



charlotte regional transportation planning organization

600 East Fourth Street
Charlotte, NC 28202
704-336-2205
www.crtpo.org

TO: CRTPO Delegates & Alternates
FROM: Robert W. Cook, AICP
CRTPO Secretary
DATE: July 14, 2014

**SUBJECT: July 2014 Meeting
Charlotte Regional Transportation Planning Organization
Wednesday, July 16, 6:00 PM**

The July 2014 meeting of the Charlotte Regional Transportation Planning Organization (CRTPO) is scheduled for Wednesday, July 16, 2014.

The meeting will begin at 6:00 PM, and will be held in Room 267 of the Charlotte-Mecklenburg Government Center, 600 E. Fourth St., Charlotte.

P3.0 Local Input Points Public Comments

The MPO-approved P3.0 public outreach effort identified the July meeting as a public comment opportunity. The agenda therefore includes a public comment agenda item immediately before the staff update on the P3.0 process (agenda items #7a & 7b). This is separate from the standard Citizen Comment Period (agenda item #3) that appears on every agenda.

Education Session

No education session will be held at this meeting.

Accessing the Charlotte-Mecklenburg Government Center

The Charlotte-Mecklenburg Government Center is located at 600 E. Fourth St. (corner of Fourth and Davidson streets) in uptown Charlotte. Parking is available in the Government Center parking deck located on Davidson St. between Third and Fourth streets; on-street parking is also available.

There are two ways to enter the Government Center. Enter via the large staircase on the Davidson St. 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.

Non-Discrimination Policy

It is the policy of the Mecklenburg-Union Metropolitan 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.

Charlotte Regional Transportation Planning Organization

July 16, 2014

Room 267-Charlotte-Mecklenburg Government Center

6:00 PM Meeting Agenda

1. **Call to Order** Sarah McAulay
2. **Adoption of the Agenda** Sarah McAulay
3. **Citizen Comment Period** Sarah McAulay
4. **Ethics Awareness & Conflict of Interest Reminder** Sarah McAulay
5. **Approval of Minutes** Sarah McAulay
ACTION REQUESTED: Approve the June 2014 meeting minutes as presented.
6. **TIP Amendments** Robert Cook
 - a. **TIP Amendments & Air Quality Conformity Determination**
ACTION REQUESTED: Make a finding of air quality conformity and approve TIP amendments for projects U-2507AA, Baucom Road Extension and R-2248G, I-485/Oakdale Road interchange.

TCC RECOMMENDATION: At its July meeting, the TCC unanimously recommended that the MPO make an air quality conformity finding and approve the requested TIP amendments.

BACKGROUND: See attached TIP amendment report.

ATTACHMENTS: TIP amendment report; draft resolutions.
 - b. **Miscellaneous TIP Amendments**
ACTION REQUESTED: Approve the TIP amendments as presented.

TCC RECOMMENDATION: At its July meeting, the TCC unanimously recommended that the MPO approve the requested TIP amendments.

BACKGROUND: See attached memorandum.

ATTACHMENTS: Memorandum; draft resolution.
7. **CRTPO P3.0 Draft Local Input Points Allocation** Neil Burke
 - a. **Public Comment Period**
The July MPO meeting has been scheduled to serve as a public comment period on the proposed allocation of local points to CRTPO projects.
 - b. **Local Input Points Allocation Process Update**
BACKGROUND: The MPO endorsed a draft project list proposed for local points assignment and approved the start of a comment period at the June meeting. Twenty-two comments have

been received. (The comment period will end on July 21.) Staff has also worked with NCDOT Division 10 & 12 staff to coordinate the points allocation process to the extent possible.

8. Proposed Bicycle & Pedestrian Work Group Curtis Bridges
ACTION REQUESTED: FYI

BACKGROUND: Staff has proposed the establishment of a TCC subcommittee focused on bicycle and pedestrian issues.

ATTACHMENTS: Proposed mission statement.

9. Regional Freight Mobility Plan Steering Committee Bjorn Hansen
ACTION REQUESTED: Consider identifying steering committee members.

BACKGROUND: The CRTPO has committed funds to a regional freight study, either as part of a TIGER grant from the US Department of Transportation, or as an independent effort if the grant is not awarded. One representative from each of the area's transportation planning organizations' technical and policy boards will be requested to serve on the steering committee.

ATTACHMENTS: Memorandum; freight mobility plan executive summary.

10. Tolled Facilities Bonus Allocation Subcommittee Bill Coxe
ACTION REQUESTED: FYI

BACKGROUND:

- *The Strategic Transportation Investments (STI) legislation included an incentive for local areas to include toll projects in their Transportation Improvement Programs (TIP).*
- *This bonus allocation is a return of funds to the local MPO for allocation outside the normal STI funding structure.*
- *The TCC has established a subcommittee to determine how to allocate the bonus allocation that is expected to be received from the I-77 HOT lanes project, as well as from toll projects planned for I-485 South, Independence Boulevard and I-77 South.*
- *A review of draft general principles to guide the allocation process will be provided, along with a draft of the subcommittee's interpretation of the portion of the STI legislation addressing the bonus allocation topic.*

ATTACHMENTS: Draft general principles; draft legislation interpretation.

11. Upcoming Agenda Items Robert Cook
ACTION REQUESTED: FYI

BACKGROUND: Review of items that will appear on future agendas.

12. Adjourn

CHARLOTTE REGIONAL TRANSPORTATION PLANNING ORGANIZATION
Charlotte-Mecklenburg Government Center, Room 267
June 18, 2014 Meeting
Summary Minutes

Members Attending:

Greg Phipps (Charlotte), John Bradford (Cornelius), Elizabeth Long (Fairview) Sarah McAulay (Huntersville), Gary Savoie (Indian Trail), James Taylor (Matthews), Frederick Becker (Mineral Springs), Dottie Nash (Monroe), Eddie Dingler (Mooresville), Michael Johnson (Statesville), Richard Helms (Union County), James Warner (Waxhaw), Barbara Harrison (Weddington), Brad Horvath (Wesley Chapel)

Non-Voting Members Attending:

Cozzie Watkins (Charlotte-Mecklenburg Planning Commission)

1. Call to Order

MPO Chairwoman Sarah McAulay called the June 2014 CRTPO meeting to order at 6:01 PM.

2. Adoption of the Agenda

Chairwoman McAulay asked if there were items to be added to the agenda or changed. No additions or changes were suggested.

Motion:

Barbara Harrison made a motion to adopt the agenda as presented. Mayor James Taylor seconded the motion. Upon being put to a vote, the motion to adopt the agenda was approved unanimously.

3. Citizen Comment Period

No citizens addressed the board.

4. Ethics Awareness & Conflict of Interest Reminder

Mr. Cook read the ethics awareness and conflict of interest reminder to the MPO.

5. Approval of Minutes

Summary:

Chairwoman McAulay requested action on the May 2014 minutes. Eddie Dingler requested that the minutes be modified to reflect his attendance at the May meeting.

Motion:

Mayor Taylor made a motion to approve the May 2014 meeting minutes with the change to reflect Mr. Dingler's attendance. Mr. Dingler seconded the motion. Upon being put to a vote, the May 2014 minutes were unanimously approved.

6. TIP Amendment: U-5507 A&B-Prosperity Church Road NW Arc

Presenter:

Dan Leaver, City of Charlotte

Summary:

Mr. Leaver provided information to the MPO via a Power Point presentation, the contents of which are incorporated into the minutes. Project background information was provided. The project is a component of the I-485/Prosperity Church Road interchange, and is being constructed by the City of Charlotte. The specifics of the amendment request were provided:

- Delay construction of Phase B to federal fiscal year (FFY) 2015
- Reallocate some Phase A right-of-way (ROW) funds to
 - Phase A construction; and

- Phase B ROW

Mr. Leaver concluded by stating that the TCC had unanimously recommended that the MPO approve the amendment as presented.

Motion:

Ms. Harrison made a motion to adopt the TIP amendment as presented. Greg Phipps seconded the motion. Upon being put to a vote, the motion passed unanimously.

7. **CRTPO P3.0 Draft Local Points Allocation**

Presenter:

Neil Burke

Summary:

Mr. Burke provided information to the MPO via a Power Point presentation, the contents of which are incorporated into the minutes. An overview of the Prioritization 3.0 process to date was provided, along with milestones achieved. The local points allocation process is designed to define an MPO's priorities for TIP funding; however, it is not a guarantee that individual projects will be fully funded. Other main points about the P3.0 process were reviewed, including a review of the top CRTPO projects that resulted from NCDOT's scoring process. The presentation then transitioned to a discussion of the local input points allocation process, at which time Mr. Burke listed the three action items on the agenda:

- 1) Endorse the draft list of projects with proposed local input point assignments for public consideration during a 30-day public comment period.
- 2) Approve the start of a 30-day public comment period on the list of projects that are proposed to receive CRTPO's local input points.
- 3) Consider an amendment to CRTPO's local input points methodology to permit the allocation of fewer than 100 points to projects crossing into adjacent MPOs and/or RPOs.

The presentation continued with a thorough review of the projects to which points have been allocated using the approved points allocation methodology as administered by the Local Points Allocation Subcommittee. Mr. Burke explained the reason a change to the approved methodology was requested. NCDOT will not allow MPOs to assign 100 points to projects that cross into adjacent MPOs or RPOs, therefore a mileage-based, pro rata share of points must be assigned to such projects. He stated that this affects the NC 73 project that extends into the Gaston, Cleveland, Lincoln MPO, and the NC 150 project that extends into the Greater Hickory MPO.

The presentation concluded with Mr. Burke restating the three action items, as well as noting that the TCC unanimously recommended that the MPO take the requested actions.

Michael Johnson asked if there was a connection between a jurisdiction providing a contribution to a project and the score issued by NCDOT. Mr. Burke replied that a local contribution could positively affect the NCDOT's cost-benefit category. Mr. Johnson asked to be provided with additional information on that category. Mr. Phipps asked how the MPO would receive public input. Mr. Burke stated that the July MPO meeting would serve as a public comment opportunity, and that the comment period will be well-publicized with complete information being posted on the CRTPO website. Mayor Taylor and Cozzie Watkins inquired about the time line. Mr. Burke stated that there is little leeway in the schedule because NCDOT is requiring MPOs to submit their scored projects no later than August 29, therefore action must be taken at the August 20 MPO meeting. Chairwoman McAulay stated that a special meeting could be scheduled if such a need arose.

Motion:

Mayor Taylor made a motion to:

- approve the start of a public comment period;
- endorse the draft list of projects with the associated points to be presented for public review; and
- modify the local point allocation methodology to allow for fewer than 100 points to projects crossing into adjacent MPOs and RPOs.

Dottie Nash seconded the motion. Upon being put to a vote, the motion passed unanimously.

8. Toll Facilities Management Activities Information Report

Presenter:

Bill Coxe, Town of Huntersville

Summary:

Mr. Coxe provided information to the MPO via a Power Point presentation, the contents of which are incorporated into the minutes. The presentation focused first on the tolled lanes bonus allocation, which is an incentive in the Strategic Transportation Investments (STI) legislation for an MPO to accept tolling as a financing and management strategy. Funds are made available for MPOs to allocate to projects of their choosing. The TCC has formed a subcommittee focused on interpreting the legislation and developing general principles that will guide project selection. Mr. Coxe reviewed the TCC's bonus allocation process timeline, and stated that the current schedule is to request MPO endorsement of the legislation interpretation and general principles in August.

The presentation then moved to a discussion of managing tolled corridors. There are several potential toll corridors in the CRTPO planning area in addition to I-77 North HOT lanes project: I-485 South, US 74 (Independence Boulevard) and I-77 South. When the I-77 HOT lanes project was added to the 2035 LRTP, the MPO requested NCDOT work with what was then MUMPO to convene a joint task force to coordinate that project with other managed lanes projects. Potential principles of the task force are: manage operations and coordination issues among the various projects and, act as an expert resource for citizens and elected officials.

9. Upcoming Agenda Items

Presenter:

Robert Cook

Summary:

Upcoming agenda items were reviewed.

July Meeting

- TIP amendments: Action will be requested on the TIP amendments and conformity determination for the Baucom Road Extension (U-2507AA) and I-485/Oakdale Road interchange (R-2248G). Mr. Cook stated that a public meeting was held on June 12 and that the comment period was scheduled to end on June 18.
- Prioritization 3.0: The meeting will serve as a public comment opportunity, and more information on Division-level points allocations will be provided.

August Meeting

- Prioritization 3.0: Final action on CRTPO's allocation of points.
- Toll facilities: Endorsement of general principles and the legislation interpretation.

10. Adjourn

The meeting adjourned at 7:07 PM.



2012-2018 TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT

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

INTRODUCTION

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

AMENDMENT DETAILS

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

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

TRANSPORTATION CONFORMITY DETERMINATION

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

PUBLIC INVOLVEMENT

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

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

ACTION

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

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

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

**RESOLUTION
ADOPTING AMENDMENTS TO THE
CHARLOTTE REGIONAL TRANSPORTATION PLANNING ORGANIZATION
TRANSPORTATION IMPROVEMENT PROGRAM
FOR FY 2012- FY 2018**

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

WHEREAS, the Charlotte Regional Transportation Planning Organization (CRTPO) is the Metropolitan Planning Organization (MPO) for the Charlotte urbanized area; and

WHEREAS, the CRTPO has reviewed the current FY 2012-FY 2018 Transportation Improvement Program and found the need to amend it; and

WHEREAS, the following amendments to the North Carolina Transportation Improvement Program have been proposed:

Project	Proposed Fiscal Year
U-2507AA, Baucom Road Extension	FY 2015
R-2248G, I-485/Oakdale Road Interchange	FY 2015

WHEREAS, the Technical Coordinating Committee voted to recommend that the MPO approve the TIP amendments; and

WHEREAS, the MPO finds that the proposed amendment conforms to the purpose of the North Carolina State Implementation Plan for maintaining the National Ambient Air Quality Standards in accordance with 40 CFR 51 and 93; and

WHEREAS, the 2040 Metropolitan Transportation Plan has a planning horizon year of 2040 and meets all requirements of 23 CFR 450.

NOW THEREFORE BE IT RESOLVED by the Charlotte Regional Transportation Planning Organization that the FY 2012-FY 2018 Metropolitan Transportation Improvement Program for the Charlotte Urban Area be amended as listed above on this the 16th day of July, 2014.

I, Sarah McAulay, Chairwoman of the Charlotte Regional Transportation Planning Organization, 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 this the 16th day of July, 2014.

Sarah McAulay, Chairman

Robert W. Cook, Secretary

RESOLUTION

FINDING THE CHARLOTTE REGIONAL TRANSPORTATION PLANNING ORGANIZATION 2040 METROPOLITAN TRANSPORTATION PLAN AND THE 2012-2018 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM IN COMPLIANCE WITH THE PROVISIONS OF THE CLEAN AIR ACT AMENDMENTS OF 1990 AND THE MOVING AHEAD FOR PROGRESS IN THE 21ST CENTURY (MAP-21) ACT

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

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

WHEREAS, the CRTPO 2012-2018 Transportation Improvement Program is a direct subset of the 2040 Metropolitan Transportation Plan; and

WHEREAS, the United States Environmental Protection Agency designated the CRTPO as a marginal non-attainment area for the 2008 ozone standard effective on July 20, 2012; and

WHEREAS, the transportation conformity analysis of the CRTPO 2040 Metropolitan Transportation Plan is based on the most recent estimates of population, employment, travel and congestion; and

WHEREAS, the CRTPO 2040 Metropolitan Transportation Plan is financially constrained; and

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

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

WHEREAS, those project and programs included in the CRTPO 2040 Metropolitan Transportation Plan contribute to annual emissions reductions as shown by the quantitative emissions analysis.

NOW, THEREFORE BE IT RESOLVED that the Charlotte Regional Transportation Planning Organization finds that both the 2040 Metropolitan Transportation Plan and the 2012-2018 Transportation Improvement Program conform to the purpose of the North Carolina State Implementation Plan (or base year emissions, in areas where no State Implementation Plan is approved for found adequate by the EPA) in accordance with the Clean Air Act as Amended and MAP-21 on this the 16th day of July, 2014.

I, Sarah McAulay, Chairwoman of the Charlotte Regional Transportation Planning Organization, 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 this the 16th day of July, 2014.

Sarah McAulay, Chairwoman

Robert W. Cook, Secretary



charlotte regional **transportation** planning organization

600 East Fourth Street
 Charlotte, NC 28202
 704-336-2205
 www.crtpo.org

TO: CRTPO Delegates & Alternates
FROM: Robert W. Cook, AICP
 CRTPO Secretary
DATE: July 11, 2014
SUBJECT: 2012-2018 TIP Amendments

REQUEST

The MPO is requested to amend the 2012-2018 Transportation Improvement Program as noted in the table below.

TCC RECOMMENDATION

At its July 10, 2014 meeting, the TCC unanimously recommended that the MPO amend the TIP as noted in the table below.

BACKGROUND

NCDOT's Program Development Branch has requested that the CRTPO amend its TIP for the projects listed below.

Local Projects			
TIP #	Description	Proposed Amendment	Reason
I-5714	I-77/Gilead Road interchange-convert existing interchange to diverging diamond interchange	Program for planning and environmental study	Expedite delivery of new STI Statewide project
I-5715	I-77/NC 73 interchange-convert existing interchange to split diamond configuration	Program for planning and environmental study	Expedite delivery of new STI Statewide project
U-5703	US 74/Rocky River Road intersection-reconfigure to superstreet	Program for planning and environmental study	Expedite delivery of new STI Statewide project
U-5712	NC 160/B. Graham Pkwy intersection-upgrade intersection to interchange	Program for planning and environmental study	Expedite delivery of new STI Statewide project
U-5714	Morris Field Dr/B. Graham Pkwy intersection-construct grade separation	Program for planning and environmental study	Expedite delivery of new STI Statewide project
U-5723	US 74/US 601 interchange-construct improvements	Program for planning and environmental study	Expedite delivery of new STI Statewide project
I-5717	I-77/NC 150 interchange-convert existing interchange	Program for planning and environmental study	Expedite delivery of new STI Statewide project

Local Projects			
	to diverging diamond interchange		
U-209BA	Independence Blvd intelligent transportation system (ITS) implementation	Delay from FY 14 to FY 16	Better align schedule with completion of main project
U-5544	Transportation Alternatives (TA) program	Add ROW in FY 14 and construction in FY 14	Not previously programmed; this is a placeholder for the TA funds
C-5540	Nevin/Gibbon/Sugar Creek Road Sidewalk Network	Program construction in FY 15 and FY 16 (currently programmed in FY 15 only)	Construction will not be complete prior to the end of FY 15.
EB-5010	Caldwell Station Greenway	Split 50% of construction cost in FY 15 with the remainder in FY 16	Construction will not be complete prior to the end of FY 15.
U-4713B	Campus Ridge Road Realignment	Shift the final ROW and all of the construction funding from FY 14 to FY 15.	ROW acquisition phase has taken longer than anticipated.
EB-4714	Wesley Heights/Irwin Creek Greenway	Delay construction from FY 14 to FY 15	Project schedule has shifted.
C-5529	NC 115 & Faith Road/Campus Lane Intersection Improvements	Delay ROW from FY 15 to FY 16; Modify STIP project description to include: "Realign Faith Road to meet Campus Lane and construct dedicated turn lanes on the approaches of Faith Road and Campus Lane onto NC 115."	PE is taking longer than anticipated.
C-5201	NC 115 Bike Lanes	Delay construction from FY 14 to FY 16	Allow for additional investigation of available ROW.
C-5528	NC 150 and Talbert Road Intersection Improvements	Delay construction from FY 15 to FY 16	Delay in PE has shifted anticipated CON schedule
C-5531	Mooresville Middle School Area Sidewalks	Delay construction from FY 15 to FY 16	CON delayed to align schedule with waterline improvements in same location
Statewide Projects			
EB -5600	Various: vegetation management; clear zone management	Add construction in FY 14 and FY 15	Not previously programmed

ATTACHMENT

A draft resolution is included in the agenda packet.

**RESOLUTION
ADOPTING AMENDMENTS TO THE
CHARLOTTE REGIONAL TRANSPORTATION PLANNING ORGANIZATION
TRANSPORTATION IMPROVEMENT PROGRAM
FOR FY 2012- FY 2018**

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

WHEREAS, the Charlotte Regional Transportation Planning Organization (CRTPO) is the Metropolitan Planning Organization (MPO) for the Charlotte urbanized area; and

WHEREAS, the CRTPO has reviewed the current FY 2012-FY 2018 Transportation Improvement Program and found the need to amend it; and

WHEREAS, the following amendments to the North Carolina Transportation Improvement Program have been proposed:

Local Projects			
TIP #	Description	Proposed Amendment	Reason
I-5714	I-77/Gilead Road interchange-convert existing interchange to diverging diamond interchange	Program for planning and environmental study	Expedite delivery of new STI Statewide project
I-5715	I-77/NC 73 interchange-convert existing interchange to split diamond configuration	Program for planning and environmental study	Expedite delivery of new STI Statewide project
U-5703	US 74/Rocky River Road intersection-reconfigure to superstreet	Program for planning and environmental study	Expedite delivery of new STI Statewide project
U-5712	NC 160/B. Graham Pkwy intersection-upgrade intersection to interchange	Program for planning and environmental study	Expedite delivery of new STI Statewide project
U-5714	Morris Field Dr/B. Graham Pkwy intersection-construct grade separation	Program for planning and environmental study	Expedite delivery of new STI Statewide project
U-5723	US 74/US 601 interchange-construct improvements	Program for planning and environmental study	Expedite delivery of new STI Statewide project
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U-209BA	Independence Blvd intelligent transportation system (ITS) implementation	Delay from FY 14 to FY 16	Better align schedule with completion of main project
U-5544	Transportation Alternatives (TA) program	Add ROW in FY 14 and construction in FY 14	Not previously programmed; this is a placeholder for the TA funds
C-5540	Nevin/Gibbon/Sugar Creek Road Sidewalk Network	Program construction in FY 15 and FY 16 (currently programmed in FY 15 only)	Construction will not be complete prior to the end of FY 15.
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U-4713B	Campus Ridge Road Realignment	Shift the final ROW and all of the construction funding from FY 14 to FY 15.	ROW acquisition phase has taken longer than anticipated.
EB-4714	Wesley Heights/Irwin Creek	Delay construction from FY 14 to	Project schedule has shifted.

Local Projects			
	Greenway	FY 15	
C-5529	NC 115 & Faith Road/Campus Lane Intersection Improvements	Delay ROW from FY 15 to FY 16; Modify STIP project description to include: "Realign Faith Road to meet Campus Lane and construct dedicated turn lanes on the approaches of Faith Road and Campus Lane onto NC 115."	PE is taking longer than anticipated.
C-5201	NC 115 Bike Lanes	Delay construction from FY 14 to FY 16	Allow for additional investigation of available ROW.
C-5528	NC 150 and Talbert Road Intersection Improvements	Delay construction from FY 15 to FY 16	Delay in PE has shifted anticipated CON schedule
C-5531	Mooresville Middle School Area Sidewalks	Delay construction from FY 15 to FY 16	CON delayed to align schedule with waterline improvements in same location
Statewide Projects			
EB -5600	Various: vegetation management; clear zone management	Add construction in FY 14 and FY 15	Not previously programmed

WHEREAS, the Technical Coordinating Committee voted to recommend that the MPO approve the TIP amendments; and

WHEREAS, the MPO finds that the proposed amendment conforms to the purpose of the North Carolina State Implementation Plan for maintaining the National Ambient Air Quality Standards in accordance with 40 CFR 51 and 93; and

WHEREAS, the 2040 Metropolitan Transportation Plan has a planning horizon year of 2040 and meets all requirements of 23 CFR 450.

NOW THEREFORE BE IT RESOLVED by the Charlotte Regional Transportation Planning Organization that the FY 2012-FY 2018 Metropolitan Transportation Improvement Program for the Charlotte Urban Area be amended as listed above on this the 16th day of July, 2014.

I, Sarah McAulay, Chairwoman of the Charlotte Regional Transportation Planning Organization, 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 this the 16th day of July, 2014.

Sarah McAulay, Chairman

Robert W. Cook, Secretary

CRTPO Bicycle & Pedestrian Work Group DRAFT Mission Statement

Mission

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

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

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



MEMORANDUM

FROM: Bjorn E. Hansen, Centralina Council of Governments
TO: Charlotte Regional Transportation Planning Organization Policy Board
DATE: July 11, 2014
RE: TIGER Freight Mobility Plan Update and Steering Committee Member Solicitation

ACTION REQUESTED: Consider identifying steering committee member(s) for freight mobility plan

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

Steering Committee Membership

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

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

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

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

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

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

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

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

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The TCC was asked at its July 10 meeting to consider identifying representatives interested in serving on this steering committee. The same request is being made of the CRTPO Board. While we are looking for one representative for CRTPO's Board, we recognize that Board members may also represent other interests listed above, and so we welcome additional representatives that can help provide a wide range of interests.

Contingency Plan

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

Fundraising

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

Public sector: Centralina has developed a funding level request spreadsheet for all nine Centralina counties, all county seats, and all municipalities with 10,000 or more population. This spreadsheet with proposed funding request levels is attached. The total amount requested exceeds the minimum required as it is unlikely we receive commitments from all local governments. Funds raised above the \$60,000 would be used to augment the overall budget.

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

Please contact Jim Prosser, Centralina's Executive Director at (704) 372-2416-6501 or jprosser@centralina.org with any questions.

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FLOW

FREIGHT • LOGISTICS • OPPORTUNITIES • WORKFORCE

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

TIGER Planning Grant Application

Centralina Council of Governments (CCOG)
Regional Planning Organization

TIGER Planning Grant Funding Request: \$315,000



Overview

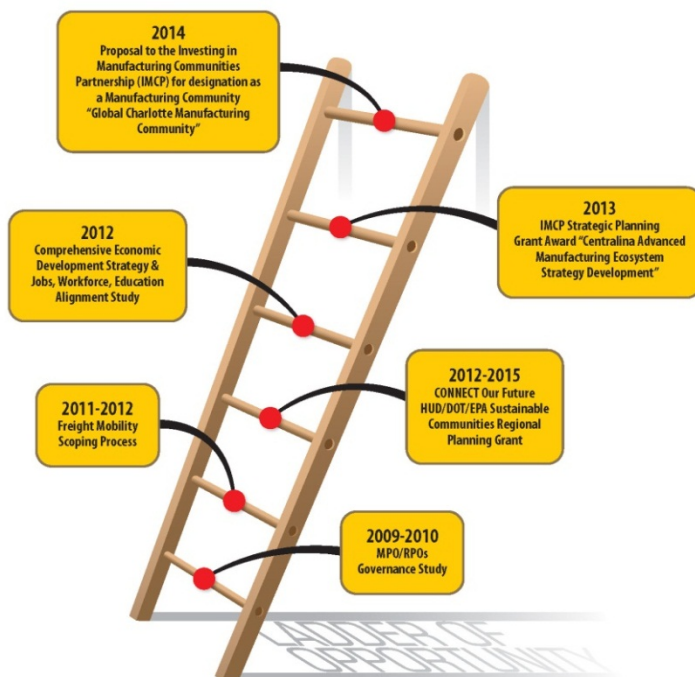
The 14-county Greater Charlotte Bi-State Region is embarking on a process to develop FLOW, a Regional Freight Mobility Plan that will integrate across the disciplines of transportation, land use, economic development, and workforce development. The Plan will include an assessment of our regional freight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

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



Identifying the Need for a Regional Freight Mobility Plan

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



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

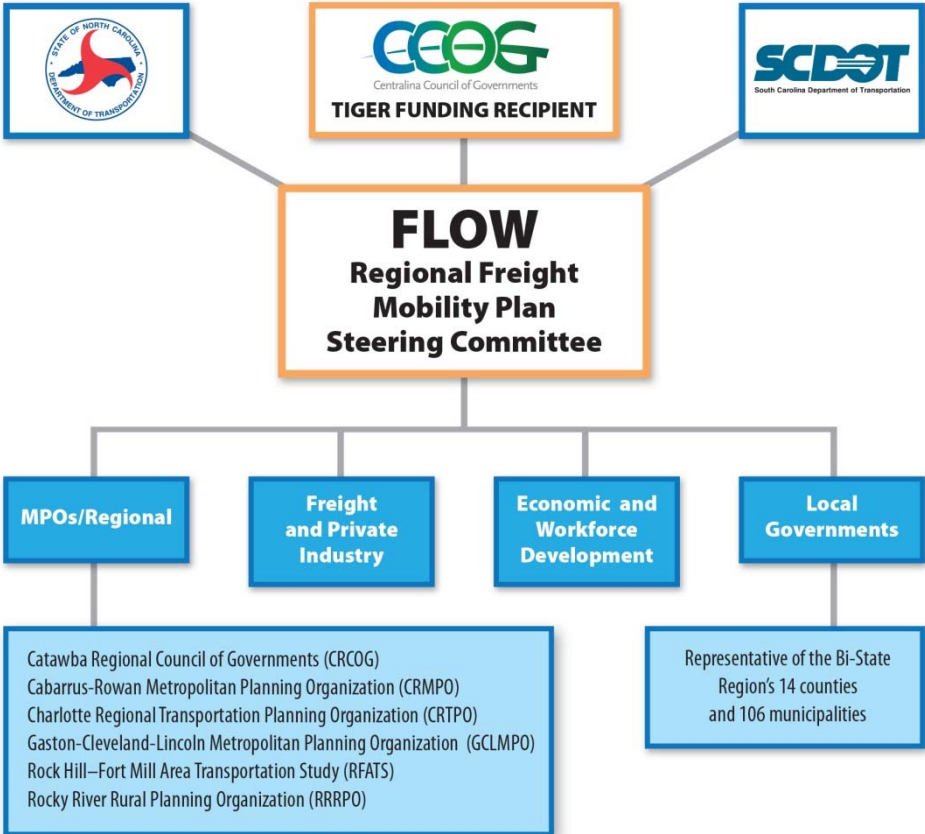
*As our region grows, **a Freight Mobility Plan will ensure that these systems grow in a coordinated and cost-efficient way to meet the needs of those businesses that are so critical to ensuring our region's future prosperity.***

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

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

FLOW Steering Committee

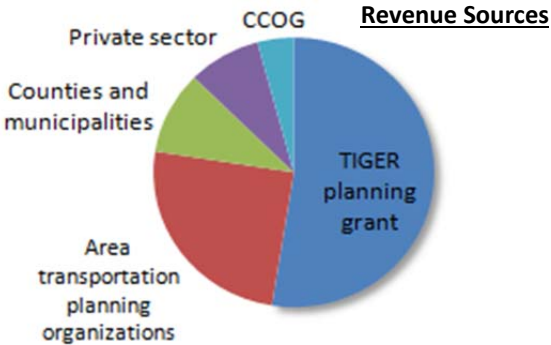
The Steering Committee will include representatives from the public and private sectors, and will oversee development of the Plan from January 2015 through December 2016. Members will provide guidance and direction to CCOG as the project manager, and will ensure that their constituents’ interests are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



FLOW Budget

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

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

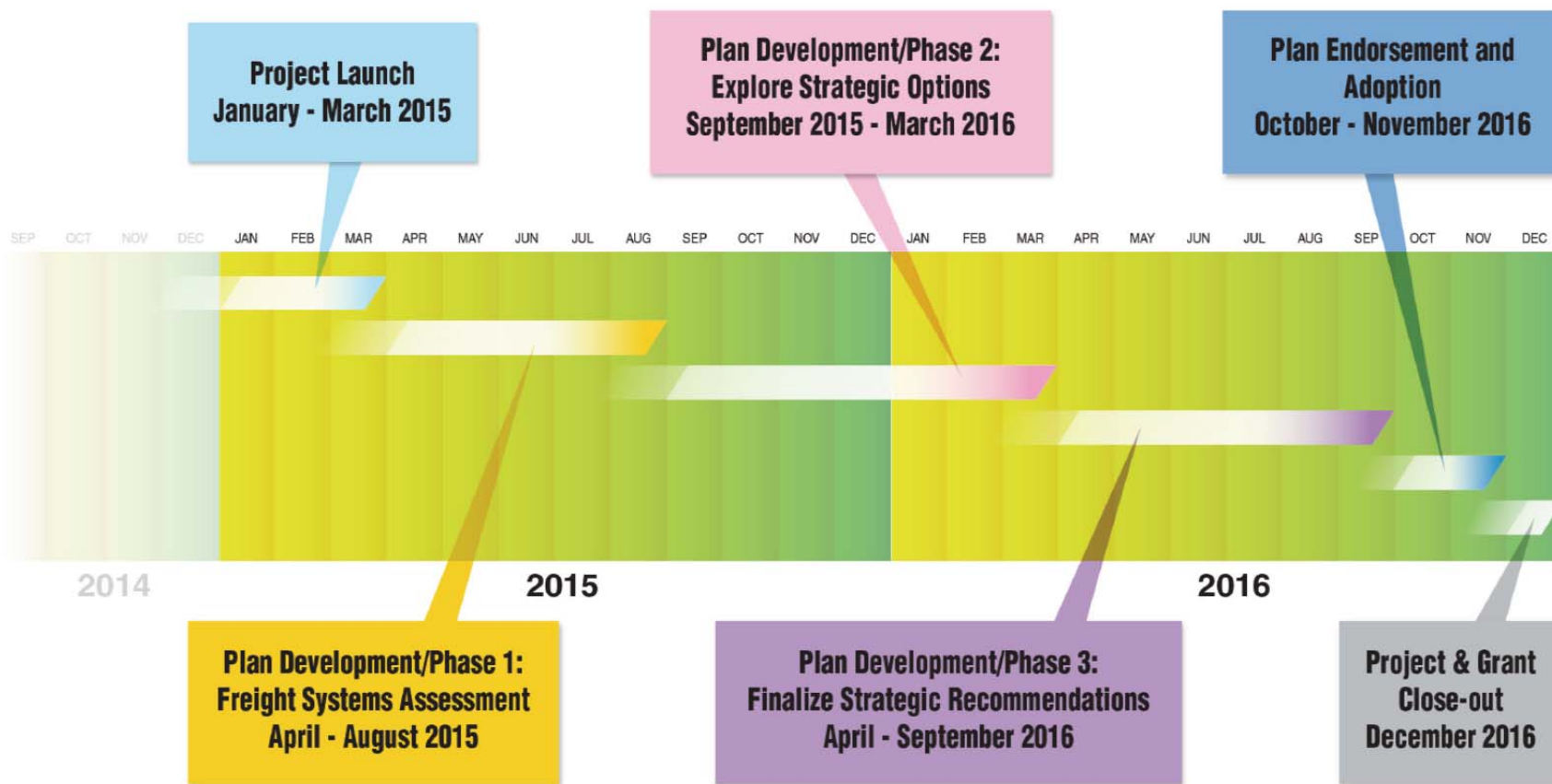


For More Information

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

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

(Assumes grant award contract executed by end of 2014)



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

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General Principles: Project Selection for Toll Road Bonus Allocation

Approved by the Bonus Allocation Subcommittee: June 18, 2014

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

Interpretation of Bonus Allocation Legislation

July 9, 2014 TCC meeting

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

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

Legislation excerpt:

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

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

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

Use of funds:

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

Excerpt from SL 2013-183 (House 817) attached

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

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

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