

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, August 6, 2015
10:00 a.m.-Noon

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

August 6 TCC ACTION ITEMS:

1. 2016-2025 DRAFT Transportation Improvement Program
2. Prioritization 4.0
3. John Kirk Road Thoroughfare Plan Amendment
4. Transportation Alternatives Program Methodology

CRTPO Staff Contact:

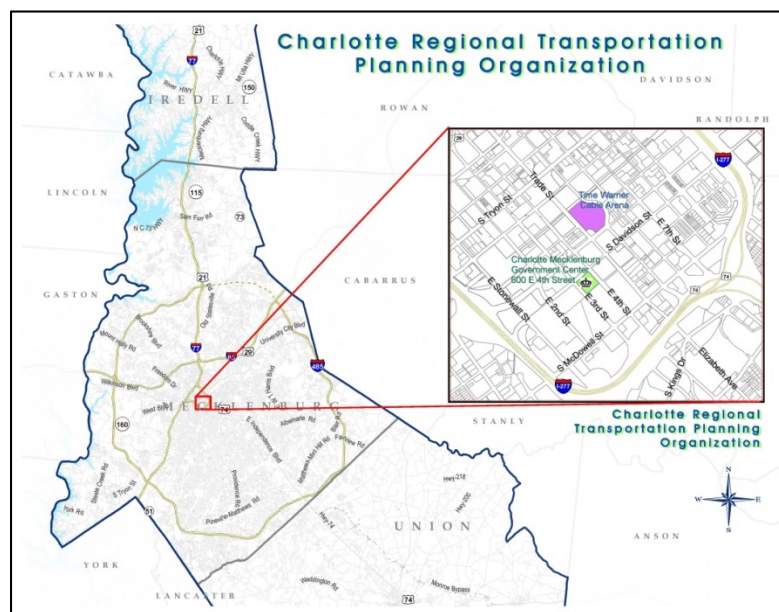
Neil Burke, AICP, PTP
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Title VI Policy

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).



TECHNICAL COORDINATING COMMITTEE MEETING AGENDA

Thursday, August 6, 2015 | 10:00 a.m.

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

1. **WELCOME (5 minutes)** **Danny Pleasant**

 - a. Introductions
 - b. Adoption of Today's Agenda
2. **CONSENT AGENDA (5 minutes)** **Danny Pleasant**

 - a. Approval of July 9, 2015 TCC Minutes
3. **TCC BUSINESS (40 Minutes)**

- a. **2016-2025 Transportation Improvement Program** **Neil Burke**
ACTION REQUESTED: Recommend to the MPO that it:

- Find that the 2016-2025 Transportation Improvement Program and the amended 2040 Metropolitan Transportation Plan are in compliance with the provisions of the Clean Air Act amendments of 1990, and the Moving Ahead for Progress in the 21st Century Act (MAP-21);
- Adopt the 2016-2025 Transportation Improvement Program;
- Adopt amendments to the 2040 Metropolitan Transportation Plan.

BACKGROUND: See attached memorandum.

ATTACHMENTS: DRAFT TIP Memorandum, Resolutions, DRAFT TIP Financial Plan can be viewed [here](#).

- b. **Prioritization 4.0** **Neil Burke**
ACTION REQUESTED: Recommend to the MPO that it consider endorsing the list of project scope changes and a project deletion for P4.0.

BACKGROUND:

- Two TCC Work Sessions have been held on July 13 and August 3 to develop the list of highway projects that will be evaluated in P4.0. A third meeting is scheduled for August 17.
- Participants have identified one P4.0 re-score highway project that can be removed from the SPOT database, which gives CRTPO an additional project submittal.
- Participants agreed that 26 of the proposed 45 projects identified for deletion from the SPOT database do not need to be considered for resubmittal.

- *A call for new bicycle and pedestrian projects will end on Friday, July 31. The Bicycle and Pedestrian Work Group will review the new project submittals at their August 6 meeting.*

ATTACHMENTS: *List of Prioritization 4.0 Project Scope Changes and Deletion*

- c. **John Kirk Road Thoroughfare Plan Amendment** **Steve Blakley**
ACTION REQUESTED: *Recommend to the MPO that it consider approving following modifications to the Thoroughfare Plan:*

- *Modify the classification from major thoroughfare to minor thoroughfare; and*
- *Reconfigure the intersection of John Kirk Road and Cameron Blvd to introduce a 90-degree turn on John Kirk Road, and establish Cameron Boulevard as a through movement.*

BACKGROUND: *See attached memorandum.*

ATTACHMENTS: *Memorandum and maps.*

- d. **Transportation Alternatives Program Methodology** **Curtis Bridges**
ACTION REQUESTED: *Endorse the Final Draft TAP Methodology, and recommend that the MPO adopt the TAP Criteria Scoring Guide and Methodology.*

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.*
- *In order to use TAP funds, each MPO must adopt a project ranking methodology specific to TAP, which identifies and scores targeted project criteria.*
- *The TCC charged the Bicycle & Pedestrian Work Group (BPWG) with developing the project ranking methodology for ultimate adoption by the MPO.*
- *The BPWG has completed a final draft of the methodology, incorporating both input from TCC members and public comment.*

ATTACHMENTS: *Draft TAP Criteria Scoring Guide*

4. **TCC INFORMATION REPORTS (15 Minutes)**

- a. **Bonus Allocation Subcommittee Process Changes** **Robert Cook**
BACKGROUND:

- *The Bonus Allocation Subcommittee emerged from the I-77 HOT Lanes Tech Team and was formed to prepare a list of projects to be recommended for funding with bonus allocation funds resulting from the I-77 HOT lanes project.*
- *The Subcommittee later took on the task of preparing recommendations on STP-DA project funding.*
- *The completion of the bonus allocation and STP-DA allocation processes presents an opportunity to reconstitute the Subcommittee to serve new, but related, functions.*

- *The attached document was prepared by staff in consultation with several Bonus Allocation Subcommittee members.*

ATTACHMENT: *Proposed Bonus Allocation Subcommittee changes*

b. **CONNECT/2045 MTP Linkage**

Robert Cook

BACKGROUND:

- *The CONNECT process resulted in tools and resources with potential application to the 2045 MTP.*
- *An ad hoc work group was assembled with the objective of developing an inventory of strategies and recommendations aimed at identifying CONNECT products that could reasonably be used during the preparation of the 2045 MTP.*
- *The effort also considered ways in which future CONNECT processes could be tailored to serve the MTP.*
- *The presentation will review the work group's findings and discuss next steps.*

ATTACHMENT: *CONNECT/MTP Linkage Work Group Report can be viewed [here](#).*

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

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

**NCDOT Staff
Curtis Bridges**

6. **ADJOURN**

CRTPO TECHNICAL COORDINATING COMMITTEE
Summary Meeting Minutes
Combined Meeting with Joint Use Task Force
Charlotte-Mecklenburg Government Center
Room CH-14
July 9, 2015

Voting Members: *Vice-Chair* – Joe Lesch (Union County), Norm Steinman – alt for Danny Pleasant (CDOT), David McDonald (CATS), Jack Christine (C-D International Airport), Becky Chambers – alt for Dan Leaver (Charlotte E+PM), Jonathan Wells – alt for Ed McKinney (C-M Planning), Andrew Grant (Cornelius), Travis Johnson (Davidson), Bill Coxe (Huntersville), Adam McLamb – alt for Scott Kaufhold (Indian Trail), Matthew Todd (Iredell County), Fern Shubert (Marshville), 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 Tippet (Bicycle Focus 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), Gareth Johnson (C-M Planning), Bryman Suttle (C-M Planning), Andy Grzymiski (CDOT), Matt Magnasco (CDOT), Scott Cole (NCDOT – Div. 10), Brett Canipe (NCDOT-Div. 10), Jeff Sloop (NCDOT), Stuart Basham (NCDOT – Div. 10), Lee Ainsworth (NCDOT- Div. 10), Loretta Barren (FHWA), Sushil Nepal (Huntersville) Kathy Ingrish (Matthews), Jim Loyd (Monroe), John Ferguson (Statesville Airport)

Joint Use Task Force: Kevin Brickman (Mecklenburg County Park & Rec), Robert Drayton (Charlotte E+PM), Michael Hensley (County Manager’s Office), Peggy Hey (Charlotte-Mecklenburg Schools), Mike Hoy (Charlotte E+PM), Jason Hunt (Stormwater), Peter Jareo (Charlotte-Mecklenburg Library), Lee Jones (Mecklenburg County Park & Rec), Greg Long (CPCC), Jennifer Morell (Mecklenburg County Real Estate), Kenneth Myers (Mecklenburg County Finance), Tim O’Brien (Charlotte E+PM), Erin Bayer Smith (Mecklenburg County Health)

Guests: Bill Thunberg (LNTC), Roger Diedrich (Sierra Club), Meg Fencil (Sustain Charlotte), Billy Packer, Todd Steiss (PB), Steve Blakley (Kimley-Horn), Anthony Tagliaferri (VHB), Radha Swayampakala (RS&H), Justin Carroll (STV), Nikki Honeycutt (STV)

1. Introductions and Overview

Joe Lesch opened the combined meeting at 10:00 a.m. TCC, Joint Use Task Force (JUTF) members and guests introduced themselves.

Mr. Lesch provided an overview of the TCC’s roles and responsibilities.

Bryman Suttle provided an overview of the JUTF roles and responsibilities, explaining that this group was established to evaluate the feasibility of joint opportunities to pursue capital projects throughout Mecklenburg County. Mr. Suttle explained that it is important for the TCC and JUTF to

understand the long-term transportation and land use implications of decisions throughout the region.

Combined TCC/JUTF Agenda

2a. Charlotte-Douglas International Airport Master Plan Update

Presenter: Jack Christine, C-D International Airport

Summary:

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

- The Charlotte Airport is conducting a Master Plan that evaluates current passenger levels and enplanements as well as a 20-year forecast to determine future facility needs.
- 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.
- In 2014, there were approximately 22 million enplanements at the airport, with approximately 75% transferring planes, and not exiting the airport.
- The operations within the terminal and on the airfield are currently at capacity. Delays will deter future airline operations expansions at the airport.
- A proposed parallel runway and the expansion of the taxiway system would require a realignment of West Boulevard. It is anticipated that this expansion would be undertaken within the next 10-12 years.
- An 8-10 gate expansion of Terminal A on the site of the old rental car lot is planned to begin next spring.
- A reconstruction of the double-decked terminal curb front from three lanes to eight lanes in each direction is anticipated to begin construction within the next two years.

Bill Coxe asked if local passenger growth would eventually outpace the rate of connecting passengers. Mr. Christine explained that local growth has outpaced connecting growth throughout the past four years, and he anticipates a steady increase in local enplanements as the metropolitan area continues to grow.

Mr. Coxe inquired about the surface transportation improvements that would be required to handle the additional growth. Mr. Christine explained that the new connector roadway from I-85 via Little Rock Road has provided immediate relief, and the next priority would be the grade separation of Little Rock Road and Wilkinson Boulevard. He added that additional improvements will be needed on the Wilkinson Boulevard corridor to accommodate additional freight volumes associated with the intermodal terminal.

Scott Cole inquired about the feasibility of advancing the two Billy Graham Parkway TIP projects at Morris Field Drive and West Boulevard given the expansion of the fifth runway. Mr. Christine explained that the fifth runway would be grade separated over West Boulevard, and the proposed interchange at Billy Graham Parkway would involve a significant change in elevation. He acknowledged that coordination will be needed between the airport, CDOT, and NCDOT to coordinate both projects. Mr. Christine explained that the runway expansion would terminate Morris Field Drive west of Billy Graham Parkway, and this area would then be served by Airport Drive, eliminating the need for a grade separation in this location.

Dick Winters inquired about the airport's planning for other modes of transportation. Mr. Christine explained that the airport has preserved the ability to include an intercity train station adjacent to the intermodal yard, however; he admitted this is a long range goal. Mr. Christine also mentioned that airport staff is discussion with CATS about a fixed guideway service between the airport and Uptown Charlotte. He explained that this is a long range goal as well with additional discussion and study required.

2b. Eastern Circumferential Discussion

Presenter: Candice Leonard

Summary:

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

- An “outer loop thoroughfare” was first proposed in 1977, and the Eastern Circumferential first appeared on a thoroughfare plan in 1983.
- In 1989, an alignment study was conducted for the Eastern Circumferential and recommendation was approved by the TCC.
- A detailed design study of the Eastern Circumferential was completed by CDOT and MUMPO in 2006.
- Ms. Leonard explained several of the issues that affect the current alignment of the Eastern Circumferential adjacent to Reedy Creek Park.
 - 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.

Ms. Leonard concluded her presentation by engaging the TCC and JUTF to discuss the methods in which alignment alternatives can be developed to minimize the conflict from this project, and for future endeavors.

Mr. Coxe emphasized the importance of the right-of-way reservation component of the thoroughfare plan/CTP and expressed concern property acquisitions occurring prior to the discussion of potential conflicts with the TCC and the JUTF. He added that the Eastern Circumferential alignment replaced a previous version of the old Outer Loop (I-485) alignment when a Final EIS concluded that the freeway should be moved to the other side of Mint Hill. The MPO took action on this modification twice.

David McDonald stated there is a need for regular updates to the TCC from the JUTF regarding significant capital infrastructure decisions that may impact future thoroughfare alignments. He added that when the thoroughfare planning process is subverted, alignment alternatives tend to have greater impacts on the existing built environment.

Chris Matthews stated that Mecklenburg County Park and Recreation is willing to work with the TCC and JUTF on alignment alternatives, but the effort also needs to consider the impact to natural resources and impacts to the Reedy Creek Park. He explained that Mecklenburg County acquired the property for the park expansion to allow for the expansion of this facility before residential and commercial growth makes this impossible. Mr. Coxe responded that Mecklenburg County Park and Recreation should be open to the opportunity to consider a roadway alignment to traverse through a park without having negative impacts to the parks use or the environment.

3. Adjourn Combined TCC/JUTF Meeting

Mr. Lesch adjourned the combined meeting at 10:55 and called the TCC meeting to order.

4. Adoption of the Agenda

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

5. Consideration of Consent Agenda

Mr. Lesch explained that the consent agenda for the July meeting contained two items. The first item was the June TCC meeting minutes, and the second item was the consideration of approval for the approval of LYNX Blue Line Extension (TE-4901) TIP Amendment that was presented to the TCC as an information report at the June meeting.

Motion:

Mr. Coxe made a motion to adopt the consent agenda. Anil Panicker seconded the motion. The motion passed unanimously.

TCC BUSINESS ITEM

6a. FY 2016 Unified Planning Work Program Amendment

Presenter: Robert Cook

Summary/Action Requested:

Mr. Cook stated that an amendment to the FY 2016 UPWP was necessary because FHWA has allocated \$200,000 to NCDOT to support the Regional Freight Study. He explained that the FHWA North Carolina Division Office has requested that CRTPO be the recipient of the funds.

Motion:

Fern Shubert made the motion to approve the amendment to the FY 2016 UPWP to include \$200,000 from FHWA to support the Regional Freight Study. Sherry Ashley seconded the motion. Upon being put to a vote, the motion passed unanimously.

TCC Information Reports

7a. CMAQ Project Assessment

Presenter: Robert Cook

Summary:

Mr. Cook explained that NCDOT is seeking a call for new CMAQ projects. He then provided the following background information:

- 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. Over 30 projects were submitted and six projects were approved for funding. The anticipated \$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 and found that there is \$2.8 million left to spend.
- The reason for the surplus is that projects were either pursued with other funding sources, or have been delayed.

Mr. Cook explained that the programming of the additional \$2.8 million in CMAQ funds should go to the 21 unfunded CMAQ projects. He explained that this will be an agenda item on an upcoming Transportation Staff Meeting.

7b. 2016-2025 Transportation Improvement Program

Presenter: Neil Burke

Summary:

Mr. Burke provided of a summary of the following ongoing activities associated with the DRAFT TIP:

- 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.
- A summary of public comments received to date was conducted, and Mr. Burke stated that 38 comments regarding the I-77 Managed Lanes project had been received.
- The July 15 MPO meeting will serve as an opportunity for residents to comment on the DRAFT TIP.

7c. Prioritization 4.0

Presenter: Neil Burke

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:

- A TCC work session will be held on Monday, July 13 to determine the highway projects to be evaluated during P4.0. This will be the first of three meetings.
- An overview of the bicycle and pedestrian projects that were evaluated during P3.0 was presented.
- The bicycle and pedestrian projects that are to be removed prior to P4.0 were reviewed.
- Mr. Burke presented two options to the TCC regarding the submission of bicycle and pedestrian projects in P4.0.
 - The first option was to re-submit the eight projects recommended for deletion, and submit 12 new projects.
 - The second option was to submit 20 new projects.
- He indicated that the Bicycle and Pedestrian Work Group would serve in an advisory role to the TCC in terms of developing a strategy and identifying the projects to submit in P4.0.

Mr. Lesch asked how the twenty new submittals for the highway mode would be determined for P4.0. Mr. Burke explained that it is a staff preference to consider those projects that are within the 2040 MTP fiscally constrained plan, but he indicated that a consensus-based decision will be needed by the TCC on this issue.

7d. Transportation Alternatives Program Public Comment Update

Presenter: Curtis Bridges

Summary:

Mr. Bridges explained that the 21-day public comment period on the TAP methodology began on June 8 and ended on June 29th. One formal public comment was received from a representative of the Sierra Club. Mr. Bridges stated that the CRTPO website has a new TAP webpage that can be viewed by clicking [here](#). He closed the presentation by reviewing a schedule, indicating that a tentative call for projects is anticipated in the August-September timeframe.

OTHER REPORTS

8a. NCDOT Report

Stuart Basham from NCDOT-Division 10 provided an update on the following projects:

- The signalization of the northbound I-77 off-ramp at Sunset Road has been completed, and operations have improved at this intersection.
- The contract for the I-485 and Oakdale Road interchange has been let and construction should begin in August, with an anticipated completion date in November of 2016.

David Keilson from NCDOT-Division 12 provided an update on the I-40 and I-77 (I-3819) project in Statesville.

8b. 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.

8c. Upcoming Issues

Megan Green announced that Mecklenburg County will host a Clean Commute Race to the Beach from July 13 through August 23. Additional information can be found [here](#).

Ms. Leonard stated that a public meeting will be held on Thursday, July 9 regarding the John Kirk Drive Thoroughfare Plan amendment at McKnight Hall on the UNC-Charlotte campus.

Mr. McDonald announced that the CityLynx Gold Line Phase one will begin regular service on July 14.

Mr. Lesch wished Louis Mitchell well in his deployment to military school for the next several months.

9. Adjourn: Mr. Lesch determined that the agenda had been adequately completed and adjourned the meeting at 12:00 p.m.

DRAFT

TO: Technical Coordinating Committee Members

FROM: Neil Burke, AICP, PTP
Senior Principal Planner

DATE: July 27, 2015

SUBJECT: 2016-2025 Transportation Improvement Program

REQUESTED ACTION

- Find that the 2016-2025 Transportation Improvement Program and the amended 2040 Metropolitan Transportation Plan are in compliance with the provisions of the Clean Air Act amendments of 1990, and the Moving Ahead for Progress in the 21st Century Act (MAP-21);
- Adopt the 2016-2025 Transportation Improvement Program;
- Adopt amendments to the 2040 Metropolitan Transportation Plan.

PUBLIC INVOLVEMENT

Comment Period

The TIP public comment period began on July 1 and will end on July 31.

E-Mail Notification

CRTPO's extensive e-mail address database was used to provide notification of the start of the comment period. The database includes public and private sector agencies that may have an interest in transportation-related matters, as well as the general public.

Public Comment

The July 15 MPO meeting served as an opportunity for public comment on the DRAFT TIP and related documents. Nineteen residents spoke in opposition to the I-77 Express Lane Project (I-5405, I-4750). This project was amended into the existing 2012-2018 TIP at the May 22, 2013 MPO meeting, and the I-77 Express Lane project is currently shown as a transition project in the DRAFT 2016-2025 TIP.

Website

All relevant documents were posted on CRTPO's website and can be viewed [here](#).

Media Release

A media release was prepared and sent to all media outlets in the Charlotte region providing notification of the comment period and public meetings.

COMMENTS RECEIVED

As of July 30, over 700 public comments have been received. The majority of these public comments are expressing opposition to the I-77 Express Lane project.

NEXT STEPS

The TCC's recommendation will be presented to the MPO at its August 19 meeting for final action on the 2016-2025 TIP, 2040 MTP amendments and air quality conformity determination.

Resolution Finding the Charlotte Regional Transportation Planning Organization 2016-2025 Transportation Improvement Program and Amended 2040 Metropolitan Transportation Plan in Compliance with the Provisions of the Clean Air Act Amendments of 1990 and the Moving Ahead for Progress in the 21st Century Act

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

WHEREAS, the Charlotte Regional Transportation Planning Organization (CRTPO) is the duly recognized decision making body of the 3-C transportation planning process for the Charlotte Urban Area; and

WHEREAS, the CRTPO Amended 2040 Metropolitan Transportation Plan meets the planning requirements of 23 CFR Part 450.322; and

WHEREAS, the 2016-2025 Transportation Improvement Program is a direct subset of the Amended 2040 Metropolitan Transportation plan; and

WHEREAS, the United States Environmental Protection Agency (USEPA) designated the CRTPO as a marginal nonattainment area for the 2008 ozone standard effective on July 20, 2012, and Maintenance for CO on September 18, 1995 (currently under a CO limited maintenance plan effective July 22, 2013); and

WHEREAS, the transportation conformity analysis of the CRTPO 2016-2025 Transportation Improvement Program is based on the most recent estimates of population, employment, travel, and congestion; and

WHEREAS, the 2016-2025 Transportation Improvement Program is financially constrained; and

WHEREAS, there are no transportation control measures in the North Carolina State Implementation Plan (SIP) that pertain to the CRTPO; and

WHEREAS, the most recent vehicle emissions model was used to prepare the quantitative emissions analysis; and

WHEREAS, those projects and programs included in the CRTPO 2016-2025 Transportation Improvement Program contribute to annual emissions reductions as shown by the quantitative emissions analysis; and

NOW, THEREFORE BE IT RESOLVED, that the Charlotte Regional Transportation Planning Organization finds that the 2016-2025 Transportation Improvement Program and amended 2040 Metropolitan Transportation Plan conform to the purpose of the North Carolina State Implementation Plan (or interim emissions tests, in areas where no State Implementation Plan is approved or found adequate by USEPA) in accordance with Clean Air Act as Amended (CAAA), and the Moving Ahead for Progress in the 21st Century act (MAP-21).

I, Sarah McAulay, CRTPO Chairwoman, do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the Charlotte Regional Transportation Planning Organization duly held on the 19th day of August 2015.

Sarah McAulay, Chairwoman

Robert W. Cook, Secretary

**RESOLUTION ADOPTED BY THE CHARLOTTE REGIONAL
TRANSPORTATION PLANNING ORGANIZATION ADOPTING
AMENDMENTS TO THE 2040 METROPOLITAN TRANSPORTATION PLAN**

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

WHEREAS, the Charlotte Regional Transportation Planning Organization (CRTPO), and the North Carolina Department of Transportation are actively involved in transportation planning for the urban area; and

WHEREAS, the CRTPO has an existing 2040 Metropolitan Transportation Plan adopted in April 2014; and

WHEREAS, the CRTPO is the duly recognized transportation decision making body for the 3-C transportation planning process in the Charlotte Urban Area as required by 23 CFR Part 134; and

WHEREAS, the CRTPO has prepared amendments to the 2040 Metropolitan Transportation Plan; and

WHEREAS, the amendments are a result of project schedule changes proposed in the 2016-2025 Transportation Improvement Program; and

WHEREAS, it is recognized that the proper movement of traffic within and through the CRTPO is a highly desirable element of the Metropolitan Transportation Plan for the orderly growth and development of the Urban Area; and

WHEREAS, the Metropolitan Transportation Plan has at least a 20 year horizon year and is fiscally restrained as required by 23 CFR Part 450.322; and

WHEREAS, the public has had the opportunity to review and comment on the Metropolitan Transportation Plan amendments in accordance with the adopted Public Involvement Plan; and

NOW THEREFORE, be it resolved that the Charlotte Regional Transportation Planning Organization approves the amendments to the 2040 Metropolitan Transportation Plan.

I, Sarah McAulay, CRTPO Chairwoman, do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the Charlotte Regional Transportation Planning Organization duly held on the 19th day of August 2015.

Sarah McAulay, Chairwoman

Robert W. Cook, Secretary

**A RESOLUTION ADOPTING THE
CHARLOTTE REGIONAL TRANSPORTATION PLANNING ORGANIZATION
FY 2016-2025
TRANSPORTATION IMPROVEMENT PROGRAM**

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

WHEREAS, the Moving Ahead for Progress (MAP-21) legislation requires all Metropolitan Planning Organizations to develop and maintain a Metropolitan Transportation Improvement Program; and

WHEREAS, the Charlotte Regional Transportation Planning Organization (CRTPO) 2016-2025 Transportation Improvement Program is a direct subset of the 2040 Metropolitan Transportation Plan and is financially constrained (23 CFR Part 450.324); and

WHEREAS, the CRTPO 2016-2025 Transportation Improvement Program is in compliance with MAP-21; and

WHEREAS, the CRTPO 2016-2025 Transportation Improvement Program has been found to be in conformance with the State Implementation Plan for air quality; and

WHEREAS, the CRTPO 2016-2025 Transportation Improvement Program was reviewed by the general public in accordance with the CRTPO Public Involvement Plan.

NOW THEREFORE, be it resolved that the Charlotte Regional Transportation Planning Organization approves the FY 2016-2025 Transportation Improvement Program.

I, Sarah McAulay, CRTPO Chairwoman, do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the Charlotte Regional Transportation Planning Organization duly held on the 19th day of August 2015.

Sarah McAulay, Chairwoman

Robert W. Cook, Secretary

SPOT Database Project	STI Tier	TIP ID	SPOT ID	Description	Location	Cost to NCDOT in Millions of \$	Modification Type	Modification Description
I-40 & I-77	Statewide Mobility	I-3819B	H090018-B	Reconstruct interchange (Final Improvements).	Statesville	\$168.2	Break project into two sections	I-3819BA is the I-40/I-77 interchange improvements. I-3819BB is the improvement of the I-77 and Broad Street interchange.
I-277 (Brookshire Freeway)	Statewide Mobility	I-5405	H142127	Widen to add one HOT Lane in each direction and flyover for direct connection to HOT lanes on I-77 North of Brookshire.	Charlotte	\$79.6	Remove Project from SPOT Database	Project is incorporated into the Committed I-77 Managed Lanes Project. This project can be removed from the SPOT database.
US-74 Bypass	Statewide Mobility	R-4441	H090281	Upgrade to Freeway Standards with Bypass of Wadesboro. Monroe Bypass (R-2559) to Rockingham Bypass (R-512).	Marshville	\$741.4	Break project into multiple sections	Rocky River RPO will subdivide this project into the following sections: A. Marshville Bypass to Allied Road; B. Wadesboro Bypass (Allied Road to Camden Street); C. Camden Street to the Rockingham Bypass.
Garden Parkway	Statewide Mobility	U-3321	H129632	Construct Tolloed Limited Access Highway on New Location. I-485 in Charlotte to I-85 in Gaston County.	Charlotte Gaston County	\$318.3	Break project into multiple sections	GCLMPO will submit a section from NC 279 to Catawba River. CRTPO to submit section from I-485 to Catawba River.
NC 16 (Brookshire Boulevard)	Regional Impact	N/A	H140210	Upgrade a segment of Brookshire Blvd from an arterial to a freeway cross-section. Idaho Drive to I-85.	Charlotte	\$1.9	Update Project Description	Add westbound through lane on NC 16 between a point west of Idaho Dr. And I-85; improve I-85 northbound ramp to eastbound NC 16.
US 21/NC 115	Regional Impact	R-2522	H090112	Widen to a Multi-Lane Urban Facility. Cedar Lane to Barium Springs.	Troutman	\$15.5	Modify Project Limits	Modify Project Limits and Divide into two project segments: New project limits will be (1) Old Mountain Road (SR 1005) to Cedar Lane; and (2) Cedar Lane to I-77.
Eastway Drive & Shamrock Drive	Division Needs	U-5803	H142091	Reconfigure 5 leg skewed intersection to two 3 leg intersections.	Charlotte	\$5 Million (Charlotte Contribution) \$8 Million (cost to NCDOT) \$13 million (Total Estimated Cost)	Modify Project Cost Estimate and scope	Project was removed from the TIP due to a cost discrepancy. CDOT staff have developed a new cost estimate of \$13 million total for the project. The City of Charlotte will contribute \$5 million to the project, with \$8 million as the cost to NCDOT. The scope of this project is to reconfigure a 5-leg skewed intersection into two 3-leg intersections.

MEMORANDUM

To: Mr. Neil Burke, AICP, PTP
Charlotte Regional Transportation Planning Organization

From: Steve Blakley, PE
Dillon Turner, EIT
Kimley-Horn and Associates, Inc.

Date: July 28, 2015

Subject: John Kirk Drive Thoroughfare Amendment

Project Background: In the early 2000's NCDOT realigned Mallard Creek Church Road to establish a new intersection with NC 49. The remnant of the original Mallard Creek Church Road connection to NC 49 was renamed John Kirk Drive. The new Mallard Creek Church Road connection to NC-49 replaced the service of the old connection (John Kirk Drive) as a major thoroughfare. MUMPO (now CRTPO) has had plans to reclassify John Kirk Drive from a major thoroughfare to a minor thoroughfare; however, this has not been finalized to date.

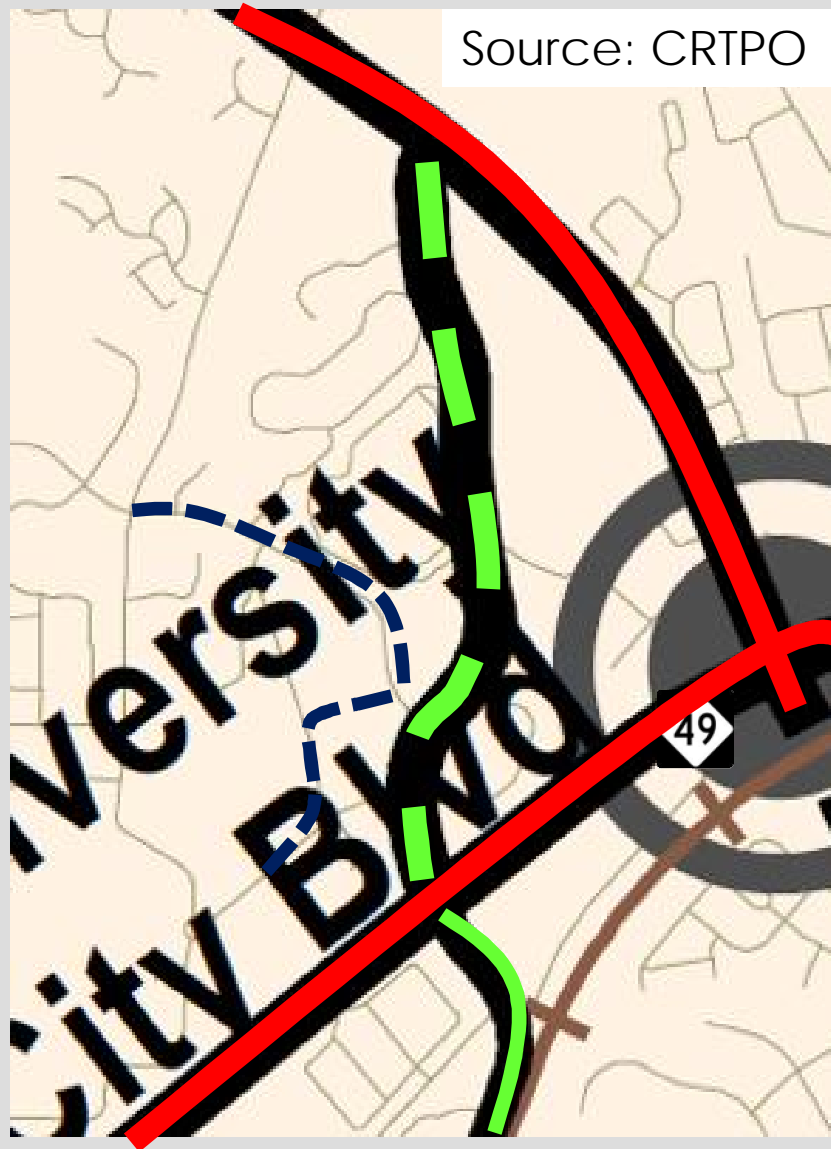
Project Purpose: The University of North Carolina at Charlotte (UNC Charlotte) has plans to intensify the land use of their East Village. The East Village of UNC Charlotte is bounded by John Kirk Drive's connection to Van Landingham Road to the south and Cameron Boulevard to the north. UNC Charlotte, Kimley-Horn, CDOT and NCDOT have analyzed and coordinated over the past 8 months to understand current and future traffic conditions in the vicinity of East Village. The results have shown that the majority of traffic, both current and future, is accessing campus along John Kirk Drive from both Mallard Creek Church Road and NC 49. Based on these findings, the consensus is to realign John Kirk Drive directly into Cameron Boulevard.

Attachments:

- Proposed Realignment
- Map of Reclassification



Source: CRTPO



LEGEND	
	Major Thoroughfare
	Minor Thoroughfare
	Proposed Minor Thoroughfare
	UNC Charlotte Road

Proposed Thoroughfare Modification



K:\D:\401305124 UNC-Chapel Hill East Village\3D CAD\3D - 03-27-2015\03-27-2015.dwg
 03/27/2015 10:52:14 AM
 1:100
 10/27/2015 10:52:14 AM
 1:100

Kimley»Horn

**EAST VILLAGE
INFRASTRUCTURE MASTER PLAN**

EAST VILLAGE
CODE 41326 ITEM 307B
PROJECT ID#131100401



DATE: 03-27-2015

100' 200' 300'
SCALE: 1" = 100'

THIS DOCUMENT, TOGETHER WITH THE CONCEPTS AND DESIGNS PRESENTED HEREIN, AS AN INSTRUMENT OF SERVICE, IS INTENDED ONLY FOR THE SPECIFIC PURPOSE AND CLIENT FOR WHICH IT WAS PREPARED. REUSE OF AND IMPROPER RELIANCE ON THIS DOCUMENT WITHOUT WRITTEN AUTHORIZATION AND ADAPTATION BY KIMLEY-HORN AND ASSOCIATES, INC. SHALL BE WITHOUT LIABILITY TO KIMLEY-HORN AND ASSOCIATES, INC.

Charlotte Regional Transportation Planning Organization

Transportation Alternatives Program Criteria Scoring Guide

August 2015

CRTPO Transportation Alternatives Program

Background

Federal legislation under the Moving Ahead for Progress in the 21st Century Act (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 Schools Funding.

As advised by the Federal Highway Administration (FHWA), in order to allocate available TAP funds, each MPO must adopt a project ranking methodology, specific to TAP, which scores projects based on targeted project criteria. This methodology is to be determined by the individual MPO, based on the MPO's funding and planning priorities, and must be reviewed by FHWA.

Funding

The amount of TAP funding available to individual MPOs in each fiscal year is determined by two factors: 50% of the funding amount is based on the population of the MPO; the other 50% of the funding is based on a general apportionment.

The Charlotte Regional Transportation Planning Organization (CRTPO) has been allocated \$1.2 million in each of fiscal years 2013, 2014, and 2015 (verified as of June 2015). CRTPO anticipates \$1.2 million annually for the duration of the current MAP-21 legislation.

The TAP program is a federal reimbursement program. Funds are available to be programmed for a period of three years after each associated fiscal year (i.e., FY 2013 funds must be programmed by FY 2016). All awarded TAP funds require a 20% state/local match. Projects using TAP funds must be added to the TIP.

Eligible Project Types

As stated above, TAP funds are available for specific project types. These project types are determined by FHWA, and generally include planning, design, or construction of projects previously eligible under the Safe Routes to School and Transportation Enhancements programs. Specific eligible project types include, but are not limited to:

- Provision of facilities for pedestrians and bicycles;
- Provision of safety and educational activities for pedestrians and bicyclists;
- Acquisition of scenic easements and scenic or historic sites;
- Scenic or historic highway programs;
- Rehabilitation and operation of historic transportation buildings, structures, or facilities;
- Preservation of abandoned railway corridors;
- Archaeological planning and research; and
- Environmental mitigation.

For a complete and detailed list of eligible project types, please reference FHWA's on-line guidance: <http://www.fhwa.dot.gov/map21/guidance/guidetap.cfm>.

Eligible Project Sponsors

Eligible project sponsors are also determined by FHWA, and include:

- Local governments;
- Regional transportation authorities;
- Transit agencies;
- Natural resource or public land agencies;
- School districts, local education agencies, or schools;
- Tribal governments; and
- Any other local or regional governmental entity with responsibility for oversight of transportation or recreational trails (other than a metropolitan planning organization or a State agency).

State DOT's and MPOs may not directly sponsor projects. In certain instances, DOT's may partner with local agencies to sponsor projects.

CRTPO's Methodology

CRTPO's Technical Coordinating Committee (TCC) and Bicycle & Pedestrian Work Group (BPWG) are responsible for development of the TAP Methodology and *Criteria Scoring Guide*. The TAP study and development process began in Fall of 2014 and concluded in Summer of 2015.

Development of the methodology began first with recognizing the constraints of TAP as a funding source. These include the eligible project types, eligible project sponsors, and the limited amount of funding available.

The next step in the process included identifying appropriate evaluation categories. The evaluation categories address "big picture" considerations and generally support transportation goals of the MPO as identified in the Metropolitan Transportation Plan. The final evaluation categories identified include Connectivity & Place-Making, Feasibility & Cost, Safety, and Health & Environment.

The next step in the process included identifying specific, quantifiable criteria which address each of the larger evaluation categories. These criteria were selected and developed with an eye on practically quantifying physical, safety, environmental, and other benefits.

While CRTPO's Bicycle & Pedestrian Work Group was charged with developing the specifics of the TAP Methodology, all TCC staff were integral to its development. Throughout the months-long process of developing the methodology and criteria, formal updates were given to TCC, regional staff, and the MPO board. TCC staff were updated, and provided direction to the process in January, March, and April of 2015. It should be noted that the BPWG is primarily staffed by TCC members. The CRTPO Policy Board was updated in September 2014 and May 2015.

TAP Criteria Scoring Guide

CRTPO's TAP methodology has culminated in the development of this document, the *Transportation Alternatives Program Criteria Scoring Guide*. The purpose of this guide is to communicate CRTPO's preferred evaluation categories and criteria in an organized fashion, and allow potential project sponsors to evaluate and score projects, and submit applications for project ranking and selection. The final Scoring Guide is a compilation of seventeen (17) criteria allocated to the four previously identified evaluation categories.

The criteria included in the Scoring Guide are carefully worded to make applying for TAP funds as intuitive as possible for potential project sponsors. The Scoring Guide is supplemented by on-line maps, documents, and guidance available on CRTPO's website, here: <http://crtpo.org/transportation-alternatives-program>.

Transportation Alternatives Program Criteria Scoring Guide

Trip Generation & Connectivity

High, Moderate, Low Interest Destinations (6-Destination Maximum)

Does the project provide access to destinations of interest? Please reference attached *Destination Descriptions*.

High Interest (5 Pts ea)	Moderate Interest (3 Pts ea)	Low Interest (1 Pt ea)
Town Center	Multi-Family Development	Low-Density Single Family
Mixed Use Center	Park-n-Ride Lot	Privately Accessible Property
Major Employment	Light Rail Stop/Transit Station	Bus Stop (Neighborhood Scale)
Transit Center	Park	Rural Road Bike Routes
School (Within 1/2 mile)	Greenway	
University/ College	Bus Stop (Community Scale)	
	Retail Center	
	Religious/Civic Center	
	Unique Destination (Please qualify "Uniqueness")	
	Health Care	
	Libraries	
	Healthy Food Options	
	Hotels	

Destination Accessibility Multiplier

Can above destination(s) be accessed by pedestrian or bicycle modes? How far away is the destination(s) for a pedestrian or bicyclist? Multiply individual destination scores (above) by the distance multiplier, below.

<i>Multiplier</i>	1	0.8	0.6	0.4	0.2	0
Pedestrian Distance (miles)	0 - 0.25	.26 - 0.5	0.51 - 0.75	0.76 - 1.0	1.01 - 3.0	3.01+
Bicycle Distance (miles)	0 - 1.0	1.01 - 3.0	3.01 - 5.0	5.01 - 7.5	7.51 - 10.0	10.01+

Destination Scores _____

(Score = Destination * Accessibility Multiplier)

Combined Destination Score _____

Directness

If applicable, does the facility provide the most direct, safe, and feasible route from origin to destination?

Yes (5 Pts)

No (0 Pts)

Directness Score _____

Connections to Existing Facilities

Does the project connect to an existing non-motorized transportation facility/facilities?

3+ Connections	2 Connections	1 Connection	0 Connections
15 Pts	10 Pts	5 Pts	0 Pts

Existing Facilities Score _____

Public Significance

Has the project been identified through a previous/existing planning effort or policy?

- > Transportation Plan (LRTP, MTP, TIP, Bicycle Plan, Pedestrian Plan, Other Locally adopted Transportation Plan or Prioritization)
- > Land Use or Comprehensive Plan
- > Recreation Plan
- > Economic Development Plan

Regional Scope* (6 Pts)	County or Municipal Scope (5 Pts)	None (0 Pts)
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* "Regional" understood to mean crossing county lines

Public Significance Score _____

Place-Making Amenities

Does the project include desirable amenities? Desirable amenities include, but are not limited to:

Seating, Bicycle racks, Repair Stands, Landscaping, Unique Way Finding, Public Art, Pedestrian-Scale Lighting, "Fitness Stations", Other (please specify)

1 Point per Amenity Type (10 Point Max)

Amenities Score _____

Demonstrated Need/Desire

Is there a shown path (goat path), pre-existing facility, high volume of cyclists or pedestrians along a roadway, or documented community request? Please demonstrate results of any community outreach or community request.

Yes **(7 Pts)** No **(0 Pts)**

Demonstrated Need Score _____

Documented Safety Challenge

Are there documented safety challenges associated with this project? Examples of documented safety challenges may include (but not be limited to) recorded crash data of any severity, or a posted speed limit over 35 miles per hour.

Provide examples of design flaws, hazards, concerns, etc.

Yes (10 Pts)

No (0 Pts)

Safety Challenge Score _____

Reduce Human Exposure

Does the proposed project reduce the exposure between motor vehicles and vulnerable humans? Reduced exposure should take the form of a physical barrier or defined space.

Examples of a "physical barrier" include, but are not limited to: an off-road greenway, pedestrian refuge island, bike boulevard separated by a vertical structure, or buffered sidewalk (buffered curb or ditch cross-section).

Examples of a "defined space" may include, but are not limited to: striped bike lanes, back-of-curb sidewalks, crosswalks.

10 Pts

5 Pts

0 Pts

Physical Separation/Barrier	Defined Space	No Reduced Exposure
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Human Exposure Score _____

Traffic Calming

Does the proposed project design encourage traffic calming or vehicle lane narrowing, as advanced by the National Association of City Transportation Officials (NACTO)?

Please reference available NACTO Guidelines.

Yes (5 Pts)

No (0 Pts)

Traffic Calming Score _____

Vehicle Traffic

What is the AADT of affected roadway facilities from which exposure would be reduced?

40,001+ 20 Pts	35,001 - 40,000 19 Pts	30,001 - 35,000 17 Pts	25,001 - 30,000 15 Pts	24,001 - 25,000 13 Pts	22,001 - 24,000 12 Pts
20,001 - 22,000 11 Pts	18,001 - 20,000 10 Pts	16,001 - 18,000 9 Pts	14,001 - 16,000 8 Pts	12,001 - 14,000 7 Pts	10,001 - 12,000 6 Pts
8,001 - 10,000 5 Pts	6,001 - 8,000 4 Pts	4,501 - 6,000 3 Pts	3,001 - 4,500 2 Pts	2,001 - 3,000 1 Pt	Less than 2,000 0 Pts

Vehicle Traffic Score _____

Emission & Pollutant Reduction (Vehicle Mile Reduction)

Will this project result in reducing vehicle miles traveled locally?

1. Estimate the daily usership/number of vehicles affected (Please list factors considered)
2. Measure roadway miles impacted
3. Multiply usership by roadway miles to determine vehicle miles reduced

20 Pts	300+ Daily Veh Miles
15 Pts	200 - 299 Daily Veh Miles
10 Pts	100 - 199 Daily Veh Miles
5 Pts	0 - 99 Daily Veh Miles

Emissions Reduction Score _____

Environmental Justice

Does the project provide access (direct or adjacent contact) for environmental justice (EJ) populations?

Please reference the most current CRTPO EJ Concentration mapping which identifies geographically-based concentrations of racial, car-less, and low income populations.

High Impact 10 pts	Moderate Impact 5 pts	Low Impact 2pts	No Impact 0pts
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Environmental Justice Score _____

Environmental Quality

Does the project include significant benefits which address wildlife safety, water quality, or other improvements?

Examples of benefits may include, but are not limited to: impervious surfaces, rain gardens, routing to avoid wildlife habitats.

Please list any proposed benefits/improvements.

Yes (**5 Pts**)

No (**0 Pts**)

Environmental Quality Score _____

Feasibility & Cost

Funding Requested

What is the estimated amount being requested for the project?
TAP reimbursement funds require a minimum 20% local match. Requested funds should account for no more than 80% of total project cost.

5 Pts <i>Project administration costs outweigh benefits</i>	20 Pts <i>Most cost-effective</i>	10 Pts <i>Limiting funding for additional cost-effective projects</i>	0 Pts <i>Severely limiting available funding for additional project(s)</i>
\$0 - \$800,000	\$800,001 - \$1,200,000	\$1,200,001 - \$2,000,000	\$2,000,001 +

Funding Score _____

Local Match Commitment

Is the applicant contributing a significant amount of their own resources towards the requested TAP funding?
"In kind" contributions can not be considered for the local match.

Match % = Point Total (Floor of 20%)

Local Match Score _____

Right-of-Way Previously Acquired/ Available

Has right-of-way been acquired or dedicated through the appropriate process, specifically for use by the proposed project?

15 Pts	10 Pts	5 Pts	0 Pts
76 - 100%	51 - 75%	21 - 50%	0 - 20%

Right-of-Way Score _____

Cost - Benefit

What is the combined Connectivity, Safety, and Environmental benefit of this project per dollar spent?
Determining this score will first require the applicant to complete scores for the *Trip Generation & Connectivity*, *Safety*, and *Health & Environment* evaluation categories. Please use the calculation method below.

$$\text{Cost Benefit} = \frac{\text{Sum (Trip Generation \& Connectivity Scores + Safety Scores + Health \& Environment Scores)} * 10,000}{\text{Funding Amount Requested (Dollars)}}$$

15 Pts <i>High Cost Benefit</i>	10 Pts <i>Desirable Cost Benefit</i>	5 Pts <i>Moderate Cost Benefit</i>	0 Pts <i>Poor Cost Benefit</i>
2.1 or Higher	0.81 - 2.0	0.4 - 0.8	0.4 or Lower

Cost - Benefit Score _____

Total Score

Total Combined Score for all Criteria

Please sum scores for each of the above criteria and enter below. This is the final TAP Score for this project/facility.

Destination Definitions

High Interest Destinations

These are common, highly-trafficked destinations within a particular city, town, or region.

Town Center

Downtown or central business district of a city or town.

Mixed Use Center

An integrated development project which combines multiple uses within individual buildings or sites.

Example: A retail development with residential units above or adjacent.

Major Employment

A dense collection of non-retail employment locations, where the percentage of employers is significantly higher than that of surrounding areas.

Example: An office park

Transit Center

A station or hub which serves as the central location for one or more transit systems or networks.

School (Within 1/2 mile)

Any K-12 school facility located within 1/2 mile of project/facility.

University/College

Any public or private university, college, or community college.

Moderate Interest Destinations

These are common, moderately-trafficked destinations, typically found in many cities and towns.

Multi-family Development

Multiple residential housing units located in one building/structure, or multiple buildings within one complex. Example: Apartment complex.

Park-n-Ride Lot

A designated parking location which allows drivers to park private automobiles, bicycles, or other vehicles, and access public transportation or transit.

Light Rail Stop/Transit Station

A designated location which allows users to board light rail or transit vehicles.

Park

Regional, local, or neighborhood space for passive or active recreation.

Greenway

A natural or paved path, typically located outside of vehicular rights-of-way, intended for non-motorized active transportation.

Bus Stop (Community Scale)

Boarding locations located on larger properties accessible by multiple modes. Typically include large weather-protected passenger waiting areas and often provide bus route transfer service. Community scale bus stops are typically larger than a single bench or bus stop shelter located adjacent to sidewalk.

Destination Definitions

Retail Center

A collection of retail locations where the percentage of retailers is significantly higher than that of surrounding areas.

Religious/Civic Center

A private or public venue which offers religious or civic services to the general public.

Unique Destination

A specific destination of civic or cultural value which attracts visitors, is unique to a particular city, town, or county, and may not satisfy other destination descriptions.

Health Care

Hospital or medical services. These can include both large facilities and offices.

Libraries

A physical location which provides access to reading materials such as books, periodicals, and newspapers, and often other forms of video or audio media.

Healthy Food Options

Large and small grocery stores, farmer's markets, or fresh foods. Other local, stationary food providers will be considered.

Hotels

Hotels, motels, and other commercial establishments offering lodging, meals, and other guest services

Low Interest Destinations

These are common destinations, which typically experience less human traffic.

Low Density Single Family Development

Detached single family development. Can be found in rural, suburban, and urban environments.

Privately Accessible Property

Property which is not legally accessible by the general public.

Bus Stop (Neighborhood Scale)

Typically a bench or 5 to 15-person shelter located adjacent to a sidewalk or roadway.

Rural Road Bike Routes

Rural or suburban roads which typically do not include prescribed bicycle facilities, but may be signed as state, historic, scenic, or recreational bicycle routes.

**CRTPO Bicycle & Pedestrian Work Group
August 6, 2015, 2:00 – 4:00PM
CMGC 8th Floor – Innovation Station**

Agenda

1. Introductions
2. Community Updates – What's New?
3. **Review of SPOT 4.0 Project Submittals**
Review and verify new project applications submitted for funding under SPOT 4.0
4. **Future Meeting Schedule & Membership**
Discuss future meeting schedule and membership
5. **BPWG Brochure**
Consider format, topics, information for potential brochure
6. Other Topics, Looking Forward
 - a. Greenway Cost Itemization

