

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, October 2, 2014

10:00 a.m.-Noon

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

October TCC MEETING AGENDA ITEMS:

1. Tolled Facility Bonus Allocation Subcommittee
2. MAP-21 Performance Measures for MPOs
3. CRTPO TIP Database
4. CONNECT Update

CRTPO Staff Contact:

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Senior Principal Planner

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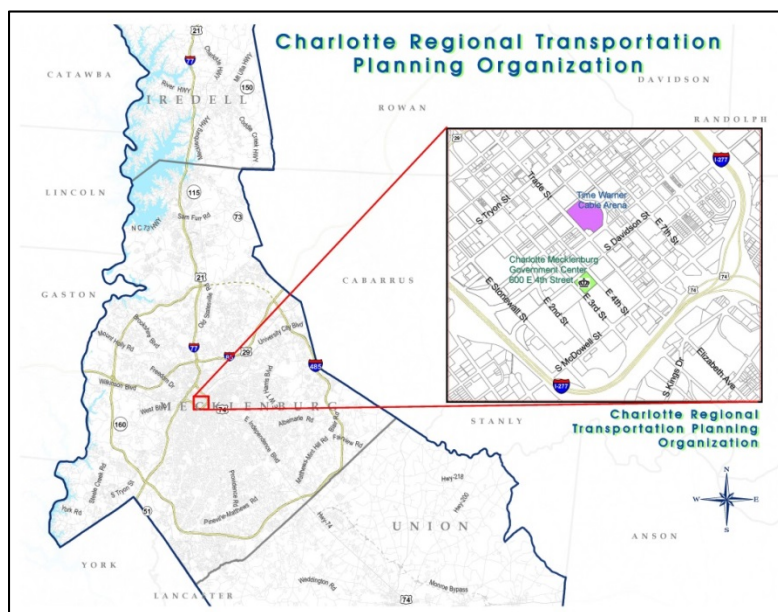
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Title VI Policy

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

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



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TECHNICAL COORDINATING COMMITTEE MEETING AGENDA

Thursday, October 2, 2014 | 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 September 4, 2014 TCC Minutes

3. **TCC INFORMATION REPORTS (50 Minutes)**
a. **Toll Facility Bonus Allocation Subcommittee** **Bill Coxe**

BACKGROUND:

- A summary of the bonus allocation topic at the September 17 MPO meeting will be provided.
- The call for potential I-77 HOT Lanes bonus allocation projects in Mecklenburg and Iredell Counties began on September 18 and will conclude on Friday, October 3.
- Staff held an instructional webinar on September 23 to provide guidance to TCC members in scoring potential projects.

ATTACHMENTS: Toll Bonus Allocation Test Scoring Guidance, I-77 Buffered Location Map.

- b. **MAP-21 Performance Measures for MPOs** **Robert Cook**

BACKGROUND:

- MAP-21 specified that Metropolitan Planning Organizations (MPOs) will be required to establish and use a performance-based approach to transportation decision making and development of transportation plans.
- The rulemaking process is now underway to incorporate the MAP-21 requirements into the metropolitan transportation planning regulations (23 CFR 450.300).
- State DOTs have one year to select performance targets after the rules are finalized.
- Following state DOT selection of performance targets, MPOs have six months to establish performance targets.
- State DOTs and MPOs are required to work together to establish targets.

- The comment period for the development of MPO and State DOT performance targets has been extended to October 2.

c. **CRTPO TIP Database**

Todd Steiss

BACKGROUND:

- TIP project information is currently available in formats that are not user-friendly.
- Staff enlisted the assistance of Parsons Brinckerhoff to create a web-based application to help provide better information about TIP projects to the TCC, MPO and general public.
- It is anticipated that the application will go live through the CRTPO's website within the next two months.
- Parsons Brinckerhoff staff will demonstrate the application to the TCC.

d. **CONNECT Update**

Jonathan Wells

BACKGROUND: *An update will be provided on the CONNECT Our Future initiative, to develop a regional growth framework for the 14-county greater Charlotte area.*

4. **OTHER REPORTS (15 Minutes)**

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

**NCDOT Staff
Curtis Bridges**

5. **ADJOURN**

CRTPO TECHNICAL COORDINATING COMMITTEE
Summary Meeting Minutes
Charlotte-Mecklenburg Government Center
Room 267
September 4, 2014

Voting Members: *Chair* - Danny Pleasant (CDOT), *Vice-Chair* – Joe Lesch (Union County), Debra Campbell (C-M Planning), Dan Leaver – alt for David Meachum (Charlotte E&PM), Bill Coxe (Huntersville), Andrew Grant (Cornelius), Adam McLamb – alt for Scott Kaufhold (Indian Trail), Andrew Ventresca (Iredell County), Ralph Messera (Matthews), John Rose – alt for David McDonald (CATS), Jim Loyd – alt for Lisa Stiwinter (Monroe), Allison Kraft – alt for Kelsie Anderson (Mooresville), Megan Green (Mecklenburg County – LUESA Air Quality), Scott Cole – alt for Louis Mitchell (NCDOT – Div. 10) Anil Panicker (NCDOT-TPB), Sherry Ashley (Statesville), Fern Shubert (Marshville), Julian Burton (Weddington), Travis Johnson (Davidson), Ken Tippet (Bicycle Focus Area Representative), Dick Winters (Public Health Focus Area Representative), Scott Curry (Pedestrian Focus Area Representative), Gwen Cook (Greenway Focus Area Representative), Chris Easterly (Stallings)

Staff: Robert Cook (CRTPO), Curtis Bridges (CRTPO), Neil Burke (CRTPO), Jonathan Wells (C-M Planning), David McDonald (CATS), Stuart Basham (NCDOT – Div. 10), John Cook (NCDOT-Div. 12) James Lim (NCDOT-Public Transportation), Sushil Nepal (Centralina COG), Norm Steinman (CDOT), Andy Grzymiski (CDOT), Jeff Derwort (Monroe), Bjorn Hansen (GCL MPO)

Guests: Todd Steiss (PB), Bill Thunberg (LNTC), David Wiggins (Steele Creek Residents Association), Meg Fencil (Sustain Charlotte), Steve Blakely (Kimley Horn)

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

1. Adoption of the Agenda

Mr. Pleasant explained that the Regional Agreements agenda item (4a) would be removed from today's agenda to allow staff additional time to work on revising the text, and the FTA 5307 Funds (Urban Formula) Allocation agenda item (3c) would be moved to the first action item. He asked if there were any additional changes to the agenda were necessary. Hearing none, the September agenda was adopted by acclamation.

2. Consideration of Consent Agenda

Mr. Pleasant explained that the consent agenda contains the minutes from the August meeting as well as four TIP amendments requested by the project sponsors. Since there were no requested modifications to these items, he asked for a motion to approve the consent agenda. Bill Coxe made a motion to approve the consent agenda. Jonathan Wells seconded the motion. Upon being put to a vote, the motion passed unanimously.

TCC BUSINESS ITEMS

3c. FTA 5307 (Urban Formula) Allocation

Presenter: David McDonald

Summary/Action Requested:

Mr. McDonald 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:

- City of Charlotte (CATS) is currently the designated recipient of the FTA 5307 urbanized area transit formula funds. These funds are used primarily by CATS to purchase buses and complete improvements.
- Based upon the expansion of MPO into Iredell County, CATS must work with ICATS to develop a formula to distribute the FTA 5307 funds to Iredell County Area Transit System (ICATS).
- Based upon the new rules from MAP-21, CATS can only use the FTA 5307 funds for capital expenses, but since Iredell County can use these funds for capital and operating expenses based upon its population and number of buses.
- ICATS would prefer to be a direct recipient of the FTA 5307 funds because this would allow the agency to receive their funds directly from FTA and they would be responsible for their own compliance with the federal regulations.
- Mr. McDonald explained that CATS used a distribution methodology that was based upon the Los Angeles Metro Area that distributes the FTA 5307 funds to 17 transit agencies based upon vehicle revenue miles, fleet size (bus equivalents), and fares and ridership statistics.
- Based upon the formula described above, ICATS share is 2.17% of the FTA 5307 funds which equates to \$229,071 of the total \$17 million that is appropriated to CATS in FY 2014.

Bill Coxe inquired to understand if this calculation would be used to distribute FTA 5307 funds to Iredell County each year, or would the MPO need to approve a new funding distribution each year. Mr. McDonald responded that this formula would be used to distribute the FTA 5307 funds between CATS and ICATS for foreseeable future.

Motion:

Andrew Grant made a motion to recommend to the MPO that it consider approving a distribution of FTA 5307 funds to Iredell County Area Transit System (ICATS), naming Charlotte as the designated recipient and Iredell County as the direct recipient and to approve the presented FTA 5307 sharing formula for FTA 5307 non-incentive bus tier funds. Mr. Coxe seconded the motion. Upon being put to a vote the motion passed unanimously.

3a. Toll Facility Bonus Allocation Subcommittee

Presenter: Bill Coxe

Summary/Action Requested:

Mr. Coxe explained that the general principles and methodology will first be used on the I-77 corridor, but will also be applied to distribute bonus allocation funds to the I-485 and Independence Boulevard managed lanes projects in the future. He emphasized that the subcommittee is requesting that the TCC and MPO endorse the DRAFT methodology and general principles, and modifications to these documents can be made at any time.

Mr. Coxe indicated that a sample list of possible projects and the methodology ranking will be presented to the TCC at the October meeting. He also indicated that CRTPO staff and members of the subcommittee will meet with NCDOT staff on Monday, September 8 to discuss the feasibility of

potential bonus allocation projects within the I-77 HOT project extents, and a future meeting is anticipated with the I-77 Mobility Partners, LLC on this topic.

Anil Panicker asked if the bonus allocation funds can be spent on non-highway projects. Mr. Coxe explained that there is a difference of opinion on the interpretation of the legislation, but senior-level NCDOT staff in Raleigh has indicated that the bonus allocation funds are only to be used on highway projects.

Joe Lesch expressed concern with the exclusion of Union County from using the bonus allocation funds for highway projects. He also stated that the MPO should distribute these funds based upon need rather than the proximity to the managed lanes facility. Mr. Coxe explained that STI legislation prevents the bonus allocation funds from being appropriated to projects in Union County and the reason for including location within the scoring guidance was to include projects near the I-77 corridor to make this project more complete from an operations standpoint.

Ken Tippetts questioned the scoring methodology where alternatives to single occupant vehicle trips can receive a maximum of two points and improving capacity/person throughput awards a possible three points to a potential project. Mr. Coxe responded to indicate that the scoring reflects the preference given to highway projects in the STI legislation.

Sherry Ashley questioned the need for the TCC to adopt the general principles and methodology prior to reviewing the list of potential bonus allocation projects. Mr. Coxe explained that it is common practice to adopt the process before selecting the projects; otherwise the value of the methodology is diminished. Mr. Pleasant reminded the TCC that the methodology is the starting point to rank the projects in a priority order. The TCC and MPO have the authority to modify the list if there is a defensible reason to do so.

Ms. Ashley inquired if the bonus allocation funds can be used on projects that exceed the corridor caps imposed by STI. Mr. Coxe explained that the legislation has mandated caps for the bonus allocation funds at the Division Needs and Regional Impact tiers, with the Statewide Mobility tier having no funding limit. Mr. Pleasant added that specific phases of projects such as right-of-way acquisition or preliminary engineering can be advanced if the total cost of the project exceeds the bonus allocation cap.

Motion:

Ralph Messera made a motion to recommend to the MPO that it endorse the general principles to guide the selection of concept projects using bonus allocation funds, and also recommend to the MPO that it endorse the test bonus allocation methodology. Mr. Lesch seconded the motion. Upon being put to a vote the motion passed unanimously.

3b. Regional Freight Mobility Plan Steering Committee

Presenter: Sushil Nepal, Centralina COG

Summary/Action Requested:

Mr. Nepal explained that Centralina COG is beginning the process to identify stakeholders for the Regional Freight Mobility Plan. CRTPO staff e-mailed TCC members soliciting volunteers to serve on this steering committee, and the following individuals agreed to serve:

- Joe Lesch, Union County
- David Meachum, City of Charlotte Engineering and Property Management
- Fern Shubert, Marshville
- Andrew Ventresca, Iredell County

Motion:

Mr. Coxe made a motion to appoint Joe Lesch, David Meachum, Fern Shubert, and Andrew Ventresca to serve as steering committee members for the regional freight mobility plan on behalf of the TCC. Ms. Ashley seconded the motion. Upon being put to a vote, the motion passed unanimously.

3d. Resolution Endorsing Regional Statewide Projects

Presenter: Robert Cook

Summary/Action Requested:

Mr. Cook stated that a resolution to support Statewide Mobility Tier projects evaluated through Prioritization 3.0 originated at the CRAFT Technical Committee meeting in May. He explained that this resolution was reviewed at the July TCC meeting as an information item, and the recommendation was made to remove the reference to specific freeway corridors to generally reference all Statewide Mobility tier corridors in the Charlotte region.

Motion:

Mr. Ventresca made a motion to recommend to the MPO that it consider endorsing the resolution that supports the acceleration of Statewide Mobility tier projects in the Charlotte region. Ms. Ashley seconded the motion. The motion passed unanimously.

TCC INFORMATION REPORTS

4b. CRTPO NCDOT Prioritization 3.0 Local Input Points Allocation

Presenter: Neil Burke

Summary:

Mr. Burke stated that the MPO adopted the final list of CRTPO projects proposed for local input points assignment under Prioritization 3.0 at the August 20 meeting. CRTPO staff has entered the recommended allocations of local input points into NCDOT's SPOT database. The final allocation of local input points, final project scores, and supporting materials on Prioritization 3.0 can be found on CRTPO's webpage, or by clicking [here](#).

Stuart Basham covered a series of modifications to NCDOT-Division 10's local input point assignment that have occurred over the past several weeks. A rail project in Stanly County was incorrectly classified, leaving a deficit of local input points in the Regional Impact tier, and an overage in the Division Needs tier. Mr. Basham explained that this was rectified by removing 55 local input points from the Brookshire Boulevard (Idaho Drive – I-85) project and allocating 100 points to the Rama/Idlewild/Monroe Road intersection improvement project.

4c. CONNECT Update

Presenter: Jonathan Wells, C-M Planning

Summary:

Mr. Wells explained that he has been tasked to evaluate the deliverables from the CONNECT study to determine the types of data that can be used in the development of CRTPO's 2045 Metropolitan Transportation Plan. Members of the TCC and the CONNECT program forum are being solicited to volunteer in the evaluation effort.

OTHER REPORTS

5a. NCDOT Report

Scott Cole explained that the final new section of I-485, the I-485 widening project, the I-85/I-485 interchange and the I-85 widening projects will be complete by the end of the calendar year.

John Cook from the NCDOT District 2 office in Statesville provided an update on the I-40 and I-77 Interchange project (I-3819A). He explained that there will be a series of shifts in the through lanes to allow for the construction of new bridge decks in the southbound and eastbound approaches of the interchange.

Mr. Panicker stated that he has been working with the TCC members from Iredell County to incorporate this area into the draft CRTPO CTP. The new areas of Union County from the MPO expansion have been incorporated into the CTP maps. Mr. Panicker anticipates the draft maps to be completed by the end of September. Once the draft maps have been completed, the public involvement component and final review of the maps can be conducted.

5b. Upcoming Issues

Mr. Pleasant explained that funding reallocations as a result of STI may impact the municipal agreement process that municipalities have with NCDOT in terms of signal operations and maintenance. Mr. Cole stated that STI did not include an infusion of additional funds, and the operations and maintenance funding has been reduced statewide.

Mr. Cook indicated that the Transportation Engineer position with CRTPO has been filled, and the person will start work later this month. He also mentioned that the Lake Norman Transportation Commission will hold a transportation and land use summit on September 30 from 1:00 to 5:00 pm in Mooresville.

Mr. Cook stated that the amendment to the MPO bylaws to allow a non-elected official to serve on the MPO will be reconsidered at a future Transportation Staff Meeting. This decision was requested by the MPO at the August 20 meeting to determine that there will not be any unintended consequences from allowing a non-elected official to represent the MTC at MPO meetings.

Mr. Cook mentioned that CRTPO, CATS, C-M Planning, and CDOT staff participated in a FHWA multijurisdictional workshop on August 25.

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

TEST PROJECT EVALUATION GUIDANCE FOR BONUS ALLOCATION FUNDING

NON-SCORED PROJECT INFORMATION

GENERAL PROJECT INFORMATION – Provide as much information as is available and/or applicable to the submitted project

- Project Name, Project Type, and Submitting Entity
- Prioritization tier - any prioritization tier is eligible, however, there is a 10% spending cap on Regional and Division level projects.
- If applicable, SPOT ID and P3.0 Score (out of 100)
- Phases for which funding is requested (PE, ROW, and/or CON). Any project phase is eligible.
- Environmental document type and progress
- If applicable, state, regional, and/or local planning document in which the project is included. Project is not required to be in the current MTP and/or STIP and may be added, by amendment, if funding is awarded.
- Is the project within the I-77 HOT lanes project limits?
- Bonus allocation funding does not contribute to STI corridor cap

PART 1 - ELIGIBILITY

PASS/FAIL CRITERIA

- Project must be located within the same county/counties as the tolled corridor
- Project schedule must allow Bonus Allocation funding to be obligated within five (5) years of the financial close of the tolled project (estimated 2020)
- Project must not create a negative compensation event
- Only highway mode projects and/or project elements that are incidental to highway projects are eligible

PART 2 - SCORE

LOCATION - Majority of the project, measured from the center line of the tolled facility project limits

- 10 points –within 1 mile
- 5 points –between 1 and 5 miles
- 0 points –over 5 miles

SYSTEM BENEFIT - Points are additive

- 3 points – Improves capacity/ person throughput
- 2 points – Provides alternative(s) to single occupant vehicle trips
- 2 points – Improves access and/or operations to managed lanes
- 2 points – Improves local system connectivity
- 1 point – Improves access and/or operations to general purpose lanes (cannot increase weaving movement)

MTP SCORE

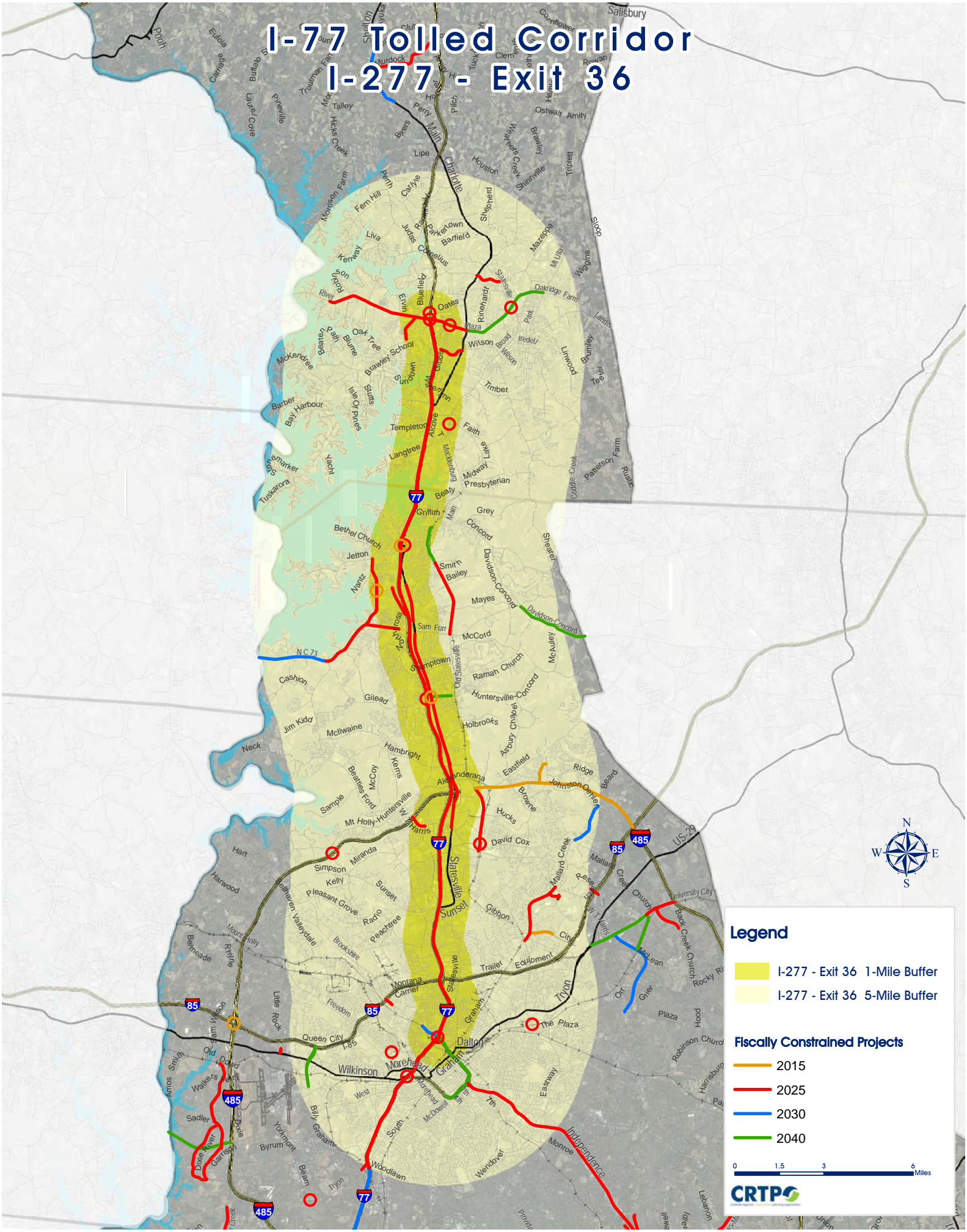
- MTP score ÷ 20, for Project included in the fiscally constrained project list
- 0 points for projects not included in the fiscally constrained project list

COST SHARE

- 1 point for each 5% of non-Bonus Allocation funding (10 points max)

I-77 Tolled Corridor

I-277 - Exit 36



Legend

- I-277 - Exit 36 1-Mile Buffer
- I-277 - Exit 36 5-Mile Buffer

Fiscally Constrained Projects

- 2015
- 2025
- 2030
- 2040

