

CRTPO TECHNICAL COORDINATING COMMITTEE
Summary Meeting Minutes
Charlotte-Mecklenburg Government Center
Room 267
March 5, 2015

Voting Members: *Chair* - Danny Pleasant (CDOT), *Vice-Chair* – Joe Lesch (Union County), Jonathan Wells – alt for Ed McKinney (C-M Planning), Becky Chambers – alt for Dan Leaver (Charlotte E&PM) Bill Coxe (Huntersville), Andrew Grant (Cornelius), Matthew Todd (Iredell County), Sherry Ashley (Statesville), Erika Martin (Troutman), Ralph Messera (Matthews), David McDonald (CATS), Kelsie Anderson (Mooresville), Scott Cole – alt for Louis Mitchell (NCDOT – Div. 10), David Keilson – alt for Reuben Chandler (NCDOT – Div. 12), Anil Panicker (NCDOT-TPB), Adam McLamb – alt for Scott Kaufhold (Indian Trail), Lisa Stiwinter (Monroe), Fern Shubert (Marshville), Travis Johnson (Davidson), Megan Green (Mecklenburg County – LUESA Air Quality), Ken Tippette (Bicycle Focus Area Representative), Gwen Cook (Greenway Focus Area Representative), Dick Winters (Public Health Focus Area Representative), Scott Curry (Pedestrian Focus Area Representative)

Staff: Robert Cook (CRTPO), Curtis Bridges (CRTPO), Neil Burke (CRTPO), Candice Leonard (CRTPO), Lee Ainsworth (NCDOT), Warren Cooksey (NCDOT-Div. 10) Norm Steinman (CDOT), Tim Gibbs (CDOT), Andy Grzyski (CDOT), Anna Gallup (CDOT), Loretta Barren (FHWA), Jim Loyd (Monroe), David Nelson (Matthews), Andrew Ventresca (Statesville)

Guests: Bill Thunberg (LNTC), Todd Steiss (PB), Steve Blakely (Kimley-Horn), Meg Fencil (Sustain Charlotte), Radha Swayampakala (RS&H), Justin Carroll (STV), David Hannon (I-77 Mobility Partners), Jean Leier (I-77 Mobility Partners)

Danny Pleasant opened the meeting at 10:00 a.m. TCC members and guests introduced themselves.

1. Adoption of the Agenda

Mr. Pleasant asked if any changes to the agenda are necessary. There were none, therefore; the March agenda was adopted by acclamation.

2. Consideration of Consent Agenda

Mr. Pleasant explained that the consent agenda for the March meeting contained five TIP amendments that were included in a memorandum within the agenda packet and the February TCC meeting minutes.

Motion:

Joe Lesch made a motion to adopt the consent agenda. David McDonald seconded the motion. The motion passed unanimously.

TCC BUSINESS ITEMS

3a. I-485 South

Presenter: Scott Cole, NCDOT-Division 10

Summary/Action Requested:

Mr. Cole provided information to the TCC via a Power Point presentation, the contents of which are incorporated into the minutes [here](#). The presentation's purpose was to discuss three options for the use of the wide paved shoulder on I-485 between I-77 and Rea Road. It was stated that the wide paved shoulder was constructed as a cost savings measure under the original widening project (R-4902) in anticipation of the future managed lanes project (I-5507). Mr. Cole explained that the MPO had tasked the TCC with developing a technical recommendation for one of the three options for their consideration at the March 18 meeting.

- A. Continue with current plan: leave wide paved shoulder as currently designated and start the new project (I-5507) as soon as possible.
- B. Open as HOV lane.
- C. Open as general purpose lane

Option A would not require any changes. Option B could not be implemented until sometime in 2016 and would introduce additional lane change/merge issues. Mr. Cole explained that the model output demonstrated that opening the lane as a HOV lane would result in a six-second improvement for all vehicles within the corridor in the peak hour, which the department considers a negligible benefit. Option C would compound the lane change/merge issues and would eliminate the possibility of implementing managed lanes. Both Federal and state law prohibit converting a general purpose lane to a toll lane; therefore implementing a managed lanes concept would require the construction of an additional new lane in each direction. Option C would also result in the loss of funding for I-5507 because the scope would be modified to an option without toll lanes. To complete the project with general purpose lanes, the segment from Rea Road to US 74 would have to be resubmitted for P4.0 and compete against other projects within the Statewide Mobility tier.

Mr. Cole then reviewed a series of before and after time of day maps using RIDIS travel time data provided by CDOT. The data has shown that mobility has dramatically improved with the additional lanes from the R-4902 project. He also noted that the current afternoon peak hour congestion begins where the wide shoulder ends in the I-485 Eastbound/Outer approach, therefore; Options B or C would likely worsen the level of delay at this location.

Following Mr. Cole's presentation, TCC members commented on the topic and asked questions.

Bill Coxe stated that Option C could not be delivered by April of 2015 as was stated in the presentation because an air quality conformity analysis and determination must be completed. He suggested that this process could last until at least August of 2015.

Anna Gallup inquired if Option C could be implemented with a conformity determination included before the next STIP is active on October 1, 2015. Loretta Barren indicated that the TIP would need to be amended to include this project and as such, no construction authorization would be granted prior to October 1. She added that CRTPO would need to update its CMP to demonstrate that a general purpose lane project would be the only method to reduce congestion issues along this corridor.

Jonathan Wells asked where the \$1-2 million in funds to implement Option B would come from. Mr. Cole explained that he wasn't entirely sure, but it would be possible that the funds could come from a project change order from R-4902.

Mr. Pleasant acknowledged that there have been questions from citizens regarding the costs associated with maintaining construction barrels and other traffic control devices with Option A. Mr. Cole explained that the traffic management control devices were purchased at the beginning of the I-5507 project, so he anticipated that there would not be any substantial replacement costs with this activity. He explained that the devices will need to be monitored on a weekly basis to ensure they are being properly utilized. Mr. Pleasant indicated his preference for Option A based upon prior partnerships between CDOT and Division 10 on advancing I-5507 and maintaining consistency with the recommendations from the Fast Lanes study.

Motions:

- (1) Mr. Coxe made a motion to state that the TCC does not support the conversion of the wide paved shoulder to a general purpose lane on I-485 from I-77 to Rea Road. Mr. Lesch seconded the motion. Within the discussion of this motion, Mr. Coxe explained that it has been MPO and TCC policy that any additional capacity added on this corridor will be in the form of managed lanes. Upon being put to a vote, the motion passed unanimously.
- (2) Mr. Lesch made a motion to recommend Option A (continue with current plan) to the MPO. Mr. Coxe seconded the motion. The motion passed unanimously.

3b. DRAFT Bonus Allocation and STP-DA Project List

Presenter: Bill Coxe

Summary/Action Requested:

Mr. Coxe provided information to the TCC via a Power Point presentation, the contents of which are incorporated into the minutes [here](#). The presentation covered the following points:

- Mr. Coxe explained that he suggested a modified recommendation for the TCC to consider where an endorsement is sought on the STP-DA project lists, and a partial adoption of the Bonus Allocation project lists may be possible pending further discussion.
- In reviewing the TIP adoption schedule, he emphasized that project list recommendations are needed from the MPO in March in order to remain on schedule for MTIP adoption in August.
- He explained that the TCC subcommittee had over-estimated the amount of STP-DA funds available within the first five years, therefore programming the first six years is recommended to overcome the funding shortfall.
- Mr. Coxe referenced a NCDOT financial report he reviewed yesterday where the Department is requesting less TIFIA funding from FHWA, and subsequently this reduces the amount of Bonus Allocation funding available to CRTPO from \$158 million to \$144.5 million.
- Mr. Coxe reviewed the proposed project lists of bonus allocation projects as recommended by the TCC subcommittee. He stated that there are 20 recommended bonus allocation projects at an estimated cost of \$166.5 million, and this amount was over-programmed by \$22 million.
- He indicated that the Bonus Allocation funds are subject to change as a result of the funding shortfall. A second-tier list of Bonus Allocation projects was also presented for each STI tier in the event that the existing projects fall out.
- Within the Statewide Tier of Proposed Bonus Allocation Projects, Mr. Coxe summarized three recommended modifications that have occurred within the past month:

- The subcommittee agreed to substitute the I-77 & Stumptown Road Direct HOT Interchange with I-77 & Hambright Road because the Hambright location must be coordinated with the design and construction of the I-77 Managed Lanes project. The I-77 & Stumptown Road project can be constructed following the I-77 Managed Lanes project, and has been suggested as a possible submittal for P4.0 scoring.
- The City of Statesville received a revised cost estimate for the I-77 & Broad Street improvements project lowering the cost estimate by \$2 million to a new estimated total of \$28 million.
- The subcommittee agreed to remove a \$3 million feasibility study of potential locations for additional HOT Direct Access Interchanges because the majority of these locations would require coordination with the design and construction of the existing I-77 Managed Lanes project.
- He then reviewed the proposed STP-DA projects as recommended by the TCC subcommittee. He indicated that there were six major highway, 16 bicycle/pedestrian, three transit projects, and a future holdout of \$9.4 million for small operations projects at a total amount of \$83.3 million over five years from 2016 through 2020.
- Mr. Coxe explained that the subcommittee has proposed STP-DA funding for the widening of John Street/Old Monroe Road (U-4714 sections A and C). He explained the Town of Indian Trail is applying \$10 million to the C section of this project, yet there is not enough STP-DA funds to take this project to construction within the first six years of the TIP. There is an existing funding gap on U-4714C of \$7.8 million.

Following Mr. Coxe's presentation, TCC members and guests commented on the topic and asked questions.

Kelsie Anderson inquired if the Bonus Allocation funding amounts are related to the Division and Regional tier allocations from STI, and if the shortfall would only impact the Statewide Mobility tier. Mr. Coxe responded that the Bonus Allocation is calculated for each STI tier based upon a formula that is a percentage of what is allocated to the Regional Impact and Division Needs tiers.

Bill Thunberg suggested if the subcommittee elects to use all of the bonus allocation revenue, and follows the STI legislation relative to Bonus Allocation, then the Statewide Mobility tier would solely be impacted by the current Bonus Allocation revenue shortfall. In this scenario there would be approximately \$73 million available within the Statewide Mobility tier, a reduction of approximately \$15 million.

Mr. Pleasant inquired about the ramifications of the TIP adoption schedule lagging from August to September. Ms. Barren indicated that this may impact initiating new projects, and this would delay the start of NCDOT's STIP on October 1.

Mr. Pleasant explained that Bonus Allocation projects should be programmed by incrementally stepping down the list by project score. David McDonald explained that the subcommittee has attempted to maximize the funds available to projects in the Division Needs and Regional Impact tiers, while not leaving any funding unobligated. He explained that when project cost exceeded the amount of available funds and/or when the project could not be obligated in five years, the subcommittee would program the funds to the next feasible project on the list.

Mr. McDonald mentioned that we need to be cognizant of the existing funding shortfalls in each Bonus Allocation STI tier when closing the gap. He indicated that the Regional Impact and Division Needs tiers may need to reduce their funding amounts to balance the shortfall in the Statewide Mobility tier.

Mr. McDonald inquired about the lowest scoring Statewide Mobility project (I-77 & Broad Street, I-3819B). He suggested removing a percentage of this project's funding to resolve the funding gap, then allowing the project to move into right-of-way or design only. Mr. Coxe responded that NCDOT-Division 12 has confirmed that this project already has all right-of-way acquired and a completed Environmental document. Mr. Pleasant explained that Secretary Tata indicated that the final improvements I-3819 would a candidate project for the proposed statewide transportation bond.

Ralph Messera inquired if the scope of the I-77 and Hambricht Road project could be reduced to only include funding to further separate the north and south bound travel lanes of I-77 so a direct connection HOT interchange could be constructed at a later date. Mr. Coxe explained that this would result in constructing a project with no conclusive value until additional funds are identified to finish the construction of the interchange. Mr. McDonald added that the scope of this project would also include the replacement of the Hambricht Road overpass to include a wider cross-section and additional turn lanes, which would not be utilized without the direct connection ramps.

Mr. McDonald suggested that the TCC could move forward with the current Bonus Allocation list, acknowledging that it would be over programmed in the event that projects may fall out. Mr. Coxe explained that the I-77 Mobility Partners need a final list of Bonus Allocation projects as soon as possible. Mr. Pleasant asked David Hannon if I-77 Mobility Partners will need a final list of Bonus Allocation projects prior to financial close in April. Mr. Hannon explained that I-77 Mobility Partners will need to have the final Bonus Allocation project prior to financial close.

Based upon the information provided, Mr. Pleasant suggested that the TCC could take action on the STP-DA project lists, and discuss possible action on the Regional Impact and Division Needs tiers Bonus Allocation projects. He also stated that the TCC subcommittee could revise the Statewide Mobility Bonus Allocation project list and make a recommendation to the MPO prior to the March 18 meeting because the TCC will not meet again before this time.

Motions:

- (1) Mr. Messera made a motion to recommend the STP-DA project list to the MPO for their consideration at the March 18 meeting. Adam McLamb seconded the motion. The motion passed unanimously.
- (2) Andrew Grant made a motion to recommend the Regional Impact and Division Needs Bonus Allocation projects to the MPO for their consideration at the March 18 meeting. Ms. Anderson seconded the motion. The motion passed unanimously.
- (3) Mr. Wells made a motion to direct the TCC subcommittee to develop a final recommendation the Statewide Mobility Bonus Allocation project for consideration at the March 18 MPO meeting. Mr. Messera seconded the motion. Upon being put to a vote, the motion passed unanimously.

3c. FY 2015 Unified Planning Work Program Amendments

Presenter: Robert Cook

Summary/Action Requested:

Mr. Cook provided information to the TCC via a Power Point presentation, the contents of which are incorporated into the minutes [here](#).

He explained that several amendments to the FY 2015 UPWP are suggested due to task item overages and project delays. The recommended action is to amend the FY 2015 UPWP to add funds to the air quality/conformity analysis, Transportation Improvement Program, and Regional or Statewide Planning task codes. He explained that these funds can be reallocated from the Congestion Management Process task code since CRTPO has been told to delay work on this until the final rules have been released on MAP-21 Performance Measures.

Mr. Coxe explained that the following two projects will need to carry funds over from the FY 2015 UPWP to the FY 2016 UPWP within the "Special Studies" task code (VI-10):

- Town of Huntersville has requested to shift \$50,000 remaining in the FY 2015 UPWP from the Northwest Huntersville Transportation Study to the FY 2016 UPWP.
- Cross-Charlotte Trail at I-277 and Seventh Street

Anil Panicker added that according to policy from the NCDOT-TPB, the current year UPWP would need to be amended to show any carryovers into future fiscal years. Mr. Cook also explained that there are additional identified task codes that will require carryovers to the FY 2016 UPWP, and the requests can be viewed [here](#).

Motion:

Mr. Coxe made the motion to recommend that the MPO consider approving the FY 2015 UPWP amendments as presented, the two identified projects above that will require \$210,000 reallocated to the Special Studies task code (VI-10) within the FY 2016 UPWP, and the task code carryovers that were presented by CRTPO staff. Mr. McDonald seconded the motion. The motion passed unanimously.

3d. FY 2016 Unified Planning Work Program (Section 5303)

Presenter: Robert Cook

Summary/Action Requested:

Mr. Cook provided information to the TCC via a Power Point presentation, the contents of which are incorporated into the minutes [here](#).

He explained that FTA Section 5303 funds support transit planning initiatives within CRTPO, and the requested action today is to consider recommending approval of the Section 5303 portion of the FY 2016 UPWP. Mr. Cook explained that the staggered adoption process is attributable to a difference in schedules between NCDOT-Public Transportation Division and NCDOT-Transportation Planning Branch. The allocation of Section 5303 funds has been coordinated with the appropriate CATS and CDOT staff.

Motion:

Mr. Coxe made the motion to recommend to the MPO consider approving the FTA Section 5303 portion of the FY 2016 UPWP. Mr. McDonald seconded the motion. Upon being put to a vote, the motion passed unanimously.

TCC INFORMATION REPORTS

4a. FY 2016 Unified Planning Work Program Development Update

Presenter: Robert Cook

Summary:

Mr. Cook stated that this information has been covered within Item 3c, and no additional discussion was necessary.

4b. Review of DRAFT STIP

Presenter: Neil Burke

Summary:

Mr. Burke provided information to the TCC via a Power Point presentation, the contents of which are incorporated into the minutes [here](#). The presentation covered the following points:

- He explained that staff has reviewed the current TIP (2012-2018) against the DRAFT TIP (2016-2025) and found two highway projects that had schedule delays.
 - The Old Monroe Road Widening project (U-4714B) was delayed by five years. NCDOT does consider this a protected project, because CRTPO has allocated STP-DA funds to this project in previous years.
 - The Catawba Avenue Widening project (R-2555B) was delayed by four years, however the project is considered 'protected' since it has right-of-way scheduled in 2020.
- Mr. Burke summarized the one-on-one meeting between CRTPO and the NCDOT-TIP Program Unit on February 19 to review issues with projects in the DRAFT STIP.
 - Three projects had scope changes that were agreed to by all parties.
 - Independence Boulevard project (U-2509A,B): Project scope does include parallel roadways. NCDOT is verifying that the parallel roadways are included within the cost estimate.
 - Billy Graham Parkway TIP projects at West Boulevard and Morris Field Drive. CDOT will coordinate with Airport staff and NCDOT on the Airport Master Plan. NCDOT to delay PDEA process on these projects until the results from the Master Plan are known.
- Mr. Burke reviewed a list of seven projects that had modifications to right-of-way and construction schedules approved by all parties.
- He explained that there were four projects with identified issues with NCDOT cost estimates. In these cases, the project sponsors will provide updated project cost estimates.
- Mr. Burke explained that CRTPO has received a letter from the Town of Weddington requesting assistance in reprioritizing the NC 16 widening project (U-5769) for P4.0. CRTPO has also received fourteen e-mails from residents expressing concerns about congestion, safety and new development along the NC 16 corridor.

4c. P4.0 Work Group Update

Presenter: Neil Burke

Summary:

Mr. Burke provided information to the TCC via a Power Point presentation, the contents of which are incorporated into the minutes [here](#). The presentation covered the following points:

- The outcome of a cross-modal prioritization was to implement scaled scoring across all modes for P4.0, but re-evaluate cross-modal prioritization in future years when common criteria across modes has been identified.
- The P4.0 Work Group has decided to pursue project scaling to improve the overall distribution by removing low values and spacing scoring clusters out amongst the overall range.
- Mr. Burke displayed an example of how scaled scoring would affect legacy Statewide Mobility projects to be re-prioritized in P4.0. The scaled scoring appears to benefit large freeway widening projects, but lower scores for improvements to freeway system interchanges.
- He then reviewed a series of proposed local contribution scenarios proposed by the SPOT office to the Work Group. The majority of the P4.0 Work Group members have favored de-emphasizing or removing the local contribution option for P4.0. This item has been discussed at the weekly Transportation Staff Meetings, and TCC members have favored the option that provides the greatest increase in benefit cost score when a local contribution is applied.
- The Statewide Travel Demand Model is currently being tested for possible use in P4.0, and it may be deferred to a future round of prioritization if the data outputs are not determined to be accurate.
- The P4.0 Work Group has recommended that the county tier designation emphasis is enhanced and census commute times is eliminated for scoring of accessibility/connectivity scores for Regional Impact and Division Needs highway projects.
- Mr. Burke stated that the P4.0 Work Group is considering the use of Peak ADT in lieu of AADT for calculating highway congestion in P4.0 based upon ongoing research from ITRE at NC State University.
- He also indicated that the P4.0 Work Group has an interest modifying the highway congestion calculation to de-emphasize traffic volume as a factor, which would affect scoring on high-volume projects.
- Mr. Burke concluded his presentation by reviewing the schedule for P4.0 by explaining that this process will begin for CRTPO this summer.

Following Mr. Burke's presentation, TCC members and guests commented on the topic and asked questions.

Ms. Anderson expressed concern with the inability of the four local contribution options presented to materially increase the benefit cost score, and asked if there is a way to communicate the preference of larger MPOs to the SPOT office. Mr. Burke explained that the P4.0 Work Group will make a recommendation to the SPOT office, who will in turn present the recommendations to the Board of Transportation in May. He also explained that the majority of P4.0 Work Group members representing smaller MPOs and RPOs did not favor improving the local contribution calculation, and have created Option E as a method to maintain the status quo of the current scoring used in P3.0.

Mr. Grant recognized that the project scaling example represents only a small number of CRTPO projects, however he expressed concern with the significant variation in scoring rank change between the scenarios. Mr. Burke explained that he is in the process of contacting the SPOT office to receive an explanation as to why the system interchange projects would experience a significant reduction in ranking.

Fern Shubert expressed concern with the use of County Tier Designations in the Accessibility/Connectivity criteria scoring. She added that a county tier designation may disproportionately impact a project. Mr. Pleasant added that incentivizing highway projects in rural areas may not empirically improve a county's tier designation in regard to economic distress.

Ms. Anderson asked if there will be an opportunity for public comment on the proposed changes to transportation scoring and weighting for P4.0. Mr. Burke explained that there is no official public comment period, and that the P4.0 Work Group is responsible for communicating proposed changes for criteria and seeking feedback from the appropriate agencies.

Mr. Grant recommended that a letter is composed by CRTPO staff on behalf of the TCC to the SPOT office that details the concerns that members have expressed with the proposed changes to the project scoring criteria for P4.0.

4d. Ozone Standard Update

Presenter: Megan Green, Mecklenburg County Air Quality Division

Summary:

Due to time constraints, this item will be presented at the April 2 TCC meeting.

OTHER REPORTS

5a. NCDOT Report

Mr. Panicker explained that final draft CTP maps have been posted to the CRTPO website. Mr. Cook added that a public outreach plan is being developed, and modifications to the maps will stop until after public involvement has been conducted.

5b. Bicycle and Pedestrian Work Group Report

No Report

5c. Upcoming Issues

Mr. Burke announced the North Carolina Association of MPOs will hold its statewide transportation planning conference in Raleigh from April 29 through May 1. PE and AICP certification maintenance credits are available. The cost is \$175. Additional information on the conference can be found [here](#).

6. Adjourn: Mr. Pleasant determined that the agenda had been adequately completed and adjourned the meeting at 12:21 p.m.