



charlotte regional transportation planning organization

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

TO: CRTPO Delegates & Alternates
FROM: Robert W. Cook, AICP
CRTPO Secretary
DATE: May 13, 2015

**SUBJECT: May 2015 Meeting
Charlotte Regional Transportation Planning Organization
Wednesday, May 20, 6:00 PM**

The May 2015 meeting of the Charlotte Regional Transportation Planning Organization (CRTPO) is scheduled for Wednesday, May 20, 2015.

The meeting will begin at 6:00 PM, and will be held in Room 267 of the Charlotte-Mecklenburg Government Center, 600 E. Fourth St., Charlotte.

A light meal will be provided.

Accessing the Charlotte-Mecklenburg Government Center

The Charlotte-Mecklenburg Government Center is located at 600 E. Fourth St. (corner of Fourth and Davidson streets) in uptown Charlotte. Parking is available in the Government Center parking deck located on Davidson St. between Third and Fourth streets; on-street parking is also available.

There are two ways to enter the Government Center. Enter via the large staircase on the Davidson St. 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.

Non-Discrimination Policy

It is the policy of the Mecklenburg-Union Metropolitan 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.

Charlotte Regional Transportation Planning Organization

May 20, 2015

Room 267-Charlotte-Mecklenburg Government Center

6:00 PM Meeting Agenda

1. **Call to Order** Sarah McAulay
2. **Adoption of the Agenda** Sarah McAulay
3. **Citizen Comment Period** Sarah McAulay
4. **Ethics Awareness & Conflict of Interest Reminder** Sarah McAulay
5. **Approval of Minutes** Sarah McAulay

ACTION REQUESTED: Approve the April 2015 meeting minutes as presented.

ATTACHMENT: Draft April 2015 minutes.

6. **John Kirk Road Thoroughfare Plan Amendment** Steve Blakley

ACTION REQUESTED: Approve the start of a public involvement process.

TCC RECOMMENDATION: At its May 7, 2015 meeting, the TCC unanimously recommended that the MPO approve the start of a public involvement process.

BACKGROUND: See attached memorandum.

ATTACHMENTS: Memorandum and maps.

7. **Transportation Alternatives Program** Curtis Bridges

ACTION REQUESTED: Approve the start of a 21-day public comment period.

TCC RECOMMENDATION: At its May 7, 2015 meeting, the TCC unanimously recommended that the MPO approve the start of 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 Schools 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 adoption by the MPO.*
- *The attached document is a draft scoring guide that will be presented to the public for review and comment.*

ATTACHMENT: Draft TAP Criteria Scoring Guide.

8. Mooresville CMAQ Projects Re-Appropriation Request

Kelsie Anderson

ACTION REQUESTED:

- a. Refuse Congestion Mitigation & Air Quality (CMAQ) funds associated with the NC 115 Bicycle Lane project (TIP ID# C-5201) and the NC 115 & Talbert Road intersection improvement project (TIP ID # C-5528); and
- b. Re-appropriate the funds to three projects in Mooresville.

TCC RECOMMENDATION: At its May 7, 2015 meeting, the TCC unanimously recommended that the MPO refuse the two projects and re-appropriate the funds as noted above.

BACKGROUND: See the attached memorandum for details.

ATTACHMENTS: Memorandum; map; draft resolution.

9. MPO Self-Certification

Robert Cook

ACTION REQUESTED: Adopt the attached resolution certifying CRTPO's compliance with federal transportation planning statutes and regulations.

TCC RECOMMENDATION: At its May 7, 2015 meeting, the TCC unanimously recommended that the MPO adopt the resolution.

BACKGROUND:

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

ATTACHMENTS: Resolution and self-certification checklist.

10. Unified Planning Work Program

Robert Cook

a. FY 2015 Amendment

ACTION REQUESTED: Amend the FY 2015 UPWP to delete the Torrence Chapel Road/W. Catawba Avenue intersection analysis project.

TCC RECOMMENDATION: At its May 7, 2015 meeting, the TCC unanimously recommended that the MPO adopt the amendment to the FY 2015 UPWP.

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.

b. FY 2016 Amendment

ACTION REQUESTED: Amend the FY 2016 UPWP to appropriate the balance of approximately \$29,000 remaining from the MPO's unobligated balance of Planning (PL) funds to fund Phase 1 of the Business Plan & Station Development study for the Charlotte Gateway Station.

TCC RECOMMENDATION: At its May 7, 2015 meeting, the TCC unanimously recommended that the MPO adopt the amendment to the FY 2016 UPWP.

BACKGROUND: See the attached memorandum.

ATTACHMENT: Memorandum

- 11. Functional Classification System Amendments** Robert Cook
ACTION REQUESTED: Endorse changes to the functional classification system.

BACKGROUND: See the attached memorandum

ATTACHMENT: Memorandum.

- 12. Draft Transportation Improvement Program (TIP) Review** Neil Burke
ACTION REQUESTED: FYI

BACKGROUND:

- *The draft STIP was released by NCDOT on December 4, 2014.*
- *The release has triggered a variety of activities, including internal review and assessments, financial analysis, etc.*
- *At next month's meeting, staff will request the MPO to initiate a public involvement process for the draft TIP, amendments to the 2040 Metropolitan Transportation Plan (made necessary by changes to the TIP) and the associated air quality conformity process.*

- 13. Prioritization 4.0 Work Group Update** Neil Burke
ACTION REQUESTED: FYI

BACKGROUND:

- *The Prioritization 4.0 (P4.0) Work Group is charged with updating North Carolina's transportation project prioritization process.*
- *An update will be provided on decisions made and discussion topics at recent P4.0 Work Group meetings.*
- *A review of the proposed schedule for P4.0 will be provided.*

- 14. Upcoming Agenda Items** Robert Cook
ACTION REQUESTED: FYI

BACKGROUND: Review of items that will appear on future agendas.

- 14. Adjourn**

CHARLOTTE REGIONAL TRANSPORTATION PLANNING ORGANIZATION
Charlotte-Mecklenburg Government Center, Room 267
April 15, 2015 Meeting
Summary Minutes

Members Attending:

Vi Lyles (Charlotte), Woody Washam (Cornelius), Sarah McAulay (Huntersville), Gary Savoie (Indian Trail), Ken Robertson (Iredell County), Norma Carpenter (Marshville), James Taylor (Matthews), Dumont Clarke (Mecklenburg County), Eddie Dinger (Mooresville), Michael Johnson (Statesville), Elbert Richardson (Troutman), Daune Gardner (Waxhaw), Barbara Harrison (Weddington), Brad Horvath (Wesley Chapel), Tracy Finch Dodson (NCBOT)

1. Call to Order

MPO Chairwoman Sarah McAulay called the April 2015 CRTPO meeting to order at 6:00 PM.

2. Adoption of the Agenda

Chairwoman McAulay asked if there were items to be added to the agenda or changed. None were identified.

Motion:

Mayor Taylor made a motion to adopt the agenda as presented. Woody Washam seconded the motion. Upon being put to a vote, the motion to adopt the agenda was unanimously approved.

3. Citizen Comment Period

No comments were made at this meeting.

4. Ethics Awareness & Conflict of Interest Reminder

Mr. Cook read the ethics awareness and conflict of interest reminder to the MPO. No conflicts were identified.

5. Approval of Minutes

Summary:

Chairwoman McAulay requested action on the March 2015 minutes.

Motion:

Vice-chairman Horvath asked that the March minutes be modified to note that he was present. With that change, the March 2015 minutes were approved by acclamation.

6. FY 2016 Unified Planning Work Program

Presenter:

Robert Cook

Summary:

Mr. Cook provided information to the MPO via a Power Point presentation, the contents of which are incorporated into the minutes. The presentation's purpose was to finalize the FY 16 UPWP for the MPO members in order for adoption to occur. A funding summary was provided, along with a review of local projects, followed by a discussion of individual task code allocations. Also discussed were projects from FY 15 that were being recommended to be carried over into FY 16. It was noted that the TCC unanimously recommended that the MPO adopt the UPWP as presented.

Motion:

Mayor Taylor made a motion to adopt the FY 2016 UPWP as presented. Mr. Washam seconded the motion. Upon being put to a vote, the motion passed unanimously.

7. MPO Planning Area Expansion

Presenter:

Robert Cook

Summary:

Mr. Cook stated that the action being requested was for the MPO to approve an expansion of the CRTPO's planning area to include all of Iredell County. Background information was provided that explained why the request was originally made by Iredell County staff. The primary reason was that the northern portion of the county is currently in the Unifour Rural Planning Organization's (RPO) jurisdiction; however, the RPO is consolidating with the Greater Hickory MPO, and county staff felt its transportation planning requirements would be better filled by the CRTPO. The following justifications for the expansion were provided:

- 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.

In addition it was noted that the Iredell County Board of Commissioners had unanimously adopted a resolution supporting the CRTPO expansion.

Motion:

Ken Robertson made a motion to approve the MPO planning area expansion as presented. Elbert Richardson seconded the motion. Upon being put to a vote, the motion passed unanimously.

8. Mt. Holly Road Thoroughfare Plan Amendment

Presenter:

Robert Cook

Summary:

Mr. Cook stated that the action being requested was for the MPO to approve the start of a public involvement process regarding the possible removal of the Mt. Holly Road Extension from the Thoroughfare Plan. The Mt. Holly Road Extension is classified as a major thoroughfare and was a part of a larger project that would have extended across the Catawba River into Gaston County via a new bridge. The Gaston-Cleveland-Lincoln MPO removed its portion of the project from its Comprehensive Transportation Plan (CTP) without consultation with the CRTPO, thus the project has no independent utility. The project is in the City of Charlotte's jurisdiction, and CDOT has requested that a public meeting be held. Possible public outreach techniques were discussed.

Motion:

Mayor Gardner made a motion to approve the start of a public involvement period. Gary Savoie seconded the motion. Upon being put to a vote, the motion passed unanimously.

9. Draft Transportation Improvement Program (TIP) Review

Presenter:

Neil Burke

Summary:

Mr. Burke provided information to the MPO via a Power Point presentation, the contents of which are incorporated into the minutes. The presentation's purpose was to update the MPO on the draft TIP's progress. Possible public outreach techniques were discussed. MPO members stated that the workshop format used during the special meeting on April 7 regarding I-485 South was helpful and should be used for the TIP. Mr. Burke stated that arrangements would be made for a similar set up before the June MPO meeting, at which time the MPO will be asked to approve the start of a public involvement process.

10. Prioritization 4.0 Work Group Update

Presenter:

Neil Burke

Summary:

Mr. Burke provided information to the MPO via a Power Point presentation, the contents of which are incorporated into the minutes. The presentation's purpose was to update the MPO on the work of the P4.0 Work Group which is charged with making recommendations to the Board of Transportation on updates to the project prioritization process.

11. Community Viz Model Development

Presenter:

Curtis Bridges

Summary:

Mr. Bridges provided information to the MPO via a Power Point presentation, the contents of which are incorporated into the minutes. The presentation's purpose was to inform the MPO on a new approach to forecasting population and employment in the planning area. Doing so is one of the most important of the MPO's tasks because the forecasts help determine future transportation needs. The MPO is using a model called Community Viz, which was used during the CONNECT Our Future process.

12. Memorandum of Understanding 18 Month Evaluation

Presenter:

Robert Cook

Summary:

Mr. Cook stated that when the MPO endorsed the current Memorandum of Understanding (MOU) in July 2013, it included a provision which stated "After 18 months from the effective date of this document, the terms of this agreement will be evaluated by the participating members." The MOU's effective date was October 2012, thus April 2015 marked the 18 month date. He indicated that he had consulted with the chair and vice-chair and it was their belief that there were insufficient reasons to conduct a formal evaluation. They recommended that the MOU be reviewed at the normal schedule (following the release of updated urbanized area (UZA) information), but that an interim evaluation could be conducted if the situation warranted. The MPO members agreed that a formal evaluation was not needed at this time.

13. Upcoming Agenda Items

Presenter:

Robert Cook

Summary:

Mr. Cook stated that likely agenda items include a modification to the FY 16 UPWP and a request to begin a public outreach effort for a Thoroughfare Plan amendment in the University City area.

14. Adjourn

The meeting adjourned at 7:07 PM.

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.

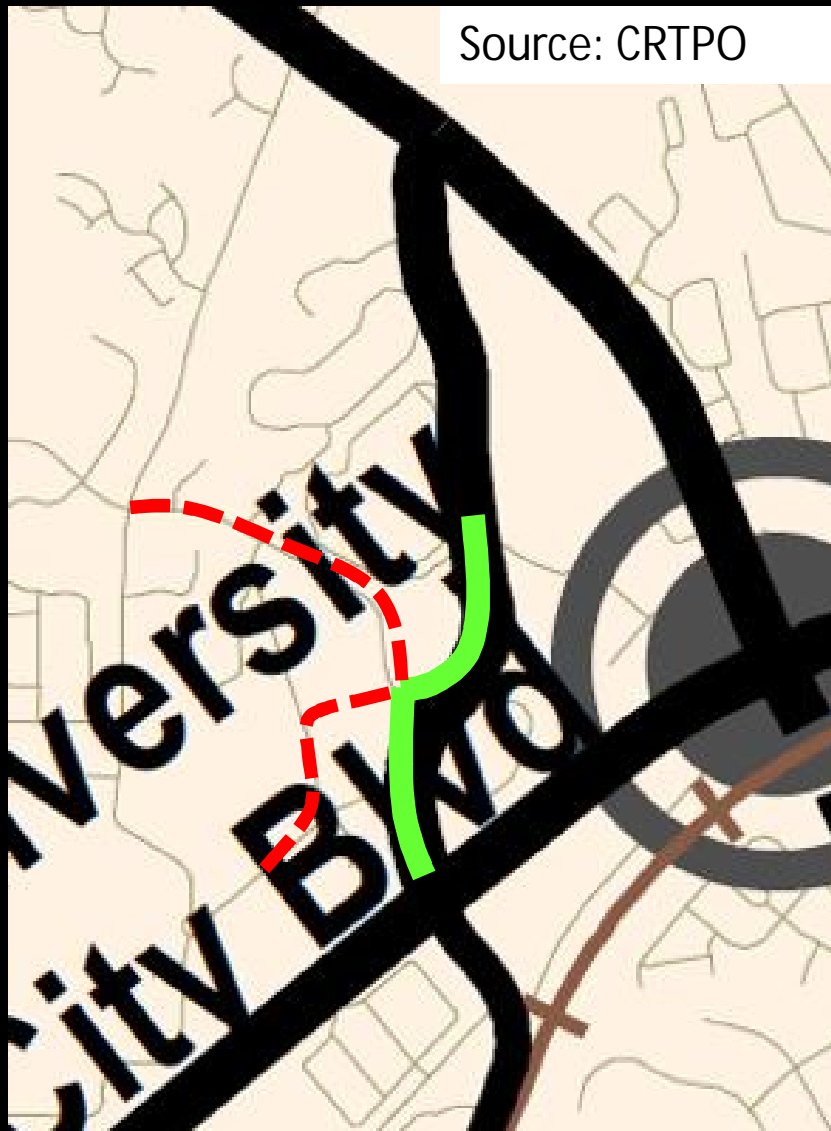
Project Purpose: The University of North Carolina at Charlotte (UNC Charlotte) has plans to intensify the land use of their East Village. The East Village of UNC Charlotte is bounded by John Kirk Drive's connection to Van Landingham Road to the south and Cameron Boulevard to the north. UNC Charlotte, 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



Source: CRTPO



LEGEND

- Proposed Minor Thoroughfare
- UNC Charlotte Road

Proposed Thoroughfare Modification



Transportation Alternatives Program Criteria Scoring Guide

Connectivity & Place-Making	<p>High, Moderate, Low Interest Destinations (6 -Destination Cap) <i>Destination descriptions are subject to revision</i></p> <p>Does the project provide access to destinations of interest? Please reference attached destination descriptions.</p>						
	High Interest (5 Pts ea)		Moderate Interest (3 Pts ea)		Low Interest (1 Pt ea)		
	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>Destination Accessibility Multiplier</p> <p>Can above destination(s) be accessed by pedestrian or bicycle modes? Multiply individual destination scores by distance multiplier.</p>						
		1	0.8	0.6	0.4	0.2	0
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>Directness</p> <p>If applicable, does the facility provide the most direct, safe, and feasible route from origin to destination?</p> <p>Yes (5 Pts) No (0 Pts)</p>							
<p>Connections to Existing Facilities</p> <p>Does the project connect to an existing facility/facilities?</p>							
		3+ Connections 15	2 Connections 10	1 Connection 5	0 Connections 0 Pts		

Connectivity & Place-Making

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
(6 Pts)	(5 Pts)	(0 Pts)

* "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.

5 Pts <i>Project administration costs outweigh benefits</i>	20 Pts <i>Most cost-effective</i>	10 Pts <i>Limiting funding for additional cost-effective projects</i>	0 Pts <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?

15 Pts	10 Pts	5 Pts	0 Pts
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

20 Pts	300+ Veh Miles Daily
15 Pts	200 - 299 Veh Miles Daily
10 Pts	100 - 199 Veh Miles Daily
5 Pts	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 10 pts	Moderate Impact 5 pts	Low Impact 2pts	No Impact 0pts
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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**)



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.

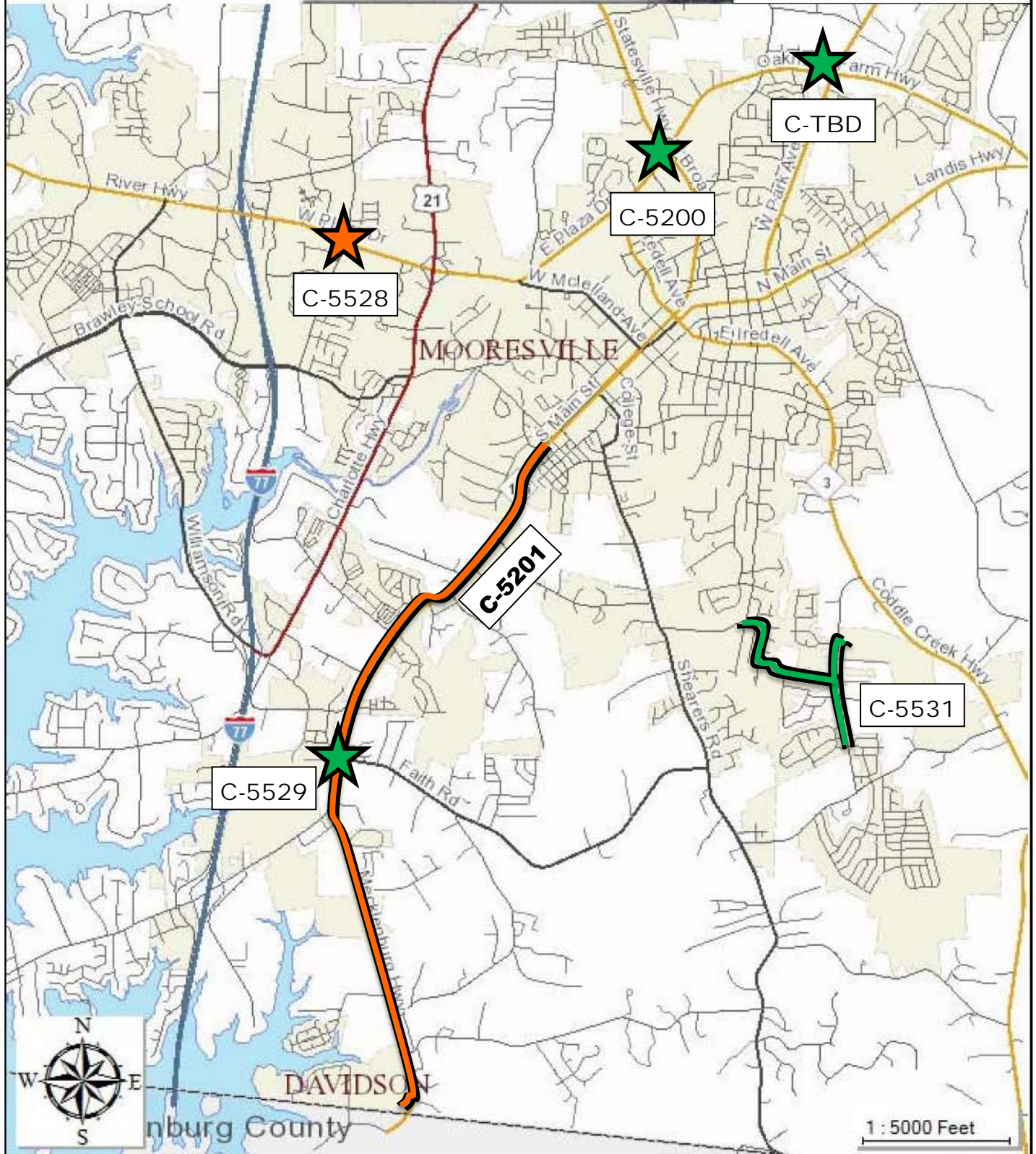
- Requested CMAQ Funded Phase(s): ROW and CON
- Requested Add'l CMAQ Amount: \$458,516 (79% reimbursement rate)

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 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	Requested Adjustment	\$1,354,400	\$1,069,976	\$284,424
	Project Total	\$1,840,502	\$1,398,782	\$441,720
PE, ROW, CON	Current Programming	\$1,316,972	\$1,000,899	\$316,073
	Requested Adjustment	\$523,530	\$397,883	\$125,647
115/Faith Additional	Project Total	\$1,511,500	\$1,133,625	\$377,875
	Current Programming	\$1,306,667	\$980,000	\$326,667
Additional Funding	Requested Adjustment	\$204,833	\$153,625	\$51,208
	Project Total	\$1,009,750	\$801,996	\$207,754
Mooresville School SW	Current Programming	\$429,350	\$343,480	\$85,870
	Requested Adjustment	\$580,400	\$458,516	\$121,884
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
TOTALS		\$2,663,163	\$2,080,000	\$583,163



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RESOLUTION
APPROVING THE REFUSAL AND REAPPROPRIATION OF CMAQ FUNDS BY THE
CHARLOTTE REGIONAL TRANSPORTATION PLANNING ORGANIZATION TO
MOORESVILLE PROJECTS

A motion was made by _____ and seconded by MPO Member _____ for the adoption of the resolution, and upon being put to a vote was duly adopted.

WHEREAS, the defunct Lake Norman Rural Planning Organization endorsed the NC 115 Bicycle Lane and NC 150 and Talbert Road CMAQ projects in the Town of Mooresville; and

WHEREAS, the Town no longer wishes to continue with these projects for various reasons; and

WHEREAS, the Mooresville Town Board approved a resolution on May 4 that specifies the refused CMAQ funds from the above projects are allocated to the following projects:

- NC 801 & NC 150 Intersection Improvements
- C-5200: NC 115 & NC 150 Intersection Improvements
- C-5529: NC 115 & Faith Road/Campus Lane Intersection Improvements
- C-5531: Mooresville School Sidewalk Network

WHEREAS, the Technical Coordinating Committee unanimously recommended that the CMAQ funds be allocated to the above four projects; and

NOW THEREFORE BE IT RESOLVED by the Charlotte Regional Transportation Planning Organization that the funds from the NC 115 Bicycle Lanes and NC 150 and Talbert Road Intersection projects are re-appropriated to the NC 801 and NC 150 intersection improvement, the NC 115 and NC 150 intersection improvement, the NC 115 and Faith Road/Campus Lane intersection improvement, and the Mooresville School Sidewalk Network project on the 20th day of May, 2015.

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 Mecklenburg-Union Metropolitan Planning Organization, duly held on this the 20th day of May, 2015.

Sarah McAulay, Chairwoman

Robert W. Cook, Secretary



600 East Fourth Street
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704-336-2205
www.crtpo.org

Charlotte Regional Transportation Planning Organization FY 2015 Self-Certification Checklist

Action Requested

Adopt a resolution certifying CRTPO's compliance with federal transportation planning statutes and regulations.

TCC Recommendation

At its May 7, 2015 meeting, the TCC unanimously recommended that the MPO adopt the resolution certifying the CRTPO's FY 2015 planning process.

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.

** Code of Federal Regulations*

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.)*

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.

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 21st day of May, 2014.

I, Sarah McAulay, CRTPO chairwoman, do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the Charlotte Regional Transportation Planning Organization duly held on the 20th day of May, 2015.

Sarah McAulay, Chairwoman

Robert W. Cook, Secretary



charlotte regional transportation planning organization

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TO: CRTPO Delegates & Alternates
FROM: Robert W. Cook, AICP
CRTPO Secretary
DATE: May 12, 2015
SUBJECT: **FY 2016 Unified Planning Work Program Amendment**

ACTION REQUESTED

Amend the FY 2016 Unified Planning Work Program (UPWP) to appropriate 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.

TCC RECOMMENDATION

At its May 2015 meeting, the TCC unanimously recommended that the MPO amend the FY 2016 UPWP as presented.

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.



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TO: CRTPO Delegates & Alternates
 FROM: Robert W. Cook, AICP
 CRTPO Secretary
 DATE: May 12, 2015
 SUBJECT: **Functional Classification System Amendments**

ACTION REQUESTED

Endorse changes to the functional classification system.

TCC RECOMMENDATION

At its May 2015 meeting, the TCC unanimously recommended that the MPO endorse the proposed 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
N. University Research Park I-85 Overpass	Research Drive to JW Clay Blvd	Charlotte	Not classified	Minor collector
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

Functional Classification

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Road Name	Limits	Location	Current Classification	Proposed Classification
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