

CRTPO TECHNICAL COORDINATING COMMITTEE
Summary Meeting Minutes
Charlotte-Mecklenburg Government Center
Room 267
January 5, 2017

Voting Members: *Chair* - Danny Pleasant (CDOT), *Vice-Chair* - Bill Coxe (Huntersville), David McDonald (CATS), Dan Leaver (Charlotte E&PM), Jonathan Wells – alt for Ed McKinney (C-M Planning), Andrew Grant (Cornelius), Travis Johnson (Davidson), Adam McLamb – alt for Scott Kaufhold (Indian Trail), Barry Whitesides – alt for Matthew Todd (Iredell County), Susan Habina Woolard (Matthews), Megan Green (Mecklenburg County – LUESA), Steve Frey (Mint Hill), Jim Loyd – alt for Lisa Stiwinter (Monroe), Allison Kraft (Mooresville), Anil Panicker – alt for Mark Stafford (NCDOT-Div. 12), Andy Bailey (NCDOT-TPB), Travis Morgan (Pineville), Kevin Parker – alt for Chris Easterly (Stallings), Sherry Ashley (Statesville), Erika Martin (Troutman), Bjorn Hansen (Union County), Will Washam (Bicycle Focus Area Representative), Gwen Cook (Greenway Focus Area Representative), Scott Curry (Pedestrian Focus Area Representative), Dick Winters (Public Health Focus Area Representative)

Staff: Robert Cook (CRTPO), Curtis Bridges (CRTPO), Neil Burke (CRTPO), Erin Kinne (CRTPO), Candice Rorie (CRTPO), Norm Steinman (CDOT), Anna Gallup (CDOT), Andy Grzynski (CDOT), Jason Lawrence (CATS), Loretta Barren (FHWA), Stuart Basham (NCDOT-Div. 10), Wendy Taylor (NCDOT – Div. 10), Lee Ainsworth (NCDOT- Div. 10), Patrick Sadek (Indian Trail), Brad Johnson (ICATS), Kirktoine McCleave (Mecklenburg Transportation Services)

Guests: Bill Thunberg (LNTC), Steve Blakley (Kimley Horn), Nick Landa (RS&H), Jeff Hess (HNTB), Kevin Walsh (HDR), Todd Steiss (WSP/PB), Bridget Monahan (AE COM), Meg Fencil (Sustain Charlotte), Roger Diedrich (Sierra Club), Yolanda Delong (Parsons)

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

1. Adoption of the Agenda

Mr. Pleasant explained that there were three requested modifications to the agenda following its distribution. He deferred to Neil Burke for an explanation.

- Consent Agenda: Move the TIP amendments memo to the regular agenda.
- Item 3.4: Mr. Burke explained that CRTPO had received information from NCDOT-Transportation Planning staff indicating that the functional classification adjustments in the vicinity of the Statesville Airport could be handled administratively and would not require CRTPO action. An information report would be provided.
- New Agenda Item: Mr. Burke explained that CATS staff had requested an information report on an updated recommendation for the FTA 5307 formula share.

The modified January agenda was adopted by acclamation.

2. Consideration of Consent Agenda

Mr. Pleasant explained that the consent agenda for the January meeting contained the December 1 TCC meeting minutes.

Motion:

Bill Coxe made a motion to adopt the consent agenda. David McDonald seconded the motion. The motion passed unanimously.

TCC BUSINESS ITEMS

3.1 TIP Amendments – Mecklenburg County Greenway Projects

Presenter: Neil Burke

Summary/Action Requested:

Mr. Burke explained that Mecklenburg County Park and Recreation staff had requested the following TIP amendments.

TIP ID #	Project Description	Action Required	Reason for Amendment
EB-5782	McAlpine Creek Greenway	Delay construction from FY 2019 to FY 2020.	County cash flow policy does not allow for earlier construction.
EB-5784	Irwins Creek Greenway	Delete EB-5784 from TIP and reallocate the \$879,000 in STP-DA funds to the McDowell Creek Greenway project EB-5785.	NCDOT match and cost of federalization of this project are about the same. Expenditure is not warranted.
EB-5785	McDowell Creek Greenway	Receive \$879,000 in STP-DA funds from EB-5784; Delay construction from FY 2018 to FY 2020.	County cash flow policy does not allow for earlier construction.
EB-5781	Stewart Creek Greenway	Delay construction from FY 2018 to FY 2020.	County cash flow policy does not allow for earlier construction.

Mr. Pleasant explained that the schedule changes for EB-5782 and EB-5781 are appropriate for TCC action today. He recommended that the re-appropriation of STP-DA funds from EB-5784 to EB-5785 should be referred to the Project Oversight Committee for a recommendation prior to TCC action.

Mr. Pleasant added that locally administered project funding is assigned to specific projects, and is not assigned to the jurisdiction. When funding is refused for a locally administered project, the Project Oversight Committee must develop a recommendation to the TCC in regards to the appropriation of these funds.

Motion:

Mr. McDonald made a motion to recommend to the MPO that it approve the TIP amendments for schedule delays on EB-5781 and EB-5782. The TIP amendments associated with EB-5784 and EB-5785 would be referred to the POC for further discussion. Dan Leaver seconded the motion. The motion passed unanimously.

3.2. Election of Officers

Presenter: Danny Pleasant

Summary/Action Requested:

Mr. Pleasant stated that it is the responsibility of the TCC to annually elect new officers during the first meeting of the year. He then opened the nominations for Chair of the TCC.

Chair Nominations:

Sherry Ashley nominated Mr. Pleasant for Chair of the TCC for 2017. No other nominations were put forth.

Mr. Coxe made a motion to close the nominations; Mr. McDonald seconded the motion.

Mr. Danny Pleasant was elected Chair of the TCC for 2017 by acclamation.

Vice-Chair Nominations:

Mr. McDonald nominated Bill Coxe for Vice-Chair of the TCC for 2017. No other nominations were put forth.

Jonathan Wells made a motion to close the nominations; Mr. Panicker seconded the motion.

Mr. Bill Coxe was elected Vice-Chair of the TCC for 2017 by acclamation.

3.3 Election of Focus Area Representatives

Presenter: Neil Burke

Summary/Action Requested:

- Mr. Burke explained that the Bicycle and Pedestrian Work Group (BPWG) discussed this topic at their December 9 meeting.
- He explained that the BPWG recommended the re-appointment of the focus area representatives and alternates for 2017.
- The following delegates and alternates were recommended by the BPWG and the associated member jurisdictions:

Focus Area	Delegate	Alternate	Agency
Bicycle	Will Washam	Tim Gibbs	Cornelius/CDOT
Greenway	Gwen Cook	Joyce Figueroa	Mecklenburg County
Pedestrian	Scott Curry	Scott Correll	CDOT
Public Health	Dick Winters	Allison Nelson	Mecklenburg County

Motion:

Mr. McDonald made a motion to elect the Bicycle, Greenway, Pedestrian and Public Health Focus Area Delegates and Alternates for 2017. Mr. Wells seconded the motion. Upon being put to a vote, the motion passed unanimously.

3.4. Comprehensive Transportation Plan

a. *CTP Map Adoption*

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:

- Mr. Cook stated the requested action is to recommend that the MPO:

- adopt the four modal CTP maps (Highway, Bicycle, Pedestrian, Transit/Rail),
- acknowledge that the Thoroughfare Plan may continue to be recognized by some member jurisdictions for right-of-way protection purposes
- Encourage all jurisdictions to move toward using the CTP for right-of-way protection.
- Recommend that the North Carolina Board of Transportation also adopt the CRTPO CTP modal maps.
- He then reviewed a series of modal map changes that were identified through the public involvement process.
- He identified three commitments where staff will work to resolve identified issues within the highway maps.

Mr. Cook concluded his presentation, and TCC members asked questions and made comments.

Mr. Coxe suggested that the Thoroughfare Plan map is updated to include recent amendments. He added that the Thoroughfare Plan map was last updated in 2012. Mr. Cook responded to indicate that staff will update the Thoroughfare Plan map.

Mr. Pleasant expressed concern with the functional classification of the Catawba Crossings (Former Garden Parkway) as a freeway facility. NCDOT no longer plans to move forward with the Garden Parkway as a tolled freeway facility. He explained that a City of Charlotte rezoning associated with the proposed River One Development will require this alignment to be constructed as a boulevard rather than a freeway. The City of Charlotte has been in discussion with Gaston County staff and they support the concept of a boulevard alignment for the entire Catawba Crossings project. Mr. Pleasant recommended that the classification of the Catawba Crossings project be changed from freeway to boulevard in accordance with the recommendation to adopt the CTP maps.

Andy Bailey explained that the Gaston Cleveland Lincoln MPO (GCLMPO) has adopted their CTP maps in December of 2016 with the Catawba Crossings project classified as a freeway. He added that the North Carolina Board of Transportation would likely not consider adopting the CRTPO CTP maps if the highway map classification for this project was different within each MPO's maps. Mr. Pleasant responded to indicate that a freeway alignment is infeasible in this location because of the significant amount of right-of-way that interchanges at I-485 and Dixie River Road would require.

Mr. Bailey also explained that the GCLMPO is in the process of scoping a corridor feasibility study for the Catawba Crossings project with NCDOT, Charlotte-Douglas Airport, and the City of Charlotte. He indicated that he would follow up with GCLMPO staff regarding the timing of this project.

Mr. Cook suggested that the TCC could make a recommendation to the MPO to adopt the CTP maps as presented and add a high-priority commitment for staff to work with the GCLMPO to complete a feasibility study for the Catawba Crossings project that would determine the appropriate functional classification of this facility. Mr. Pleasant expressed concern with this approach because the MPO would initially adopt a classification for the Catawba Crossings project that is infeasible, and it may be difficult to modify the classification at a later date. He explained that he could entertain this motion but he would not support it on a vote.

Bjorn Hansen explained that he believed that the GCLMPO may support the concept of a boulevard alignment for the Catawba Crossings project, and a quick resolution may be possible if this was

discussed with the GCLMPO Policy Board Chairman. Travis Johnson suggested requesting a letter from the GCLMPO Policy Board Chairman expressing the organizations support for a boulevard alignment classification for the entirety of the Catawba Crossings project prior to the January 2017 MPO meeting.

Motion:

Mr. Coxe made a motion to recommend to the MPO that it:

- Adopt the four modal CTP maps (Highway, Bicycle, Pedestrian, Transit/Rail)
- Acknowledge that the Thoroughfare Plan may continue to be recognized by some member jurisdictions for right-of-way protection purposes
- Encourage all jurisdictions to move toward using the CTP for right-of-way protection
- Recommend that the North Carolina Board of Transportation also adopt the CRTPO CTP modal maps
- Obtain a letter from the GCLMPO Policy Board Chairman prior to the January 2017 expressing support for a GCLMPO Highway CTP map amendment to change the classification of the Catawba Crossings project in Gaston County from a freeway to a boulevard
- Commit CRTPO staff to coordinate further analysis and recommendations on the identified commitments for further analysis.

Erika Martin seconded the motion. Upon being put to a vote, the motion passed with Danny Pleasant (CDOT) voting in opposition to the motion.

b. Right-of-Way Issues & Map Amendment Procedures

Presenter: Candice Rorie

Summary:

- Mrs. Rorie provided an update following a December 6 CTP Work Group meeting.
- She explained that she received seven responses to a right-of-way reservation/ordinance survey that was e-mailed to the TCC. She will follow up with phone calls to jurisdictions to obtain additional data.
- Mrs. Rorie explained that peer MPOs in North Carolina will be contacted to determine how the organizations have worked with their jurisdictions in the right-of-way ordinance process.
- The intended outcome of this research will be the development of a document with guidelines on right-of-way preservation ordinance procedures, and typical cross-sections. She added that municipalities will have the option of adopting these guidelines, but it is not imperative that they do.
- She gave an update regarding issues associated with how map amendments will be conducted and the process to determine right-of-way reservation dimensions for facilities throughout CRTPO's planning area.
- Mrs. Rorie concluded her presentation by stating the goal is to complete this work by the end of 2017.

3.5 Aviation Drive/Airport Road Federal Functional Classification Recommendation

Presenter: Sherry Ashley, Statesville

Summary:

Mrs. Ashley explained that the NCDOT functional classification maps in the vicinity of the Statesville Airport were last updated in 2010. This update did not account for the closure of Airport Road and the completion of East Aviation Drive as a result of a 2005 runway expansion at the Statesville Airport. The City of Statesville has requested to NCDOT that it update the functional classification maps to delete the section of Airport Road that was impacted by the runway expansion, and add East Aviation Drive as a minor collector.

Mr. Bailey explained that the NCDOT-Transportation Planning Branch considers functional classification map changes that occur due to land use changes as an administrative modification. These administrative modifications do not require MPO approval. He explained that a resolution process is required when an MPO modifies an existing functional classification or recommends the addition of a new facility.

3.6 LYNX Silver Line/Southeast Corridor Transit Study

Presenter: Jason Lawrence, CATS

Action Requested/Summary:

Mr. Lawrence 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. Lawrence stated that CATS has completed a rail alternative analysis and transit study for the LYNX Silver Line and Southeast Corridor.
- He explained that the MTC adopted the rail alternative analysis and transit study for the Southeast Corridor at its November 16 meeting. This action also updated CATS 2030 System Plan and subsequently replaced bus rapid transit with the light rail recommendation for the Southeast Corridor.
- Mr. Lawrence explained that the current recommended light rail alignment would traverse along the east side of Independence Boulevard and within the Monroe Road corridor. There are 13 stations proposed with 8-10 Park and Ride facilities recommended along the light rail corridor. The length of the proposed corridor is approximately 13 miles. In addition, there are 7 to 10 miles of rail trail for bicyclists and pedestrians that would run parallel to this facility as part of this project.
- He explained that bus rapid transit is currently represented as the LYNX Silver Line alignment on the CTP rail/transit map. The CTP rail/transit map will reflect the fixed guideway alternative and will replace the bus rapid transit option on the map.
- CATS will provide an operations plan for all bus routes in the Southeast Corridor with a focus on the US 74 Express route.
- He explained that the alignment of the Southeast corridor in the uptown area will be combined into a future study of the west corridor to the Charlotte-Douglas Airport.

Motion:

Mr. McDonald made a recommendation to the MPO to Recommend to the MPO that it endorse the recommendations from the LYNX Silver Line/Southeast Corridor Transit Study, and amend the CTP rail/transit map to account for the recommended alignment. Susan Habina Woolard seconded the motion. Upon being put to a vote, the motion passed unanimously.

3.7. STP-DA Criteria Modification Recommendations

Presenter: Neil Burke

Action Requested/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:

- Mr. Burke began his presentation by thanking the TCC members for their attendance and assistance in delivering the December 7 Joint MPO and TCC Workshop on the STP-DA criteria modifications.
 - The feedback received during the workshop from MPO and TCC members indicated that there were no obstacles to prevent the adoption of the STP-DA criteria revisions during the January meetings.
- Mr. Burke reviewed a series of proposed process recommendations made by the POC that covered funding targets by mode, small roadway projects, and project submittal requirements.
- He then reviewed a series of proposed criteria recommendations made by the POC that would make the problem statement a pass/fail requirement, and a set of quantitative measures to prioritize highway and transit system benefit criteria.
- Mr. Burke concluded his presentation by reviewing a proposed schedule for adoption of the STP-DA criteria, where a 60-day call for STP-DA projects could begin on January 19 if the MPO adopts the criteria revisions at their meeting later this month.

Will Washam asked about how the funding levels for bicycle and pedestrian projects will be determined when these projects will be evaluated using the TAP criteria. Mr. Burke explained that the POC has not determined a specific method for determining funding levels for each mode because it will depend on the type and quality of the projects received during the call.

Motion:

Mr. Coxe made a motion to recommend to the MPO that it approve the recommended modifications to the STP-DA criteria. Mr. Hansen seconded the motion. The motion passed unanimously.

TCC INFORMATION REPORTS

4.1 Review of the DRAFT 2018-2027 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:

- NCDOT released the DRAFT 2018-2027 Statewide Transportation Improvement Program (STIP) on January 4, 2017.
- He indicated that the P5.0 Work Group made a consensus based decision at the previous meeting to recommend that NCDOT commit the first five years of projects based upon right-of-way or construction date in the DRAFT STIP (2018-2022), with the remaining five years to be re-prioritized in P5.0 (2023-2027).
- Mr. Burke explained the adoption schedule for MPOs and the Board of Transportation (BOT).
 - The BOT will consider adopting the STIP in June 2017.
 - 10-year work program will be presented

- BOT will consider adopting the five-year STIP (2018-2022), and five-year Developmental Program (2023-27)
- FHWA recognizes the first four years (2018-2021)
- MPOs must adopt their MTIPs by August of 2017.
- Mr. Burke provided an overview of the CRTPO projects included within the DRAFT STIP by STI tier:
 - Six Statewide Mobility projects at an estimated cost of \$462 million.
 - Three of these projects are partially funded due to the corridor cap on I-77.
 - There were 17 Regional Impact projects included within the DRAFT STIP at an estimated amount of \$337 million.
 - 14 projects were programmed within Region “E” (Mecklenburg and Union Counties), and one project may be subject to reprioritization under P5.0.
 - 3 projects were programmed within Region “F” (Iredell County), and one project may be subject to reprioritization under P5.0.
 - There were 11 Division Needs projects included within the DRAFT STIP at an estimated amount of \$214 million.
 - 8 projects were programmed within Division 10 (Mecklenburg and Union Counties), and 3 of which may be subject to reprioritization under P5.0.
 - 3 projects were programmed within Division 12 (Iredell County), and none of these projects are subject to reprioritization under P5.0.
 - There were nine non-highway projects programmed within the DRAFT STIP at an estimated amount of \$44.8 million.
 - Six percent of the programmed funds within CRTPO’s portion of the DRAFT STIP are non-highway projects.
- Mr. Burke stated that staff will continue the review of the DRAFT STIP by mapping the projects to determine if there are scheduling issues, and coordination with adjacent MPOs on projects that cross jurisdictional boundaries.

4.2. FY 2017 Unified Planning Work Program Amendments

Presenter: Robert Cook

Summary:

Mr. Cook explained that staff had undertaken a mid-year analysis of the FY 2017 UPWP and made the determination that amendments will be required. Action will be requested on these amendments during the February 2 TCC meeting.

He explained that the following task codes are currently experiencing funding shortfalls:

- V-3, Planning Work Program
- V-4, Transportation Improvement Program
- VI-9, Environmental Analysis & Pre-TIP Planning

Mr. Cook identified the Freight Planning (IV-8) and the Corridor Protection and Special Studies (VI-10) task codes where funding could be reallocated to alleviate the shortfalls.

He indicated that the next steps will be to review the second quarter figures, and present the recommendation with the updated figures at the February TCC meeting.

4.3. DRAFT FY 2018 Unified Planning Work Program Update

Presenter: Robert Cook

Summary:

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:

- Mr. Cook began his presentation by providing an estimated overview of CRTPO's funding levels for FY 2018.
- He then provided an overview of the eight local project applications received for consideration in the FY 2018 UPWP at a total amount of \$551,500. Mr. Cook noted that the local projects are funded with unobligated balances of Planning (PL) funds. These are funds which were not used in previous fiscal years.
 - He stated that unobligated balances are declining, thus in future years, there may be significantly less funding available for local projects.
- He concluded his presentation with a review of the adoption schedule where the TCC and MPO will be requested to take action on the FY 2018 UPWP during the March 2017 meetings.

4.4. I-485 & Weddington Road Interchange Conformity Determination

Presenter: Robert Cook

Summary:

- Mr. Cook stated that NCDOT has determined that the design of the I-485/Weddington Road interchange (R-211EC) will affect the operations of the managed lanes on I-485 between this interchange and the I-485/John Street interchange.
- He explained that the solution that NCDOT has identified is the construction of one additional lane in each direction between the two interchanges.
- Mr. Cook stated that the construction of the lanes will result in the need for an air quality conformity determination.
- Mr. Cook concluded his presentation by stating that a request will be made at the February meeting to recommend the release of a draft conformity determination report for public review.

Mr. Coxe asked why a conformity determination is being required for the addition of a set of auxiliary lanes. Loretta Barren explained that FHWA does not classify travel lanes on a freeway that exceed two miles in length as auxiliary lanes. Since they have been identified as general purpose lanes, a conformity determination is required.

Mr. Panicker expressed concern that the addition of these lanes may create a lane balance issue. Mr. Cook stated that staff will discuss the issue with the project consultant.

Mr. Coxe stated that the design of the new overpass associated with this interchange project should account for the ability to construct an HOT direct connection interchange between Weddington Road and the I-485 Express Lanes. Mr. Pleasant recommended that NCDOT should investigate the feasibility of accounting for an HOT direct connection interchange given the design of the proposed overpass and report back to the TCC. Mr. Cook stated that these issues can be discussed at an upcoming Transportation Staff meeting.

4.5 2045 Metropolitan Transportation Plan

Presenter: Robert Cook

Summary:

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:

- Mr. Cook began his presentation by reviewing a minor change to the goals and objectives to include the topic of performance based planning.
- He then reviewed the minor modifications to the roadway ranking methodology for the 2045 MTP.
 - One significant change to the roadway ranking criteria will be the use of data from the CONNECT study to measure the accessibility to employment criteria for the 2045 MTP. Additional discussion on this proposal will occur during an upcoming Transportation Staff meeting.
- Mr. Cook explained that action will be requested during the February meetings to affirm the goals and objectives and the roadway ranking methodology.
- Mr. Cook provided an overview on the project submission process for the 2045 MTP. He explained that TCC members will submit projects based upon the CTP highway map using a web-based form.
- Mr. Cook stated that a project submittal workshop for the 2045 MTP will be held following the February 2 TCC meeting. The consultants will be reviewing the web-based form that will be used to submit projects for consideration in the 2045 MTP. Lunch will be provided. He encouraged all TCC members to attend.
- He then announced that the official start of the public outreach effort for the 2045 MTP will begin on January 16, 2017.
 - The 2045 MTP website is now live, www.2045mtp.org.
 - Two webinars have been scheduled for January 12 and January 19
 - Additional public engagement tools such as newsletters, small group meetings, project videos, social media, and radio interviews will also be employed as part of the outreach effort.

Mr. Coxe asked if any projects will be automatically submitted for the 2045 MTP. Nick Landa responded to explain that the 2040 MTP projects that have not been funded in a TIP will be automatically included in the database. TCC members will have the option of submitting, modifying, or deleting these projects within the database.

4.6 CRTPO FTA 5307 Transit Agency Formula Share

Presenter: David McDonald

Summary:

Mr. McDonald 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. McDonald stated that the purpose of this information report is to provide an overview of a proposal to allocate CRTPO's FTA 5307 funds to the transit agencies within the planning area. This will be an action item during the February 2 TCC meeting.

- He explained that NCDOT-Public Transportation Division has offered to be a direct recipient of the FTA 5307 funds on behalf of Iredell County Area Transit Services, Mecklenburg County Transit Services, and Union County Transit.
- Mr. McDonald explained that approximately \$14 million would be available for sharing amongst the transit agencies throughout CRTPO in federal fiscal year 2016, and CATS has proposed the following formula:
 - 1/3 share based on annual Vehicle Revenue Miles
 - 1/3 share based on fleet size (Bus equivalents – 44 seats/bus)
 - 1/3 share based on Ridership
- Mr. McDonald concluded his presentation by explaining that he will finalize the distribution numbers for each agency prior to the February 2 TCC meeting.

Mr. Coxe emphasized that the NCDOT – Division of Public Transportation needs to become an active member of the TCC. He recommended that the TCC Chairman should write a letter to the Director of Public Transportation for NCDOT that recommends that they appoint a member of their staff to serve on the TCC and regularly attend the meetings.

OTHER REPORTS

5.1. NCDOT Report

Stuart Basham provided an update on behalf of NCDOT-Division 10:

- Mainline paving is underway and some bridges are under construction on the western section of the Monroe Expressway.
- The Independence Boulevard project (U-209) overpasses at Sharon Amity Road and Idlewild Road will be open to traffic later this month.
- The I-485/Oakdale Road interchange is mostly complete. Duke Power needs to activate the lights and NCDOT needs to install several additional traffic signs. It is anticipated that this interchange will open later this month.
- I-485 South Public Meetings (I-5507) will be held on January 17 and January 19. The January 17 public meeting will be held at Pleasant Plains Baptist Church (3316 Pleasant Plains Road in Matthews) from 4:00-6:30 p.m. with a presentation at 7:00 p.m. The second meeting will be held on January 19 at South Charlotte Banquet Center (9009 Bryant Farms Road) from 4:00-6:30 p.m. with a formal presentation at 7:00 p.m.
- A public meeting on the US 74 Express Lanes (U-5526A) will be held on January 26 at Ovens Auditorium. The meeting will be held from 4:00-7:00 p.m. It is planned to be a drop-in style meeting without a formal presentation.

Anil Panicker provided an update on behalf of NCDOT-Division 12:

- Work is continuing on the I-40 and I-77 interchange in Statesville. The diverging diamond interchange at I-40 and US 21 is now open to traffic. The roundabout along US 21 in the vicinity of the interchange with I-40 is under construction. Work should be completed this spring.
- The I-77 Rest Area north of Statesville is more than 50% complete.
- Division 12 has issued notice to proceed to a consultant to conduct planning and preliminary engineering for the US 21/NC 115 (R-2522) project between Cedar Lane and Old Mountain Road in Troutman.
- Notice to proceed has also been issued for the Brawley School Road TIP project.

Andy Bailey announced that he will be the official NCDOT-TPB TCC representative, replacing Linda Dosse.

5.2. Bicycle and Pedestrian Work Group Report

Mr. Bridges stated the Bicycle and Pedestrian Work Group (BPWG) will finish reviewing and scoring TAP candidate projects this afternoon. Mr. Bridges anticipates that the lists will be presented to the TCC and MPO for adoption in the first quarter of 2017.

5.3. Upcoming Issues

Mr. Cook stated that deadline for the FY 2018-2019 CMAQ projects is Friday, January 13. The NCDOT deadline for these applications is March 15, 2017.

5. Adjourn: Mr. Pleasant determined that the agenda had been adequately completed and adjourned the meeting at 12:18 p.m.