

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 9, 2015

10:00 a.m.-Noon

Charlotte-Mecklenburg Government Center

Room CH-14 (Basement)

600 East Fourth Street

Charlotte, NC 28202

July 9 TCC AGENDA ITEMS:

1. Combined Meeting with Joint Use Task Force
 - a. Charlotte-Douglas Airport Master Plan Update
 - b. Eastern Circumferential Discussion
2. FY 2016 UPWP Amendment
3. CMAQ Project Assessment
4. 2016-2025 Transportation Improvement Program
5. Prioritization 4.0
6. Transportation Alternatives Program Public Comment Update

CRTPO Staff Contact:

Neil Burke, AICP, PTP

Senior Principal Planner

(704) 353-0198

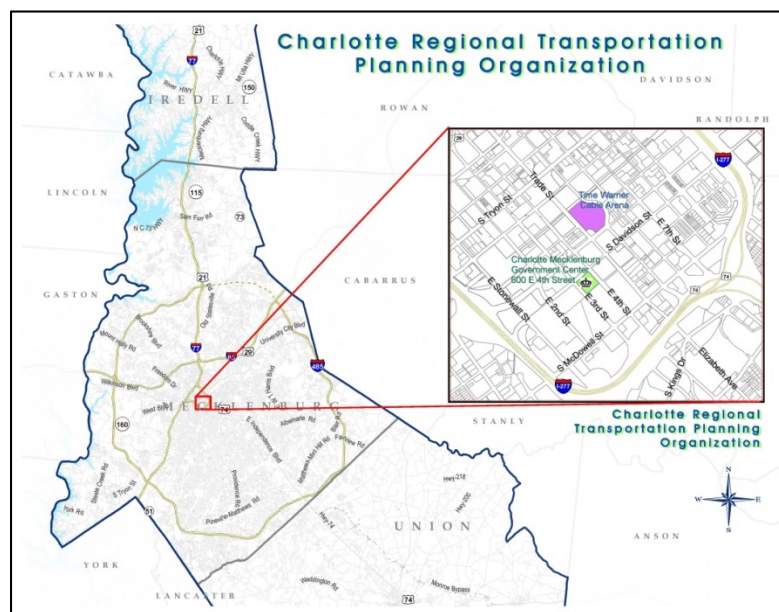
nburke@charlottenc.gov

Title VI Policy

It is the policy of the Charlotte Regional Transportation Planning Organization to ensure that no person shall, on the ground of race, color, sex, age, national origin, or disability, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity as provided by Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, and any other related non-discrimination Civil Rights laws and authorities.

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.

In compliance with the Americans with Disabilities Act (ADA), accommodations will be provided for persons who require assistance in order to participate in Charlotte Regional Transportation Planning Organization meetings. If assistance is needed or to request this document in an alternative format, please contact CRTPO at (704) 336-2205 or (704) 336-5123 (fax).



**COMBINED MEETING
TECHNICAL COORDINATING COMMITTEE
CHARLOTTE-MECKLENBURG JOINT USE TASK FORCE
MEETING AGENDA**

Thursday, July 9, 2015 | 10:00 a.m.

Room CH-14 (Basement), Charlotte-Mecklenburg Government Center
600 East Fourth Street, Charlotte, NC 28202

1. **WELCOME (10 minutes)**

 - a. Call to Order **Joe Lesch**
 - b. Overview of CRTPO TCC Roles and Responsibilities **Joe Lesch**
 - c. Overview of JUTF Roles and Responsibilities **Bryman Suttle**

2. **COMBINED TCC/JUTF MEETING AGENDA (60 minutes)** **Joe Lesch**

 - a. **Charlotte-Douglas Airport Master Plan Update** **Jack Christine**
BACKGROUND:
 - An overview of the ongoing Master Plan Update will be presented by Aviation Staff.
 - The objectives of the Master Plan Update are to define the airfield terminal development plan to meet forecast demand, quantify benefits and costs of additional development, and define the phases of development.

 - b. **Eastern Circumferential Discussion** **Candice Leonard**
BACKGROUND:
 - The Reedy Creek Stream Restoration Project by Charlotte Storm Water Services is currently obtaining storm water conservation easements along several branches of Reedy Creek within and surrounding the Reedy Creek Nature Preserve.
 - The Charlotte Engineering and Landscape Management Department are in the process of acquiring a series of parcels for dedicated tree save areas.
 - Mecklenburg Park and Recreation is considering the purchase of a parcel to expand the Reedy Creek Nature Preserve.

3. **ADJOURN COMBINED TCC/JUTF MEETING**

4. **TCC CALL TO ORDER** **Joe Lesch**

5. **CONSENT AGENDA (5 minutes)** **Joe Lesch**

 - a. Approval of June 4, 2015 TCC Minutes
 - b. Approval of LYNX Blue Line Extension (TE-4901) TIP Amendment

6. **TCC BUSINESS (10 Minutes)**

 - a. **FY 2016 Unified Planning Work Program Amendment** **Robert Cook**

ACTION REQUESTED: Request that the MPO amend the FY 2016 UPWP to allocate \$200,000 in federal grant funds to support the regional freight study.

BACKGROUND:

- The FHWA has allocated \$200,000 to NCDOT to support the regional freight study.
- The FHWA North Carolina Division office has asked that the CRTPO be the recipient of the funds.
- An amendment to the FY 2016 UPWP will be necessary for the CRTPO to accept the funds.
- Programming the funds in the UPWP will not affect the local match obligations.

ATTACHMENTS: FHWA memorandum

7. TCC INFORMATION REPORTS (40 Minutes)

a. CMAQ Project Assessment

Robert Cook

BACKGROUND:

- In late 2011, NCDOT requested that the state's MPOs and RPOs identify CMAQ projects for fiscal years 2016 and 2017.
- Based on funding levels for fiscal years 2013-2015 and consultation with NCDOT, it was estimated that \$10 million would be available in both FY 2016 and 2017.
- A call for projects was issued in early 2012. 28 projects were submitted and seven were funded. The entire \$20 million expected to be available was allocated. None of the projects advanced due to inaction by NCDOT.
- NCDOT recently announced that it was again working with its partners to advance the CMAQ program and announced revised funding levels. The new level is \$4,974,130 less than anticipated in 2012, thus the CRTPO must determine how to eliminate the funding gap.
- Staff has undertaken an assessment of all projects submitted during the 2012 project call to determine their viability.

b. 2016-2025 Transportation Improvement Program

Neil Burke

BACKGROUND:

- A quorum was not achieved for the June MPO meeting. However, those in attendance voted to approve a start of a 30-day public comment period for the DRAFT 2016-2025 Transportation Improvement Program, Amendments to the 2040 Metropolitan Transportation Plan, and DRAFT Air Quality Conformity Determination Report.
- The DRAFT Air Quality Conformity Determination Report was approved public/agency review by FHWA for on Tuesday, June 30, and can be viewed [here](#).
- The 30-day public comment period on the DRAFT TIP and associated documents began on Wednesday, July 1 and will end on Friday, July 31.
- The July 15 MPO meeting will serve as an opportunity for residents to comment on the DRAFT TIP.

ATTACHMENTS: Click on the following links to view project lists: [Iredell County TIP Projects](#), [Mecklenburg County TIP Projects](#), [Union County TIP Projects](#), [Non-Highway TIP Projects](#), [2040 MTP Amendments](#), [Transit Program TIP Projects](#)

c. **Prioritization 4.0**

Neil Burke

BACKGROUND:

- *A criterion has been approved by the Board of Transportation to reduce the number of projects in all modes of the SPOT database prior to P4.0.*
- *The first of several TCC work sessions will be held on Monday, July 13 to start the process of finalizing the list of CRTPO highway projects to be evaluated in P4.0.*
- *The Bicycle and Pedestrian Work Group will assist in the effort to recommend a list of bicycle and pedestrian projects that will be submitted for P4.0.*

d. **Transportation Alternatives Program Public Comment Update**

Curtis Bridges

BACKGROUND:

- *MAP-21 created the Transportation Alternatives Program (TAP) as a funding source for "alternative" transportation projects, including projects previously eligible for Transportation Enhancement and Safe Routes to School funding.*
- *TCC endorsed the Draft TAP Methodology in May, and recommended that the MPO open a 21-day public comment period*
- *The Draft TAP Methodology public comment period was opened on June 8th, and closed on June 29th (Please see attached media release)*
- *Staff conducted a TAP Methodology Webinar on Monday, June 22nd; Thirty Six (36) agencies were notified or invited; Six or more attendees participated*
- *Formal comments were submitted from one agency only (Please see attached comments)*

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

- a. NCDOT Report
- b. Bicycle and Pedestrian Work Group Report
- c. Upcoming Issues

**NCDOT Staff
Curtis Bridges**

9. **ADJOURN**

CRTPO TECHNICAL COORDINATING COMMITTEE
Summary Meeting Minutes
Charlotte-Mecklenburg Government Center
Room 267
June 4, 2015

Voting Members: *Chair* – Danny Pleasant (CDOT), *Vice-Chair* – Joe Lesch (Union County), David McDonald (CATS), Andrew Grant (Cornelius), Travis Johnson (Davidson), Bill Coxe (Huntersville), Adam McLamb – alt for Scott Kaufhold (Indian Trail), Barry Whitesides – alt for Matthew Todd (Iredell County), Fern Shubert (Marshville), Ralph Messera (Matthews), Megan Green (Mecklenburg County – LUESA Air Quality), Steve Frey (Mint Hill), Lisa Stiwinter (Monroe), Kelsie Anderson (Mooresville), Louis Mitchell (NCDOT – Div. 10), David Keilson – alt for Reuben Chandler (NCDOT – Div. 12), Anil Panicker (NCDOT-TPB), Chris Easterly (Stallings), Sherry Ashley (Statesville), Erika Martin (Troutman), Ken Tippette (Bicycle Focus Area Representative), Gwen Cook (Greenway Area Representative), Scott Curry (Pedestrian Focus Area Representative), Dick Winters (Public Health Area Representative)

Staff: Robert Cook (CRTPO), Curtis Bridges (CRTPO), Neil Burke (CRTPO), Candice Leonard (CRTPO), Norm Steinman (CDOT), Andy Grzymski (CDOT), Brett Canipe (NCDOT-Div. 10), Jeff Sloop (NCDOT), Stuart Basham (NCDOT – Div. 10), Lee Ainsworth (NCDOT- Div. 10), Loretta Barren (FHWA), Jim Loyd (Monroe)

Guests: Bill Thunberg (LNTC), Roger Diedrich (Sierra Club), Meg Fencil (Sustain Charlotte), Billy Packer, Todd Steiss (PB), Justin Carroll (STV), Jeff Hess (HNTB)

Danny Pleasant opened the meeting at 10:00 a.m. TCC members and guests introduced themselves.

1. Adoption of the Agenda

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

2. Consideration of Consent Agenda

Mr. Pleasant explained that the consent agenda for the June meeting contained the May TCC meeting minutes.

Motion:

Bill Coxe made a motion to adopt the consent agenda. Joe Lesch seconded the motion. The motion passed unanimously.

TCC BUSINESS ITEMS

3a. 2016-2025 Transportation Improvement Program

Presenter: Neil Burke

Summary/Action Requested:

Mr. Pleasant explained that the TCC was to consider taking action to recommend that the MPO approve the start a 30-day public comment period on the DRAFT 2016-2025 Transportation Improvement Program, associated 2040 MTP amendments, and an air quality conformity determination.

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

- An update on the integration of Bonus Allocation projects into the TIP was presented.
- Mr. Burke explained that it is anticipated that the Conformity Determination report would be sent by NCDOT-Transportation Planning Branch in late June, and the 30-day public involvement period could begin once the document is posted to the website.
- A series of TIP project schedule changes included in the final STIP were reviewed. Louis Mitchell added that the Board of Transportation has adopted the STIP today.
- A schedule of upcoming TIP tasks was presented.

Motion:

Mr. Coxe made a motion to recommend to the MPO that it approve the start of a 30-day public comment period on the DRAFT 2016-2025 Transportation Improvement Program, associated 2040 MTP amendments, and an air quality conformity determination. Mr. McDonald seconded the motion. The motion passed unanimously.

3b. July TCC Meeting Date

Presenter: Neil Burke

Summary/Action Requested:

Mr. Burke explained that there were two reasons that the TCC should consider modifying the date of the July meeting. First, he explained that the Aviation Department will be conducting a presentation on the Charlotte-Douglas International Airport Master Plan at the July 9 Joint Use Task Force meeting, and the TCC has been invited to hold a joint meeting with this group. The second reason for re-scheduling the July TCC meeting would be that the initial date of July 2 is two days from the Independence Day Holiday, and obtaining a quorum may be an issue.

Motion:

Mr. Lesch made a motion to re-schedule the date of the July TCC meeting from July 2 to July 9, and hold a joint meeting with the Joint Use Task Force. Sherry Ashley seconded the motion. Upon being put to a vote, the motion passed unanimously.

TCC Information Reports

4a. P4.0 Work Group Update

Presenter: Neil Burke

Summary:

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

- Mr. Burke explained that the last P4.0 Work Group meeting was held on May 18, and this presentation is intended to provide an update on the final recommendations made to NCDOT.
- CRTPO will receive 20 new project submittals within each mode for P4.0. NCDOT Divisions will receive seven new submittals within each mode.
- The SPOT office has recommended reducing the number of highway projects in the database from 1,700 to 1,000 projects.

- The P4.0 Work Group has recommended that any project in the SPOT database that does not have the following criteria should be removed prior to P4.0:
 - Project is in years 6-10 of the DRAFT TIP.
 - Project is a sibling to a project in the DRAFT TIP.
 - Project has a completed NEPA document.
 - Project was assigned any amount of P3.0 Local Input Points.

- Mr. Burke explained that CRTPO has 29 committed highway projects in the first five years of the TIP, 32 projects that are subject to reprioritization (to be re-scored) in P4.0, and 46 projects that are subject to be removed from the SPOT database prior to P4.0. He reminded the TCC that some of the projects could be added back into the SPOT database by CRTPO using some of its new project submittal slots as previously discussed.
- Next, Mr. Burke reviewed the list of projects proposed for removal from the SPOT database prior to P4.0 indicating those projects that were included in the 2040 MTP Fiscally Constrained project list. He recommended that the TCC consider placing priority on adding those projects in the 2040 MTP back into the database because this has been the primary source for SPOT project submittals in the past.
- The P4.0 Work Group made a consensus-based recommendation that MPOs, RPOs and Division Engineers should have the same weight of local input points for P4.0.
- Mr. Burke concluded his presentation by reviewing the schedule for P4.0 by explaining that this process will begin for CRTPO this summer with modifications to existing projects in the SPOT database occurring in July and the submittal of new projects for P4.0 scoring in September.

Following Mr. Burke's presentation, TCC members and guests commented on the topic and asked questions.

Mr. Coxe inquired about the US 21 project (U-5767) in Cornelius that is proposed to be rescored. Specifically he mentioned that it is also recommended for Bonus Allocation funding. Mr. Burke explained that NCDOT-Program Development has indicated that the use of Bonus Allocation funds on this project will not accelerate the delivery schedule, but he suggested keeping these funds on this project and rescored it in P4.0 as a backup strategy.

Mr. Lesch inquired about a potential sibling project along NC 16 in Union County between Rea Road Extension and NC 75. Mr. Burke explained that there was an overlap between this project, and the U-5769 project along NC 16 which is in the TIP for right-of-way in 2022 and construction in 2024. He suggested that since this project is in the fiscally constrained project list, that the project limits could be adjusted to include the corridor between Cuthbertson and Waxhaw Parkway.

Ralph Messera suggested that the Eastern Circumferential Project should be considered a sibling project to the US 74 Corridor Improvement (U-2509) project because this project will construct a portion of this alignment. Mr. Burke responded that he will make this request to the SPOT office.

Mr. Coxe asked how the P4.0 Work Group recommendation on reducing the number of projects in the SPOT database will affect the non-highway modes. Mr. Burke explained that the SPOT office will use the same criteria as was recommended for the highway mode to reduce the number of projects in the database. Louis Mitchell added that a subcommittee that worked on the bicycle and pedestrian criteria

updates has recommended completely clearing out the database of projects because the criteria between P3.0 and P4.0 has changed significantly.

Mr. Mitchell also explained that the NCDOT Divisions will not hold separate public workshops regarding their proposed local input points assignments. Instead, the NCDOT Divisions will partner with MPOs and RPOs to hold joint meetings to limit the confusion to the public.

4b. LYNX Blue Line Extension (TE-4901) TIP Amendment

Presenter: David McDonald, CATS

Summary:

Mr. McDonald explained that in order to successfully apply for a Federal Transportation Infrastructure and Finance Innovation Act (TIFIA) loan for the LYNX Blue Line, the correct source of funds and corresponding years must be reflected in the Transportation Improvement Program. He explained that this TIP amendment would not change the cost of the project, rather it is to include the TIFIA portion of the funding in the TIP. He explained that this will be added to the consent agenda for the July 9 TCC meeting.

4c. CMAQ Project Assessment

Presenter: Robert Cook

Summary:

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

- In 2011, NCDOT requested that MPOs identify CMAQ projects for fiscal years 2016 and 2017.
- In 2012, MUMPO issued a call for projects, with an estimated \$10 million annually available in 2016 and 2017
 - There were 28 projects submitted, and seven projects were approved for CMAQ funding.
- None of these projects advanced due to inaction by NCDOT.
- In 2015, NCDOT announces that it will work with MPOs to advance CMAQ projects in fiscal years 2016 and 2017.
 - Instead of \$10 million annually available for MUMPO, there was now \$7.5 million available.
 - This leaves CRTPO with an almost \$5 million shortfall in terms of approved CMAQ projects for these years relative to funding available.
- Mr. Cook then presented an assessment of the approved 2012 CMAQ projects and explained their current level of viability.
- Beginning in 2018, NCDOT will be moving from a bi-annual to an annual call for CMAQ projects.

Mr. Pleasant questioned the current process of distributing CMAQ funding in North Carolina where NCDOT distributes funds to the MPOs, and the cause of the delay and shortfall of funding. Mr. McDonald explained that NCDOT receives the CMAQ funds from FHWA based upon the size and severity of the non-attainment areas throughout the state. He then explained that NCDOT splits these funds, where 50% is distributed as discretionary CMAQ funding to MPOs and RPOs, with the remainder retained by the department to conduct a statewide call for projects in non-attainment areas.

Loretta Barren explained that NCDOT has the discretion from FHWA in terms of the frequency of the call for projects. She explained that the lack of a current Federal Transportation Bill may have affected the estimates of the 2012 funding appropriations.

Mr. Coxe suggested that the TCC reserve an appropriate portion of CRTPO's share of CMAQ funds during the 2018 call for projects to apply to the Blue Line Extension start-up cost project, since this project was relinquished of its funding from the 2017 fiscal year as requested by CATS staff.

4d. Transportation Alternatives Program Public Comment Update

Presenter: Curtis Bridges

Summary:

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

- TCC endorsed the Draft TAP Methodology in May, and recommended that the MPO open a 21-day public comment period.
- Staff recommends formally opening the Draft TAP Methodology public comment period on June 8th, and closing on June 29th.
- Bicycle & Pedestrian Work Group will aid in identifying specific agencies/stakeholders to reach out to during call for projects phase.
- Staff will host a TAP Webinar for interested agencies/stakeholders to inform them of TAP funding opportunities.

OTHER REPORTS

5a. NCDOT Report

David Keilson from NCDOT-Division 12 provided an update on the I-40 and I-77 (I-3819) project in Statesville. He also explained that construction on a new rest area along I-77 at Exit 57 has begun. It will be complete within a few years and will replace four existing rest areas along I-77.

Mr. Mitchell from NCDOT-Division 10 provided updates on the following ongoing projects:

- I-485 Final Segment between I-77 and I-85: This project will open to traffic on June 5, 2015.
- A contract has been awarded for the resurfacing of I-485 between Rea Road and US 74.
- Notice to proceed has been issued to begin construction activities on the US 74 Bypass (R-3329) project in Union County.

5b. Bicycle and Pedestrian Work Group Report

Mr. Bridges provided an update on recent Work Group initiatives and offered a preview of agenda topics for this afternoon's meeting. His PowerPoint presentation can be viewed [here](#).

He also announced that the Institute for Transportation Research will hold a Bicycle and Pedestrian Count Training Workshop at the Charlotte-Mecklenburg Government Center on Tuesday July 7.

5c. Upcoming Issues

Norm Steinman provided an update on the May 21 public meeting on the Mount Holly Road Thoroughfare Plan Amendment. He explained that there were 15-20 citizens that attended the meeting, and three letters have been received on the proposed amendment. Mr. Cook explained that the

recommended thoroughfare plan amendment will be considered for action at the July TCC and MPO meetings.

Candice Leonard stated that an agenda item will be added to the Joint TCC/Joint Use Task Force meeting agenda on July 9 regarding the Eastern Circumferential alignment in the vicinity of the Reedy Creek Nature Preserve. She explained that a proposed expansion of the nature preserve and a storm water restoration project are impacting the alignment for this segment of the Eastern Circumferential.

Ms. Ashley inquired about the \$9.4 million of STP-DA funds that was reserved for small operations projects. Mr. Burke explained that staff will start a process to develop a strategy for prioritizing and programming these funds in the near future. He explained that this process will begin as a topic on an upcoming Transportation Staff meeting.

6. Adjourn: Mr. Pleasant determined that the agenda had been adequately completed and adjourned the meeting at 11:17 a.m.

Amendment to Existing STIP FY2012-2023

County	Route/City	ID Number	Location/Description	Length	Total Proj		Prior Years		FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
					Cost (Thou)	Cost (Thou)	Funds									
Mecklenburg	Charlotte Area	TE-4901	Fixed Guideway, Blue Line Extension - Plans,	9.3	1160084	350829	FNS	100000	115000	100000	59235					
	Transit System		Deisgn, Acquisition, Construction, TIFIA Loan				S	25000	25000	25000	25000	25000	25000	25000	25000	16328
							L	29586	214107							
LOCAL FUNDING IN FY2016 INCLUDES FEDERAL TIFIA LOAN TO CITY OF CHARLOTTE FOR \$180M																

RESOLUTION

**ADOPTING AN AMENDMENT TO THE CHARLOTTE REGIONAL TRANSPORTATION
PLANNING ORGANIZATION METROPOLITAN TRANSPORTATION IMPROVEMENT
PROGRAM FOR FY2012-FY2018**

A motion was made by _____ and seconded by CRTPO Member _____ for the adoption of the resolution, and upon being put to a vote was duly adopted.

WHEREAS, the Charlotte Regional Transportation Planning Organization has adopted the 2040 Metropolitan Transportation Plan that includes the transit elements previously adopted by the Metropolitan Transit Commission; and

WHEREAS, the Charlotte Regional Transportation Planning Organization has reviewed the FY2012-2018 Transportation Improvement Program and found the need to amend it to accurately reflect the funding and financing sources for the LYNX Blue Line Extension Project; and

WHEREAS, in order to successfully apply for an Federal Transportation Infrastructure and Finance Innovation Act (TIFIA) loan, correct source of funds and corresponding years must be reflected in the Transportation Improvement Program; and

WHEREAS, the requested revision to TIP project TE-4901 (LYNX Blue Line Ext.) is as follows:

Existing TIP

Source	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FNS	100000	100000	100000	74235				
STATE	25000	25000	25000	25000	25000	25000	25000	16328
LOCAL	29586							

Modify TIP

Source	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FNS	100000	115000	100000	59235				
STATE	25000	25000	25000	25000	25000	25000	25000	16328
LOCAL	29586	214107						

Local Funding in FY2016 includes Federal TIFIA Loan to City of Charlotte for \$180M

WHEREAS, the proposed project is included in the conforming *2040 Metropolitan Transportation Plan* (which has a planning horizon year of 2040), and meets all the requirements in 23 CFR 450.

NOW THEREFORE BE IT RESOLVED by the Charlotte Regional Transportation Planning Organization that the FY2012-FY2018 Metropolitan Transportation Improvement Program for the Charlotte, NC-SC Urbanized Area is amended as listed above on this the 15th day of July, 2015.

Signature of MPO Chairman

MPO Secretary Signature



U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

SENT BY ELECTRONIC MAIL

HEPP-0515-M445-0008

Subject: **ACTION**: Authority to Obligate Funds

Date: May 20, 2015


From: Kenneth N. Petty II
Director, Office of Planning

In Reply
Refer to: HEPP-10

To: John F. Sullivan, III P.E.
Division Administrator
Raleigh, NC

Elissa K. Konove
Chief Financial Officer
Office of the Chief Financial Officer

This memorandum allocates \$200,000 to the North Carolina Department of Transportation (NCDOT) to conduct a Greater Charlotte Regional Freight Mobility Plan in North Carolina and South Carolina to be conducted by the Centralina Council of Governments (Centralina COG) on behalf of the Charlotte Regional Transportation Planning Organization, Gaston-Cleveland Lincoln Metropolitan Planning Organization, Rock Hill-Fort Mill Area Transportation Study, Rocky River Rural Planning Organization, and several local governments. The study will assess the current state of truck and rail freight system operations, identify ways to effectively prioritize and address future freight needs, identify links that connect the mobility of freight modalities to regional economic development goals and address key opportunities, and align recommendations and action steps for regional partners. The development of a Greater Charlotte Regional Freight Study will guide the region's efforts to develop a 2050 regional freight system that adequately supports key industry clusters in Advanced Manufacturing and Logistics.

By copy of this memorandum, we are requesting that the FHWA Office of Financial Management, Office of the Chief Financial Officer, make \$200,000 available for obligation by NCDOT/Centralina COG using FY 2014 funds. The funds should be obligated through the Fiscal Management Information System using program code M445 and paid through the State's current billing. The State's obligation limitation will be increased by the amount of this allocation. The Federal share of this project shall not exceed 80 percent. The State should obligate these funds by September 4, 2015. These funds are specifically allocated for this effort and may not be used for other purposes.

Jody McCullough is the Office of Planning's contact for this effort and can be reached at jody.mccullough@dot.gov or 202-366-5001. Local contacts are Loretta Barren with the FHWA

North Carolina Division Office who can be reached at loretta.barren@dot.gov or 919-747-7025 and Michelle Nance with Centralina COG who can be reached at mnance@centralina.org or 704-348-2709. Please send a copy of the final statement of work and project agreement to Jody McCullough (HEPP-10) and Deborah Johnson (HEPH-40).

**Comments on the Criteria Scoring Guide of the
Transportation Alternatives Program, CRTPO
by the Central Piedmont Group, Sierra Club**

June 29, 2015

The Sierra Club commends the Bike & Pedestrian Workgroup of the CRTPO for their considerable effort and the strong resulting document to guide the selection of bicycle and pedestrian projects. We hope there will be many occasions to apply such a tool.

We also would like to offer some suggestions on improving the guide.

In order to function effectively as an evaluation tool, the objective outcome of the guide must be clearly stated, and it is not. At one point, it says *“the evaluation categories generally support transportation goals of the MPO as identified in the Metropolitan Transportation Plan.”* But when looking at the 8 example eligible project types, only the first, and maybe one or two others, can be considered as supporting transportation goals, especially alternative transportation goals. The other types relate to 1) historical & cultural and 2) environmental & aesthetic objectives, including mitigation of problems emanating from highways. The 17 criteria seem to universally apply the bicycle and pedestrian related projects, and we support that focus. There is a need to identify a process for allocation among three groupings of project types, even if it's a percentage assignment. Then this guide can be directed at the selection of bicycle and pedestrian related projects as to their ability to support the alternative transportation goals of the CRTPO. If this guide must be applicable to all project types, additional criteria are likely needed and we prefer that the other types be given low scores.

The four big picture categories of Connectivity & Place-Making, Feasibility & Cost, Safety, and Health & Environment, seem generally appropriate although there is no clear statement on how their scores will be summed up. Three generally describe benefits, and one costs, so it might make sense to use the scores in presenting a benefit/cost factor for each project, with some attention to weighting of the factors. Further considerations follow, taking each of the major categories in turn.

Connectivity and Place Making. This is probably the most significant category, and yet the metric is both complex and arbitrary. The point of identifying destinations would appear to be their influence on trip generation. We suggest going straight to that consideration, starting by renaming it **Trip Generation and Connectivity**. So all of the sub-criteria should be viewed in terms of their impact on the number of trips that will occur on the completed project. It would be necessary to define a corridor such as set distances on each side of the route in which trip

generators would be identified. For example, 2 miles for bicycles and 3/4 mile for pedestrians. The current “interest” levels can be eliminated. Identify trip generators, including residential areas and concentrated destinations, existing and planned, along the project route. There should be more attention to defining what would be termed a destination. How big of a cluster of stores gets evaluated? How do density and the mix of uses factor in? Perhaps additional multipliers could be added. Then apply trip generation values from the Institute for Transportation Engineers for all modes (assuming all trips are candidates for conversion)¹. The already developed Accessibility Multiplier could then be used to convert the total trip values to scores. Continuing under the renamed Trip Generation category, the Directness measure may be better redefined to measure the quality of the connection between the destination and the route. Connectivity is critical and if the Trip Generation approach is used, there is an issue with how a transit station should be fairly counted, because there should be a separate score for transit connectivity, even though it is a trip generator. Also consider an increase to weighting connectivity. Public Significance seems oddly named, and since it means “Is the project included on an existing plan?”, it should just be stated that that is an absolute requirement and not be part of the scoring. Place Making Amenities could be looked at as to their effect on trip generation. Demonstrated Need/Desire seems nebulous, but if kept, should be given a low score.

Safety. The first two criteria are the critical ones for this category and they could be labeled simply Challenges and Benefits. It would be helpful to include as many examples as possible that should be scored as Challenges. Some that could be included are blind intersections, narrow riding lanes and various road hazards. The challenge scores should be negative. The next criteria could also benefit from more examples such as countdown signals, sidewalk coverage in the walkshed, lighting and signage. The traffic calming criteria is unclear, and if some detail were added to the description, it could allow for a more refined scoring range. The final criteria, the AADT of affected roadways, seems questionable. The basic intent seems clear, but how does it serve the purpose of choosing the best bicycle or pedestrian project? The road volumes are outside of the project and not usually subject to control by a project, and there could be several roads involved.

Health and Environment. The first criterion is an extension of trip generation, as identified for the first category, but the benefit is not environmental only. This one might aim to compute (estimate?) the emissions avoided by bicycling or walking, but that would require that middle

¹ The ITE acknowledges that their manual is most appropriate for suburban projects and less so for urban applications. It may be adequate for this use, or other options may be available such as this [Smart Growth Trip-Generation Adjustment Tool](#) developed at the Institute of Transportation Studies at UC Davis. Other tools may be found in this [Innovative MPO Guidebook](#) from Transportation for America.

step of determining vehicle trip diversion which is a fairly complex calculation. Would it suffice to apply a static multiplier to represent mode share? The criterion of Environmental Justice might be improved by devising a more rigorous metric. For example, using the mapping tool referenced, award points for the percentage ranges of majority minority neighborhoods given access by the project. Detail could be added by incorporating the percent minority of individual neighborhoods into the calculation. Environmental Quality also deserves a more extensive example list. Consider: impervious surfaces, rain gardens along the route, avoidance of wildlife habitat. Give a point per feature.

Feasibility and Cost. It would be beneficial to add some robustness to this metric. Start with the total estimated project cost, maybe even including right-of-way. Show all offsets to that total, such as ROW already secured and potential ROW donations. The Recreational Trails Program (RTP), a subcategory of the TAP, seems to be more flexible as to what can be considered for a local match. It may include ROW, and does include planning, services, materials and outside donations. The offsets could be for the federal or non-federal components. This entire subject should be carefully gone over by legal experts. All of this will result in a total cost to the CRTPO and it could then be converted to a score according to the scale in the Funding Requested criteria.

The guide does not identify a method for final compilation of scores. We suggest consideration of an alternative approach that would provide a simplified Benefit/Cost calculation:

$$\text{Project Score} = \frac{\text{Trip Generation score} + \text{Safety score} + \text{Health and Environment score}}{\text{Requested Cost score}}$$

This method would require changing the scoring for cost from its inverted structure to a direct one. Either method would benefit by assigning weights to the components in the numerator. Such a Project Score would provide decision makers with a better measure of the value of the proposed project. Criteria weighting was one feature used in another prioritization process described in this report: http://www.virginiadot.org/vtrc/main/online_reports/pdf/08-r8.pdf

For the Central Piedmont Group, Sierra Club

Roger Diedrich, Transportation Chair
10128 Vanguard Parkway
Huntersville, NC, 28078
rdiedrich@roadrunner.com

CRTPO Bicycle & Pedestrian Work Group
July 9, 2015, 2:00 – 4:00PM
CMGC 8th Floor – Innovation Station

Agenda

1. Introductions

2. Community Updates – What's New?

3. **SPOT 4.0 Bicyclist & Pedestrian Project Submittal**
Neil Burke – Decide on methodology for project submittal

4. **BPWG Brochure**
Consider format, topics, information for potential brochure

5. Other Topics, Looking Forward
 - a. Future Meeting Schedule
 - b. Additional Work Group Membership

