

Transportation Staff Meeting

March 12, 2014
2:00 PM
CMGC-Room 601

AGENDA

1. Freight Plan (Hansen)

Description:

Discuss path forward in context of other, possibly similar, regional efforts.

Attachment: Observer article

2. MS2 (Quinn)

Description:

Progress report on MS2, the traffic count database system purchased by CDOT using PL funds.

3. TIP Amendment & Modification Guidelines (Cook)

Description:

Follow up on the February 26 discussion regarding the potential need to modify the guidelines adopted in June 2013.

Attachment: TIP Amendment & Modification Guidelines

Phone Access Number: 704-432-5484

Go To Meeting Access: <https://global.gotomeeting.com/join/399957261>

Can Charlotte become a global economic powerhouse?

 charlotteobserver.com/2014/02/28/4729156/can-charlotte-become-a-global.html

By Eric Frazier

Posted: Friday, Feb. 28, 2014

Modified: Friday, Feb. 28, 2014

We all know that in today's global economy, we can't take good jobs for granted.

They can be here one day, then packed off the next to Guadalajara or Mumbai or Singapore tomorrow with the stroke of a corporate pen.

Cities, counties, states, even countries, are battling for every new job or factory, every corporate headquarters relocation. Just Tuesday, a Charlotte delegation traveled to the White House to talk with federal officials about making the Queen City more globally competitive in advanced manufacturing.

Any CEO struggling to hold onto or grow market share knows she must have a coherent business strategy, one that includes a strong marketing plan that lets customers or clients know exactly what sets her company apart.

In the increasingly frantic global competition for jobs, what's Charlotte's plan?

A group of influential civic, business and political leaders is trying to answer that question. Participants have been holding breakfast meetings, seminars and conferences for the past few years, trying to hammer out Charlotte's business plan for winning in the global marketplace.

They're so loosely formed they don't have one of those tricked-out acronym titles. They call themselves the "global vision leaders group."

When they met for a late January breakfast in the executive dining room at Bank of America Corporate Center, one glance around the room told me this is the type of group that gets big things done.

Their ranks included the mayor, the city manager, the county manager and county commissioners' chair, the airport director, the Charlotte market presidents for Bank of America and Wells Fargo, and the heads of the Charlotte Chamber and the Charlotte Regional Partnership.

I met days later with a key organizer, Central Piedmont Community College President Anthony Zeiss, at his office. When I asked about the origin of the group, he mentioned a long-ago Rotary Club meeting and a conversation he had with retired Superior Court Judge Chase Saunders.

Norfolk Southern's intermodal shipping facility at Charlotte Douglas International Airport is a really big deal, he recalled Saunders saying. It can springboard Charlotte to a major role on the global economic stage as the Panama Canal widening raises the possibility of more big ships coming to East Coast ports.

Joined by urban planner Michael Gallis and John Paul Galles, publisher of Greater Charlotte Biz magazine, they set out to start communitywide discussion around the need for Charlotte to develop a global competitiveness strategy.

They went to the big banks, to the Charlotte Chamber, to city hall, to area colleges, and found receptive audiences.

Said Zeiss: "We decided after talking to many many people that we really need to be the best at creating things, as in entrepreneurialism, innovation, that sort of thing. Making things – advanced manufacturing. And moving things – intermodal, transportation, logistics. And (we need to) build on the great assets we already have, in energy, finance and healthcare, and to a lesser extent education."

Saunders also stopped by the Observer separately to share the vision with editors. He put it in context by tracing Charlotte's economic history from its beginnings as a humble 18th century trading path intersection to today. He outlined four boom-bust cycles – the 1800s gold rush, Charlotte's time as a military base headquarters in the early 20th century, then as a textile capital mid-century, and as a banking center in the 1980s onward.

Now, he said, the intermodal yard could help produce the fifth boom cycle – Charlotte as a global center for creating, making and moving products.

To continue focusing attention on that vision, local leaders will hold their third global competitiveness summit on March 13. Zeiss says making Charlotte a global player is not just a job for the city or the big banks. Ideally, the group would like to see every company or industry association add global competitiveness to its strategic plan, as well as maximize its use of the intermodal hub and work with schools and colleges on workforce development.

When I asked Zeiss what he hopes will come of all this, he answered simply: "I hope it results in the next great economic boom for the Charlotte region, that anyone who wants a job and is willing to get the skills can get a good job with good compensation and support themselves and their families."

Sounds like a goal we all can get behind.

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Eric Frazier writes about development, jobs and the economy. Got a story tip? Contact him at 704-358-5145, efrazier@charlotteobserver.com or [@Ericfraz](https://twitter.com/Ericfraz) on Twitter.

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And finally, as Mark Twain said: "Always do right. This will gratify some people and astonish the rest."

Enjoy the discussion.

TIP AMENDMENT AND MODIFICATION GUIDELINES

Adopted by the MPO June 19, 2013

Changes may be made to the Transportation Improvement Program (TIP) by either formal amendment or administrative modification.

Amendments

Amendments to the Transportation Improvement Program must be approved by the MPO and must appear on the regular agenda as an action item. Two or more requests for amendments may be addressed by the MPO as a single agenda item.

The amendment process is required when changes:

- a. cause the addition or deletion of a project;
- b. cause the addition or deletion of a state-funded regionally significant project;
- c. trigger the need for an air quality conformity determination;
- d. shift a project across horizon years of the Metropolitan Transportation Plan;
- e. are cost increases in TIP projects greater than 25% of the original cost not to exceed \$2 million;
- f. result from changes in funding sources involving non-traditional funding sources; or
- g. in design concept or scope significantly change the project termini or type, number of through lanes on a non-exempt project, or significantly alters the proposed transit coverage area.

Traditional sources of revenue include federal, state, or local government tax revenues; non-traditional sources include state bonding and/or private participation.

Administrative Modifications

Administrative modifications to the Transportation Improvement Program must be made by the MPO, however the required action can be taken as part of a Consent Agenda. Administrative modifications must be consistent with the definition of Administrative Modification as found in 23 CFR 450.104.

Changes to the TIP can be made through the administrative modification process when:

- a. the project in question is not being added to or deleted from the TIP;
- b. a change in project costs are below the predetermined thresholds (as noted in the Amendment section);
- c. the project utilizes State or local funds only and is not deemed to be regionally significant;
- d. the proposed changes are deemed to be minor changes (as determined by the Technical Coordinating Committee) to project scope or description and do not significantly diminish the ability to achieve the original project intent; and
- e. changes in traditional funding sources occur.

Examples of Administrative Modifications:

- Minor cost increases in the TIP projects less than 25% of the original cost not to exceed \$2 million.
- Funding source changes between traditional funding sources (e.g. substituting available Congestion Mitigation Air Quality (CMAQ) funds for FTA section 5307 formula transit funds);

- Projects approved for Emergency Relief funds do not generally have to be included in the STIP, so any changes made for emergency projects may be considered minor modifications.

Federal Definitions according to 23 CFR 450.104

Administrative modification means a minor revision to a long-range statewide or, metropolitan transportation plan, Transportation Improvement Program (TIP); or Statewide Transportation Improvement Program (STIP) that includes minor changes to project/project phase costs, minor changes to funding sources of previously-included projects, and minor changes to project/project phase initiation dates. An administrative modification is a revision that does not require public review and comment, re-demonstration of fiscal constraint, or a conformity determination (in nonattainment and maintenance areas).

Amendment means a revision to a long-range statewide or metropolitan transportation plan, TIP, or STIP that involves a major change to a project included in a metropolitan transportation plan, TIP, or STIP, including the addition or deletion of a project or a major change in project cost, project/project phase initiation dates, or a major change in design concept or design scope (e.g., changing project termini or the number of through traffic lanes). Change to projects that are included only for illustrative purposes do not require an amendment. An amendment is a revision that requires public review and comment, re-demonstration of fiscal constraint, or a conformity determination (for metropolitan transportation plans and TIPs involving "non-exempt" projects in nonattainment and maintenance areas). In the context of a long-range statewide transportation plan, an amendment is a revision approved by the State in accordance with its public involvement process.