



600 East Fourth Street
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TO: TCC Members
FROM: Neil Burke, AICP, PTP
Senior Principal Planner
DATE: April 23, 2014

**SUBJECT: Technical Coordinating Committee (TCC) Agenda
May TCC Meeting—May 1, 2014**

The next TCC meeting is scheduled for **Thursday, May 1, 2014** at **10:00 AM** in **Room 267** of the Charlotte-Mecklenburg Government Center (600 East Fourth Street). Attached is a copy of the agenda.

Please call me at (704) 353-0198 if you have any questions.



TECHNICAL COORDINATING COMMITTEE

AGENDA

May 1, 2014

10:00 AM

Room 267 – CMGC

-
- 1. Adoption of the Agenda** Danny Pleasant
 - 2. Consideration of April Meeting Minutes** Danny Pleasant
ACTION REQUESTED: Approve as presented, or with amendments.
 - 3. Mount Holly Road Thoroughfare Plan Amendment (15 minutes)** Robert Cook
ACTION REQUESTED: Recommend to the MPO that it approve the start of a public involvement process.

BACKGROUND: An amendment is necessary to remove the Mount Holly North Loop from the Thoroughfare Plan. See the attached memorandum for more information.

ATTACHMENTS: Memorandum; map
 - 4. FY 2015 Unified Planning Work Program (15 minutes)** Robert Cook
ACTION REQUESTED: Recommend to the MPO that it consider adopting the FY 2015 UPWP.

BACKGROUND: The UPWP Review Subcommittee has finalized its draft of the FY 2015 work program. An adoption recommendation will be requested at the TCC's May meeting. See the attachments for details.

ATTACHMENTS: Memorandum; Click [here](#) to view a spreadsheet that lists proposed funding allocations and projects.
 - 5. MPO Self-Certification (15 minutes)** Robert Cook
ACTION REQUESTED: Recommend that the MPO adopt the attached resolution certifying CRTPO's compliance with all federal transportation planning laws, statutes, etc. during FY 2014.

BACKGROUND: Federal regulations require MPOs to self-certify that they comply with all laws, statutes, etc. governing the transportation planning process. See the attached memorandum for more details.

ATTACHMENTS: Memorandum; Checklist; Draft Resolution
 - 6. TIP Amendments & Conformity Determination (15 minutes)** Robert Cook
ACTION REQUESTED: Recommend to the MPO that it approve the start of a public involvement process.

BACKGROUND: Amendments are needed to add the following projects to the TIP:
 - U-2507AA, Baucom Road Extension (formerly known as the Mallard Creek/IBM Drive Connector)
 - R-2248G, I-485/Oakdale Road interchange*See the attached memorandum for more details.*

ATTACHMENTS: Memorandum; project maps

7. Prioritization 3.0 (P3.0) Update (15 minutes)

Neil Burke

ACTION REQUESTED: FYI

BACKGROUND: NCDOT has released preliminary scores for projects that were already in the SPOT database as well as preliminary cost estimates and inputs for new projects. CRTPO staff has been validating the parameters and cost estimates for each project to ensure the data is accurate. All project scores for all modes (existing plus new candidate projects) are expected to be released on May 14.

8. CRTPO GIS Update (15 minutes)

Curtis Bridges

ACTION REQUESTED: FYI

BACKGROUND: Within the last year CRTPO has hired a Principal Planner with the core responsibilities of enhancing the MPOs capabilities with Geographic Information Systems. An update will be provided on the projects in which GIS has been used to enhance the MPOs effectiveness, and feedback from the TCC will be encouraged to gain an understanding of the member jurisdictions data needs.

9. CONNECT Update (5 minutes)

Jonathan Wells

ACTION REQUESTED: FYI

BACKGROUND: An update on the progress of the CONNECT our Future initiative will be provided, as well as information about upcoming CONNECT events.

10. Upcoming Issues

11. Adjourn

CRTPO TECHNICAL COORDINATING COMMITTEE
Summary Meeting Minutes
Charlotte-Mecklenburg Government Center
Room 267
April 3, 2014

Voting Members: *Vice-Chair* – Joe Lesch (Union County), Norm Steinman – alt for Danny Pleasant (CDOT), Dan Leaver – alt for David Meachum (Charlotte E&PM), Debra Campbell (C-M Planning), Andrew Grant (Cornelius), Bill Coxe (Huntersville), Adam McLamb – alt for Scott Kaufhold (Indian Trail), Andrew Ventresca (Iredell County), Eric Moore (LUESA-Air Quality), David McDonald (CATS), Lisa Stiwinter (Monroe), Allison Kraft (Mooresville), Scott Cole – alt for Louis Mitchell (NCDOT-Div. 10), David Keilson (NCDOT-Div. 12), Anil Panicker (NCDOT-TPB), Phil Collins (Statesville), Julian Burton (Weddington), Ken Tippette (Bicycle Focus Area Representative), Gwen Cook (Greenway Focus Area Representative), Scott Correll (Interim Pedestrian Focus Area Representative), Dick Winters (Public Health Focus Area Representative)

Staff: Robert Cook (CRTPO), Stuart Basham (CRTPO), Curtis Bridges (CRTPO), Neil Burke (CRTPO), Loretta Barren (FHWA), James Lim (NCDOT-Public Transportation), Pate Butler (NCDOT), Jeff Derwort (Monroe), Sherry Ashley (Statesville), Andy Grzymiski (CDOT), Jonathan Wells (C-M Planning),

Guests: Todd Steiss (PB), Steve Blakely (Kimley-Horn), Brady Finklea (Kimley-Horn), Bill Thunberg (LNTC), Richard Modlin (CESI)

Joe Lesch opened the meeting at 10:00 AM. TCC members and guests introduced themselves.

1. Adoption of the Agenda

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

2. Consideration of March Meeting Minutes

Mr. Lesch asked if any changes to the minutes are necessary. Hearing none, he asked for a motion to approve the minutes. Bill Coxe made a motion to approve the March TCC meeting minutes. Allison Kraft seconded the motion. Upon being put to a vote, the motion passed unanimously.

3. 2040 Metropolitan Transportation Plan (MTP)

Presenter: Robert Cook

Summary/Action Requested:

Mr. Cook began his presentation by summarizing the public comments received on the draft MTP and conformity documents following the close of the public comment period on March 19. The contents of his presentation can be found [here](#).

Mr. Cook mentioned that 46 individuals or organizations commented on the draft documents, and all comments had been reviewed at a Transportation Staff meeting on March 26. It was determined that that none of the comments warranted substantial changes to the MTP or conformity report

that would delay the adoption process. Mr. Cook mentioned that staff and the consultant team are in the process of addressing formatting and grammatical errors in the document, and a final draft is expected by the April 16 MPO meeting.

Mr. Cook then summarized an analysis that was conducted to determine the benefits and negative impacts of the MTP projects relative to the presence of Environmental Justice (EJ) communities in each census tract. The analysis used CRTPO's Degree of Impact (DOI) methodology, as well as an approach used by Broward County, Florida. A map that displays the results of the CRTPO analysis can be found [here](#).

Debra Campbell inquired to determine if individuals with disabilities were included in the analysis. Mr. Cook indicated that individuals with disabilities were not included because this group was not included within the 1994 Executive Order that identified environmental justice groups, but this group could be added in a future DOI analysis. Mr. Coxe asked what number of individuals would constitute a group. Mr. Cook said that environmental justice groups are determined by race and the census-specific environmental justice communities are calculated against the regional averages for the three counties that are within CRTPO. Mr. Lesch inquired if all transportation projects proposed within EJ communities would constitute a negative impact. Mr. Cook explained that this effort was a planning-level analysis and that CRTPO would need project-specific details to determine the impact.

Motion:

Mr. Coxe made a motion to recommend to the MPO that it find [a] the 2040 MTP and 2012-2018 TIP in compliance with Clean Air Act Amendments of 1990 and MAP-21 (conformity determination) and [b] that this body consider recommending that the MPO consider adopting the MTP. David McDonald seconded the motion. The motion passed unanimously.

4. TIP Amendments

Presenter: Robert Cook

Summary/Action Requested:

Mr. Cook explained that the NCDOT Program Development Branch has requested that CRTPO amend its 2012-18 TIP for the projects listed [here](#). He indicated that there was no reason given for NCDOT's requested delay on P-5200EA, and CDOT does not support the delay on C-5543, and that no action is being requested on this project today. Mr. Lesch indicated that there is no reason to pull P-5200EA. Mr. Coxe questioned if R-4902A is subject to reprioritization as a result of the STI legislation with a construction year of 2017. Mr. McDonald explained that it is encumbered within the existing I-485 project and Scott Cole also confirmed this. Mr. Coxe would like an update regarding NCDOT's recommendation to delay right-of-way acquisition and construction for the Thrift Depot relocation, and Mr. Cook indicated that he would follow up with NCDOT and provide a response.

Motion:

Mr. McDonald made a motion to recommend to the MPO that it approve the amendments to its 2012-18 TIP with the exception of C-5543. Norm Steinman seconded the motion. The motion passed unanimously.

5. Ardrey Kell Road Thoroughfare Plan Amendment

Presenter: Steve Blakely, Kimley-Horn

Summary/Action Requested:

Mr. Blakely indicated that Kimley-Horn conducted a Traffic Impact Study (TIS) for the proposed Waverly mixed-use development has been proposed at the intersection of Providence Road (NC 16) and Ardrey Kell Road. The project will impact the future extension of Ardrey Kell Road, and will require a Thoroughfare Plan amendment to revise the alignment of the future Ardrey Kell Road Extension through the site. He explained that the current alignment shown in the Thoroughfare Plan has severe terrain issues, and a streambed would necessitate a 900-foot bridge span. This alignment modification would minimize the environmental impact while still allowing the connection to be made. The contents of Mr. Blakely's presentation and a project timeline can be viewed [here](#).

Mr. McDonald requested further explanation regarding the need for a signal at Providence Road and Golf Links Drive. Mr. Blakely indicated that future development in the area will necessitate the installation of a traffic signal at this intersection to distribute traffic to the developments in the area, as well as to load traffic onto Providence Road. Mr. McDonald followed with a question regarding the impact of congestion on NC 16 near the I-485 interchange if a signal and full movement median break was constructed at the intersection of Providence Road and Golf Links Drive. Mr. Cole mentioned that NCDOT requested that a supplemental analysis be conducted as part of the TIS to model the performance of the intersection of Providence Road and Golf Links Drive with and without the signal. The analysis revealed that the installation of a traffic signal at this location would help the corridor flow along Providence Road.

Mr. Coxe requested a summary of the level of public involvement in the 2011 developer response and the process to amend the Thoroughfare Plan for this alignment. Ms. Campbell explained that the site conceptual was presented at a developer response meeting in 2011 and community leaders invited ten to twelve stakeholders. She indicated that the Thoroughfare Plan amendment was coordinated concurrently with the Waverly rezoning public involvement process in 2013, and the City of Charlotte received many public comments regarding the rezoning, however; there has been minimal opposition from the residents in the existing residential areas to this request. Mr. Coxe asked about the indication received from the owners of the two tracts of land that would be impacted by this thoroughfare amendment. Mr. Blakely indicated that the developers (Crosland and Childress Klein) had met with the property owners on several occasions and they are amenable to the Thoroughfare Plan amendment.

Mr. Lesch inquired about resident opposition to the future extension of Ardrey Kell Road as part of the future phases of the Waverly development, and how the connection of this thoroughfare to Tilley Morris Road can be ensured. Mr. Blakely explained that the roadway design for the future phase of the Audrey Kell Road extension within the Waverly Development will be coordinated with the adjacent property. The future segment of this roadway (to be constructed in a future development phase) will be bonded to ensure that design and construction of this roadway to Tilley Morris Road can occur.

Mr. Lesch reminded the group that the City of Charlotte has the ultimate decision on the Thoroughfare Plan amendment because the proposed alignment lies within its planning boundary,

and Ms. Campbell indicated that the City Council will consider taking action on the rezoning later this month.

Motion:

Mr. Coxe made a motion to recommend the proposed Thoroughfare Plan amendment of Ardrey Kell Road to the MPO provided that the City of Charlotte approves the rezoning to advance the Waverly Development. Andrew Grant seconded the motion. The motion passed unanimously.

6. Federal Transit Funds Administration Funds Administration

Presenter: David McDonald, MTC

Summary/Action Requested:

Mr. McDonald explained that federal law stipulates that MPOs must identify a designated recipient in the form of a local government agency that will administer the Federal Transit Administration (FTA) 5307 and 5310 funds.

The City of Charlotte/CATS is the largest transit provider in the region and has been the designated recipient for FTA 5307 funds in the prior years. Mr. McDonald requested that the TCC consider endorsing the City of Charlotte/CATS as the designated recipient for FTA 5307 and 5310 funds to the MPO. In an effort to avoid a conflict of interest, CATS hires an independent contractor to coordinate the call for projects and funding recommendations for the FTA 5310 funds to ensure that eligible communities within the region have an opportunity to apply for these funds. Mr. McDonald indicated that a statewide meeting will be held in April regarding regional transit funds distribution formulas, and he will present a formula recommendation to share FTA 5307 funds with Iredell County at an upcoming TCC meeting.

Motion:

Mr. Grant made a motion to recommend to the MPO that it name the City of Charlotte/CATS as a designated recipient for the FTA 5307 and 5310 funds. Anil Panicker seconded the motion. Upon being put to a vote, the motion passed unanimously.

7. CRAFT Memorandum of Agreement Amendments

Presenter: Neil Burke

Summary/Action Requested:

Mr. Burke began his presentation by explaining that the Charlotte Regional Alliance for Transportation was formed in 1999 to facilitate regional transportation planning amongst the MPOs and RPOs in the Charlotte region. The Memorandum of Agreement (MOA) was created in 1999 when CRAFT was formed to identify the participants and the core responsibilities of the group. A series of modifications to the MOA were necessary to reflect the changes as a result of the 2010 census, and they have been summarized [here](#). Mr. Coxe inquired if the Catawba Indian Nation was represented as a member of CRAFT. Mr. Cook indicated that the Catawba Indian Nation has been a RFATS stakeholder and that CRAFT membership has traditionally included only MPOs and RPOs. Mr. Coxe suggested that CRTPO staff contact the Catawba COG to determine if the Catawba Indian Nation would like to have a seat at the table at future CRAFT meetings, and he recognized that this may need to be an agenda item at a future CRAFT meeting.

Motion:

Mr. Coxe made a motion to recommend the modifications to the MOA to the MPO and further request

that the Catawba Indian Nations membership within CRAFT is investigated. Adam McLamb seconded the motion. The motion passed unanimously.

8. Prioritization 3.0 (P3.0) Update

Presenter: Neil Burke

Summary/FYI:

Mr. Burke indicated that NCDOT had released preliminary scores for 1,300 legacy projects based on the STI criteria earlier in the week. He indicated that the scores are subject to correction if errors are found, and CRTPO staff is beginning the process of reviewing the parameters and cost estimates for each of the projects within its planning area. Mr. Burke mentioned that scores still need to be calculated by NCDOT for new projects that were submitted in January, and those scores should be available in May. Mr. Burke reviewed the STI categories and the highway scoring weights and reminded the group that CRTPO will receive 2,500 local input points apiece to allocate for its high priority regional and division needs tiers.

Next, he reviewed the top ten CRTPO project scores for each STI category, and the presentation can be found [here](#). Mr. Burke also mentioned that CRTPO has produced DRAFT summary spreadsheets of the legacy project scores that can be found [here](#). Mr. Burke mentioned that while CRTPO awaits the final scores for all projects, the local points allocation committee will be convened in April to review a “test run” of the approved local points methodology for the legacy highway projects. Mr. Cole made the observation that many of the top ten statewide projects are low-cost interchange improvement projects. Mr. McDonald questioned NCDOT’s quality assurance process in regard to scoring interchange improvement projects. Mr. Burke emphasized the importance of coordination between CRTPO and Divisions 10 and 12 in the assignment of local input points to ensure that high priority projects receive the most points. Dick Winters inquired about CRTPO’s ability to influence additional funding sources at the statewide level recognizing that the gas tax revenues will not meet all of the needs. Mr. Cook referenced a meeting with NCDOT Secretary Tony Tata on Tuesday, April 15 at Huntersville Town Hall. He mentioned that one of the topics will be the STI legislation. TCC members are invited to attend this meeting.

9. FY 2015 Unified Planning Work Program (UPWP)

Presenter: Robert Cook

Summary/FYI:

Mr. Cook began his presentation by explaining that the UPWP Review Subcommittee has finalized its draft of the FY 2015 work program. The contents of his presentation can be viewed [here](#). There is a funding source of \$580,383 in unobligated PL funds which the TCC previously recommended be used for local transportation planning projects. The UPWP subcommittee had recommended funding the Indian Trail project, a reduction of scope for the Monroe project, and splitting the Troutman project between FY 2015 and 2016. The City of Charlotte crash data geo-location project submittal was deemed ineligible by the subcommittee because it is an ongoing project that lacks a regional component that could be implemented throughout the CRTPO planning area. The subcommittee directed Mr. Cook to explore the feasibility of expanding the crash data geolocation program throughout the CRTPO planning area in FY 2016.

Mr. Coxe inquired about the UPWP amendment that was made at the March TCC meeting for the City of Charlotte’s crash data geolocation project. Mr. Cook responded that the UPWP amendment in March was acceptable because it was a single year project and not an ongoing one that would span several fiscal years. Mr. Cook also mentioned that additional STP-DA funding will be allocated to support CTP tasks. He

mentioned that the PL funds may be used for the Ramp Metering Feasibility study, the I-77 Corridor Study, a Regional Freight Study, the Congestion Management Process, and the development of the 2045 MTP. Mr. Cook indicated that the UPWP adoption will be considered at the May TCC meeting.

10. Comprehensive Transportation Plan Update

Presenter: Anil Panicker, NCDOT

Summary/FYI: Mr. Panicker provided an update on the status of the CTP indicating that he had received a series of comments on the maps from NCDOT-Transportation Planning Branch in Raleigh. He is currently working to address comments related to the appearance of the maps, and he will begin reaching out to jurisdictions to address comments that require local knowledge. Mr. Panicker indicated that there is a required public involvement component. He will provide the TCC with a list of changes to the CTP maps once the comments have been adequately addressed, and the public involvement component will be discussed at an upcoming Transportation Staff meeting.

Mr. Steinman indicated that the use of STP-DA funding to engage a consultant to lead the public involvement component of the CTP should be a topic at an upcoming Transportation Staff meeting. Mr. Lesch also indicated that the CTP revision process should be a topic at a future Transportation Staff meeting.

11. July TCC Meeting Date

Presenter: Neil Burke

Summary/FYI: The TCC is scheduled to meet on Thursday, July 3. The TCC can move the July meeting date by one week to Thursday, July 10 if meeting attendance may be an issue with the original date.

Motion: Bill Coxe made a motion to move the date of the TCC meeting from Thursday, July 3 to Thursday, July 10. Jonathan Wells seconded the motion. Upon being put to a vote, the motion passed unanimously.

12. CONNECT Update

Presenter: Jonathan Wells, C-M Planning

Summary/FYI:

Mr. Wells gave an update on the CONNECT regional study by indicating that the online survey to obtain input regarding users preferred regional growth scenario will be available until April 15. Additional information can be found [here](#). A subsequent series of community meetings for the CONNECT study will be held in Waxhaw, Charlotte and Davidson within the next several weeks.

13. Upcoming Issues

Mr. Burke indicated that he will be reaching out to the project sponsors that have active locally administered projects to request status updates. He also mentioned that CRTPO will be hosting a locally administered projects training session that will be led by NCDOT Local Programs Management office on Tuesday, June 3, 2014 from 10:00 am to 3:00 pm in Room 267 of the Charlotte-Mecklenburg Government Center. It is strongly encouraged that project managers of locally administered projects in the CRTPO planning area attend this training. A right-of-way acquisition webinar will be held on April 15 at 1:00 p.m. in Room 266 of the Charlotte-Mecklenburg Government Center. The North Carolina association of MPOs will host its annual meeting in Wilmington from May 14-16.

Mr. Cook mentioned that there will be a Thoroughfare Plan amendment to remove an extension of Mount Holly Road into Gaston County via a new bridge over the Catawba River since the Gaston-Cleveland-Lincoln MPO and the City of Mount Holly no longer support this project. Mr. Cook announced that Stuart Basham will be leaving the City of Charlotte to accept a position as Division Planning Engineer with NCDOT-Division 10 on April 11.

14. Adjourn: Mr. Lesch noted that the agenda had been adequately completed and adjourned the meeting at 11:52 a.m.

DRAFT



600 East Fourth Street
Charlotte, NC 28202
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TO: TCC Members
FROM: Robert W. Cook, AICP
CRTPO Secretary
DATE: April 21, 2014
SUBJECT: **Mt. Holly North Loop Thoroughfare Plan Amendment**

ACTION REQUESTED

Request the MPO to approve the start of a comment period to obtain public input on the proposed removal of the Mt. Holly North Loop from the Thoroughfare Plan.

BACKGROUND

The Mt. Holly North Loop is a proposed extension of Mt. Holly Road in northwest Charlotte that includes a new crossing of the Catawba River into Gaston County. It is on CRTPO's Thoroughfare Plan and is proposed to be a part of the Comprehensive Transportation Plan (CTP). After crossing the river, it becomes a part of what is known as the Belmont-Mt. Holly Loop on the Gaston-Cleveland-Lincoln MPO's (GCLMPO) CTP.

AMENDMENT JUSTIFICATION

This topic was first discussed at the December 4, 2013 Transportation Staff meeting. At that time, the GCLMPO staff discussed the City of Mt. Holly's opposition to the project and the GCLMPO's intent to remove its portion of the project from its CTP. Local staff determined that, in light of the action proposed by the GCLMPO, the project had no independent utility and therefore, there was no need to keep the project on the CRTPO Thoroughfare Plan.

PROPOSED PUBLIC INVOLVEMENT

Staff proposes to implement Level 1 Thoroughfare Plan amendment procedures. As stated in the adopted Public Involvement Plan (PIP), Level 1 procedures are associated with amendments expected to result in minor impacts to citizens, property owners and business owners. The PIP identifies the deletion of a proposed thoroughfare as a type of change appropriate for Level 1 procedures.

Public notice will consist of:

1. Media outlet notification
2. Land development organization notification
3. Property owner notification

It is not expected that a public meeting will be necessary.

Thoroughfare Plan Amendment Mt Holly Road

Trexler Ave



GASTON



E Charlotte Ave

Mount Holly Rd

Belmeade Dr

MECKLENBURG



600 East Fourth Street
 Charlotte, NC 28202
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TO: TCC Members
 FROM: Robert W. Cook, AICP
 CRTPO Secretary
 DATE: April 23, 2014
 SUBJECT: **Draft FY 2015 Unified Planning Work Program**

REQUEST

Recommend to the MPO that it adopt the FY 2015 Unified Planning Work Program.

BACKGROUND

[Click here](#) to view a spreadsheet that lists proposed funding allocations and projects.

1. Three principal funding sources are shown:
 - a. Planning (PL) funds
 - b. Surface Transportation Program-Direct Attributable (STP-DA)
 - c. Section 5303

2. Previously unobligated funds from two sources are also shown:
 - a. Unobligated PL funds
 - i. Amount: \$580,383
 - ii. Use: primarily to support local projects and CTP review

 - b. Unobligated STP-DA in the amount of \$24,637
 - i. Amount: \$24,637
 - ii. Use: primarily to support CTP review

Proposed Funding Distribution

	C-M Planning	CDOT	CATS	Other (Local Projects)
Planning (PL)	\$689,000	\$196,795	0	0
STP-DA	\$455,000	\$345,000	0	0
Section 5303	0	\$131,590	\$394,770	0
Unobligated PL funds	\$4,658	\$15,000	0	0
Unobligated STP-DA	\$24,637	0	0	0
Total	\$1,173,295	\$688,385	\$394,770	\$560,725
Total: Planning + CDOT + CATS + Other = \$2,817,715				

LOCAL PROJECTS

Twelve of the 13 proposals submitted for consideration are being recommended for funding. The Crash Data Geo-coding & Validation proposal submitted by the Charlotte Department of Transportation (CDOT) was deemed ineligible by the FHWA due to it being an ongoing project that lacked planning area-wide benefit.

Local projects are listed at the end of the memorandum.

OTHER ISSUES

1. The draft UPWP programs \$52,500 in Task Code II, Traffic Accidents. The funds are FY 2014 funds to be carried over into FY 2015 from a UPWP amendment approved by the MPO in March 2014 to support CDOT's Crash Data Geo-coding & Validation project. This project was funded as a local project.
2. The UPWP Review Subcommittee recommends the following:
 - a. Begin a process to determine how the Crash Data Geo-coding & Validation proposal can be expanded to provide planning-area wide benefits.
 - b. After FY 2015, individual traffic count efforts should be consolidated into a single, CRTPO-supported traffic count program. Efforts to determine how to implement such a program should begin soon in order to be ready for FY 2016.
3. The regional freight study (Task Code IV-8, Freight Movement/Mobility Planning) is being submitted for consideration as a TIGER planning grant. The project is intended to proceed if TIGER funding is not received.
4. Initial work on the 2045 MTP is funded in Task Code IV-1, Community Goals & Objectives.
5. Work to develop performance measures as required by MAP-21 is programmed in Task Code IV-1, Community Goals & Objectives.
6. CRTPO's contribution to the NCDOT regional ramp metering study is programmed in the amount of \$153,000 in Task Code VI-10, Corridor Protection & Special Studies.



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FY 2015 PROPOSED LOCAL PROJECTS

Project Name	Jurisdiction	Funding Requested	Subcommittee Recommendation
Independence Boulevard Greenway Crossing	Charlotte	\$160,000	Fund the requested amount
AC&W Railroad Relocation Assessment	Charlotte	\$80,000	Fund the requested amount
W. Catawba/Torrence Chapel Road intersection	Cornelius	\$52,725	Fund the requested amount
Traffic Counts	Huntersville	\$11,000	Fund the requested amount
NW Huntersville Transportation Study-Phase 2	Huntersville	\$50,000	Fund the requested amount
Traffic Counts	Indian Trail	\$20,000	Fund the requested amount
Indian Trail Road Corridor Study	Indian Trail	\$40,000	Fund the requested amount
Downtown Streetscape Improvement Plan Land Use/Transportation Plan	Matthews	\$20,000	Fund the requested amount
Transportation Plan	Monroe	\$75,000	Fund the requested amount
Traffic Counts	Stallings	\$12,000	Fund the requested amount
US 21/NC 115 Corridor Study	Troutman	\$20,000	Fund the requested amount
Traffic Count Information & Data Gathering	Waxhaw	\$20,000	Fund the requested amount
Recommended Funding Amount		\$560,725	



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TO: TCC Members
FROM: Robert W. Cook, AICP
CRTPO Secretary
DATE: April 22, 2014
SUBJECT: **FY 2014 Self-Certification**

REQUEST

Recommend to the MPO that it adopt a resolution certifying CRTPO's compliance with all federal statutes, laws, regulations, etc. associated with the transportation planning process.

ATTACHMENTS

Included in the agenda packet is:

- a. a checklist provided by the Federal Highway Administration (FHWA) that asks questions pertinent to the self-certification process; staff responses are provided in green; and
- b. a draft resolution.

BACKGROUND

The Code of Federal Regulations (23 CFR 450.334) requires MPOs to annually certify to the FHWA and Federal Transit Administration (FTA) that the transportation planning process addresses all major issues facing the MPO and is being conducted in accordance with all applicable requirements of the following:

- Section 134 of Title 23, United States Code (USC), section 8 of the Federal Transit Act (49 USC app. 1607)
- Section 174 and 176(c) and (d) of the Clean Air Act (42 USC 7504, 7506 (c) and (d))
- Title VI of the Civil Rights Act of 1964 and the Title VI assurance executed by North Carolina under 23 USC 324 and 29 USC 794
- Section 103(b) of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 regarding the involvement of disadvantaged business enterprises in the FHWA and FTA funding planning projects
- Provisions of the Americans with Disabilities Act (ADA) of 1990 and US Department of Transportation regulations "Transportation for Individuals with Disabilities" (49 CFR parts 27, 37 and 38)

Charlotte Regional Transportation Planning Organization FY 2014 Self-Certification Checklist

23 CFR* 450.334 requires MPOs to annually certify to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) that its planning process is addressing the major issues facing the urban area and is being conducted in accordance with all applicable requirements of various federal regulations, statutes, etc.

The following checklist assists staff as it conducts the self-certification process. Each question is followed by staff's response, and if necessary, additional explanation.

1. Is the MPO properly designated by agreement between the Governor and 75% of the urbanized area, including the central city, and in accordance in procedures set forth in state and local law (if applicable)? [23 U.S.C. 134 (b); 49 U.S.C. 5303 (c); 23 CFR 450.306 (a)]

YES

2. Does the policy board include elected officials, major modes of transportation providers and appropriate state officials? [23 U.S.C. 134 (b); 49 U.S.C. 5303 (c); 23 CFR 450.306 (i)]

YES

3. Does the MPO boundary encompass the existing urbanized area and the contiguous area expected to become urbanized within the 20-year forecast period? [23 U.S.C. 134 (c), 49 U.S.C. 5303 (d); 23 CFR 450.308 (a)]

An official boundary has been established by the CRTPO policy board. The CRTPO is currently working with neighboring MPOs to develop agreements that transfer planning responsibilities from CRTPO to the appropriate MPO for portions of the Charlotte urbanized area located within their planning areas.

4. Is there a currently adopted Unified Planning Work Program (UPWP)? 23 CFR 450.314
 - a. Is there an adopted prospectus?
 - b. Are tasks and products clearly outlined?
 - c. Is the UPWP consistent with the MTP?
 - d. Is the work identified in the UPWP completed in a timely fashion?

YES to all of the above.

5. Does the area have a valid transportation planning process?

23 U.S.C. 134; 23 CFR 450

- a. Is the transportation planning process continuous, cooperative and comprehensive?
- b. Is there a valid MTP?
- c. Did the MTP have at least a 20-year horizon at the time of adoption?
- d. Does it address the 8-planning factors?
- e. Does it cover all modes applicable to the area?
- f. Is it financially constrained?
- g. Does it include funding for the maintenance and operation of the system?
- h. Does it conform to the State Implementation Plan (SIP) (if applicable)?
- i. Is it updated/reevaluated in a timely fashion (at least every 4 or 5 years)?

YES to all of the above.

6. Is there a valid TIP? 23 CFR 450.324, 326, 328, 330, 332
 - a. Is it consistent with the MTP?
 - b. Is it fiscally constrained?
 - c. Is it developed cooperatively with the state and local transit operators?
 - d. Is it updated at least every 4 years and adopted by the MPO and the Governor?

YES to all of the above.

7. Does the area have a valid Congestion Management Process (CMP)? 23 CFR 450.320
 - a. Is it consistent with the MTP?
 - b. Was it used for the development of the TIP?
 - c. Is it monitored and reevaluated to meet the needs of the area?

YES to all of the above.

8. Does the area have a process for including environmental mitigation discussions in the planning process?

- a. How?
 - **CRTPO's 2040 MTP includes a thorough discussion of environmental mitigation in chapter 7.**
 - **CRTPO's project ranking methodology includes a component that assesses a project's impact on the natural environment.**

9. Does the planning process meet the following requirements:
 - a. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
 - b. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
 - c. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
 - d. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
 - e. Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
 - f. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
 - g. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
 - h. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
 - i. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
 - j. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.
 - k. All other applicable provisions of Federal law. (i.e. Executive Order 12898)

YES to all of the above.

10. Does the area have an adopted PIP/Public Participation Plan? 23 CRR 450.316 (b)(1)

- a. Did the public participate in the development of the PIP?
- b. Was the PIP made available for public review for at least 45-days prior to adoption?
- c. Is adequate notice provided for public meetings?
- d. Are meetings held at convenient times and at accessible locations?
- e. Is the public given an opportunity to provide oral and/or written comments on the planning process?
- f. Is the PIP periodically reviewed and updated to ensure its effectiveness?
- g. Are plans/program documents available in an electronic accessible format, i.e. MPO website?

YES to all of the above.

The PIP was updated in September 2012 to include an expanded Title VI component and a limited English proficiency plan (LEP).

11. Does the area have a process for including environmental, state, other transportation, historical, local land use and economic development agencies in the planning process?
 - a. How?

CRTPO maintains a database that includes all pertinent federal, state and local agencies involved in the above-mentioned endeavors in its planning process. Not-for-profit organizations are also included in the database. The agencies and organizations receive all MPO agenda packets and other public meeting notifications (e.g., public comment period notifications).

Also, CRTPO conducted a Resource Agency Consultation process for the development of the 2040 MTP to ensure that all appropriate agencies were provided the opportunity to become involved in the MTP's preparation.

** Code of Federal Regulations*

RESOLUTION

**CERTIFYING THE TRANSPORTATION PLANNING PROCESS OF THE
CHARLOTTE REGIONAL TRANSPORTATION PLANNING ORGANIZATION
FOR FY 2014**

WHEREAS, the Charlotte Regional Transportation Planning Organization has found that it is conducting transportation planning in a continuous, cooperative, and comprehensive manner in accordance with 23 USC 134 and 49 USC 1607; and

WHEREAS, the Charlotte Regional Transportation Planning Organization has found the transportation planning process to be in compliance with Sections 174 and 176 (c) and (d) of the Clean Air Act (42 USC 7504, 7506 (c) and (d)); and

WHEREAS, the Charlotte Regional Transportation Planning Organization has found the transportation planning process to be in full compliance with Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by each State under 23 USC 324 and 29 USC 794; and

WHEREAS, the Charlotte Regional Transportation Planning Organization has considered how the transportation planning process will affect the involvement of Disadvantaged Business Enterprises in FHWA and FTA funded planning projects (Section 105(f), Pub. L. 97-424, 96 Stat. 2100, 49 CFR part 23); and

WHEREAS, the Charlotte Regional Transportation Planning Organization has considered how the transportation planning process will affect the elderly and disabled per the provision of the Americans with Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat. 327, as amended) and the US DOT implementing regulations; and

WHEREAS, the Charlotte Regional Transportation Planning Organization Transportation Improvement Program is a subset of the currently conforming 2040 Metropolitan Transportation Plan; and

WHEREAS, the 2040 Metropolitan Transportation Plan has a planning horizon year of 2040 and meets all the requirements of an adequate Transportation Plan.

NOW THEREFORE BE IT RESOLVED that the Charlotte Regional Transportation Planning Organization certifies its transportation planning process on this the 21st day of May, 2014.

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 21st day of May, 2014.

Sarah McAulay, Chairwoman

Robert W. Cook, Secretary



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

TO: TCC Members
FROM: Robert W. Cook, AICP
CRTPO Secretary
DATE: April 21, 2014
SUBJECT: **TIP Amendments & Conformity Determination
TIP Projects U-2507AA & R-2248G**

ACTION REQUESTED

Request the MPO to approve the start of a comment period to obtain public input on a proposal to amend the 2012-2018 Transportation Improvement Program (TIP) and to make an air quality conformity determination for the following two projects:

1. U-2507AA: Baucom Road Extension, Mallard Creek Road to IBM Drive

This is a new collector road and multi-use path from Mallard Creek Road to IBM Drive. It was previously identified as the IBM Connector. 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.

2. R-2248G: I-485/Oakdale Road interchange

The proposed interchange is an original element of I-485. In 1999, the MPO conducted an analysis of all proposed I-485 interchanges, and decided to delay construction of the Oakdale Road interchange “until the interchange area is more developed . . .” * In 2007, it was decided to pursue the interchange’s construction and the project was added to MUMPO’s Candidate Projects List.

BACKGROUND

In June 2013, NCDOT requested that the MPO amend its TIP to add both projects. It was determined that an air quality conformity determination would be needed in order for the amendments to occur. The TCC decided to not pursue a conformity process and instead, to fold the two projects into the upcoming 2040 MTP process. Both projects are included in the adopted 2040 MTP, for which a conformity determination was made by the MPO on April 16, 2014. However, advertising for the 2040 MTP did not explicitly address the need for TIP amendments for the two projects, thus TIP amendments and a conformity determination are needed.

CONFORMITY DETERMINATION

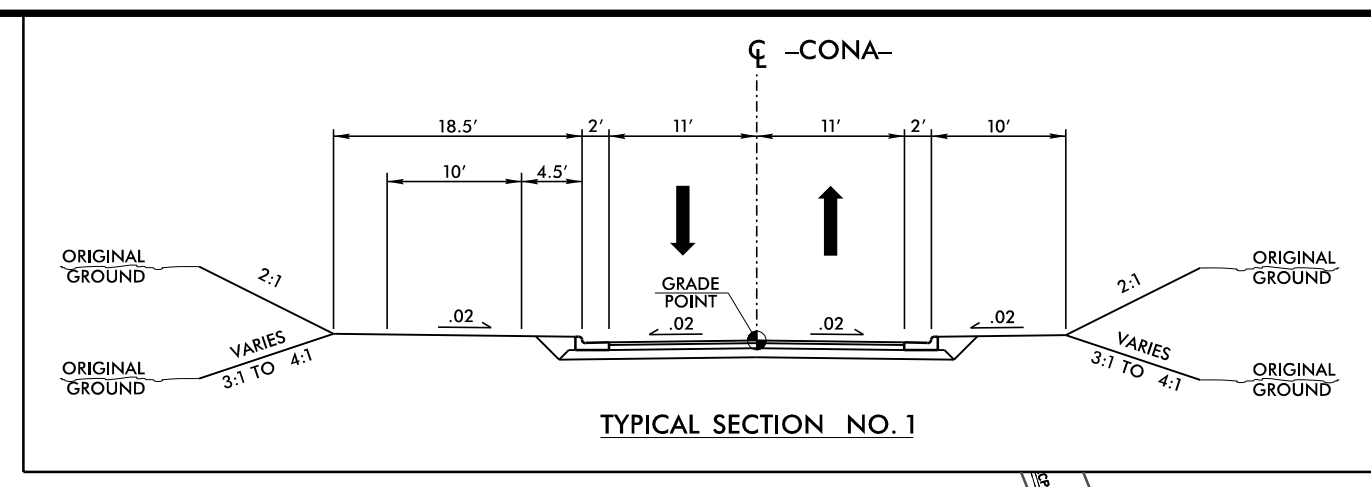
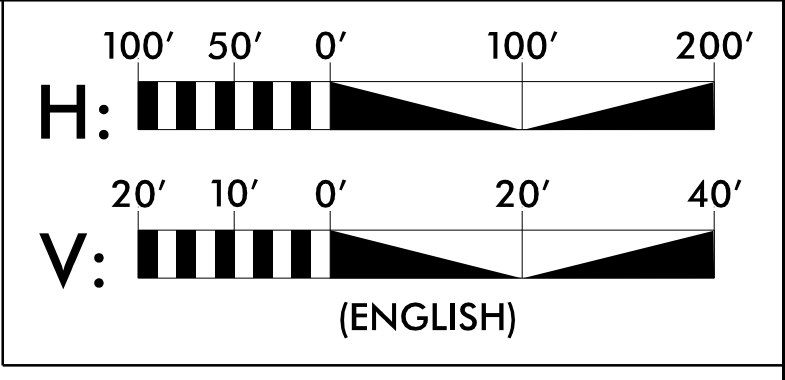
A regional emissions analysis is not required, therefore only a conformity determination Short Form will be needed to complete the conformity process.

** I-485 Interchange Analysis, adopted by the Mecklenburg-Union Metropolitan Planning Organization, July 21, 1999.*

DESIGN MAP
PROJECT U-2507AA

MECKLENBURG COUNTY
BAUCOM ROAD EXTENSION FROM
SR 2467 (MALLARD CREEK RD) TO IBM DRIVE

ROLL 1 OF 1



BEGIN TIP PROJECT U-2507AA
-CONA- POT Sta. 10 + 43.11

END TIP PROJECT U-2507AA
-CONA- POT Sta. 28 + 21.01

-IBM_LT-	
PI Sta 15+49.15	PI Sta 15+58.05
$\Delta = 4^{\circ} 34' 40.00''$ (LT)	$\Delta = 15^{\circ} 15' 46.22''$ (LT)
D = 6' 12" 5.15'	D = 6' 3" 34.2'
L = 73.55'	L = 226.83'
T = 35.85'	T = 113.95'
R = 922.00'	R = 672.00'

-IBM_RT-	
PI Sta 12+20.07	PI Sta 12+20.07
$\Delta = 15^{\circ} 17' 35.3''$ (LT)	$\Delta = 15^{\circ} 17' 35.3''$ (LT)
D = 7' 15" 42.6'	D = 7' 15" 42.6'
L = 200.60'	L = 200.60'
T = 125.30'	T = 125.30'
R = 789.00'	R = 789.00'

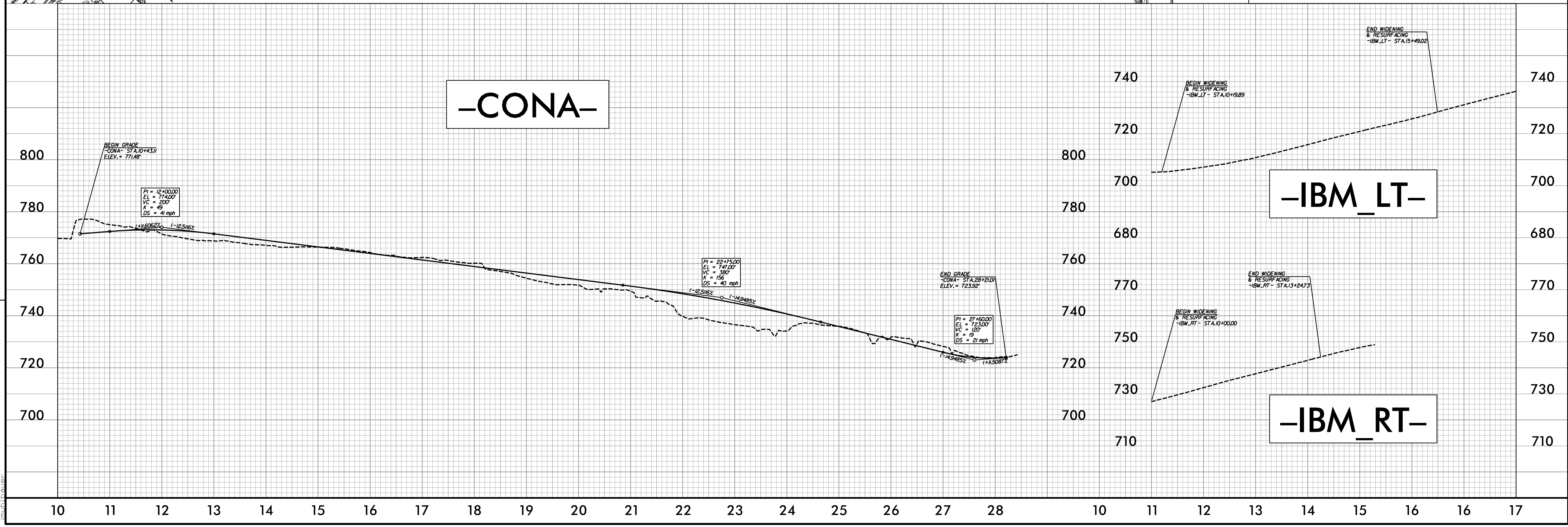
PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

RK&K
FOR
DIVISION OF HIGHWAYS

RUMMEL, KLEPPER & KAHL, LLP
900 RIDGEFIELD DRIVE, SUITE 350
RALEIGH, NORTH CAROLINA 27609
NC LICENSE NO. F-0112
1-888-521-4455 OR 919-878-9560

TURN LANE LENGTHS SHOWN ARE APPROXIMATE. FINAL TURN LANE LENGTHS WILL BE DETERMINED BY NCDOT CAPACITY ANALYSIS.



REVISIONS

8/27/2013
R:\Projects\U2507AA_Rd\1_Rd\1.dgn

TIP Amendment I-2248G I-485/Oakdale Road Interchange



Glenn Teague Rd

Mt Holly-Huntersville Rd

485

Oakdale Rd

Convert Grade Separation to Interchange