

## 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, May 7, 2015

10:00 a.m.-Noon

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

### May 7 TCC MEETING ACTION ITEMS:

1. Functional Classification System Amendments
2. MPO Self-Certification
3. FY 2015 UPWP Amendment
4. FY 2016 UPWP Amendment
5. Mooresville CMAQ Projects Re-appropriation Request
6. Transportation Alternatives Program Funding
7. John Kirk Road Thoroughfare Plan Amendment

### CRTPO Staff Contact:

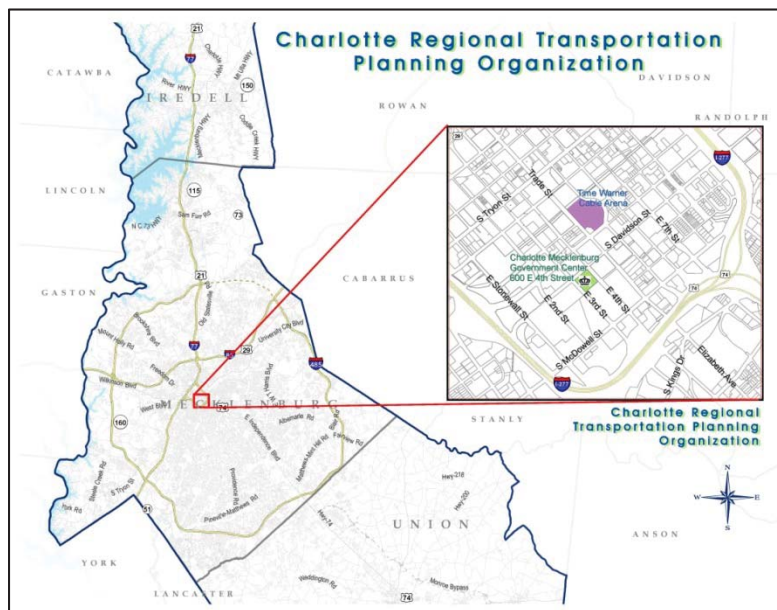
Neil Burke, AICP, PTP  
Senior Principal Planner  
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### *Title VI Policy*

*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.

In compliance with the Americans with Disabilities Act (ADA), accommodations will be provided for persons who require assistance in order to participate in Charlotte Regional Transportation Planning Organization meetings. If assistance is needed or to request this document in an alternative format, please contact CRTPO at (704) 336-2205 or (704) 336-5123 (fax).



## TECHNICAL COORDINATING COMMITTEE MEETING AGENDA

Thursday, May 7, 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**
- 
- a. Introductions  
b. Adoption of Today's Agenda

2. **CONSENT AGENDA (5 minutes)** **Danny Pleasant**
- 
- a. Approval of April 2, 2015 TCC Minutes

3. **TCC BUSINESS (80 Minutes)**

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- a. **Transportation Alternatives Program Funding** **Curtis Bridges**  
*ACTION REQUESTED:* Endorse the Draft TAP Methodology, and recommend that the MPO open a 21-day public comment period.

*BACKGROUND:*

- MAP-21 created the Transportation Alternatives Program (TAP) as a funding source for "alternative" transportation projects, including projects previously eligible for Transportation Enhancement and Safe Routes to School funding.
- In order to use TAP funds, each MPO must adopt a project ranking methodology specific to TAP, which identifies and scores targeted project criteria.
- The TCC charged the Bicycle & Pedestrian Work Group (BPWG) with developing the project ranking methodology for ultimate adoption by the MPO.

*ATTACHMENT:* Draft TAP Criteria Scoring Guide

- b. **John Kirk Road Thoroughfare Plan Amendment** **Steve Blakley**  
*ACTION REQUESTED:* Recommend to the MPO that it consider starting a public involvement process to consider the following modifications:

- Modify the classification from major thoroughfare to minor thoroughfare; and
- Reconfigure the intersection of John Kirk Road and Cameron Blvd to introduce a 90-degree turn.

*BACKGROUND:*

- See attached memorandum.

*ATTACHMENTS:* Memorandum and maps.

- c. **Mooreville CMAQ Projects Re-appropriation Request** **Kelsie Anderson**  
*ACTION REQUESTED: Recommend to the MPO that it consider refusing the CMAQ funds associated with the NC 115 Bicycle Lane Project (C-5201) and the NC 115 & Talbert Road (C-5528) project and re-appropriate these funds to three projects within the Town of Mooreville.*

BACKGROUND:

- Both projects have been endorsed by the Lake Norman RPO and approved by the NCDOT-Transportation Planning Branch prior to Mooreville joining CRTPO.
- Please see memorandum for additional information.

ATTACHMENTS: Town of Mooreville CMAQ memorandum, map

- d. **Functional Classification System Amendments** **Robert Cook**  
*ACTION REQUESTED: Recommend to the MPO that it endorse changes to the functional classification system.*

BACKGROUND:

- See attached memorandum.

ATTACHMENTS: Memorandum and project list.

- e. **MPO Self-Certification** **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 2015.*

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: Self-Certification Checklist and MPO Resolution

- f. **FY 2015 UPWP Amendment** **Robert Cook**  
*ACTION REQUESTED: Recommend that the MPO consider amending the FY 2015 UPWP to delete the Torrence Chapel Road and West Catawba Avenue intersection project.*

BACKGROUND:

- The Town of Cornelius was allocated \$52,725 in the FY 2015 UPWP to analyze the intersection of Torrence Chapel Road and W. Catawba Avenue.
- The project has been delayed due to difficulties working out a specific scope of study, coordinating with NCDOT and obtaining a Municipal Agreement.
- Adoption of the FY 2016 UPWP officially carried this project over to FY 2016; this action will officially delete the project from the FY 2015 UPWP.

- g. **FY 2016 UPWP Amendment** **Robert Cook**  
*ACTION REQUESTED: Recommend to the MPO that it consider appropriating the fund balance of \$29,000 remaining from the MPO's unobligated balance of Planning (PL) funds to fund Phase 1 of the Business Plan & Station Development study of the Charlotte Gateway Station.*

BACKGROUND:

- See attached memorandum.

ATTACHMENT: Memorandum.

4. **TCC INFORMATION REPORTS (20 Minutes)**

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- a. **2016-2025 Transportation Improvement Program** **Neil Burke**  
BACKGROUND:
- An overview of the action items regarding the TIP at the June meetings will be provided
  - A schedule of remaining tasks related to the TIP will be reviewed.
  - Public Involvement options will be discussed.

- b. **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 can submit new projects for scoring in P4.0 in October of 2015 per the attached schedule.

ATTACHMENT: Prioritization 4.0 Tentative Schedule – Subject to Change.

- c. **Managed Lane Facilities Vehicular Occupancy Policy** **Norm Steinman**  
BACKGROUND:
- There are several ongoing managed lanes projects underway throughout the MPO planning area.
  - The establishment of a policy on vehicle occupancy will be discussed.

- d. **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 most recently on April 23.

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

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- a. NCDOT Report **NCDOT Staff**  
b. Bicycle and Pedestrian Work Group Report **Curtis Bridges**  
c. Upcoming Issues

6. **ADJOURN**

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**CRTPO TECHNICAL COORDINATING COMMITTEE**  
**Summary Meeting Minutes**  
**Charlotte-Mecklenburg Government Center**  
**Room 267**  
**April 2, 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), David McDonald (CATS), Dan Leaver (Charlotte E&PM), Andrew Grant (Cornelius), Travis Johnson (Davidson), Bill Coxe (Huntersville), Adam McLamb – alt for Scott Kaufhold (Indian Trail), Matthew Todd (Iredell County), Fern Shubert (Marshville), Ralph Messera (Matthews), Megan Green (Mecklenburg County – LUESA Air Quality), Jim Loyd – alt for Lisa Stiwinter (Monroe), 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), Chris Easterly (Stallings), Sherry Ashley (Statesville), Erika Martin (Troutman), Ken Tippet (Bicycle Focus Area Representative), Gwen Cook (Greenway Focus Area Representative), Scott Curry (Pedestrian Focus Area Representative)

**Staff:** Robert Cook (CRTPO), Curtis Bridges (CRTPO), Neil Burke (CRTPO), Candice Leonard (CRTPO), Jeff Sloop (NCDOT), Stuart Basham (NCDOT – Div. 10), Warren Cooksey (NCDOT-Div. 10), James Lim (NCDOT-Public Transportation), Norm Steinman (CDOT), Matt Magnasco (CDOT)

**Guests:** Bill Thunberg (LNTC), Todd Steiss (PB), Steve Blakely (Kimley-Horn), Nikki Honeycutt (STV), Meg Fencil (Sustain Charlotte), Yolanda Reynolds (Parsons), Billy Packer, Peter Franz (UNCC)

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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 April agenda was adopted by acclamation.

**2. Consideration of Consent Agenda**

Mr. Pleasant explained that the consent agenda for the April meeting contained the March TCC meeting minutes.

Motion:

Bill Coxe made a motion to adopt the consent agenda. Sherry Ashley seconded the motion. The motion passed unanimously.

**TCC BUSINESS ITEMS**

**3a. Mount Holly Road Thoroughfare Plan Amendment**

Presenter: Robert Cook

Summary/Action Requested:

Mr. Cook explained that the Gaston Cleveland Lincoln MPO (GCLMPO) has removed the Mount Holly Road Extension from its CTP between Gaston and Mecklenburg Counties at the request of the City of Mount

Holly. He explained that this CTP amendment was approved by the GCLMPO without consultation from NCDOT or the CRTPO. He stated that a letter was received from Mr. Billy Packer, a land developer in the vicinity of the proposed thoroughfare extension. The purpose of Mr. Packer's letter is to request that CRTPO consider an amendment to its thoroughfare plan to remove the Mount Holly Road Extension between Mt. Holly-Huntersville Road and the Catawba River.

Mr. Cook explained that the request to the TCC is to recommend to the MPO that it approve the start of a public involvement process to consider removing the Mount Holly Road extension. He explained that this would be considered a "Level 1" in the Public Involvement Plan where the media would be notified, and only property owners that are immediately adjacent or have direct access would receive notification. He added that a public meeting is not required as part of Level 1.

Mr. Pleasant stated that the removal of the Mount Holly Road extension by GCLMPO without consultation with NCDOT or the CRTPO is a colossal failure of regional planning. He added that the City of Charlotte and CRTPO have reserved the right-of-way for the Mount Holly Road extension and it has affected the layout of neighborhoods, and roadway alignments. Mr. Pleasant offered the example of successful collaboration between Charlotte, Huntersville, and the CRTPO to reserve the right-of-way to construct the final segment of I-485 between I-77 and I-85, indicating that this alignment would not be possible without a thoroughfare planning process. He stated that a technical capacity analysis should be required when a proposed thoroughfare is removed from the plan.

Mr. Coxe explained that the Mount Holly Road extension was added to the Thoroughfare Plan in 1994 at the request of Belmont and Mount Holly. He recommended that a formal response is requested from GCLMPO stating its justification for removing the Proposed Mount Holly Road Thoroughfare from its CTP without consultation from CRTPO and NCDOT.

Ralph Messera explained that traffic growth and capacity constraints will require the construction of another bridge over the Catawba River at some point in the future. He suggested that the CRTPO discuss the possibility of having GCLMPO consider adding their portion of the proposed thoroughfare back onto their CTP.

**Motion:**

David McDonald made a motion to recommend to the MPO that it approve the start of a public comment period to consider removing the Mount Holly Road extension from the Thoroughfare Plan and request a letter regarding the position of GCLMPO on this issue. Fern Shubert seconded the motion. Upon being put to a vote, the motion passed unanimously.

**3b. FY 2016 Unified Planning Work Program**

**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](#). The presentation covered the following points.

- The CRTPO approved the FY 2016 UPWP for FTA section 5303 funds at the March meeting, with the remaining elements of the UPWP to be considered this month.



- There is \$604,534 available for funding local projects from the unobligated balance, and the UPWP subcommittee has recommended funding five of the nine local project submittals. The full unobligated balance will not be used.
- Three projects from the FY 2015 UPWP were identified to be carried over and be completed in FY 2016.
- The proposed task code allocation amounts for CDOT and planning staff in the FY 2016 were reviewed.

Motion:

Joe Lesch made a motion to adopt the FY 2016 UPWP. Andrew Grant seconded the motion. The motion passed unanimously.

**3c. MPO Planning Area Expansion**

**Presenter:** Robert Cook

**Summary/Action Requested:**

Mr. Cook's presentation covered the following points.

- 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 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.
- The expansion will result in a more efficient transportation planning process because the county will no longer be split between two transportation planning organizations.
- FHWA and NCDOT have determined that the MPO planning area expansion can proceed without any adverse effects.

Mr. Cook explained that the action requested was to recommend to the MPO that it approve the expansion of the metropolitan planning area to include all of Iredell County. Following Mr. Cook's presentation, TCC members commented on the topic and asked questions.

Jonathan Wells inquired to understand if it was necessary for the Unifour RPO to take formal action to relinquish the northern portion of Iredell County. Mr. Cook responded that he did not believe that this was necessary, but formal action by the RPO may still be prudent.

Mr. Pleasant inquired about any MOU changes that will be necessary with the MPO expansion. Mr. Cook stated that the MOU amendments will focus solely on the MPO boundary expansion and will not address voting and other elements of the document.

Fern Shubert expressed support for the MPO expansion, reminding the TCC that Marshville had become part of CRTPO with the expansion from the 2010 Census. She suggested that the inclusion of the entirety of Union County within the MPO is investigated following the 2020 Census.

Motion:

Ms. Ashley made a motion to recommend to the MPO that it approve the expansion of the planning area to include the entirety of Iredell County. Mr. McDonald seconded the motion. The motion passed unanimously.

## **TCC INFORMATION REPORTS**

### **4a. DRAFT Bonus Allocation and STP-DA Project List**

Presenter: Bill Coxe

Summary:

Mr. Coxe provided the TCC with a summary of the action taken on the Bonus Allocation and STP-DA project lists at the March 18 MPO meeting. He explained that the MPO had adopted the TCC's recommendations for STP-DA, and the Regional Impact and Division Needs tier projects for the Bonus Allocation funding. He added that the MPO voted to move the I-77 and Lakeview HOT Direct Access interchange into Tier 1 and relocate the I-77 and Broad Street and I-77 and Sunset Road projects into Tier 2 within the Statewide Mobility tier Bonus Allocation projects. Mr. Pleasant added that the process to commit Bonus Allocation funds to projects is competitive, where Tier 2 projects will be considered for funding in the event that Tier 1 projects cannot be committed within a five-year timeframe.

Mr. Coxe explained that the Bonus Allocation subcommittee is in management and coordination discussions with I-77 Mobility Partners and NCDOT regarding how the approved Bonus Allocation projects that are incidental to the I-77 Express Lanes project can be incorporated into the design of the project. He also mentioned that CRTPO staff is working with a consultant to identify a management framework for the Bonus Allocation and STP-DA projects.

### **4b. I-485 South**

Presenter: Robert Cook

Summary:

Mr. Cook explained that the MPO voted to defer the issue of the I-485 wide paved shoulder at the March 18 meeting to a workshop that will be held on Tuesday, April 7 beginning at 6:00 p.m. in room 267 of the Charlotte Mecklenburg Government Center. He indicated that the MPO is expected to make a final decision during the workshop.

Mr. Cook provided an overview of the workshop format. He explained the workshop would begin with a citizen comment period, then MPO members would transition into an adjacent room to visit a series of stations that would explain the three options' effect on safety, mobility, timing, and cost. Lastly, the

MPO will reconvene for a presentation from the TCC members that staffed the stations, deliberations and a final vote. He mentioned that the MPO will require a quorum to take a vote, and this would include a minimum of ten voting members. Mr. Cook also encouraged TCC members to attend the workshop.

#### **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:

- A TCC work session was held on March 17 to address the concerns that TCC members had with recent work group decisions. The following determinations were made:
  - The Peak ADT factor has less of an effect on roadways with higher traffic volumes especially in the Statewide Mobility Tier, and should have a negligible impact for CRTPO within the Regional Impact and Division Needs Tiers.
  - The P4.0 Work Group made a decision to vary the weighting of volume/capacity ratio and AADT by STI tier to decrease the emphasis that higher volume roads have on the congestion scoring in the Regional Impact and Division Needs Tiers. TCC members reviewed the percentages recommended by the P4.0 Work Group, and found that projects within CRTPO would still receive high congestion scores because projects in the Charlotte region generally have high volume to capacity ratios.
  - TCC members directed staff to write a letter to the SPOT office expressing concern regarding the negative impact that scaling has on freeway-to-freeway interchanges, which could create chokepoints when freeway corridors are widened.
  - TCC members directed staff to also include concerns regarding the accessibility/connectivity criteria. The work session participants felt that this criteria contributes to sprawl, diverts from the principles within the CONNECT: Our Future study, and may not reward projects that connect potential workforces to employment sources.
- The P4.0 Work Group made a consensus decision to recommend Local Contribution Option D, which provides the greatest Benefit Cost score increase when a local contribution was applied.
- Proposed P4.0 Work Group recommendations to the Bicycle and Pedestrian criteria were reviewed. Some of the major changes included allowing right-of-way to be an eligible expense for federal reimbursements on bicycle and pedestrian projects, and removing constructability from the criteria.
- Proposed P4.0 Work Group recommendations to the Public Transportation criteria were reviewed. Some of the major changes included setting a minimum cost threshold of \$40,000 for a Public Transportation project, and transit agencies will be required to submit candidate projects via a MPO/RPO or NCDOT Division. Transit agencies will no longer submit candidate projects directly to NCDOT-Public Transportation Division.
- Mr. Burke reviewed potential ranges that P4.0 Work Group members had suggested as part of the discussion during the March 30 meeting. He also reviewed the criteria weighting recommendation that MPO members of the Work Group had agreed upon based upon a conference call from earlier in the week.

- Mr. Burke concluded his presentation by reviewing the schedule for P4.0 by explaining that this process will begin for CRTPO this summer with modifications to existing projects in the SPOT database occurring in July and the submittal of new projects for P4.0 scoring in August.

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

Mr. Pleasant asked for clarification on the purpose of the multimodal sub-criteria within the highway scoring process. Mr. Burke explained that the Multimodal criteria measures congestion along routes that provide a connection to multimodal passenger terminals such as commercial service airports, and does not have an inherent connection to encouraging bicycle and pedestrian transportation.

Scott Curry asked if different calculations were used to compute the highway criteria in each of the STI tiers. Mr. Burke explained that the same equations are used, but different weights will likely be recommended for variables within each STI tier.

Mr. Coxe inquired if NCDOT-Public Transportation will host a separate project submittal period if MPOs and NCDOT Divisions will submit projects for P4.0. James Lim stated that public transportation candidate projects will be submitted at the same time as other modes for P4.0.

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

Presenter: Megan Green, Mecklenburg County Air Quality Division

##### **Summary:**

Ms. Green 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 proposed EPA heightened ozone standard was reviewed. Currently the primary limit for Ozone is 75 parts per billion (ppb), and the season runs from April through October. The proposal ranges from 65-70 ppb and would extend Ozone season from March through October.
- The Mecklenburg County Ozone design values were reviewed and it was noted that the concentration continues to improve with technical advances made within the automobile industry.
- The final rule will be signed by October 1, 2015, non-attainment designations will be established in October of 2017, and the earliest attainment deadline will be October of 2020.

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

Mr. Pleasant asked if all 100 counties in North Carolina had Ozone monitoring devices. Ms. Green responded that only a portion of counties had active Ozone monitoring devices, and locally Cabarrus, Gaston and Iredell Counties did not have active devices. Ms. Shubert requested a map of the locations of the Ozone Monitoring devices. Mr. Burke mentioned he can distribute the map to the TCC members, and can be viewed [here](#).

Norm Steinman suggested that the most recent air quality conformity determination for CRTPO is emailed to the TCC to show that VMT is decreasing. Ms. Green added that this is relevant to the new automobile vehicle emissions standards that will be released in 2017.

Bill Thunberg inquired about the ozone background levels that are emitted from trees and other non-manmade sources. Ms. Green responded that she believed this range to be within 30-60 ppb.

#### **4e. CRTPO CommunityViz Model Development**

Presenter: Curtis Bridges

##### **Summary:**

Mr. Bridges 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:

- A summary of the different sources of data required for socio-economic projects was reviewed.
- Staff leading 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.

Mr. Coxe asked how the socioeconomic data will be disaggregated from Transportation Analysis Zones (TAZs) to the grids used for analysis in CommunityViz. Mr. Bridges explained that TAZs are usually derived from census tracts and cover larger areas than the CommunityViz grids. He mentioned that the CONNECT data in CommunityViz can be used to check assumptions during the analysis.

#### **4f. CONNECT/2045 MTP Work Group**

Presenter: Jonathan Wells

##### **Summary:**

Mr. Wells explained that the purpose of this Work Group is to examine the deliverables and final outcomes from the CONNECT study and determine the data that can be used in the development of the 2045 MTP. To date, the Work Group had two meetings and determined that 37 of the 79 CONNECT study implementation tools may have some utility in the development of the 2045 MTP. He explained that the Work Group is composed of staff from agencies throughout the Charlotte region, including several TCC members.

## **OTHER REPORTS**

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

Scott Cole from NCDOT-Division 10 provided updates on the following ongoing projects:

- I-485 Final Segment between I-77 and I-85: The contract completion date for this project is July 21, but NCDOT hopes to complete this project and have it open to traffic by Mid-June, weather permitting.
- Work continues on the US 74/Independence Boulevard project between Albemarle Road and Conference Drive with overpass construction and widening work.
- I-77 Express Lanes Project: Anticipated to reach financial close by the end of April.
- Public meetings on the US 74/Independence Boulevard Corridor Upgrade project between Conference Drive and I-485 (U-2509) are being held this week.
- A public meeting will be held for the I-485 Express Lanes (I-5507) project on April 15-16 in Pineville.

David Keilson from NCDOT-Division 12 explained that the construction of a diverging diamond interchange is underway in Statesville at I-40 and US 21 as part of the I-3819 project. He also explained that the bid opening for a new rest area on I-77 at mile marker 57 will occur later this month, with construction estimated to be complete in September of 2017.

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

Mr. Bridges provided an update on recent Work Group initiatives and offered a preview of agenda topics for this afternoon's meeting. His PowerPoint presentation can be viewed [here](#).

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

Mr. Cook 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 \$200. 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 11:59 a.m.



## Transportation Alternatives Program Criteria Scoring Guide

Connectivity & Place-Making	<p><b>High, Moderate, Low Interest Destinations</b> (6 -Destination Cap) <span style="color: red; font-weight: normal;"><i>Destination descriptions are subject to revision</i></span></p> <p>Does the project provide access to destinations of interest? Please reference attached destination descriptions.</p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 33%; text-align: center; border-bottom: 1px solid black;"><b>High Interest (5 Pts ea)</b></td> <td style="width: 33%; text-align: center; border-bottom: 1px solid black;"><b>Moderate Interest (3 Pts ea)</b></td> <td style="width: 33%; text-align: center; border-bottom: 1px solid black;"><b>Low Interest (1 Pt ea)</b></td> </tr> <tr> <td style="border: 1px solid black; vertical-align: top; padding: 5px;">                     Town Center                      Mixed Use Center                      Major Employment                      Transit Center                      School (Within 1/2 mile)                      University/Community College                 </td> <td style="border: 1px solid black; vertical-align: top; padding: 5px;">                     Multi-Family Development                      Park-n-Ride Lot                      Light Rail Stop/Transit Station                      Park                      Greenway                      Bus Stop (Community Scale)                      Retail Center                      Religious/Civic Center                      Unique Destination (Qualify "Uniqueness")                      Health Care                      Libraries                      Healthy Food Options                      Hotels                 </td> <td style="border: 1px solid black; vertical-align: top; padding: 5px;">                     Low-Density Single Family                      Privately Accessible Property                      Bus Stop (Neighborhood Scale)                      Rural Roads (Specify Rural Bike Routes?)                 </td> </tr> </table>	<b>High Interest (5 Pts ea)</b>	<b>Moderate Interest (3 Pts ea)</b>	<b>Low Interest (1 Pt ea)</b>	Town Center Mixed Use Center Major Employment Transit Center School (Within 1/2 mile) University/Community College	Multi-Family Development Park-n-Ride Lot Light Rail Stop/Transit Station Park Greenway Bus Stop (Community Scale) Retail Center Religious/Civic Center Unique Destination (Qualify "Uniqueness") Health Care Libraries Healthy Food Options Hotels	Low-Density Single Family Privately Accessible Property Bus Stop (Neighborhood Scale) Rural Roads (Specify Rural Bike Routes?)																
	<b>High Interest (5 Pts ea)</b>	<b>Moderate Interest (3 Pts ea)</b>	<b>Low Interest (1 Pt ea)</b>																				
	Town Center Mixed Use Center Major Employment Transit Center School (Within 1/2 mile) University/Community College	Multi-Family Development Park-n-Ride Lot Light Rail Stop/Transit Station Park Greenway Bus Stop (Community Scale) Retail Center Religious/Civic Center Unique Destination (Qualify "Uniqueness") Health Care Libraries Healthy Food Options Hotels	Low-Density Single Family Privately Accessible Property Bus Stop (Neighborhood Scale) Rural Roads (Specify Rural Bike Routes?)																				
	<p><b>Destination Accessibility Multiplier</b></p> <p>Can above destination(s) be accessed by pedestrian or bicycle modes? Multiply individual destination scores by distance multiplier.</p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;"><b>Multiplier</b></td> <td style="width: 15%; text-align: center;"><b>1</b></td> <td style="width: 15%; text-align: center;"><b>0.8</b></td> <td style="width: 15%; text-align: center;"><b>0.6</b></td> <td style="width: 15%; text-align: center;"><b>0.4</b></td> <td style="width: 15%; text-align: center;"><b>0.2</b></td> <td style="width: 15%; text-align: center;"><b>0</b></td> </tr> <tr> <td>Pedestrian Distance (miles)</td> <td style="border: 1px solid black; text-align: center;">0.25</td> <td style="border: 1px solid black; text-align: center;">.26 - 0.5</td> <td style="border: 1px solid black; text-align: center;">0.51 - 0.75</td> <td style="border: 1px solid black; text-align: center;">0.76 - 1.0</td> <td style="border: 1px solid black; text-align: center;">1.01 - 3.0</td> <td style="border: 1px solid black; text-align: center;">3.01+</td> </tr> <tr> <td>Bicycle Distance (Miles)</td> <td style="border: 1px solid black; text-align: center;">0 - 1.0</td> <td style="border: 1px solid black; text-align: center;">1.01 - 3.0</td> <td style="border: 1px solid black; text-align: center;">3.01 - 5.0</td> <td style="border: 1px solid black; text-align: center;">5.01 - 7.5</td> <td style="border: 1px solid black; text-align: center;">7.51 - 10.0</td> <td style="border: 1px solid black; text-align: center;">10.01+ miles</td> </tr> </table>			<b>Multiplier</b>	<b>1</b>	<b>0.8</b>	<b>0.6</b>	<b>0.4</b>	<b>0.2</b>	<b>0</b>	Pedestrian Distance (miles)	0.25	.26 - 0.5	0.51 - 0.75	0.76 - 1.0	1.01 - 3.0	3.01+	Bicycle Distance (Miles)	0 - 1.0	1.01 - 3.0	3.01 - 5.0	5.01 - 7.5	7.51 - 10.0
<b>Multiplier</b>	<b>1</b>	<b>0.8</b>	<b>0.6</b>	<b>0.4</b>	<b>0.2</b>	<b>0</b>																	
Pedestrian Distance (miles)	0.25	.26 - 0.5	0.51 - 0.75	0.76 - 1.0	1.01 - 3.0	3.01+																	
Bicycle Distance (Miles)	0 - 1.0	1.01 - 3.0	3.01 - 5.0	5.01 - 7.5	7.51 - 10.0	10.01+ miles																	
<p><b>Directness</b></p> <p>If applicable, does the facility provide the most direct, safe, and feasible route from origin to destination?</p> <p>Yes (5 Pts) <span style="margin-left: 100px;">No (0 Pts)</span></p>																							
<p><b>Connections to Existing Facilities</b></p> <p>Does the project connect to an existing facility/facilities?</p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="border: 1px solid black; text-align: center; width: 25%;">3+ Connections</td> <td style="border: 1px solid black; text-align: center; width: 25%;">2 Connections</td> <td style="border: 1px solid black; text-align: center; width: 25%;">1 Connection</td> <td style="border: 1px solid black; text-align: center; width: 25%;">0 Connections</td> </tr> <tr> <td style="border: 1px solid black; text-align: center;">15</td> <td style="border: 1px solid black; text-align: center;">10</td> <td style="border: 1px solid black; text-align: center;">5</td> <td style="border: 1px solid black; text-align: center;">0 Pts</td> </tr> </table>			3+ Connections	2 Connections	1 Connection	0 Connections	15	10	5	0 Pts													
3+ Connections	2 Connections	1 Connection	0 Connections																				
15	10	5	0 Pts																				

**Public Significance**

Has the project been identified through a previous/existing planning effort or policy?

- > Transportation Plan (LRTP, MTP, TIP, Bicycle Plan, Pedestrian Plan, Other Locally adopted Transportation Plan or Prioritization)
- > Land Use or Comprehensive Plan
- > Recreation Plan
- > Economic Development Plan

Regional Scope*	County or Municipal Scope	None
<b>(6 Pts)</b>	<b>(5 Pts)</b>	<b>(0 Pts)</b>

\* "Regional" understood to mean crossing county lines

**Place-Making Amenities**

Does the project include desirable amenities?

Desirable amenities include, but are not limited to:

Seating, Bicycle racks, Repair Stands, Landscaping, Unique Wayfinding, Public Art, Pedestrian-Scale Lighting, "Fitness Stations", Other (please specify)

**1 Point per Amenity Type (10 Point Max)**

**Demonstrated Need/Desire**

Is there a shown path (goat path), pre-existing facility, high volume of cyclists or pedestrians along a roadway, or documented community request\*?

Yes **(7 Pts)**

No **(0 Pts)**

\*Demonstrate results of community outreach or community request



**Funding Requested**

What is the estimated amount being requested for the project?

Local match must be at least 20% of requested amount, such that 120% of amount requested will be available for eligible project expenses.

<b>5 Pts</b> <i>Project administration costs outweigh benefits</i>	<b>20 Pts</b> <i>Most cost-effective</i>	<b>10 Pts</b> <i>Limiting funding for additional cost-effective projects</i>	<b>0 Pts</b> <i>Severely limiting available funding for additional project(s)</i>
\$0 - \$800,000	\$800,001 - \$1,200,000	\$1,200,001 - \$2,000,000	\$2,000,001 +

**Local Match Commitment**

Is the applicant contributing a significant amount of their own resources towards the requested TAP funding?

"In kind" contributions can not be considered for the local match.

**Match % = Point Total (Floor of 20%)**

**Right-of-Way Previously Acquired/ Available**

Has right-of-way been acquired or dedicated through the appropriate process, specifically for use by the proposed project?

<b>15 Pts</b>	<b>10 Pts</b>	<b>5 Pts</b>	<b>0 Pts</b>
76 - 100%	51 - 75%	21 - 50%	0 - 20%

**Documented Safety Challenge**

Are there documented safety challenges associated with this project? Examples of documented safety challenges may include (but not be limited to) recorded crash data of any severity, or a posted speed limit over 35 miles per hour.

Provide examples of design flaws, hazards, concerns, etc.

Yes (10 Pts)

No (0 Pts)

**Reduce Bicyclist or Pedestrian Exposure**

Does the proposed project reduce the exposure between motor vehicles and bicyclists and/or pedestrians? Reduced exposure should take the form of a physical barrier or defined space.

Examples of a "physical barrier" may include an off-road greenway, pedestrian refuge island, or a bike boulevard separated by a vertical structure, sidewalk (buffered curb or ditch x-section).

Examples of a "defined space" may include striped bike lanes, back-of-curb sidewalks, crosswalks.

10 Pts	5 Pts	0 Pts
Physical Separation/Barrier	Defined Space	No Reduced Exposure

**Traffic Calming**

Does proposed project design encourage traffic calming or vehicle lane narrowing as advanced by the National Association of City Transportation Officials (NACTO)?

Please reference attached NACTO Guidelines.

Yes (5 Pts)

No (0 Pts)

**Vehicle Traffic** *AADT ranges subject to revision*

What is the AADT of the facilities from which exposure would be reduced?

23,001+ 20 Pts	20,001 - 23,000 18 Pts	17,001 - 20,000 17 Pts	14,001 - 17,000 16 Pts	11,001 - 14,000 15 Pts	8,001 - 11,000 14 Pts
5,001 - 8,000 13 Pts	3,501 - 5,000 12 Pts	2,501 - 3,500 11 Pts	2,001 - 2,500 8 Pts	1,501 - 2,000 6 Pts	1,001 - 1,500 3 Pts
501 - 1,000 2 Pts	Less than 500 1 Pt				

**Emission & Pollutant Reduction (Vehicle Mile Reduction)**

Will this project result in reducing vehicle miles traveled locally?

1. Determine the daily usership/number of vehicles affected (Please list factors considered)
2. Measure roadway miles affected
3. Multiply vehicles affected by miles to determine vehicle miles reduced

<b>20 Pts</b>	300+ Veh Miles Daily
<b>15 Pts</b>	200 - 299 Veh Miles Daily
<b>10 Pts</b>	100 - 199 Veh Miles Daily
<b>5 Pts</b>	0 - 99 Veh Miles Daily

**Environmental Justice**

Does the project provide access (direct or adjacent contact) for environmental justice (EJ) populations?

Please reference the most current CRTPO EJ Concentration mapping which identifies concentrations of racial, car-less, and low income populations.

High Impact <b>10 pts</b>	Moderate Impact <b>5 pts</b>	Low Impact <b>2pts</b>	No Impact <b>0pts</b>
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**Environmental Quality**

Does the project include significant benefits which address wildlife safety, water quality, or other improvements?

Please list these improvements.

Yes (**5 Pts**)

No (**0 Pts**)



## MEMORANDUM

To: Mr. Neil Burke, AICP, PTP  
Charlotte Regional Transportation Planning Organization

From: Steve Blakley, PE  
Dillon Turner, EIT  
Kimley-Horn and Associates, Inc.

Date: April 24, 2015

Subject: John Kirk Drive Thoroughfare Amendment

Project Background: In the early 2000's NCDOT realigned Mallard Creek Church Road to establish a new intersection with NC 49. The remnant of the original Mallard Creek Church Road connection to NC 49 was renamed John Kirk Drive. The new Mallard Creek Church Road connection to NC-49 replaced the service of the old connection (John Kirk Drive) as a major thoroughfare. MUMPO (now CRTPO) has had plans to reclassify John Kirk Drive from a major thoroughfare to a minor thoroughfare; however, this has not been finalized to date.

Project Purpose: The University of North Carolina at Charlotte (UNC Charlotte) has plans to intensify the land use of their East Village. The East Village of UNC Charlotte is bounded by John Kirk Drive's connection to Van Landingham Road to the south and Cameron Boulevard to the north. UNC Charlotte, Kimley-Horn, CDOT and NCDOT have analyzed and coordinated over the past 8 months to understand current and future traffic conditions in the vicinity of East Village. The results have shown that the majority of traffic, both current and future, is accessing campus along John Kirk Drive from both Mallard Creek Church Road and NC 49. Based on these findings, the consensus is to realign John Kirk Drive directly into Cameron Boulevard.

Attachments:

- Proposed Realignment
- Map of Reclassification



K:\DL\41326\307B\41326-307B-03-21\Drawings\Infrastructure - 3-23-2015.dwg  
 03/27/2015 10:54:00 AM  
 User: kimg@kimg.com  
 Plot: 3-23-2015.dwg  
 Scale: 1"=100'  
 Date: 03-27-2015 10:54:00 AM



**EAST VILLAGE  
INFRASTRUCTURE MASTER PLAN**

EAST VILLAGE  
CODE 41326 ITEM 307B  
PROJECT ID#131100401



**DATE: 03-27-2015**

0 100' 200' 300'  
SCALE: 1" = 100'

THIS DOCUMENT, TOGETHER WITH THE CONCEPTS AND DESIGNS PRESENTED HEREIN, AS AN INSTRUMENT OF SERVICE, IS INTENDED ONLY FOR THE SPECIFIC PURPOSE AND CLIENT FOR WHICH IT WAS PREPARED. REUSE OF AND IMPROPER RELIANCE ON THIS DOCUMENT WITHOUT WRITTEN AUTHORIZATION AND ADAPTATION BY KIMLEY-HORN AND ASSOCIATES, INC. SHALL BE WITHOUT LIABILITY TO KIMLEY-HORN AND ASSOCIATES, INC.



Source: CRTPO



LEGEND

Proposed Minor  
Thoroughfare

UNC Charlotte Road

# Proposed Thoroughfare Modification



**Town of Mooresville**  
**Development Services Department**  
Post Office Box 878  
Mooresville, North Carolina 28115  
704-662-7040

## MEMORANDUM

To: Neil Burke, CRTPO Senior Principal Planner  
From: Kelsie Anderson, Transportation Engineer  
Date: April 16, 2015

### **RE: Town of Mooresville CMAQ Refusal and Request for Reallocation**

The Town of Mooresville no longer wishes to continue with the following CMAQ funded projects in the current STIP:

#### **C-5201**

Add bike lanes along NC 115 from the Mecklenburg/Iredell County Line to Norman Avenue in downtown Mooresville.

- CMAQ Funded Phase(s): CON
- CMAQ Programmed Amount: \$1,800,000
- CMAQ Reimbursement Received: \$0

The scope and location of this project are not in line with the priorities of the Town at this time. Specifically, the Town is not willing to fund the preliminary design and right of way acquisition outside of Town limits necessary to construct the project.

#### **C-5528**

Add a southbound right turn lane at the NC 150 / Talbert intersection.

- CMAQ Funded Phase(s): CON
- CMAQ Programmed Amount: \$280,000
- CMAQ Reimbursement Received: \$0

This project is within the limits of the upcoming NC 150 widening project (R-2307). Access modifications associated with this STIP project will likely resolve the congestion at this intersection. Additionally, the scope and emissions calculation for this project was developed prior to the opening of Exit 35 which has changed the traffic patterns through this intersection.

**Total Amount Refused: \$2,080,000**

The entity that originally endorsed this funding allocation to the Town, the Lake Norman Rural Planning Organization, is no longer in existence. Therefore, the Town would request that NCDOT reallocate the \$2,080,000 to the CMAQ program for redistribution within the Charlotte Regional Transportation Planning Organization (CRTPO), the MPO to which the Town is now a member.

Additionally, the Town requests consideration of the request for reallocation to four projects as described below. A table with details for each request is provided at the end of this memo.

**NC 801 x NC 150 Intersection Improvements**

Add left turn lanes to each leg and southbound and westbound right turn lanes.

- Requested CMAQ Funded Phase(s): ROW and CON
- Requested CMAQ Amount: \$1,069,976 (79% reimbursement rate)

This project was approved for CMAQ funding but was not programmed due to a shortfall in the CMAQ program budget. The Town is pursuing the PE phase of this project within its general budget. If this request for CMAQ funding is approved, the Town could refuse the \$650,000 bonus allocation amount that has been approved for this project.

**C-5200 NC 115 x NC 150 Intersection Improvements**

Add a southbound right and westbound through/right turn lanes.

- Requested CMAQ Funded Phase(s): PE, ROW, and CON
- Requested Add'l CMAQ Amount: \$397,883 (76% reimbursement rate)

This would increase the CMAQ funding allocation of an existing project to reimburse project costs that were not anticipated in the original project cost estimate. Specifically, there are overlay, grading and railroad design and review fees that were not anticipated in the original scope and the design fee exceeded the probable cost estimate.

**C-5529 NC 115 x Faith Road/Campus Lane Intersection Improvements**

Realign Faith Road correct offset intersection with Campus Lane and add left turn lanes on all legs and a westbound right turn lane.

- Requested CMAQ Funded Phase(s): PE, ROW, and CON
- Requested Add'l CMAQ Amount: \$153,625 (75% reimbursement rate)

This would increase the CMAQ funding allocation of an existing project to expand the scope of the improvements to include the northbound left turn lane and to provide additional funding for costs identified by the updated probable construction cost estimate.

**C-5531 Mooresville School Sidewalk Network**

Construct 1.6 miles of sidewalk along neighborhood roads near three Mooresville schools and connect into existing sidewalk network also funded by CMAQ program.

- Requested CMAQ Funded Phase(s): ROW and CON
- Requested Add'l CMAQ Amount: \$458,516 (79% reimbursement rate)

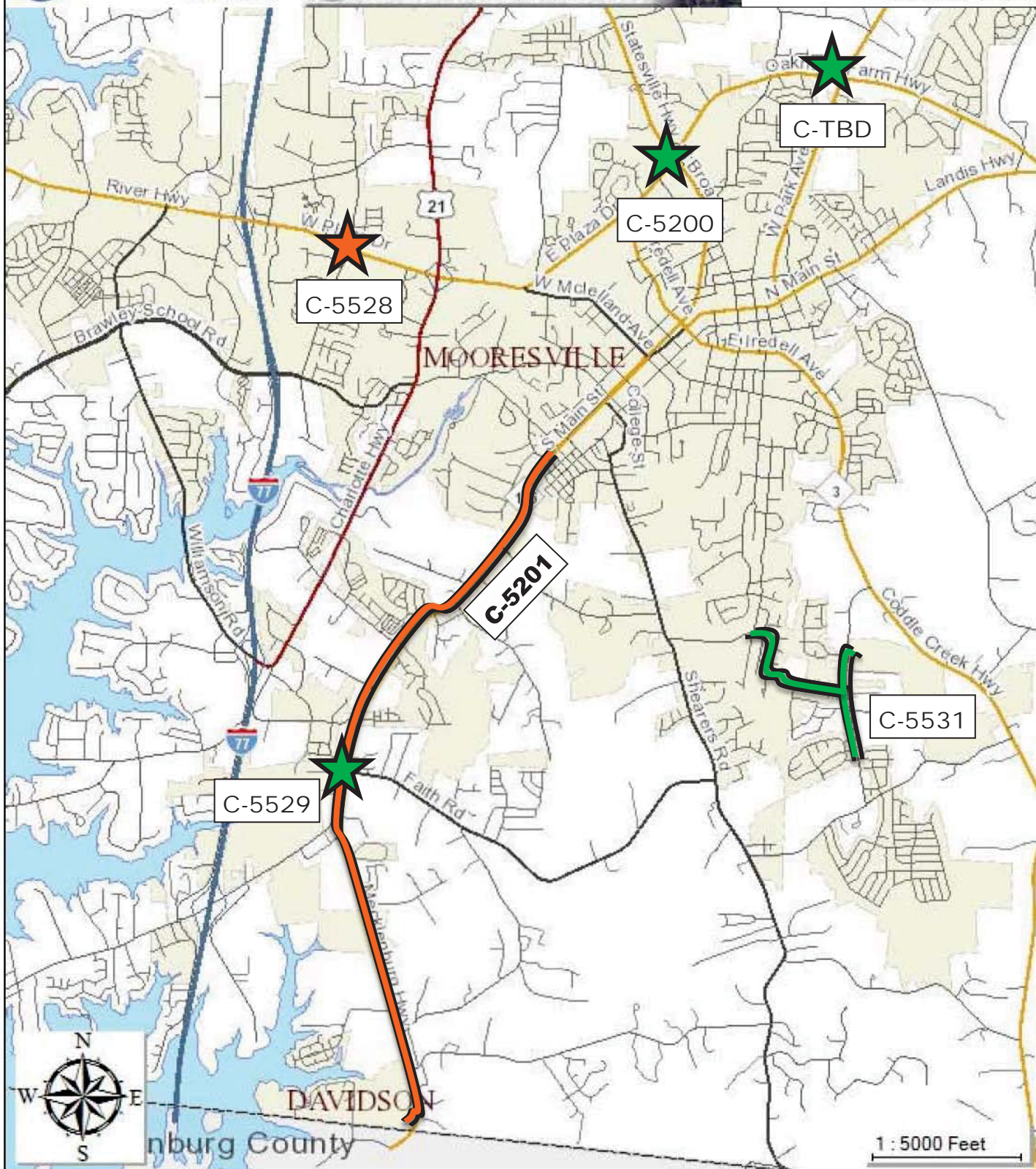
This would increase the CMAQ funding allocation of an existing project to allow CMAQ reimbursement of eligible costs in the ROW phase and to provide additional funding for costs identified by the updated probable construction cost estimate. The Town is pursuing the PE phase of this project within its general budget.

**Total Amount Reallocated: \$2,080,000**

Please contact me at 704-663-2891 or [kanderson@ci.mooresville.nc.us](mailto:kanderson@ci.mooresville.nc.us) with any questions.



Project		Total	CMAQ \$	Local Match
801/150 Lt Turn Lanes	Project Total	\$1,354,400	\$1,069,976	\$284,424
	ROW and CON	\$0	\$0	\$0
115/150 Additional	<b>Requested Adjustment</b>	<b>\$1,354,400</b>	<b>\$1,069,976</b>	<b>\$284,424</b>
	Project Total	\$1,840,502	\$1,398,782	\$441,720
PE, ROW, CON	Current Programming	\$1,316,972	\$1,000,899	\$316,073
	<b>Requested Adjustment</b>	<b>\$523,530</b>	<b>\$397,883</b>	<b>\$125,647</b>
115/Faith Additional	Project Total	\$1,511,500	\$1,133,625	\$377,875
	Current Programming	\$1,306,667	\$980,000	\$326,667
Additional Funding	<b>Requested Adjustment</b>	<b>\$204,833</b>	<b>\$153,625</b>	<b>\$51,208</b>
	Project Total	\$1,009,750	\$801,996	\$207,754
Mooresville School SW	Current Programming	\$429,350	\$343,480	\$85,870
	<b>Requested Adjustment</b>	<b>\$580,400</b>	<b>\$458,516</b>	<b>\$121,884</b>
Add ROW and Add'l CON	Project Total	\$5,716,152	\$4,404,379	\$1,311,773
	Current Programming	\$3,052,989	\$2,324,379	\$728,610
<b>TOTALS</b>		<b>\$2,663,163</b>	<b>\$2,080,000</b>	<b>\$583,163</b>



The maps prepared for this website are generated from recorded deeds, plats, and other public records. Users of these maps are hereby notified that the information provided herein should be verified. Iredell County assumes no legal responsibilities for any of the information contained on this site. Users are advised that the use of any of this information is at their own risk. All maps on this site were prepared using a 100086™ Grid based upon the North Carolina State Plane Coordinate System from the 1983 North American Datum. The delinquent real property tax overlay is updated monthly. The information presented is not intended to be used or relied upon as official notice of tax liens. For additional information regarding delinquent taxes, contact the Iredell County Tax Collector's Office.

TO: Technical Coordinating Committee Members  
 FROM: Robert W. Cook, AICP  
 CRTPO Secretary  
 DATE: April 27, 2015  
 SUBJECT: **Functional Classification System Amendments**

**ACTION REQUESTED**

Recommend to the MPO that it endorse changes to the functional classification system.

**BACKGROUND**

- The functional classification system is a means to determine funding eligibility for roadway projects.
- Roadways must be classified as minor collectors or higher in order for federal funds to be allocated to projects on those roads.
- Amendments to the system are necessary in order for projects funded with Bonus Allocation and STP-DA funds to proceed.
- The projects that will be implemented with Bonus Allocation and STP-DA funds will significantly impact the usage and function of the affected roads, thus the roads' functional classifications must change to properly reflect their updated functions.
- The project list below details the proposed functional classification system amendments.

Road Name	Limits	Location	Current Classification	Proposed Classification	Comments
N. University Research Park I-85 Overpass	Research Drive to JW Clay Blvd	Charlotte	Not classified	Minor collector	With the completion of the Overpass, these three facilities will form a single transportation corridor, thus the need for an amendment for each in their current independent state
Research Drive	Louis Rose Place to NC 24	Charlotte	Local street	Minor collector	
JW Clay Boulevard	Doug Mayes Place to US 29	Charlotte	Local street	Minor collector	
Northcross Drive	NC 73 to Westmoreland Road	Huntersville & Cornelius	Local (part open to traffic); Not classified (part on new location)	Minor collector	
Westmoreland Road	W. Catawba Ave to US 21	Cornelius	Local	Minor collector	Adding Westmoreland Road to the network has been recommended by NCDOT
Potts, Beatty & Sloan Streets	NC 115 north of Davidson to NC 115 south of Davidson	Davidson	Local	Minor collector	
Main St.	NC 115 north of Huntersville to NC 115 south of Huntersville	Huntersville	Local	Minor collector	
Monroe Northern Loop	US 74 to Walkup Ave	Monroe	Not classified	Minor collector	

## Charlotte Regional Transportation Planning Organization FY 2015 Self-Certification Checklist

### Background

23 CFR\* 450.334 requires Metropolitan Planning Organizations (MPO) to annually self-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 the metropolitan planning process and related requirements.

The checklist below assists staff as it conducts the self-certification process. Each question is followed by CRTPO staff's response, and if necessary, additional explanation. *(All CRTPO staff inputs are in green italics.)*

### Request

As a local staff member who is actively involved in the CRTPO process, you are requested to review the following information and provide additional comments, questions and concerns. Please do so using Microsoft Word's Track Changes and Comments tools. **Responses must be received no later than the COB, Tuesday, May 5.**

### Next Steps

This topic will be addressed at the May 6 Transportation Staff meeting. At the May 7 TCC meeting, staff will request that the TCC make a recommendation to the MPO that it act to certify the CRTPO's planning process for FY 2015.

### Questions

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-yr 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. At its April 2015 meeting, the policy board unanimously approved an expansion of the planning area to include all of Iredell County.*
  
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.***

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?  
SAFETEA-LU

- a. How?

***CRTPO maintains a database that includes all pertinent federal, state and local agencies involved in the above-mentioned endeavors. Not-for-profit organizations are also included in the database. The agencies and organizations receive all CRTPO policy board 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. Documentation of this process can be found in Appendix A of the MTP.***

*\* Code of Federal Regulations*

**RESOLUTION**

**CERTIFYING THE TRANSPORTATION PLANNING PROCESS OF THE  
CHARLOTTE REGIONAL TRANSPORTATION PLANNING ORGANIZATION  
FOR FY 2015**

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 21<sup>st</sup> 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 20<sup>th</sup> day of May, 2015.

\_\_\_\_\_  
Sarah McAulay, Chairwoman

\_\_\_\_\_  
Robert W. Cook, Secretary

TO: Technical Coordinating Committee Members  
FROM: Robert W. Cook, AICP  
CRTPO Secretary  
DATE: April 27, 2015  
SUBJECT: **FY 2016 Unified Planning Work Program Amendment**

**ACTION REQUESTED**

Recommend to the MPO that it consider appropriating the fund balance of \$29,000 remaining from the MPO's unobligated balance of Planning (PL) funds to fund Phase 1 of the Business Plan & Station Development study of the Charlotte Gateway Station.

**BACKGROUND:**

- The Charlotte Gateway Station is proposed to be located at Trade & Graham streets in uptown Charlotte and will house a relocated Amtrak station and Greyhound terminal. The CATS North Corridor will also terminate at the station.
- A TIGER VI grant in the amount of \$250,000 was awarded to:
  - Conduct a real estate and transportation system analysis;
  - Conduct a transit oriented development technical analysis; and,
  - Prepare a programming and conceptual plan of the main block (existing Greyhound facility).
- The Business Plan & Station Development study is needed to:
  - Review best practices and lessons learned from peer facilities (based on passenger volume).
  - Determine space allocation for retail, office and event hosting space to offset operating costs and to provide customer amenities.
  - Develop required Amtrak crew space, ticketing and potential office space.
  - Build an annual operations and maintenance cost model for the station.
    - Identify funding opportunities, sources and uses;
    - Review commercial real estate market to determine likely demand for leasable space;
    - Examine demographic statistics within a ½ mile and 1 mile ring for likely retail and restaurant mix; and,
    - Estimate expected market rents; lease assumptions (vacancy rates; TI cost; commissions; rent abatement).
- Recommend a possible governance structure(s) with the goal of ensuring a well-run facility.



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

	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec	
Workgroup Develops P4.0 Criteria/Weights; BOT Updated as Desired; Starts Sept 2014																						
BOT Reviews and Approves P4.0 Criteria/Weights																						
MPOs, RPOS, Divisions Review Existing Projects and Prepare New Submittals																						
MPOs, RPOS, Divisions Submit New Candidate Projects																						
SPOT Reviews and Calculates Quant. Scores All Projects (Existing + New). Includes review of all data and costs (by MPOs, RPOS, Divisions, and Internal staff)																						
TIP Unit Programs Statewide Mobility Projects																						
MPOs, RPOS, Divisions Assign Regional Impact Local Input Points (with option to assign Division Needs Local Input Points)																						
SPOT Finalizes Regional Impact Scores and TIP Unit Programs Regional Impact Projects																						
MPOs, RPOS, Divisions Assign Division Needs Local Input Points																						
SPOT Finalizes Division Needs Scores and TIP Unit Programs Division Needs Projects																						
NGDOT Releases Draft STIP																						
NGDOT Provides Report to JLTOC																						

**Key Dates:**  
 October 2015 – SPOT Online available for Entering Projects  
 March 2016 – Quantitative Scores and Draft list of Programmed Statewide Mobility Projects released  
 July 2016 – Draft list of Programmed Regional Impact Projects released  
 December 2016 – Draft STIP released

Notes:  
 Green Box = Decisions / Approvals  
 Yellow Box = NGDOT Work Tasks

**CRTPO Bicycle & Pedestrian Work Group  
May 7, 2015, 2:00 – 4:00PM  
CMGC 8<sup>th</sup> Floor – Innovation Station**

**Agenda**

1. Introductions
  
2. Community Updates – What's New?
  
3. **Transportation Alternatives Program**  
Review of TAP Comments from TCC Staff
  
4. **Future Work Group Agenda Discussion**
  
5. Other Topics, Looking Forward  
Little Sugar Creek Greenway Tour

