

## 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, April 2, 2015

10:00 a.m.-Noon

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

### APRIL TCC MEETING ACTION ITEMS:

1. Mount Holly Road Thoroughfare Plan Amendment
2. FY 2016 Unified Planning Work Program
3. MPO Planning Area Expansion

### CRTPO Staff Contact:

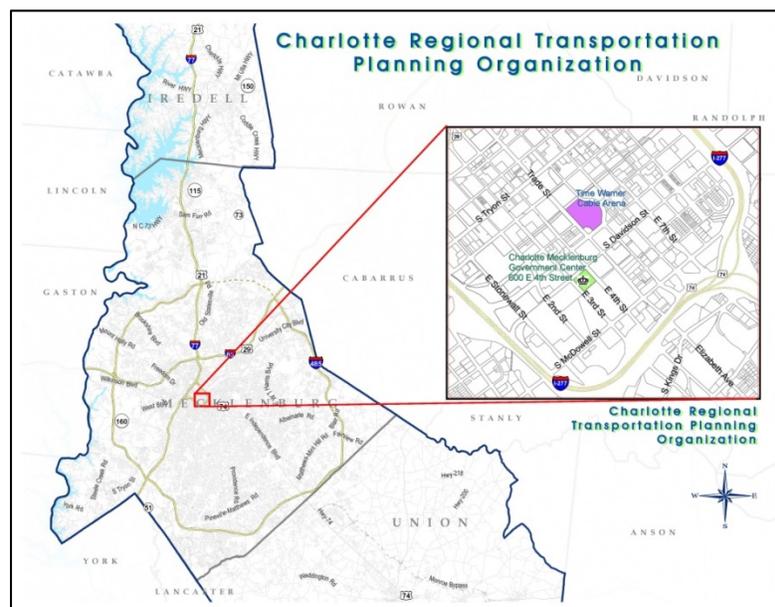
Neil Burke, AICP, PTP  
Senior Principal Planner  
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### ***Title VI Policy***

*It is the policy of the Charlotte Regional Transportation Planning Organization to ensure that no person shall, on the ground of race, color, sex, age, national origin, or disability, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity as provided by Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, and any other related non-discrimination Civil Rights laws and authorities.*

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

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



Parking is available in the CMGC parking deck on Davidson Street between Third and Fourth Streets. Parking tickets from the CMGC Deck can be validated by CRTPO staff if they are brought to the meeting.

There are two ways to enter the CMGC. Enter via the large staircase on the Davidson Street side or through the plaza entrance facing E. Fourth St. (This is a handicapped accessible entrance.) Once inside the building, security staff will assist you to Room 267. Security measures have been improved recently, so please allow more time for entering the building.

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## TECHNICAL COORDINATING COMMITTEE MEETING AGENDA

Thursday, April 2, 2015 | 10:00 a.m.

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

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

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

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  - a. Approval of March 5, 2015 TCC Minutes
  
3. **TCC BUSINESS (40 Minutes)**

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  - a. **Mount Holly Road Thoroughfare Plan Amendment** **Robert Cook**  
***ACTION REQUESTED:** Recommend to the MPO that it approve the start of a public involvement process to remove the Mount Holly Road extension, between Mt. Holly-Huntersville Road and the Catawba River, from the CRTPO Thoroughfare Plan and/or CTP.*  
  
***BACKGROUND:***
    - See attached memorandum.  
***ATTACHMENTS:** Memorandum and map.*
  
  - b. **FY 2016 Unified Planning Work Program** **Robert Cook**  
***BACKGROUND:***
    - The UPWP Review Subcommittee and staff have completed work on the FY 2016 UPWP.
    - Some information crucial to finalizing the UPWP was not available until very recently, thus it was not possible to prepare a complete listing of projects and allocations in time to be included in the agenda packet.
    - Detailed information will be provided under separate cover. In addition, this topic will be discussed at the April 1 Transportation Staff meeting.
  
  - c. **MPO Planning Area Expansion** **Robert Cook**  
***ACTION REQUESTED:** Recommend to the MPO that it approve the expansion of the planning area to include the entirety of Iredell County.*  
  
***BACKGROUND:***
    - The northern portion of Iredell County is a part of the Unifour RPO.

- *The Western Piedmont COG serves as the lead planning agency for the Greater Hickory MPO and Unifour RPO, and is consolidating the two organizations into a single transportation planning entity which will result in the RPO ceasing operation.*
- *The Iredell County Planning Department has requested that the CRTPO consider expanding its planning area to incorporate portions of the county now in the Unifour RPO's jurisdiction.*
- *The Iredell County Board of Commissioners has adopted a resolution supporting CRTPO's expansion.*
- *This topic was presented to the MPO at its January meeting; no opposition was stated by MPO members.*

*ATTACHMENTS: Memorandum, Iredell County Board of Commissioners resolution, and Map.*

#### 4. **TCC INFORMATION REPORTS (60 Minutes)**

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a. **Final Bonus Allocation and STP-DA Project List**

**Bill Coxe**

BACKGROUND:

- *An update of the motions approved by during the March 18 MPO meeting will be reviewed.*
- *A discussion of upcoming tasks and coordination efforts to program and deliver these funds will be undertaken.*

*ATTACHMENTS: Final Bonus Allocation and STP-DA Project List and Maps*

b. **I-485 South**

**Robert Cook**

BACKGROUND:

- *This item was deferred at the March 18 MPO meeting to joint MPO/TCC Workshop to be held on Tuesday, April 7 beginning at 6:00 p.m. in room 267 of the Charlotte-Mecklenburg Government Center.*
- *Workshop objectives and format will be discussed.*

c. **P4.0 Work Group Update**

**Neil Burke**

BACKGROUND:

- *An update will be provided on decisions made and recent discussion topics at the Prioritization 4.0 Work Group meetings that are held bi-monthly in Raleigh.*
- *A review of the proposed schedule for P4.0 will be undertaken. It should be noted that MPOs, RPOs, and Divisions will can submit new projects for scoring in P4.0 in September of 2015.*

*ATTACHMENT: Prioritization 4.0 Tentative Schedule – Subject to Change.*

d. **Ozone Standard Update**

**Megan Green**

BACKGROUND:

- *In November 2014, the U.S. Environmental Protection Agency proposed to strengthen the National Ambient Air Quality Standard for ground-level ozone.*
- *An overview of the proposed revisions will be provided and potential local impacts will be discussed.*

e. **CRTPO CommunityViz Model Development**

**Curtis Bridges**

BACKGROUND:

- *Staff is engaging in an effort to transitioning our existing socio-economic data collection and allocation process to a more powerful and precise CommunityViz land use model.*
- *Detailed and current socio-economic data are direct inputs to the Metrolina Regional Travel Demand Model. Participating local agencies currently have varying methods for developing and submitting this data.*
- *CommunityViz Model process will take approximately 13 months to implement.*
- *Socio-economic data developed for the CommunityViz Model will be essential to the preparation of CRTPO's 2045 Metropolitan Transportation Plan.*
- *The CommunityViz Model will allow for an ongoing link between the regional CONNECT process and future studies and plan development.*

f. **CONNECT/2045 MTP Work Group**

**Jonathan Wells**

BACKGROUND:

- *A Work Group has been established to identify outcomes from the CONNECT Our Future study and required products for the 2045 MTP.*
- *The Work Group includes several TCC members, and has met on January 29 and March 31.*

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

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

**NCDOT Staff  
Curtis Bridges**

6. **ADJOURN**

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**CRTPO TECHNICAL COORDINATING COMMITTEE**  
**Summary Meeting Minutes**  
**Charlotte-Mecklenburg Government Center**  
**Room 267**  
**March 5, 2015**

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**Voting Members:** *Chair* - Danny Pleasant (CDOT), *Vice-Chair* – Joe Lesch (Union County), Jonathan Wells – alt for Ed McKinney (C-M Planning), Becky Chambers – alt for Dan Leaver (Charlotte E&PM) Bill Coxe (Huntersville), Andrew Grant (Cornelius), Matthew Todd (Iredell County), Sherry Ashley (Statesville), Erika Martin (Troutman), Ralph Messera (Matthews), David McDonald (CATS), Kelsie Anderson ( Mooresville), Scott Cole – alt for Louis Mitchell (NCDOT – Div. 10), David Keilson – alt for Reuben Chandler (NCDOT – Div. 12), Anil Panicker (NCDOT-TPB), Adam McLamb – alt for Scott Kaufhold (Indian Trail), Lisa Stiwinter (Monroe), Fern Shubert (Marshville), Travis Johnson (Davidson), Megan Green (Mecklenburg County – LUESA Air Quality), Ken Tippette (Bicycle Focus Area Representative), Gwen Cook (Greenway Focus Area Representative), Dick Winters (Public Health Focus Area Representative), Scott Curry (Pedestrian Focus Area Representative)

**Staff:** Robert Cook (CRTPO), Curtis Bridges (CRTPO), Neil Burke (CRTPO), Candice Leonard (CRTPO), Lee Ainsworth (NCDOT), Warren Cooksey (NCDOT-Div. 10) Norm Steinman (CDOT), Tim Gibbs (CDOT), Andy Grzyski (CDOT), Anna Gallup (CDOT), Loretta Barren (FHWA), Jim Loyd (Monroe), David Nelson (Matthews), Andrew Ventresca (Statesville)

**Guests:** Bill Thunberg (LNTC), Todd Steiss (PB), Steve Blakely (Kimley-Horn), Meg Fencil (Sustain Charlotte), Radha Swayampakala (RS&H), Justin Carroll (STV), David Hannon (I-77 Mobility Partners), Jean Leier (I-77 Mobility Partners)

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

**1. Adoption of the Agenda**

Mr. Pleasant asked if any changes to the agenda are necessary. There were none, therefore; the March agenda was adopted by acclamation.

**2. Consideration of Consent Agenda**

Mr. Pleasant explained that the consent agenda for the March meeting contained five TIP amendments that were included in a memorandum within the agenda packet and the February TCC meeting minutes.

Motion:

Joe Lesch made a motion to adopt the consent agenda. David McDonald seconded the motion. The motion passed unanimously.

**TCC BUSINESS ITEMS**

**3a. I-485 South**

Presenter: Scott Cole, NCDOT-Division 10

Summary/Action Requested:

Mr. Cole provided information to the TCC via a Power Point presentation, the contents of which are incorporated into the minutes [here](#). The presentation's purpose was to discuss three options for the use of the wide paved shoulder on I-485 between I-77 and Rea Road. It was stated that the wide paved shoulder was constructed as a cost savings measure under the original widening project (R-4902) in anticipation of the future managed lanes project (I-5507). Mr. Cole explained that the MPO had tasked the TCC with developing a technical recommendation for one of the three options for their consideration at the March 18 meeting.

- A. Continue with current plan: leave wide paved shoulder as currently designated and start the new project (I-5507) as soon as possible.
- B. Open as HOV lane.
- C. Open as general purpose lane

Option A would not require any changes. Option B could not be implemented until sometime in 2016 and would introduce additional lane change/merge issues. Mr. Cole explained that the model output demonstrated that opening the lane as a HOV lane would result in a six-second improvement for all vehicles within the corridor in the peak hour, which the department considers a negligible benefit. Option C would compound the lane change/merge issues and would eliminate the possibility of implementing managed lanes. Both Federal and state law prohibit converting a general purpose lane to a toll lane; therefore implementing a managed lanes concept would require the construction of an additional new lane in each direction. Option C would also result in the loss of funding for I-5507 because the scope would be modified to an option without toll lanes. To complete the project with general purpose lanes, the segment from Rea Road to US 74 would have to be resubmitted for P4.0 and compete against other projects within the Statewide Mobility tier.

Mr. Cole then reviewed a series of before and after time of day maps using RIDIS travel time data provided by CDOT. The data has shown that mobility has dramatically improved with the additional lanes from the R-4902 project. He also noted that the current afternoon peak hour congestion begins where the wide shoulder ends in the I-485 Eastbound/Outer approach, therefore; Options B or C would likely worsen the level of delay at this location.

Following Mr. Cole's presentation, TCC members commented on the topic and asked questions.

Bill Coxe stated that Option C could not be delivered by April of 2015 as was stated in the presentation because an air quality conformity analysis and determination must be completed. He suggested that this process could last until at least August of 2015.

Anna Gallup inquired if Option C could be implemented with a conformity determination included before the next STIP is active on October 1, 2015. Loretta Barren indicated that the TIP would need to be amended to include this project and as such, no construction authorization would be granted prior to October 1. She added that CRTPO would need to update its CMP to demonstrate that a general purpose lane project would be the only method to reduce congestion issues along this corridor.

Jonathan Wells asked where the \$1-2 million in funds to implement Option B would come from. Mr. Cole explained that he wasn't entirely sure, but it would be possible that the funds could come from a project change order from R-4902.

Mr. Pleasant acknowledged that there have been questions from citizens regarding the costs associated with maintaining construction barrels and other traffic control devices with Option A. Mr. Cole explained that the traffic management control devices were purchased at the beginning of the I-5507 project, so he anticipated that there would not be any substantial replacement costs with this activity. He explained that the devices will need to be monitored on a weekly basis to ensure they are being properly utilized. Mr. Pleasant indicated his preference for Option A based upon prior partnerships between CDOT and Division 10 on advancing I-5507 and maintaining consistency with the recommendations from the Fast Lanes study.

Motions:

- (1) Mr. Coxe made a motion to state that the TCC does not support the conversion of the wide paved shoulder to a general purpose lane on I-485 from I-77 to Rea Road. Mr. Lesch seconded the motion. Within the discussion of this motion, Mr. Coxe explained that it has been MPO and TCC policy that any additional capacity added on this corridor will be in the form of managed lanes. Upon being put to a vote, the motion passed unanimously.
- (2) Mr. Lesch made a motion to recommend Option A (continue with current plan) to the MPO. Mr. Coxe seconded the motion. The motion passed unanimously.

**3b. DRAFT Bonus Allocation and STP-DA Project List**

Presenter: Bill Coxe

Summary/Action Requested:

Mr. Coxe 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:

- Mr. Coxe explained that he suggested a modified recommendation for the TCC to consider where an endorsement is sought on the STP-DA project lists, and a partial adoption of the Bonus Allocation project lists may be possible pending further discussion.
- In reviewing the TIP adoption schedule, he emphasized that project list recommendations are needed from the MPO in March in order to remain on schedule for MTIP adoption in August.
- He explained that the TCC subcommittee had over-estimated the amount of STP-DA funds available within the first five years, therefore programming the first six years is recommended to overcome the funding shortfall.
- Mr. Coxe referenced a NCDOT financial report he reviewed yesterday where the Department is requesting less TIFIA funding from FHWA, and subsequently this reduces the amount of Bonus Allocation funding available to CRTPO from \$158 million to \$144.5 million.
- Mr. Coxe reviewed the proposed project lists of bonus allocation projects as recommended by the TCC subcommittee. He stated that there are 20 recommended bonus allocation projects at an estimated cost of \$166.5 million, and this amount was over-programmed by \$22 million.
- He indicated that the Bonus Allocation funds are subject to change as a result of the funding shortfall. A second-tier list of Bonus Allocation projects was also presented for each STI tier in the event that the existing projects fall out.
- Within the Statewide Tier of Proposed Bonus Allocation Projects, Mr. Coxe summarized three recommended modifications that have occurred within the past month:

- The subcommittee agreed to substitute the I-77 & Stumptown Road Direct HOT Interchange with I-77 & Hambright Road because the Hambright location must be coordinated with the design and construction of the I-77 Managed Lanes project. The I-77 & Stumptown Road project can be constructed following the I-77 Managed Lanes project, and has been suggested as a possible submittal for P4.0 scoring.
- The City of Statesville received a revised cost estimate for the I-77 & Broad Street improvements project lowering the cost estimate by \$2 million to a new estimated total of \$28 million.
- The subcommittee agreed to remove a \$3 million feasibility study of potential locations for additional HOT Direct Access Interchanges because the majority of these locations would require coordination with the design and construction of the existing I-77 Managed Lanes project.
- He then reviewed the proposed STP-DA projects as recommended by the TCC subcommittee. He indicated that there were six major highway, 16 bicycle/pedestrian, three transit projects, and a future holdout of \$9.4 million for small operations projects at a total amount of \$83.3 million over five years from 2016 through 2020.
- Mr. Coxe explained that the subcommittee has proposed STP-DA funding for the widening of John Street/Old Monroe Road (U-4714 sections A and C). He explained the Town of Indian Trail is applying \$10 million to the C section of this project, yet there is not enough STP-DA funds to take this project to construction within the first six years of the TIP. There is an existing funding gap on U-4714C of \$7.8 million.

Following Mr. Coxe's presentation, TCC members and guests commented on the topic and asked questions.

Kelsie Anderson inquired if the Bonus Allocation funding amounts are related to the Division and Regional tier allocations from STI, and if the shortfall would only impact the Statewide Mobility tier. Mr. Coxe responded that the Bonus Allocation is calculated for each STI tier based upon a formula that is a percentage of what is allocated to the Regional Impact and Division Needs tiers.

Bill Thunberg suggested if the subcommittee elects to use all of the bonus allocation revenue, and follows the STI legislation relative to Bonus Allocation, then the Statewide Mobility tier would solely be impacted by the current Bonus Allocation revenue shortfall. In this scenario there would be approximately \$73 million available within the Statewide Mobility tier, a reduction of approximately \$15 million.

Mr. Pleasant inquired about the ramifications of the TIP adoption schedule lagging from August to September. Ms. Barren indicated that this may impact initiating new projects, and this would delay the start of NCDOT's STIP on October 1.

Mr. Pleasant explained that Bonus Allocation projects should be programmed by incrementally stepping down the list by project score. David McDonald explained that the subcommittee has attempted to maximize the funds available to projects in the Division Needs and Regional Impact tiers, while not leaving any funding unobligated. He explained that when project cost exceeded the amount of available funds and/or when the project could not be obligated in five years, the subcommittee would program the funds to the next feasible project on the list.

Mr. McDonald mentioned that we need to be cognizant of the existing funding shortfalls in each Bonus Allocation STI tier when closing the gap. He indicated that the Regional Impact and Division Needs tiers may need to reduce their funding amounts to balance the shortfall in the Statewide Mobility tier.

Mr. McDonald inquired about the lowest scoring Statewide Mobility project (I-77 & Broad Street, I-3819B). He suggested removing a percentage of this project's funding to resolve the funding gap, then allowing the project to move into right-of-way or design only. Mr. Coxe responded that NCDOT-Division 12 has confirmed that this project already has all right-of-way acquired and a completed Environmental document. Mr. Pleasant explained that Secretary Tata indicated that the final improvements I-3819 would be a candidate project for the proposed statewide transportation bond.

Ralph Messera inquired if the scope of the I-77 and Hambright Road project could be reduced to only include funding to further separate the north and south bound travel lanes of I-77 so a direct connection HOT interchange could be constructed at a later date. Mr. Coxe explained that this would result in constructing a project with no conclusive value until additional funds are identified to finish the construction of the interchange. Mr. McDonald added that the scope of this project would also include the replacement of the Hambright Road overpass to include a wider cross-section and additional turn lanes, which would not be utilized without the direct connection ramps.

Mr. McDonald suggested that the TCC could move forward with the current Bonus Allocation list, acknowledging that it would be over programmed in the event that projects may fall out. Mr. Coxe explained that the I-77 Mobility Partners need a final list of Bonus Allocation projects as soon as possible. Mr. Pleasant asked David Hannon if I-77 Mobility Partners will need a final list of Bonus Allocation projects prior to financial close in April. Mr. Hannon explained that I-77 Mobility Partners will need to have the final Bonus Allocation project prior to financial close.

Based upon the information provided, Mr. Pleasant suggested that the TCC could take action on the STP-DA project lists, and discuss possible action on the Regional Impact and Division Needs tiers Bonus Allocation projects. He also stated that the TCC subcommittee could revise the Statewide Mobility Bonus Allocation project list and make a recommendation to the MPO prior to the March 18 meeting because the TCC will not meet again before this time.

Motions:

- (1) Mr. Messera made a motion to recommend the STP-DA project list to the MPO for their consideration at the March 18 meeting. Adam McLamb seconded the motion. The motion passed unanimously.
- (2) Andrew Grant made a motion to recommend the Regional Impact and Division Needs Bonus Allocation projects to the MPO for their consideration at the March 18 meeting. Ms. Anderson seconded the motion. The motion passed unanimously.
- (3) Mr. Wells made a motion to direct the TCC subcommittee to develop a final recommendation the Statewide Mobility Bonus Allocation project for consideration at the March 18 MPO meeting. Mr. Messera seconded the motion. Upon being put to a vote, the motion passed unanimously.

### **3c. FY 2015 Unified Planning Work Program Amendments**

**Presenter:** Robert Cook

#### **Summary/Action Requested:**

Mr. Cook provided information to the TCC via a Power Point presentation, the contents of which are incorporated into the minutes [here](#).

He explained that several amendments to the FY 2015 UPWP are suggested due to task item overages and project delays. The recommended action is to amend the FY 2015 UPWP to add funds to the air quality/conformity analysis, Transportation Improvement Program, and Regional or Statewide Planning task codes. He explained that these funds can be reallocated from the Congestion Management Process task code since CRTPO has been told to delay work on this until the final rules have been released on MAP-21 Performance Measures.

Mr. Coxe explained that the following two projects will need to carry funds over from the FY 2015 UPWP to the FY 2016 UPWP within the "Special Studies" task code (VI-10):

- Town of Huntersville has requested to shift \$50,000 remaining in the FY 2015 UPWP from the Northwest Huntersville Transportation Study to the FY 2016 UPWP.
- Cross-Charlotte Trail at I-277 and Seventh Street

Anil Panicker added that according to policy from the NCDOT-TPB, the current year UPWP would need to be amended to show any carryovers into future fiscal years. Mr. Cook also explained that there are additional identified task codes that will require carryovers to the FY 2016 UPWP, and the requests can be viewed [here](#).

#### **Motion:**

Mr. Coxe made the motion to recommend that the MPO consider approving the FY 2015 UPWP amendments as presented, the two identified projects above that will require \$210,000 reallocated to the Special Studies task code (VI-10) within the FY 2016 UPWP, and the task code carryovers that were presented by CRTPO staff. Mr. McDonald seconded the motion. The motion passed unanimously.

### **3d. FY 2016 Unified Planning Work Program (Section 5303)**

**Presenter:** Robert Cook

#### **Summary/Action Requested:**

Mr. Cook provided information to the TCC via a Power Point presentation, the contents of which are incorporated into the minutes [here](#).

He explained that FTA Section 5303 funds support transit planning initiatives within CRTPO, and the requested action today is to consider recommending approval of the Section 5303 portion of the FY 2016 UPWP. Mr. Cook explained that the staggered adoption process is attributable to a difference in schedules between NCDOT-Public Transportation Division and NCDOT-Transportation Planning Branch. The allocation of Section 5303 funds has been coordinated with the appropriate CATS and CDOT staff.

Motion:

Mr. Coxe made the motion to recommend to the MPO consider approving the FTA Section 5303 portion of the FY 2016 UPWP. Mr. McDonald seconded the motion. Upon being put to a vote, the motion passed unanimously.

## **TCC INFORMATION REPORTS**

### **4a. FY 2016 Unified Planning Work Program Development Update**

Presenter: Robert Cook

Summary:

Mr. Cook stated that this information has been covered within Item 3c, and no additional discussion was necessary.

### **4b. Review of DRAFT STIP**

Presenter: Neil Burke

Summary:

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

- He explained that staff has reviewed the current TIP (2012-2018) against the DRAFT TIP (2016-2025) and found two highway projects that had schedule delays.
  - The Old Monroe Road Widening project (U-4714B) was delayed by five years. NCDOT does consider this a protected project, because CRTPO has allocated STP-DA funds to this project in previous years.
  - The Catawba Avenue Widening project (R-2555B) was delayed by four years, however the project is considered 'protected' since it has right-of-way scheduled in 2020.
- Mr. Burke summarized the one-on-one meeting between CRTPO and the NCDOT-TIP Program Unit on February 19 to review issues with projects in the DRAFT STIP.
  - Three projects had scope changes that were agreed to by all parties.
    - Independence Boulevard project (U-2509A,B): Project scope does include parallel roadways. NCDOT is verifying that the parallel roadways are included within the cost estimate.
    - Billy Graham Parkway TIP projects at West Boulevard and Morris Field Drive. CDOT will coordinate with Airport staff and NCDOT on the Airport Master Plan. NCDOT to delay PDEA process on these projects until the results from the Master Plan are known.
- Mr. Burke reviewed a list of seven projects that had modifications to right-of-way and construction schedules approved by all parties.
- He explained that there were four projects with identified issues with NCDOT cost estimates. In these cases, the project sponsors will provide updated project cost estimates.
- Mr. Burke explained that CRTPO has received a letter from the Town of Weddington requesting assistance in reprioritizing the NC 16 widening project (U-5769) for P4.0. CRTPO has also received fourteen e-mails from residents expressing concerns about congestion, safety and new development along the NC 16 corridor.

#### **4c. P4.0 Work Group Update**

Presenter: Neil Burke

##### Summary:

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

- The outcome of a cross-modal prioritization was to implement scaled scoring across all modes for P4.0, but re-evaluate cross-modal prioritization in future years when common criteria across modes has been identified.
- The P4.0 Work Group has decided to pursue project scaling to improve the overall distribution by removing low values and spacing scoring clusters out amongst the overall range.
- Mr. Burke displayed an example of how scaled scoring would affect legacy Statewide Mobility projects to be re-prioritized in P4.0. The scaled scoring appears to benefit large freeway widening projects, but lower scores for improvements to freeway system interchanges.
- He then reviewed a series of proposed local contribution scenarios proposed by the SPOT office to the Work Group. The majority of the P4.0 Work Group members have favored de-emphasizing or removing the local contribution option for P4.0. This item has been discussed at the weekly Transportation Staff Meetings, and TCC members have favored the option that provides the greatest increase in benefit cost score when a local contribution is applied.
- The Statewide Travel Demand Model is currently being tested for possible use in P4.0, and it may be deferred to a future round of prioritization if the data outputs are not determined to be accurate.
- The P4.0 Work Group has recommended that the county tier designation emphasis is enhanced and census commute times is eliminated for scoring of accessibility/connectivity scores for Regional Impact and Division Needs highway projects.
- Mr. Burke stated that the P4.0 Work Group is considering the use of Peak ADT in lieu of AADT for calculating highway congestion in P4.0 based upon ongoing research from ITRE at NC State University.
- He also indicated that the P4.0 Work Group has an interest modifying the highway congestion calculation to de-emphasize traffic volume as a factor, which would affect scoring on high-volume projects.
- Mr. Burke concluded his presentation by reviewing the schedule for P4.0 by explaining that this process will begin for CRTPO this summer.

Following Mr. Burke's presentation, TCC members and guests commented on the topic and asked questions.

Ms. Anderson expressed concern with the inability of the four local contribution options presented to materially increase the benefit cost score, and asked if there is a way to communicate the preference of larger MPOs to the SPOT office. Mr. Burke explained that the P4.0 Work Group will make a recommendation to the SPOT office, who will in turn present the recommendations to the Board of Transportation in May. He also explained that the majority of P4.0 Work Group members representing smaller MPOs and RPOs did not favor improving the local contribution calculation, and have created Option E as a method to maintain the status quo of the current scoring used in P3.0.

Mr. Grant recognized that the project scaling example represents only a small number of CRTPO projects, however he expressed concern with the significant variation in scoring rank change between the scenarios. Mr. Burke explained that he is in the process of contacting the SPOT office to receive an explanation as to why the system interchange projects would experience a significant reduction in ranking.

Fern Shubert expressed concern with the use of County Tier Designations in the Accessibility/Connectivity criteria scoring. She added that a county tier designation may disproportionately impact a project. Mr. Pleasant added that incentivizing highway projects in rural areas may not empirically improve a county's tier designation in regard to economic distress.

Ms. Anderson asked if there will be an opportunity for public comment on the proposed changes to transportation scoring and weighting for P4.0. Mr. Burke explained that there is no official public comment period, and that the P4.0 Work Group is responsible for communicating proposed changes for criteria and seeking feedback from the appropriate agencies.

Mr. Grant recommended that a letter is composed by CRTPO staff on behalf of the TCC to the SPOT office that details the concerns that members have expressed with the proposed changes to the project scoring criteria for P4.0.

#### **4d. Ozone Standard Update**

Presenter: Megan Green, Mecklenburg County Air Quality Division

#### Summary:

Due to time constraints, this item will be presented at the April 2 TCC meeting.

### **OTHER REPORTS**

#### **5a. NCDOT Report**

Mr. Panicker explained that final draft CTP maps have been posted to the CRTPO website. Mr. Cook added that a public outreach plan is being developed, and modifications to the maps will stop until after public involvement has been conducted.

#### **5b. Bicycle and Pedestrian Work Group Report**

No Report

#### **5c. Upcoming Issues**

Mr. Burke announced the North Carolina Association of MPOs will hold its statewide transportation planning conference in Raleigh from April 29 through May 1. PE and AICP certification maintenance credits are available. The cost is \$175. Additional information on the conference can be found [here](#).

**6. Adjourn:** Mr. Pleasant determined that the agenda had been adequately completed and adjourned the meeting at 12:21 p.m.



# Charlotte Department of Transportation Memorandum

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**Date:** March 25, 2015

**To:** CRTPO Technical Coordinating Committee

**From:** Matt Magnasco  
Street Connectivity Program Manager  
Planning & Design Division

**Subject:** April TCC agenda item

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Topic: Thoroughfare Plan Amendment for Mt. Holly Rd. Extension

Requestor: Mr. Anthony (Billy) Packer

Action Requested:

- Recommend that the MPO begin a public involvement process to remove Mt. Holly Rd. Extension, between Mt. Holly-Huntersville Rd. and the Catawba River, from the Thoroughfare Plan and/or CTP.

Background:

- In 1994, MUMPO added a proposed major thoroughfare to the Thoroughfare Plan to extend Mt. Holly Road/Freedom Drive into Gaston County, to connect to a new proposed major thoroughfare on the north side of the Town of Mt. Holly (the Mt. Holly Northern Loop). This proposed thoroughfare would require the construction of a new bridge across the Catawba River, and would create a second connection between Charlotte and Mt. Holly. See attached map.
- A segment of the Mecklenburg County portion of the thoroughfare was constructed approximately 10 years ago. Much of the remaining portion of the corridor between the end of that segment and the Catawba River has been reserved as future right-of-way through development of the Catawba River Plantation subdivision. See attached map.
- On May 22, 2014, the Gaston-Cleveland-Lincoln MPO (GCLMPO) voted to remove a portion of the Mt. Holly Northern Loop from their CTP (or Thoroughfare Plan), between the Catawba River and NC 273. This action means that the Mecklenburg County portion of the thoroughfare would extend from just the intersection of NC 27/Mt. Holly-Huntersville Road, to the middle of the Catawba River and no further. CRTPO was not asked to comment on the removal of the thoroughfare in Gaston County.

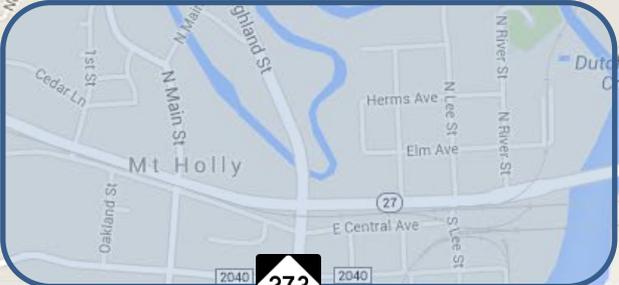
- Without a connection in Gaston County, the now-remnant thoroughfare in Mecklenburg County has no independent utility as a thoroughfare.
- Staff will provide a short presentation explaining this action, and also to recommend the public involvement process to be used.



Removed from GCLMPO CTP in May 2014

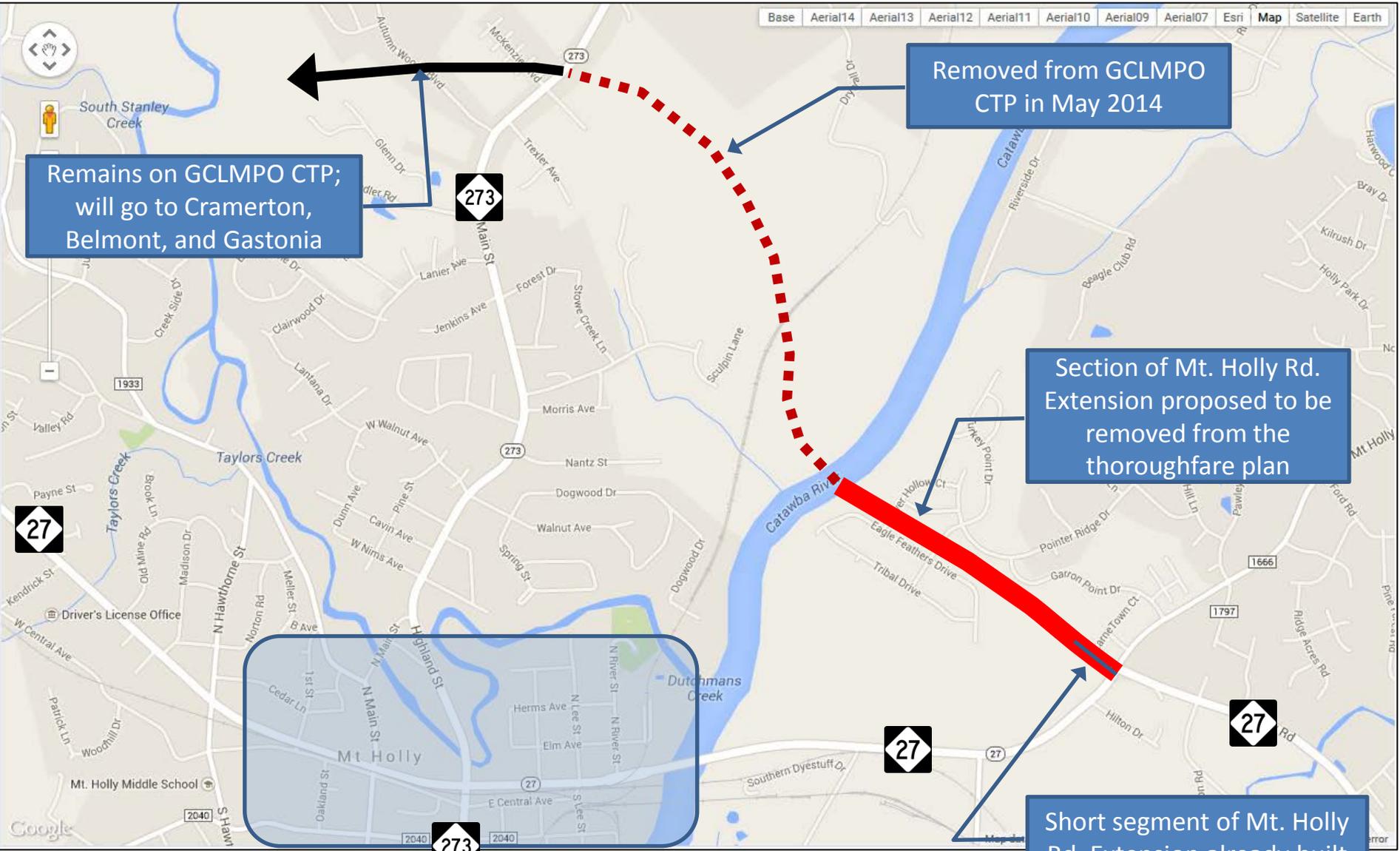
Remains on GCLMPO CTP; will go to Cramerton, Belmont, and Gastonia

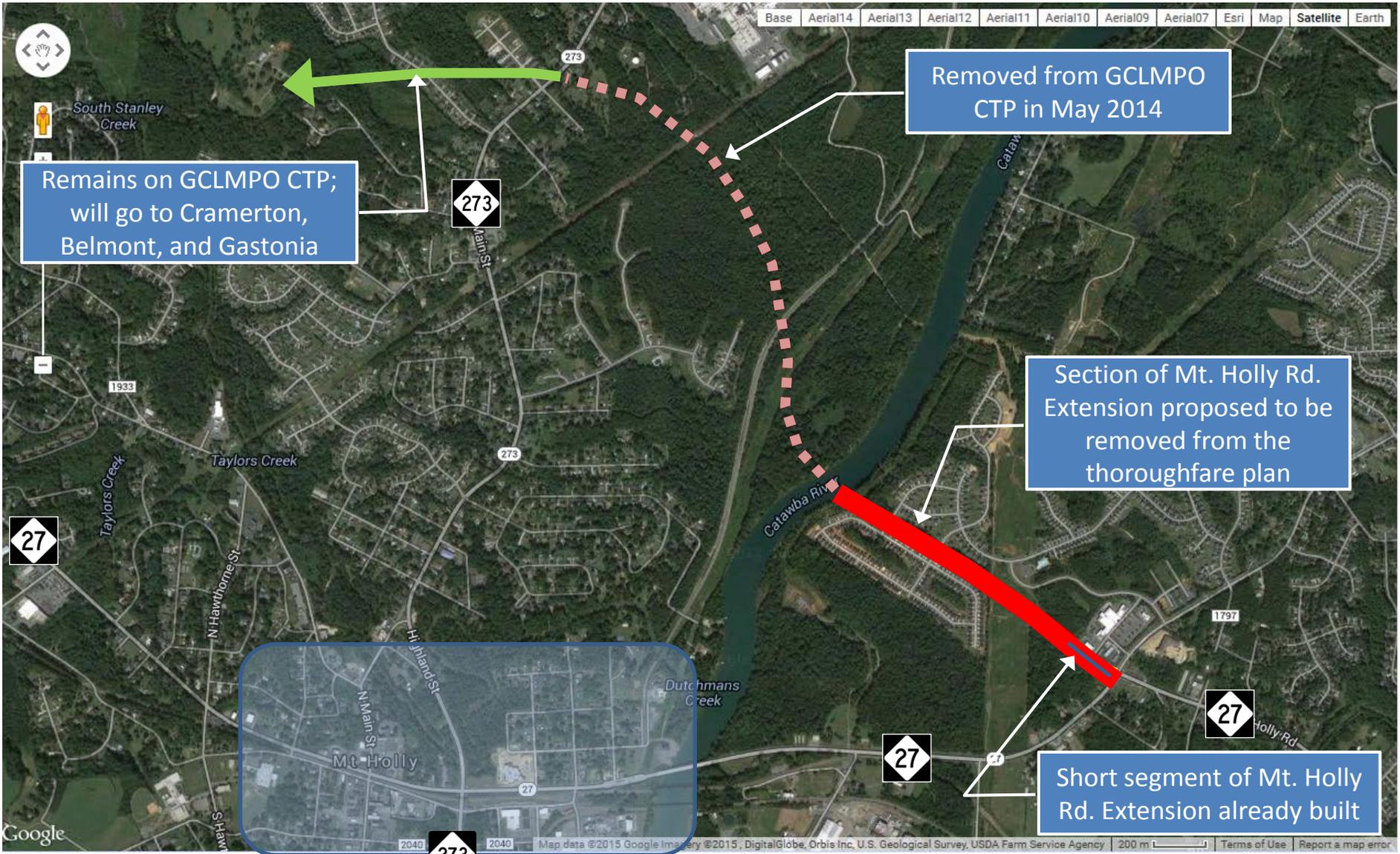
Section of Mt. Holly Rd. Extension proposed to be removed from the thoroughfare plan



Short segment of Mt. Holly Rd. Extension already built

Downtown Mt. Holly





Removed from GCLMPO CTP in May 2014

Remains on GCLMPO CTP; will go to Cramerton, Belmont, and Gastonia

Section of Mt. Holly Rd. Extension proposed to be removed from the thoroughfare plan

Short segment of Mt. Holly Rd. Extension already built

Downtown Mt. Holly



**TO:** Technical Coordinating Committee Members  
**FROM:** Robert W. Cook, AICP  
CRTPO Secretary  
**DATE:** March 23, 2015  
**SUBJECT:** **MPO Planning Area Expansion**

### **ACTION REQUESTED**

Recommend to the MPO that it approve the expansion of the metropolitan planning area to include all of Iredell County.

### **BACKGROUND**

- The northern portion of Iredell County is currently part of the Unifour Rural Planning Organization (RPO).
- The Western Piedmont Council of Governments serves as the lead planning agency for the Greater Hickory MPO and Unifour RPO, and is consolidating the two organizations into a single transportation planning entity which will result in the RPO ceasing operation.
- The Iredell County Planning Department has requested that the CRTPO consider expanding its planning area to incorporate portions of the county now in the Unifour RPO's jurisdiction.
- The Iredell County Board of Commissioners has adopted a resolution (attached) supporting CRTPO's expansion.
- This topic was presented to the TCC and MPO at their January meetings; no opposition was stated by TCC or MPO members.
- This topic was also discussed at the December 17, 2014 and March 11, 2015 Transportation Staff meetings.

### **PLANNING AREA EXPANSION JUSTIFICATION**

- The expansion will result in a more efficient transportation planning process because the county will no longer be split between two transportation planning organizations.
- The county has established a working relationship the CRTPO since the planning area was expanded into Iredell County in October 2013.
- There are two RPOs to the north of Iredell County, but both are located in different NCDOT Divisions. The High Country RPO is located in Division 11 and the Northwest Piedmont RPO is located in Divisions 9 and 11.

### **NCDOT & FHWA CONSULTATION**

CRTPO staff has consulted with both the NC Department of Transportation and the Federal Highway Administration to determine if the proposed planning area expansion can proceed without adverse effects. Both agencies have indicated on several occasions that there are no barriers to the proposed expansion.

**RESOLUTION PASSED BY THE COUNTY COMMISSIONERS OF THE  
COUNTY OF IREDELL, NORTH CAROLINA**

The following resolution was offered by Commissioner Ken Robertson and upon being put to a vote was carried unanimously on the 3rd day of March, 2015:

THAT WHEREAS, it is recognized that the proper movement of travel within and through the Charlotte Regional Transportation Planning Organization is highly desirable element of a comprehensive plan for the orderly growth and development of the area, and;

WHEREAS, Based on 2010 Census, CRTPO's Urbanized Area Boundary was expanded into Iredell County and included most of the county, and;

WHEREAS, it is desirable that coordinated, comprehensive and cooperative transportation planning processes be maintained in the CRTPO to ensure that the transportation system is maintained on an efficient and economical basis commensurate with the public health, safety and welfare, and;

WHEREAS, a Memorandum of Understanding (dated October 10, 2013) between the counties of Iredell, Mecklenburg and Union, the cities of Charlotte, Monroe and Statesville, the towns of Cornelius, Davidson, Fairview, Huntersville, Indian Trail, Marshville, Matthews, Mineral Springs, Mint Hill, Mooresville, Pineville, Stallings, Troutman, Waxhaw, Weddington, and Wingate, the villages of -Marvin, Wesley Chapel the Metropolitan Transit Commission and the North Carolina Department of Transportation sets forth the responsibilities and working arrangements of the CRTPO,

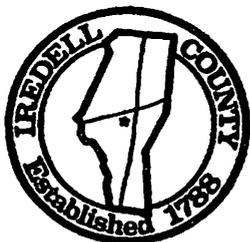
NOW, THEREFORE, BE IT RESOLVED BY THE COUNTY COMMISSIONERS OF THE COUNTY OF IREDELL, NORTH CAROLINA:

Request that the Charlotte Regional Transportation Planning Organization Planning Area Boundary be expanded to encompass all of Iredell County.

I, Retha C. Gaither, Clerk of the County of Iredell, North Carolina, do hereby certify that the above is true and correct copy of excerpts from the minutes of the County Commissioners of said County.

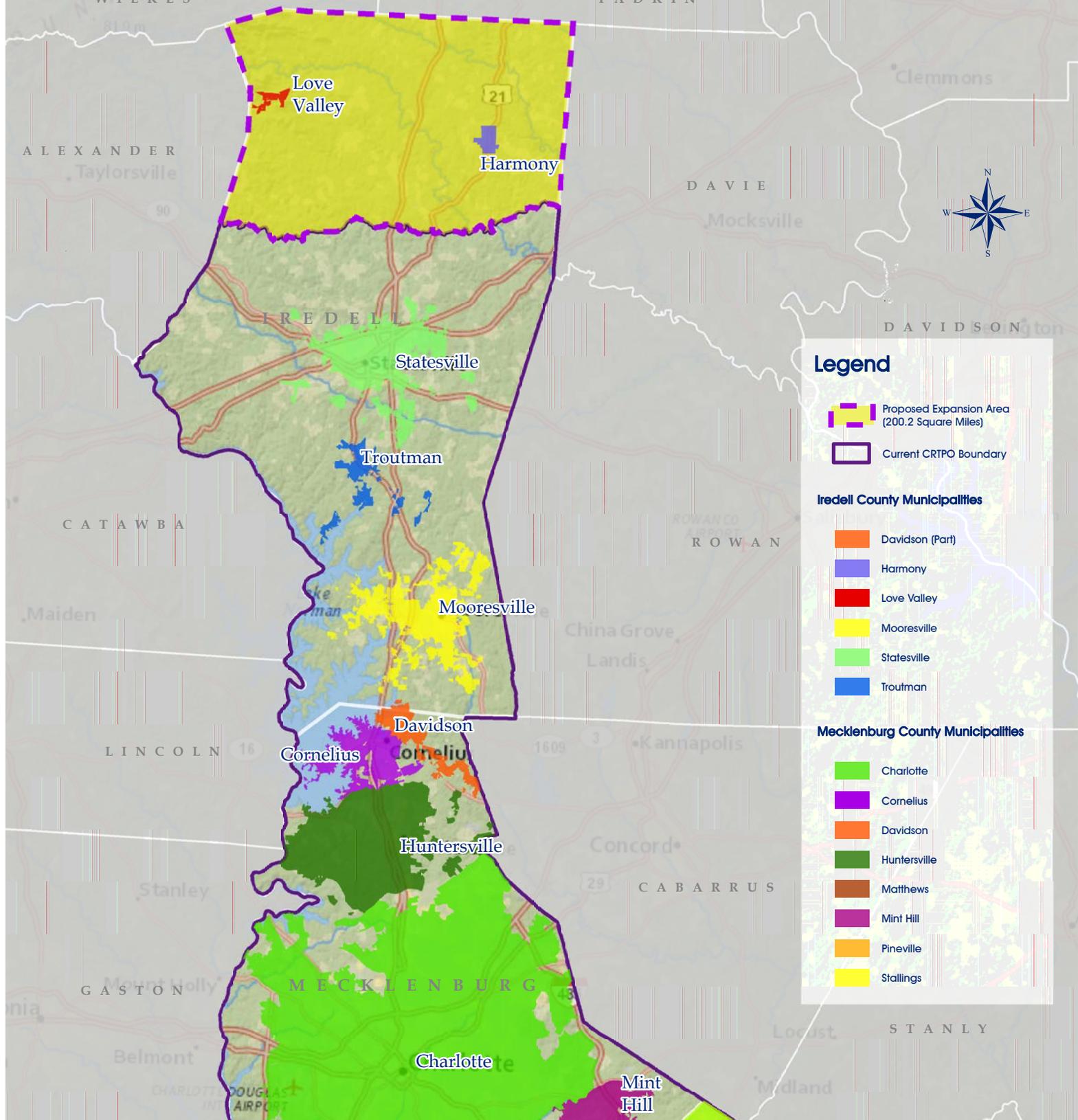
WITNESS my hand and the official seal of the County of Iredell this the 4th day of March, 2015.

(SEAL)



ATTEST: Retha C. Gaither  
Clerk

# CRTPO Proposed Planning Area Expansion



### Legend

- Proposed Expansion Area (200.2 Square Miles)
- Current CRTPO Boundary

#### Iredell County Municipalities

- Davidson (Part)
- Harmony
- Love Valley
- Mooresville
- Statesville
- Troutman

#### Mecklenburg County Municipalities

- Charlotte
- Cornelius
- Davidson
- Huntersville
- Matthews
- Mint Hill
- Pineville
- Stallings



# CRTPO Bonus Allocation and STP-DA Project List

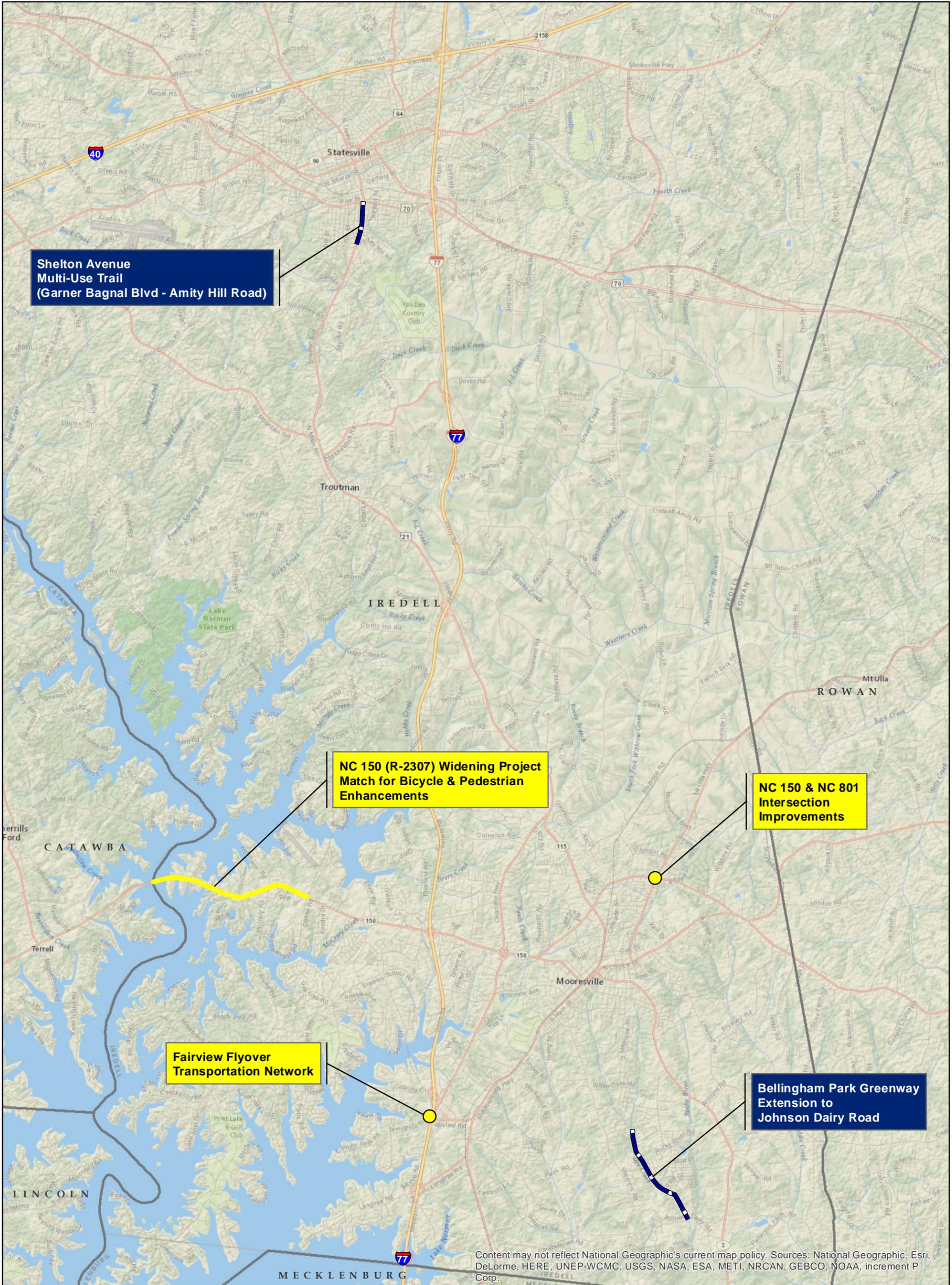
Approved by the MPO  
March 18, 2015

Jurisdiction/Sponsor	TIP ID	Project	Project Type	Mode	STI Tier	Proposed Funding Source	Preliminary Cost Estimate (in millions of \$)
Charlotte		I-77 and Oaklawn Avenue overpass modifications	Bridge modification to allow for greenway crossing under Oaklawn Avenue bridge.	Bike/Ped	Statewide	Bonus Allocation	\$1.0
		I-77 & Lakeview Road HOT Lane Interchange	Convert grade separation to HOT Lane Direct Connection interchange	Highway	Statewide	Bonus Allocation	\$40.0
		US 21 Widening (Sunset Road to Harris Blvd)	Environmental Document	Highway	Regional	Bonus Allocation	\$1.0
		Lakeview Road "farm-to-market" Upgrade (US 21-NC 115)	Upgrade roadway from a rural ditch cross section to a curb and gutter section with sidewalks and bicycle lanes on both sides of roadway.	Highway	Division	Bonus Allocation	\$9.0
		N.University Research Park I-85 Overpass	Overpass on new location	Highway	Division	STP-DA	\$7.4
CATS		Replacement of Fareboxes on CATS buses	Transit Maintenance/Replacement	Transit	Division	STP-DA	\$3.5
Cornelius	C-5621	US 21 & Catawba Avenue Roundabout	Intersection Improvements	Highway	Regional	Bonus Allocation	\$6.7
	U-5767	US 21 Widening (Northcross Center Ct to Westmoreland Rd)	Arterial Widening	Highway	Regional	Bonus Allocation	\$23.0
		NC 115 & Potts Street Intersection Improvement	Intersection Improvements	Highway	Regional	Bonus Allocation	\$6.0
	U-5108	Northcross Drive Extension	New Road on New Location	Highway	Division	Bonus Allocation	\$2.0
		Torrence Chapel Rd & W. Catawba Avenue Intersection Improvements	Intersection Improvements	Highway	Division	Bonus Allocation	\$5.0
		S. Prong Rocky River Greenway (South St-Main Street)	Construct new Greenway	Bike/Ped	Division	STP-DA	\$0.7
		NC 115 Sidewalk and Bike Lane Modernization (Smith Road - Potts St)	Sidewalk and bicycle lane modernization	Bike/Ped	Division	STP-DA	\$0.2
		McDowell Creek Trib. Greenway (Catawba Ave to Washam Potts Road)	Construct new Greenway	Bike/Ped	Division	STP-DA	\$1.4
Davidson		I-77 Exit 30 (Griffith St) Northbound and Southbound Ramps Roundabouts Project	Construct Roundabouts at the North and Southbound Ramp Termini	Highway	Statewide	Bonus Allocation	\$3.0
		Potts-Sloan-Beatty Connector	Construct Roadway on new location	Highway	Division	Bonus Allocation	\$2.2
Huntersville		I-77 & Hambright Road HOT Lane Interchange	Convert grade separation to HOT Lane Direct Connection interchange	Highway	Statewide	Bonus Allocation	\$37.0
		Torrence Creek Tributary Greenway Underpass of I-77 between Exits 23 and 25	Freeway Widening	Highway	Statewide	Bonus Allocation	\$6.0
		NC 115 Two-Way Pair (Main Street Upgrade)	Upgrade Main Street corridor to effectively handle additional traffic volume from NC 115 corridor.	Highway	Regional	Bonus Allocation	\$5.0
	U-5114	US 21 & Gilead Road Intersection Improvement	Intersection Improvements	Highway	Regional	Bonus Allocation	\$3.5
Indian Trail	U-4714C	Old Monroe Road (Indian Trail Rd - Wesley Chapel-Stouts Rd)	Arterial Widening	Highway	Division	STP-DA	\$7.0
	EB-5723	US 74 Multi-Use Path Indian Trail Western Limit - Sardis Church Road)	Construct new Greenway	Bike/Ped	Division	STP-DA	\$0.9
		S. Fork Crooked Creek Greenway (Indian Trail-Fairview Rd - US 74)	Construct new Greenway	Bike/Ped	Division	STP-DA	\$1.0
Iredell County Area Transit System		Purchase two replacement buses per year over four years (eight buses total)	Replacement of transit rolling stock	Transit	Division	STP-DA	\$0.4
		ICATS office expansion (Feasibility Study/Preliminary Engineering)	Feasibility Study	Transit	Division	STP-DA	\$60k
Matthews	U-4714A	John St (Trade St - I-485)	Arterial Widening	Highway	Division	STP-DA	\$12.3
	R-211EC	I-485 & Weddington Road Interchange	Convert grade separation to interchange	Highway	Division	STP-DA	\$20.0
		Pleasant Plains Road Bicycle Lanes (Trade St - McKee Road)	Construct Bicycle Lanes	Bike/Ped	Division	STP-DA	\$0.2
Monroe	U-2549	Monroe Northern Loop (US 74 to Walkup Av)	New Road on New Location	Highway	Division	STP-DA	\$4.0
Mecklenburg County		Mallard Creek Greenway Connector to CATS Park and Ride in Charlotte	Construct new Greenway	Bike/Ped	Division	STP-DA	\$0.1
		Stewart Creek Greenway (State St - Rozzelles Ferry Rd) in Charlotte	Construct new Greenway	Bike/Ped	Division	STP-DA	\$0.4
		McAlpine Creek Greenway (Green Rea Rd - Johnston Road) in Charlotte	Construct new Greenway	Bike/Ped	Division	STP-DA	\$1.1
		Sam Newell Road Multi-Use Path (Rice Rd - Crown Pt Elementary School) in Matthews	Construct new Greenway	Bike/Ped	Division	STP-DA	\$0.3
		Irvin Creek Greenway (Idlewild Road - Lakeview Circle) in Charlotte	Construct new Greenway	Bike/Ped	Division	STP-DA	\$0.9
		McDowell Creek Greenway (NC 73-Torrence Creek Greenway) in Huntersville	Construct new Greenway	Bike/Ped	Division	STP-DA	\$1.6
		Little Sugar Creek Greenway Ext. (Ramblewood Ln in Charlotte to Cadillac St in Pineville)	Construct new Greenway	Bike/Ped	Division	STP-DA	\$2.2
Mooresville		NC 801 and NC 150 Intersection Improvements	Intersection Improvements	Highway	Regional	Bonus Allocation	\$0.6
	U-5817	Fairview Flyover Transportation Network	Construction of additional transportation facilities to support new I-77 overpass.	Highway	Division	Bonus Allocation	\$8.0
	R-2307	NC 150 Widening (Harvel to Perth) [Match for bike/ped enhancements]	Municipal portion of participation in Bike/Ped portion of the widening.	Highway	Regional	Bonus Allocation	\$5.0

## CRTPO Bonus Allocation and STP-DA Project List

*Approved by the MPO  
March 18, 2015*

Jurisdiction/Sponsor	TIP ID	Project	Project Type	Mode	STI Tier	Proposed Funding Source	Preliminary Cost Estimate (in millions of \$)
Mooreville		Bellingham Park Greenway Extension to Johnson Dairy Road	Construct new Greenway	Bike/Ped	Division	STP-DA	\$0.5
Stallings	U-4913	Idlewild Road (I-485 to Stevens Mill Rd)	Arterial Widening	Highway	Division	STP-DA	\$7.0
Statesville		Shelton Avenue Multi-Use Path (Garner Bagnal Blvd - Amity Hill Road)	Construct new Greenway	Bike/Ped	Division	STP-DA	\$0.6
Various		Statesville/Charlotte/Rock Hill Corridor Study	Planning Study	Highway	Statewide	Bonus Allocation	\$2.5
Wesley Chapel		Weddington Road Sidewalk (Waxhaw-Indian Trail Road to Lester Davis Road)	Construct new Sidewalk	Bike/Ped	Division	STP-DA	\$0.1



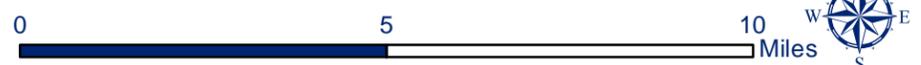
## Bonus Allocation Funds

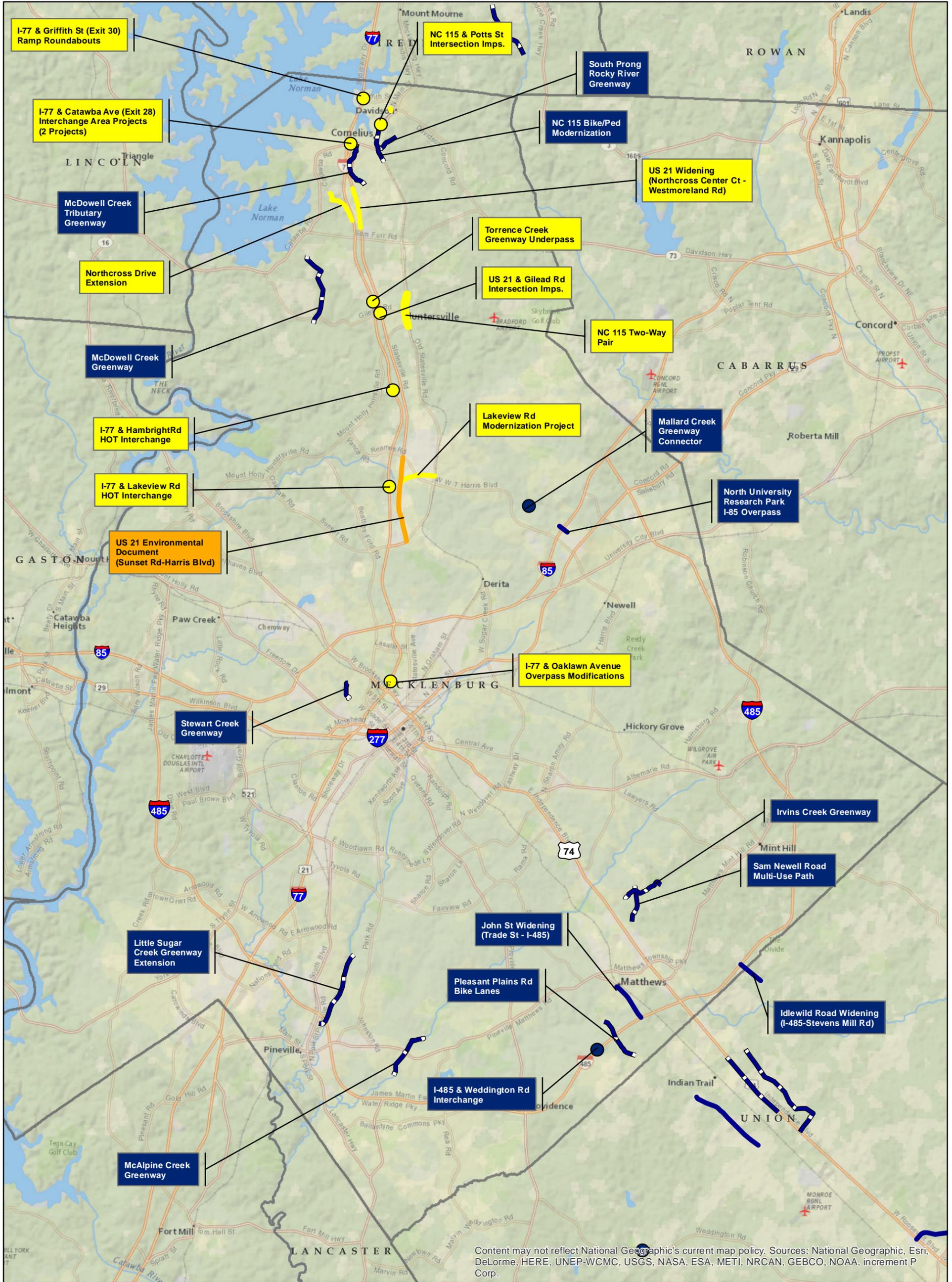
- Bonus Allocation Intersection/Interchange Project
- Bonus Allocation Project
- Bonus Allocation Environmental Analysis Project

## Surface Transportation Program - Direct Attributable funds (STP-DA)

- STP-DA Roadway Projects
- STP-DA Bike/Ped Projects
- STP-DA Interchange Project

NOTE: Bonus Allocation Funds are only eligible to be spent in the counties within the I-77 HOT project corridor (Iredell, Mecklenburg)





Content may not reflect National Geographic's current map policy. Sources: National Geographic, Esri, DeLorme, HERE, UNEP-WCMC, USGS, NASA, ESA, METI, NRCAN, GEBCO, NOAA, increment P Corp.

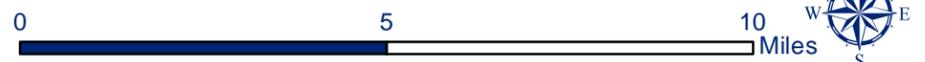
## Bonus Allocation Funds

- Bonus Allocation Intersection/Interchange Project
- Bonus Allocation Project
- Bonus Allocation Environmental Analysis Project

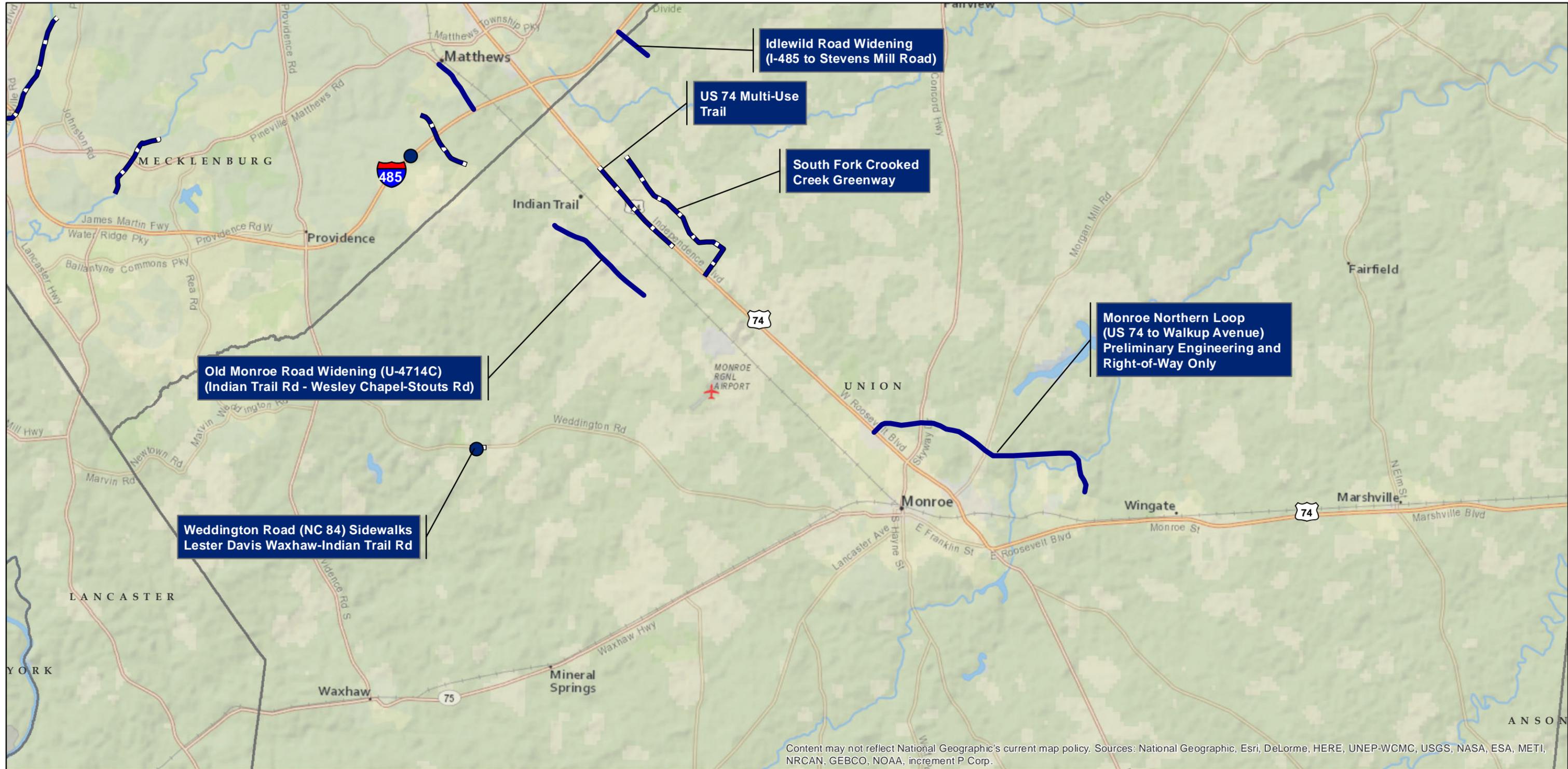
## Surface Transportation Program - Direct Attributable funds (STP-DA)

- STP-DA Roadway Projects
- - - STP-DA Bike/Ped Projects
- STP-DA Interchange Project

NOTE: Bonus Allocation Funds are only eligible to be spent in the counties within the I-77 HOT project corridor (Iredell, Mecklenburg)



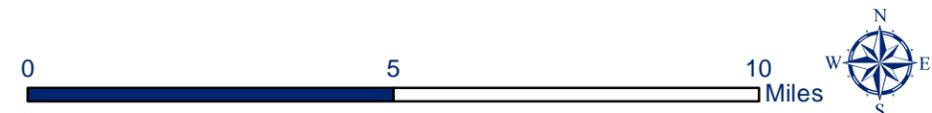
# Union County Approved STP-DA Projects



## Surface Transportation Program - Direct Attributable funds (STP-DA)

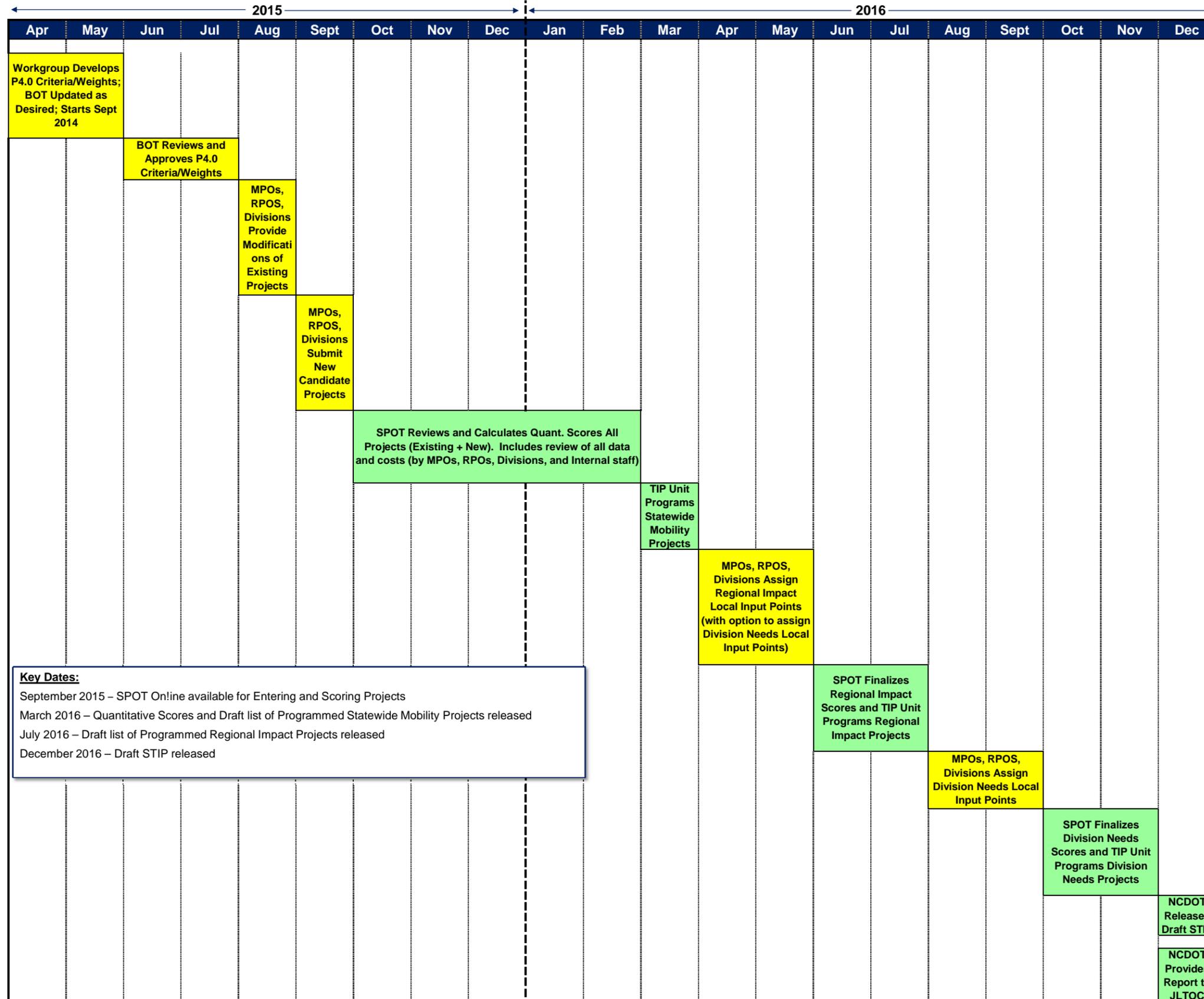
- STP-DA Roadway Projects
- ▬▬ STP-DA Bike/Ped Projects
- STP-DA Interchange Project

NOTE: Bonus Allocation Funds are only eligible to be spent in the counties within the I-77 HOT project corridor (Iredell, Mecklenburg)



Prioritization 4.0 Tentative Schedule (Two 60 Day Local Input Periods) - Option A (Recommended by P4.0 Workgroup)

**DRAFT - SUBJECT TO CHANGE**



**Notes:**  
 Green Box = Decisions / Approvals  
 Yellow Box = NCDOT Work Tasks

**CRTPO Bicycle & Pedestrian Work Group**  
**April 2, 2015, 2:00 – 4:00PM**  
**CMGC 8<sup>th</sup> Floor – Innovation Station**

**Agenda**

1. Introductions
2. Community Updates – What's New?
3. **Update on SPOT 4.0 Work Group**  
Neil Burke
4. **Bicycle & Pedestrian Counts**  
Schools, Roads, & Elsewhere
5. **Transportation Alternatives Program**
  - a. April TAP Work Session
  - b. Review Revisions to Methodology (March Meeting)
  - c. Criteria Revisions
6. Other Topics, Looking Forward  
Little Sugar Creek Greenway Tour

