

MECKLENBURG - UNION TECHNICAL COORDINATING COMMITTEE
Summary Meeting Minutes
Charlotte-Mecklenburg Government Center
Room 267
May 2, 2013

Voting Members: *TCC Chair* – Danny Pleasant (CDOT), *TCC Vice-Chair* – Joe Lesch (Union County), David Meachum (Charlotte Engineering & Property Management), Ken Tippet (CDOT Bicycle Coordinator), Debra Campbell (C-M Planning), Jason Rayfield (LUESA-Air Quality), David McDonald (CATS), Louis Mitchell (NCDOT-Div. 10), Andrew Grant (Cornelius), Justin Carroll (Huntersville), Adam McLamb – alt for Scott Kaufhold (Indian Trail), Ralph Messera (Matthews), Dana Clukey (Mint Hill), Lisa Stiwinter (Monroe), Travis Morgan (Pineville), Shannon Martel (Stallings), Jordan Cook (Weddington), Joshua Langen (Wesley Chapel)

Staff: Robert Cook (MUMPO), Stuart Basham (MUMPO), Andy Grzyski (CDOT), Norm Steinman (CDOT), Eldewins Haynes (CDOT), John Rose (CATS), Eric Moore (LUESA-Air Quality), Will Washam (Cornelius), Bill Coxe (Huntersville), Elinor Hiltz (Iredell County), Jim Loyd (Monroe), Neil Burke (Mooresville), Erika Martin (Troutman), Pate Butler (NCDOT), John Underwood (NCDOT), Jack Flaherty (NCDOT-Public Transportation Division), Loretta Barren (FHWA)

Guests: Bill Thunberg (LNTC), Todd Steiss (Parsons Brinkerhoff)

Danny Pleasant opened the meeting at 10:00 AM.

1. Ethics Awareness & Conflict of Interest Reminder

Robert Cook read into the record the ethics awareness and conflict of interest reminder. No conflicts of interest were stated.

2. Election of Officers

Summary/Action Requested:

As the Vice-Chair of the TCC, Mr. Pleasant assumed the duties of Chair of the TCC due to the resignation of the former TCC Chair at the April meeting (per the TCC Bylaws). Due to the Vice-Chair vacancy created, he indicated that it is necessary to elect a new Vice-Chair. He then opened the nominations for Vice-Chair of the TCC.

Vice-Chair Nominations

Andrew Grant nominated Joe Lesch for Vice-Chair of the TCC.

No other nominations were put forth.

David McDonald made a motion to close the nominations; David Meachum seconded the motion.

Upon being put to a vote, Mr. Lesch was elected Vice-Chair of the TCC.

3. Adoption of the Agenda

Mr. Pleasant asked if any changes to the agenda are necessary. Hearing none, he asked for a motion to adopt the May TCC agenda. Mr. McDonald made a motion to adopt the agenda. Mr. Grant seconded the motion. Upon being put to a vote, the May TCC agenda was adopted with no changes.

4. Consideration of April Meeting Minutes

Mr. Pleasant asked if any changes to the minutes are necessary. Hearing none, he asked for a motion to approve the minutes. Mr. Lesch made a motion to approve the April TCC minutes. Mr. Meachum seconded the motion. Upon being put to a vote, the motion passed unanimously.

5. Transportation Improvement Program (TIP) Amendments

a. Miscellaneous TIP Amendments

Presenter: Robert Cook

Summary/Action Requested:

Mr. Cook provided information to the TCC regarding proposed amendments to the 2012-2018 TIP, outlined in the memo and table [here](#). He stated that the request before the TCC is to amend the 2012-2018 TIP to make the changes outlined in the memo attached to the agenda packet. He outlined the four proposed changes and noted that they are minor in nature, and that there is no opposition by the impacted jurisdictions.

Motion:

Ralph Messera made a motion to recommend that the MPO approve the proposed amendments as presented. Mr. McDonald seconded the motion. The motion passed unanimously.

6. I-77 HOT Lanes Project

Presenter: Bill Coxe, Town of Huntersville

Summary/Action Requested:

Mr. Coxe presented information prepared by the Charlotte DOT that addresses questions raised by the I-77 Tech Team about the potential impact of constructing general purpose lanes as opposed to HOT lanes. He indicated that the model information illustrates that in the year 2035 the proposed HOT lanes project would provide a greater overall benefit than a project that simply added general purpose lanes. He then provided the project description and proposed project limits, and highlighted several aspects of the project outlined in a memo sent to the TCC, beginning with the benefits of the project, as follows:

- Managed lanes will continue to have a long term, reliable and sustainable travel offering, and congestion in the general purpose lanes will be relieved slightly;
- Economic centers do not appear to be impacted by the implementation of managed lanes in other parts of the country, so it is not believed that this project would have negative economic impacts in the Charlotte region;
- The financial structure embeds ongoing operation, maintenance and enforcement funds so they would not have to come from other sources, and it does not adversely impact North Carolina's debt capacity; and
- The private sector is assuming all risk related to revenue.

Mr. Coxe continued by providing some of the identified shortcomings of the project, as follows:

- There is not a plan to address how this project fits in with other future improvements in the corridor between Charlotte and Statesville;

- Interchanges are not addressed;
- Long term capacity needs across the causeways at Lake Norman are not addressed;
- General purpose lanes could improve congestion in the short term;
- It is unclear how this HOT lanes project would coordinate with other future HOT lanes projects (e.g. I-485, I-85, etc.); and
- There is not public acceptance of the managed lanes concept.

Mr. Coxe then addressed an issue raised with regard to waiting to make a decision on HOT lanes. He indicated that the repercussions of waiting include: Sending a signal to the private sector that there is uncertainty on the part of the municipalities represented by the MPO; the 2040 long range transportation plan update is underway and a fiscally constrained project list needs to be approved by the MPO in September; new Statewide transportation legislation could impact the ability of the project to move forward as proposed; and, the cost of the project could change, making it infeasible.

Finally, Mr. Coxe outlined the recommendations for action by the TCC, including a proposed equity funding scenario for the project, which are listed in the memo [here](#). Mr. Messera voiced his reservations about the project, specifically as it relates to driving up the costs of other competing projects within the I-77 corridor. Mr. Coxe responded that he did not believe identified projects would be eligible for compensation to the private concessionaire. Mr. Grant expressed concern about the design of the project accommodating future design concepts in the corridor, specifically with regard to interchanges. Mr. Lesch stated his concern about the delay of specific projects in order to find the necessary equity funding for the proposed HOT lanes project. Mr. Coxe stated that he did not believe the proposed delays are guaranteed, but rather a hypothetical scenario to illustrate that the equity funding is there, if necessary. Mr. McDonald noted that some states have restricted “slugging” car pool practices and indicated his desire to discourage the State from similar restrictions. Loretta Barren reminded the TCC that the State is required to approve a new TIP by December 16, 2015.

Motion:

Mr. McDonald made a motion to recommend that the MPO amend the 2012-2018 TIP and 2035 LRTP, and make a conformity determination on both documents, as well as adopt the proposed Tech Team recommendations, as presented (Nos. 2-8 on p. 4 in the memo embedded in the minutes above) – with the addition of a recommendation that the State not enact policies to restrict car pool formation practices. Mr. Grant seconded the motion. Upon being put to a vote, the motion passed unanimously.

7. 2040 Long Range Transportation Plan (LRTP)

a. Plan Update

Presenter: Robert Cook

Summary/FYI:

Mr. Cook introduced the LRTP item, and began by indicating that the MPO approved goals and objectives for the 2040 LRTP, which are posted on the MUMPO website. He also reminded the TCC that the MPO approved ranking criteria that will be used to rank the approximately 275 LRTP candidate projects that were submitted, both of which are also now posted on the MPO website. He noted that the Tier 1 ranking process is underway and a ranking committee has been formed to assist with that process. An update about the Advisory Committee was provided in which it was noted that chapter development is currently underway. Finally, Mr. Cook informed the TCC that a RFQ process is underway to contract a consultant to help produce the final plan document.

b. Financial Assumptions

Presenter: Andy Grzymiski, Charlotte DOT

Summary/Action Requested:

Mr. Grzymiski provided information to the TCC via a Power Point presentation, the contents of which are incorporated into the minutes [here](#). He reminded the TCC that information about the LRTP financial assumptions were presented previously, and he also clarified that the assumptions being made relate to the anticipated revenues to be applied to the ranked project list for inclusion in the 2040 LRTP. He mentioned that there are other revenues that the MPO receives that are not included in the proposed financial assumptions. It was noted that the assumptions being presented are based on guidance received by the MPO at its April meeting. He stated that the overall funding assumptions for each NCDOT Division within the MPO (\$86M for Division 10; \$24M for Division 12) is a starting point, but that other funds must be subtracted from the initial estimates in order to determine the revenues that will ultimately be available to apply to projects. Mr. Grzymiski outlined those other funding sources, as follows:

- Mobility Fund – staff is recommending an average of \$5 million per year over the life of the plan, which is a lower estimate than was provided by NCDOT;
- STP-Direct Attributable – traditionally these funds have been used for smaller scale projects, which the MPO believes is still an appropriate policy;
- Bridge – \$6 million is allocated to the MPO, and it is recommended that of that total, \$4 million go to Division 10 and \$2 million to Division 12;
- GARVEE – these funds will be subtracted as appropriate based on current allocations, meaning those impacts will be seen in future LRTP horizon years, and the Division 10 and 12 GARVEE are included;
- Annual Growth – the MPO felt comfortable using assumptions similar to the 2035 LRTP, which is approximately 2-2½% growth over the life of the plan;

Mr. Grzymiski then provided some comparisons of the amount of revenue that the proposed growth rate would yield for the 2040 LRTP versus the 2035 LRTP. He asked that the TCC recommend that the MPO approve the assumptions presented. Mr. Pleasant noted that he thought the proposed growth rate is somewhat aggressive based on information coming from the State. It was recognized that new transportation legislation for North Carolina has been introduced, but since it has not yet been approved, and based on the timeline for adopting the 2040 LRTP, the MPO is advised to continue with the assumptions based on what is currently known.

Motion:

Mr. Lesch made a motion to recommend that the MPO endorse the proposed financial assumptions for the 2040 LRTP, as presented. Mr. McDonald seconded the motion. Upon being put to a vote, the motion passed unanimously.

8. FY 2014 Unified Planning Work Program (UPWP)

Presenter: Robert Cook

Summary/Action Requested:

Mr. Cook noted that the action before the TCC is to recommend approval of the entire FY 2014 UPWP. He stated that there is a change to the 5303 funding as it is shown in the attachment to the agenda packet, which is to reduce the funding amount in the TIP continuing programs section and place it in the corridor protection and special studies section. He then commented on the Planning (PL) funds shown in the document, as follows:

- Money originally programmed under the collection of base year data category for the Charlotte

- DOT was shifted to the Charlotte-Mecklenburg Planning Department, due to the work done by the Planning Department on the population and employment projections;
- There is a large amount of funding programmed in the traffic counts category due to new software being acquired that will contribute to data collection and management that will be utilized to enhance information used by the MPO for planning purposes;
 - The GIS analysis and mapping category has a significant amount of funding due to the anticipated needs during the next fiscal year, as well as to hire a full time employee dedicated to GIS-related work for the MPO;
 - The UPWP category has more funding programmed than in previous years in order to accommodate various changes associated with the expansion of the MPO; and
 - Funding is programmed in the corridor protection and special studies category for a study to evaluate the structure and staffing of the MPO, review of local ordinances related to the adoption of the CTP, and local projects (two of which were submitted).

Mr. Pleasant commented that the UPWP is essentially the budget for the MPO, and reminded the TCC that the City of Charlotte has historically provided the entire local match required for the federal funds associated with the UPWP, but that discussions with the MOU subcommittee have been positive with regard to sharing the local match when the MPO expands.

Motion:

Adam McLamb made a motion to recommend that the MPO approve the FY 2014 UPWP, including the changes to Section 5303 funds presented. Mr. McDonald seconded the motion. Upon being put to a vote, the motion passed unanimously.

9. MPO Census-Related Activities

a. Planning Area Boundary Expansion – MOU Subcommittee

Presenter: Robert Cook

Summary/FYI:

Mr. Cook noted that he would like to highlight two major topics associated with the MPO boundary expansion. First, he noted that Lincoln County has been working with the Gaston MPO to become a part of that MPO in order for the entire county will be located in one MPO. He indicated that there is general support, and that it could become official when the Gaston MPO board meets on May 28. Mr. McDonald asked if there is clarification on the Congestion Management Process (CMP). Mr. Cook responded that MUMPO would not be required to implement the CMP in Lincoln County if it becomes part of the Gaston MPO. The second topic Mr. Cook discussed is the local match, required for federal dollars that the MPO receives. He noted that the match has historically been paid by the City of Charlotte only, but stated that a request was sent out to jurisdictions in the proposed MPO planning area to determine how paying the local match would impact a jurisdiction's willingness to participate in the MPO process as a voting member. He indicated that 12 jurisdictions have responded to the request thus far. He also urged TCC members to encourage its community to respond as soon as possible if it has not yet done so.

Mr. Cook then stated that the next MOU subcommittee meeting is scheduled for May 22, and that he hopes to have a draft revised MOU for the subcommittee to review to help move some of the issues along that have held up the process – specifically voting and local match. Mr. Coxe asked if any guidance regarding the MPO's voting structure would be necessary from the TCC. Mr. Cook indicated that the TCC previously provided guidance (in February 2013) and that he would remind the subcommittee about that recommendation. Mr. Pleasant suggested that the proposed voting and local fee contributions be recalculated based on the new information about Lincoln County not participating in the proposed CRTPO.

10. TIP Amendment Guidelines

Presenter: Robert Cook

Summary/FYI:

Mr. Cook informed the TCC that TIP guidelines were developed and presented to the MOU subcommittee and at a transportation staff meeting late last year, but due to other issues regarding the MOU the guidelines have not been pursued. He noted that now is a good time to continue the discussion about the TIP guidelines, and that they will likely be included in the Bylaws (not the MOU) as well as the MPO's Public Involvement Plan. Mr. Cook stated that he hopes to have an action taken on this item in July. Mr. Coxe suggested adding language to the guidelines that addresses the shifting of funds between right-of-way and construction costs, specifically in cases where the total funding amount is unchanged. Mr. McDonald suggested that the language in item f, under amendments, might need to be modified.

11. Upcoming Issues

Mr. Cook announced that there will be a meeting in Raleigh on Monday, May 6 to address the new Strategic Mobility Formula legislation that was recently introduced. Mr. Grzymiski added that any questions or concerns of the TCC should be emailed to Bob by close of business on Friday, May 3 so the issues can be raised at the May 6 meeting. He also stated that this topic will be discussed at the education session with the MPO prior to its May 22 meeting. He then provided a brief overview of the proposed legislation, including that it would eliminate the equity formula, it will impact Powell Bill funds, and it will divide funds into three categories (statewide, regional, division) that will utilize quantitative data to prioritize projects. Mr. Coxe added that clarification is necessary with regard to the allocation of STP-Direct Attributable funds. Further discussion by the TCC followed, resulting in the conclusion that it is important for the MPO to pay close attention to this potential change in transportation legislation.

12. Adjourn: The meeting was adjourned at 11:35 AM.