

TCC MEMBERS

Danny Pleasant, Chair
Charlotte Department of Transportation

Joe Lesch, Vice-Chair
Union County

Charlotte Department of Transportation

Charlotte-Douglas International Airport

Charlotte Engineering & Property Management

Charlotte-Mecklenburg Planning Department

Town of Cornelius

Town of Davidson

Town of Fairview

Town of Huntersville

Town of Indian Trail

Iredell County

Town of Marshville

Town of Marvin

Town of Matthews

Mecklenburg County Land Use & Environmental
Services Agency

Metropolitan Transit Commission

Town of Mineral Springs

Town of Mint Hill

City of Monroe

Town of Mooresville

NCDOT - Division 10

NCDOT - Division 12

NCDOT - Public Transportation Division

NCDOT - Transportation Planning Branch

Town of Pineville

Town of Stallings

City of Statesville

Town of Troutman

Union County

Town of Waxhaw

Town of Weddington

Village of Wesley Chapel

Town of Wingate

Bicycle Focus Area Representative

Greenway Focus Area Representative

Pedestrian Focus Area Representative

Public Health Focus Area Representative

Federal Highway Administration

(Ex-officio member)



TECHNICAL COORDINATING COMMITTEE

Agenda Packet

Thursday, July 10, 2014

10:00 a.m.-Noon

Charlotte-Mecklenburg Government Center
Room 267 (Second Floor)
600 East Fourth Street
Charlotte, NC

July TCC MEETING REQUESTS FOR ACTION:

1. Baucom Road Extension and I-485 & Oakdale Road Interchange TIP Amendments and Air Quality Conformity Determination
2. NCDOT Strategic Transportation Corridors
3. Regional Freight Mobility Plan Steering Committee

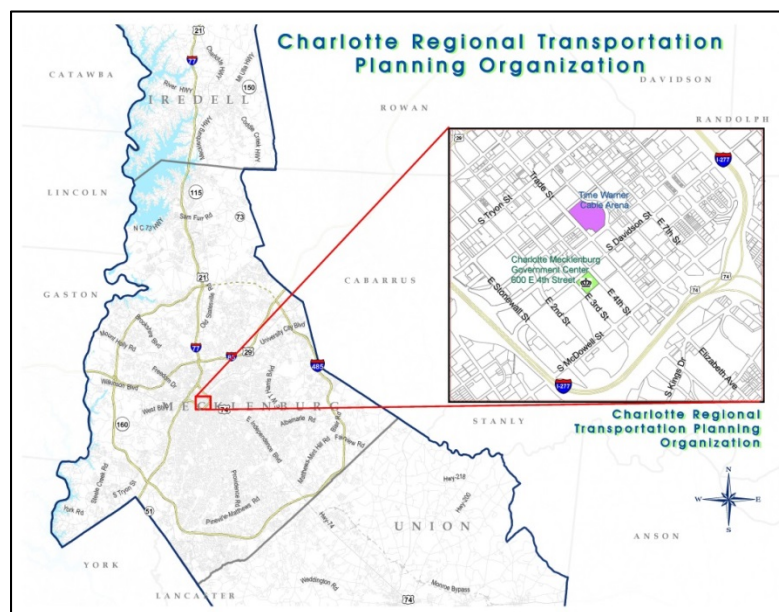
CRTPO Staff Contact:
Neil Burke, AICP, PTP
Senior Principal Planner
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Title VI Policy

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The Charlotte Regional Transportation Planning Organization coordinates transportation planning initiatives in Mecklenburg County and portions of Iredell and Union Counties. The Technical Coordinating Committee (TCC) is the staff arm of CRTPO. The TCC is composed of representatives of various departments and communities that are involved in the transportation planning process, and this committee provides consensus-based technical recommendations to the MPO board.

Unless otherwise noted, CRTPO TCC and MPO meetings are held in Room 267 (second floor) of the Charlotte-Mecklenburg Government Center (CMGC), located at 600 East Fourth Street in Uptown Charlotte.



Parking is available in the CMGC parking deck on Davidson Street between Third and Fourth Streets. Parking tickets from the CMGC Deck can be validated by CRTPO staff if they are brought to the meeting.

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

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TECHNICAL COORDINATING COMMITTEE MEETING AGENDA

Thursday, July 10, 2014 | 10:00 a.m.

Room 267 (second floor), Charlotte-Mecklenburg Government Center
600 East Fourth Street, Charlotte, NC 28202

1. **WELCOME (10 minutes)** **Danny Pleasant**

 - a. Introductions
 - b. Approval of Today's Agenda

2. **CONSENT AGENDA (5 minutes)** **Danny Pleasant**

 - a. Approval of June 5, 2014 TCC Minutes
 - b. TIP Amendments – see attached memorandum

3. **TCC BUSINESS (40 minutes)**

 - a. **TIP Amendments and Air Quality Conformity Determination** **Robert Cook**
ACTION REQUESTED: Recommend to the MPO that it approve the TIP amendments and finding of air quality conformity.

BACKGROUND:
 - Amendments are needed to add the following projects to the TIP:
 - U-2507AA, Baucom Road Extension (formerly known as the Mallard Creek/IBM Drive Connector)
 - R-2248G, I-485/Oakdale Road interchange
 - A 30-day public comment period was conducted on the proposed TIP amendments beginning on May 22, 2014 and ending on June 20, 2014.
 - A public meeting on the TIP Amendments was held on June 12.
 - See the attached memorandum for more details.
ATTACHMENTS: TIP amendment report; project maps

 - b. **Strategic Transportation Corridors** **Robert Cook**
ACTION REQUESTED: Consider endorsing the comments on NCDOT's Strategic Transportation Corridors (STCs).

BACKGROUND:
 - The NCDOT is leading an effort to develop the North Carolina Transportation Network (NCTN).
 - The NCTN will build upon the NC Multimodal Network developed in 2004 and is envisioned to be a tool to aid long-range transportation planning throughout North Carolina.

- *MPOs, RPOs and other stakeholders are encouraged to review and provide comments on NCDOT's STCs and its scoring methodology for the corridors.*
- *The final comments will be reviewed at the July 9 Transportation Staff Meeting.*

ATTACHMENTS: Draft STC Comments Memo

- c. **Regional Freight Mobility Plan Steering Committee** **Bjorn Hansen**
ACTION REQUESTED: Consider identifying steering committee members for freight mobility plan.

BACKGROUND:

- *The steering committee would be comprised of public and private sector representatives of transportation, land use, economic development, workforce development, and freight movement sectors.*
- *One representative from each of the area transportation planning organizations' technical and policy-level boards will be requested to serve on the steering committee.*

ATTACHMENTS: Freight Mobility Plan Executive Summary, TIGER CRTPO Memo

4. **TCC INFORMATION REPORTS (50 Minutes)**

- a. **Tolled Corridors Management Team** **Bill Coxe**

BACKGROUND:

- *The proposed implementation of tolling on several corridors will require the CRTPO to develop new policies, and become actively engaged in project development, design and governance.*
- *A team of TCC members is developing the framework for the Tolled Corridors Management Team.*
- *An update on this process will be provided, with a request for action at the August 7 TCC meeting.*

- b. **Toll Facility Bonus Allocation Subcommittee** **Bill Coxe**

BACKGROUND:

- *The Strategic Transportation Investments legislation included a "bonus allocation" incentive for local areas to include toll projects in their transportation improvement programs. This bonus allocation is a return of funds to the local MPO or RPO for allocation outside of the normal STI funding structure.*
- *The TCC has endorsed a committee to recommend interpretative language for the legislation and to recommend policies and procedures for the use of these funds. The TCC will make recommendations to the CRTPO for their decision.*
- *The schedule in the attached information establishes a tight time frame for the development of these elements. Initial decisions are expected in August.*
- *Today's topics are on recommended principles and legislative interpretation.*

ATTACHMENTS: Schedule, recommended principles and legislative interpretation, legislation excerpt

c. **CRTPO NCDOT P3.0 DRAFT Local Input Points Allocation** **Neil Burke**

BACKGROUND:

- The MPO endorsed the draft list of projects proposed for local point assignment, and approved the start of the 30-day public comment period at its June 18 meeting.
- The MPO and NCDOT-SPOT office have approved the amendment to CRTPO's local input point methodology to account for a pro-rata share assignment of points when a project crosses into an adjacent MPO.
- To date, seventeen public comment submittals have been received during the public comment period, which will end on Monday, July 21.
- The public comments will be presented to the TCC and MPO at their August meetings, along with a request to approve the final assignment of CRTPO's local input points.
- An update on the coordination of local input point assignments between CRTPO and NCDOT Divisions 10 and 12 will also be provided.

d. **CRTPO Bicycle and Pedestrian Subcommittee Update** **Curtis Bridges**

BACKGROUND:

- Staff researched committee membership, committee tasks, organization, and experiences in peer MPOs throughout North Carolina;
- Staff consulted with local staff, peer MPOs, and NCDOT Bike-Ped Division in developing possible Work Group tasks;
- Informal group of potential committee members have met several times to discuss regional needs and Work Group tasks;
- Bicycle & Pedestrian Work Group would function as advisory committee to the TCC;
- Request for TCC and MPO action at August meetings.

ATTACHMENTS: Bicycle and Pedestrian Work Group mission statement

e. **CONNECT Update** **Jonathan Wells**

BACKGROUND: An update on the progress of the CONNECT our Future initiative will be provided, as well as information about upcoming CONNECT events.

5. **OTHER REPORTS (10 Minutes)**

- a. NCDOT Report
b. Upcoming Issues

NCDOT Staff

6. **ADJOURN**

CRTPO TECHNICAL COORDINATING COMMITTEE
Summary Meeting Minutes
Charlotte-Mecklenburg Government Center
Room 267
June 5, 2014

Voting Members: *TCC Chair* – Danny Pleasant (CDOT), *Vice-Chair* – Joe Lesch (Union County), Dan Leaver – alt for David Meachum (Charlotte E&PM), Debra Campbell (C-M Planning), Wayne Herron – alt for Andrew Grant (Cornelius), Bill Coxe (Huntersville), Adam McLamb – alt for Scott Kaufhold (Indian Trail), Andrew Ventresca (Iredell County), Erika Martin (Troutman), Ralph Messera (Matthews), David McDonald (CATS), Lisa Stiwinter (Monroe), Kelsie Anderson (Mooresville), Megan Green (Mecklenburg County – LUESA Air Quality), Scott Cole - alt for Louis Mitchell (NCDOT – Div. 10) David Keilson – alt for Reuben Chandler (NCDOT-Div. 12), Anil Panicker (NCDOT-TPB), Phil Collins (Statesville), Julian Burton (Weddington), Ken Tippette (Bicycle Focus Area Representative), Dick Winters (Public Health Focus Area Representative), Scott Correll (Interim Pedestrian Focus Area Representative)

Staff: Robert Cook (CRTPO), Curtis Bridges (CRTPO), Neil Burke (CRTPO), Loretta Barren (FHWA), Louis Mitchell (NCDOT-Div. 10) Stuart Basham (NCDOT – Div. 10), Tim Gibbs (CDOT), James Lim (NCDOT-Public Transportation), Bjorn Hansen (Centralina COG), Norm Steinman (CDOT), Mike Davis (CDOT), Jim Loyd (Monroe), Andy Grzymiski (CDOT), Matt Magnasco (CDOT), Jake Lowman (Iredell County), Sherry Ashley (Statesville), Jonathan Wells (C-M Planning)

Guests: Radha Swayampakala (RS&H), Todd Steiss (PB), Bill Thunberg (LNTC), David Wiggins (Steele Creek Residents Association); Meg Fencil (Sustain Charlotte)

Danny Pleasant opened the meeting at 10:00 AM. TCC members introduced themselves.

1. Adoption of the Agenda

Mr. Pleasant asked if any changes to the agenda were necessary. Hearing none, the June agenda was adopted by acclamation.

2. Consideration of May Meeting Minutes

Mr. Pleasant asked if any changes to the minutes were necessary. Hearing none, he asked for a motion to approve the minutes from the May TCC meeting. Bill Coxe made a motion to approve the May TCC meeting minutes. Joe Lesch seconded the motion. Upon being put to a vote, the motion passed unanimously.

TCC BUSINESS ITEMS

3a. U-5507A&B, Prosperity Church Road NW Arc TIP Amendments

Presenter: Dan Leaver, Engineering and Property Management

Summary/Action Requested:

Dan Leaver provided an overview of the project status for U-5507 Sections A and B, and his presentation

can be found [here](#). He indicated that a TIP amendment for this project is necessary for two reasons. It was necessary to change the funding year of construction for U-5507B from FY 2014 and FY 2015, and there is \$966,740 in unused right-of-way funding from U-5507A that he would like reallocated to Section B of this project for right-of-way acquisition. Mr. Coxe asked if this project would be subject to a conformity determination based upon its project horizon year in the 2040 MTP. Norm Steinman from CDOT responded to indicate that this project will be completed by the end of 2014, and will be in accordance with the conformity document.

Motion:

Andrew Ventresca made a motion to recommend to the MPO that it consider modifying the construction phase of U-5507B from FY 2014 and FY 2015, and to consider reallocating \$966,740 in unused right-of-way funding from phase A to Phase B of U-5507. Mr. Coxe seconded the motion. Upon being put to a vote, the motion passed unanimously.

3b. CRTPO NCDOT P3.0 DRAFT Local Input Points Allocation

Presenter: Neil Burke

Summary/Action Requested:

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

- NCDOT released scores for all projects and modes on May 14, 2014.
- A summary of the inventory of projects by mode that are being considered under P3.0 indicated that there are 119 highway, 26 bicycle/pedestrian, 4 rail, 0 public transportation, and 25 aviation projects across the Statewide, Regional Impacts and Division Needs tiers of P3.0 within CRTPO.
- A list of fully and partially funded Statewide Mobility projects that NCDOT had identified within the CRTPO planning area was presented.
- A list of the projects with the Top 10 quantitative P3.0 scores within Regions E and F and Divisions 10 and 12 for highway and non-highway projects was reviewed.
- Mr. Burke indicated that a subcommittee of TCC members has endorsed a draft list of CRTPO's P3.0 projects that are proposed to receive local input points based upon the adopted methodology.
- A meeting was held between CRTPO staff and NCDOT Divisions 10 and 12 to coordinate each division's local input point assignment to maximize influence on projects that are priorities of all three organizations.
- During the meeting, it was recognized by the three organizations that CRTPO's local input points methodology would require an amendment to reference the assignment of less than 100 points is acceptable when a project crosses into an adjacent MPO. In this case, the pro-rata share of the mileage of the project within CRTPO should be applied to the point assignment.
- Mr. Burke presented the draft lists of projects that the subcommittee has proposed for local points assignment as part of the P3.0 process.
- The subcommittee endorsed the assignment of 2,400 local input points to 25 highway projects within the Regional Impact tier, and 100 points to one non-highway project (proposed CSX rail siding project in Indian Trail).
 - Based upon the proposed pro-rata share amendment, The NC 73 project from Lincoln County to Vance Road Extension would receive 45 points from CRTPO

- with 100 local input points possible if the Gaston-Cleveland-Lincoln MPO chooses to assign their share.
- The NC 150 project from Harvel Road in the Hickory MPO to Perth Road in Mooresville would receive 79 points from CRTPO with the remainder possible if the Hickory MPO chooses to assign their share.
- The remaining 76 points will be assigned to the project with the next highest P3.0 score.
- The subcommittee endorsed the assignment of 2,000 local input points to 20 highway projects within the Division Needs tier, and 500 points to five non-highway projects.
- Mr. Burke indicated that the draft lists are subject to change based upon public comment received and continued coordination between NCDOT Divisions 10 and 12.

Scott Cole mentioned that the I-485 ITS project may be overcome by the I-5507 TIP that is tentatively scheduled for construction and local input points should not be assigned to this project. Mr. Burke indicated that he will revise the spreadsheet to remove this project, and to show the NC 115 widening project from Hartness Road to Old Wilkesboro Road in Statesville receiving the remaining 76 local input points from the pro-rata shares projects.

Motion:

Wayne Herron made a motion to recommend the draft list of projects proposed for CRTPO's share of local input points to the MPO in consideration of initiating a 30-day public comment period, as amended to incorporate I-485 ITS project into the I-5507 project and reallocate its share of points to the NC 115 widening project in Statesville, and; to recommend that the MPO consider amending CRTPO's local input points methodology to include the provision for pro-rata point allocation when a project crosses in to an adjacent MPO. Mr. Coxe seconded the motion. Upon being put to a vote, the motion passed unanimously.

TCC INFORMATION REPORTS

4a. Mt. Holly Road Thoroughfare Plan Amendment

Presenter: Robert Cook

Summary:

Mr. Cook provided an update on the status of this amendment, and he added that GCL MPO has taken action to remove its portion of the proposed thoroughfare from its CTP. CDOT is researching the right of way reservation for this proposed project, and an update will be provided an upcoming TCC meeting. Mr. Steinman suggested that a provision is incorporated into the regional agreements between CRTPO and the adjacent MPOs that require consultation between the organizations before the amendment to the CTP occurs that would impact the other organization.

4b. Tolled Corridors Management Team

Presenter: Bill Coxe, Town of Huntersville

Summary:

Mr. Coxe provided the TCC with an update on the Tolled Corridors Management Team. His presentation covered the following points:

- The proposed implementation of tolling on several corridors will require the CRTPO to develop new policies, and become actively engaged in project development, design and governance.
- TCC comments on the I-77 HOT lanes project Environmental Assessment recommended the formation of a management team.
- The MPO's May 2013 action to amend the 2035 LRTP to advance the I-77 HOT lanes project from Charlotte to Mooresville included the following recommendations:
 - The MPO recommends that NCDOT continue its high level of coordination with MUMPO and local staff through procurement, implementation and operation.
 - The MPO recommends that NCDOT and MUMPO convene a joint task force to coordinate this project with other area managed lanes projects.
- It is recommended that the TCC form a subcommittee to work on these issues.
- TCC action to formally establish a subcommittee will be requested at the July TCC meeting.

David McDonald indicated that this would be a working group to provide technical guidance to the TCC; therefore he felt that MPO action would not be necessary. Mr. Pleasant directed Mr. Coxe to identify a group of TCC members that can serve in this subcommittee and present this information to the TCC at the July meeting. Mr. Steinman suggested that this subcommittee develop a list of tasks to complete, and incorporate it into a Concept of Operations document. Louis Mitchell indicated that NCDOT is forming a stakeholder group to further investigate appropriate business models and branding along tolled facilities that are planned throughout North Carolina. He indicated that CRTPO's tolled facilities subcommittee may be able to provide input to the MPO board and NCDOT on policy and operations considerations on these corridors within the Charlotte area.

4c. Comprehensive Transportation Plan Update

Presenter: Anil Panicker, NCDOT-TPB

Summary:

Mr. Panicker indicated that he has received comments on the CTP maps from the Transportation Planning Branch (TPB) in Raleigh. He is meeting with member jurisdictions throughout CRTPO to discuss the comments, and revising the maps accordingly. The next step is to present the draft CTP maps to the TCC and MPO with the recommendation to initiate the public involvement process for the Mecklenburg and Union county portions of CRTPO only. Mr. Panicker indicated that Mr. Steinman will lead the public involvement process and identify members for a subcommittee on the public involvement component of the CTP. He indicated that NCDOT does not have a specific public involvement process for the CTP, and it would follow CRTPO's Public Involvement Process.

Mr. Steinman explained that the CTP will play a very important role in the selection of projects to be considered in the development of the 2045 MTP. The CTP will need to be adopted by the MPO before any significant work can be done on the 2045 MTP. He also mentioned that the CTP subcommittee should be reconvened to guide the implementation process of the CTP at the local level.

Erika Martin emphasized that Troutman's CTP is outdated and inquired if this process will allow amendments to the maps. Mr. Panicker indicated that he has been directed by the TPB office in

Raleigh to finish the CTP process for Mecklenburg and Union Counties prior to incorporating the Iredell County portion of CRTPO into the maps. He said that TPB had started the process of developing a CTP for Mecklenburg and Union Counties prior to the MPO expansion to include Iredell County, and he has been directed to finish the initial assignment to not belabor the process.

Mr. Herron indicated that explaining transportation planning boundaries and processes to the public can be a challenge, but to conduct public involvement on a partial area of CRTPO would lead to further confusion and frustration. He did not recommend excluding the new members of CRTPO from the development of the CTP because this does not leave a welcoming impression. Mr. Panicker responded by indicating that maps from the four CTP maps in the Iredell County could be displayed separately from the CTP maps he has prepared for Mecklenburg and Union Counties during the public involvement process.

Sherry Ashley emphasized that development of Statesville's CTP has occurred in several intervals since 2007 with the initial expectation that this process would take 18 months for NCDOT to complete the plan. Mr. Panicker explained that Statesville does have a draft set of CTP maps, but due to competing priorities NCDOT has put the Statesville CTP on hold indefinitely.

Mr. McDonald, Mr. Herron and Mr. Coxe indicated that CRTPO's process to complete its CTP should not move forward unless the CTP maps depict the entirety of the MPO's planning area. Mr. Coxe also suggested that the process could be re-focused to join all of the CTP's within CRTPO's planning area, create a draft set of maps, and resolve the remaining tasks of the plan through a collective process.

Mr. Pleasant also emphasized the opportunities to bring the region together through a unified planning process, and CRTPO should have one CTP even if it adds several months to the completion time of this effort.

4d. CONNECT Update

Presenter: Jonathan Wells, C-M Planning

Summary:

Jonathan Wells provided an overview of an update on the CONNECT regional study, and his presentation can be found [here](#). He indicated that the public involvement component has concluded, and his presentation focused on the public involvement survey results for the five growth scenarios. Mr. Wells also showed the "top 5" growth priorities for each county within CRTPO planning area. Mr. Coxe requested that the staff involved with the CONNECT study deliver a full presentation to the TCC at an upcoming meeting.

OTHER REPORTS

5a. NCDOT Report

Scott Cole reviewed a spreadsheet depicting the current construction status of projects throughout Division 10. This list can be found [here](#). Mr. Mitchell indicated that Division 10 will have a public meeting on their draft assignment of local input points to projects for P3.0 on Tuesday July 15 from 4:00 to 7:00 pm at the Metrolina Regional Transportation Management Center, 2327 Tipton Drive in

Charlotte. David Keilson mentioned that NCDOT-Division 12 has several resurfacing projects in progress on US 21, NC 3, and NC 152 in Mooresville. He provided an update on the I-40 and I-77 interchange project in Statesville indicating that work is being done to pave the ramps and install noise walls at this location. Mr. Keilson indicated that the first phase of the I-40 and I-77 interchange project will be completed in 2017. Division 10 will have two public workshops on their methodology and draft local input points assignment with a meeting at the Gastonia Police Department in Gastonia on July 14 from 4:00 to 7:00 p.m. and another meeting at Conover Station in Conover on July 15 from 4:00 to 7:00 p.m.

5b. Upcoming Issues

Mr. Coxe gave a brief update on the development of toll facility bonus allocations that can be returned to MPOs in North Carolina that embrace tolling projects. His presentation can be viewed by clicking [here](#). The bonus allocation subcommittee is working on a methodology for identifying and prioritizing projects that are eligible for the bonus allocation funds from proposed tolling projects within CRTPO. Mr. Coxe indicated that a draft methodology would be presented to the TCC and MPO at their August meetings, with an adoption of this methodology at the September meetings. The projects recommended by the subcommittee for funding from the bonus allocations would be presented to the TCC and MPO at their September meetings with adoption in October.

Mr. Cook provided the group with several upcoming issues for future consideration. He indicated that NCDOT will be accelerating the schedule for MPOs to adopt their UPWPs from May to March each year. This change would accelerate the UPWP project selection process from October to July each year. Loretta Barren indicated that the acceleration of this process is only for the FTA 5303 funds that are distributed to MPOs, and two separate UPWP processes could be conducted to distribute the FTA 5303 and P.L. funds.

Mr. Cook mentioned that FHWA has recently released a new set of regulations that govern the metropolitan planning process. A process will be initiated where the new FHWA regulations will be reviewed at the upcoming Transportation Staff meetings held on Wednesdays. Ms. Barren encouraged the group to comment on what CRTPO likes and does not like regarding the new metropolitan planning regulations.

Mr. Cook also announced a public meeting for a conformity determination and TIP amendments for the Baucom Road Extension and the I-485 and Oakdale Road interchange projects. The meeting will be held in Room 801 of the Charlotte-Mecklenburg Government Center from 3:30 to 5:30. Upcoming action request on the conformity determination and TIP amendments for these projects will occur at the July TCC and MPO meetings.

The final 2040 MTP document has been posted to the CRTPO website and can be found [here](#).

6. Adjourn: Mr. Pleasant noted that the agenda had been adequately completed and adjourned the meeting at 12:06 p.m.

TO: TCC Members
 FROM: Robert W. Cook, AICP
 CRTPO Secretary
 DATE: July 2, 2014
 SUBJECT: **2012-2018 TIP Amendments**

REQUEST

The TCC is requested to recommend to the MPO that it amend the TIP as noted in the table below.

BACKGROUND

NCDOT's Program Development Branch has requested that the CRTPO amend its TIP for the first ten projects shown in the table below. The remaining ten TIP amendments were requested by the project managers from CRTPO member jurisdictions.

Local Projects			
TIP #	Description	Proposed Amendment	Reason
I-5714	I-77/Gilead Road interchange-convert existing interchange to diverging diamond interchange	Program for planning and environmental study	Expedite delivery of new STI Statewide project
I-5715	I-77/NC 73 interchange-convert existing interchange to split diamond configuration	Program for planning and environmental study	Expedite delivery of new STI Statewide project
U-5703	US 74/Rocky River Road intersection-reconfigure to superstreet	Program for planning and environmental study	Expedite delivery of new STI Statewide project
U-5712	NC 160/B. Graham Pkwy intersection-upgrade intersection to interchange	Program for planning and environmental study	Expedite delivery of new STI Statewide project
U-5714	Morris Field Dr/B. Graham Pkwy intersection-construct grade separation	Program for planning and environmental study	Expedite delivery of new STI Statewide project
U-5723	US 74/US 601 interchange-construct improvements	Program for planning and environmental study	Expedite delivery of new STI Statewide project
I-5717	I-77/NC 150 interchange-convert existing interchange to diverging diamond interchange	Program for planning and environmental study	Expedite delivery of new STI Statewide project
U-209BA	Independence Blvd intelligent transportation system (ITS)	Delay from FY 14 to FY 16	Better align schedule with completion of main project

Local Projects			
	implementation		
U-5114	US 21/Gilead Road intersection-construct intersection improvements	Add ROW in FY 15; delay construction from FY 15 to FY 16	Allow additional time to acquire ROW
U-5544	Transportation Alternatives (TA) program	Add ROW in FY 14 and construction in FY 14	Not previously programmed; this is a placeholder for the TA funds
C-5540	Nevin/Gibbon/Sugar Creek Road Sidewalk Network	Split 90% of construction cost (\$997,000) in FY 15 and remaining 10% of Construction cost in FY 16 (\$111,000)	Construction will not be complete prior to the end of FY 15.
EB-5010	Caldwell Station Greenway	Split 50% of construction cost in FY 15 with the remainder in FY 16	Construction will not be complete prior to the end of FY 15.
U-5108	Northcross Drive Extension	Split ROW between FY 15 and FY 2016. Split construction between FY 2016 and FY 2017	Municipal Agreement process has delayed the ROW and construction phases.
U-4713B	Campus Ridge Road Realignment	Shift the final ROW and all of the construction funding from FY 14 to FY 15.	ROW acquisition phase has taken longer than anticipated.
EB-4714	Wesley Heights/Irwin Creek Greenway	Delay construction from FY 14 to FY 15	Project schedule has shifted.
C-5529	NC 115 & Faith Road/Campus Lane Intersection Improvements	Delay ROW from FY 15 to FY 16; Modify STIP project description to include: "Realign Faith Road to meet Campus Lane and construct dedicated turn lanes on the approaches of Faith Road and Campus Lane onto NC 115."	PE is taking longer than anticipated.
C-5201	NC 115 Bike Lanes	Delay construction from FY 14 to FY 16	Allow for additional investigation of available ROW.
C-5528	NC 150 and Talbert Road Intersection Improvements	Delay construction from FY 15 to FY 16	Delay in PE has shifted anticipated CON schedule

Local Projects			
C-5531	Mooreville Middle School Area Sidewalks	Delay construction from FY 15 to FY 16	CON delayed to align schedule with waterline improvements in same location
Statewide Projects			
EB -5600: Various: vegetation management; clear zone management		Add construction in FY 14 and FY 15	Not previously programmed



2012-2018 TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT

U-2507AA, Baucom Road Extension R-2248G, I-485/Oakdale Road Interchange

INTRODUCTION

This report constitutes an Amendment to the 2012-2018 Transportation Improvement Program (TIP) for the Charlotte Regional Transportation Planning Organization (CRTPO). Based on this analysis, the 2012-2018 TIP for CRTPO remains consistent with the 2040 Metropolitan Transportation Plan (MTP) and is a direct subset of it. The MTP has a 20 year planning horizon. The 2040 MTP was adopted by CRTPO on April 16, 2014, and was found to conform to the State Implementation Plan and approved by the Federal Highway Administration and Federal Transit Administration on May 2, 2014.

AMENDMENT DETAILS

Periodically it becomes necessary to amend the TIP. In this instance, CRTPO is amending it in order to program the two projects listed in the following table.

TIP #	2040 MTP ID#	Facility	Project Description	Regionally Significant	Exempt	AQ Analysis Year	Proposed Fiscal Year
U-2507AA	288	Baucom Road Extension (Previously identified as the IBM Connector.)	New collector road and multi-use path from Mallard Creek Road to IBM Drive. Its purpose is to provide better access to the local street network, improve bicycle and pedestrian connectivity and relieve left turning movements at IBM/W.T. Harris Blvd and at W.T. Harris Blvd and Mallard Creek Church Road.	No	No	2025	2015
R-2248G	276	I-485/Oakdale Road Interchange	Construct interchange at I-485 and Oakdale Road	No	No	2025	2015

TRANSPORTATION CONFORMITY DETERMINATION

A transportation conformity determination is required for the 2012-2018 TIP to be amended. A regional emissions analysis is not required. [Click here](#) to view the Conformity Determination Report for more information.

PUBLIC INVOLVEMENT

Provisions for public comment on this amendment were provided through a 30-day public comment period that began on May 22, 2014 and ended on June 20, 2014. In addition, a public meeting was held on Thursday, June 12 from 4:00 PM-5:30 PM in Room 801 (8th floor) of the Charlotte-Mecklenburg Government Center, 600 E. Fourth St., Charlotte, NC 28202.

No comments were received during the comment period. No one attended the public meeting.

ACTION

The Technical Coordinating Committee (TCC) of the CRTPO met on July 10, 2014 and made the following recommendation to the MPO:

- Amend the 2012-2018 TIP to place project funding for project U-2507AA, Baucom Road Extension, in FY 2015;
- Amend the 2012-2018 TIP to place project funding for project R-2248G, I-485/Oakdale Road interchange in FY 2015;
- Make a conformity determination on the amended 2012-2018 TIP.

The MPO received the TCC's recommendation at its July 16, 2014 meeting. It voted to take the action recommended by the TCC, thus approving the proposed amendments and determining conformity.



June 26, 2014

Kerry Morrow
North Carolina Department of Transportation
NCMIN/STC
1554 Mail Service Center
Raleigh, NC 27699-1554

SUBJECT: Draft Comments on Strategic Transportation Corridors

Dear Ms. Morrow:

Enclosed please find draft comments from the Charlotte Regional Transportation Planning Organization (CRTPO) regarding NCDOT's Strategic Transportation Corridors initiative. These comments will be presented to the CRTPO's Technical Coordinating Committee (TCC) at its July 10, 2014 meeting. The endorsed, final comments will be provided to you immediately after the TCC meeting.

Sincerely,

Robert W. Cook, AICP
Secretary
Charlotte Regional Transportation Planning Organization

Charlotte Regional Transportation Planning Organization
Technical Coordinating Committee
Comments on NCDOT's Strategic Transportation Corridors

1. A clear explanation of how the STC is going to be used should be provided.
2. Why are the selected corridors being scored?
3. Is scoring along a corridor weighted by % trucks on the corridor? I.e. does a corridor with 6% trucks get twice as many points as a corridor with 3% trucks?
4. Does scoring consider planned multimodal projects within a corridor (e.g. North line of I-77)? Or were points deducted from corridors that don't have existing or planned multimodal facilities?
5. Were points deducted for corridors that have acceptable or near-acceptable LOS currently in order to prioritize strategic corridors that are performing significantly worse?
6. Does scoring consider planned/future critical centers of economic activity or just current centers?
7. Were future growth rates (employment and population) included in scoring criteria, or just existing data?
8. How often will the scoring be updated to consider new mobility data and prosperity centers?
9. Did scoring and corridor identification use only existing corridors or are corridor gaps (i.e. needed corridors) identified?
10. What is the relationship between STC and STI and the Prioritization process?
11. The original Strategic Highway Corridors network included 55 corridors, whereas the STC network has only 24. What process was used to eliminate the 31 corridors?
12. Urban loops are one example of a facility type that was eliminated. While the loops themselves do not provide long distance travel in the same manner as an Interstate highway, they play a crucial role in the Interstate network. CRTPO's TCC believes urban loops should be part of the STC network.

FLOW

FREIGHT • LOGISTICS • OPPORTUNITIES • WORKFORCE

A Freight Mobility Plan for the Greater Charlotte Bi-State Region

TIGER Planning Grant Application

Centralina Council of Governments (CCOG)
Regional Planning Organization

TIGER Planning Grant Funding Request: \$315,000



Overview

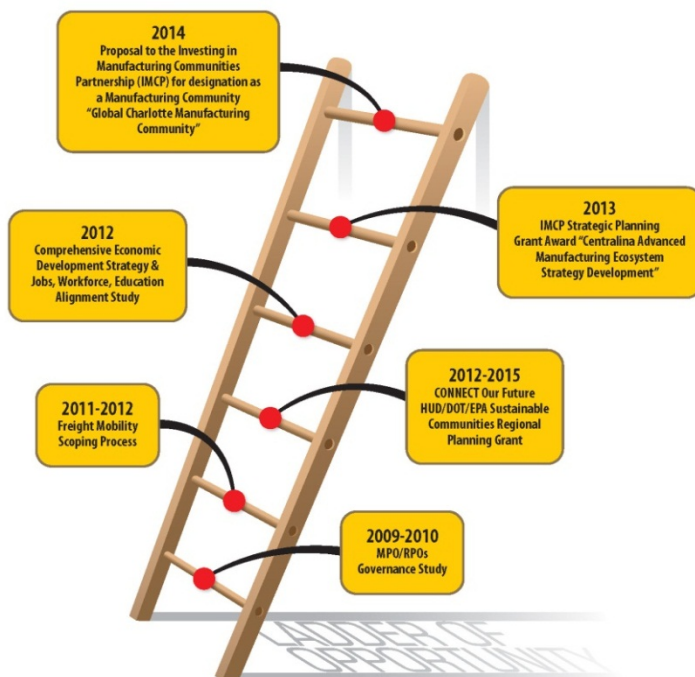
The 14-county Greater Charlotte Bi-State Region is embarking on a process to develop FLOW, a Regional Freight Mobility Plan that will integrate across the disciplines of transportation, land use, economic development, and workforce development. The Plan will include an assessment of our regional freight systems' capability to meet current and future needs of freight-related businesses. It will recommend strategies for each component of the system: transportation, land use, economic development, and workforce development.

The development of the Regional Freight Mobility Plan is expected to be a two-year process beginning early in 2015 with a \$600,000 budget. It will be overseen by a Steering Committee and conducted by CCOG with assistance from professional transportation consultants selected through an open procurement process. The Steering Committee will include representatives of private and public interests in transportation, land use and development, economic development, and workforce development. The project will be funded through a combination a federal grant and contributions from the MPOs/RPO, CCOG, local governments, and private businesses.



Identifying the Need for a Regional Freight Mobility Plan

The region has invested significant resources of time and money over the past several years in identifying the need for a Regional Freight Mobility Plan. With the release in 2012 of the Prosperity for Greater Charlotte report (identifying Logistics – the freight and distribution industry – as one of the region's top six industry clusters targeted for competitive economic growth) it is evident, now more than ever, that we need such a plan:



*Many **businesses in our communities depend heavily on our regional freight systems** which include our highways, railroads, air cargo and intermodal facilities, as well as our freight-related workforce, and freight-oriented land use and zoning.*

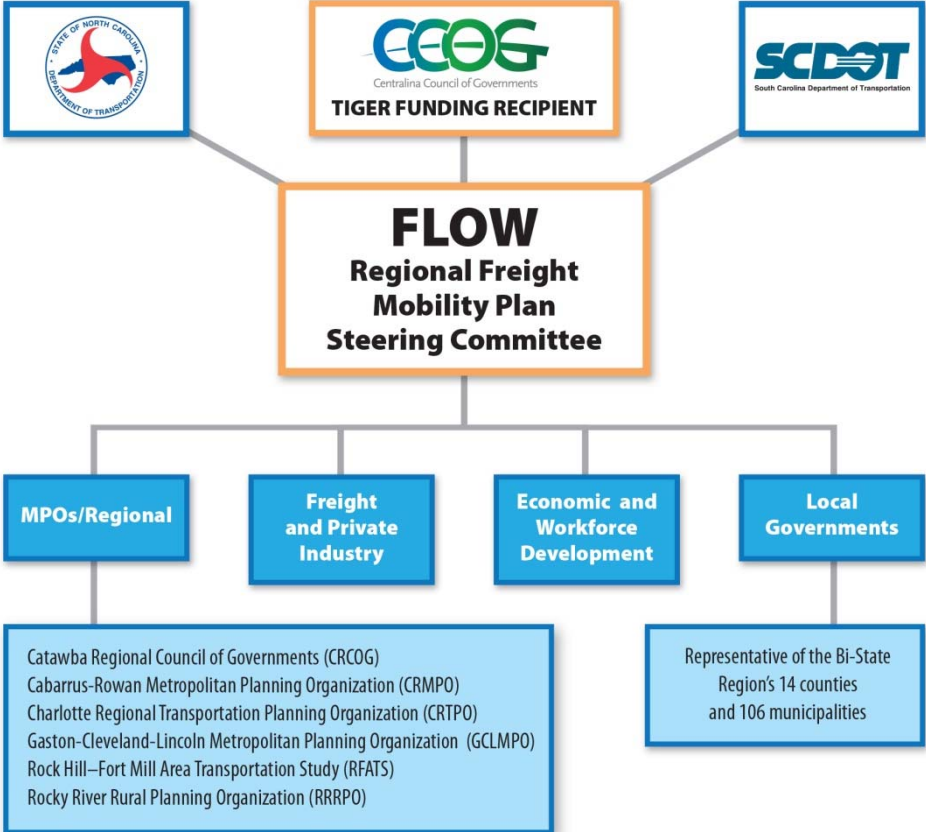
*As our region grows, **a Freight Mobility Plan will ensure that these systems grow in a coordinated and cost-efficient way** to meet the needs of those businesses that are so critical to ensuring our region's future prosperity.*

*Companies whose business depends on efficient movement of freight will see **smoother flow and fewer bottlenecks, a more reliable "talent pipeline" of workers with relevant skills, and more predictability** in local ordinances governing freight-oriented land uses.*

Key Partners: Centralina COG, Catawba Regional COG, CRTPO, CRMPO, GCLMPO, RFATS, RRRPO, City of Charlotte, CONNECT are collaborating with state and local governments and private sector organizations.

FLOW Steering Committee

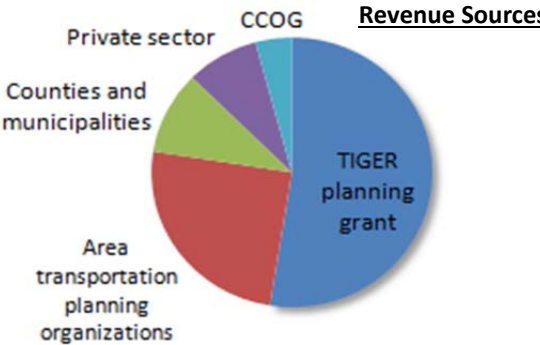
The Steering Committee will include representatives from the public and private sectors, and will oversee development of the Plan from January 2015 through December 2016. Members will provide guidance and direction to CCOG as the project manager, and will ensure that their constituents’ interests are well-represented in the process and in the final recommendations, and that there is adequate buy-in for successful implementation of the resulting Plan. We anticipate the Committee will meet bi-monthly and at major milestones over the two-year time period.



FLOW Budget

The development of the Regional Freight Mobility Plan is estimated to cost \$600,000, including \$325,000 for a comprehensive Assessment and Gap Analysis, \$150,000 for Strategy Development, \$25,000 for Plan Writing and Presentation, \$25,000 for Steering Committee and Stakeholder Engagement, and \$75,000 for Project Management.

CCOG has applied for a \$315,000 TIGER Planning Grant and the region’s MPOs and RPO have pledged \$150,000 toward the project. We need to raise a cost-match of \$60,000+ from local municipalities and counties, and \$50,000+ from local businesses and trade groups. CCOG has committed \$25,000 in staff time for project management.

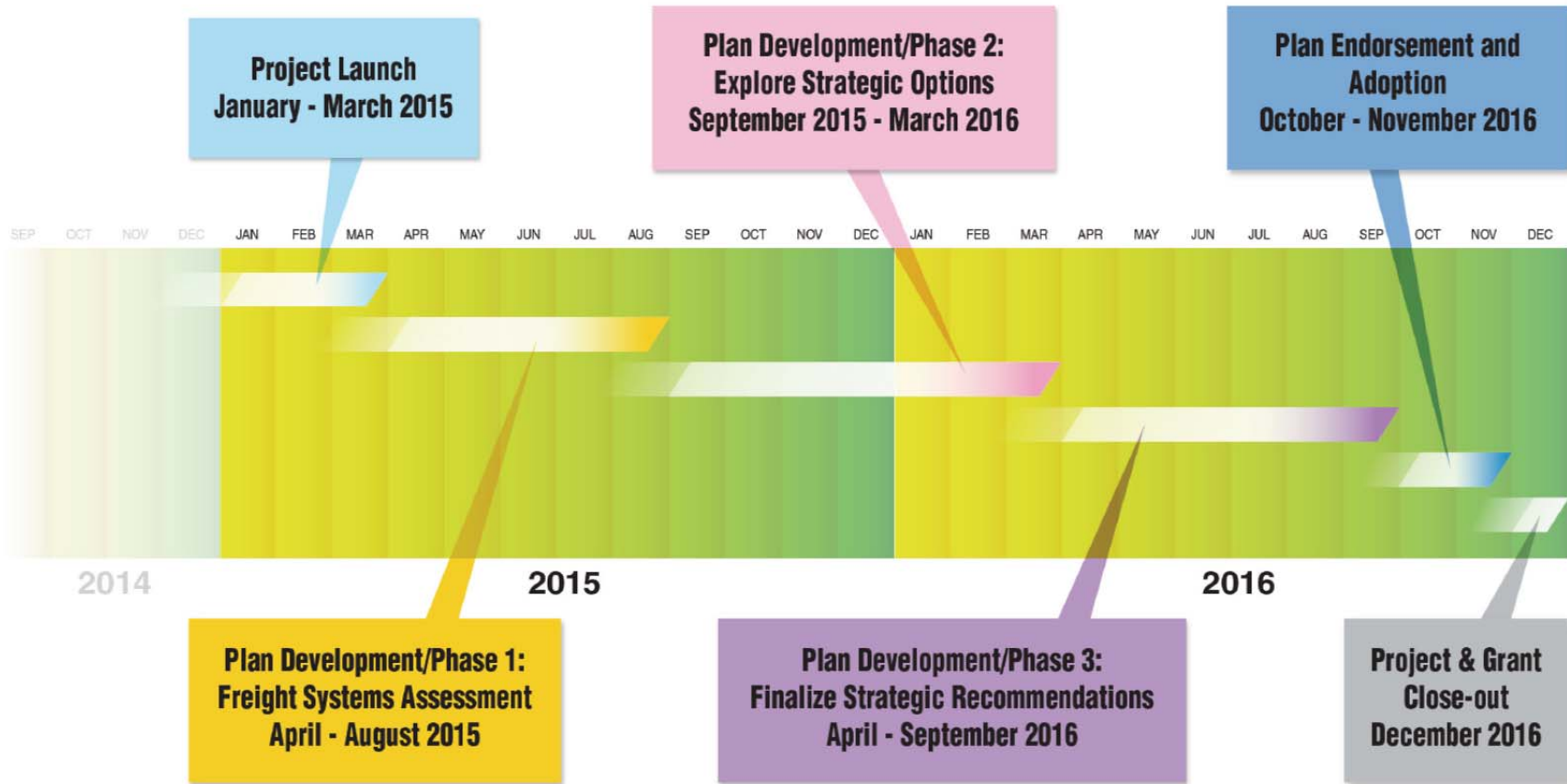


For More Information

To learn more about how to support this important project, contact Bjorn Hansen, Centralina’s transportation planner, at (704) 688-6501 or bhansen@centralina.org. (CCOG: 525 North Tryon Street – 12th Floor, Charlotte, North Carolina 28202, Phone: 704-372-2416 Fax: 704-347-4710, www.centralina.org)

FLOW: A Freight Mobility Plan for the Greater Charlotte Bi-State Region PROJECT TIMELINE

(Assumes grant award contract executed by end of 2014)



(Excerpted from the TIGER Grant Proposal: http://www.centralina.org/wp-content/uploads/2011/11/CCOG_TigerGrant_proposal_narrative-4-28-14_FINAL.pdf)

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MEMORANDUM

FROM: Bjorn E. Hansen, Centralina COG

TO: CRTPO Technical Coordinating Committee

DATE: June 30, 2014

RE: TIGER Freight Mobility Plan Update and Steering Committee Member Solicitation

The Centralina Council of Governments (CCOG) successfully submitted a planning grant application for Transportation Investment Generating Economic Recovery (TIGER) funds on April 28, 2014. An informational handout describing the process and deliverables is attached. There is no set schedule for the US Department of Transportation to announce grant awards, but we expect results announced by later in the summer. These applications are very competitive, with only five percent of applications funded. In advance work on this plan. In advance of this announcement, Centralina COG is continuing fundraising and developing the steering committee to oversee the development of the freight mobility plan funded primarily with a TIGER grant or, if unsuccessful, by the area transportation planning organizations in a phased approach.

Contingency Plan

As mentioned earlier, there is strong competition for TIGER grants. The Charlotte, Gaston, and Rock Hill MPOs, along with the Rocky River RPO, have already committed \$150,000 to develop a locally-funded transportation-focused freight plan. A phased contingency plan would remove most of the non-transportation components of the TIGER application and focus on meeting transportation planning requirements for freight planning. The process for this plan would begin soon after an announcement that we were not selected for a TIGER grant. The timeline would be approximately six to nine months shorter than the TIGER process. The Centralina Executive Board has recommended that any local and private sector funds raised through this process should be applied to this locally-funded plan in order to increase the scope as much as possible. This would require approval from the City of Charlotte, as their commitment of \$30,000 was earmarked for the TIGER application.

Fundraising

Centralina committed to raising a combined \$110,000 in public and private funds to help pay for this \$600,000 plan. This \$110,000 would also be used to augment a locally-funded freight mobility plan. TIGER funds are \$315,000 of the total, with area transportation planning organizations committing \$150,000. Centralina also committed \$25,000 in in-kind staff support to this plan. The City of Charlotte approved a "challenge grant" of \$30,000 for other area local governments, meaning they will match dollar for dollar every local commitment up to \$30,000. The TIGER grant application budget also includes a commitment to raise \$50,000 in private sector funds.

Public sector: Centralina has developed a funding level request spreadsheet for all nine Centralina counties, all county seats, and all municipalities with 10,000 or more population. This spreadsheet with proposed funding request levels is attached. The total amount requested exceeds the minimum required as it is unlikely we

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receive commitments from all local governments. Funds raised above the \$60,000 would be used to augment the overall budget.

Private sector: Centralina is using a two-tiered strategy in order to raise the \$50,000 private sector funds. Centralina staff, working with area economic development agencies and local government representatives, will approach large firms, such as Lowes and Family Dollar, to request support for this plan. Local governments who commit funds to this plan will be asked to also approach businesses in their communities to solicit funding support to match the local government commitment.

Steering Committee Membership

The TIGER planning grant process includes a broad-based steering committee to oversee the work of this project. The committee would be made up of a mix of public and private sector representatives of transportation, land use, economic development, workforce development, and freight movement sectors. Centralina staff would like to begin inviting area representatives to serve on this committee. Centralina is soliciting representatives from the following organizations and areas of interest.

Councils of Governments: One representative from each of the three councils of government in the 14-county region

State Departments of Transportation: Three to four representatives of the state departments of transportation from both North and South Carolina, representing both technical and policy-level interests

Transportation Planning: One representative from each of the area transportation planning organizations' technical and policy-level boards

Land Use and Development: Three to four North and South Carolina land use planners and developers representing both urban and rural communities

Economic Development: Three to four North and South Carolina economic development professionals and board members representing both urban and rural communities

Workforce Development: Three to four North and South Carolina workforce development professionals and board members representing both urban and rural communities

Private Sector: Three to four private sector representatives from both North and South Carolina who have an interest in this plan

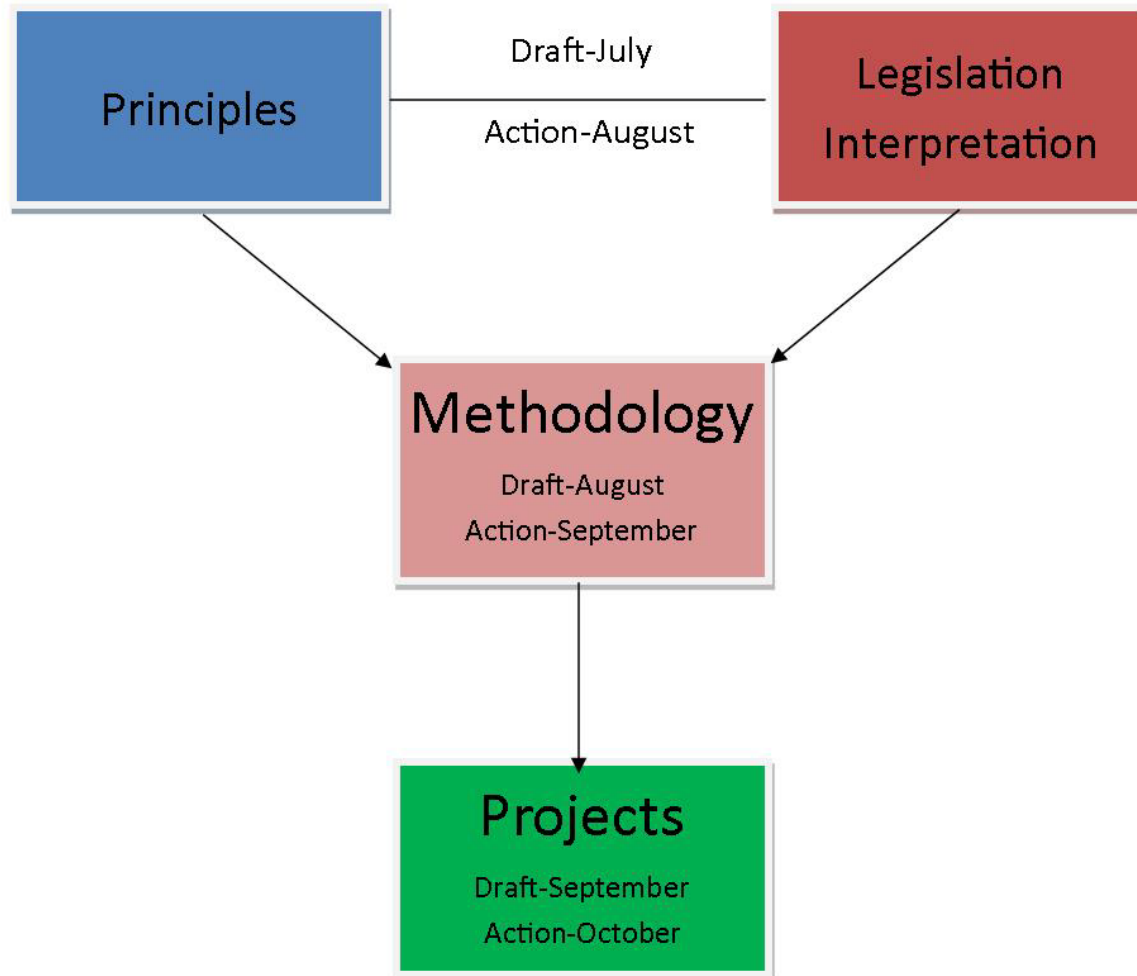
CRTPO's technical and policy boards represent many of the interests listed above. The TCC is asked to consider identifying representatives interested in serving on this steering committee.

Please contact me at (704) 688-6501 or bhansen@centralina.org with any questions.

ACTION REQUESTED: Consider identifying steering committee members for freight mobility plan

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Bonus Allocation Process



General Principles: Project Selection for Toll Road Bonus Allocation

Approved by the Bonus Allocation Subcommittee: June 18, 2014

1. Use entire bonus allocation on eligible projects in the time frame established by the STI legislation.
2. Eligible projects in the tolled corridor receive priority consideration.
3. Project shall be mindful of creating a compensation event.
4. Eligible projects outside the tolled corridor that provide a system benefit to the tolled corridor receive secondary consideration.
5. Allocate funds first to Division Needs and Regional Impact projects, subject to allocation caps, then to Statewide tier projects, including comprehensive planning projects that provide a system benefit to the tolled corridor.
6. Allocate remaining funds to any other eligible projects, subject to allocation caps.

Interpretation of Bonus Allocation Legislation

July 9, 2014 TCC meeting

The TCC's committee on tolling bonus allocation makes the following recommendations for interpretation of the legislation (see attached excerpt from the Strategic Transportation Investments legislation (Session Law 2013-183) :

Corridor Project Cap: The funds allocated under 136-189.11.(f) Incentives for Local Funding and Highway Tolling are not subject to the corridor project cap defined in 136-189.11.(d)(1)(b)

Legislation excerpt:

b. Project cap. – No more than ten percent (10%) of the funds projected to be allocated to the Statewide Strategic Mobility category over any five-year period may be assigned to any contiguous project or group of projects in the same corridor within a Highway Division or within adjoining Highway Divisions.

Timing of the use of funds: "...apply over the 5 year period in the STIP in the cycle following the contractual obligation."

- 1) Contractual obligation is defined as "financial close" in the case of a P3 or "contractual close" in the case of a normal TIP project
- 2) The STIP follows a 2 year development cycle. The cycle following contractual obligation commences after the adoption of a STIP. Thus the 5 year period begins at the close of the next cycle after the one you are in when contractual obligation occurs. *Example: We are currently in the development of the 2016-22 STIP which should be adopted in the summer of 2015. It is now too late for new projects to enter the schedule. The next cycle for STIP development begins after the summer 2015 adoption and if it follows traditional schedule would be adopted in summer 2017. At this point, the 5 year clock begins to tick.*
 - The subcommittee stated that consideration should be given to modifying this provision in order to not preclude spending funds during the current TIP cycle.
- 3) Obligation of funds for construction is sufficient to meet the 5 year schedule mandate (the work does not need to be completed during the period.)

Use of funds:

- 1) A project must be in the local MTP (if of sufficient magnitude) and both STIP and MTIP on the date of obligation of funds under # 3 above. It is not necessary for the project to have been evaluated under SPOT...the MPO, RPO, or local government are clearly the deciding entity under 136-189.11.(f)(4).
- 2) Although the amount of funds allocated to a project is subject to the caps identified in the legislation 136-189.11.(f)(4) b & c, the type of project is not mandated. Thus, all projects meeting the definitions under 136-189.10.(1), (2), & (3) are eligible for these funds. *Note: The intention of this interpretation is to allow the use of the funds on all modes of travel supported under the STI legislation. This includes projects to enhance transit service as well as greenway accommodations in the corridor.*

Excerpt from SL 2013-183 (House 817) attached

(1) of this subsection for the next update of the Transportation Improvement Program. The adjustment to the target amount shall be allocated by Distribution Region or Division, as applicable.

(f) Incentives for Local Funding and Highway Tolling. – The Department may revise highway project selection ratings based on local government funding initiatives and capital construction funding directly attributable to highway toll revenue. Projects authorized for construction after November 1, 2013, and contained in the 10-year Department of Transportation work program are eligible for a bonus allocation under this subsection.

- (1) Definitions. – The following definitions apply in this subsection:
 - a. Bonus allocation. – The allocation obtained as a result of local government funding participation or highway tolling.
 - b. Local funding participation. – Non-State or nonfederal funds committed by local officials to leverage the commitment of State or federal transportation funds towards construction.
- (2) Funds obtained from local government funding participation. – Upon authorization to construct a project with funds obtained by local government funding participation, the Department shall make available for allocation as set forth in subdivision (4) of this section an amount equal to one-half of the local funding commitment for other eligible highway projects that serve the local entity or entities that provided the local funding.
- (3) Funds obtained through highway tolling. – Upon authorization to construct a project with funding from toll revenue, the Department shall make available for allocation an amount equal to one-half of the project construction cost derived from toll revenue bonds. The amount made available for allocation to other eligible highway projects shall not exceed two hundred million dollars (\$200,000,000) of the capital construction funding directly attributable to the highway toll revenues committed in the Investment Grade Traffic and Revenue Study, for a project for which funds have been committed on or before July 1, 2015. The amount made available for allocation to other eligible highway projects shall not exceed one hundred million dollars (\$100,000,000) of the capital construction funding directly attributable to the highway toll revenues committed in the Investment Grade Traffic and Revenue Study, for a project for which funds are committed after July 1, 2015. If the toll project is located in one or more Metropolitan Planning Organization or Rural Transportation Planning Organization boundaries, based on the boundaries in existence at the time of letting of the project construction contract, the bonus allocation shall be distributed proportionately to lane miles of new capacity within the Organization's boundaries. The Organization shall apply the bonus allocation only within those counties in which the toll project is located.
- (4) Use of bonus allocation. – The Metropolitan Planning Organization, Rural Transportation Planning Organization, or the local government may choose to apply its bonus allocation in one of the three categories or in a combination of the three categories as provided in this subdivision.
 - a. Statewide Strategic Mobility Projects category. – The bonus allocation shall apply over the five-year period in the State Transportation Improvement Program in the cycle following the contractual obligation.
 - b. Regional Impact Projects category. – The bonus allocation is capped at ten percent (10%) of the regional allocation, or allocation to multiple regions, made over a five-year period and shall be applied over the five-year period in the State Transportation Improvement Program in the cycle following the contractual obligation.
 - c. Division Needs Projects category. – The bonus allocation is capped at ten percent (10%) of the division allocation, or allocation to multiple divisions, made over a five-year period and shall be applied over the five-year period in the State Transportation Improvement Program in the cycle following the contractual obligation.

CRTPO Bicycle & Pedestrian Work Group DRAFT Mission Statement

Mission

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

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

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