia** | **0.5** | **US 29/US 74** | **Franklin Blvd Intersection Improvements** | **US 29/74 (Franklin Blvd)** | **NC 274 (Broad St)** | **Construct intersection improvements.** | **Regional** | **No** | **Yes** | **§ 93.127** | **Other Principal Arterial** | **$3,450,000** | **NA** | **$3,450,000** | **$3,450,000** | | | **2025** | **2035** | |
| **R-2707D H090186-D** | **Capacity** | **Highway** | **Cleveland** | **Cleveland County** | **4.1** | **Shelby Bypass** | **Shelby Bypass / US 74** | **East of NC 150** | **Existing US 74 west of SR 2238 (Long Branch Rd)** | **Construct Freeway on New Location.** | **Regional** | **Yes** | **No** | | **New Route** | **$84,460,000** | **NA** | **$84,460,000** | **$84,460,000** | | | **2035** | **2035** | |
| **R-2707E H090186-E** | **Capacity** | **Highway** | **Cleveland** | **Cleveland County** | **2.6** | **Shelby Bypass** | **Shelby Bypass / US 74** | **Existing US 74 West of SR 2238 (Long Branch Road)** | **West of SR 1001 (Stony Point Rd)** | **Construct Freeway on New Location.** | **Regional** | **Yes** | **No** | | **Principal Arterial** | **$42,950,000** | **NA** | **$42,950,000** | **$42,950,000** | | | **2035** | **2035** | |
| **R-4045** | **Capacity** | **Highway** | **Cleveland** | **Cleveland County** | **0.5** | **US 74** | **US 74 Upgrade** | **West of US 74 BUS (Ellenboro Rd)** | **East of Bridges 48 and 49 over Sandy Run.** | **Upgrade at-grade intersection to interchange and upgrade US 74 to full control of access.** | **Regional** | **Yes** | **No** | | **Principal Arterial** | **$29,900,000** | **NA** | **$29,900,000** | **$29,900,000** | | | **2025** | **2035** | |
| **R-5721A H090185-A** | **Capacity** | **Highway** | **Lincoln** | **Lincoln County** | **2.7** | **NC 73** | **NC 73 Widening** | **NC 16 Business** | **Beatties Ford Rd** | **Widen to Multi-Lanes.** | **Regional** | **Yes** | **No** | | **Other Principal Arterial** | **$165,130,000** | **NA** | **$165,130,000** | **$165,130,000** | | | **2035** | **2035** | |
| **U-5800** | **Capacity** | **Highway** | **Gaston** | **Belmont** | **0.5** | **NC 7** | **NC 7 Intersection Improvements and Widening** | **NC 7/US 74** | **NC 7/US 29** | **Construct northbound through lane and intersection improvements.** | **Regional** | **No** | **Yes** | **§ 93.127** | **Minor Arterial/Other Principal Arterial** | **$7,040,000** | **NA** | **$7,040,000** | **$7,040,000** | | | **2035** | **2035** | |
| **U-5970 H090601** | **Access Management** | **Highway** | **Gaston** | **Gastonia** | **0.2** | **US 321** | **US 321 Access Management** | **19th Ave** | **Clyde St** | **Construct access management improvements.** | **Regional** | **No** | **Yes** | **§ 93.127** | **Principal Arterial** | **$5,300,000** | **NA** | **$5,300,000** | **$5,300,000** | | | **2025** | **2035** | |
| **U-6134 H170830** | **Intersection** | **Highway** | **Lincoln** | **Lincoln County** | **0.5** | **NC 16** | **NC 16 Interchange Improvements** | **NC 16** | **Optimist Club Rd** | **Upgrade at-grade intersection to interchange.** | **Regional** | **No** | **No** | | **Local** | **$25,976,000** | **NA** | **$25,976,000** | **$25,976,000** | | | **2025** | **2035** | |
| **U-6138 H172121** | **Intersection** | **Highway** | **Gaston** | **Gastonia** | **0.5** | **NC 279** | **US 74/N New Hope Rd Intersection Improvements** | **N New Hope Rd** | **US 29/74** | **Add right turn lane on south bound New Hope Rd onto west bound Franklin Blvd** | **Regional** | **No** | **Yes** | **§ 93.127** | **Principal Arterial** | **$2,875,000** | **NA** | **$2,875,000** | **$2,875,000** | | | **2035** | **2035** | |
| **U-6140 H170989** | **Intersection** | **Highway** | **Lincoln** | **Lincolnton** | **2.3** | **NC 27** | **NC 27 (E Main St) Improvements** | **US 321 BUS** | **NC 150 (East)** | **Construct access management and intersection improvements. Includes construction of northbound turn lane from SR 1294 (Lithina Inn Rd) to NC 27 (E Main St) and widening of bridge # 540042 over Seaboard RR on NC 150.** | **Regional** | **No** | **Yes** | **§ 93.127** | **Minor Arterial** | **$32,110,000** | **NA** | **$32,110,000** | **$32,110,000** | | | **2035** | **2035** | **$453,810,000** |
| **2045 Horizon Year Projects** | | | | | | | | | | | | | | | | | | | | | | | | |
| U-6141 H171306 | Intersection | Highway | Gaston | Gastonia | 0.5 | US 29/74 | US 74 (Franklin Blvd)/Redbud Dr Intersection Improvements | Redbud Dr | | Replace existing full-movement intersection with quadrant intersection. | Regional | No | Yes | § 93.127 | Minor Arterial | $28,510,000 | 80 | $4,888,870 | $5,959,505 | $7,264,603 | $8,020,709 | 2035 | 2045 | |
| H184216 | Intersection | Highway | Gaston | Gastonia | 0.5 | NC 279 (S New Hope Rd) | NC 279/Redbud Dr Intersection Improvements | SR 2329 (Redbud Dr) | | Construct median U-turn intersection to improve capacity. | Regional | No | Yes | § 93.127 | Other Principal Arterial | | 80 | $1,578,836 | $1,924,592 | $2,346,067 | $2,590,247 | NEW PROJECT | 2045 | |
| H184214 | Intersection | Highway | Lincoln | Lincolnton | 0.5 | NC 27 (W Main St) | NC 27/Grove St Intersection Improvements | SR 1008 (Grove St) | | Construct mini-roundabout. | Regional | No | Yes | § 93.127 | Minor Arterial | | 80 | $2,444,435 | $2,979,753 | $3,632,302 | $4,010,355 | Unfunded | 2045 | |
| H184215 | Intersection | Highway | Cleveland | Kings Mountain | 0.5 | US 74 BUS (King St) | US 74 BUS/NC 161 Intersection Improvements | NC 161 (York Rd/Cleveland Ave) | | Construct right turn lanes on each approach. | Regional | No | Yes | § 93.127 | Other Principal Arterial | | 80 | $3,157,671 | $3,849,183 | $4,692,133 | $5,180,494 | NEW PROJECT | 2045 | |
| H184875 | Capacity | Highway | Lincoln | Lincolnton | 1.3 | US 321 BUS (N Generals Boulevard/Maiden Highway) | US 321 BUS Widening | NC 27 (E Main Street) | US 321 (N Aspen Street) | Widen to 4-lane divided. | Regional | Yes | No | | Arterial | | 80 | $19,398,700 | $23,646,907 | $28,825,447 | $31,825,623 | NEW PROJECT | 2045 | |
| H184218 | Intersection | Highway | Gaston | Belmont | 2.0 | US 74 (Wilkinson Blvd) | US 74/NC 273 Interchange | NC 273 (Park St) | | Construct interchange. | Regional | Yes | No | | Minor Arterial / Other Principal Arterial | | 80 | $44,052,824 | $53,700,147 | $65,460,179 | $72,273,327 | NEW PROJECT | 2045 | |
| H184221 | Intersection | Highway | Gaston | Lowell / Ranlo | 0.5 | NC 7 (E Ozark Ave/Lowell Rd) | NC 7/Cox Rd Intersection Improvements | SR 2200 (Spencer Mountain Rd/Cox Rd) | | Construct additional through lane on SB SR 2200 (Spencer Mountain Rd). | Regional | No | Yes | § 93.127 | Other Principal Arterial | | 75 | $789,418 | $962,296 | $1,173,033 | $1,295,124 | NEW PROJECT | 2045 | |
| H184603 | Capacity | Highway | Lincoln | Lincoln County | 2.3 | NC 16 Business | NC 16 BUS Widening | NC 73 | SR 1439 (Unity Church Road)/SR 1387 (Triangle Circle) | Widen roadway to 4-lane boulevard with sidewalks and bicycle lanes. | Regional | Yes | No | | Minor Arterial | | 75 | $45,368,888 | $55,304,422 | $67,415,782 | $74,432,470 | 2035 | 2045 | |
| H184607 | Capacity | Highway | Lincoln | Lincoln County | 1.4 | NC 16 Business | NC 16 BUS Widening | SR 1439 (Unity Church Road)/SR 1387 (Triangle Road) | SR 1389 (Fairfield Forest Road) | Widen roadway from 2 lanes to 4 lanes with median, sidewalks and bicycle lanes. | Regional | Yes | No | | Minor Arterial | | 75 | $26,497,939 | $32,300,840 | $39,374,544 | $43,472,678 | 2035 | 2045 | |
| H184210 | Intersection | Highway | Gaston | Belmont | 0.5 | NC 273 (Park St/Keener Blvd) | NC 273/NC 7 Intersection Improvements | NC 7 (Catawba St) | | Improve intersection with the addition of left turn lanes in all directions as well as a right turn lane on NC 273 (Keener Blvd) to NC 7 (Catawba St). | Regional | No | Yes | § 93.127 | Minor Arterial | | 70 | $3,947,089 | $4,811,479 | $5,865,166 | $6,475,618 | NEW PROJECT | 2045 | |
| H190678 | Intersection | Highway | Gaston | Gastonia | 0.5 | NC 274 (Bessemer City Road) | NC 274/Jenkins Rd/Brown St/Milton Ave Intersection Improvements | Jenkins Road/Brown Street/Milton Avenue | | Realign intersection to make Jenkins Road the through movement. | Regional | No | Yes | § 93.127 | Other Principal Arterial | | 70 | $1,578,836 | $1,924,592 | $2,346,067 | $2,590,247 | NEW PROJECT | 2045 | |
| R-0617C H090049-C | Capacity | Highway | Lincoln | Lincolnton/Lincoln County | 2.0 | NC 150 | NC 150 | US 321 at Lincolnton | US 321 Bypass | Widen to Multi-Lanes, Part on New Location from US 321 at Lincolnton to US 321 Bypass. | Regional | Yes | No | | Minor Arterial | $49,100,000 | 70 | $54,210,367 | $66,082,135 | $80,553,754 | $88,937,854 | 2045 | 2045 | |
| H191616 | Modernization | Highway | Cleveland | Boiling Springs | 6.1 | NC 150 (College Avenue) | NC 150 (College Ave) Modernization | NC 150/SR 1161 (Main Street) | NC 18 (S Lafayette Street) | Modernize roadway and construct roundabouts at various intersections. | Regional | No | Yes | § 93.126 | Minor Arterial | | 65 | $16,685,973 | $20,340,108 | $24,794,478 | $27,375,108 | NEW PROJECT | 2045 | |
| U-6150 H170691 | Intersection | Highway | Gaston | Belmont | 0.5 | NC 273 | NC 273/South Point Rd Intersection Improvements | South Point Rd | Armstrong Rd | Construct roundabout. | Regional | No | Yes | § 93.127 | Minor Arterial | $4,010,000 | 45 | $4,427,364 | $5,396,932 | $6,578,830 | $7,263,560 | 2045 | 2045 | $340,322,386 |
| **2050 Horizon Year Projects** | | | | | | | | | | | | | | | | | | | | | | | | |
| U-6142 H170271 | Capacity | Highway | Lincoln | Lincoln County | 3.9 | New Route | NC 73 Extension | US 321 | SR 1356 (Camp Creek Rd) | Construct new four-lane divided freeway on new location. | Regional | Yes | No | | Other Principal Arterial | $100,210,000 | 70 | $110,639,937 | $134,869,466 | $164,405,127 | $181,516,544 | 2035 | 2050 | |
| H184885 | Intersection | Highway | Lincoln | Lincolnton | 0.5 | SR 1267 (Sigmon Road/Wilma Sigmon Road) | Wilma Sigmon Rd/US 321 BUS Intersection Improvements | US 321 BUS (N Generals Boulevard) | | Construct left turn lanes. | Regional | No | Yes | § 93.127 | Minor Arterial | | 65 | $1,578,836 | $1,924,592 | $2,346,067 | $2,590,247 | NEW PROJECT | 2050 | |
| H184901 | Capacity | Highway | Lincoln | Lincoln County | 0.4 | US 321 BUS (Maiden Hwy) | US 321 BUS Widening | US 321 | SR 1276 (Finger Mill Rd) | Widen to 4-lane roadway. | Regional | Yes | No | | Minor Arterial | | 60 | $7,270,372 | $8,862,543 | $10,803,390 | $11,927,816 | NEW PROJECT | 2050 | $196,034,607 |

**GCLMPO 2050 Metropolitan Transportation Plan (MTP)**

**DRAFT FISCALLY-CONSTRAINED LIST OF HIGHWAY PROJECTS - REGIONAL**

| ID Number | Improvement Type | Mode | County | Jurisdiction | Mileage | Route | Project Name | From | To | Project Description | Funding Tier | Regionally Significant | Exempt | Regulation | Functional Classification | STIP Programmed Cost (minus local funding) | Total Points (105 max) | 2025 Cost | 2035 Cost | 2045 Cost | 2050 Cost | 2045 MTP Horizon Year | 2050 MTP Horizon Year |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Unmet Needs** | | | | | | | | | | | | | | | | | | | | | | | |
| H190215 | Modernization | Highway | Cleveland | Cleveland County | 7.1 | NC 150 | Cherryville Rd Modernization | Shelby Bypass | SR 1427 (Grove Rd) | Modernize roadway to current design standards by increasing lane widths and shoulder widths. Improve horizontal and vertical geometry where needed, and provide turn lanes where appropriate. | Regional | No | Yes | § 93.126 | Other Principal Arterial | | 65 | $11,915,240 | $14,524,611 | $17,705,420 | $19,548,214 | NEW PROJECT | |
| H191852 | Modernization | Highway | Gaston | Gaston County | 5.0 | NC 275 (Dallas-Stanley Highway) | NC 275 Modernization | NC 279 (East Trade St) | SR 2000 (Hickory Grove Rd) | Modernize roadway and improve various intersections. | Regional | No | Yes | § 93.126 | Minor Arterial | | 65 | $20,443,160 | $24,920,098 | $30,377,461 | $33,539,171 | NEW PROJECT | |
| U-2221C<br>H090323-C | Capacity | Highway | Cleveland | Shelby | 1.6 | NC 180 | N Post Rd | SR 2052 (Elizabeth Ave) | NC 150 (Cherryville Rd) | NC 226 to NC 150. Widen to Multi-Lanes. Section C: SR 2052 to NC 150. | Regional | Yes | No | | Minor Arterial | $18,100,000 | 65 | $19,983,863 | $24,360,217 | $29,694,968 | $32,785,645 | 2035 | |
| H190681 | Capacity | Highway | Gaston | Gastonia | 2.7 | NC 274 (Union Road) | NC 274 (Union Rd) Widening | SR 2439 (Beaty Road) | SR 2416 (Robinson Rd) | Widen to five lanes. | Regional | Yes | No | | Other Principal Arterial | | 65 | $43,727,120 | $53,303,116 | $64,976,200 | $71,738,976 | NEW PROJECT | |
| H190754 | Capacity | Highway | Gaston | Belmont / Mt. Holly / Gaston County | 11.9 | New Route | Belmont-Mt. Holly Loop | NC 273 (South Point Road) | NC 273 (North Main Street) | Construct 4-lane roadway on new location. | Regional | Yes | No | | Minor Arterial | | 65 | $604,305,379 | $736,644,885 | $897,966,004 | $991,427,027 | NEW PROJECT | |
| U-6144<br>H170832 | Capacity | Highway | Lincoln | Lincoln County | 1.5 | NC 16 BUS | NC 16 BUS Widening | SR 1389 (Fairfield Forest Rd) | SR 1379 (Webbs Rd) | Widen to a four-lane divided facility. | Regional | Yes | No | | Minor Arterial | $32,510,000 | 60 | $35,893,667 | $43,754,180 | $53,336,101 | $58,887,365 | 2035 | |
| H191865 | Modernization | Highway | Cleveland | Cleveland County | 5.3 | NC 18 (Fallston Rd) | NC 18 Modernization | SR 1337 (E Zion Church Rd) | SR 1800 (Jim Cline Rd) | Modernize roadway. | Regional | No | Yes | § 93.126 | Minor Arterial | | 60 | $8,922,077 | $10,875,962 | $13,257,737 | $14,637,613 | NEW PROJECT | |
| H170270 | Capacity | Highway | Cleveland | Kings Mountain | 0.9 | NC 161 | York Rd | US 74 Business (King St) | I-85 | Widen from three-lanes to four-lanes. | Regional | Yes | No | | Minor Arterial | | 60 | $17,808,823 | $21,708,856 | $26,462,975 | $29,217,262 | 2025 | |
| H171296 | Capacity | Highway | Lincoln | Lincoln County | 2.8 | NC 27 (Riverside Dr) | NC 27 (Riverside Dr) Widening | SR 1184 (Rock Dam Rd) | SR 1008 (Grove St) | Widen existing two-lane road to three-lane. | Regional | Yes | No | | Major Collector | | 60 | $48,958,255 | $59,679,840 | $72,749,392 | $80,321,207 | 2045 | |
| H190179 | Intersection | Highway | Lincoln | Lincoln County | 2.0 | NC 16 | NC 16 Interchange Improvements | NC 16 | SR 1386 (St. James Church Rd) | Convert at-grade intersection to interchange. | Regional | Yes | No | | Other Principal Arterial | | 60 | $18,995,710 | $23,155,665 | $28,226,626 | $31,164,476 | 2035 | |
| H184701 | Capacity | Highway | Lincoln | Lincoln County | 4.5 | NC 73 | NC 73 Widening | SR 1383 (Ingleside Farm Road) | SR 1362 (Amity Church Road) | Widen to 4-lane boulevard. | Regional | Yes | No | | Other Principal Arterial | | 55 | $60,987,215 | $74,343,075 | $90,623,794 | $100,055,991 | 2045 | |
| U-6139<br>H170661 | Capacity | Highway | Lincoln | Lincoln County | 1.8 | NC 73 | NC 73 Widening | SR 1383 (Ingleside Farm Rd) | NC 16 | Widen from two to four lanes from Anderson Creek, west of SR 1383 (Ingleside Fram Rd) to NC 16, including widening of railroad bridge and interchange improvements at NC 16 | Regional | Yes | No | | Principal Arterial | $49,110,000 | 55 | $54,221,408 | $66,095,594 | $80,570,160 | $88,955,967 | 2035 | |
| H171310 | Capacity | Highway | Gaston | Gastonia | 1.2 | I-85/New | I-85/New | Davidson Ave/Tulip Drive | Fairview Dr/NA | New interchange at I-85/Davidson Ave. New 2-lane alignment connecting Tulip Dr to Fairview Dr. Include sidewalks and bike facilities. | Regional | Yes | No | | Interstate/Local | | 55 | $21,878,888 | $26,670,242 | $32,510,877 | $35,894,635 | 2045 | |
| | Capacity | Highway | Gaston/Mecklenburg | Gastonia/Gaston County/Belmont/Cramerton | 6.7 | New | Catawba Crossings | NC 279 (S New Hope Rd) | NC 160 (Steele Creek Rd) | Construct new Boulevard on new location. | Regional | Yes | No | | New Route | | 55 | $323,274,859 | $394,070,249 | $480,369,435 | $530,366,672 | 2035 | |
| H171317 | Capacity | Highway | Gaston | Mount Holly | 1.8 | NC 273 | Highland St/N Main St Widening | A&E Dr | SR 1939 (Lanier Ave) | Widen two-lane facility to four-lane divided facility with sidewalks and bike lanes on both sides. | Regional | No | No | | Minor Arterial | | 55 | $42,445,282 | $51,740,562 | $63,071,457 | $69,635,985 | 2045 | |
| H184813 | Capacity | Highway | Gaston | Belmont | 1.5 | NC 273 (South Point Road) | NC 273 (South Point Rd) Widening | SR 2529 (Henry Chapel Road) | NC 273 (R. L. Stowe Road) | Widen to 4-lane boulevard. | Regional | Yes | No | | Minor Arterial | | 55 | $31,875,917 | $38,856,565 | $47,365,936 | $52,295,820 | Unfunded | |
| H171283 | Intersection | Highway | Gaston | Bessemer City | 0.5 | NC 161 (13th Street) | NC 161/NC 274 Intersection Improvements | 13th St, W Pennsylvania | 13th St, W Virginia Ave | Improve intersections on each side of RR with dual mini roundabouts and crosswalks. | Regional | No | Yes | § 93.127 | Other Principal Arterial | | 50 | $3,157,671 | $3,849,183 | $4,692,133 | $5,180,494 | 2045 | |
| H184952 | Capacity | Highway | Gaston | Gaston County | 5.5 | NC 279 (Dallas-Cherryville Highway) | NC 279 Widening | SR 1608 (Long Shoals Road) | US 321 | Widen to 4-lane boulevard. | Regional | Yes | No | | Minor Arterial | | 50 | $78,823,641 | $96,085,578 | $117,127,784 | $129,318,538 | Unfunded | |
| H170792 | Intersection | Highway | Gaston | Mount Holly | 0.5 | NC 273 (Mountain Island Highway) | NC 273/Lucia Riverbend Hwy Intersection Improvements | SR 1992 (Lucia Riverbend Hwy) | | Improve intersection by installing a roundabout. | Regional | No | Yes | § 93.127 | Major Collector | | 50 | $1,838,295 | $2,240,871 | $2,731,609 | $3,015,917 | NEW PROJECT | |
| | Capacity | Highway | Gaston | Stanley | 1.7 | New | Stanley Southern Connector | NC 275 (Dallas-Stanley Hwy) | NC 27 (Charles Raper Jonas Hwy) | Construct New, Four-Lane Divided Facility from NC 275 to NC 27 (Charles Raper Jonas Hwy) | Regional | No | No | | New Route | | 50 | $24,218,307 | $29,521,981 | $35,987,131 | $39,732,700 | Unfunded | |
| H184703 | Capacity | Highway | Lincoln | Lincoln County | 4.6 | NC 73 | NC 73 Widening | SR 1362 (Amity Church Road) | NC 27 | Widen to 4-lane boulevard. | Regional | Yes | No | | Other Principal Arterial | | 40 | $64,855,915 | $79,058,998 | $96,372,477 | $106,403,002 | 2045 | |
| H193391 | Capacity | Highway | Gaston | Belmont | 1.9 | NC 273 (South Point Rd) | South Point Rd Widening | NC 273 (Lower Armstrong Rd) | SR 2529 (Henry Chapel Rd) | Widen to four lane roadway. | Regional | Yes | No | | Minor Arterial | | 40 | $52,292,579 | $63,744,362 | $77,704,022 | $85,791,519 | Unfunded | |
| | Intersection | Highway | Cleveland | Kings Mountain | 0.5 | NC 216 | S Battleground Ave | Mountain St/Gold St | NA | Mountain St and Gold St Railroad Intersection Crossing Changes. Crosswalks, pedheads, turn lanes on every approach, and signalization if justified. Safety improvements | Regional | No | Yes | § 93.127 | Minor Arterial | | 40 | $233,737 | $284,924 | $347,321 | $383,471 | 2045 | |
| H171291 | Capacity | Highway | Gaston | Mount Holly | 0.8 | New Route | Lanier Ave/Sella Ridge Dr/New Alignment/Woodcliff Ln/New Alignment | NC 273 (N Main St) | SR 1923 (Woodlawn Ave) | Upgrade and connect existing two-lane ROW setions of Lanier Ave and Woodcliff Ln to cross Dutchman's Creek and connect to Woodlawn Ave at Hawthorne St. | Regional | No | No | | Minor Arterial | | 40 | $19,844,748 | $24,190,638 | $29,488,252 | $32,557,413 | 2035 | |
| H150203 | Intersection | Highway | Gaston | Mt. Holly<br>Gaston County | 0.5 | NC 273 (Mountain Island Highway) | NC 273/Sandy Ford Rd Intersection Improvements | SR 1918 (Sandy Ford Road) | | Construct turn lanes on all three approaches to the intersection. | Regional | No | Yes | § 93.127 | Major Collector | | 40 | $2,368,253 | $2,886,888 | $3,519,100 | $3,885,371 | 2045 | |
| R-0617BB<br>H090049-BB | Capacity | Highway | Lincoln | Cherryville/Lincolnton | 3.2 | NC 150 | NC 150 | West of Indian Creek | US 321 at Lincolnton | Widen to Multi-Lanes, Part on New Location from West of Indian Creek to US 321 at Lincolnton. | Regional | Yes | No | | Other Principal Arterial | | 35 | $79,240,983 | $96,594,317 | $117,747,933 | $130,003,232 | 2035 | |
| H190792 | Capacity | Highway | Cleveland | Cleveland County | 7.5 | NC 150 (Cherryville Rd) | NC 150 (Cherryville Rd) Widening | NC 180 | SR 1651 (Delview Rd) | Widen from a two lane road to a four lane roadway. | Regional | Yes | No | | Other Principal Arterial | | 35 | $159,225,013 | $194,094,402 | $236,599,993 | $261,225,511 | 2045 | |
| U-2221A | Capacity | Highway | Cleveland | Cleveland County | 0.9 | NC 180 | NC 180 Widening | NC 226 (Earl Rd) | SR 2200 (Taylor Rd) | Widen to multi-lanes. | Regional | Yes | No | | Minor Arterial | | 35 | $8,385,405 | $10,221,762 | $12,460,271 | $13,757,146 | Unfunded | |
| | Capacity | Highway | Gaston | Gastonia / Gaston County | 3.5 | NC 274 | Union Rd/Union-New Hope Rd Widening | Beaty Rd | South Carolina State Line | Widen to a 4-lane facility from Beaty Rd to South Carolina State Line. Include sidewalks and bike facilities along both sides. | Regional | Yes | No | | Minor Arterial | | 35 | $22,512,978 | $27,443,195 | $33,453,101 | $36,934,927 | Unfunded | |
| | Capacity | Highway | Cleveland | Kings Mountain | 3.6 | New Route | Kings Mountain Blvd Extension | Shelby Rd (US 74 Business) | NC 216 | Extend Kings Mountain Blvd from Shelby Road to NC 216. | Regional | Yes | No | | New Route | | 35 | $54,609,059 | $66,568,138 | $81,146,189 | $89,591,949 | Unfunded | |
| H184892 | Capacity | Highway | Gaston | Gaston County | 4.4 | NC 279 (South New Hope Road) | NC 279 (S New Hope Rd) Widening | South Carolina State Line | SR 2435 (Union New Hope Road) | Widen to 4-lane boulevard. | Regional | Yes | No | | Minor Arterial | | 30 | $66,982,374 | $81,651,140 | $99,532,284 | $109,891,685 | NEW PROJECT | |
| H190923 | Capacity | Highway | Gaston | Mount Holly | 0.5 | NC 273 | NC 273 Extension | NC 273 (Lucia Riverbend Hwy) | NC 16 | Construct new portion of NC 273 from Lucia Riverbend Highway to NC 16 and construct a new interchange. | Regional | Yes | No | | Major Collector | | 25 | $28,795,531 | $35,101,592 | $42,788,645 | $47,242,121 | 2045 | |

**GCLMPO 2050 Metropolitan Transportation Plan (MTP)**

**DRAFT FISCALLY-CONSTRAINED LIST OF HIGHWAY PROJECTS - DIVISION**

| ID Number | Improvement Type | Mode | County | Jurisdiction | Mileage | Route | Project Name | From | To | Project Description | Funding Tier | Regionally Significant | Exempt | Regulation | Functional Classification | STIP Programmed Cost (minus local funding) | Total Points (100 max) | 2020 Cost | 2025 Cost | 2035 Cost | 2045 Cost | 2050 Cost | 2050 MTP Horizon Year | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **2025 Horizon Year Projects** | | | | | | | | | | | | | | | | | | | | | | | | |
| **U-6043 H090439** | **Capacity** | **Highway** | **Gaston** | **Gastonia** | **1.1** | **US 29/US 74** | **Franklin Blvd** | **SR 2200 (Cox Rd)** | **400 feet east of Lineberger Rd** | **Add lane in the eastbound direction, widening from five to six lanes.** | **Division** | **Yes** | **No** | | **Principal Arterial** | **$ 10,500,000** | **NA** | **$10,500,000** | **$10,500,000** | | | | **2025** | |
| **U-6078 H150542** | **Intersection** | **Highway** | **Gaston** | **Gastonia** | **0.5** | **NC 275** | **NC 275 Intersection Improvements** | **NC 274, SR 1456 (White Jenkins Rd), SR 1327 (Fairview Rd)** | | **Improve intersections and close intersection of NC 275 and SR 1456 (White Jenkins Rd).** | **Division** | **No** | **Yes** | **§ 93.127** | **Major Collector** | **$ 8,600,000** | **NA** | **$8,600,000** | **$8,600,000** | | | | **2025** | |
| H191177 | Intersection | Highway | Gaston | Gastonia | 0.5 | SR 2200 (Cox Rd) | Cox Rd/Aberdeen Blvd Intersection Improvements | SR 2200 (Cox Road) | SR 2381 (Aberdeen Boulevard) | Construct quadrant intersection improvements. | Division | | | | Other Principal Arterial | | 75 | $4,428,000 | $4,888,870 | $5,959,505 | $7,264,603 | $8,020,709 | 2025 | |
| H184878 | Modernization | Highway | Gaston | Gastonia | 1.5 | SR 2439 (Beaty Road) | Beaty Rd Modernization | SR 2445 (Kendrick Road) | NC 279 (New Hope Road) | Modernize roadway and construct roundabout at Kendrick Road. | Division | No | No | | Minor Arterial | | 70 | $6,045,000 | $6,674,168 | $8,135,774 | $9,917,463 | $10,949,681 | 2025 | |
| H184868 | Modernization | Highway | Gaston | Gastonia | 2.5 | SR 2439 (Lowell Bethesda Road) | Lowell Bethesda Rd Modernization | NC 279 (New Hope Road) | US 29/74 (Wilkinson Boulevard) | Modernize roadway and construct roundabouts at the intersections of Titman Road Cramerton Road and Gaston Road. | Division | No | No | | Minor Arterial | | 65 | $13,898,000 | $15,344,515 | $18,704,878 | $22,801,142 | $25,174,303 | 2025 | |
| | Capacity | Highway | Gaston | Gastonia | 0.4 | Gaston Mall Drive | Gaston Mall Drive Extension | Cox | Franklin Blvd | Extend Gaston Mall Drive from Cox Rd to Franklin Blvd. | Division | No | No | | Local | | 60 | $2,073,569 | $2,289,388 | $2,790,751 | $3,401,910 | $3,755,983 | 2025 | |
| H184825 | Capacity | Highway | Gaston | Gastonia | 1.5 | SR 2329 (Redbud Drive) | Redbud Dr Widening | NC 279 (New Hope Road) | US 29/74 (Wilkinson Boulevard) | Widen to a 4-lane boulevard. | Division | Yes | No | | Minor Arterial | | 60 | $29,784,000 | $32,883,943 | $40,085,343 | $48,863,809 | $53,949,593 | 2025 | |
| | Capacity | Highway | Gaston | Lowell | 0.4 | New Route | Lineberger Connector Extension | Lineberger Rd | S Main St | Extend the Lineberger Connector from Lineberger Rd to S Main St in Lowell. | Division | No | No | | Local | | 60 | $3,100,000 | $3,422,650 | $4,172,192 | $5,085,879 | $5,615,221 | 2025 | |
| H170856 | Capacity | Highway | Gaston | Belmont | 1.2 | SR 2083 (Hazeline Ave) | Hazeline Ave Extension | US 29/74 (Wilkinson Blvd) | Hawley Avenue | Construct two-lane road from US 29/74 to Hawley Avenue. This road will be an extension of Hazeline Ave, and consist of connecting short sections of existing road with new segments. | Division | No | No | | New Route (Local) | | 55 | $15,453,000 | $17,061,361 | $20,797,703 | $25,352,284 | $27,990,971 | 2025 | |
| H150211 | | Highway | Gaston | Cramerton | 0.5 | SR 2014 (Lakewood Rd) | Lakewood Rd Intersection Improvements | Eagle Rd | | Construct roundabout with pedestrian and bicycle facilities. | Division | No | Yes | § 93.127 | Minor Arterial | | 50 | $1,144,440 | $1,263,554 | $1,540,266 | $1,877,575 | $2,072,995 | 2025 | $102,928,449 |
| **2035 Horizon Year Projects** | | | | | | | | | | | | | | | | | | | | | | | | |
| **U-3608** | **Capacity** | **Highway** | **Gaston** | **Belmont** | **0.3** | **NC 7** | **N Main St Widening** | **I-85** | **US 29/74 (Wilkinson Blvd)** | **Widen to four lanes throughout, and construct operational improvements.** | **Division** | **No** | **No** | | **Minor Arterial** | **$ 5,615,000** | **NA** | **$5,615,000** | **$5,615,000** | **$5,615,000** | | | **2035** | |
| **U-6044 H150539** | **Capacity** | **Highway** | **Gaston** | **Gastonia** | **0.3** | **SR 2200 (Cox Rd)** | **Cox Rd Improvements** | **I-85** | **US 29/74** | **Selective widening and operational movements.** | **Division** | **Yes** | **No** | | **Principal Arterial** | **$ 33,500,000** | **NA** | **$33,500,000** | **$33,500,000** | **$33,500,000** | | | **2035** | |
| **U-5821 H090612** | **Capacity** | **Highway** | **Gaston** | **Gastonia Cramerton** | **3.8** | **NC 279** | **S. New Hope Rd Widening** | **SR 2478 (Titman Rd)** | **SR 2435 (Union-New Hope Rd)** | **Widen existing facility to four-lanes divided.** | **Division** | **Yes** | **No** | | **Principal Arterial** | **$ 100,565,000** | **NA** | **$100,565,000** | **$100,565,000** | **$100,565,000** | | | **2035** | |
| **U-5819 H141299** | **Intersection** | **Highway** | **Gaston** | **Mount Holly** | **0.5** | **NC 27** | **W Charlotte Ave Intersection** | **NC 27 (W Charlotte Ave)** | **SR 2534 (Hawthorne St)** | **Construct interection improvements.** | **Division** | **No** | **Yes** | **§ 93.127** | **Minor Arterial** | **$ 2,550,000** | **NA** | **$2,550,000** | **$2,550,000** | **$2,550,000** | | | **2035** | |
| H172044 | Modernization | Highway | Gaston | Dallas | 1.6 | SR 1001 (Philadelphia Church Rd/Oakland St) | Oakland St Modernization | SR 1803 (Carr Rd) | NC 275-279 (West Trade St) | Widen substandard two-lane road to 12 ft. lanes and include wide shoulders. | Division | No | Yes | § 93.126 | Minor Arterial | | 55 | $2,719,000 | $3,001,996 | $3,659,416 | $4,460,808 | $4,925,092 | 2035 | |
| | Capacity | Highway | Gaston | Lowell | 0.5 | 3rd St | 3rd Street Extension | N Main St (NC 7) | First St (NC 7) | Extend 3rd St as a 2-lane facility from NC 7 (Main St) to NC 7 (First St). This includes a traffic circle at NC 7 (First St) with a connection to Potts St and improvements to Ash St. | Division | No | No | | New Route (local) | | 55 | $3,214,836 | $3,549,439 | $4,326,746 | $5,274,279 | $5,823,230 | 2035 | |
| | Intersection | Highway | Gaston | Bessemer City | 0.5 | SR 1307 | Alabama Ave | 8th St | NA | Install traffic circle | Division | No | Yes | § 93.126 | Local/Minor Arterial | | 50 | $861,514 | $951,181 | $1,159,484 | $1,413,405 | $1,560,513 | 2035 | |
| H170845 | Intersection | Highway | Gaston | Bessemer City | 0.5 | SR 1484 (E Maine Ave) | SR 1484 (E Maine Ave) | SR 1448 (12th St) | NA | Intersection improvements. Crosswalks, pedheads, turn lanes on every approach, and signalization if justified. | Division | No | Yes | § 93.127 | Minor Arterial | | 50 | $2,860,000 | $3,157,671 | $3,849,183 | $4,692,133 | $5,180,494 | 2035 | |
| H190676 | Modernization | Highway | Gaston | Gastonia | 1.9 | SR 1131 (Linwood Rd) | Linwood Rd | SR 1136 (S Myrtle School Rd) | US 29/74 (Franklin Blvd) | Modernize roadway. | Division | No | No | | Minor Arterial | | 50 | $5,345,000 | $5,901,312 | $7,193,666 | $8,769,039 | $9,681,728 | 2035 | |
| | Capacity | Highway | Gaston | Gastonia Lowell | 2.3 | Aberdeen Blvd | Lineberger Connector | Aberdeen Blvd | Lineberger Rd | Relocate and extend Lineberger Road as a three-lane facility, including improvements to the intersection of Lineberger/Hwy 7 and the rail crossing. Extend Aberdeen Blvd as a three-lane facility from existing Aberdeen Blvd to the relocated Lineberger Rd. Extend Scalybark Rd. | Division | Yes | No | | Local | | 50 | $19,235,358 | $21,237,390 | $25,888,259 | $31,557,644 | $34,842,189 | 2035 | |
| H184911 | Modernization | Highway | Lincoln | Lincoln County | 1.7 | SR 1379 (Webbs Rd) | SR 1379 (Webbs Rd) Modernization | NC 16 Business | SR 1376 (Burton Ln) | Widen existing lanes to include wide shoulders and roundabouts at Eastwind Cove Rd/Legacy Dr and SR 1376 (Burton Ln). | Division | No | Yes | § 93.126 | Local | | 50 | $6,690,000 | $7,386,301 | $9,003,859 | $10,975,654 | $12,118,009 | 2035 | |
| H150212 | Intersection | Highway | Gaston | Mount Holly | 0.5 | SR 2040 (West Catawba) | West Catawba Intersection Improvements | West Catawba (SR 2040) | South Hawthorne St | Install traffic circle at West Catawba and South Hawthorne Street, including pedestrian accommodations. | Division | No | Yes | § 93.126 | Minor Arterial | | 50 | $2,214,000 | $2,444,435 | $2,979,753 | $3,632,302 | $4,010,355 | 2035 | |
| H191842 | Capacity | Highway | Lincoln | Lincoln County | 0.2 | SR 1380 (Optimist Club Rd) | Optimist Club Road Extension | SR 1387 (Triangle Circle) | NC 16 Business | Construct an extension of Optimist Club Road. | Division | No | No | | Major Collector | | 50 | $2,643,000 | $2,918,086 | $3,557,130 | $4,336,122 | $4,787,429 | 2035 | |
| | Intersection | Highway | Gaston | Cramerton | 1.1 | Armstrong Ford Rd | Armstrong Ford Rd Realignment | NC 279 (South New Hope Rd) | Armstrong Ford Rd | Realign Armstrong Ford Rd - new 2LDIV facility | Division | No | No | | Minor Arterial/Major Collector | | 45 | $7,019,594 | $7,750,199 | $9,447,449 | $11,516,388 | $12,715,023 | 2035 | |
| | Capacity | Highway | Gaston | Gastonia | 0.5 | SR 2445 | Kendrick Rd | SR 2437 (Robinwood Rd) | SR 2439 (Beaty Rd) | Widen Kendrick Road at intersections. Include pedestrian and bicycle accomodations. | Division | No | No | | Minor Collector | | 35 | $3,135,102 | $3,461,406 | $4,219,435 | $5,143,467 | $5,678,803 | 2035 | $211,899,381 |
| **2045 Horizon Year Projects** | | | | | | | | | | | | | | | | | | | | | | | | |
| H193410 | Modernization | Highway | Lincoln | Lincoln County | 2.4 | SR 1439 (Unity Church Rd) | Unity Church Rd Modernization | NC 16 Business | End of Facility | Widen existing lanes to include wide shoulders. No additional lanes will be added. | Division | No | No | | Local | | 45 | $4,813,000 | $5,313,941 | $6,477,664 | $7,896,237 | $8,718,083 | 2045 | |
| H193411 | Modernization | Highway | Lincoln | Lincoln County | 10.5 | SR 1008 (Reepsville Rd) | Reepsville Rd Modernization | Clarks Creek | SR 1002 (Cat Square Rd) | Widen existing lanes to include wide shoulders. No additional lanes will be added. | Division | No | No | | Minor Collector | | 45 | $14,874,000 | $16,422,098 | $20,018,446 | $24,402,374 | $26,942,192 | 2045 | |
| H170836 | Capacity | Highway | Gaston | Mount Holly | 1.3 | New Route | W Catawba Ave Extension | SR 2040 (W Catawba Ave) | NC 27 (W Charlotte Ave) | Construct new 2-lane alignment with sidewalks. | Division | No | No | | Minor Arterial | | 45 | $16,120,000 | $17,797,783 | $21,695,398 | $26,446,569 | $29,199,149 | 2045 | |
| H184897 | Capacity | Highway | Gaston | Ranlo | 1.2 | SR 2200 (Spencer Mountain Rd) | Spencer Mountain Rd Widening | NC 7 (East Ozark Ave/Lowell Rd) | SR 2332 (Mitchem Rd) | Widen to 4-lane roadway. | Division | No | No | | Minor Arterial | | 45 | $19,213,000 | $21,212,704 | $25,858,168 | $31,520,963 | $34,801,690 | 2045 | |
| | Capacity | Highway | Lincoln | Lincoln County | 5.8 | St. James Church Rd/N Little Egypt Rd | St. James Church Rd/N Little Egypt Rd Widening | NC 73 | NC 16 Business | Widen from two-lane to three-lane. | Division | No | No | | Local | | 45 | $23,960,173 | $26,453,967 | $32,247,238 | $39,309,203 | $43,400,537 | 2045 | |
| | Capacity | Highway | Gaston | Dallas | 3.2 | SR 1804 (Ratchford Rd) | Ratchford Rd | US 321 | NC 279 (Lower Dallas Rd) | Widen existing two-lane road to three-lanes; One-half mile of road on new location. | Division | No | No | | Local | | 40 | $24,431,395 | $26,974,234 | $32,881,441 | $40,082,293 | $44,254,090 | 2045 | |
| | Capacity | Highway | Gaston | Gastonia | 2.8 | New | Gaston Day School Rd Extension | Kinmere Dr | NC 274 (Union Rd) | Construct new 3-lane facility with sidewalks and bike facilities. | Division | No | No | | New Route (Minor Arterial) | | 40 | $26,893,318 | $29,692,396 | $36,194,865 | $44,121,339 | $48,713,523 | 2045 | |

**GCLMPO 2050 Metropolitan Transportation Plan (MTP)**

**DRAFT FISCALLY-CONSTRAINED LIST OF HIGHWAY PROJECTS - DIVISION**

| ID Number | Improvement Type | Mode | County | Jurisdiction | Mileage | Route | Project Name | From | To | Project Description | Funding Tier | Regionally Significant | Exempt | Regulation | Functional Classification | STIP Programmed Cost (minus local funding) | Total Points (100 max) | 2020 Cost | 2025 Cost | 2035 Cost | 2045 Cost | 2050 Cost | 2050 MTP Horizon Year | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| H191670 | Capacity | Highway | Lincoln | Lincoln County | 1.1 | New Route | Webbs Rd Extension | SR 1386 (St. James Church Road) | NC 16 Business | Construct an extension of Webbs Road. | Division | No | No | | Major Collector | | 35 | $10,610,000 | $11,714,297 | $14,279,663 | $17,406,830 | $19,218,546 | 2045 | |
| | Capacity | Highway | Gaston | Bessemer City | 1.7 | New | Southridge Parkway West Extension | SR 1302 (Crowders Mountain Rd) | SR 1307 (Edgewood Rd) | Construct new three lane facility from Crowders Mountain Rd to Edgewood Rd. | Division | No | No | | New Route (Minor Arterial/Major Collector) | | 35 | $15,677,500 | $17,309,227 | $21,099,851 | $25,720,600 | $28,397,621 | 2045 | $256,906,407 |
| **2050 Horizon Year Projects** | | | | | | | | | | | | | | | | | | | | | | | | |
| H171301 | Capacity | Highway | Gaston | Bessemer City | 0.6 | SR 1307 (Edgewood Rd) | Edgewood Rd Widening | SR 1395 (Southridge Pkwy) | I-85 | Widen existing two-lane road to a three-lane facility. | Division | No | No | | Minor Arterial | | 35 | $10,932,000 | $12,069,811 | $14,713,033 | $17,935,105 | $19,801,805 | 2050 | |
| H184699 | Capacity | Highway | Lincoln | Lincoln County | 1.5 | SR 1380 (Optimist Club Rd) | SR 1380 (Optimist Club Rd) Widening | SR 1386 (N. Little Egypt Rd) | SR 1388 (Triangle Cir) | Widen to four-lane divided. | Division | No | No | | Local | | 35 | $17,797,000 | $19,649,326 | $23,952,419 | $29,197,865 | $32,236,802 | 2050 | |
| | Capacity | Highway | Gaston | Bessemer City | 0.9 | SR 1448 | Puetts Chapel Rd | SR 1484 (Maine Ave) | Proposed NC 274 Bypass | Widen existing two-lane road to a three-lane facility. | Division | No | No | | Minor Arterial | | 35 | $8,533,683 | $9,421,876 | $11,485,214 | $14,000,411 | $15,457,586 | 2050 | |
| H171281 | Capacity | Highway | Lincoln | Lincolnton | 1.5 | New Route | Motz Ave Extension | NC 27 (W Main St) | SR 1262 (S Laurel St) | Widen Motz Ave to 11-foot lanes and extend on new location west to NC 27 (W Main St) and east to SR 1262 (S Laurel St) at Flint Street. | Division | No | No | | Major Collector | | 35 | $39,828,000 | $43,973,330 | $53,603,244 | $65,342,056 | $72,142,909 | | $139,639,102 |
| **Unmet Needs** | | | | | | | | | | | | | | | | | | | | | | | | |
| H170852 | Capacity | Highway | Gaston | Gastonia | 1.2 | SR 1255 (Hudson Blvd) | Hudson Blvd Extension | SR 1136 (Davis Park Rd) | SR 1128 (Chapel Grove Rd) | Construct new 3-lane facility with sidewalks and bike facilities. | Division | No | No | | New Route (Minor Arterial) | | 35 | $21,110,000 | $23,307,146 | $28,411,281 | $34,633,193 | $38,237,843 | 2050 | |

# GCLMPO 2050 Metropolitan Transportation Plan (MTP)
## DRAFT FISCALLY-CONSTRAINED LIST OF BICYCLE AND PEDESTRIAN PROJECTS

| ID Number | Agency | Mode | Facility Type | Project Name/Route | Side | From/Cross Street | To Street | Cost of Remaining Phases | Total Points | 2020 Cost | 2025 Cost | 2035 Cost | 2045 Cost | 2050 Cost | 2050 MTP Horizon Year | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **2025 Horizon Year Projects** | | | | | | | | | | | | | | | | |
| *C-5505 B191609* | *Belmont* | *Bike/Ped* | *Multi-use Path* | *Belmont Rail Trail* | *NA* | *Woodlawn St* | *Downtown Belmont* | *$1,330,000* | *NA* | *$1,330,000* | *$1,330,000* | | | | *2025* | |
| *C-5606B* | *Bessemer City* | *Pedestrian* | *Sidewalk and Crosswalks* | *NC 161, PH I Sidewalk* | *South* | *S 13th St* | *W Boston Ave* | *$462,309* | *NA* | *$462,309* | *$462,309* | | | | *2025* | |
| *C-5606J* | *Gaston County* | *Pedestrian* | *Sidewalk* | *Poston Park Sidewalk Connector* | *SW* | *Lowell city limits* | *Poston Park parking lot* | *$490,299* | *NA* | *$490,299* | *$490,299* | | | | *2025* | |
| *C-5606K* | *Gaston County* | *Bike/Ped* | *Multi-use Path* | *Rankin Lake to Tech Park Greenway* | *NA* | *Rankin Lake Park* | *Gaston Tech. Pkwy* | *$1,408,937* | *NA* | *$1,408,937* | *$1,408,937* | | | | *2025* | |
| *C-5606M* | *Gaston County* | *Pedestrian* | *Sidewalk* | *Neal Hawkins Rd Sidewalk* | *S* | *Hawk Ridge Dr* | *Martha Rivers Park* | *$1,890,578* | *NA* | *$1,890,578* | *$1,890,578* | | | | *2025* | |
| *C-5622* | *Gastonia* | *Bike/Ped* | *Multi-use Path* | *Highland Branch Greenway PH I* | *NA* | *Rankin Lake Park* | *Bulb Ave* | *$525,000* | *NA* | *$525,000* | *$525,000* | | | | *2025* | |
| *C-5704* | *Cramerton* | *Bike/Ped* | *Multi-use Path* | *Cramerton-McAdenville Greenway Connector* | *NA* | *South Fork Village trail* | *Riverside Dr* | *$801,558* | *NA* | *$801,558* | *$801,558* | | | | *2025* | |
| | *Gaston County* | *Pedestrian* | *Sidewalk* | *Tryon Courthouse Rd Sidewalk* | *N then S* | *Tryon Elementary School* | *Pine Springs Dr* | *$1,685,773* | *NA* | *$1,685,773* | *$1,685,773* | | | | *2025* | **$8,594,454** |
| EB-5531 | Bessemer City | Pedestrian | Sidewalk | Bessemer City Sidewalks | One | Chadwick Ct | Kaiser Rd | $300,000 | NA | $300,000 | $300,000 | | | | 2025 | |
| EB-5701 | Gastonia | Pedestrian | Sidewalk | Franklin Blvd | North | Cox Rd | City Limits | $1,600,000 | NA | $1,600,000 | $1,600,000 | | | | 2025 | |
| EB-5743 | Gastonia | Pedestrian | Sidewalk | NC 279 S New Hope Rd | One | Armstrong Park Rd | Hudson Blvd | $1,285,000 | NA | $1,285,000 | $1,285,000 | | | | 2025 | |
| EB-5745 | Gastonia | Bike/Ped | Sidewalk | Hudson Blvd; Redbud Dr | One | Armstrong Park Rd | S New Hope Rd (NC 279) | $1,365,000 | NA | $1,365,000 | $1,365,000 | | | | 2025 | |
| EB-5748 | Mount Holly | Pedestrian | Sidewalk | Beaty Rd | N | Smith St | Ferstl Ave | $405,000 | NA | $405,000 | $405,000 | | | | 2025 | |
| EB-5768 | Gastonia | Pedestrian | Sidewalk | Marietta St/Hilltop Dr | Varies | Clyde St | W Hudson Blvd | $1,320,000 | NA | $1,320,000 | $1,320,000 | | | | 2025 | |
| EB-5912 | Mount Holly | Pedestrian | Sidewalk | Tuckaseege Rd | South | NC 273 | Tuckaseege Park entrance | $1,270,000 | NA | $1,270,000 | $1,270,000 | | | | 2025 | |
| EB-5913 | Cramerton | Pedestrian | Sidewalk | Lakewood Rd Sidewalk | NA | Eagle Rd | Lake Dr (entry to HS) | $518,000 | NA | $518,000 | $518,000 | | | | 2025 | |
| EB-5975 | Gastonia | Pedestrian | Sidewalk | NC 279 N New Hope Rd | One then other | US 74 E Franklin Blvd | Hunt Dr | $2,065,000 | NA | $2,065,000 | $2,065,000 | | | | 2025 | |
| EB-5976 | Gastonia | Pedestrian | Sidewalk | Cox Rd | Both | I-85 | Court Dr | $1,400,000 | NA | $1,400,000 | $1,400,000 | | | | 2025 | |
| EB-6037A B191563 | Shelby/Cleveland County | Bike/Ped | Multi-use Path | Shelby/Cleveland Rail-trail | | SR 1861 (W Grover St) | Ross Road | $14,381,131 | NA | $14,381,131 | $14,381,131 | | | | 2025 | **$25,909,131** |
| **2035 Horizon Year Projects** | | | | | | | | | | | | | | | | |
| | Belmont | Bike/Ped | Multiuse Paths | US 74 (Wilkinson Blvd) Sidepaths | Both | Alberta Ave (west city limit) | Gaston College/SECU entrances | $12,865,000 | 85.58 | $12,865,000 | $14,204,000 | $17,314,596 | $21,106,396 | $23,303,167 | 2035 | |
| | Gastonia | Bike/Ped | Sidewalk and Sharrows | Second Ave | Both | Church St | S Belvedere Ave | $530,000 | 70.00 | $530,000 | $585,163 | $713,310 | $869,521 | $960,022 | 2035 | |
| | Gastonia | Bike/Ped | Multi-use Path | Catawba Creek Greenway SE Extension, Ph I | | Robinwood Rd | ~2800 ft SE of Robinwood Rd | $793,000 | 66.68 | $793,000 | $875,536 | $1,067,274 | $1,301,001 | $1,436,410 | 2035 | $19,095,180 |
| **2045 Horizon Year Projects** | | | | | | | | | | | | | | | | |
| | Gastonia | Bike/Ped | Multi-use Path | Blackwood Creek Greenway | NA | Phillips Center | Walmart | $6,545,000 | 81.08 | $6,545,000 | $7,226,209 | $8,808,708 | $10,737,766 | $11,855,362 | 2045 | |
| B192338 | Gastonia | Ped | Multi-use Path and Sidewalk | E Hudson Blvd Sidewalk and Path | | US 321 (York Rd) | Catawba Creek Greenway | $10,185,000 | 80.69 | $10,185,000 | $11,245,063 | $13,707,669 | $16,709,572 | $18,448,718 | 2045 | |
| | Gastonia | Bike/Ped | Multi-use Path | Catawba Creek Greenway - NW Extension | NA | Marietta St | Linwood | $7,815,000 | 75.85 | $7,815,000 | $8,628,391 | $10,517,961 | $12,821,336 | $14,155,791 | 2045 | |

| ID Number | Agency | Mode | Facility Type | Project Name/Route | Side | From/Cross Street | To Street | Cost of Remaining Phases | Total Points | 2020 Cost | 2025 Cost | 2035 Cost | 2045 Cost | 2050 Cost | 2050 MTP Horizon Year | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| B171494 | Gastonia | Ped | Sidewalk | Union Rd Pedestrian Improvement | | SR 2400 (Neal Hawkins Rd) | SR 2416 (Robinson Rd) | $1,090,000 | 59.46 | $1,090,000 | $1,203,448 | $1,466,996 | $1,788,261 | $1,974,384 | 2045 | |
| | Belmont | Pedestrian | High-vis crosswalks, utility relocations, pedheads, stormwater mitigation | S Main St at Central Ave Pedestrian Improvements | Intersection | N Central Ave | | $135,000 | 60.00 | $135,000 | $149,051 | $181,692 | $221,482 | $244,534 | 2045 | $42,278,416 |
| **2050 Horizon Year Projects** | | | | | | | | | | | | | | | | |
| B192337 | Gastonia | Bike/Ped | Multi-use Path, Sidewalk, Sharrows | Phillips Center Greenway/Lyon St/W Hudson Blvd Path | | Echo Ln | US 321 (S York Rd) | $4,245,000 | 66.35 | $4,245,000 | $4,686,823 | $5,713,211 | $6,964,372 | $7,689,230 | 2050 | |
| B192010 | Bessemer City | Bike/Ped | Multiuse Path | Alabama St/Althenia Pl Bike/Ped Improvement | One | S 12th St | SR 1395 (Southridge Pkwy) | $4,715,000 | 66.22 | $4,715,000 | $5,205,741 | $6,345,769 | $7,735,457 | $8,540,570 | 2050 | |
| | Gastonia | Pedestrian | Multi-use Paths | Union Rd Sidepaths | Both | Hudson Blvd | Robinwood Rd | $6,545,000 | 65.88 | $6,545,000 | $7,226,209 | $8,808,708 | $10,737,766 | $11,855,362 | 2050 | |
| B191850 | Kings Mountain | Bike/Ped | Multi-use Path | Battleground Ave Bike/Ped Improvement | | Quarry Rd | W Gold St | $2,350,000 | 62.26 | $2,350,000 | $2,594,590 | $3,162,791 | $3,855,424 | $4,256,700 | 2050 | $32,341,861 |
| **Unmet Needs** | | | | | | | | | | | | | | | | |
| B192172 | Mount Holly / Mecklenburg County | Bike/Ped | Multi-use Path, Sidewalk, Sharrows | NC 27/Catawba River Bridge Widening and Paths | | N Lee St | Whitewater Center Pkwy | $12,715,000 | 65.45 | $12,715,000 | $14,038,387 | $17,112,716 | $20,860,305 | $23,031,463 | | |
| | Belmont | Pedestrian | Sidewalk and Crosswalks | NC 7 (Catawba St) Sidewalk | North | East of Glenway St | 13th St | $2,608,000 | 62.03 | $2,608,000 | $2,879,443 | $3,510,025 | $4,278,700 | $4,724,031 | | |
| B191887 | Lincolnton | Bike/Ped | Multi-use Path | Ramsour's Park to Cloninger Trail Connector | | Ramsour's Mill Park | Cloninger Rail Trail at City Park | $3,395,000 | 61.56 | $3,395,000 | $3,748,354 | $4,569,223 | $5,569,857 | $6,149,573 | | |
| B191774 | Belmont | Bike/Ped | Bike Lanes and Sidewalk | Woodlawn St Bike/Ped Improvement | | Hickory Grove Rd | Belmont-Mt Holly Rd | $8,680,000 | 60.61 | $8,680,000 | $9,583,421 | $11,682,137 | $14,240,460 | $15,722,619 | | |
| | Kings Mountain | Bicycle | Bike Lanes, Paved Shoulders | NC 161 (York Rd) Bike Lanes | Both | King St | South Carolina State Line | $12,865,000 | 60.41 | $12,865,000 | $14,204,000 | $17,314,596 | $21,106,396 | $23,303,167 | | |
| B192592 | Mount Holly | Bike/Ped | Bike Lanes, Sidewalk, Sharrows | S Main St/N Main St Bike/Ped Improvements | | S Main St | Autumn Woods Blvd | $15,045,000 | 60.35 | $15,045,000 | $16,610,896 | $20,248,589 | $24,682,917 | $27,251,935 | | |
| | Cherryville | Pedestrian | Sidewalk | NC 150 (E Church St) Sidewalk | N | N Pink St | Bud Black Rd | $3,010,000 | 56.61 | $3,010,000 | $3,323,283 | $4,051,064 | $4,938,224 | $5,452,198 | | |
| | Gastonia | Bike/Ped | Multi-use Path | T Jeffers Greenway | | Hartman St | Crescent Ln | $3,060,000 | 56.59 | $3,060,000 | $3,378,487 | $4,118,357 | $5,020,254 | $5,542,766 | | |
| | Gastonia | Bike/Ped | Multi-use Path | Catawba Creek Greenway SE Extension, Ph II | | ~2800 ft SE of Robinwood Rd | Hoffman Rd | $4,065,000 | 56.20 | $4,065,000 | $4,488,088 | $5,470,955 | $6,669,063 | $7,363,185 | | |
| | Kings Mountain | Pedestrian | Multi-use Paths | US 74 BUS (Shelby Rd) Sidepaths | Both | Alton Dr | Phifer Rd | $4,185,000 | 56.16 | $4,185,000 | $4,620,578 | $5,632,459 | $6,865,936 | $7,580,548 | | |
| B191790 | Shelby | Bike/Ped | Multi-use Path | James Love School Rd and Layfayette St Bike/Ped Improvement | | SR 1253 (Charles Rd) | Dodd St | $4,860,000 | 56.00 | $4,860,000 | $5,365,833 | $6,540,920 | $7,973,345 | $8,803,217 | | |
| B191848 | Lowell | Bike/Ped | Sidewalk, Curb Extentions, Ped Signals, Lighting, Bike Lanes by re-striping | N Main St Bike/Ped Improvement | | NC 7 (1st St) | Geer St | $5,085,000 | 55.96 | $5,085,000 | $5,614,251 | $6,843,741 | $8,342,481 | $9,210,774 | | |
| | Lincolnton/Lincoln Cour | Bike/Ped | Multi-use Path | South Fork River Trail Connector | | Cloninger Rail Trail | Rhyne Trail | $5,755,000 | 55.84 | $5,755,000 | $6,353,985 | $7,745,472 | $9,441,687 | $10,424,386 | | |
| | Boiling Springs | Bike/Ped | Multi-use Path | Downtown - YMCA Greenway | NA | Town Park | YMCA paths | $776,000 | 55.69 | $776,000 | $856,767 | $1,044,394 | $1,273,110 | $1,405,617 | | |
| B191899 | Mount Holly | Bike/Ped | Multi-use Path | Dutchmans Creek Greenway | | NC 27 (Charlotte Ave) | Natural-surface trail south of Mountain Island Lake Park | $7,160,000 | 55.68 | $7,160,000 | $7,905,219 | $9,636,417 | $11,746,739 | $12,969,349 | | |
| B190631 | Mount Holly/Mecklenburg County/Charlotte | Bike/Ped | Multi-use Path | Catawba River Bike/Ped Bridge and Paths | | Tuckaseege Park | Whitewater Center Parkway | $21,105,000 | 55.23 | $21,105,000 | $23,301,625 | $28,404,551 | $34,624,990 | $38,228,786 | | |
| | Lowell | Pedestrian | Sidewalk | Church St Sidewalk | W | Lynn St | City limit at Franklin Square driveway | $420,000 | 54.46 | $420,000 | $463,714 | $565,265 | $689,055 | $760,772 | | |
| B170896 | Gastonia | Ped | Sidealk | Walnut Ave/Airline Ave/May St Sidewalk | | Webb St | Firestone St | $1,060,000 | 54.17 | $1,060,000 | $1,170,326 | $1,426,620 | $1,739,042 | $1,920,043 | | |
| | Gastonia | Bike/Ped | Multi-use Path through City properties, creek bridge, Sharrows | Farmers Market Greeway | NA | Long Ave | E Harrison Ave | $2,020,000 | 52.19 | $2,020,000 | $2,230,243 | $2,718,654 | $3,314,024 | $3,658,950 | | |
| | Mount Holly | Pedestrian | Sidewalk | NC 273 (N Main St) Sidewalk | W | Autumn Woods Blvd | Sandy Ford Rd | $2,165,000 | 52.04 | $2,165,000 | $2,390,335 | $2,913,805 | $3,551,912 | $3,921,598 | | |
| B191803 | Bessemer City | Bike/Ped | Multiuse Path | Southridge Pkwy Bike/Ped Improvement | | SR 1307 (Edgewood Rd) | NC 274 (Gastonia Hwy) | $5,095,000 | 50.87 | $5,095,000 | $5,625,292 | $6,857,199 | $8,358,888 | $9,228,887 | | |
| B190595 | Bessemer City | Bike/Ped | Separated Bike Lanes, Sidewalks | Maine Ave Bike/Ped Improvement | | NC 274 (N 14th St) | NC 274 (Gastonia Hwy) | $7,555,000 | 50.58 | $7,555,000 | $8,341,330 | $10,168,035 | $12,394,778 | $13,684,837 | | |
| B191945 | Mount Holly | Bike/Ped | Separated Bike Lanes, Sidewalks | NC 273 Beatty Dr Bike/Ped Improvement | | I-85 | Tuckaseege Road | $7,825,000 | 50.56 | $7,825,000 | $8,639,432 | $10,531,420 | $12,837,742 | $14,173,904 | | |
| | Gastonia | Bike/Ped | Sidewalk and Multi-use Path | Hargrove Ave; Oakwood St; new greenway | | Existing sidewalk on Hargrove Ave | Ransom St | $1,140,000 | 48.49 | $1,140,000 | $1,258,652 | $1,534,290 | $1,870,291 | $2,064,952 | | |
| | Boiling Springs | Bike/Ped | Sidewalk/ped zone improvements | S Main St (NC 150) Bike/Ped Improvements | Both | College Ave (NC 150) | Branch Ave | $1,255,500 | 48.17 | $1,255,500 | $1,386,173 | $1,689,738 | $2,059,781 | $2,274,164 | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Cherryville | Pedestrian | Sidewalk | W Old Post Rd Sidewalk | N | Crown Creek Dr | Mountain St | $1,555,000 | 47.56 | $1,555,000 | $1,716,846 | $2,092,825 | $2,551,142 | $2,816,667 | |
| | Dallas | Pedestrian | Sidewalk | N Summey/E Main St | Both | Davis St/E Trade St (NC 279) | NC 279 (Lower Dallas Hwy) | $1,870,000 | 47.13 | $1,870,000 | $2,064,631 | $2,516,774 | $3,067,933 | $3,387,246 | |
| B193085 | Boiling Springs | Bike/Ped | Multiuse Path | NC 150 (S Main St) Boiling Springs Sidepath | E | E Branch Ave | SR 1149 (Patrick Ave) | $2,170,000 | 46.83 | $2,170,000 | $2,395,855 | $2,920,534 | $3,560,115 | $3,930,655 | |
| B192012 | Bessemer City | Bike/Ped | Multiuse Path | N 14th St Bike/Ped Improvement | | Maryland Ave | Windward Dr | $2,795,000 | 46.42 | $2,795,000 | $3,085,906 | $3,761,702 | $4,585,494 | $5,062,756 | |
| | Gaston County | Bike/Ped | Multi-use Path | South Fork River Park Connector | NA | South Fork River Park | N Belmont Park | $3,015,000 | 46.32 | $3,015,000 | $3,328,804 | $4,057,793 | $4,946,427 | $5,461,255 | |
| B191906 | Kings Mountain | Bike/Ped | | Beason Creek Greenway | | SR 2256 (Phifer Rd) | Crescent Hill Rd | $3,230,000 | 46.23 | $3,230,000 | $3,566,181 | $4,347,155 | $5,299,157 | $5,850,698 | |
| | Cleveland County | Bike/Ped | Multi-use Path | NC 150 (Gaffney Rd) Sidepath | E | SR 1149 (Patrick Ave) | Existing greenway access path north of Riverside Rd | $4,825,000 | 45.82 | $4,825,000 | $5,327,190 | $6,493,815 | $7,915,924 | $8,739,820 | |
| | Kings Mountain | Bike/Ped | Multi-use Path | Kings Mountain Boulevard Sidepath | | Dixon School Rd | US 74 (Shelby Rd) | $8,855,000 | 45.45 | $8,855,000 | $9,776,636 | $11,917,664 | $14,527,566 | $16,039,607 | |
| | Dallas | Pedestrian | Sidewalk | Old Spencer Mtn Road Sidewalks | Both | Lower Dallas Hwy (NC 279) | Wesbury Court | $1,270,000 | 42.78 | $1,270,000 | $1,402,183 | $1,709,253 | $2,083,570 | $2,300,429 | |
| | Dallas | Pedestrian | Sidewalk | Dallas High Shoals Hwy | Both | W Trade St (NC 279) | Park Rd | $1,680,000 | 42.10 | $1,680,000 | $1,854,856 | $2,261,059 | $2,756,218 | $3,043,087 | |
| | Mount Holly | Pedestrian | Sidewalk | W Charlotte Ave (NC 27) Sidewalk | One | Hoover St | Main St | $1,935,000 | 41.83 | $1,935,000 | $2,136,396 | $2,604,255 | $3,174,573 | $3,504,985 | |
| | Cherryville | Pedestrian | Sidewalk | Cherry St/Roy Eaker Rd Sidewalks | Both | NC 150 | City Limits | $4,080,000 | 40.87 | $4,080,000 | $4,504,650 | $5,491,143 | $6,693,672 | $7,390,355 | |
| B191907 | Shelby | Bike/Ped | Multi-use Path | Charles Rd Bike/Ped Improvement | | NC 150 (College Ave) | W Elm St | $5,400,000 | 40.65 | $5,400,000 | $5,962,036 | $7,267,689 | $8,859,272 | $9,781,353 | |
| | Cherryville | Pedestrian | Sidewalk | NC 150 (W Church St) Sidewalk | S | Putnam St | Mountain St | $910,000 | 38.40 | $910,000 | $1,004,714 | $1,224,740 | $1,492,951 | $1,648,339 | |
| | Dallas | Pedestrian | Sidewalk | S Maple St/W Caroline St | West | W Carpenter St | W Robinson St | $335,000 | 37.91 | $335,000 | $369,867 | $450,866 | $549,603 | $606,806 | |
| | Gaston County | Pedestrian | Sidewalk | Hickory Grove Rd | N | North Belmont Park | Perfection Ave | $1,355,000 | 37.28 | $1,355,000 | $1,496,029 | $1,823,652 | $2,223,021 | $2,454,395 | |
| | Cramerton | Pedestrian | Sidewalk | Lakewood Rd; Eagle Rd Sidewalk | One | 500 feet NE of Dawson Bridge | Town limits on Eagle Rd | $435,000 | 36.09 | $435,000 | $480,275 | $585,453 | $713,664 | $787,942 | |
| B191860 | Mount Holly | Bike/Ped | Bike Lanes and Sidewalk | Noles Dr/Woodlawn Ave Bike/Ped Improvement | | NC 27 (W Charlotte Ave) | SR 2198 (N Main St) | $6,545,000 | 35.47 | $6,545,000 | $7,226,209 | $8,808,708 | $10,737,766 | $11,855,362 | |
| | Cramerton | Bike/Ped | Sidewalk | Mayflower Ave Sidewalk | W | end of sidewalk s of 10th Ave | Cramer Mountain Rd | $670,000 | 33.96 | $670,000 | $739,734 | $901,732 | $1,099,206 | $1,213,612 | |
| | Dallas | Bike/Ped | Multi-use Path and Sidewlk | Jagger Park Greenway | NA | Robinson-Clemmer Rd | Jagger Park path | $1,570,000 | 31.69 | $1,570,000 | $1,733,407 | $2,113,013 | $2,575,751 | $2,843,838 | |
| | Cherryville | Pedestrian | Sidewalk | Delview Rd Sidewalk | S | NC 150 | Black Rock School Rd | $1,910,000 | 31.39 | $1,910,000 | $2,108,794 | $2,570,609 | $3,133,557 | $3,459,701 | |
| | Cherryville | Pedestrian | Sidewalk | NC 279 (E Main St) Sidewalks | Both | N Rudisill St | Dick Beam Rd | $1,620,000 | 26.36 | $1,620,000 | $1,788,611 | $2,180,307 | $2,657,782 | $2,934,406 | |
| | Cherryville | Bike/Ped | Sidepath | Black Rock School Rd Sidewalks | Both | Delview Rd | City Limits | $1,250,000 | 16.06 | $1,250,000 | $1,380,101 | $1,682,335 | $2,050,757 | $2,264,202 | |

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# GCLMPO 2050 Metropolitan Transportation Plan (MTP)
# DRAFT FISCALLY-CONSTRAINED LIST OF PUBLIC TRANSIT PROJECTS

| ID Number | County | Transit Agency | Description | Total Score | 2025 Cost | 2035 Cost | 2045 Cost | 2050 Cost | 2050 MTP Horizon Year | |
|---|---|---|---|---|---|---|---|---|---|---|
| **2025 Horizon Year Projects** | | | | | | | | | | |
| TA-4926 | Gaston | Gastonia Transit | Expansion Bus | NA | $2,984,000 | | | | 2025 | |
| TG-6792 | Gaston | Gastonia Transit | Transit Enhancements - Pedestrian Walkways | NA | $413,000 | | | | 2025 | |
| TG-6804 | Gaston | Gastonia Transit | Transit App | NA | $63,000 | | | | 2025 | |
| TG-5117 | Gaston | Gastonia Transit | Routine Capital-Bus stop shelters, benches, shop equipment, spare parts, engines, farebox, service vehicles, etc. | NA | $3,568,000 | | | | 2025 | |
| TG-6183A | Gaston | Gastonia Transit | ADA Paratransit Service | NA | $338,000 | | | | 2025 | |
| TG-6793 | Gaston | Gastonia Transit | Transit Enhancement Shelters | NA | $250,000 | | | | 2025 | |
| TL-0004 | Gaston | Gastonia Transit | Transit Enhancements - Benches at Bradley Station | NA | $125,000 | | | | 2025 | |
| TA-5185 | Lincoln | Transportation Lincoln County | One expansion light transit vehicle | NA | $62,000 | | | | 2025 | |
| TA-6676 | Lincoln | Transportation Lincoln County | Purchase Expansion Vehicle for route connecting Lincolnton with the NC 16 Corridor near Lake Norman | NA | $70,000 | | | | 2025 | $7,873,000 |
| **2035 Horizon Year Projects** | | | | | | | | | | |
| | Gaston | Gastonia Transit | New Facility - Multimodal Transportation Center | 75 | $7,000,000 | $8,532,961 | $10,401,632 | $11,484,242 | 2035 | |
| T191824 | Gaston | Gastonia Transit | 35-foot Bus | 55 | $678,435 | $827,008 | $1,008,119 | $1,113,045 | 2035 | |
| T191944 | Lincoln | Transportation Lincoln County | Design, ROW Acquisition, and Construction of new Facility | 50 | $3,500,000 | $4,266,480 | $5,200,816 | $5,742,121 | 2035 | |
| | Cleveland | Transportation Administration of Cleveland County | Kings Mountain connection to Gastonia Transit Routes | 45 | $279,983 | $341,298 | $416,040 | $459,342 | 2035 | |
| T191739 | Cleveland | Transportation Administration of Cleveland County | Demand Response Van (2) | 40 | $124,000 | $151,155 | $184,257 | $203,435 | 2035 | |
| T191798 | Lincoln | Transportation Lincoln County | Expansion Light Transit Van (2) | 40 | $220,214 | $268,440 | $327,226 | $361,284 | 2035 | |
| | Gaston | Gaston ACCESS | Demand Response Van | 40 | $65,974 | $80,422 | $98,034 | $108,237 | 2035 | |
| | Cleveland | Transportation Administration of Cleveland County | Demand Response Van (2) | 40 | $129,361 | $157,690 | $192,224 | $212,230 | 2035 | |
| | Lincoln | Transportation Lincoln County | Demand Response Van | 40 | $67,293 | $82,030 | $99,994 | $110,401 | 2035 | |
| | Gaston | Gastonia Transit | Demand Response Van | 40 | $70,012 | $85,344 | $104,034 | $114,862 | 2035 | |
| | Cleveland | Transportation Administration of Cleveland County | Demand Response Van (4) | 40 | $291,591 | $355,448 | $433,289 | $478,386 | 2035 | |
| | Lincoln | Transportation Lincoln County | Demand Response Van (2) | 40 | $156,328 | $190,563 | $232,295 | $256,473 | 2035 | |
| | Gaston | Gastonia Transit | Demand Response Van | 40 | $85,344 | $104,034 | $126,817 | $140,016 | 2035 | |
| | Gaston | Gaston ACCESS | Demand Response Van (2) | 40 | $153,262 | $186,826 | $227,739 | $251,443 | 2035 | |
| | Gaston | Gastonia Transit | Trolley replica bus | 30 | $402,268 | $490,362 | $597,749 | $659,963 | 2035 | |
| | Gaston | Gastonia Transit | Bus bike racks (11) | 20 | $14,288 | $17,417 | $21,231 | $23,441 | 2035 | $16,137,478 |

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## GCLMPO 2050 Metropolitan Transportation Plan (MTP)

## DRAFT FISCALLY-CONSTRAINED LIST OF AVIATION PROJECTS

| ID Number | Submitting Agency | Mode | Project | Description | Total Score | 2025 Cost | 2035 Cost | 2045 Cost | 2050 Cost | 2050 MTP Horizon Year | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **2025 Horizon Year Projects** | | | | | | | | | | | |
| **AV-5755** | **Lincolnton-Lincoln County Regional Airport** | **Aviation** | **Land Acquisition - Runway 5 Approach** | **Acquire land/avigation easements needed to remove obstructions observed in the obstruction survey.** | **NA** | **$176,000** | | | | **2025** | |
| **AV-5753** | **Lincolnton-Lincoln County Regional Airport** | **Aviation** | **Obstruction Removal - Runway 5 Approach** | **Remove obstructions in the 30:1 approach surface of Runway 5.** | **NA** | **$295,000** | | | | **2025** | |
| A171687 | Shelby-Cleveland County Regional Airport | Aviation | Perimeter Fence | Perimeter Fencing will be constructed on the northern side of the airport property and tie to existing fencing to encompass all the airport property. | 50 | $241,000 | $293,778 | $358,113 | $395,386 | 2025 | |
| A171842 | Shelby-Cleveland County Regional Airport | Aviation | North Taxilane and Hangar Development - Phase II | This project includes site preparation and paving of the hangar development on the northern side of the terminal area. Future construction will allow for 2 box hangars. | 40 | $250,000 | $304,749 | $371,487 | $410,151 | 2025 | |
| A171717 | Gastonia Municipal Airport | Aviation | Security Fencing | Install Security Fence Around Perimeter of Airport | 40 | $356,000 | $433,962 | $528,997 | $584,056 | 2025 | |
| A171720 | Shelby-Cleveland County Regional Airport | Aviation | Airfield Maintenance Equipment | Airfield Maintenance Equipment including Tractor, mowers and a Storage Building. | 40 | $120,600 | $147,011 | $179,205 | $197,857 | 2025 | |
| A191953 | Gastonia Municipal Airport | Aviation | Hangar Development Area | Site preparation for expansion of Hangar Area (5 hangars, 2 corporate) | 35 | $1,950,000 | $2,377,039 | $2,897,597 | $3,199,182 | 2025 | |
| | Gastonia Municipal Airport | Aviation | Runway Approach Obstruction Removal | Additional obstruction removal has been identified for FAA Category C approach minimum surfaces. Tree clearing and trimming will be performed in the approach to Runway 21. | 35 | $668,130 | $814,447 | $992,806 | $1,096,138 | 2025 | |
| A171735 | Lincolnton-Lincoln County Regional Airport | Aviation | Common Transient Hangar | Build a new hangar to house transient aircraft and another tenant. | 35 | $640,000 | $780,156 | $951,006 | $1,049,988 | 2025 | |
| A191726 | Lincolnton-Lincoln County Regional Airport | Aviation | New Helicopter Parking Areas | Due to increased demands from helicopter traffic at the airport, two helicopter parking areas are proposed north of the exisitng aircraft parking apron. The parking areas will each consist of a 50-foot by 50-foot concrete pad, with elevated edge lighting and a paved access drive to the aircraft parking apron. | 35 | $195,000 | $237,704 | $289,760 | $319,918 | 2025 | |
| A191712 | Lincolnton-Lincoln County Regional Airport | Aviation | Runway-Taxiway Lighting Rehabilitation | Rehabilitate existing runway and taxiway edge lighting systems. Included in this project would be the replacement of the existing runway edge lights with new height intensity base mounted edge lights, installation of conduit, replacement of all associated vault electrical equipment. Also included in this project would be the replacement of MITL fixtures with base mounted LED fixtures, installation of conduit, replacement of all cables and replacement of all associated vault equipment. | 35 | $991,620 | $1,208,779 | $1,473,495 | $1,626,858 | 2025 | |
| A191719 | Shelby-Cleveland County Regional Airport | Aviation | South Apron Strengthening | A portion of the existing south aircraft parking apron is only rated for 20,000 pound single wheel gear aircraft and needs to be strengthened along the proposed taxi route to accommodate up to 60,000 pound dual wheel gear aircraft using the proposed south taxilane that will serve proposed corporate box hangars. | 35 | $550,000 | $670,447 | $817,271 | $902,333 | 2025 | |
| A171697 | Shelby-Cleveland County Regional Airport | Aviation | Environmental Assessment | An environmental assessment must be performed requesting a FONSI for a runway extension prior to the construction of the runway, extended runway safety area and parallel taxiway extension. Preliminary engineering of the runway extension, runway safety area and parallel taxiway extension will coincide with the study to properly asses all impacts. This will greatly benefit the airport users who routinely file and fly instrument procedures. | 30 | $1,933,400 | $2,356,804 | $2,872,931 | $3,171,948 | 2025 | |
| A174688 | Gastonia Municipal Airport | Aviation | Terminal Area Development Plan | A plan is needed to identify efficient development of the terminal area portion of the airport. | 30 | $65,000 | $79,235 | $96,587 | $106,639 | 2025 | $8,431,750 |
| **2035 Horizon Year Projects** | | | | | | | | | | | |
| A191772 | Shelby-Cleveland County Regional Airport | Aviation | Taxiway Overlay, Widening and Direct Access Taxiways | All existing taxiways currently have nonstandard geometry, this project will address the issue with fillet taper widenings. Project will also include two new taxiway connectors that will replace two nonstandard direct access taxiways. A nominal 3 inch overlay will also be done in this project. All taxiway markings and lights/signs will also be replaced in this project. | 35 | $4,412,000 | $5,378,203 | $6,556,000 | $7,238,354 | 2035 | |
| A130192 | Shelby-Cleveland County Regional Airport | Aviation | T-Hangar Taxilanes South - Paving & Hangar Building | This project includes construction of one proposed 10 unit T-Hangar building and associated taxilanes. The development will connect to the existing apron area. The area was prepared for construction in a previous project. | 30 | $1,841,000 | $2,244,169 | $2,735,629 | $3,020,356 | 2035 | |
| A191700 | Shelby-Cleveland County Regional Airport | Aviation | T-Hangar Taxilanes South - Phase I Site Preparation, Paving & Hangar Building | This project includes Construct 2 box hangars including site preparation and paving of the hangar development on the northern side of the terminal area. Construction and site preparation and paving for additional Hangar development and access. ort property and tie to existing fencing to encompass all the airport property. Site preparation and paving of a taxilane and hangar development on the northern side of the terminal area. | 30 | $1,460,000 | $1,779,732 | $2,169,483 | $2,395,285 | 2035 | |
| A171730 | Shelby-Cleveland County Regional Airport | Aviation | North Taxilane and Hangar Development - Phase I | This project includes site preparation and paving of a taxilane and hangar development on the northern side of the terminal area. Future construction will allow for 2 box hangars. | 30 | $1,200,000 | $1,462,793 | $1,783,137 | $1,968,727 | 2035 | |

| ID Number | Submitting Agency | Mode | Project | Description | Total Score | 2025 Cost | 2035 Cost | 2045 Cost | 2050 Cost | 2050 MTP Horizon Year | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A171840 | Lincolnton-Lincoln County Regional Airport | Aviation | Terminal Area Expansion - Phase 1 (Site Prep) | In order for the Airport to be able to attract and accommodate additional based aircraft with new corporate hangars, the existing terminal area must be expanded to the west. With the new Terminal Building completed, the expansion of the terminal area will be critical for further growth. The area designated in this phase consists of the site preparation for additional corporate hangar taxilanes on the south side of the future corporate hangar sites (see below for paving of corporate taxilane). | 30 | $1,375,000 | $1,676,117 | $2,043,178 | $2,255,833 | 2035 | |
| A191715 | Lincolnton-Lincoln County Regional Airport | Aviation | Terminal Area Expansion - Phase 1 (Paving) | Two new corporate taxilanes are needed to provide access to new corporate hangar sites and T-hangars made available by the terminal area expansion completed in FY 2019. This phase of the project includes paving the taxilanes made available by the terminal area expansion site preparation project completed in FY 2019. | 30 | $2,716,000 | $3,310,789 | $4,035,833 | $4,455,886 | 2035 | |
| A191714 | Lincolnton-Lincoln County Regional Airport | Aviation | South Corporate Hangar Taxilane and Vehicular Drive (Construction) | A new paved asphalt/stone base corporate hangar taxilane, a new concrete/stone base apron and a new paved/stone base vehicular drive. This phase of the total project involves construction only. | 30 | $710,000 | $865,486 | $1,055,023 | $1,164,830 | 2035 | $16,717,289 |
| **2045 Horizon Year Projects** | | | | | | | | | | | |
| A171844 | Lincolnton-Lincoln County Regional Airport | Aviation | Terminal Area Expansion - Phase 2 (Site Prep) | This is a continuation of the Terminal Area Expansion Site Preparation-Phase 1 work proposed above. The work proposed for Phase 2 includes the area north of Phase 1. | 30 | $1,563,000 | $1,905,288 | $2,322,536 | $2,564,267 | 2045 | |
| A171846 | Lincolnton-Lincoln County Regional Airport | Aviation | Terminal Area Expansion - Phase 2 (Paving) | A new corporate taxilane is needed to provide access to new corporate hangar sites made available by the terminal area expansion described in the previous item above. This project includes paving the taxilane made available by the terminal area expansion site preparation described in the previous item. This will provide significant positive economic impact to the airport | 30 | $1,486,000 | $1,811,426 | $2,208,118 | $2,437,941 | 2045 | |
| A191701 | Shelby-Cleveland County Regional Airport | Aviation | Airport Entrance Road | This project includes the demolition and reconstruction of the airport entrance and portions of highway 150. The improvements will eliminate the existing unsafe skewed intersection replacing it with a 90 degree intersection while maintaining the appropriate sight distances. | 25 | $1,500,000 | $1,828,492 | $2,228,921 | $2,460,909 | 2045 | |
| A191728 | Shelby-Cleveland County Regional Airport | Aviation | Extend Runway to 5,500 Feet | Environmental Assessment, Land Easements for Runway Extension, Extend Runway to 5,500 Feet, Localizer Antenna & MALSR.<br><br>An environmental assessment must be performed requesting a FONSI for a runway extension prior to the construction of the runway, extended runway safety area and parallel taxiway extension. Approximately 55.3 acres of avigation easement needs to be acquired for the future runway extension that are not currently under control by the City of Shelby. Obstruction clearing will also be included in this project.<br><br>This project includes extending the runway 5 end a distance of 500 feet, along with a corresponding extension of the parallel taxiway to the new runway end. Also included is a 150 foot wide by 300 foot long extended runway safety area beyond the new runway end. | 25 | $10,000,000 | $12,189,944 | $14,859,474 | $16,406,060 | 2045 | $21,619,049 |
| **2050 Horizon Year Projects** | | | | | | | | | | | |
| A171736 | Lincolnton-Lincoln County Regional Airport | Aviation | Self Serve AV-Gas Facility | A new 10,000 Gallon Self Serve AV-Gas Facility is proposed to provide 24-hour self-service for AV-Gas customers. | 25 | $425,000 | $518,073 | $631,528 | $697,258 | 2050 | |
| A191954 | Gastonia Municipal Airport | Aviation | New Terminal Building | Upgrade Existing, reconfiguration of existing offices and new office space for FBO, customers, pilots and citizens, also to upgrade security of current facility. | 20 | $2,600,000 | $3,169,385 | $3,863,463 | $4,265,576 | 2050 | $4,962,833 |
| **Unmet Needs** | | | | | | | | | | | |
| A192326 | Gastonia Municipal Airport | Aviation | Runway Realignment Extension | Extend the runway to a total length of 5,000 feet across Union Road to fulfill the objectives of the North Carolina Airport System Plan Update1 for a 5,000-foot long runway. Extending Runway 03/21 from its current length of 3,770 feet to 5,000 feet, with associated parallel taxiway. The runway extension allows for an opportunity of NCDOT Division of Highways to participate in the upgrade of Union Road and construction of two tunnels for passage of Union Road traffic as part of project. | 25 | $65,500,000 | $79,844,135 | $97,329,554 | $107,459,693 | | |

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# Agenda Item #9

**To:** TCC Members and Interested Persons
**From:** Randi Gates, AICP, Principal Transportation Planner
**Date:** July 14, 2021
**Subject:** FINAL P6.0 Local Input Point Methodology

**BACKGROUND:** The Gaston-Cleveland-Lincoln Metropolitan Planning Organization (GCLMPO) is required by state law to develop a local input point methodology (LIP) for prioritizing all transportation projects (aviation, bicycle and pedestrian, highway, public transportation, and rail) within the MPO boundary that compete for state and federal funding.

MPO Staff submitted the draft methodology to the North Carolina Department of Transportation (NCDOT) for approval following the May Board meeting and received the following comments:

- Remove reference to the Strategic Mobility Formula on pg. 1.
- Change $1,999 to $2,000 on the chart on pg. 3.
- The Density Criteria on pg. 5 should only have a maximum of 10 points.
- Change $499,999 to $500,000 on the chart on pg. 6.
- Refer to both the CTP and MTP on all charts regarding Plan Consistency.

All edits have been made and tracked in the attached. Upon approval, MPO Staff will re-submit to NCDOT as the final P6.0 LIP Methodology for the GCLMPO.

STIP Development Milestones (*dates tentative and subject to change*):

- July 31, 2021 – Local Input Point Methodologies must be approved
- End of August 2021 - Draft Statewide Tier project list released
- September 1 – November 30, 2021 - MPO/NCDOT Div. 12 rank projects on the Regional Impact level (includes public input and LIP assignment)
- End of January 2022 – STIP Unit identifies and publishes Regional Impact projects
- February 1 – April 29, 2022 – MPO/NCDOT Div. 12 rank projects at the Division Needs level (includes public input and LIP assignment)
- End of August 2022 – NCDOT releases entire draft 2024-2033 STIP

**ACTION REQUESTED:** Recommend approval of the final P6.0 LIP Methodology as presented.

**ATTACHMENT:**

1. FINAL GCLMPO P6.0 Local Input Point Methodology

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# P6.0 Local Input Point Methodology

~~Anticipated Adoption~~Adopted~~:~~ July 22, 2021

## Introduction

The Gaston-Cleveland-Lincoln Metropolitan Planning Organization (GCLMPO) is required by state law to develop a local input methodology for prioritizing all transportation projects (aviation, bicycle and pedestrian, highway, public transportation, and rail) within the MPO boundary that compete for state and federal funding. The GCLMPO is also required to submit the methodology to the North Carolina Department of Transportation (NCDOT) for approval. This Local Input Point Methodology applies within the GCLMPO planning boundary, which includes all of Gaston, Cleveland, and Lincoln counties.

Passed in 2013, the Strategic Transportation Investments (STI) law allows the NCDOT to use its funding more efficiently and effectively to enhance the state's infrastructure, while supporting economic growth, job creation and a higher quality of life. This process encourages thinking from a statewide and regional perspective while also providing flexibility to address local needs.

~~STI also establishes the Strategic Mobility Formula, which allocates a~~Available revenues are allocated based on data-driven scoring and local input. ~~It is used to~~This develops NCDOT's State Transportation Improvement Program (STIP), which identifies the transportation projects that will receive funding during a specified 10-year period.

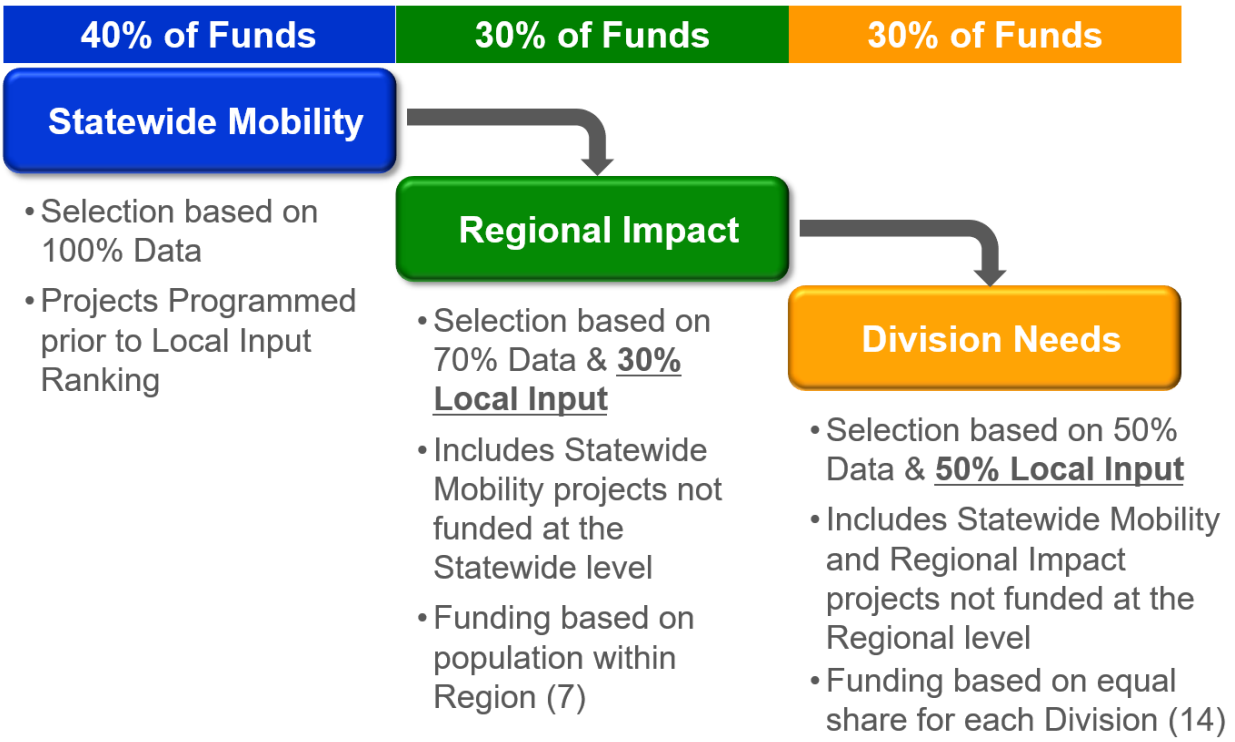
The MPO has developed this prioritization methodology in an effort to satisfy the quantitative, data-driven requirements of the STI legislation while protecting the discretion of local officials by incorporating subjective, qualitative local input where possible.

This process will apply to all projects that fall in the “Regional Impact” and “Division Needs” tier levels, as defined by STI.

The GCLMPO receives **1,800** points to allocate to projects for local prioritization in the Regional Impact Tier and **1,800** points to allocate in the Division Needs Tier.

STI states that projects in the Statewide Mobility category that are not programmed with funds from that category will also compete within the Regional Impact category. Likewise, projects that are not programmed at the Regional Impact category will also compete for the remaining funds in the Division Needs category. This aspect of the STI law is commonly referred to as “cascading”.

The GCLMPO will not assign points to any cascading project, but reserves the right to address cascading projects on a case-by-case basis, and will provide written explanation and justification for any cascading project that justifies exception.




## Description of Criteria and Weights

Regional Impact and Division Needs projects will be ranked based on the criteria listed in the tables below. While most criteria are self-explanatory, some do merit additional explanation.

**Safety Score** measures existing crashes along/at the project and calculates future safety benefits. Prioritization 6.0 safety scores will be utilized for this criteria.

**Cost-Effectiveness** is a calculation of the cost per vehicle or user to improve a facility one mile. This calculation allows different types of roads or projects to be compared based on how much it costs to improve the road per individual vehicle or implement the project per individual user.

**Transportation Plan Consistency** is a yes or no question to determine if the proposed project is found in an existing adopted transportation plan for the area.

**Regional Level Highway Projects:** Most US and NC Routes are found on the Regional Level. These highway projects will be evaluated by the criteria and scoring as detailed in the following table:

| **Regional Level Highway Projects (Max Total Score: 100 points)** | | | | | |
|---|---|---|---|---|---|
| **Criteria** | **0 points** | **5 points** | **10 points** | **15 points** | **20 points** |
| **Existing Congestion (20 max)** | Volume to capacity less than 0.6 | Volume to capacity btw 0.6 and 0.85 | Volume to capacity btw 0.86 and 1.0 | Volume to capacity btw 1.01 and 1.1 | Volume to capacity over 1.1 |
| **Safety (20 max)** | P6.0 safety score less than 30 | P6.0 safety score btw 31-50 | P6.0 safety score btw 51-65 | P6.0 safety score btw 66-80 | P6.0 safety score over 80 |
| **Cost-Effectiveness (20 max)** | Cost per vehicle/equivalent greater than $2,000 per mile | Cost per vehicle/equivalent btw $1,500-$~~1,999~~2,000 per mile | Cost per vehicle/equivalent btw $1,000-$1,499 per mile | Cost per vehicle/equivalent btw $999-$500 per mile | Cost per vehicle/ equivalent less than $499 per mile |
| **Freight Volume (10 max)** | Less than 500 trucks/equivalent per day | Btw 500-1,000 trucks/equivalent per day | More than 1,000 trucks/equivalent per day | ---------- | ---------- |
| **Transportation Plan Consistency (10 max)** | Project is not in the CTP, MTP, or other locally adopted plan | ---------- | Project is in the CTP, MTP, or other locally adopted plan | ---------- | ---------- |
| **Cost (10 max)** | Cost over $50 million | Cost $25-49 million | Cost less than $25 million | ---------- | ---------- |
| **Local Funding Contribution (10 max)** | No local funding | At least 5% local funding of total project cost (or 25% for locally-administered projects) | At least 10% local funding of total project cost (or 30% for locally-administered projects) | ---------- | ---------- |

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**Division Level Highway Projects:** All highway projects on SR roads and local roads will be evaluated by the criteria and scoring as detailed in the following table:

| **Division Level Highway Projects (Max Total Score: 100 points)** | | | | | |
|---|---|---|---|---|---|
| **Criteria** | **0 points** | **5 points** | **10 points** | **15 points** | **20 points** |
| **Existing Congestion (20 max)** | Volume to capacity less than 0.5 | ---------- | Volume to capacity btw 0.51 and 0.75 | ---------- | Volume to capacity over 0.75 |
| **Cost-Effectiveness (20 max)** | Cost per vehicle/equivalent greater than $4,000 per mile | Cost per vehicle/equivalent btw $2,000-$4,000 per mile | Cost per vehicle/equivalent btw $1,500-$1,999 per mile | Cost per vehicle/equivalent btw $1,000-$1,499- per mile | Cost per vehicle/ equivalent less than $999 per mile |
| **Total Cost (20 max)** | Cost over $10 million | ---------- | Cost $5-10 million | ---------- | Cost less than $5 million |
| **Plan Consistency (20 max)** | Project is not in the CTP, MTP, or other locally adopted plan | ---------- | ---------- | ---------- | Project is in the CTP, MTP, or other locally adopted plan |
| **Local Funding Contribution (20 max)** | No local funding | ---------- | At least 5% local funding of total project cost (or 25% for locally-administered projects) | ---------- | At least 10% local funding of total project cost (or 30% for locally administered projects) |

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**Bicycle/Pedestrian Projects:** All bicycle and pedestrian projects will be evaluated by the criteria and scoring as detailed in the following table:

| **Bicycle and Pedestrian Projects (Max Total Score: 100 points)** | | | | | |
|---|---|---|---|---|---|
| **Criteria** | **0 points** | **5 points** | **10 points** | **15 points** | **20 points** |
| **Safety: Motor Traffic Volume (10 max)** | AADT ≤ 2,000 or >40,000 | AADT 2,001-15,000 | AADT 15,001-40,000 | ---------- | ---------- |
| **Safety: Motor Traffic Speed (10 max)** | Posted speed ≤ 25 mph or ≥ 60 mph | Posted speed 30 – 40 mph | Posted speed 45 – 55 mph | ---------- | ---------- |
| **Network Connectivity (20 max)** | No connections to existing infrastructure | 1-3 connections | 4-6 connections | 7-10 connections | More than 10 connections |
| **Tourism and Economic Development (10 max)** | Not on or connecting to a state or regional bicycle and/or pedestrian route | Connects to a state or regional bicycle and/or pedestrian route | On a state or regional bicycle and/or pedestrian route | ---------- | ---------- |
| **Transportation-challenged Populations (20 max)** | Project touches block group having: ≤ 10% of HH under poverty line | Project touches block group having: >10% but ≤ 20% of HH under poverty line | Project touches block group having: >20% but ≤ 30% of HH under poverty line | Project touches block group having: >30% but ≤ 40% of HH under poverty line | Project touches block group having: >40% of HH under poverty line |
| **Density: Population (10 max)** | Project touches block group having ≤ ~~500~~ 1000 pop/sq mi | Project touches block group having >1000 but ≤ 5000 pop/sq mi~~Project touches block group having >500 but ≤ 1000 pop/sq mi~~ | Project touches block group having >5000 pop/sq mi~~Project touches block group having >100 but ≤ 2500 pop/sq mi~~ | ~~Project touches block group having >2500 but ≤ 5000 pop/sq mi~~ | ~~Project touches block group having >5000 pop/sq mi~~ |
| **Density: Employment (10 max)** | Project touches thermal area in lowest stratification of jobs/sq mile | Project touches thermal area in the moderately low stratification of jobs/sq mile | Project touches thermal area in the middle stratification of jobs/sq mile | Project touches thermal area in the moderately high | Project touches thermal area in highest |

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| | | | | | |
|---|---|---|---|---|---|
| | | | | stratification of jobs/sq mile | stratification of jobs/sq mile |
| **Cost Effectiveness (10 max)** | For each project, the sum of the scores above is divided by the cost of the remaining phases per $100,000. Then the scores are indexed to a 0-10 scale, with the highest scoring project receiving 10 points. | | | | |

**Aviation Projects:** All aviation projects will be evaluated by the criteria and scoring as detailed in the following table:

| **Aviation Projects (Max Total Score: 100 points)** | | | | | |
|---|---|---|---|---|---|
| **Criteria** | **0 points** | **5 points** | **10 points** | **15 points** | **20 points** |
| **Economic Development (20 max)** | Does not improve aircraft size capacity or space availability for based aircraft | ---------- | ---------- | Increases capacity for heavier aircraft and/or increases space available for new based aircraft | Creates capacity for larger aircraft and/or creates employment |
| **Safety (20 max)** | No safety improvements | ---------- | Improves safety requirements outside of the runway and taxiway areas | Improves taxiway/taxilane safety area grades and obstacle free zones | Improves required runway safety area grades and runway approach obstruction clearing |
| **Cost of Project (20 max)** | Total Project Cost is greater than $500,000 | ---------- | Total Project Cost is between $250,000 and $~~499,999~~500,000 | ---------- | Total Project Cost is less than $250,000 |
| **Local Funding Contribution (10 max)** | No local match | Local match between 0-10% | Local match greater than 10% | ---------- | ---------- |
| **Plan Consistency (20 max)** | Project is not in an adopted plan | ---------- | Project is included in the adopted CTP, MTP OR local aviation plan | ---------- | Project is included in the adopted CTP or MTP AND local aviation plan |
| **Project Readiness (10 max)** | Significant ROW, EJ and/or environmental impacts | Moderate ROW, EJ and/or environmental impacts | No ROW, EJ or environmental impacts | ---------- | ---------- |

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**Public Transportation Projects:** All public transportation projects will be evaluated by the criteria and scoring as detailed in the following table

| **Public Transportation Projects (Max Total Score: 100 points)** | | | | | |
|---|---|---|---|---|---|
| **Criteria** | **0 points** | **5 points** | **10 points** | **15 points** | **20 points** |
| **Interagency Coordination (10 max)** | Project involves only one transit/municipal agency | ---------- | Project involves two or more transit/municipal agencies | ---------- | ---------- |
| **Ridership Impact (15 max)** | Project does not increase or has no impact on ridership | Project increases ridership by 0-5% | Project increases ridership by 5.1-10% | Project increases ridership by more than 10% | --------- |
| **Capacity Impact (15 max)** | Project does not decrease headway or increase frequency on an existing transit route that is near or at capacity | ---------- | ---------- | Project decreases headway or increases frequency on an existing transit route that is near or at capacity | --------- |
| **Serves Activity Center(s) (10 max)** | Project does not serve an activity center | ---------- | Project does serve activity center(s) | ---------- | --------- |
| **Multimodal Accommodation (10 max)** | Project does not include bike/ped facilities | ---------- | Project includes bike/ped facilities | ---------- | --------- |
| **Plan Consistency (20 max)** | Project is not in an adopted plan | ---------- | Project is included in the adopted CTP, MTP OR local transit plan | ---------- | Project is included in the adopted CTP or MTP AND local transit plan |
| **Local Support (5 max)** | Project does not have local support as evidenced by public input or elected Board support | Project does have local support as evidenced by public | ---------- | ---------- | ---------- |

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|---|---|---|---|---|---|
| | | input or elected Board support | | | |
| **Local Funding Contribution (15 max)** | No local match above the required 10% | Local match exceeds the minimum requirement of 10% but is <20% | ---------- | Local match exceeds 20% | ---------- |

**Rail Projects:** All rail projects will be evaluated by the criteria and scoring as detailed in the following table.

| **Rail Projects (Max Total Score: 100 points)** | | | | | |
|---|---|---|---|---|---|
| **Criteria** | **0 points** | **5 points** | **10 points** | **15 points** | **20 points** |
| **Project Impact (20 max)** | Project is located within one municipality | ---------- | ---------- | ---------- | Project is located within more than one municipality |
| **Plan Consistency (20 max)** | Project is not in an adopted plan | ---------- | Project is included in the adopted CTP, MTP OR local plan | ---------- | Project is included in the adopted CTP or MTP AND local plan |
| **Local Support (10 max)** | Project does not have local support as evidenced by public input or elected Board support | ---------- | Project does have local support as evidenced by public input or elected Board support | ---------- | ---------- |
| **Cost of Project (20 max)** | Total Project Cost is greater than $500,000,000 | ---------- | Total Project Cost is between $250,000,000 and $500,000,000 | ---------- | Total Project Cost is less than $250,000,000 |
| **Accessibility/Connectivity Value (20 max)** | SPOT scaled value is less than 20 | SPOT scaled value is between 20-40 | SPOT scaled value is between 40-60 | SPOT scaled value is between 60-80 | SPOT scaled value is greater than 80 |
| **Economic Competitiveness Score (10 max)** | SPOT scaled value is less than 40 | SPOT scaled value is between 40-80 | SPOT scaled value is greater than 80 | ---------- | ---------- |

FINAL

## Total Score and Project Ranking Approach

The GCLMPO receives 1,800 points to allocate to projects for local prioritization in the Regional Impact Tier and 1,800 points to allocate in the Division Needs Tier. The MPO will assign maximum points (100 points) to the top 18 projects in the Regional and Division levels based on the ranking created through the processes described in this document. The GCLMPO will assign a proportional number of points to any project that is also partially located in another transportation planning organization's study area based on the percent of mileage within the GCLMPO's study area. The remaining points shall be assigned to a new project added at the end of the applicable tier's priority list.

## Local Input Point Flexing Policy

The GCLMPO has the option to apply the Local Input Point Flexing Policy. This means that up to 500 Local Input Points can be transferred from one category to the other. If the organization chooses to flex Local Input Points, GCLMPO will provide written documentation to the SPOT Office prior to assigning Regional Impact Local Input Points.

## Schedule and Public Outreach

This process is intended to be open and transparent. As such, all meetings of the GCLMPO's Technical Coordinating Committee (TCC) and GCLMPO Board are open to the public and public participation will be solicited in accordance with the GCLMPO's adopted Public Participation Plan. In addition, relevant documents will be posted at the GCLMPO's website at www.gclmpo.org. Relevant documents include, but are not limited to, this draft/final local input point methodology and preliminary and final point assignments. Additionally, instructions for submitting public comments will be provided on the GCLMPO website. Comments will be collected by MPO staff and distributed to the TCC and Board as part of their normal meeting materials.

**Regional Impact Tier:** The MPO staff will present the recommended local points assignments for Regional Impact Tier projects, based on the ranking process described in this document, to the TCC and MPO Board in September 2021. The MPO will then be asked to release these scores for a 15-day public comment period in October 2021. The results of the public comment period will be presented to the TCC and MPO Board at their November 2021 meetings. At that time the MPO Board will be asked to approve a project list and final points assignment. The project list and points assignment will be available on the MPO website.

**Division Needs Tier:** The MPO staff will present the recommended local points assignments for Division Needs Tier projects, based on the ranking process described in this document, to the TCC and MPO Board at their March 2022 meetings. The MPO will then be asked to release these scores for a 15-day public comment period following the March 2022 Board meeting. The results of the public comment period will be presented to the TCC and MPO Board at their April 2022 meetings. At that time the MPO Board will be asked to approve a project list and final points assignment. The project list and points assignment will be available on the MPO website.

## Point Assignment Process

**Final Ranking and Local Points Assignment:** The GCLMPO receives 1,800 points to allocate to projects for local prioritization in the Regional Impact Tier and 1,800 points to allocate in the Division Needs Tier. The MPO will assign maximum points (100 points) to the top 18 projects in the Regional and Division levels based on the ranking created through the processes described in this document. The GCLMPO will assign a proportional number of points to any project that is also partially located in another transportation planning organization's study area based on the percent of mileage within the GCLMPO's study area. The remaining points shall be assigned to a new project added at the end of the applicable tier's priority list.

**Deviation from Process:** The MPO TCC and Board may elect to deviate from this process when assigning points. If the ultimately adopted points assignment differs from staff recommendations, the MPO shall post an announcement and rationale for deviation on the MPO's website, and distribute to entire MPO membership and current sunshine list. Deviations may occur for the following reasons (but not limited to):

- **Tie Breakers:** Priority shall be given to low-cost projects in the event of a tie for projects at the bottom of the regional and division priority lists for point assignment by the GCLMPO.
- **Project Continuity:** For projects split in phases, the GCLMPO will give consideration to assigning points to phases in the order already proposed by the NCDOT. This will only apply to project phases whose scores are within 10 points of each other according to the adopted GCLMPO's ranking process.
- **Transferring Points to Projects Outside MPO:** The MPO Board may elect to assign points to projects outside the MPO Study Area. In these instances, the points being transferred shall be removed from the lowest-scoring project within the affected tier.
- **Public Input:** The MPO Board will review all public input received through the public comment process and may elect to modify the scoring prior to approval based on comments received.

## Material Sharing

The GCLMPO's website (www.gclmpo.org) will be updated throughout the P6.0 local input point assignment process, and at a minimum will include the following:

- Link to the NCDOT STI Prioritization Resources website
- GCLMPO's adopted local input methodology document
- Highlights of schedule milestones, as well as specific public comment and public meeting schedules when available
- Preliminary and final local input point assignment sheet(s) (including record of deviations, as applicable)

All posted materials will be made available within one week of completion and remain available on the GCLMPO's website until adoption of the Final STIP by the Board of Transportation. A link to all related materials will be posted in the Announcements section of the GCLMPO website's homepage so that it is easy to locate.

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# Agenda Item #10

**To:** TCC Members and Interested Persons
**From:** Julio Paredes, Planner
**Date:** July 14, 2021
**RE:** 2021 Transit Safety Targets

**BACKGROUND:** The Federal Highway Administration (FHWA) published the Public Transportation Agency Safety Plan (PTASP) Final Rule on July 19, 2018 (effective date of July 19, 2019) which required transit providers, State DOTs, and MPOs to establish performance measure targets for transit safety.

Transit Agencies and State DOTs were originally required to develop PTASPs and establish initial transit safety targets by July 20, 2020. The Federal Transit Administration (FTA) suspended enforcement of this requirement until July 20, 2021 due to COVID-19. MPOs are required to adopt PTASP (safety) targets by July 20, 2021, but also have up to 180 days after receipt of targets from the transit agencies to establish targets, which could extend after July 20, 2021. MPO Staff received targets from Gastonia Transit on June 28, 2021.

The NCDOT Board of Transportation will take action on the next modification to the State Transportation Improvement Program (STIP) on August 5, 2021 and MPOs must establish targets by July 30, 2021 to avoid possible impacts to transit funding in the MPO area.

**Gaston-Cleveland-Lincoln MPO Transit Safety Performance Targets**

| **Mode of Transit Service** | **Fatalities** (Total) | **Fatalities** (Per 100k VRM) | **Serious Injuries** (Total) | **Serious Injuries** (Per 100k VRM) | **Safety Events** (Total) | **Safety Events** (Per 100k VRM) | **System Reliability** |
|---|---|---|---|---|---|---|---|
| ***Gastonia Transit*** | | | | | | | |
| **Fixed Route Bus** | 0 | 0 | 5 | 0.2 | 7 | .28 | 100,000 |
| **Paratransit** | 0 | 0 | 1 | 0.1 | 1 | .01 | 69,500 |

**ACTION REQUESTED**: Recommend approval of resolution establishing safety performance targets for the Public Transportation Agency Safety Plan (PTASP) Performance Measures.

**ATTACHMENT:**

1. Resolution Establishing Transit Safety Performance Targets for the Public Transportation Agency Safety Plan Performance Measures

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GASTON-CLEVELAND-LINCOLN MPO
Metropolitan Planning Organization

# RESOLUTION ESTABLISHING TRANSIT SAFETY PERFORMANCE TARGETS FOR THE PUBLIC TRANSPORTATION AGENCY SAFETY PLAN PERFORMANCE MEASURES

**WHEREAS**, the Gaston-Cleveland-Lincoln MPO has been designated by the Governor of the State of North Carolina as the Metropolitan Planning Organization (MPO) responsible, together with the State, for the comprehensive, continuing, and cooperative transportation planning process for the MPO's metropolitan planning area; and

**WHEREAS** the Moving Ahead for Progress Act (MAP-21) and the Fixing America's Surface Transportation Act (FAST Act) requires States, providers of public transportation, and MPOs to transition to a performance-based planning and programming process to achieve desired performance outcomes for the multimodal transportation system, including the establishment of Safety Performance Targets (SPTs) for the transportation system; and

**WHEREAS,** the Federal Transit Administration (FTA) published the Public Transportation Agency Safety Plan (PTASP) Final Rule on July 19, 2018 requiring certain providers of public transportation systems that receive federal funds under FTA's Urbanized Area Formula Grants to develop and adopt a PTASP that includes SPTs for transit-related fatalities, injuries, safety events, and system reliability (state of good repair); and

**WHEREAS**, the Federal Highway Administration (FHWA) and the FTA issued a joint final rule on planning (Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning), under which MPOs must establish SPTs 180 days after the transit agency establishes their Safety Performance Targets; and

**WHEREAS**, the Gastonia Transit System operating in the MPO's planning area has developed information and transit safety targets toward compliance with the PTASP regulation and provided their targets to the MPO on June 28, 2021.

**NOW THEREFORE BE IT RESOLVED** that the Gaston-Cleveland-Lincoln MPO Board supports the Gastonia Transit System's transit safety targets and agrees to plan and program projects that contribute toward the accomplishment of the transit provider targets, as follows:

**Gaston-Cleveland-Lincoln MPO Transit Safety Performance Targets**

| **Mode of Transit Service** | **Fatalities** (Total) | **Fatalities** (Per 100k VRM) | **Serious Injuries** (Total) | **Serious Injuries** (Per 100k VRM) | **Safety Events** (Total) | **Safety Events** (Per 100k VRM) | **System Reliability** |
|---|---|---|---|---|---|---|---|
| ***Gastonia Transit*** | | | | | | | |
| **Fixed Route Bus** | 0 | 0 | 5 | 0.2 | 7 | .28 | 100,000 |
| **Paratransit** | 0 | 0 | 1 | 0.1 | 1 | .01 | 69,500 |

**NOW THEREFORE BE IT FURTHER RESOLVED** that by approval of this resolution, an administrative modification is made to the GCLMPO's Transportation Improvement Program (TIP) to include a statement about the Public Transportation Agency Safety Plan (PTASP) and transit safety targets.

Resolution adopted upon a motion of _____, seconded by _____, by a vote of the majority of the Gaston-Cleveland-Lincoln MPO Board on the 22nd day of July, 2021.

_____

Richard Turner, Board Chairperson
Gaston-Cleveland-Lincoln Metropolitan Planning Organization

ATTESTED:

_____

Randi P. Gates, AICP, Principal Transportation Planner
GCLMPO Administrator

North Carolina
Gaston County

I, **Kristen N. Wheeler**, a Notary Public for said County and State, do hereby certify that **Richard Turner** personally appeared before me on this the _____ day of July, 2021, and acknowledge the due execution of the foregoing instrument.

Witness my hand and official seal, this the _____ day of July, 2021.

_____

Kristen N. Wheeler
Notary Public

My Commission expires May 10, 2023.

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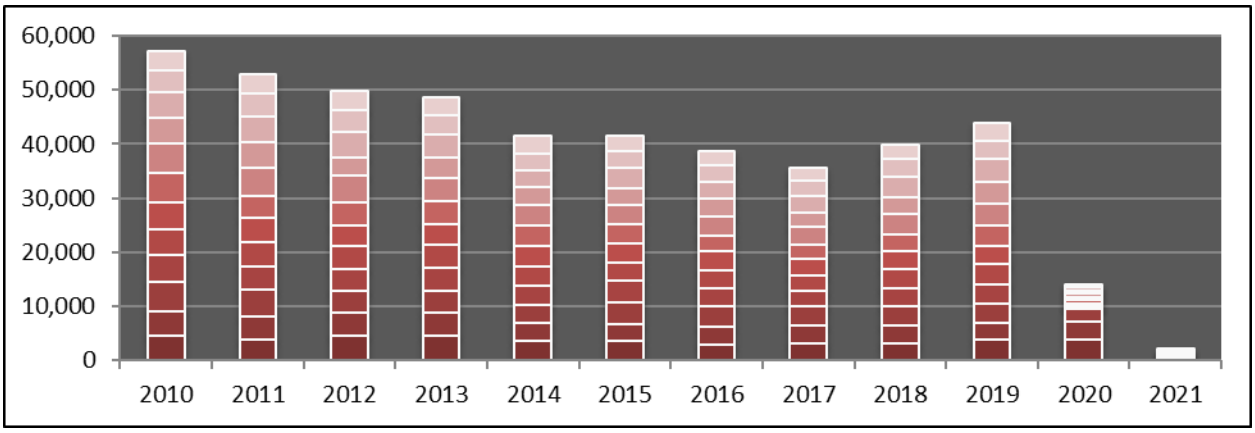
# Agenda Item #11c

**To:** TCC Members and Interested Persons
**From:** MPO Staff
**Date:** July 14, 2021
**Subject:** Area Transit Systems Ridership Update

## 85x Gastonia Express Bus Ridership Trends

| | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | Avg. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Jan | 4,426 | 3,873 | 4,451 | 4,382 | 3,581 | 3,588 | 2,881 | 3,131 | 3,021 | 3,758 | 3,819 | 399 | 3,542 |
| Feb | 4,553 | 4,279 | 4,213 | 4,266 | 3,372 | 3,155 | 3,386 | 3,155 | 3,289 | 3,151 | 3,325 | 383 | 3,476 |
| March | 5,407 | 4,844 | 4,161 | 4,165 | 3,348 | 4,021 | 3,754 | 3,614 | 3,587 | 3,526 | 2,339 | 462 | 3,926 |
| April | 5,077 | 4,370 | 4,031 | 4,205 | 3,444 | 3,882 | 3,303 | 2,833 | 3,391 | 3,563 | 305 | 417 | 3,652 |
| May | 4,666 | 4,530 | 4,240 | 4,328 | 3,544 | 3,349 | 3,249 | 3,002 | 3,623 | 3,754 | 253 | 426 | 3,718 |
| June | 5,163 | 4,419 | 3,857 | 3,858 | 3,743 | 3,584 | 3,473 | 3,090 | 3,158 | 3,444 | 467 | | 3,756 |
| July | 5,343 | 3,982 | 4,172 | 4,181 | 3,791 | 3,461 | 2,974 | 2,623 | 3,232 | 3,768 | 628 | | 3,787 |
| Aug | 5,371 | 5,394 | 4,978 | 4,221 | 3,821 | 3,597 | 3,571 | 3,210 | 3,712 | 4,084 | 576 | | 4,132 |
| Sept | 4,870 | 4,692 | 3,490 | 3,987 | 3,487 | 3,246 | 3,194 | 2,597 | 3,111 | 3,821 | 577 | | 3,822 |
| Oct | 4,644 | 4,608 | 4,616 | 4,271 | 3,083 | 3,657 | 3,293 | 3,194 | 3,801 | 4,303 | 590 | | 4,065 |
| Nov | 4,013 | 4,273 | 4,144 | 3,493 | 3,083 | 3,222 | 3,043 | 2,676 | 3,424 | 3,426 | 567 | | 3,502 |
| Dec | 3,574 | 3,689 | 3,541 | 3,256 | 3,312 | 2,790 | 2,594 | 2,465 | 2,622 | 3,291 | 459 | | 3,150 |



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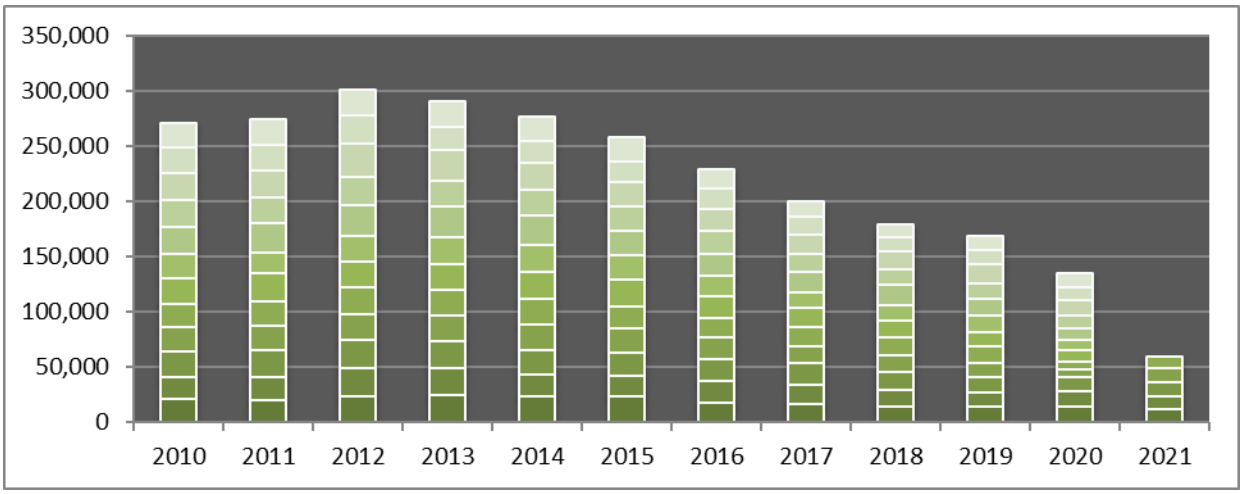
# Gastonia Transit Bus Ridership Trends

| | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | Avg. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Jan** | 20,498 | 19,373 | 23,798 | 24,202 | 22,764 | 23,221 | 16,892 | 15,917 | 13,451 | 13,911 | 14,203 | 11,368 | 19,713 |
| **Feb** | 20,138 | 21,338 | 24,528 | 24,566 | 20,422 | 18,732 | 19,743 | 18,203 | 15,082 | 12,777 | 13,990 | 11,426 | 19,370 |
| **March** | 22,883 | 24,003 | 25,551 | 24,064 | 22,049 | 21,326 | 20,556 | 19,460 | 16,246 | 13,477 | 12,361 | 12,970 | 20,534 |
| **April** | 22,148 | 22,433 | 23,422 | 23,536 | 22,982 | 21,499 | 19,417 | 15,478 | 15,574 | 13,336 | 6,816 | 12,543 | 19,384 |
| **May** | 20,807 | 22,642 | 24,206 | 23,646 | 23,811 | 20,223 | 17,714 | 17,203 | 15,767 | 14,647 | 7,511 | 11,435 | 19,955 |
| **June** | 23,417 | 25,090 | 23,884 | 22,960 | 23,768 | 24,080 | 19,812 | 16,711 | 15,287 | 13,208 | 9,623 | | 20,656 |
| **July** | 22,615 | 18,130 | 23,293 | 24,473 | 24,587 | 22,129 | 18,026 | 14,844 | 14,602 | 14,676 | 9,778 | | 19,956 |
| **Aug** | 24,432 | 26,746 | 28,223 | 27,164 | 26,897 | 21,844 | 20,474 | 18,129 | 17,907 | 15,382 | 11,039 | | 22,372 |
| **Sept** | 24,182 | 23,770 | 25,028 | 24,238 | 22,522 | 21,622 | 19,990 | 16,398 | 14,216 | 14,544 | 11,271 | | 20,606 |
| **Oct** | 24,243 | 24,116 | 30,064 | 26,942 | 24,971 | 22,237 | 19,939 | 17,577 | 16,267 | 16,713 | 13,341 | | 22,337 |
| **Nov** | 23,266 | 22,779 | 25,818 | 21,852 | 19,708 | 19,466 | 18,542 | 15,441 | 13,383 | 13,002 | 11,879 | | 19,220 |
| **Dec** | 22,532 | 24,134 | 23,661 | 22,630 | 22,014 | 21,420 | 17,569 | 14,321 | 11,599 | 13,113 | 13,028 | | 19,357 |



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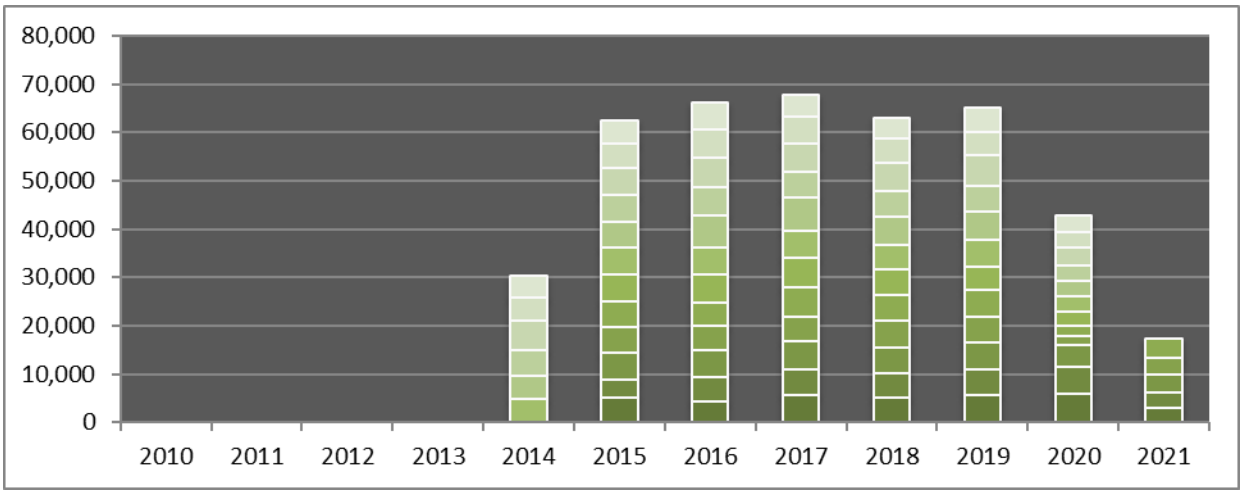
tACC

## Transportation Administration Cleveland County Transit Bus Ridership Trends

| | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | Avg. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Jan | | | | | | 5,073 | 4,249 | 5,511 | 4,965 | 5,613 | 5,971 | 2,997 | 4,911 |
| Feb | | | | | | 3,856 | 5,198 | 5,383 | 5,105 | 5,246 | 5,372 | 3,105 | 4,752 |
| March | | | | | | 5,469 | 5,484 | 5,906 | 5,494 | 5,545 | 4,573 | 3,763 | 5,176 |
| April | | | | | | 5,404 | 4,938 | 5,102 | 5,377 | 5,388 | 1,851 | 3,362 | 4,489 |
| May | | | | | | 5,121 | 4,991 | 6,087 | 5,471 | 5,535 | 2,147 | 4,001 | 4,765 |
| June | | | | | | 5,637 | 5,690 | 6,153 | 5,263 | 4,984 | 3,059 | | 5,131 |
| July | | | | | 4,853 | 5,503 | 5,740 | 5,522 | 5,051 | 5,550 | 3,025 | | 5,035 |
| Aug | | | | | 4,877 | 5,347 | 6,525 | 6,945 | 5,848 | 5,654 | 3,174 | | 5,481 |
| Sept | | | | | 5,297 | 5,554 | 5,943 | 5,303 | 5,182 | 5,494 | 3,364 | | 5,162 |
| Oct | | | | | 5,891 | 5,750 | 5,919 | 5,860 | 5,967 | 6,190 | 3,656 | | 5,605 |
| Nov | | | | | 4,768 | 4,945 | 5,906 | 5,377 | 5,100 | 4,982 | 3,293 | | 4,910 |
| Dec | | | | | 4,684 | 4,867 | 5,523 | 4,715 | 4,271 | 4,911 | 3,223 | | 4,599 |



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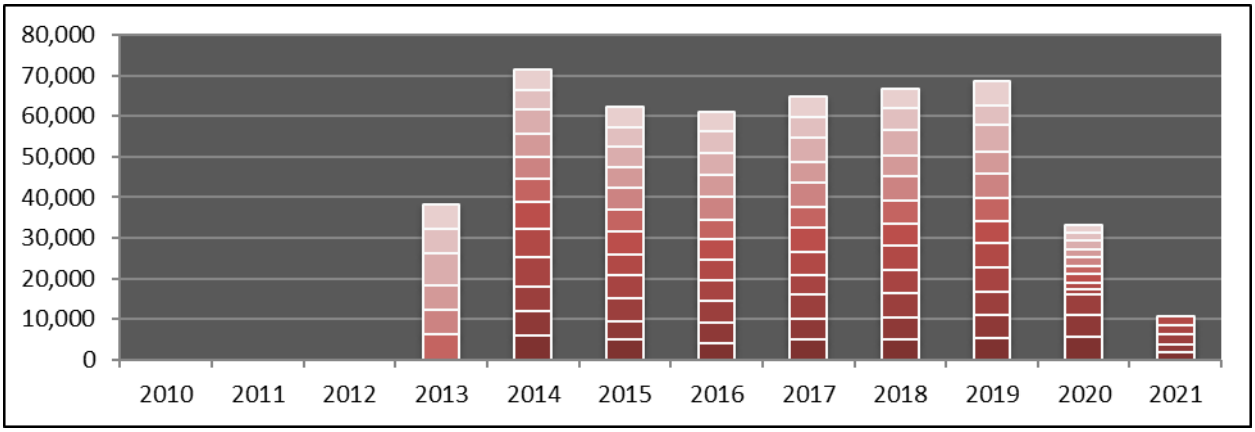
# Transportation Lincoln County

| | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | Avg. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Jan | | | | | 6,008 | 5,144 | 4,162 | 5,001 | 4,914 | 5,448 | 5,659 | 1,834 | 4,771 |
| Feb | | | | | 5,807 | 4,258 | 4,892 | 5,001 | 5,527 | 5,483 | 5,353 | 1,908 | 4,779 |
| March | | | | | 6,317 | 5,787 | 5,494 | 5,943 | 5,810 | 5,808 | 4,962 | 2,461 | 5,323 |
| April | | | | | 7,117 | 5,592 | 5,079 | 5,000 | 5,859 | 5,961 | 1,406 | 2,346 | 4,795 |
| May | | | | | 7,081 | 5,080 | 5,100 | 5,699 | 5,855 | 6,104 | 1,611 | 2,222 | 4,844 |
| June | | | | | 6,492 | 5,662 | 4,887 | 5,784 | 5,631 | 5,259 | 2,052 | | 5,110 |
| July | | | | 6,223 | 5,658 | 5,387 | 4,948 | 5,144 | 5,431 | 5,805 | 1,967 | | 5,070 |
| Aug | | | | 6,161 | 5,481 | 5,298 | 5,629 | 5,945 | 6,103 | 5,999 | 2,127 | | 5,343 |
| Sept | | | | 5,849 | 5,735 | 5,176 | 5,266 | 5,185 | 5,051 | 5,491 | 2,040 | | 4,974 |
| Oct | | | | 7,912 | 6,025 | 5,210 | 5,532 | 5,956 | 6,294 | 6,345 | 2,296 | | 5,696 |
| Nov | | | | 6,186 | 4,637 | 4,769 | 5,179 | 5,174 | 5,384 | 5,018 | 1,824 | | 4,771 |
| Dec | | | | 5,767 | 5,149 | 4,854 | 4,922 | 5,094 | 4,963 | 5,904 | 1,888 | | 4,818 |



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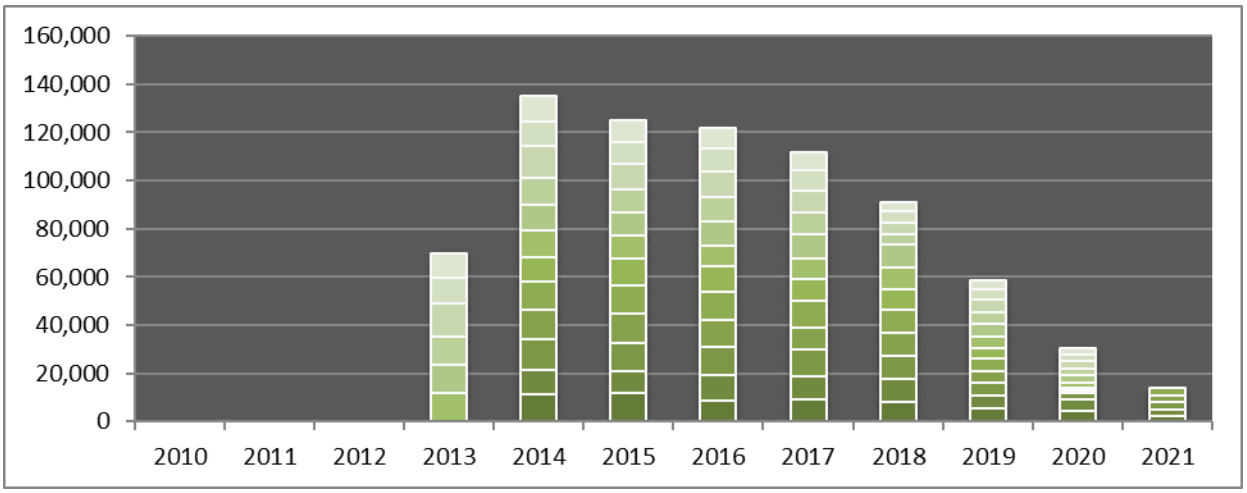
# Gaston County ACCESS

| | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | Avg. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Jan** | | | | | 11,368 | 11,760 | 8,859 | 9,067 | 8,229 | 5,667 | 4,554 | 2,097 | 7,700 |
| **Feb** | | | | | 10,295 | 8,900 | 10,623 | 9,929 | 9,666 | 5,358 | 4,481 | 2,617 | 7,734 |
| **March** | | | | | 12,379 | 11,939 | 11,245 | 10,777 | 9,448 | 5,204 | 2,677 | 3,256 | 8,366 |
| **April** | | | | | 12,299 | 12,215 | 11,379 | 9,197 | 9,270 | 4,710 | 878 | 2,984 | 7,867 |
| **May** | | | | | 11,927 | 11,559 | 11,945 | 10,914 | 9,831 | 5,291 | 800 | 2,758 | 8,128 |
| **June** | | | | | 10,136 | 11,080 | 10,527 | 9,353 | 8,350 | 4,140 | 813 | | 7,771 |
| **July** | | | | 11,819 | 10,872 | 9,923 | 8,340 | 8,517 | 9,193 | 4,923 | 2,007 | | 8,199 |
| **Aug** | | | | 11,780 | 10,831 | 9,328 | 10,332 | 9,981 | 9,476 | 5,060 | 2,938 | | 8,716 |
| **Sept** | | | | 11,661 | 11,161 | 9,705 | 10,032 | 8,943 | 3,988 | 4,902 | 2,811 | | 7,900 |
| **Oct** | | | | 13,838 | 13,022 | 10,607 | 10,502 | 9,025 | 5,257 | 5,539 | 3,384 | | 8,897 |
| **Nov** | | | | 10,583 | 10,016 | 8,988 | 9,422 | 8,658 | 4,745 | 4,141 | 2,632 | | 7,398 |
| **Dec** | | | | 10,176 | 10,615 | 8,985 | 8,597 | 7,475 | 3,287 | 3,666 | 2,563 | | 6,921 |



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