

CRTPO TECHNICAL COORDINATING COMMITTEE
Summary Meeting Minutes
Charlotte-Mecklenburg Government Center
Room 280
July 11, 2019

Voting Members: *Chair* – Sherry Ashley (Statesville), *Vice-Chair* – Wayne Herron (Cornelius), David McDonald – (CATS), Liz Babson (CDOT), Garett Johnson – alt for Taiwo Jaiyeoba (Charlotte PD&D), Bill Coxe (Huntersville), Dana Stoogenke (Matthews), Lisa Stiwinter (Monroe), Erika Martin (Mooresville), Scott Cole (NCDOT – Div. 10), Dominique Boyd (NCDOT-TPD), Chris Easterly (Stallings), George Berger (Troutman), Richard Black – alt for Bjorn Hansen (Union County), Matt Hubert (Waxhaw), Will Washam (Bicycle Focus Area Representative), Jennifer Stafford (Pedestrian Focus Area Representative), Kate Cavazza – alt for 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), Catherine Mahoney (CRTPO), Theo Thomson (CRTPO), Anna Gallup (CDOT), Andy Grzymiski (CDOT), Alex Riemondy (CDOT), Geraldine Gardner (CCOG), Jason Lawrence (CATS), Dave Hill (Huntersville), Loretta Barren (FHWA), Dalton Pierce (Indian Trail), Gary Evans (Indian Trail), Sarah McAllister (Monroe), Brett Canipe (NCDOT-Div. 10), Stuart Basham (NCDOT-Div. 10), Wendy Taylor (NCDOT-Div. 10), Lee Ainsworth (NCDOT-Div. 10), John Cook (NCDOT-Div. 12), David Wasserman (NCDOT), Blair Israel (Waxhaw), Jeff Wells (Waxhaw)

Guests: Bill Thunberg (LNTC), Brady Finklea (Kimley-Horn), Tony Spacek (Kimley-Horn), Erin Musiol (RS&H)

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

1. Adoption of the Agenda

Ms. Ashley proposed moving business item 3.1 to the Consent Agenda. Ms. Ashley asked if any additional changes to the agenda are necessary. Hearing none, the amended July agenda was adopted by acclamation.

2. Consideration of Consent Agenda

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

- Approval of the June 6, 2019 TCC Minutes;
- NCDOT Bicycle & Pedestrian Grant Applications (formerly business item 3.1)
Action Requested: Recommend that the CRTPO Board adopt a resolution of support for the following jurisdictions to pursue an NCDOT grant to complete a bicycle and/or pedestrian plan.
 - a. Town of Mooresville
 - b. Town of Indian Trail
 - c. Village of Marvin
 - d. Town of Waxhaw

Motion:

Bill Coxe made a motion to approve the consent agenda. Wayne Herron seconded the motion. The motion passed unanimously.

TCC BUSINESS ITEMS

3.2. FY 2020 UPWP Amendment: Additional Planning (PL) Funds

Presenter: Robert Cook

Summary/Action Requested:

Mr. Cook began the information report by stating that the requested action is to recommend that the CRTPO Board amend the FY 2020 UPWP to program \$642,477 in FY 2020 Planning (PL) funds. He stated that the recommended projects are summarized in the memo attached to the TCC agenda packet.

This topic was discussed for information at the June TCC meeting, during which Mr. Cook recognized that all member jurisdictions may not have had an opportunity to express their interests for the funds; therefore, a recommendation was made to allow requests to be submitted by June 10, to be reviewed by the UPWP subcommittee on June 26. Applicants gave brief presentations to the subcommittee regarding their requests. As summarized in the memo, the UPWP subcommittee developed a recommendation to fund five projects and prepared findings of fact related to the recommendations.

Mr. Cook stated that the UPWP subcommittee had raised concerns about some of the projects being able to complete within the fiscal year. He confirmed that these funds will not be able to carry forward into FY 2021. For this reason, and due to availability of funds, some projects were segmented and not funded in full; however, all were supported in full by the subcommittee. Mr. Cook highlighted several of the findings of fact from the memo. He then restated the requested action by the TCC and asked if there are any questions.

Mr. Herron asked any project sponsors present in the room to indicate whether they support the funding recommendations for their project(s). Several were present, and they responded affirmatively.

Motion:

Mr. Herron made a motion to recommend to the CRTPO Board amend the FY 2020 UPWP to program \$642,477 in FY 2020 Planning (PL) funds. Dana Stoogenke seconded the motion. The motion passed unanimously.

3.3. Supplemental Discretionary Funding Recommendations

Presenter: Wayne Herron

Summary/Action Requested:

Mr. Herron began his presentation by stating that the requested action is to recommend that the CRTPO Board approve programming \$56,595,516 of the CRTPO's unobligated prior year STBG-DA funding to twenty existing discretionary projects that have experienced shortfalls.

Mr. Herron reminded the audience that he had delivered a detailed presentation at the June meeting. He stated that the total available STBG-DA funds for programming were \$57.8 million. The fact that nearly all of it was requested supports the need for the shortfall funding round to have been included in the discretionary funding procedures adopted in February 2019. He added that the

new application procedures for funding new projects are intended to reduce the occurrence of funding shortfalls, and the need for supplemental funds in the future should be greatly reduced.

He restated the requested action and asked if there are any questions. No questions were asked.

Motion:

Mr. Coxe made a motion to recommend that the CRTPO Board approve programming \$56,595,516 of the CRTPO's unobligated prior year STBG-DA funding to twenty existing discretionary projects that have experienced shortfalls. Brett Canipe seconded the motion. The motion passed unanimously.

3.4 Charlotte Area Transit System (CATS) STIP Amendment

Presenter: David McDonald

Summary/Action Requested:

Mr. McDonald began his presentation by stating that action is requested to recommend to the CRTPO Board that it approve an amendment to the STIP to program \$292,000 in Congestion Mitigation Air Quality (CMAQ) funding previously flexed to the City of Charlotte to the I-77 Express Lane Bus Service project (TO-6164).

He stated that CATS identified \$292,000 in CMAQ that was not programmed to a project. CATS had received CMAQ funding meant for 3 years on the NC 51 bus route and only 2 years were utilized then the project was closed. The remaining \$292,000 need to be programmed to a project and authorized in FY-19 or they will be recaptured. CATS identified the expanded bus service on the I-77 Express Lanes as a project in need of the additional available CMAQ funds. CATS would provide a local match of \$292,000.

Mr. McDonald restated the requested action and asked if there are any questions. Mr. Coxe asked for clarification on whether these funds would pay for the first year of all CATS bus service on the I-77 Express Lanes and whether there is adequate time to authorize the funds before September 30. Mr. McDonald responded that it would pay for the first year of operations for one route on the I-77 Express Lanes. He also responded that the funds are already flexed by FTA; once they are approved by the NCDOT BOT and encumbered in the grant they are considered authorized, and that is on track to occur in early September.

Motion:

Mr. Coxe made a motion to recommend that the CRTPO Board approve an amendment to the STIP to program \$292,000 in Congestion Mitigation Air Quality (CMAQ) funding previously flexed to the City of Charlotte to the I-77 Express Lane Bus Service project (TO-6164). Wayne Herron seconded the motion. The motion passed unanimously.

3.5 I-77 North Peak-Period Shoulder Lanes

Presenter: Scott Cole, NCDOT

Summary/Action Requested:

Mr. Cole began his presentation by stating that this is a continuation of a series of presentations that NCDOT has made before the TCC and Board and at Transportation Staff meetings over the past few

months. He stated that action is requested to recommend to the CRTPO Board that it approve a funding reallocation proposal recommended by NCDOT to allocate state-controlled CMAQ funds to the active STBG-DA and BA projects and to approve the addition of the NCDOT-recommended I-77 PPSL project to the Draft 2020-2029 STIP.

Mr. Cole reviewed the locations where the proposed peak-period shoulder lanes will be located but showing them on a map in his PowerPoint presentation. He said that the project would allow traffic to use outside shoulders as auxiliary travel lanes, between exits, during peak periods. He added that this has been implemented in other parts of the country, but is relatively new to North Carolina.

The current status for the project is that NCDOT has begun preliminary studies for design and to generate cost estimates. They are looking into funding construction in one or more phases. \$47 million in STBG-DA and Bonus Allocation (BA) funds are required to fund the project.

The 20 projects that would be involved in a funds swap, to receive statewide CMAQ in exchange for STBG-DA / BA, have completed emissions analyses as a requirement to receive CMAQ funding. The Federal Highway Administration has also confirmed that all are eligible. In his presentation, Mr. Cole showed these projects on a map.

Mr. Cole restated the requested action. He said that the next steps, should the requested action be approved, will include: working with the jurisdictions to revise their municipal agreements; coordinating with CRTPO to complete the air quality conformity process; develop design concepts; complete traffic operations analysis; conduct public outreach in collaboration with CRTPO; and obtain FHWA's approval of the NEPA document.

Motion:

Mr. Herron made a motion to recommend that the CRTPO Board approve a funding reallocation proposal recommended by NCDOT to allocate state-controlled CMAQ funds to the active STBG-DA and BA projects and to approve the addition of the NCDOT-recommended I-77 PPSL project to the Draft 2020-2029 STIP. Mr. Canipe seconded the motion.

Mr. Coxé requested that the TCC consider a substitute motion to recommend that the CRTPO Board approve:

- the reallocation of STBG-DA and BA funds in exchange for statewide CMAQ and that the approximately \$47 M of STBG-DA and BA funds be used for improving the operations of I-77 between Exits 11 and 36; and
- the addition of a project to the Draft 2020-2029 STIP to provide operational improvement to I-77 North and parallel facilities between Brookshire Freeway (Exit 11) and NC 150 (Exit 36); said improvements may include but not be limited to Peak Period Shoulder Lanes, ramp metering, relief to truck restrictions in the express lanes, improved incident response, additional local roadway improvements, increased bus operations, and additional park and ride locations.

Erika Martin seconded the request for the consideration of the substitute motion. Discussion on the substitute motion took place.

Mr. Coxe summarized the basis for his substitute motion, which is detailed in [his memo](#), sent to the TCC July 5.

Mr. Herron spoke in opposition to the substitute motion and in support of the original motion on the basis that the original motion was initiated by the NC Secretary of Transportation's office in order to propose a specific benefit to the region in the form of the peak-period shoulder lanes project. Additional projects should be proposed through a separate process and not necessarily presented as a conflict with the proposed project described in the original motion.

Mr. Cole spoke in agreement with Mr. Herron, saying that Mr. Coxe's proposals are worth pursuing as separate matters, but not as alternatives to utilize the specific funds identified by the Secretary's office and NCDOT for use on the peak-period shoulder lanes project.

Mr. Coxe thanked those involved in this project for their work to date. He stated that, given the TCC's role to provide technical advice, he finds it appropriate to provide an alternate proposal to this motion. He stated that a convincing case has not yet been made that the peak-period shoulder lanes would improve operations on I-77. He stated that concerns exist over emergency responders' access to the shoulder lanes. This and other concerns are detailed in memo sent to the TCC and discussed at the July 10 Transportation Staff meeting.

The substitute motion failed, with Huntersville, Mooresville, Union County, and Waxhaw voting in favor and the rest opposed.

The original motion passed with Mooresville and Union County voting against it and the rest for it.

TCC INFORMATION REPORTS

4.1 Discretionary Projects & Federal Funds Rescission

Presenter: Erin Kinne

Summary:

Ms. Kinne began her presentation by stating that the Federal Highway Administration (FHWA) will rescind TAP-DA and CMAQ funds that have not achieved authorization by September 30, 2019. She said that authorization occurs in phases-- preliminary engineering, right of way, construction-- when the request to use federal funds on a project has been approved by FHWA. The more funds that can be authorized before the deadline, the less that will be lost through rescission.

STBG-DA funds are not at risk for rescission. Bonus Allocation funds will be subject to rescission if not authorized by June 30, 2020; they will be reported on in future presentations.

Ms. Kinne provided a summary of the CRTPO's activities during the past year to protect discretionary funds from rescission. She then described a workshop that was held June 24 to educate local project managers on the details of the rescission and the authorization process, as well as to identify projects in need of funding swaps in order to authorize the funds. The PowerPoint presentations and video of the presentations can be found on CRTPO's [website](#).

Ms. Kinne provided a breakdown of the current unauthorized TAP-DA and CMAQ funds, which total \$4.1 million and \$4.2 million respectively. She described the majority of the funds as programmed to projects that are working toward authorizing the funds over the next two months. She described approximately \$600,000 in TAP-DA as being in need of a pending reallocation in order to be authorized, and \$600,000 in CMAQ as facing obstacles with a federal requirement, preventing the funds from being authorized.

She asked if there are any questions. Loretta Barren provided the clarifying statement that projects requesting funding authorization should be submitted to NCDOT by September 6 to allow adequate for processing to achieve authorization from FHWA by September 30.

4.2. Old Monroe Road Project (U-4714B) TIP Amendment

Presenter: Neil Burke & David Wasserman

Summary:

Mr. Burke introduced the topic by stating that NCDOT has been notified that the Town of Indian Trail has withdrawn a \$10 million local contribution to the Old Monroe Road project (U-4714B) in Union County. In June, the TCC approved a motion to recommend that the Town of Indian Trail and NCDOT re-examine the local contribution for the U-4714B project to ensure that the project will not experience further delay. If a resolution cannot be identified by July 26, the TCC recommends to the CRTPO Board that it approve a TIP amendment to delay right-of-way acquisition for U-4714B to FY 2026 and Construction to FY-2028, which will result in the project being reprioritized in Prioritization 6.0. This topic came before the CRTPO Board in June as an information report.

Mr. Burke stated that a meeting was held July 2 with Indian Trail staff and Council members, CRTPO staff and Board Chair, NCDOT Division and STIP Unit staff, Union County staff, and the chairman of the Union County Board of Commissioners to discuss viable alternatives for Indian Trail to apply for CRTPO discretionary funds for this project. The Indian Trail Town Council met July 9 and did not reach a decision regarding the local contribution for this project. Mr. Burke turned the presentation over to David Wasserman.

Mr. Wasserman reviewed the history of project U-4714B to date. Prior to the July 2 meeting that Mr. Burke described, NCDOT and CRTPO also provided responses to a series of questions that the Town submitted. Mr. Wasserman described the options that have been proposed and are being considered by Indian Trail.

He then provided an overview of the funding options that were developed in a meeting with Chairman Johnson, CRTPO staff, and NCDOT. The options that were presented to the Town of Indian Trail were as follows:

- A1. Apply for \$5 million in STBG-DA funding through the CRTPO's discretionary project process. NCDOT would provide a \$5 million match, and the Town of Indian Trail would receive \$2.5 million in Bonus Allocation funding. If awarded, construction would remain on schedule beginning in 2022;

A2. Apply for \$8 million in STBG-DA funding through the CRTPO's discretionary project process. If awarded, construction would remain on schedule beginning in 2022;

B. Move forward without any local funding, delaying right-of-way to 2026 and construction to 2028 and be re-evaluated in P6.0; and,

C. Indian Trail reinstates the \$10 million local contribution commitment.

Mr. Wasserman explained that the Town of Indian Trail must inform NCDOT and CRTPO on how it wishes to proceed by July 26. He then requested that the CRTPO Board take action to endorse one of the funding options as presented.

Mr. Wasserman stated the Town must notify NCDOT of its plan regarding the local contribution by July 26, otherwise the default option detailed in the motion the TCC approved in June would take place. In outlining the next steps, he stated that action will be requested of the CRTPO on July 17 to approve the recommendation made by the TCC in June.

OTHER REPORTS

5.1. NCDOT Report

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

- **US 74 Reduced Conflict Intersection Project in Indian Trail (W-5520)** – Work is complete on three of the four major intersections on US 74 in Indian Trail. Grading and rough paving work is underway on the last intersection at US 74 & Indian Trail Road. The project is expected to be complete later this Fall.
- **South Trade Street Widening in Matthews (U-5804B)** – 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 November, 2019.
- **NC 16/Mount Holly-Huntersville Road Intersection (U-6084)** – 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 later this summer.
- **NC 75/Rocky River Road Roundabout** – Construction is underway on a new roundabout at the intersection of NC 75 and Rocky River Road east of Waxhaw. Signed detour routes are in place. Construction is expected to be complete in mid-July.
- **NC 218/Mill Grove Road Roundabout** – Construction began this week on a new roundabout at the intersection of NC 218 and Mill Grove Road in Fairview. Construction is expected to be complete in late August.
- **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 in August and be completed in late 2022.
- **I-485 Maintenance Work** – Work is underway 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 of the loop between Kenilworth Avenue and Tenth Street.
- **P6.0 Update** – NCDOT is preparing to begin another cycle of STI to prioritize and fund projects. The window to submit projects has recently been adjusted to better coincide with the three month delay in the adoption of the 2020-2029 Draft STIP by the Board of Transportation. The new window for submitting projects will now be open from October 7th thru December 20th. There will be more information to come on this as we move forward.

5.2. Bicycle and Pedestrian Work Group Report

Curtis Bridges stated that the Bicycle and Pedestrian Work Group meets Monday, July 15 at 1:30 pm in Room 801 of the Charlotte-Mecklenburg Government Center.

5.3. Upcoming Issues

Mr. Burke made the following announcement that there will be an education session about the NC MAP Act Repeal held on August 21 at 5:00 pm, prior to the Board meeting, in Room 270/271 of the Charlotte-Mecklenburg Government Center. Board members, TCC members, and regional staff are encouraged to attend.

Mr. Cook made an announcement that TCC members are encouraged to participate in Transportation Staff meetings that occur the day before TCC meetings, particularly if you are a scheduled presenter of an agenda item or if your jurisdiction is affected by an agenda item.

6. Adjourn: Ms. Ashley determined that the agenda had been adequately completed and adjourned the meeting at 12:15 p.m.