

CRTPO TECHNICAL COORDINATING COMMITTEE
Summary Meeting Minutes
Charlotte-Mecklenburg Government Center
Room 267
April 4, 2019

Voting Members: *Chair* – Sherry Ashley (Statesville), *Vice-Chair* – Wayne Herron (Cornelius), David McDonald – (CATS), Liz Babson (CDOT), Dan Leaver (Charlotte E&PM), Garett Johnson – alt for Taiwo Jaiyeoba (Charlotte PD&D), Travis Johnson (Davidson), Bill Coxe (Huntersville), Richard Hoffman (Iredell County), Dana Stoogenke (Matthews), Megan Green (Mecklenburg County – LUESA Air Quality), Nathan Farber – alt for Steve Frey (Mint Hill), Erika Martin (Mooresville), Brett Canipe – alt for Scott Cole (NCDOT – Div. 10), Anil Panicker alt for Mark Stafford (NCDOT- Div 12), Dominique Boyd (NCDOT-TPD), Chris Easterly (Stallings), Danielle Upright– alt for Justin Longino (Troutman), Bjorn Hansen (Union County), Kevin Parker (Waxhaw), Robyn Byers (Wesley Chapel), Will Washam – (Bicycle Focus Area Representative), Jennifer Stafford (Pedestrian Focus Area Representative), Laura Thomason (Public Health Focus Area Representative)

Staff: Curtis Bridges (CRTPO), Neil Burke (CRTPO), Robert Cook (CRTPO), Judy Dellert-O’Keef (CRTPO), Erin Kinne (CRTPO), Theo Thomson (CRTPO), Agustin Rodriguez (E&PM), Cami Weckerly (Mooresville), Loretta Barren (FHWA), Anna Gallup (CDOT), Andy Grzymiski (CDOT), Warren Cooksey (NCTA), Susan Habina-Woolard (Matthews), Lee Ainsworth (NCDOT-Div. 10), Stuart Basham (NCDOT-Div. 10), Wendy Taylor (NCDOT-Div. 10)

Guests: Van Argabright (NCDOT-STIP Unit), Radha Swayampakala (RS&H), Erin Musiol (RS&H), Todd Steiss (WSP), Joe Lesch (Gresham-Smith), Hillary DeLong (HNTB)

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

1. Adoption of the Agenda

Ms. Ashley requested that information items 3.2 and 3.3 be switched in the order of their presentation. Ms. Ashley asked if any additional changes to the agenda are necessary. Hearing none, the amended April agenda was adopted by acclamation.

2. Consideration of Consent Agenda

Ms. Ashley stated that the consent agenda for the April meeting contained the following item:

- Approval of the March 6, 2019 TCC Minutes;

Motion:

Bill Coxe made a motion to approve the consent agenda. Erika Martin seconded the motion. The motion passed unanimously.

ACTION ITEMS

3.1 Request to Delay Segment of Project U-4714

Presenter: Dana Stoogenke

Summary/Action Requested:

Ms. Stoogenke began her presentation by stating that action is requested to recommend to the CRTPO Board that it endorse a resolution to delay the I-485 to Trade Street segment of project U-4714 – John Street Widening, in Matthews.

- Ms. Stoogenke stated that the resolution and memo enclosed in the agenda packet describe changes to the segmentation of the project, and Trade Street to I-485 is considered Section AA.
 - This is the section the Town of Matthews is requesting to delay to 2025 for right of way and to 2027 for construction.
- The delay to Section AA will provide additional time for Town staff to continue working with NCDOT on an appropriate design for that portion of the corridor.
- No other sections of the project will experience delays or other changes.
 - Section AC comprises the majority of the length of the project.
- Ms. Stoogenke provided a history of this request, which began in December 2018 with a decision from the Town of Matthews Board of Commissioners to request this delay, following a public-involvement effort.
 - The Town informed NCDOT of this request in January 2019.
 - The Town approached CRTPO staff with this request as a transportation staff meeting agenda item in March 2019.
- Through a follow-up meeting with the relevant stakeholders, they were able to determine the following points of clarification regarding a delay to Section AA:
 - It would not need to go through the prioritization process again.
 - It will not lose any committed funds.
 - It will not require a separate environmental document.
 - It will remain in the 2035 Horizon Year.

Motion:

Bill Coxe made a motion to recommend that the CRTPO Board approve the revised segmentation of the project and endorse a resolution to delay the I-485 to Trade Street segment of project U-4714 – John Street Widening, in Matthews. Mr. Herron seconded the motion. The motion passed unanimously.

INFORMATION ITEMS

4.1. 2020-2029 Draft TIP & 2045 MTP Amendments

Presenter: Neil Burke

Summary:

Mr. Burke began the presentation by stating that amendments to the 2045 MTP will be included as part of the release of the 2020-2029 Draft TIP.

- FHWA requires consistency between the MTP and the TIP in terms of the project schedules and horizon years, as well as project limits and mileages.
- Air quality conformity requirements and financial plan development are also required components of the TIP adoption process.
- The Prioritization 6.0 Work Group has recommended that projects in the first six years of the TIP be considered to have funds committed. Previously, this had been for projects in the first five years of the TIP.

- Recommendations from the P6.0 Work Group will go before the NCDOT Board of Transportation for approval in June. They will also consider adopting the STIP at that time.
- Projects that are in the later years of the TIP, without funds committed, will have to be resubmitted for prioritization.
- CRTPO has a deadline of August 2019 to adopt our TIP.
- Mr. Burke presented the list of 2045 MTP amendments and summarized the nature of the amendments.
- The interagency consultation process on the MTP amendments has begun to start the air quality conformity process.
- Action will be requested at a future Board meeting to open a public comment period on the 2020-2029 TIP, 2045 MTP amendments and air quality conformity determination.
- Action to adopt the 2020-2029 TIP will likely occur at the August meetings.

- Mr. Coxe asked for confirmation that any amendments being requested related to the I-77 Peak-Period Shoulder Lanes project would be separate from the TIP adoption process.
 - Mr. Burke confirmed that that is correct. The schedules for the two processes do not align.

- Mr. McDonald stated that there is a transit project that had been previously omitted from the STIP and needs to be added. He will provide the project information to Mr. Burke to transmit it to the STIP Unit.

4.3. CATS Updates

Presenter: David McDonald

Summary:

Mr. McDonald began the presentation by stating that Transit Asset Management (TAM) plans are the equivalent of the Performance Based Planning measures for highway projects that we have dealt with in the past, but these relate to transit.

- TAM plans require transit providers to identify the existence of funding committed to maintaining a state of good repair for the transit system.
- Large transit systems are required to establish performance-based targets for their TAM plans. Performance-based planning requirements mandate MPOs to set their own TAM targets or endorse the transit system's targets.
- Mr. McDonald referred to and summarized the CATS TAM Performance Measures, which were included as an attachment in the agenda packet.
- The TCC will be asked in May to make a recommendation to the Board to approve the TAM targets. Mr. McDonald anticipates including some updated targets as part of that presentation.

Mr. McDonald began his second presentation by stating that Federal metropolitan planning regulations (23 CFR 450.314) require MPOs and transit agencies to establish written agreements that "cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning process."

- The CRTPO and CATS currently lack such an agreement and this issue was identified in CATS's most recent triennial review.
- CATS has documentation of all the other ways that CRTPO and CATS interact and collaborate, but lack this financial agreement.

- The two organizations share financial information related to developing the TIP and MTP and have some existing agreements.
- CRTPO and CATS are working on developing a MOU or MOA document to satisfy this requirement.
 - It will be presented at a future Transportation Staff meeting before adoption is requested by the Board.

4.2. I-77 North Peak-Period Shoulder Lanes

Presenter: Radha Swayampakala, RS&H and Van Argabright, NCDOT

Summary:

Mr. Argabright provided background on the topic by stating that NC Transportation Secretary Jim Trogdon approached the NCDOT STIP Unit, the NC Turnpike Authority, and NCDOT Division 10 about the feasibility of utilizing peak-period shoulder lanes on I-77 north of Charlotte, including funding and design options.

- Mr. Argabright affirmed that they are not requesting an endorsement of the project from the TCC at this time, but are looking for concurrence to move forward with air-quality conformity modeling which will help inform the design process.

Mr. Swayampakala began the PowerPoint presentation, which provided: the project scope; history of the Local Advisory Group's meetings; examples of peak-period shoulder lanes around the country; options presented for consideration by the Group; and next steps, including the exploration of funding options for the project.

- In his presentation, Mr. Swayampakala defined peak-period shoulder lanes as usage of the outside shoulder during peak traffic periods, in which the shoulders act as auxiliary lanes to help local travel between interchanges.
- The Local Advisory Group identified peak-period shoulder lanes to Secretary Trogdon on the basis that they advance his move-forward strategy for I-77 because they: involve interim operational improvements; are cost effective; and require minimal rework with fewer traffic impacts during construction.
- Tasks in progress include: NEPA clearance (traffic operations analysis, design concepts and costs, noise review and analysis, public involvement, air-quality conformity); pavement design; roadway design; signing; and funding.

Mr. Argabright delivered the next portion of the presentation on the reallocation of STBG-DA and Bonus Allocation funding from existing projects in order to fund this project.

- The STIP Unit has identified a total of 19 potential projects currently funded through DA or BA, and potentially eligible for CMAQ reallocation of funds.
- In addition, they have initiated discussions with FHWA to confirm eligibility and have begun coordinating with NCDOT-TPD to verify project eligibility for CMAQ funding.
- The list of proposed projects to involve in reallocating funds will be provided to CRTPO Principal Planner Erin Kinne for further discussion with the Project Oversight Committee.
- These funding reallocations are expected to result in \$50-60 million in STBG-DA and Bonus Allocation funds for use on this project.
- Mr. Argabright noted that the project can be segmented / scaled if the funding is not sufficient to complete the entire scope or if that full amount cannot be made available.

Erika Martin asked: Based on the map on the screen, it looks like there are projects identified to receive CMAQ that are in Mooresville and Statesville. They are not eligible for CMAQ, correct?

Mr. Argabright responded: We will have to look into those projects' eligibility for CMAQ.

Mr. Herron asked:

- Has everybody who will potentially be involved in the funding reallocations been notified of this?
- What happens if someone doesn't want to swap their funds?
- Are there any additional responsibilities entailed with using CMAQ funds on a project?

Mr. Argabright responded:

- No, that hasn't occurred yet. This is the initial roll-out of the information.
- If a jurisdiction didn't want to participate in swapping funds, it would be up to the CRTPO Board to determine how to respond.
- The application and eligibility is the main difference with CMAQ, and NCDOT will be taking care of that process on the jurisdictions' behalf. Once the CMAQ funds are programmed on a project, they will work like any other federal funding source.

Megan Green asked for clarification on how success was measured in the examples of existing facilities that were identified in the presentation.

Mr. Swayamplaka responded that in those cases the lanes transitioned from interim to permanent based on the increased speed of traffic flow that was achieved during the peak periods.

Ms. Martin asked for clarification on how drivers will know the shoulder lanes are only for use at peak periods and how they will be prevented from turning into general-purpose lanes.

Mr. Swayampakala responded that signage will be a main feature to convey this, but it is not yet known what the nature of the signage will be yet, or if other features will be incorporated.

Bill Coxe asked the following questions:

- What is the problem that is being addressed with this project and what is the urgency? He noted that the I-77 express lanes are not yet open and in operation. He noted that we are about to implement approximately \$100 million in improvements to the parallel road network along I-77.
- Of the peak-period shoulder lanes facilities nationwide that the presentation identifies, how many exist concurrently with tolled express lanes, similar to this proposal? Also, how is the weaving of traffic from the express lanes to the peak-period shoulder lanes managed in those cases?
- Are the impacts to emergency responders being evaluated, and can we bring emergency responders into this discussion?
- In order for the TCC to make informed decisions on this project, it may be necessary to take a "deep dive" into the relevant topics. Is there a need to form a committee to do this?

Dana Stoogenke asked: Would the addition of CMAQ to existing discretionary projects change any project contract information or require a change to how the project is managed or who is required to manage it?

Jennifer Stafford asked whether it's permissible to change the funding source on local projects as an administrative modification or if local council approval will be required.

Stuart Basham and Brett Canipe provided the following response: Local project managers will have to process a Supplemental Municipal Agreement, which may require local Board approval. Those details are determined at the local level.

Dana Stoogenke asked whether the addition of CMAQ to existing discretionary projects change any project contract information or require a change to how the project is managed or who is required to manage it?

Mr. Argabright and Mr. Canipe responded that no changes to consultant contracts or to local project management processes are required.

Mr. Cook stated that CRTPO will need assistance from NCDOT on moving this item forward, particularly through steps involving public outreach and other steps requiring a commitment of staff time and resources. He then asked for clarification on the timeline for the TCC and Board being asked for approval of certain steps in the process.

Mr. Swaymapakala responded that today's request is for concurrence to allow the project to move forward for air quality conformity modeling. The process can take 6 to 8 months.

Mr. Argabright responded that the request to complete the funding reallocations will come before the CRTPO Board in June. Information reports will be delivered to the TCC and Board in May. FHWA and NCDOT staff are currently reviewing the eligibility of the proposed funding reallocations.

Loretta Barren added that the I-77 peak-period shoulder lanes project would technically be funded in October, following completion of the air quality conformity determination. The first part of the reallocation process—to program CMAQ funds to the identified local projects—would happen right away, if approved in June.

Anna Gallup added that the Metrolina Regional Model Team is performing conformity modeling for TIP projects currently. When it is complete, they will be able to begin conformity modeling for this project. She added that FY-19 UPWP funding is being used for modeling tasks.

Ms. Ashley asked: Has there been a traffic impact analysis performed to determine whether this is needed to improve the level of service on this roadway?

Mr. Swayampakala provided the following response: That is typically done for capital improvement projects. This is considered an operational improvement project, and that type of analysis usually isn't done. However, traffic analysis is being done on current conditions.

Ms. Ashley asked: What is the timing of this project beginning construction, in comparison to the opening of the I-77 tolled express lanes? Are we sending the message that we believe there are problems with the toll lanes before they are even open?

Mr. Swayampakala provided the following response: The peak-period shoulder lanes project is expected to be let in about a year. He reiterated that it may be the case that only some of the project segments will be implemented initially.

Ms. Ashley asked: Is it possible to postpone the project—perhaps an additional 6-12 months—in order to fully evaluate the operation of the express lanes?

Mr. Argabright and Mr. Canipe provided the following information in response: Delaying the project schedule would negatively affect the ability to use Bonus Allocation (BA) funds on the project.

Cami Weckerly asked: What is the source of the CMAQ funds that will be moved to existing discretionary projects and will they be subject to rescission by FHWA?

Mr. Argabright provided the following response: We want to use and obligate CMAQ funds rather than lose them. Statewide CMAQ funds can be programmed to these projects in future years if needed. Therefore, the projects receiving CMAQ as part of the funding reallocation will not be negatively affected.

Travis Johnson asked: Can we evaluate other feasible mobility projects to use available funding? What else can we use discretionary funding for to similarly achieve our goals? He stated that the peak-period shoulder lanes project does not address the goal of reducing traffic congestion.

Mr. Canipe provided the following response: This project is more shovel-ready than others which are in the planning stages and/or will require more involved and time-consuming construction activities.

Mr. Coxe asked: Why isn't the NEPA document for this project looking at 20 years?

Mr. Swayampakala provided the following response: That is typically done for capital improvement projects. This is considered an operational improvement project, and that type of analysis usually requires 10 years.

Ms. Ashley asked: What will happen to the expenditure of funds on air-quality conformity if the TCC and Board concur that the project can undergo air quality conformity and the project itself does not proceed?

Ms. Gallup and Mr. Cook provided the following information in response: Funding for conformity modeling tasks is already set aside in the UPWP; finding funding is not a concern. The timing of completing the conformity process is a concern.

Multiple TCC members stated that public involvement will be key. It is important to determine whether public support exists in favor of exploring this option.

Mr. Johnson added that the air quality conformity data can also help inform our decisions on this project.

Finally, the TCC affirmed their concurrence to allow this project to move forward for air quality conformity modeling only.

4.4. Regional Transportation Planning Coordination Initiatives

Presenter: Robert Cook

Summary:

Mr. Cook provided a brief report on the March 13 roundtable meeting with CRTPO and the Gaston-Cleveland-Lincoln MPO.

- This was the second annual joint meeting between the two MPOs.

Mr. Cook provided a brief report on the meeting of South Charlotte Partners on March 25.

- This is a more formal organization that has developed out of the Ballantyne Breakfast Club.

Mr. Cook provided a brief report on the March 26 CRAFT Technical Committee Meeting, hosted by the Rock Hill – Fort Mill MPO.

All three meetings focused on strategies for regional coordination.

OTHER REPORTS

5.1. NCDOT Report

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

- US 74 Superstreet Conversion Project in Indian Trail – Work continues to convert four major intersections along US 74 in Indian Trail to superstreets. Traffic is in a temporary pattern at the intersection at Unionville-Indian Trail Road. Paving is partially complete at the Unionville-Indian Trail Road intersection. Work is underway at the Indian Trail Road intersection.
- South Trade Street Widening in Matthews (U-5804B) – This project will widen a half mile segment of South Trade Street from two to four lanes from Chapyn Lane to Weddington Road. Work is currently underway and is largely complete. The contractor is currently working on a culvert extension and sewerline installation necessary to complete the widening of the road. The project is expected to be complete in September, 2019.
- NC 16/Mount Holly-Huntersville Road Intersection – Work continues on the Continuous Flow Intersection (CFI) at the NC16/Mount Holly-Huntersville Road intersection. This project is behind schedule due to weather and other delays. Completion is expected in late Spring/early Summer of this year.
- I-485 Express Lanes Project (I-5507) – This project is a \$346M design-build contract for the I-485 Express Lanes project along I-485 in south Charlotte. This project will construct Express Lanes and other improvements along a 16.7 mile stretch of I-485 between I-77 and US 74 in south Charlotte. NCDOT is currently working with the design team to prepare construction plans. Construction is expected to begin next summer and be completed in late 2022.
- I-485 Maintenance Work – Work recently began on a two-mile section of I-485 between Idlewild Road and US 74 (Independence Boulevard). Work will include milling and resurfacing plus maintenance work on three bridges over Mount Harmony Church Road. This work is being done during the overnight hours due to high volumes of traffic along this stretch of I-485. Work is scheduled to be complete at the end of July.

- I-277 Maintenance Work – NCDOT crews are continuing to perform maintenance work on concrete slabs and bridge decks on the I-277 Loop around Uptown Charlotte. This work will reduce travel lanes on the I-277 inner loop to provide a safe area for crews to perform full depth concrete repair on sections of the I-277 loop. Most recently, crews have been working in the area near the Panthers Stadium and the I-277/Wilkinson Blvd interchange.
- NC 49 Widening Public Meeting (U-5768) – NCDOT will host a public meeting on April 23rd for the widening of NC 49 in the University Area between John Kirk Drive and I-485. The meeting will be held in the UNCC Cone Center in the Lucas Room located at 9025 University Road in Charlotte. There will be a Local Officials Meeting from 2-3:30 pm and the public meeting will be held from 4-7 pm.
- Oakdale/Sunset/Miranda Road Roundabout (W-5710X) - NCDOT will host a public meeting on April 29rd for the Oakdale/Miranda/Sunset Road Roundabout Project. The meeting will be held at the Pleasant Grove United Methodist Church located at 1915 Oakdale Road in Charlotte. There will be a Local Officials Meeting from 3-4 pm and the public meeting will be held from 4-7 pm.

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

- A public meeting is scheduled for May 2 on the widening of US 21 from Cedar Lane to Fairview Lane in downtown Troutman.
- The project meeting held in Statesville on March 12 had a good turn-out and the comments received are in the process of being incorporated.
- The first phase of the interchange project between I-40 and I-77 is complete and has been accepted. Shoulder work is expected to begin construction next month.
- The bridge project on US 21 over Third Creek is almost complete.
- Several resurfacing projects are set to begin. There have been some slight delays due to weather.

5.2. Bicycle and Pedestrian Work Group Report

Mr. Bridges stated that there are no updates to provide, but provided a reminder about Open Streets 704, on Sunday April 28.

5.3. Upcoming Issues

Erin Kinne made several announcements:

- Reminder about the 2019 NCAMPO conference in Charlotte is still open. Projected attendance now exceeds 525 registrants.
- Reminder about the Spring 2019 Shortfall Funding Round application deadline of April 8.
- The CRTPO Board Retreat is scheduled for May 30 and 31. May 31 is most relevant to TCC members. The location is TBD.

6. Adjourn: Ms. Ashley determined that the agenda had been adequately completed and adjourned the meeting at 12:00 p.m.