

# Transportation Staff Meeting

July 9, 2014  
2:00 PM  
CMGC-601

## AGENDA

### 1. Strategic Transportation Corridors (Cook)

Description:

- Action Needed: Finalize comments for presentation to the TCC at its July 10 meeting.
- The attached draft comments were prepared at the June 25 Transportation Staff meeting.
- June 25 TS meeting attendees were asked to provide modifications and/or additional comments by July 2; no modifications and/or additional comments were received by the deadline.

Attachment: Draft STC comments

### 2. P3.0 Local Points Allocation Process Update (Burke)

Description:

- Update on NCDOT Division coordination
- Update on comments received (comment period ends July 21)

### 3. TCC Agenda Review (Burke)

Description:

Review of the July 10 TCC agenda.

**Phone Access Number:** 704-432-5483

**Go To Meeting Access:** <https://global.gotomeeting.com/join/218119981>



July 8, 2014

Kerry Morrow  
North Carolina Department of Transportation  
NCMIN/STC  
1554 Mail Service Center  
Raleigh, NC 27699-1554

**SUBJECT: Draft Comments on Strategic Transportation Corridors**

Dear Ms. Morrow:

Enclosed please find draft comments from the Charlotte Regional Transportation Planning Organization (CRTPO) regarding NCDOT's Strategic Transportation Corridors initiative. These comments will be presented to the CRTPO's Technical Coordinating Committee (TCC) at its July 10, 2014 meeting. The endorsed, final comments will be provided to you immediately after the TCC meeting.

Sincerely,

Robert W. Cook, AICP  
Secretary  
Charlotte Regional Transportation Planning Organization

Charlotte Regional Transportation Planning Organization  
Technical Coordinating Committee  
Comments on NCDOT's Strategic Transportation Corridors

1. A clear explanation of how the STC is going to be used should be provided.
2. Why are the selected corridors being scored?
3. Is scoring along a corridor weighted by % trucks on the corridor? I.e. does a corridor with 6% trucks get twice as many points as a corridor with 3% trucks?
4. Does scoring consider planned multimodal projects within a corridor (e.g. North line of I-77)? Or were points deducted from corridors that don't have existing or planned multimodal facilities?
5. Were points deducted for corridors that have acceptable or near-acceptable LOS currently in order to prioritize strategic corridors that are performing significantly worse?
6. Does scoring consider planned/future critical centers of economic activity or just current centers?
7. Were future growth rates (employment and population) included in scoring criteria, or just existing data?
8. How often will the scoring be updated to consider new mobility data and prosperity centers?
9. Did scoring and corridor identification use only existing corridors or are corridor gaps (i.e. needed corridors) identified?
10. What is the relationship between STC and STI and the Prioritization process?
11. The original Strategic Highway Corridors network included 55 corridors, whereas the STC network has only 24. What process was used to eliminate the 31 corridors?
12. Urban loops are one example of a facility type that was eliminated. While the loops themselves do not provide long distance travel in the same manner as an Interstate highway, they play a crucial role in the Interstate network. CRTPO's TCC believes urban loops should be part of the STC network.