



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: July 9, 2015

**SUBJECT: July 2015 Meeting  
Charlotte Regional Transportation Planning Organization  
Wednesday, July 15, 6:00 PM**

The July 2015 meeting of the Charlotte Regional Transportation Planning Organization (CRTPO) is scheduled for Wednesday, July 15, 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.

### **Education Session**

An education session will be held at 5:00 PM. The topic will be Prioritization 4.0. The session's purpose is to:

- *Provide delegates and alternates with a clearer understanding of Prioritization 4.0 and its role in the TIP development process;*
- *Review the procedures to develop a project list to be submitted into the Prioritization 4.0 database;*
- *Discuss the decisions that the MPO will have to make, both in the short-term as well as early next year; and*
- *Discuss projects currently being evaluated by the Technical Coordinating Committee.*

### **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

July 15, 2015

Room 267-Charlotte-Mecklenburg Government Center

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## 5:00 PM Education Session

### Topic: Prioritization 4.0

*The purpose of the education session is to:*

- *Provide delegates and alternates with a clearer understanding of Prioritization 4.0 and its role in the TIP development process;*
- *Review the procedures to develop a project list to be submitted into the Prioritization 4.0 database;*
- *Discuss the decisions that the MPO will have to make, both in the short-term as well as early next year; and*
- *Discuss projects currently being evaluated by the Technical Coordinating Committee.*

## 6:00 PM Meeting Agenda

1. **Call to Order** Sarah McAulay

2. **Adoption of the Agenda** Sarah McAulay

**a. Ratify June Meeting Request to Open the Draft TIP Public Comment Period**

*ACTION REQUESTED: Ratify the June 2015 request to start a 30-day comment period to receive public input on the following:*

1. *Draft 2016-2025 TIP;*
2. *Amendments to the 2040 Metropolitan Transportation Plan; and*
3. *Draft air quality conformity determination report.*

**BACKGROUND:**

- *The June 2015 meeting agenda included a request that the MPO approve the start of a public comment period; however, a quorum was not present, thus the MPO was not able to take official action on the request.*
- *The consensus of MPO delegates present at the June meeting was that the comment period should begin despite the inability to take official action because of the importance of maintaining the TIP adoption schedule. The delegates were also reminded that the adopted Public Involvement Plan does not mandate policy board action to begin public comment efforts.*
- *The comment period officially began on July 1 following the receipt of the draft air quality conformity determination report from NCDOT.*
- *The requested action will ratify the decision to proceed with opening the comment period as requested in June.*

**b. Adopt the July Meeting Agenda**

3. **Public Comment Period** Sarah McAulay

**a. Draft 2016-2025 Transportation Improvement Program Comment Period**

*The purpose of this agenda item is to receive public comments on the draft 2016-2025 TIP.*

**b. Citizen Comment Period**

*Comments on matters other than the draft TIP will be heard at this time.*

**4. Ethics Awareness & Conflict of Interest Reminder** Sarah McAulay

**5. Approval of Minutes** Sarah McAulay

*ACTION REQUESTED: Approve the May 2015 and June 2015 meeting minutes as presented.*

*ATTACHMENTS: Draft May 2015 and June 2015 minutes.*

**6. LYNX Blue Line Extension (TE-4901) TIP Amendment** David McDonald

*ACTION REQUESTED: Amend the 2012-2018 Transportation Improvement Program to accurately reflect funding sources and corresponding years for the LYNX Blue Line Extension project.*

*TCC RECOMMENDATION: At its July 2015 meeting, the TCC unanimously recommended that the MPO amend the TIP as requested.*

**BACKGROUND:**

- *In order to successfully apply for a Federal Transportation Infrastructure and Finance Innovation Act (TIFIA) loan, correct source of funds and corresponding years must be reflected in the Transportation Improvement Program.*
- *This project is included in the conforming 2040 Metropolitan Transportation Plan and meets all the requirements in 23 CFR 450. (CFR = Code of Federal Regulations; 23 CFR 450 deals with the transportation planning process.)*

*ATTACHMENT: Resolution*

**7. FY 2016 Unified Planning Work Program Amendment** Robert Cook

*ACTION REQUESTED: Amend the FY 2016 UPWP to allocate \$200,000 in federal grant funds to support the regional freight study.*

*TCC Recommendation: At its July 2015 meeting, the TCC unanimously recommended that the MPO amend the UPWP as requested.*

**BACKGROUND:**

- *The FHWA has allocated \$200,000 to NCDOT to support the regional freight study.*
- *The FHWA North Carolina Division has asked that the CRTPO be the recipient of the funds.*
- *An amendment to the FY 2016 UPWP is necessary in order for the CRTPO to accept and program the funds.*
- *Programming the additional funds will not affect local match obligations.*

*ATTACHMENT: FHWA memorandum.*

**8. Draft Transportation Improvement Program (TIP)** Neil Burke

*ACTION REQUESTED: FYI*

*BACKGROUND: An update on draft TIP development activities since the June MPO meeting will be provided. Action on the draft TIP will be requested at the August meeting.*

*ATTACHMENT: [Click here](#) to view draft TIP-related information.*

**9. Transportation Alternatives Program Update**

Curtis Bridges

*ACTION REQUESTED: FYI*

*BACKGROUND:*

- *MAP-21 established the Transportation Alternatives Program (TAP) as a funding source for alternative transportation projects, including projects previously eligible under the Transportation Enhancements and Safe Routes to Schools programs.*
- *At the May 2015 meeting, the MPO approved the start of a comment period to receive public input on a draft methodology to allocate TAP funds. The comment period ended on June 29.*
- *Staff conducted a TAP Methodology webinar on June 22; 36 agencies were invited and 6-10 participated.*
- *Comments were received from one organization (attached).*
- *The MPO will be asked to adopt the methodology at the August 2015 meeting.*

*ATTACHMENT: Sierra Club comments.*

**10. Upcoming Agenda Items**

Robert Cook

*ACTION REQUESTED: FYI*

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

**11. Adjourn**

**CHARLOTTE REGIONAL TRANSPORTATION PLANNING ORGANIZATION**  
**Charlotte-Mecklenburg Government Center, Room 267**  
**May 20, 2015 Meeting**  
**Summary Minutes**

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**Members Attending:**

Vi Lyles (Charlotte), Woody Washam (Cornelius), Brian Jenest (Davidson), Sarah McAulay (Huntersville), Gary Savoie (Indian Trail), Ken Robertson (Iredell County), James Taylor (Matthews), Dumont Clarke (Mecklenburg County), Frederick Becker (Mineral Springs), Eddie Dinger ( Mooresville), Jack Edwards (Pineville), Wyatt Dunn (Stallings), Michael Johnson (Statesville), Elbert Richardson (Troutman), Richard Helms (Union County), Daune Gardner (Waxhaw), Barbara Harrison (Weddington), Brad Horvath (Wesley Chapel), Ned Curran (NCBOT-Division 10), Louis Wetmore (NCBOT-Division 12)

**Non-Voting Members Attending:**

Cozzie Watkins (Charlotte-Mecklenburg Planning Commission)

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**1. Call to Order**

MPO Chairwoman Sarah McAulay called the May 2015 CRTPO meeting to order at 6:05 PM. She announced the following changes to the order of the agenda:

- Item 2a: Presentation by Nick Tennyson, NCDOT Chief Deputy Secretary
- Item 2b: Citizen comment period
- Item 3: Ethics Awareness & Conflict of Interest Reminder
- Item 4: Additions to the agenda
- Item 4a: Adoption of the agenda

**2a. I-77 HOT Lanes Project Update**

Presenter:

Nick Tennyson, Chief Deputy Secretary, NCDOT

Summary:

Mr. Tennyson 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 status of the I-77 HOT lanes project. Issues addressed in the presentation included the following: project cost, including public vs. private investment; the contract's general purpose lane clause; the ability to switch from a HOT lanes project to a general purpose lanes project; the effects of cancelling or delaying the current project. Comments and questions from MPO members followed Mr. Tennyson's presentation.

**2B. Citizen Comment Period**

The following people addressed the MPO: Rob Kidwell, Vince Winegardner, Vallee Bubak, Jay Privette, Dee Gilroy, John McAlpine, Michelle Furlato, Mariel Carr, Chuck Suter, Jim Puckett. Each speaker stated opposition to the I-77 HOT lanes project. Issues addressed included the following: the toll rates will be too high for residents and businesses; new capacity should be in the form of general purpose lanes; general purpose lanes could be funded by placing the project on Governor's proposed transportation bond referendum; several communities have adopted resolutions requesting a delay in the project; questionable practices by the concessionaire's parent company.

**3. Ethics Awareness & Conflict of Interest Reminder**

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

**4. Additions to the Agenda**

Chairwoman McAulay asked if there were items to be added to the agenda or changed. Mr. Cook asked that two items be added. The first item was to endorse two TIGER applications in the CRTPO planning area. This item

had been mistakenly left off the agenda. The second item was to endorse a TIGER application in the Gaston-Cleveland-Lincoln MPO's planning area. The GCLMPO requested the endorsement after the agenda's distribution.

#### **4a. Adoption of the Agenda**

Motion:

Mayor Gardner made a motion to adopt the agenda to include the TIGER endorsements. Ken Robertson seconded the motion. Upon being put to a vote, the motion to adopt the agenda, including the TIGER proposals, was unanimously approved.

#### **5. Approval of Minutes**

Summary:

Chairwoman McAulay requested action on the April 2015 minutes.

Motion:

Mayor Taylor made a motion to approve the April 2015 minutes as presented. Mayor Gardner seconded the motion. Upon being put to a vote, the April 2015 minutes were approved unanimously.

#### **6. John Kirk Road Thoroughfare Plan Amendment**

Presenter:

Steve Blakley, Kimley Horn

Summary:

Mr. Blakley 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 about a proposal to amend the Thoroughfare Plan and to request the MPO's approval to start a public involvement process. There were two elements to the amendment proposal: 1.) downgrade John Kirk Road from a major thoroughfare to a minor thoroughfare; 2.) modify the road's alignment. The justification for the downgrade was that the road had been the alignment of Mallard Creek Church Road, and therefore the major thoroughfare status was appropriate, but with the shift of Mallard Creek Road to a new alignment, a major thoroughfare designation is no longer appropriate. Regarding the realignment, traffic studies justify realigning John Kirk Road directly into Cameron Boulevard. The TCC unanimously recommended that the MPO take the requested the action.

Motion:

Michael Johnson made a motion to approve the start of a public involvement process. Mayor Taylor seconded the motion. Upon being put to a vote, the motion passed unanimously.

#### **7. Transportation Alternatives Program**

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 update the MPO on the development of the Transportation Alternatives Program (TAP) methodology and to seek its approval to begin a 21-day public comment period. The TAP was described and an overview of the proposed methodology was provided. The TCC unanimously recommended that the MPO take the requested the action.

Motion:

Mayor Taylor made a motion to approve the start of a 21-day public comment period. Dottie Nash seconded the motion. Upon being put to a vote, the motion passed unanimously.

#### **8. Mooresville CMAQ Projects Re-Appropriation Request**

Presenter:

Kelsie Anderson, Town of Mooresville

Summary:

Ms. Anderson stated that the Town of Mooresville no longer wishes to pursue implementation of two Congestion Mitigation & Air Quality (CMAQ) projects: C-5201, bike lanes on NC 115; C-5528, southbound right turn lane at NC 150 and Talbert Road. The total amount of CMAQ funds allocated to the projects was \$2,080,000. The Town wishes to have the funds reallocated to the following four CMAQ projects:

1. C-5200, NC 115 & NC 150 intersection improvements \$397,883
2. C-5529, NC 115 & Faith Road/Campus Lane intersection improvements \$153,625
3. C-5531, Mooresville School Sidewalk Network \$458,516
4. NC 801 & NC 150 intersection improvements 1,069,976

All above projects were established during the time Mooresville was a part of the Lake Norman Rural Planning Organization. The TCC unanimously recommended that the MPO take the requested the action.

Motion:

Eddie Dinger made a motion to approve the Town of Mooresville's request to shift CMAQ funding from C-5201 and C-5528 to C-5200, C-5529, C-5531 and the NC 801/NC 150 intersection improvement project. Woody Washam seconded the motion. Upon being put to a vote, the motion passed unanimously.

**9. MPO Self-Certification**

Presenter:

Robert Cook

Summary:

Mr. Cook stated that the requested action before the MPO was to adopt a resolution certifying the CRTPO's planning process. This is an annual requirement of all MPOs. A checklist provided by the FHWA that set forth the various laws, statutes, regulations, etc. that apply to an MPO's planning process was reviewed. Mr. Cook reviewed the staff and TCC checklist review process. The presentation concluded by noting that the TCC unanimously recommended that the MPO adopted the resolution.

Motion:

Mayor Richardson made a motion to adopt the resolution and certify the CRTPO planning process for FY 2015. Mr. Washam seconded the motion. Upon being put to a vote, the motion passed unanimously.

**10. Unified Planning Work Program**

**a. FY 2015 Amendment**

Presenter:

Robert Cook

Summary:

Mr. Cook stated that the action requested was to amend the FY 15 UPWP to delete the Torrence Chapel Road/W. Catawba Ave intersection analysis project. He stated that the request was a formality because when the MPO approved the carryover of the project to FY 16 with the adoption of FY 16 UPWP, it essentially cancelled the project from the FY 15 UPWP, but that the requested action will formally do so. The TCC unanimously recommended that the MPO take the requested the action.

Motion:

Mr. Washam made a motion to approve the FY 2015 UPWP amendment. Mayor Taylor seconded the motion. Upon being put to a vote, the motion passed unanimously.

**b. FY 2016 Amendment**

Presenter:

David McDonald, CATS

Summary:

Mr. McDonald stated that the action requested was to amend FY 16 UPWP to allocate the remainder of the unobligated balance of Planning (PL) funds to Phase 1 of a Business Plan & Station Development study for the CATS proposed Gateway Station. The station will house a relocated Amtrak station and new Greyhound terminal. The study’s purpose is 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; etc. The TCC unanimously recommended that the MPO take the requested the action.

Motion:

Vi Lyles made a motion to approve the FY 2016 UPWP amendment. Ms. Nash seconded the motion. Upon being put to a vote, the motion passed unanimously.

**11. Functional Classification System Amendments**

Presenter:

Robert Cook

Summary:

Mr. Cook stated that the action requested was to endorse changes to the federal functional classification system for the following projects:

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
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

It was stated that the functional classification system is, among other things, a system to determine funding eligibility; roads must be classified as minor collectors or higher in order for federal funds to be allocated to projects. The proposed amendments are necessary in order for projects funded with Bonus Allocation and STP-DA funds to proceed. The changes are justified by the fact that the projects to be implemented with Bonus Allocation and STP-DA funds will significantly impact the usage and function of the roads and therefore their functional classifications must change to reflect their updated function. The TCC unanimously recommended that the MPO take the requested the action.

Motion:

Mayor Becker made a motion to endorse the proposed changes to the functional classification system. Mr. Clarke seconded the motion. Upon being put to a vote, the motion passed unanimously.



**12. 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 status of the draft TIP, and focused on the TIP workshop planned for 4:30 PM on June 17, immediately prior to the June MPO meeting.

**13. 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 status of the work of the P4.0 Work Group, and focused on the schedule for upcoming activities. P4.0 efforts will begin in July.

**14. CRTPO TIGER Proposals Endorsement**

Presenter:

Robert Cook

Summary:

Mr. Cook stated that this item was inadvertently left off the agenda, and that it had been presented to the TCC at its May meeting at which time that body unanimously recommended that the proposals be endorsed by the MPO. He stated that there were two potential TIGER grants in the CRTPO planning area. The first was a fare collection system that would utilize smartcard technology. The second application was initiated by NCDOT with the support of CATS to advance the construction of Charlotte's Gateway station which would serve CATS, Greyhound bus and Amtrak rail services.

Motion:

Mayor Taylor made a motion to endorse the TIGER proposals as presented. Mayor Gardner seconded the motion. Upon being put to a vote, the motion was adopted unanimously.

**15. Gaston-Cleveland-Lincoln MPO TIGER Proposal Endorsement**

Presenter:

Robert Cook

Summary:

Mr. Cook stated that the Gaston-Cleveland-Lincoln MPO requested that the CRTPO endorse a TIGER application being submitted by the City of Belmont for improvements to the Wilkinson Boulevard corridor. There was no TCC recommendation because the GCLMPO did not request support for the project until after the TCC's May meeting.

Motion:

Ms. Nash made a motion to endorse the TIGER proposal as presented. Mayor Richardson seconded the motion. Upon being put to a vote, the motion was adopted unanimously.

**16. Upcoming Agenda Items**

Presenter:

Robert Cook

Summary:

Due to the length of the meeting, this item was not covered.

**17. I-77 HOT Lanes Discussion**

Following the conclusion of the regular business items, MPO members discussed the I-77 HOT lanes project. The members voiced their views on the project. No action was taken.

**18. Adjourn**

The meeting adjourned at 8:28 PM.

DRAFT

**CHARLOTTE REGIONAL TRANSPORTATION PLANNING ORGANIZATION**  
**Charlotte-Mecklenburg Government Center, Room 267**  
**June 17, 2015 Meeting**  
**Summary Minutes**

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**Members Attending:**

Woody Washam (Cornelius), Sarah McAulay (Huntersville), Gary Savoie (Indian Trail), Ken Robertson (Iredell County), Norma Carpenter (Marshville), James Taylor (Matthews), Dumont Clarke (Mecklenburg County), Frederick Becker (Mineral Springs), Lisa Qualls ( Mooresville), Jack Edwards (Pineville), Walter Kline (Stallings), Richard Helms (Union County), Daune Gardner (Waxhaw), Barbara Harrison (Weddington), Brad Horvath (Wesley Chapel), Tracy Finch Dodson (NCBOT-Division 10)

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**1. Call to Order**

MPO Chairwoman Sarah McAulay called the June 2015 CRTPO meeting to order at 6:05 PM. Chairwoman McAulay noted that a quorum was not present and would affect agenda item #6 for which staff had requested action to approve the start of a public comment period for the draft 2016-2025 TIP. She read an excerpt from Robert's Rules of Order (11<sup>th</sup> edition, Chapter 5, Section 10) that permits a board to ratify action at a later date, and recommended that the MPO act in July to ratify the opening of the comment period. Mr. Cook added that the adopted Public Involvement Plan (PIP) does not mandate that the MPO approve the start of public comment periods, thus starting the TIP comment period is proper and consistent with the adopted PIP.

**2. Adoption of the Agenda**

Motion:

The agenda was not formally adopted due to the lack of a quorum; however, all agreed that no changes were needed.

**3. Citizen Comment Period**

Chuck Suter addressed the MPO on the subject of the I-77 HOT lanes project. He urged the MPO delegates to reject the project and to replace it with a widening project using general purpose lanes only.

**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:

Due to the lack of a quorum, action on the May minutes was deferred to the July meeting.

**6. Draft Transportation Improvement Program (TIP)**

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 original purpose for the presentation was to obtain the MPO's approval to start a public comment period on the draft 2016-2025 TIP, amendments to the 2040 Metropolitan Transportation Improvement Program (MTP) and the draft air quality conformity determination report. Due to the lack of a quorum, that request was not made; however, the presentation continued with an update on draft TIP development activities and included the following topics:

- Bonus Allocation projects: Updates on several projects were provided.
- Air quality conformity determination report: The draft report was not complete, but should be available before the end of the month; the comment period will start as soon as the draft report is available.

- Schedule changes: Most schedule changes resulted in earlier project start dates; however, a few projects were delayed.

The presentation concluded with a schedule review. The July 15 meeting will serve as an opportunity for the public to address the MPO on the draft TIP's content. Adoption is expected at the August 19 meeting.

## **7. LYNX Blue Line Extension (TE-4901) TIP Amendment**

Presenter:

David McDonald, CATS

Summary:

Mr. McDonald explained that CATS is applying for a federal Transportation Infrastructure and Finance Innovation Act (TIFIA) loan for the LYNX Blue Line Extension project, and in order to do so, the TIP must be amended to indicate the new funding source and the corresponding years. The loan will be made to the City of Charlotte. The information was provided to the MPO for information only; action will be requested at the August 19 meeting.

## **8. Mt. Holly Road Thoroughfare Plan Amendment**

Presenter:

Norm Steinman, CDOT

Summary:

Mr. Steinman provided a status update. Anthony Packer requested that the proposed extension of Mt. Holly Road, from its current terminus at Mt. Holly-Huntersville Road to the Catawba River, be removed from the CRTPO's Thoroughfare Plan. The project included a new crossing of the Catawba River and continued into Gaston County. Last year, Mr. Packer was successful in convincing the Gaston-Cleveland-Lincoln MPO to remove its portion of the project from its plans. The MPO approved the start of a public involvement effort in April and a public meeting was held on May 21. Approximately 20 people attended and all supported the removal of the project from the Thoroughfare Plan. Comments received by electronic and regular mail largely supported the project's removal. It was noted that alternate alignments for a river crossing are being explored.

## **9. 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 review the issues associated with upcoming P4.0 actions required of the MPO. The CRTPO must finalize the list of projects to be submitted to the NCDOT's Strategic Planning Office of Transportation (SPOT) database no later than October 2015, therefore the MPO must determine the following before that time: identify projects eligible to be rescored that are no longer needed; modify (where needed) project scopes and limits; identify projects that can be removed from the SPOT database.

MPO delegates posed questions following the presentation. It was determined that it would be helpful for a more in-depth discussion of Prioritization 4.0 issues at an education session to be held before the start of the July MPO meeting at 5:00 PM.

## **10. Upcoming Agenda Items**

Presenter:

Robert Cook

Summary:

Mr. Cook reminded the delegates that the July meeting will serve as a TIP public comment period. In addition, action will be requested on the CATS TIP amendment in July. The August meeting will include a request to adopt the TIP as well as to take related action to amend the 2040 MTP and make an air quality conformity

determination. It is likely that the Transportation Alternatives Program (TAP) methodology will be on the agenda for adoption.

**11. Adjourn**

The meeting adjourned at 7:08 PM.

DRAFT

**RESOLUTION**

**ADOPTING AN AMENDMENT TO THE CHARLOTTE REGIONAL TRANSPORTATION PLANNING ORGANIZATION METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR FY2012-FY2018**

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

WHEREAS, the Charlotte Regional Transportation Planning Organization has adopted the 2040 Metropolitan Transportation Plan that includes the transit elements previously adopted by the Metropolitan Transit Commission; and

WHEREAS, the Charlotte Regional Transportation Planning Organization has reviewed the FY2012-2018 Transportation Improvement Program and found the need to amend it to accurately reflect the funding and financing sources for the LYNX Blue Line Extension Project; and

WHEREAS, in order to successfully apply for an Federal Transportation Infrastructure and Finance Innovation Act (TIFIA) loan, correct source of funds and corresponding years must be reflected in the Transportation Improvement Program; and

WHEREAS, the requested revision to TIP project TE-4901 (LYNX Blue Line Ext.) is as follows:

Existing TIP

Source	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FNS	100000	100000	100000	74235				
STATE	25000	25000	25000	25000	25000	25000	25000	16328
LOCAL	29586							

Modify TIP

Source	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FNS	100000	115000	100000	59235				
STATE	25000	25000	25000	25000	25000	25000	25000	16328
LOCAL	29586	214107						

Local Funding in FY2016 includes Federal TIFIA Loan to City of Charlotte for \$180M

WHEREAS, the proposed project is included in the conforming *2040 Metropolitan Transportation Plan* (which has a planning horizon year of 2040), and meets all the requirements in 23 CFR 450.

NOW THEREFORE BE IT RESOLVED by the Charlotte Regional Transportation Planning Organization that the FY2012-FY2018 Metropolitan Transportation Improvement Program for the Charlotte, NC-SC Urbanized Area is amended as listed above on this the 15th day of July, 2015.

\_\_\_\_\_  
Signature of MPO Chairman

\_\_\_\_\_  
MPO Secretary Signature



U.S. Department  
of Transportation  
**Federal Highway  
Administration**


# Memorandum

**SENT BY ELECTRONIC MAIL**

HEPP-0515-M445-0008

Subject: **ACTION:** Authority to Obligate Funds

Date: May 20, 2015

From:   
Kenneth N. Petty II  
Director, Office of Planning

In Reply  
Refer to: HEPP-10

To: John F. Sullivan, III P.E.  
Division Administrator  
Raleigh, NC

Elissa K. Konove  
Chief Financial Officer  
Office of the Chief Financial Officer

This memorandum allocates \$200,000 to the North Carolina Department of Transportation (NCDOT) to conduct a Greater Charlotte Regional Freight Mobility Plan in North Carolina and South Carolina to be conducted by the Centralina Council of Governments (Centralina COG) on behalf of the Charlotte Regional Transportation Planning Organization, Gaston-Cleveland Lincoln Metropolitan Planning Organization, Rock Hill-Fort Mill Area Transportation Study, Rocky River Rural Planning Organization, and several local governments. The study will assess the current state of truck and rail freight system operations, identify ways to effectively prioritize and address future freight needs, identify links that connect the mobility of freight modalities to regional economic development goals and address key opportunities, and align recommendations and action steps for regional partners. The development of a Greater Charlotte Regional Freight Study will guide the region's efforts to develop a 2050 regional freight system that adequately supports key industry clusters in Advanced Manufacturing and Logistics.

By copy of this memorandum, we are requesting that the FHWA Office of Financial Management, Office of the Chief Financial Officer, make \$200,000 available for obligation by NCDOT/Centralina COG using FY 2014 funds. The funds should be obligated through the Fiscal Management Information System using program code M445 and paid through the State's current billing. The State's obligation limitation will be increased by the amount of this allocation. The Federal share of this project shall not exceed 80 percent. The State should obligate these funds by September 4, 2015. These funds are specifically allocated for this effort and may not be used for other purposes.

Jody McCullough is the Office of Planning's contact for this effort and can be reached at [jody.mccullough@dot.gov](mailto:jody.mccullough@dot.gov) or 202-366-5001. Local contacts are Loretta Barren with the FHWA

North Carolina Division Office who can be reached at [loretta.barren@dot.gov](mailto:loretta.barren@dot.gov) or 919-747-7025 and Michelle Nance with Centralina COG who can be reached at [mnance@centralina.org](mailto:mnance@centralina.org) or 704-348-2709. Please send a copy of the final statement of work and project agreement to Jody McCullough (HEPP-10) and Deborah Johnson (HEPH-40).



**Comments on the Criteria Scoring Guide of the  
Transportation Alternatives Program, CRTPO  
by the Central Piedmont Group, Sierra Club**

June 29, 2015

The Sierra Club commends the Bike & Pedestrian Workgroup of the CRTPO for their considerable effort and the strong resulting document to guide the selection of bicycle and pedestrian projects. We hope there will be many occasions to apply such a tool.

We also would like to offer some suggestions on improving the guide.

In order to function effectively as an evaluation tool, the objective outcome of the guide must be clearly stated, and it is not. At one point, it says *“the evaluation categories generally support transportation goals of the MPO as identified in the Metropolitan Transportation Plan.”* But when looking at the 8 example eligible project types, only the first, and maybe one or two others, can be considered as supporting transportation goals, especially alternative transportation goals. The other types relate to 1) historical & cultural and 2) environmental & aesthetic objectives, including mitigation of problems emanating from highways. The 17 criteria seem to universally apply the bicycle and pedestrian related projects, and we support that focus. There is a need to identify a process for allocation among three groupings of project types, even if it's a percentage assignment. Then this guide can be directed at the selection of bicycle and pedestrian related projects as to their ability to support the alternative transportation goals of the CRTPO. If this guide must be applicable to all project types, additional criteria are likely needed and we prefer that the other types be given low scores.

The four big picture categories of Connectivity & Place-Making, Feasibility & Cost, Safety, and Health & Environment, seem generally appropriate although there is no clear statement on how their scores will be summed up. Three generally describe benefits, and one costs, so it might make sense to use the scores in presenting a benefit/cost factor for each project, with some attention to weighting of the factors. Further considerations follow, taking each of the major categories in turn.

**Connectivity and Place Making.** This is probably the most significant category, and yet the metric is both complex and arbitrary. The point of identifying destinations would appear to be their influence on trip generation. We suggest going straight to that consideration, starting by renaming it **Trip Generation and Connectivity**. So all of the sub-criteria should be viewed in terms of their impact on the number of trips that will occur on the completed project. It would be necessary to define a corridor such as set distances on each side of the route in which trip

generators would be identified. For example, 2 miles for bicycles and 3/4 mile for pedestrians. The current “interest” levels can be eliminated. Identify trip generators, including residential areas and concentrated destinations, existing and planned, along the project route. There should be more attention to defining what would be termed a destination. How big of a cluster of stores gets evaluated? How do density and the mix of uses factor in? Perhaps additional multipliers could be added. Then apply trip generation values from the Institute for Transportation Engineers for all modes (assuming all trips are candidates for conversion)<sup>1</sup>. The already developed Accessibility Multiplier could then be used to convert the total trip values to scores. Continuing under the renamed Trip Generation category, the Directness measure may be better redefined to measure the quality of the connection between the destination and the route. Connectivity is critical and if the Trip Generation approach is used, there is an issue with how a transit station should be fairly counted, because there should be a separate score for transit connectivity, even though it is a trip generator. Also consider an increase to weighting connectivity. Public Significance seems oddly named, and since it means “Is the project included on an existing plan?”, it should just be stated that that is an absolute requirement and not be part of the scoring. Place Making Amenities could be looked at as to their effect on trip generation. Demonstrated Need/Desire seems nebulous, but if kept, should be given a low score.

**Safety.** The first two criteria are the critical ones for this category and they could be labeled simply Challenges and Benefits. It would be helpful to include as many examples as possible that should be scored as Challenges. Some that could be included are blind intersections, narrow riding lanes and various road hazards. The challenge scores should be negative. The next criteria could also benefit from more examples such as countdown signals, sidewalk coverage in the walkshed, lighting and signage. The traffic calming criteria is unclear, and if some detail were added to the description, it could allow for a more refined scoring range. The final criteria, the AADT of affected roadways, seems questionable. The basic intent seems clear, but how does it serve the purpose of choosing the best bicycle or pedestrian project? The road volumes are outside of the project and not usually subject to control by a project, and there could be several roads involved.

**Health and Environment.** The first criterion is an extension of trip generation, as identified for the first category, but the benefit is not environmental only. This one might aim to compute (estimate?) the emissions avoided by bicycling or walking, but that would require that middle

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<sup>1</sup> The ITE acknowledges that their manual is most appropriate for suburban projects and less so for urban applications. It may be adequate for this use, or other options may be available such as this [Smart Growth Trip-Generation Adjustment Tool](#) developed at the Institute of Transportation Studies at UC Davis. Other tools may be found in this [Innovative MPO Guidebook](#) from Transportation for America.

step of determining vehicle trip diversion which is a fairly complex calculation. Would it suffice to apply a static multiplier to represent mode share? The criterion of Environmental Justice might be improved by devising a more rigorous metric. For example, using the mapping tool referenced, award points for the percentage ranges of majority minority neighborhoods given access by the project. Detail could be added by incorporating the percent minority of individual neighborhoods into the calculation. Environmental Quality also deserves a more extensive example list. Consider: impervious surfaces, rain gardens along the route, avoidance of wildlife habitat. Give a point per feature.

**Feasibility and Cost.** It would be beneficial to add some robustness to this metric. Start with the total estimated project cost, maybe even including right-of-way. Show all offsets to that total, such as ROW already secured and potential ROW donations. The Recreational Trails Program (RTP), a subcategory of the TAP, seems to be more flexible as to what can be considered for a local match. It may include ROW, and does include planning, services, materials and outside donations. The offsets could be for the federal or non-federal components. This entire subject should be carefully gone over by legal experts. All of this will result in a total cost to the CRTPO and it could then be converted to a score according to the scale in the Funding Requested criteria.

The guide does not identify a method for final compilation of scores. We suggest consideration of an alternative approach that would provide a simplified Benefit/Cost calculation:

$$\text{Project Score} = \frac{\text{Trip Generation score} + \text{Safety score} + \text{Health and Environment score}}{\text{Requested Cost score}}$$

This method would require changing the scoring for cost from its inverted structure to a direct one. Either method would benefit by assigning weights to the components in the numerator. Such a Project Score would provide decision makers with a better measure of the value of the proposed project. Criteria weighting was one feature used in another prioritization process described in this report: [http://www.virginiadot.org/vtrc/main/online\\_reports/pdf/08-r8.pdf](http://www.virginiadot.org/vtrc/main/online_reports/pdf/08-r8.pdf)

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