

**CRTPO TECHNICAL COORDINATING COMMITTEE**  
**Summary Meeting Minutes**  
**Charlotte-Mecklenburg Government Center**  
**Room 267**  
**April 3, 2014**

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**Voting Members:** *Vice-Chair* – Joe Lesch (Union County), Norm Steinman – alt for Danny Pleasant (CDOT), Dan Leaver – alt for David Meachum (Charlotte E&PM), Debra Campbell (C-M Planning), Andrew Grant (Cornelius), Bill Coxe (Huntersville), Adam McLamb – alt for Scott Kaufhold (Indian Trail), Andrew Ventresca (Iredell County), Eric Moore (LUESA-Air Quality), David McDonald (CATS), Lisa Stiwinter (Monroe), Allison Kraft ( Mooresville), Scott Cole – alt for Louis Mitchell (NCDOT-Div. 10), David Keilson (NCDOT-Div. 12), Anil Panicker (NCDOT-TPB), Phil Collins (Statesville), Julian Burton (Weddington), Ken Tippet (Bicycle Focus Area Representative), Gwen Cook (Greenway Focus Area Representative), Scott Correll (Interim Pedestrian Focus Area Representative), Dick Winters (Public Health Focus Area Representative)

**Staff:** Robert Cook (CRTPO), Stuart Basham (CRTPO), Curtis Bridges (CRTPO), Neil Burke (CRTPO), Loretta Barren (FHWA), James Lim (NCDOT-Public Transportation), Pate Butler (NCDOT), Jeff Derwort (Monroe), Sherry Ashley (Statesville), Andy Grzymiski (CDOT), Jonathan Wells (C-M Planning),

**Guests:** Todd Steiss (PB), Steve Blakely (Kimley-Horn), Brady Finklea (Kimley-Horn), Bill Thunberg (LNTC), Richard Modlin (CESI)

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Joe Lesch opened the meeting at 10:00 AM. TCC members and guests introduced themselves.

**1. Adoption of the Agenda**

Mr. Lesch asked if any changes to the agenda are necessary. Hearing none, the April agenda was adopted by acclamation.

**2. Consideration of March Meeting Minutes**

Mr. Lesch asked if any changes to the minutes are necessary. Hearing none, he asked for a motion to approve the minutes. Bill Coxe made a motion to approve the March TCC meeting minutes. Allison Kraft seconded the motion. Upon being put to a vote, the motion passed unanimously.

**3. 2040 Metropolitan Transportation Plan (MTP)**

Presenter: Robert Cook

Summary/Action Requested:

Mr. Cook began his presentation by summarizing the public comments received on the draft MTP and conformity documents following the close of the public comment period on March 19. The contents of his presentation can be found [here](#).

Mr. Cook mentioned that 46 individuals or organizations commented on the draft documents, and all comments had been reviewed at a Transportation Staff meeting on March 26. It was determined that that none of the comments warranted substantial changes to the MTP or conformity report that would delay the adoption process. Mr. Cook mentioned that staff and the consultant team are in the process of addressing formatting and grammatical errors in the document, and a final draft is expected by the April 16 MPO meeting.

Mr. Cook then summarized an analysis that was conducted to determine the benefits and negative impacts of the MTP projects relative to the presence of Environmental Justice (EJ) communities in each census tract. The analysis used CRTPO's Degree of Impact (DOI) methodology, as well as an approach used by Broward County, Florida. A map that displays the results of the CRTPO analysis can be found [here](#).

Debra Campbell inquired to determine if individuals with disabilities were included in the analysis. Mr. Cook indicated that individuals with disabilities were not included because this group was not included within the 1994 Executive Order that identified environmental justice groups, but this group could be added in a future DOI analysis. Mr. Coxe asked what number of individuals would constitute a group. Mr. Cook said that environmental justice groups are determined by race and the census-specific environmental justice communities are calculated against the regional averages for the three counties that are within CRTPO. Mr. Lesch inquired if all transportation projects proposed within EJ communities would constitute a negative impact. Mr. Cook explained that this effort was a planning-level analysis and that CRTPO would need project-specific details to determine the impact.

Motion:

Mr. Coxe made a motion to recommend to the MPO that it find [a] the 2040 MTP and 2012-2018 TIP in compliance with Clean Air Act Amendments of 1990 and MAP-21 (conformity determination) and [b] that this body consider recommending that the MPO consider adopting the MTP. David McDonald seconded the motion. The motion passed unanimously.

**4. TIP Amendments**

Presenter: Robert Cook

Summary/Action Requested:

Mr. Cook explained that the NCDOT Program Development Branch has requested that CRTPO amend its 2012-18 TIP for the projects listed [here](#). He indicated that there was no reason given for NCDOT's requested delay on P-5200EA, and CDOT does not support the delay on C-5543, and that no action is being requested on this project today. Mr. Lesch indicated that there is no reason to pull P-5200EA. Mr. Coxe questioned if R-4902A is subject to reprioritization as a result of the STI legislation with a construction year of 2017. Mr. McDonald explained that it is encumbered within the existing I-485 project and Scott Cole also confirmed this. Mr. Coxe would like an update regarding NCDOT's recommendation to delay right-of-way acquisition and construction for the Thrift Depot relocation, and Mr. Cook indicated that he would follow up with NCDOT and provide a response.

Motion:

Mr. McDonald made a motion to recommend to the MPO that it approve the amendments to its 2012-18 TIP with the exception of C-5543. Norm Steinman seconded the motion. The motion passed unanimously.

**5. Ardrey Kell Road Thoroughfare Plan Amendment**

Presenter: Steve Blakely, Kimley-Horn

Summary/Action Requested:

Mr. Blakely indicated that Kimley-Horn conducted a Traffic Impact Study (TIS) for the proposed Waverly mixed-use development has been proposed at the intersection of Providence Road (NC 16) and Ardrey Kell Road. The project will impact the future extension of Ardrey Kell Road, and will require a Thoroughfare Plan amendment to revise the alignment of the future Ardrey Kell Road Extension through the site. He explained that the current alignment shown in the Thoroughfare Plan has severe terrain issues, and a streambed would necessitate a 900-foot bridge span. This alignment modification would minimize the environmental impact while still allowing the connection to be made. The contents of Mr. Blakely's presentation and a project timeline can be viewed [here](#).

Mr. McDonald requested further explanation regarding the need for a signal at Providence Road and Golf Links Drive. Mr. Blakely indicated that future development in the area will necessitate the installation of a traffic signal at this intersection to distribute traffic to the developments in the area, as well as to load traffic onto Providence Road. Mr. McDonald followed with a question regarding the impact of congestion on NC 16 near the I-485 interchange if a signal and full movement median break was constructed at the intersection of Providence Road and Golf Links Drive. Mr. Cole mentioned that NCDOT requested that a supplemental analysis be conducted as part of the TIS to model the performance of the intersection of Providence Road and Golf Links Drive with and without the signal. The analysis revealed that the installation of a traffic signal at this location would help the corridor flow along Providence Road.

Mr. Coxe requested a summary of the level of public involvement in the 2011 developer response and the process to amend the Thoroughfare Plan for this alignment. Ms. Campbell explained that the site conceptual was presented at a developer response meeting in 2011 and community leaders invited ten to twelve stakeholders. She indicated that the Thoroughfare Plan amendment was coordinated concurrently with the Waverly rezoning public involvement process in 2013, and the City of Charlotte received many public comments regarding the rezoning, however; there has been minimal opposition from the residents in the existing residential areas to this request. Mr. Coxe asked about the indication received from the owners of the two tracts of land that would be impacted by this thoroughfare amendment. Mr. Blakely indicated that the developers (Crosland and Childress Klein) had met with the property owners on several occasions and they are amenable to the Thoroughfare Plan amendment.

Mr. Lesch inquired about resident opposition to the future extension of Ardrey Kell Road as part of the future phases of the Waverly development, and how the connection of this thoroughfare to Tilley Morris Road can be ensured. Mr. Blakely explained that the roadway design for the future phase of the Ardrey Kell Road extension within the Waverly Development will be coordinated with the adjacent property. The future segment of this roadway (to be constructed in a future development phase) will be bonded to ensure that design and construction of this roadway to Tilley Morris Road can occur.

Mr. Lesch reminded the group that the City of Charlotte has the ultimate decision on the Thoroughfare Plan amendment because the proposed alignment lies within its planning boundary, and Ms. Campbell indicated that the City Council will consider taking action on the rezoning later this month.

Motion:

Mr. Coxe made a motion to recommend the proposed Thoroughfare Plan amendment of Ardrey Kell Road to the MPO provided that the City of Charlotte approves the rezoning to advance the Waverly Development. Andrew Grant seconded the motion. The motion passed unanimously.

## **6. Federal Transit Funds Administration Funds Administration**

Presenter: David McDonald, MTC

### Summary/Action Requested:

Mr. McDonald explained that federal law stipulates that MPOs must identify a designated recipient in the form of a local government agency that will administer the Federal Transit Administration (FTA) 5307 and 5310 funds.

The City of Charlotte/CATS is the largest transit provider in the region and has been the designated recipient for FTA 5307 funds in the prior years. Mr. McDonald requested that the TCC consider endorsing the City of Charlotte/CATS as the designated recipient for FTA 5307 and 5310 funds to the MPO. In an effort to avoid a conflict of interest, CATS hires an independent contractor to coordinate the call for projects and funding recommendations for the FTA 5310 funds to ensure that eligible communities within the region have an opportunity to apply for these funds. Mr. McDonald indicated that a statewide meeting will be held in April regarding regional transit funds distribution formulas, and he will present a formula recommendation to share FTA 5307 funds with Iredell County at an upcoming TCC meeting.

### Motion:

Mr. Grant made a motion to recommend to the MPO that it name the City of Charlotte/CATS as a designated recipient for the FTA 5307 and 5310 funds. Anil Panicker seconded the motion. Upon being put to a vote, the motion passed unanimously.

## **7. CRAFT Memorandum of Agreement Amendments**

Presenter: Neil Burke

### Summary/Action Requested:

Mr. Burke began his presentation by explaining that the Charlotte Regional Alliance for Transportation was formed in 1999 to facilitate regional transportation planning amongst the MPOs and RPOs in the Charlotte region. The Memorandum of Agreement (MOA) was created in 1999 when CRAFT was formed to identify the participants and the core responsibilities of the group. A series of modifications to the MOA were necessary to reflect the changes as a result of the 2010 census, and they have been summarized [here](#). Mr. Coxe inquired if the Catawba Indian Nation was represented as a member of CRAFT. Mr. Cook indicated that the Catawba Indian Nation has been a RFATS stakeholder and that CRAFT membership has traditionally included only MPOs and RPOs. Mr. Coxe suggested that CRTPO staff contact the Catawba COG to determine if the Catawba Indian Nation would like to have a seat at the table at future CRAFT meetings, and he recognized that this may need to be an agenda item at a future CRAFT meeting.

### Motion:

Mr. Coxe made a motion to recommend the modifications to the MOA to the MPO and further request that the Catawba Indian Nations membership within CRAFT is investigated. Adam McLamb seconded the motion. The motion passed unanimously.

## **8. Prioritization 3.0 (P3.0) Update**

Presenter: Neil Burke

### Summary/FYI:

Mr. Burke indicated that NCDOT had released preliminary scores for 1,300 legacy projects based on the STI criteria earlier in the week. He indicated that the scores are subject to correction if errors are found, and CRTPO staff is beginning the process of reviewing the parameters and cost estimates for each of the

projects within its planning area. Mr. Burke mentioned that scores still need to be calculated by NCDOT for new projects that were submitted in January, and those scores should be available in May. Mr. Burke reviewed the STI categories and the highway scoring weights and reminded the group that CRTPO will receive 2,500 local input points apiece to allocate for its high priority regional and division needs tiers.

Next, he reviewed the top ten CRTPO project scores for each STI category, and the presentation can be found [here](#). Mr. Burke also mentioned that CRTPO has produced DRAFT summary spreadsheets of the legacy project scores that can be found [here](#). Mr. Burke mentioned that while CRTPO awaits the final scores for all projects, the local points allocation committee will be convened in April to review a “test run” of the approved local points methodology for the legacy highway projects. Mr. Cole made the observation that many of the top ten statewide projects are low-cost interchange improvement projects. Mr. McDonald questioned NCDOT’s quality assurance process in regard to scoring interchange improvement projects. Mr. Burke emphasized the importance of coordination between CRTPO and Divisions 10 and 12 in the assignment of local input points to ensure that high priority projects receive the most points. Dick Winters inquired about CRTPO’s ability to influence additional funding sources at the statewide level recognizing that the gas tax revenues will not meet all of the needs. Mr. Cook referenced a meeting with NCDOT Secretary Tony Tata on Tuesday, April 15 at Huntersville Town Hall. He mentioned that one of the topics will be the STI legislation. TCC members are invited to attend this meeting.

## **9. FY 2015 Unified Planning Work Program (UPWP)**

Presenter: Robert Cook

### Summary/FYI:

Mr. Cook began his presentation by explaining that the UPWP Review Subcommittee has finalized its draft of the FY 2015 work program. The contents of his presentation can be viewed [here](#). There is a funding source of \$580,383 in unobligated PL funds which the TCC previously recommended be used for local transportation planning projects. The UPWP subcommittee had recommended funding the Indian Trail project, a reduction of scope for the Monroe project, and splitting the Troutman project between FY 2015 and 2016. The City of Charlotte crash data geo-location project submittal was deemed ineligible by the subcommittee because it is an ongoing project that lacks a regional component that could be implemented throughout the CRTPO planning area. The subcommittee directed Mr. Cook to explore the feasibility of expanding the crash data geolocation program throughout the CRTPO planning area in FY 2016.

Mr. Coxe inquired about the UPWP amendment that was made at the March TCC meeting for the City of Charlotte’s crash data geolocation project. Mr. Cook responded that the UPWP amendment in March was acceptable because it was a single year project and not an ongoing one that would span several fiscal years. Mr. Cook also mentioned that additional STP-DA funding will be allocated to support CTP tasks. He mentioned that the PL funds may be used for the Ramp Metering Feasibility study, the I-77 Corridor Study, a Regional Freight Study, the Congestion Management Process, and the development of the 2045 MTP. Mr. Cook indicated that the UPWP adoption will be considered at the May TCC meeting.

## **10. Comprehensive Transportation Plan Update**

Presenter: Anil Panicker, NCDOT

Summary/FYI: Mr. Panicker provided an update on the status of the CTP indicating that he had received a series of comments on the maps from NCDOT-Transportation Planning Branch in Raleigh. He is currently working to address comments related to the appearance of the maps, and he will begin reaching out to jurisdictions to address comments that require local knowledge. Mr. Panicker indicated that there is a required public involvement component. He will provide the TCC with a list of changes to the CTP maps

once the comments have been adequately addressed, and the public involvement component will be discussed at an upcoming Transportation Staff meeting.

Mr. Steinman indicated that the use of STP-DA funding to engage a consultant to lead the public involvement component of the CTP should be a topic at an upcoming Transportation Staff meeting. Mr. Lesch also indicated that the CTP revision process should be a topic at a future Transportation Staff meeting.

### **11. July TCC Meeting Date**

Presenter: Neil Burke

Summary/FYI: The TCC is scheduled to meet on Thursday, July 3. The TCC can move the July meeting date by one week to Thursday, July 10 if meeting attendance may be an issue with the original date.

Motion: Bill Coxe made a motion to move the date of the TCC meeting from Thursday, July 3 to Thursday, July 10. Jonathan Wells seconded the motion. Upon being put to a vote, the motion passed unanimously.

### **12. CONNECT Update**

Presenter: Jonathan Wells, C-M Planning

Summary/FYI:

Mr. Wells gave an update on the CONNECT regional study by indicating that the online survey to obtain input regarding users preferred regional growth scenario will be available until April 15. Additional information can be found [here](#). A subsequent series of community meetings for the CONNECT study will be held in Waxhaw, Charlotte and Davidson within the next several weeks.

### **13. Upcoming Issues**

Mr. Burke indicated that he will be reaching out to the project sponsors that have active locally administered projects to request status updates. He also mentioned that CRTPO will be hosting a locally administered projects training session that will be led by NCDOT Local Programs Management office on Tuesday, June 3, 2014 from 10:00 am to 3:00 pm in Room 267 of the Charlotte-Mecklenburg Government Center. It is strongly encouraged that project managers of locally administered projects in the CRTPO planning area attend this training. A right-of-way acquisition webinar will be held on April 15 at 1:00 p.m. in Room 266 of the Charlotte-Mecklenburg Government Center. The North Carolina association of MPOs will host its annual meeting in Wilmington from May 14-16.

Mr. Cook mentioned that there will be a Thoroughfare Plan amendment to remove an extension of Mount Holly Road into Gaston County via a new bridge over the Catawba River since the Gaston-Cleveland-Lincoln MPO and the City of Mount Holly no longer support this project. Mr. Cook announced that Stuart Basham will be leaving the City of Charlotte to accept a position as Division Planning Engineer with NCDOT-Division 10 on April 11.

**14. Adjourn:** Mr. Lesch noted that the agenda had been adequately completed and adjourned the meeting at 11:52 a.m.