

CRTPO TECHNICAL COORDINATING COMMITTEE
Summary Meeting Minutes
Charlotte-Mecklenburg Government Center
Room 267
April 2, 2015

Voting Members: *Chair* - Danny Pleasant (CDOT), *Vice-Chair* – Joe Lesch (Union County), Jonathan Wells – alt for Ed McKinney (C-M Planning), David McDonald (CATS), Dan Leaver (Charlotte E&PM), Andrew Grant (Cornelius), Travis Johnson (Davidson), Bill Coxe (Huntersville), Adam McLamb – alt for Scott Kaufhold (Indian Trail), Matthew Todd (Iredell County), Fern Shubert (Marshville), Ralph Messera (Matthews), Megan Green (Mecklenburg County – LUESA Air Quality), Jim Loyd – alt for Lisa Stiwinter (Monroe), 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), Chris Easterly (Stallings), Sherry Ashley (Statesville), Erika Martin (Troutman), Ken Tippet (Bicycle Focus Area Representative), Gwen Cook (Greenway Focus Area Representative), Scott Curry (Pedestrian Focus Area Representative)

Staff: Robert Cook (CRTPO), Curtis Bridges (CRTPO), Neil Burke (CRTPO), Candice Leonard (CRTPO), Jeff Sloop (NCDOT), Stuart Basham (NCDOT – Div. 10), Warren Cooksey (NCDOT-Div. 10), James Lim (NCDOT-Public Transportation), Norm Steinman (CDOT), Matt Magnasco (CDOT)

Guests: Bill Thunberg (LNTC), Todd Steiss (PB), Steve Blakely (Kimley-Horn), Nikki Honeycutt (STV), Meg Fencil (Sustain Charlotte), Yolanda Reynolds (Parsons), Billy Packer, Peter Franz (UNCC)

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 April agenda was adopted by acclamation.

2. Consideration of Consent Agenda

Mr. Pleasant explained that the consent agenda for the April meeting contained the March TCC meeting minutes.

Motion:

Bill Coxe made a motion to adopt the consent agenda. Sherry Ashley seconded the motion. The motion passed unanimously.

TCC BUSINESS ITEMS

3a. Mount Holly Road Thoroughfare Plan Amendment

Presenter: Robert Cook

Summary/Action Requested:

Mr. Cook explained that the Gaston Cleveland Lincoln MPO (GCLMPO) has removed the Mount Holly Road Extension from its CTP between Gaston and Mecklenburg Counties at the request of the City of Mount

Holly. He explained that this CTP amendment was approved by the GCLMPO without consultation from NCDOT or the CRTPO. He stated that a letter was received from Mr. Billy Packer, a land developer in the vicinity of the proposed thoroughfare extension. The purpose of Mr. Packer's letter is to request that CRTPO consider an amendment to its thoroughfare plan to remove the Mount Holly Road Extension between Mt. Holly-Huntersville Road and the Catawba River.

Mr. Cook explained that the request to the TCC is to recommend to the MPO that it approve the start of a public involvement process to consider removing the Mount Holly Road extension. He explained that this would be considered a "Level 1" in the Public Involvement Plan where the media would be notified, and only property owners that are immediately adjacent or have direct access would receive notification. He added that a public meeting is not required as part of Level 1.

Mr. Pleasant stated that the removal of the Mount Holly Road extension by GCLMPO without consultation with NCDOT or the CRTPO is a colossal failure of regional planning. He added that the City of Charlotte and CRTPO have reserved the right-of-way for the Mount Holly Road extension and it has affected the layout of neighborhoods, and roadway alignments. Mr. Pleasant offered the example of successful collaboration between Charlotte, Huntersville, and the CRTPO to reserve the right-of-way to construct the final segment of I-485 between I-77 and I-85, indicating that this alignment would not be possible without a thoroughfare planning process. He stated that a technical capacity analysis should be required when a proposed thoroughfare is removed from the plan.

Mr. Coxe explained that the Mount Holly Road extension was added to the Thoroughfare Plan in 1994 at the request of Belmont and Mount Holly. He recommended that a formal response is requested from GCLMPO stating its justification for removing the Proposed Mount Holly Road Thoroughfare from its CTP without consultation from CRTPO and NCDOT.

Ralph Messera explained that traffic growth and capacity constraints will require the construction of another bridge over the Catawba River at some point in the future. He suggested that the CRTPO discuss the possibility of having GCLMPO consider adding their portion of the proposed thoroughfare back onto their CTP.

Motion:

David McDonald made a motion to recommend to the MPO that it approve the start of a public comment period to consider removing the Mount Holly Road extension from the Thoroughfare Plan and request a letter regarding the position of GCLMPO on this issue. Fern Shubert seconded the motion. Upon being put to a vote, the motion passed unanimously.

3b. FY 2016 Unified Planning Work Program

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](#). The presentation covered the following points.

- The CRTPO approved the FY 2016 UPWP for FTA section 5303 funds at the March meeting, with the remaining elements of the UPWP to be considered this month.

- There is \$604,534 available for funding local projects from the unobligated balance, and the UPWP subcommittee has recommended funding five of the nine local project submittals. The full unobligated balance will not be used.
- Three projects from the FY 2015 UPWP were identified to be carried over and be completed in FY 2016.
- The proposed task code allocation amounts for CDOT and planning staff in the FY 2016 were reviewed.

Motion:

Joe Lesch made a motion to adopt the FY 2016 UPWP. Andrew Grant seconded the motion. The motion passed unanimously.

3c. MPO Planning Area Expansion

Presenter: Robert Cook

Summary/Action Requested:

Mr. Cook's presentation covered the following points.

- The northern portion of Iredell County is currently part of the Unifour Rural Planning Organization (RPO).
- The Western Piedmont Council of Governments serves as the lead planning agency for the Greater Hickory MPO and Unifour RPO, and is consolidating the two organizations into a single transportation planning entity which will result in the RPO ceasing operation.
- The Iredell County Planning Department has requested that the CRTPO consider expanding its planning area to incorporate portions of the county now in the Unifour RPO's jurisdiction.
- The Iredell County Board of Commissioners has adopted a resolution supporting CRTPO's expansion.
- This topic was presented to the TCC and MPO at their January meetings; no opposition was stated by TCC or MPO members.
- This topic was also discussed at the December 17, 2014 and March 11, 2015 Transportation Staff meetings.
- The expansion will result in a more efficient transportation planning process because the county will no longer be split between two transportation planning organizations.
- FHWA and NCDOT have determined that the MPO planning area expansion can proceed without any adverse effects.

Mr. Cook explained that the action requested was to recommend to the MPO that it approve the expansion of the metropolitan planning area to include all of Iredell County. Following Mr. Cook's presentation, TCC members commented on the topic and asked questions.

Jonathan Wells inquired to understand if it was necessary for the Unifour RPO to take formal action to relinquish the northern portion of Iredell County. Mr. Cook responded that he did not believe that this was necessary, but formal action by the RPO may still be prudent.

Mr. Pleasant inquired about any MOU changes that will be necessary with the MPO expansion. Mr. Cook stated that the MOU amendments will focus solely on the MPO boundary expansion and will not address voting and other elements of the document.

Fern Shubert expressed support for the MPO expansion, reminding the TCC that Marshville had become part of CRTPO with the expansion from the 2010 Census. She suggested that the inclusion of the entirety of Union County within the MPO is investigated following the 2020 Census.

Motion:

Ms. Ashley made a motion to recommend to the MPO that it approve the expansion of the planning area to include the entirety of Iredell County. Mr. McDonald seconded the motion. The motion passed unanimously.

TCC INFORMATION REPORTS

4a. DRAFT Bonus Allocation and STP-DA Project List

Presenter: Bill Coxe

Summary:

Mr. Coxe provided the TCC with a summary of the action taken on the Bonus Allocation and STP-DA project lists at the March 18 MPO meeting. He explained that the MPO had adopted the TCC's recommendations for STP-DA, and the Regional Impact and Division Needs tier projects for the Bonus Allocation funding. He added that the MPO voted to move the I-77 and Lakeview HOT Direct Access interchange into Tier 1 and relocate the I-77 and Broad Street and I-77 and Sunset Road projects into Tier 2 within the Statewide Mobility tier Bonus Allocation projects. Mr. Pleasant added that the process to commit Bonus Allocation funds to projects is competitive, where Tier 2 projects will be considered for funding in the event that Tier 1 projects cannot be committed within a five-year timeframe.

Mr. Coxe explained that the Bonus Allocation subcommittee is in management and coordination discussions with I-77 Mobility Partners and NCDOT regarding how the approved Bonus Allocation projects that are incidental to the I-77 Express Lanes project can be incorporated into the design of the project. He also mentioned that CRTPO staff is working with a consultant to identify a management framework for the Bonus Allocation and STP-DA projects.

4b. I-485 South

Presenter: Robert Cook

Summary:

Mr. Cook explained that the MPO voted to defer the issue of the I-485 wide paved shoulder at the March 18 meeting to a workshop that will be held on Tuesday, April 7 beginning at 6:00 p.m. in room 267 of the Charlotte Mecklenburg Government Center. He indicated that the MPO is expected to make a final decision during the workshop.

Mr. Cook provided an overview of the workshop format. He explained the workshop would begin with a citizen comment period, then MPO members would transition into an adjacent room to visit a series of stations that would explain the three options' effect on safety, mobility, timing, and cost. Lastly, the

MPO will reconvene for a presentation from the TCC members that staffed the stations, deliberations and a final vote. He mentioned that the MPO will require a quorum to take a vote, and this would include a minimum of ten voting members. Mr. Cook also encouraged TCC members to attend the workshop.

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:

- A TCC work session was held on March 17 to address the concerns that TCC members had with recent work group decisions. The following determinations were made:
 - The Peak ADT factor has less of an effect on roadways with higher traffic volumes especially in the Statewide Mobility Tier, and should have a negligible impact for CRTPO within the Regional Impact and Division Needs Tiers.
 - The P4.0 Work Group made a decision to vary the weighting of volume/capacity ratio and AADT by STI tier to decrease the emphasis that higher volume roads have on the congestion scoring in the Regional Impact and Division Needs Tiers. TCC members reviewed the percentages recommended by the P4.0 Work Group, and found that projects within CRTPO would still receive high congestion scores because projects in the Charlotte region generally have high volume to capacity ratios.
 - TCC members directed staff to write a letter to the SPOT office expressing concern regarding the negative impact that scaling has on freeway-to-freeway interchanges, which could create chokepoints when freeway corridors are widened.
 - TCC members directed staff to also include concerns regarding the accessibility/connectivity criteria. The work session participants felt that this criteria contributes to sprawl, diverts from the principles within the CONNECT: Our Future study, and may not reward projects that connect potential workforces to employment sources.
- The P4.0 Work Group made a consensus decision to recommend Local Contribution Option D, which provides the greatest Benefit Cost score increase when a local contribution was applied.
- Proposed P4.0 Work Group recommendations to the Bicycle and Pedestrian criteria were reviewed. Some of the major changes included allowing right-of-way to be an eligible expense for federal reimbursements on bicycle and pedestrian projects, and removing constructability from the criteria.
- Proposed P4.0 Work Group recommendations to the Public Transportation criteria were reviewed. Some of the major changes included setting a minimum cost threshold of \$40,000 for a Public Transportation project, and transit agencies will be required to submit candidate projects via a MPO/RPO or NCDOT Division. Transit agencies will no longer submit candidate projects directly to NCDOT-Public Transportation Division.
- Mr. Burke reviewed potential ranges that P4.0 Work Group members had suggested as part of the discussion during the March 30 meeting. He also reviewed the criteria weighting recommendation that MPO members of the Work Group had agreed upon based upon a conference call from earlier in the week.

- Mr. Burke concluded his presentation by reviewing the schedule for P4.0 by explaining that this process will begin for CRTPO this summer with modifications to existing projects in the SPOT database occurring in July and the submittal of new projects for P4.0 scoring in August.

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

Mr. Pleasant asked for clarification on the purpose of the multimodal sub-criteria within the highway scoring process. Mr. Burke explained that the Multimodal criteria measures congestion along routes that provide a connection to multimodal passenger terminals such as commercial service airports, and does not have an inherent connection to encouraging bicycle and pedestrian transportation.

Scott Curry asked if different calculations were used to compute the highway criteria in each of the STI tiers. Mr. Burke explained that the same equations are used, but different weights will likely be recommended for variables within each STI tier.

Mr. Coxe inquired if NCDOT-Public Transportation will host a separate project submittal period if MPOs and NCDOT Divisions will submit projects for P4.0. James Lim stated that public transportation candidate projects will be submitted at the same time as other modes for P4.0.

4d. Ozone Standard Update

Presenter: Megan Green, Mecklenburg County Air Quality Division

Summary:

Ms. Green 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 proposed EPA heightened ozone standard was reviewed. Currently the primary limit for Ozone is 75 parts per billion (ppb), and the season runs from April through October. The proposal ranges from 65-70 ppb and would extend Ozone season from March through October.
- The Mecklenburg County Ozone design values were reviewed and it was noted that the concentration continues to improve with technical advances made within the automobile industry.
- The final rule will be signed by October 1, 2015, non-attainment designations will be established in October of 2017, and the earliest attainment deadline will be October of 2020.

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

Mr. Pleasant asked if all 100 counties in North Carolina had Ozone monitoring devices. Ms. Green responded that only a portion of counties had active Ozone monitoring devices, and locally Cabarrus, Gaston and Iredell Counties did not have active devices. Ms. Shubert requested a map of the locations of the Ozone Monitoring devices. Mr. Burke mentioned he can distribute the map to the TCC members, and can be viewed [here](#).

Norm Steinman suggested that the most recent air quality conformity determination for CRTPO is emailed to the TCC to show that VMT is decreasing. Ms. Green added that this is relevant to the new automobile vehicle emissions standards that will be released in 2017.

Bill Thunberg inquired about the ozone background levels that are emitted from trees and other non-manmade sources. Ms. Green responded that she believed this range to be within 30-60 ppb.

4e. CRTPO CommunityViz Model Development

Presenter: Curtis Bridges

Summary:

Mr. Bridges 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:

- A summary of the different sources of data required for socio-economic projects was reviewed.
- Staff leading an effort to transitioning our existing socio-economic data collection and allocation process to a more powerful and precise CommunityViz land use model.
- Detailed and current socio-economic data are direct inputs to the Metrolina Regional Travel Demand Model. Participating local agencies currently have varying methods for developing and submitting this data.
- CommunityViz Model process will take approximately 13 months to implement.
- Socio-economic data developed for the CommunityViz Model will be essential to the preparation of CRTPO's 2045 Metropolitan Transportation Plan.
- The CommunityViz Model will allow for an ongoing link between the regional CONNECT process and future studies and plan development.

Mr. Coxe asked how the socioeconomic data will be disaggregated from Transportation Analysis Zones (TAZs) to the grids used for analysis in CommunityViz. Mr. Bridges explained that TAZs are usually derived from census tracts and cover larger areas than the CommunityViz grids. He mentioned that the CONNECT data in CommunityViz can be used to check assumptions during the analysis.

4f. CONNECT/2045 MTP Work Group

Presenter: Jonathan Wells

Summary:

Mr. Wells explained that the purpose of this Work Group is to examine the deliverables and final outcomes from the CONNECT study and determine the data that can be used in the development of the 2045 MTP. To date, the Work Group had two meetings and determined that 37 of the 79 CONNECT study implementation tools may have some utility in the development of the 2045 MTP. He explained that the Work Group is composed of staff from agencies throughout the Charlotte region, including several TCC members.

OTHER REPORTS

5a. NCDOT Report

Scott Cole from NCDOT-Division 10 provided updates on the following ongoing projects:

- I-485 Final Segment between I-77 and I-85: The contract completion date for this project is July 21, but NCDOT hopes to complete this project and have it open to traffic by Mid-June, weather permitting.
- Work continues on the US 74/Independence Boulevard project between Albemarle Road and Conference Drive with overpass construction and widening work.
- I-77 Express Lanes Project: Anticipated to reach financial close by the end of April.
- Public meetings on the US 74/Independence Boulevard Corridor Upgrade project between Conference Drive and I-485 (U-2509) are being held this week.
- A public meeting will be held for the I-485 Express Lanes (I-5507) project on April 15-16 in Pineville.

David Keilson from NCDOT-Division 12 explained that the construction of a diverging diamond interchange is underway in Statesville at I-40 and US 21 as part of the I-3819 project. He also explained that the bid opening for a new rest area on I-77 at mile marker 57 will occur later this month, with construction estimated to be complete in September of 2017.

5b. Bicycle and Pedestrian Work Group Report

Mr. Bridges provided an update on recent Work Group initiatives and offered a preview of agenda topics for this afternoon's meeting. His PowerPoint presentation can be viewed [here](#).

5c. Upcoming Issues

Mr. Cook 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 \$200. 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 11:59 a.m.