

# Mecklenburg-Union Metropolitan Planning Organization



## **ROADWAY PRIORITIES, POTENTIAL BOUNDARY EXPANSION**

**&**

## **NCDOT I-77 PROPOSAL**

LAKE NORMAN TRANSPORTATION COMMISSION  
FEBRUARY 9, 2011

# Presentation Objectives



- ❑ Review how MUMPO's road priorities are established-present & future
- ❑ Potential expansion of boundaries
- ❑ NCDOT I-77 proposal

# Establishing Road Priorities



## Current Process

- ❑ Methodology approved November 2007
- ❑ Used in development of 2035 LRTP
- ❑ Consists of 11 criteria applied by TCC
  - Reduces congestion
  - Improves safety
  - Transit access
  - Natural environment
  - Center city access
  - Employment center access
  - Air quality
  - Environmental justice
  - Intermodal connectivity
  - Cost-benefit

# Establishing Road Priorities



- ❑ TCC process is starting point for ranking process
- ❑ Fiscal constraint must be applied
  - Highly ranked expensive projects can fall off the list due to lack of adequate funding
- ❑ Ultimate rankings influenced by funding source
  - Locally funded projects may appear high on list despite the TCC rank
- ❑ MPO has ultimate authority over final ranked list

# Establishing Road Priorities-What's Next?



- ❑ Ranking methodology assessed after each ranking procedure
- ❑ Done to review its effectiveness, correct deficiencies, account for changes in local, state or federal policy
- ❑ Post 2035 LRTP assessment affected by significant change in state policy
  - implementation of NCDOT strategic prioritization process

# Establishing Road Priorities-What's Next?



## **NCDOT Strategic Prioritization**

- ❑ New process is part of NCDOT reform efforts
- ❑ Based upon
  - Quantitative data
    - v/c ratio, crash rates, pavement condition ratings
  - Qualitative input
    - MPO top 25 projects
  - Multimodal characteristics
    - Will the project impact more than one mode?

# Establishing Road Priorities-What's Next?



## **Future MUMPO Methodology**

- ❑ NCDOT process could provide platform for revised methodology
  - MUMPO fared well in state rankings
- ❑ Important to remember
  - State process designed for state purposes
    - issues of local importance not reflected, e.g. land use
  - MPOs are creation of federal government
    - MPO initiatives must be consistent with metropolitan planning rules
- ❑ Methodology process review will begin this spring/summer

# Boundary Expansion



- ❑ Census Bureau establishes urbanized area (UZA) boundaries
- ❑ Metropolitan planning rules require
  - Implementation of the MPO process in UZAs; and
  - That an area likely to be urban in 20 years should be included in an MPO's planning area
- ❑ New UZA boundary information to be released in 2012
- ❑ Regulations governing how boundaries are to be determined to be released early 2011

# Boundary Expansion




- ❑ Regulations could keep established urban areas “as is”
  - Mooresville currently identified as an “urban cluster”
- ❑ Urban cluster status could block expansion of the UZA
- ❑ Result Mooresville would not be required to take part in the MPO process
- ❑ *But*, the rules would not prohibit Mooresville from joining MUMPO

# Boundary Expansion-Implications



- ❑ Lake Norman RPO could cease to exist
  - RPOs must be contiguous
  - Revised MUMPO boundary could cut Iredell County off from the remainder of the RPO
- ❑ Could MUMPO expand into Lincoln County?
  - New regulations will provide clues
- ❑ Funding
  - Iredell County is in separate NCDOT funding region
  - CMAQ funds could increase for MUMPO
  - STP-DA funds-no significant increase, if any

# NCDOT I-77 Proposal



- ❑ Create new TIP project from Brookshire Blvd to Catawba Avenue interchange
- ❑ Proposal includes two existing TIP projects
  - I-3311
  - I-4750
- ❑ Components
  - Add new general purpose lane in each direction to exit 28
  - Convert existing HOV to HOT lanes; extend to exit 28
  - Widen southbound lanes from I-85 to Brookshire Blvd
  - Southern terminus of I-4750 shifts to exit 28

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