

CHARLOTTE REGIONAL TRANSPORTATION PLANNING ORGANIZATION
Charlotte-Mecklenburg Government Center, Room 280 and Remote Participation
September 16, 2020 Meeting
Summary Minutes

Members Attending (via remote participation):

Michael Miltich (Cornelius), Julie Eiselt (Charlotte), Jane Campbell (Davidson), Brian Hines (Huntersville), Marcus McIntyre (Indian Trail), Ken Robertson (Iredell County), Ernestine Staton (Marshville), John Higdon (Matthews), Susan Harden (Mecklenburg County), Brad Simmons (Mint Hill), Jack Edwards (Pineville), Lynda Paxton (Stallings), William Morgan (Statesville), Dennis Rape (Union County), Ron Pappas (Waxhaw), Elizabeth Callis (Weddington), Lori Bailey (Wesley Chapel), Tony Lathrop (NCBOT – Division 10), Brad Lail (NCBOT – Division 12)

Non-Voting Members Attending (via remote participation):

Victoria Nwasike (Charlotte-Mecklenburg Planning Commission), Loretta Barren (FHWA), Jerry Santoni (Iredell County Planning Board), Jim Walker (NC Turnpike Authority)

1. Call to Order

Chairman Michael Miltich called the September 2020 CRTPO meeting to order at 6:04 p.m. He explained that this meeting would be conducted virtually, and then he reviewed the virtual meeting guidelines and etiquette. CRTPO Delegates and Alternates as well as residents were able to participate in the virtual meeting by using a combination of online meeting software, conference call, and live stream from the CRTPO’s Facebook Page.

Chairman Miltich reminded the Board that usage of the chat box function within the online meeting software is part of the Board public record.

Chairman Miltich directed Mr. Burke to conduct a roll-call to determine if the following Bylaw requirements had been met for a quorum:

Section 3 – Quorums

A quorum of the MPO shall be constituted by the presence of:

- *at least ten (10) of the eligible voting members at the beginning of the meeting; and*
- *who together represent a minimum of 51% of the weighted votes; and*
- *that qualified voting members from jurisdictions representing at least two counties must be present.*
- *~~Only members physically present shall count toward establishing a quorum.~~ (Suspended by CRTPO Board chairman due to North Carolina State of Emergency Declaration)*

Mr. Burke conducted the roll-call and determined that a quorum of the Board had been met based upon the bylaws, and with the Chairman’s omission of the clause for members to be physically present due to the State of Emergency declaration.

Chairman Miltich polled the Board to determine if votes can be cast by acclamation unless opposition (“nay” vote) from at least one Board member is made. The purpose of the vote by acclamation would be to minimize confusion if the votes were unanimous and to run the virtual meeting as efficiently as possible.

If an opposing vote to approve the particular vote by acclamation was cast, then the Chairman would direct the Secretary to conduct a roll call vote of each attending jurisdiction. If no opposing vote is cast a second time, then the motion will be recorded as “approved unanimously by acclamation.” No opposition was voiced with this voting method from the Board for the meeting tonight.

2. Adoption of the Agenda

Summary:

Chairman Miltich asked if any changes to the agenda were necessary. No changes were identified.

Motion:

Chairman Miltich made a motion to the Board to adopt the agenda by acclamation unless at least one opposing vote is cast. No opposing vote was cast. Upon being put to a vote, the motion to adopt the agenda as presented was approved by acclamation.

3. Public Comment Period

Mr. Tracy Hamm provided a public comment via e-mail regarding the U.S. 74 freeway conversion project (R-4441). Mr. Hamm recommended that the CRTPO should submit a highway project in NCDOT Prioritization 7.0 (P7.0) to construct a freeway on new location from the eastern terminus of the Monroe Expressway to the Union-Anson County line. Neil Burke responded to the comment by stating that the project submittal window for P7.0 is anticipated to open in the second half of 2022, and the CRTPO will use the 2050 MTP fiscally constrained roadway list to inform its submittals.

4. Ethics Awareness & Conflict of Interest Reminder

Mr. Burke read the ethics awareness and conflict of interest reminder. No conflicts were identified.

5. Consent Agenda

Summary:

Chairman Miltich requested action on the following five consent agenda items:

1. August 19, 2020 CRTPO Board Meeting minutes
2. NCDOT Strategic Vision Resolution for Corridor U
3. Transportation Conformity Memorandum of Agreement
4. Archdale-Shopton Connector Comprehensive Transportation Plan (CTP) Alignment Amendment
5. FY 2021 Unified Planning Work Program Amendment to remove \$160,000 in planning funds for the Waxhaw Parkway West Segment Alignment Study

Motion:

Chairman Miltich made a motion to the Board to approve the three consent agenda items by acclamation unless at least one opposing vote is cast. No opposing vote was cast. Upon being put to a vote, the motion to adopt the consent agenda was approved by acclamation.

6. Johnston-Oehler CTP Alignment Amendment

Presenter:

Andy Grzymiski, Charlotte DOT

Summary:

Mr. Grzymiski provided information to the Board via a Power Point presentation, the contents of which are incorporated into the minutes.

Mr. Grzymiski began his presentation stating the requested action is to approve the recommended amendment within the City of Charlotte for the revised Johnston-Oehler Rd./Ridge Rd. Connector alignment in the CRTPO’s CTP.

Mr. Grzynski displayed two maps highlighting the location of the existing Johnston-Oehler Rd./Ridge Rd. Connector Alignment, from Johnston-Oehler Road to Ridge Road, and the extents of the proposed amendment. The alignment traverses four properties. Mr. Grzynski explained that a developer requested the amendment through the rezoning process due to steep topography on their site. The adjacent property was shortly rezoned as well, and the property owner agreed to the proposed alignment amendment. Mr. Grzynski contacted the remaining two property owners impacted by the proposed amendment. No objections were raised.

All four of the impacted property owners are in agreement with the proposed alignment amendment. The TCC unanimously recommended that the CRTPO Board approve the CTP amendment to the Johnston-Oehler Connector during the September 3 meeting.

Motion:

Chairman Miltich made a motion to the Board to approve the recommended amendment within the City of Charlotte for the revised Johnston-Oehler Connector alignment in the CRTPO's CTP. No opposing vote was cast. Upon being put to a vote, the CTP amendments were approved by acclamation.

7. 2020-2029 State Transportation Improvement Program Update

Presenter: David Wasserman, NCDOT

Summary:

Mr. Wasserman provided information to the Board via a Power Point presentation, the contents of which are incorporated into the minutes.

Mr. Wasserman began his presentation with an overview of the four components that make up the State Transportation Improvement Program (STIP) which is a planning document that lists the fiscally constrained capital projects NCDOT expects to deliver over the next ten years. He stated that three of the four components are estimates and therefore are subject to change.

Mr. Wasserman explained the three estimated components of the STIP have experienced unforeseen circumstances and need to be revised:

- Budget to construct projects throughout the state
- Project cost increases
- Project schedule delays

These components have triggered the following three revisions to the STIP:

1. \$2 Billion budget reduction over the next 10 years due to revenue shortfalls from disaster relief expenses, Map Act settlements, and the COVID-19 pandemic's impact on gas tax revenues.
2. \$3 Billion increase in estimated project cost since September 2019, primarily due to the increase in right-of-way costs in urban areas. Mr. Wasserman stated that while NCDOT is working to review and improve project cost estimates in the STIP, the department expects additional cost increases.
3. Project schedule delays due NCDOT's insufficient cash balance and complexities associated with utility relocation.

Mr. Wasserman explained that revising the estimated budget, project costs, and project schedules as needed results in the 2020-2029 STIP no longer being fiscally constrained. Therefore, NCDOT reprogrammed the adopted STIP to meet federal requirements and provide realistic delivery schedules.

Mr. Wasserman provided an overview of the process utilized to reprogram the STIP:

- The budget was reduced by over \$2 Billion to account for the revised budget estimate;
- Division Engineers provided a list of priority projects for consideration;
- BUILD NC and GARVEE bonds were allocated per legislation;
- Additional State Transportation Investments (STI) funding constraints such as project category targets and corridor caps were evaluated.

He explained that when the reprogramming process offered flexibility in the decision to delay projects the following parameters were considered:

- Active bond or grant funding commitments
- Project costs and delivery status
- Committed status and Prioritization scores

Mr. Wasserman stated that the result of the reprogramming process is the starting point for discussion with MPOs. He explained adjustments can be made if constraints are met, and additional funds are not required to accommodate requests. Furthermore, if a project was committed in the 2020-2029 STIP it does not need to be reprioritized. However, projects committed in Prioritization 5.0 that have experienced a 35% increase or \$25 Million increase are subject to review by an internal NCDOT subcommittee. Mr. Wasserman stated the reprogrammed STIP will be presented to the Board of Transportation for information in September and a request for adoption in October.

Mr. Wasserman explained the reprogrammed 2020-2029 STIP is subject to change and is contingent upon the following:

- \$700 Million in BUILD NC bonds are sold in Fall 2020
- Dollar amount and timing of federal reauthorization
- Additional project cost increases
- Ongoing impacts of COVID-19 on revenue

Mr. Wasserman concluded his presentation by presenting a list of key projects being delayed within CRTPO and outlined the impacts of the reprogramming process on said projects.

Mr. Burke stated that the reprogrammed 2020-2029 STIP will require CRTPO to amend its 2020-2029 Transportation Improvement Plan (TIP), 2045 Metropolitan Transportation Plan (MTP) and conduct an air quality conformity determination. In addition, a 30-day public comment period will need to be conducted on these proposed revisions. He anticipates that the Board will be requested to take action in the Spring of 2021.

8. Upcoming Agenda Items

Presenter:

Neil Burke

Summary:

An overview of the October 2020 agenda was provided. The October 2020 CRTPO Board agenda will include the following agenda items:

- Prioritization criteria to restart projects once NCDOT makes additional revenue available to CRTPO
- 2050 MTP Update
- Beyond 77 Study Update
- CRTPO Strategic Plan

An education session will be held on the STI legislation and NCDOT Prioritization at 5:00 p.m. prior to the Board meeting on October 21.

The following additional updates were provided to the Board:

- Beyond 77 Study will hold innovation workshops on September 29 and October 6.
- Registration for the Association of MPOs annual conference is open. The virtual conference will be held October 27-29. The registration fee is \$275.
- Catherine Mahoney provided a preview of the CRTPO State of Transportation report. The report will be distributed to the CRTPO Board on September 23.

- Robert Cook announced that work has begun on the CRTPO Strategic Plan. A presentation will be conducted to the CRTPO Board on October 21.

9. Board Member Comments

Presenter:

Michael Miltich

Chairman Miltich stated that CRTPO Board leadership continues to work with the regional transit providers on the Transit Education Initiative.

10. Adjourn

The meeting adjourned at 6:53 p.m.