

## TCC MEMBERS

Sherry Ashley, Chair  
City of Statesville

Dennis Rorie, Vice-Chair  
Town of Waxhaw

Charlotte Department of Transportation

Charlotte-Douglas International Airport

Charlotte Engineering & Property Management

Charlotte-Mecklenburg Planning Department

Town of Cornelius

Town of Davidson

Town of Fairview

Town of Huntersville

Town of Indian Trail

Iredell County

Town of Marshville

Town of Marvin

Town of Matthews

Mecklenburg County Land Use & Environmental  
Services Agency

Metropolitan Transit Commission

Town of Mineral Springs

Town of Mint Hill

City of Monroe

Town of Mooresville

NCDOT - Division 10

NCDOT - Division 12

NCDOT - Public Transportation Division

NCDOT - Transportation Planning Branch

Town of Pineville

Town of Stallings

City of Statesville

Town of Troutman

Union County

Town of Waxhaw

Town of Weddington

Village of Wesley Chapel

Town of Wingate

Bicycle Focus Area Representative

Greenway Focus Area Representative

Pedestrian Focus Area Representative

Public Health Focus Area Representative

Federal Highway Administration

(Ex-officio member)



# TECHNICAL COORDINATING COMMITTEE

## Agenda Packet

Thursday, April 5, 2018  
10:00 a.m.-Noon

Charlotte-Mecklenburg Government Center  
Room 267 (Second Floor)  
600 East Fourth Street  
Charlotte, NC 28202

### APRIL TCC AGENDA ITEMS:

- 1) 2020-2029 TIP Development Update
- 2) I-485 and US 74 Express Lane Projects
- 3) CMAQ Performance Measure Target Setting
- 4) CRAFT Memorandum of Agreement

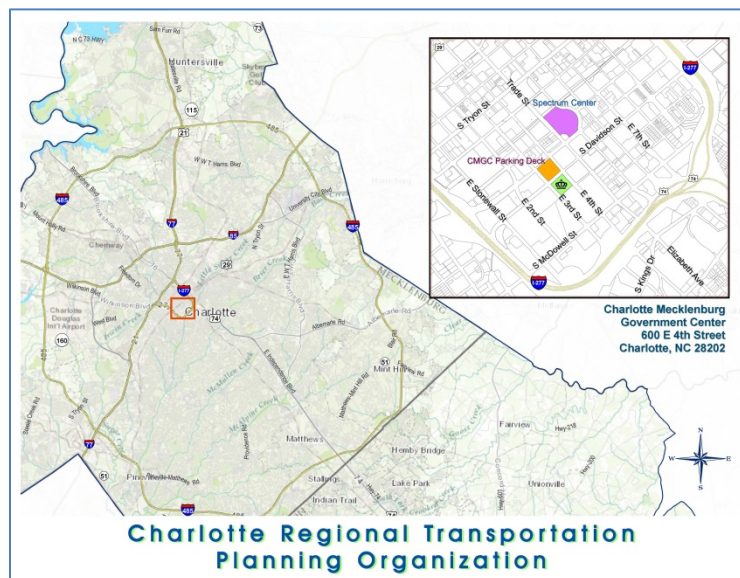
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### ***Title VI Policy***

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The Charlotte Regional Transportation Planning Organization coordinates transportation planning initiatives in Iredell, Mecklenburg, and the urbanized portion of Union Counties. The Technical Coordinating Committee (TCC) is the staff arm of CRTPO. The TCC is composed of representatives of various departments and communities that are involved in the transportation planning process, and this committee provides consensus-based technical recommendations to the MPO board.

Unless otherwise noted, CRTPO TCC and MPO meetings are held in Room 267 (second floor) of the Charlotte-Mecklenburg Government Center (CMGC), located at 600 East Fourth Street in Uptown Charlotte.



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There are two ways to enter the CMGC. Enter via the large staircase on the Davidson Street side or through the plaza entrance facing E. Fourth St. (This is a handicapped accessible entrance.) Once inside the building, security staff will assist you to Room 267. Security measures have been improved recently, so please allow more time for entering the building.

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## TECHNICAL COORDINATING COMMITTEE MEETING AGENDA

Thursday, April 5, 2018 | 10:00 a.m.  
Room 267 (Second Floor), Charlotte-Mecklenburg Government Center  
600 East Fourth Street, Charlotte, NC 28202

1. **CALL TO ORDER (5 minutes)** **Sherry Ashley**

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  - 1) Introductions
  - 2) Adoption of Today's Agenda
  
2. **CONSENT AGENDA (5 minutes)** **Sherry Ashley**

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  - 1) Approval of March 1, 2018 TCC Minutes
  - 2) Approval of change of Greenway Focus Area Representative Alternate
    - Replace Joyce Figueroa with Katie Lloyd (Mecklenburg County Park and Rec.)
  
3. **TCC INFORMATION REPORTS (30 Minutes)**

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  - 1) **2020-2029 TIP Development Update** **Neil Burke**

BACKGROUND:

    - It is anticipated that NCDOT will release the P5.0 scores and draft list of programmed Statewide Mobility projects on Tuesday, April 3. NCDOT will also open a local input point allocation window for Regional Impact projects at this time. The window will close on Friday, July 27.
    - P5.0 project scores and the list of programmed Statewide Mobility projects will be emailed to the TCC under separate cover.
    - The P5.0 Subcommittee is scheduled to meet on April 10 to develop a draft list of Regional Impact projects proposed for local input points assignment.
    - Action will be requested during the May 3 TCC meeting to recommend that the CRTPO Board open a 48-day public comment period on the draft list of projects proposed for Regional Impact local input points assignment.

ATTACHMENT: Updated Regional Impact local input point assignment schedule
  
  - 2) **I-485 and US 74 Express Lanes Projects** **Robert Cook**

BACKGROUND:

    - An update on the presentation given by the NC Turnpike Authority during the March 21 CRTPO meeting will be provided.
  
  - 3) **CMAQ Performance Measures Target Setting** **Robert Cook**

BACKGROUND:

    - See the attached memorandum for more information.

4) **CRAFT Memorandum of Agreement**

**Robert Cook**

BACKGROUND:

- *The purpose of this agenda item is to discuss changes to the Charlotte Regional Alliance for Transportation's (CRAFT) Memorandum of Agreement (MOA) and to provide an update on recent CRAFT activities.*
- *CRAFT is an association of the region's MPOs and RPOs.*
- *Its mission is to facilitate regional transportation planning in the greater Charlotte area.*
- *A MOA was adopted when CRAFT was formed in 1999 and has been updated several times since then.*
- *CRAFT's Technical Committee conducted a review of the MOA and found a need to make revisions. CRTPO Board action is necessary to formally revise the MOA. This topic is being presented for information only at this time; a request for a recommendation to the Board will be made at the May meeting.*
- *The Technical Committee has also been working to develop a three-year planning focus that will align the tasks within each MPOs UPWP with actionable goals of CRAFT.*

4. **OTHER REPORTS (10 Minutes)**

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- 1) NCDOT Report
- 2) Bicycle and Pedestrian Work Group Report
- 3) Upcoming Issues

**Curtis Bridges**

5. **ADJOURN**

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**CRTPO TECHNICAL COORDINATING COMMITTEE**  
**Summary Meeting Minutes**  
**Charlotte-Mecklenburg Government Center**  
**Room 267**  
**March 1, 2018**

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**Voting Members:** *Chair* – Sherry Ashley (Statesville), *Vice-Chair* – Dennis Rorie (Waxhaw), Andy Grzyski – alt for Liz Babson (CDOT), David McDonald (CATS), Dan Leaver (Charlotte E&PM), Andrew Grant (Cornelius), Travis Johnson (Davidson), Bill Coxe (Huntersville), Todd Huntsinger – alt for Patrick Sadek (Indian Trail), Matthew Todd (Iredell County), Susan Habina Woolard (Matthews), Megan Green (Mecklenburg County – LUESA Air Quality), Nathan Farber – alt for Steve Frey (Mint Hill), Jim Loyd – alt for Lisa Stiwinter (Monroe), Cami Wecklerly ( Mooresville), Scott Cole (NCDOT – Div. 10), Anil Panicker – alt for Mark Stafford (NCDOT – Div. 12), Andy Bailey (NCDOT-TPD) Travis Morgan (Pineville), Kevin Parker – alt for Chris Easterly (Stallings), Erika Martin (Troutman), Bjorn Hansen (Union County), Will Washam (Bicycle Focus Area Representative), David Harrison – alt for Scott Correll (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), Jan Whitesell (C-M Planning), Kent Main (C-M Planning), Anna Gallup (CDOT), Norm Steinman (CDOT), Becky Chambers (Charlotte E&PM), Jay Higginbotham (Mecklenburg County Park and Rec), (Loretta Barren (FHWA), Louis Mitchell (NCDOT), Rodger Rochelle (NCTA), Jen Thompson (NCDOT), Stuart Basham (NCDOT-Div. 10), John Cook (NCDOT – Div. 12), Warren Cooksey (NCTA), Sushil Nepal (Huntersville)

**Guests:** Bill Thunberg (LNTC), Radha Swayampakala (RS&H), Nick Landa (RS&H), Todd Steiss (WSP), Joe Lesch (Gresham Smith), Roger Diedrich (Sierra Club), Greg Boulanger (HNTB)

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

Ms. Ashley provided the TCC with an update regarding the CRTPO Staffing and Resources Study. She explained that Cambridge Systematics has been retained to complete the study. The first steering committee meeting was held on Wednesday, February 21. The meeting was focused on the CRTPO's roles and responsibilities. It is anticipated that the plan will be complete in August of 2018.

**1. Adoption of the Agenda**

Ms. Ashley explained that several modifications to today's agenda have been recommended. Neil Burke explained the following proposed agenda modifications:

- Item 3.1: A third action item should be added to amend the 2018-2027 TIP to add the Bailey Road Extension project (Cornelius), Gilead Road project (Huntersville), and amend the project limits of the Northcross Drive Extension project (Cornelius/Huntersville).
- Item 3.4: Recommend that the MPO Self Certification action item is moved to the consent agenda.
- Item 3.5: Recommend that the agenda item also includes amendment of the 2018-2027 TIP to receive the reallocated STBG-DA funds.

She then asked if any additional changes to the agenda were necessary. Hearing none, the amended March agenda was adopted by acclamation.

## 2. **Consideration of Consent Agenda**

Ms. Ashley stated that the consent agenda for the March meeting contained the following four items:

1. Approval of February 1, 2018 TCC Minutes
2. Reschedule the October TCC meeting date from October 4 to October 11 to accommodate the two-week public comment period for the P5.0 Division Needs projects proposed for local input points.
3. Approval of TIP Amendment for McAlpine Creek Greenway (EB-5782). Delay preliminary engineering from FY 2018 to FY 2020.
4. Recommend the approval of the MPO Self Certification for FY 2018 to the CRTPO Board.

### Motion:

Bill Coxe made a motion to adopt the consent agenda. Andy Grzyski seconded the motion. The motion passed unanimously.

## **TCC BUSINESS ITEMS**

### **3.1. 2045 Metropolitan Transportation Plan**

Presenter: Robert Cook

#### Summary/Action Requested:

- Mr. Cook began his presentation by stating the following requested actions of the TCC:
  1. Find that the 2045 Metropolitan Transportation Plan and the 2018-2027 Transportation Improvement Program are in compliance with the provisions of the Clean Act Amendment of 1990 and the Fixing America's Surface Transportation (FAST) act; and
  2. Adopt the 2045 Metropolitan Transportation Plan
  3. Amend the 2018-2027 Transportation Improvement Program for the following projects included within the 2025 horizon year of the 2045 MTP.
    - Gilead Road widening project
      - Funded with STBG-DA; Air Quality conformity consolidation with MTP adoption
    - Bailey Road Extension project
      - Funded with STBG-DA; added to functional classification system
    - Northcross Drive Extension (U-5108)
      - Project limits extended to NC 73
- Mr. Cook explained that the public comment period on the draft 2045 MTP ended on February 16 and 21 comments were received.
- He explained that staff is in the process of finalizing responses to the comments, and will distribute them to the commenters within the next week.
- Mr. Cook concluded his presentation by explaining that the final edits of the document are underway, and the completed version will be ready late next week.

Mr. Coxe confirmed with Anna Gallup that the travel demand modelling that was conducted for the MTP and air quality conformity determination includes the operation of high occupancy toll lanes along the I-77, I-485, and Independence Boulevard corridors with the arrangement that vehicles with three or more passengers do not pay a toll. Anna Gallup confirmed that the travel demand modelling associated with the MTP and conformity determination had made these assumptions regarding vehicles with three or more passengers.

### Motion:

Dennis Rorie made a motion to recommend to the MPO that it:

1. Find that the 2045 Metropolitan Transportation Plan and the 2018-2027 Transportation Improvement Program are in compliance with the provisions of the Clean Act Amendment of 1990 and the Fixing America's Surface Transportation (FAST) act; and
2. Adopt the 2045 Metropolitan Transportation Plan
3. Amend the 2018-2027 Transportation Improvement Program for the three projects previously listed.

Mr. Coxe seconded the motion. Upon being put to a vote, the motion passed unanimously.

### **3.2. FY 2018 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](#). The presentation covered the following points:

- Mr. Cook began his presentation by stating the requested action was to recommend to the MPO that it adopt the amendments to the FY 2018 UPWP.
- Mr. Cook summarized the FY 2018 UPWP amendments.
  - The purpose of these amendments is to recommend additional funds to task codes within the FY 2018 UPWP that will experience a shortfall by the end of the fiscal year.
  - The task codes where funding would be reallocated from have been confirmed to be adequately funded for the remainder of the fiscal year.
  - \$152,250 is being recommended for reallocation from eight task codes with confirmed overages to supplement the funding of four task codes experiencing shortfalls.

#### Motion:

David McDonald made a motion to recommend to the MPO that it adopt the FY 2018 UPWP amendments. Dick Winters seconded the motion. The motion passed unanimously.

### **3.3. FY 2019 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:

- Mr. Cook began his presentation by stating the requested action was to recommend to the MPO that it adopt the FY 2019 UPWP.
- He explained that six FY 2018 local projects will not be complete by the end of the fiscal year, and \$300,000 will be carried over to FY 2019 to allow these projects to be completed.
- Mr. Cook then reviewed the funding levels within the FY 2019 UPWP for each funding source.
- He then reviewed the potential task code allocations for FY 2019.
- Mr. Cook explained that the new prospectus has collapsed many of the previous task codes, which should reduce the need for mid-year amendments.

#### Motion:

Mr. Coxe made a motion to recommend to the MPO that it adopt the FY 2019 UPWP and acknowledge the potential for up to \$300,000 to be carried over from FY 2018 to FY 2019 depending on the project schedules. Mr. McDonald seconded the motion. The motion passed unanimously.

### **3.4. STBG-DA Funding Reallocation Recommendation**



Presenter: Neil Burke

Summary/Action Requested:

- Mr. Burke began his presentation by stating the following requested actions:
  - 1) Recommend to the MPO approve the allocation of \$330,473 in STBG-DA funds to the S. Trade Street/Four Mile Creek Greenway Underpass bicycle and pedestrian project in Matthews.
  - 2) Recommend that the MPO approve the allocation of \$629,886 in STBG-DA funds for the NC 200 and Parkwood School Road roundabout in Union County.
- He explained that the \$960,359 in STBG-DA funding was available because Troutman will not use its \$629,886 in STBG-DA Small Roadway Project funds for the Lytton Street Connector project, and \$330,473 in STBG-DA funds targeted to Bicycle/Pedestrian projects remains unprogrammed because the two remaining projects from the 2017 call for projects had STBG-DA funding requests that exceeded the available amount.
- Mr. Burke explained that the POC finalized its recommendations during the February 7 meeting, and this item was presented during the February 14 Transportation Staff meeting and no issues were raised.
- Mr. Rorie added that this item will be presented to the CRTPO Board for information during its March 21 meeting, and will be presented again for action during the April 18 meeting.

Anil Panicker asked if the STBG-DA funding programmed for the Bethlehem Road realignment at the Statesville Regional Airport would become eligible for reallocation because FHWA did not allow this project to be programmed with federal funds. Mr. Burke responded to explain that the CRTPO would like to meet with FHWA to gain a better understanding of the reason for refusal of the STBG-DA funds that were approved for this project before reallocating these funds.

Motion:

Bjorn Hansen made the motion to recommend that the MPO approve the following actions:

- Reallocate \$330,473 in STBG-DA funds to the S. Trade Street/Four Mile Creek Greenway Underpass bicycle and pedestrian project in Matthews,
- Reallocate of \$629,886 in STBG-DA funds to the NC 200 and Parkwood School Road roundabout in Union County.
- Amend the 2018-2027 TIP to account for the additional funds associated with these projects.

Susan Habina Woolard seconded the motion. The motion passed unanimously.

## **TCC INFORMATION REPORTS**

### **4.1. 2020-2029 TIP Development 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:

- Mr. Burke began his presentation by providing a summary of CRTPO's involvement in NCDOT Prioritization 5.0 to develop the 2020-2029 Transportation Improvement Program.
  - The SPOT office should finalize the scoring of P5.0 projects and distribute the spreadsheet with quantitative project scores by the end of March.
  - He explained that NCDOT has defined local input point assignment windows for Regional Impact (April through June) projects and Division Needs (September through October) projects.



- Mr. Burke provided an overview of two policy changes made by NCDOT prior to the start of P5.0.
  - Committed highway projects within the first five years of the TIP may be subject to reprioritization in a future round of TIP development if the cost increases, the scope changes, or a local contribution changes by any amount.
  - New location projects can be considered a primary route (Regional Impact or Statewide Mobility) if they were proposed as part of the intrastate or urban loop systems, identified in an adopted plan, or are a relocation of an existing primary route due to an airport runway project prior to July 1, 2013.

Mr. Burke concluded his presentation by stating that an education session on the P5.0 local input points process will be held prior to the March 21 CRTPO Board meeting.

#### **4.2 I-485 and US 74 Express Lanes Projects**

Presenter: Rodger Rochelle, NC Turnpike Authority

##### Summary:

Mr. Rochelle 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. Rochelle began his presentation by stating that he would provide an update on the I-485 and the two US 74 Express Lanes projects (I-277 to Albemarle Rd Bus Lane Conversion; Conference Drive to I-485) and he would also discuss tolling scenarios for these projects.
- He explained that NCDOT had recently transitioned the responsibility of the I-485 and US 74 Express Lanes projects over to the NC Turnpike Authority (NCTA).
  - As part of this transition process, the NCTA has undertaken the task of reviewing the toll policies and project financing/traffic & revenue. There are concerns that the current funding scenario (3+ occupants ride for free) may not adequately generate revenues to pay for these projects.
- Mr. Rochelle provided an overview of the process to identify and develop the scopes for these projects.
- He explained that NCTA is in the process of scheduling public meetings for the two express lanes projects along US 74 and the I-485 Express Lanes project. The meetings will be held this spring (April-June 2018). There will be additional rounds of public involvement as the US 74 express lanes project (Conference Drive to I-485) continues through the project development process.
- Mr. Rochelle reviewed the general assumptions for identifying the revenue potential for these projects, which included toll operations costs, annual enforcement costs, and traffic and revenue costs.
- He then provided a comparison of the project revenues to the toll capital/toll operations, and he explained that the I-485 project revenue is projected to overcome the toll capital and operating losses in a shorter timeframe than the US 74 projects.
- He explained that it is the goal of the NCTA to deliver these projects without causing a long-term funding shortfall, as there is not any additional revenue to finance the debt.
- Mr. Rochelle explained that the NCTA has hired the Mercator Advisors to undertake an independent review of the three projects to ensure that the long range financial outlook for these projects is accurate.
- The NCTA's proposed solution to the funding shortfall for the US 74 and I-485 projects is to allow vehicles with three or more passengers to ride for free only if they are pre-registered in a ride share program. All other vehicles are charged. The previous scenario did not require vehicles with three or

more passengers to pre-register to use the lanes. Instead, 3+ carpools could utilize a switchable transponder.

- Mr. Rochelle explained that the revision to the tolling policy for these projects is similar to the approach taken for the I-95 Express Lanes in South Florida. The toll operator has the right to verify any information (including employment) provided on registration forms for one or all members of the 3+ carpool.
- He explained that the NCTA would continue to monitor revenues for these projects following their opening to determine if an extension to allow HOT 3+ vehicles to use the express lanes with a switchable transponder at no cost would be feasible.

Mr. McDonald asked if CATS vanpools would also be required to pre-register to utilize the express lanes at no cost. He was concerned that an additional pre-registration for the express lanes may deter residents from considering vanpools in the future. Mr. Rochelle explained that CATS vanpool would receive a free transponder for the express lanes, and would be permitted to use the lanes as long as their registration was current.

Megan Green expressed support for continuing the effort of creating a regional rideshare program. Travis Johnson stated that there should be additional information provided to the TCC regarding the current travel demand management activities that are ongoing in the Charlotte Region to determine how the benefits of this program can be enhanced and the benefits promoted to residents.

Andrew Grant expressed concern regarding the different toll policy arrangements on the freeway corridors within the Charlotte Region that are planned to have express lanes within the scope of programmed improvements. He explained that having different requirements for tolling vehicles on these corridors will create confusion and frustration amongst the travelling public. Mr. Rochelle explained that there is no mechanism on the I-485 and US 74 projects to recoup the loss of operating revenues. The burden for recouping these losses falls upon the NCTA. The concessionaire for the I-77 Express Lanes project will provide the financial backstop for the operating, maintenance, and enforcement costs. He explained that these reasons led to NCTA pursuing the pre-registration arrangement for the US 74 and I-485 projects.

Ms. Habina Woolard requested that the Town of Matthews would like to schedule a meeting with NCTA staff to get their questions answered prior to the start of the public engagement process. Mr. Rochelle stated that NCTA staff will make themselves available to Matthews staff for a meeting in the near future. He added that NCTA staff will meet with any of the CRTPO member jurisdictions to discuss these projects in further detail upon request.

Ms. Ashley expressed concern with the timeframe for public involvement occurring only a few months before the opening of bids for one of the US 74 projects (I-277 to Conference Drive) and the I-485 project. She asked if NCTA will hire a public engagement consultant for this process. Mr. Rochelle explained that the NCTA has retained RS&H consultants to assist in the public engagement process for these projects. He stated that they will be tasked with updating the public engagement materials from 2017 before the meetings were postponed.

Mr. Hansen inquired about the change for the break-even point for the cash-flow for each of the projects within the registered carpool/vanpool scenario. Mr. Rochelle stated that NCTA staff is currently conducting the analyses to determine these figures. He expects to have the analysis available for review within the next two weeks.

Mr. Coxe stated that the members of the TCC involved on the Fast Lanes study could have done a better job of explaining the benefits of high occupancy toll facilities to residents. He explained that the primary benefit of this strategy is the long-term management of the infrastructure to ensure value, and a paradigm shift from moving vehicles to moving people. He added that CRTPO received support from environmental groups within the region for its paradigm shift to pursue managed lanes projects on the freeways within the Charlotte region.

Mr. Coxe questioned why the NCTA has not convened a working group comprised of regional staff to ensure that the toll policies for the corridors within this region make sense to potential customers. He stated that the conditional public involvement arrangement for the I-77 express lanes project did not properly educate residents about the project; and unless the public engagement strategy changes for the I-485 and US 74 projects, the benefits to managed lanes corridors will not be fully realized by this region. Mr. Coxe expressed frustration with the lack of transparency in the NCDOT/NCTA development of a toll policy. He believed that the CRTPO should have been actively involved in the development of this policy throughout the entire process.

Mr. Coxe expressed concern with the employer verification element of the pre-registration process to use the express lanes along I-485 and US 74. He believed that potential users may perceive this as a personal invasion of their privacy and this arrangement may discourage informal carpools.

Ms. Ashley requested that NCTA staff present the updated financial information being prepared for the US 74 and I-485 projects at a Transportation Staff meeting prior to the presentation to the CRTPO Board on March 21. In addition, Ms. Ashley requested that a list of concerns is prepared on behalf of the TCC. She also encouraged TCC members to meet with their CRTPO delegates to inform them of this presentation.

Ms. Ashley left the meeting at 11:30 and Mr. Rorie presided over the remainder of the meeting.

#### **4.3 Monroe Expressway Update**

Presenter: Warren Cooksey, NC Turnpike Authority

##### Summary:

Mr. Cooksey 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. Cooksey began his presentation by reviewing project limits for the Monroe Expressway on a map and summarizing the purpose and need for the project.
- He provided an overview of the past actions of MUMPO/CRTPO that led to the advancement of this project beginning in 2007.
- Mr. Cooksey noted that litigation led to an almost five year delay to the start of construction for the Monroe Expressway.
- Mr. Cooksey explained that the NCTA Board will adopt toll rates shortly before the Monroe Expressway opens.
- He stated that community outreach regarding the use of the NC Quick Pass transponders will commence shortly before the project opens to traffic.
- Mr. Cooksey explained that the NCTA will open a NC quick pass store front in Monroe prior to the opening of the project.

Mr. Coxe suggested that the NCTA should consider allowing the sale of NC Quick Pass transponders at local government offices throughout the region. Mr. Cooksey explained that the NCTA is currently discussing this option, and will make a decision within the next several months.

## **OTHER REPORTS**

### **5.1. NCDOT Report**

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

- Work continues at night to convert four major intersections along US 74 in Indian Trail to superstreets. Those intersections are Sardis Church/Wesley Chapel Stouts Road, Faith Church Road, Unionville-Indian Trail Road, and Indian Trail-Fairview Road.
- NCDOT is hosting a public meeting tonight for TIP Project U-5764. This project will widen existing US 74 in Monroe from Rocky River Road to Dickerson Boulevard. The meeting will be held from 4-7 pm at the Shiloh Baptist Church located at 2301 North Rocky River Road in Monroe.

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

- The Broad Street corridor improvement project (U-6039) project will be let with the I-77/I-40 final improvements project (I-3819B) in Statesville.
- Coordination is occurring between Division 12 and the developer for the Brawley Crossing development regarding improvements to be incorporated into the Brawley School Road (R-3833C) project in Mooresville.

Andy Bailey announced that NCDOT is sponsoring a Safe Routes to School conference in Greensboro on March 21.

### **5.2. Bicycle and Pedestrian Work Group Report**

Mr. Bridges explained that the Bicycle and Pedestrian Work Group will continue its work on developing a metro-style map of the existing and proposed greenways within the planning area.

### **5.3. Upcoming Issues**

Mr. Cook announced that a joint meeting of the GCLMPO and CRTPO Boards has been scheduled for the evening of Wednesday, April 4 at the Charlotte Douglas Airport. Centralina Council of Governments will be conducting the meeting facilitation. TCC members will be invited to attend.

Mr. Coxe announced that the NC Board of Transportation will hold its monthly meeting on March 7 and 8 in Charlotte.

**6. Adjourn:** Mr. Rorie determined that the agenda had been adequately completed and adjourned the meeting at 11:52 a.m.

# PUBLIC INVOLVEMENT SCHEDULE REGIONAL IMPACT TIER

TCC Meeting  
April 5

MPO Meeting  
April 18

TCC Meeting  
May 3

MPO Meeting  
May 16

TCC Meeting  
June 7

MPO Meeting  
June 20

TCC Meeting  
July 12

MPO Meeting  
July 20

NCDOT Releases  
P5.0 Scores

NCDOT/SPOT  
Regional Impact Point Allocation Window:  
Apr 1 - July 27

Public Comment Period  
DRAFT Point Assignments:  
May 17-July 5

P5.0 Subcommittee Meetings  
Develop DRAFT Regional Impact Point Project List

May 2018  
TCC Action:  
Request open  
comment period

May 2018  
MPO Action:  
Open comment  
period

July 2018  
TCC Action:  
Recommend  
Points  
Assignment

July 2018  
MPO Action:  
Approve Regional Impact Points  
Assignment

TO: TCC Members  
FROM: Robert W. Cook, AICP  
CRTPO Secretary  
DATE: March 28, 2018

**SUBJECT: CMAQ Performance Measures Target Setting**

**ACTION REQUESTED:** No action is requested at this time; however, the TCC will be asked to make a recommendation to the Board at its May meeting. The requested action will be to recommend that the Board adopt targets for the CMAQ performance measures listed in the Background section.

**BACKGROUND:**

- States and MPOs must set a single, unified target for the following CMAQ congestion measures:
  - Annual hours of peak-hour excessive delay per capita (target must be set for 2022)
  - Percent of non-single occupant vehicle (SOV) travel (two targets: 2020 and 2022)
- The two measures apply at the urbanized area (UZA) level and to MPOs that meet the following criteria:
  - Within (in whole or in part) a UZA with a population greater than 1 million
  - National Highway System (NHS) mileage in its boundary
  - Nonattainment/maintenance for ozone, CO, PM<sub>10</sub>, or PM<sub>2.5</sub>
- The Charlotte urbanized area (UZA) meets all three standards, and because the Charlotte UZA encroaches upon the planning area of three neighboring MPOs (Cabarrus Rowan, Gaston-Cleveland-Lincoln and Rock Hill-Ft. Mill), those MPOs, along with both states, must set the same, unified target.
- The NC and SC Departments of Transportation, the four MPOs and the FHWA met twice to develop targets. Those meetings resulted in the targets described below.

**Peak Hour Excessive Delay:**

Recommendation: The state DOTs and MPOs agreed to recommend that the 2022 target be set at 34 hours of peak-hour excessive delay per capita during the 3:00-7:00 PM peak.

*Basis for Recommendation:*

- The linear trendline (based on 2014 through 2017 data) is 27 hours by 2022.
- However, the DOTs and MPOs believe 27 hours may not be realistic due to:
  - Projected rapid population increases.
  - VMT increases.
  - Lack of projects opening to traffic during the target period that will have a significant regional effect.
- The DOTs and MPOs further noted that the target can be adjusted in two years if the region believes doing so is necessary based on an additional two years of data.

**Non-SOV Travel:**

Recommendation: The state DOTs and MPOs agreed to recommend that the 2020 and 2022 targets be set at 21% non-SOV travel.

*Basis for Recommendation:*

- The data source (American Community Survey “Commuting to Work” 5-year estimate) indicates some fluctuation over the five year period.
  - 2012 21.8%
  - 2013 21.5%
  - 2015 21.6%
  - 2015 21.7%
  - 2016 21.5%

The range for 2020 and 2022 is 20.5-22.0%

- Based upon the range, the state DOTs and MPOs believe 21% of non-SOV travel is a reasonable target.
- The DOTs and MPOs further noted that the targets can be adjusted in two years if the region believes doing so is necessary based on additional data.



**CRTPO Bicycle & Pedestrian Work Group**

**April 5<sup>th</sup>, 2018, 1:30PM – 3:30PM**

**CMGC 8<sup>th</sup> Floor – Innovation Station**

**Agenda**

**1. Introductions**

**2. Community Updates – What's New?**

Roundtable discussion of news, local projects, and relevant issues

**3. Charlotte Bicycle Lane Demonstration(s) Presentation**

**Scott Correll**

Presentation of the bike lane demonstration project Charlotte engaged in during Fall 2017

**4. BPWG Membership Review**

**Curtis Bridges**

Review of current/potential BPWG membership

**5. Metro Greenway Map**

Brief review of continuing map progress

**6. Other Topics, Looking Forward**

