

CRTPO TECHNICAL COORDINATING COMMITTEE
Summary Meeting Minutes
Virtual Meeting
September 3, 2020

Voting Members: *Chair* – Liz Babson (CDOT), *Vice-Chair* – Bjorn Hansen (Union County), Dan Leaver (Charlotte General Services), Alysia Osborne – alt Taiwo Jaiyeoba (Charlotte Planning, Design & Development), Aaron Tucker (Cornelius), Andrew Ventresca (Davidson), Brian Richards – alt for Dave Hill (Huntersville), Adam McLamb - alt for Todd Huntsinger (Indian Trail), Rohit Ammanamanchi (Marvin), Dana Stoogenke (Matthews), Megan Green (Meck. Co. – LUESA Air Quality), David McDonald (CATS), Nathan Farber – alt Steve Frey (Mint Hill), Lisa Stiwinter (Monroe), Erika Martin (Mooresville), Brett Canipe (NCDOT – Div. 10), Dominique Boyd (NCDOT-TPD), Travis Morgan (Pineville), Chris Easterly (Stallings), Steve Bridges (Statesville), Matt Hubert (Waxhaw), Lisa Thompson (Weddington), Vagn Hansen (Wesley Chapel), Will Washam (Focus Area Representative - Bicycle), Gwen Cook (Focus Area Representative – Greenway), David Harrison (Focus Area Representative – Pedestrian), Kate Cavazza (Focus Area Representative – Public Health)

Staff: Curtis Bridges (CRTPO), Neil Burke (CRTPO), Robert Cook (CRTPO), Jerrel Leonard (CRTPO), Judy Dellert-O’Keef (CRTPO), Agustin Rodriguez (CRTPO), Jennifer Stafford (CRTPO), Theo Thomson (CRTPO), Loretta Barren (FHWA), Warren Cooksey (NCTA), Theo Ghitea (Waxhaw), Andy Grzymiski (CDOT), Anna Gallup (CDOT), Mohammed Kaddoumi (CDOT), Martin Kinnamon (CDOT), Alex Riemondy (CDOT), Jason Lawrence (CATS), Courtney Schultz (CATS), Ron Shultz (ICATS), Jeff Littlefield (NCDOT – Div. 10), Stuart Basham (NCDOT – Div. 10), Wendy Taylor (NCDOT-Div.10), Travis Preslar (NCDOT – Div. 10), Jackie McSwain (NCDOT – Div. 12), David Wasserman (NCDOT), Hannah Cook (NCDOT), Nastasha Earle-Young (NCDOT), Michelle Nance (Centralina Regional Council), Jason Wager (Centralina Regional Council), Tristan Winkler (French Broad River MPO)

Guests: Scott Cole (RS&H), Sabrina Colon (HDR), Dr. Michael Miltich (Cornelius), Mayor Teross Young (Troutman), Suzette Morales (FHWA), Erin Musiol (RS&H), Radha Krishna Swayampakala (RS&H), Bill Thunberg (LNTC), Jorge Luna (HDR), Kevin Walsh (HDR), Alec More (HDR), Randy Bowers (AMT), Frank Masterson (Kimley-Horn), Scott Siebert (WSP), John Muth (VHB), Bill Coxe

Liz Babson opened the virtual meeting at 10:03 a.m. Neil Burke reviewed the virtual meeting guidelines and conducted a roll call to document attendance. Mr. Burke determined that a quorum was achieved.

2. Adoption of the Agenda

Ms. Babson asked if changes to the agenda were necessary. Hearing none, she asked for a motion to approve today’s agenda.

Motion:

Steve Bridges made a motion to approve today’s agenda. Erika Martin seconded the motion. A roll call vote was conducted, and the motion passed unanimously.

3. Consideration of Consent Agenda

Ms. Babson stated that the consent agenda for the September meeting contained the following five items:

- Approval of the August 6, 2020 TCC Minutes

- Recommend that the Board approve the NCDOT Strategic Vision Resolution for Corridor U
- Recommend that the Board approve the Transportation Conformity Memorandum of Agreement
- Recommend that the Board approve the Archdale-Shopton Connector CTP Alignment Amendment
- Recommend that the Board approve the FY 2021 Unified Planning Work Program Amendment to remove \$160,000 planning funds for the Waxhaw Parkway West Segment Alignment Study

Motion:

David McDonald made a motion to approve the consent agenda. Bjorn Hansen seconded the motion. A roll call vote was conducted, and the motion passed unanimously.

TCC BUSINESS ITEMS

4.1 Johnston-Oehler Rd./Ridge Rd. Connector CTP Alignment Amendment

Presenter: Andy Grzymiski, CDOT

Summary:

Mr. Grzymiski began his presentation stating the requested action is to recommend that the CRTPO Board 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. Grzymiski 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. Grzymiski explained 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. Grzymiski 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. Therefore, Mr. Grzymiski restated the requested action and opened the floor for questions.

Stuart Basham asked if a public input period was offered as part of the rezoning process. Mr. Grzymiski stated there was an opportunity to provide public comment through the rezoning process. Furthermore, he contacted the four impacted property owners to ask for their input on the proposed alignment amendment. CRTPO Staff determined that due to the property owner's support, a separate public comment period conducted by CRTPO was not necessary.

Motion:

Mr. McDonald made a motion to recommend that the CRTPO Board approve the recommended amendment within the City of Charlotte for the revised Johnston-Oehler Rd./Ridge Rd. Connector alignment in the CRTPO's CTP. Andrew Ventresca seconded the motion. A roll call vote was conducted, and the motion passed unanimously.

INFORMATION REPORTS

5.1 2020-2029 STIP Update

Presenter: David Wasserman, NCDOT

Summary:

Mr. Wasserman 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. 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 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 the Sticker subcommittee. Mr. Wasserman stated the reprogrammed STIP is going before the Board of Transportation for information in September and request for action 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 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. The TCC and CRTPO Board will be requested to take action in the Spring of 2021.

Mr. Ventresca asked about a process for proposing amendments to the reprogrammed STIP and stated amendments may become political if there is not an objective process in place. He also expressed concerns about a recent article which suggested the proposed amendments were initiated by CRTPO. He suggested NCDOT communicate with media outlets as soon as possible to ensure accurate information is disseminated. Mr. Wasserman replied all proposed amendments will need to come from the MPO.

Ms. Martin asked if the reprogrammed STIP impacts local municipal agreements between towns and NCDOT. Loretta Barren stated FHWA is not involved in the local municipal agreement process. If, however, there are project delays to regionally significant projects they will have to go through the conformity process.

Theo Ghitea asked about authorized projects which have been delayed to NCDOT's cash balance issues. Mr. Wasserman stated the MPO will provide NCDOT with guidance for prioritizing delayed projects and encouraged Mr. Ghitea to reach out to CRTPO staff.

Mr. Wasserman stated a separate series of meetings will be scheduled to discuss the phasing of US 74. He also stated that several locally administered projects which are funded with discretionary funds will also be delayed due to the reprogramming STIP effort.

5.2 CONNECT Beyond Project Update & High Capacity Transit Engagement

Presenter: Jason Wager, Centralina Regional Council and Jorge Luna, HDR

Summary:

Mr. Wager and Mr. Luna 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. Wager began his presentation by providing an overview of the regional mobility initiative. Connect Beyond is being led by the Centralina Regional Council and aims to create a collaborative long-term strategic transit vision and implementation strategies for the region. Mr. Wager highlighted the vast geographic extents of the study and explained there are different community needs throughout the planning area. He outlined the project's priorities which include increasing economic competitiveness, promoting sustainable growth, and advancing social equity in addition to improving transportation choices in the region. Mr. Wager presented a project timeline, stating the first two phases should be complete by the end of 2020 and the final two phases are expected to be complete by midyear 2021.

Mr. Luna provided details about the key questions and important tasks involved in each of the four phases of project development. The study will evaluate the total mobility network. Mr. Luna provided an overview of the different mobility tools available for consideration within each mobility layer of the network.

Mr. Luna stated the purpose of today's meeting is to collect input on potential high capacity transit corridors which typically offer significant commuter time savings by operating in exclusive guideways. He provided an overview of the regional data that has been analyzed to identify the candidate corridors. The second step in identifying candidate corridors requires solicitation of committee and public input. Mr. Luna displayed a list of four questions to guide the work session.

In order to collect input on the proposed high capacity transit corridors, the planning team has prepared an online map. Mr. Luna provided a demonstration of the layers of information available within the online map and its ability to collect comments. The 2030 Charlotte Area Transit System Plan and high capacity corridors identified in the CONNECT Our Future planning initiative are included in the map for today's engagement purposes. The high capacity candidate corridors are shown in green and the candidate commuter rail corridors are shown in blue.

The following questions and comments were addressed during the public comment portion of the work session:

- The data collection currently reflects relevant plans from Metropolitan Planning Organizations and local transit providers. Recommendations from adopted local transportation and land use studies are also welcome.
- The study will develop "readiness strategies" to identify necessary actions such as land use revisions or corridor preservation needed to realize the regional transit vision.
- There is a need for connections between the towns within Iredell County, not just between Statesville and Uptown Charlotte.
- There is an abandoned rail line for consideration in Troutman.
- There is a desire for high capacity transit between Waxhaw and Monroe.

- There are travel patterns within the City of Charlotte that demonstrates a need for a cross-town, high capacity transit service between I-485 and I-277.

Mr. Wager provided an overview of the next steps in the planning process. He displayed a list of upcoming milestones and encouraged TCC members to engage their communities in the process.

OTHER REPORTS

6.1. NCDOT Report

No reports were provided from NCDOT Division 10 or Division 12.

Dominique Boyd provided an update on behalf of the NCDOT Transportation Planning Division. He stated there are no traffic forecasts underway. The 2021 federal fiscal year begins October 30, 2020.

Warren Cooksey provided an update behalf of the North Carolina Turnpike Authority. He stated that the NC Quick Pass customer service centers in Monroe and Charlotte reopened and traffic counts continue to improve on the Monroe Expressway since the Stay-at-Home order in March 2020.

6.2. Project Oversight Committee

Jennifer Stafford announced David Wasserman, NCDOT, will attend the Project Oversight Committee meeting on September 10th to discuss discretionary funding delays due to the STIP reprogramming. The Fall Call for discretionary funding is open until October 16, 2020. A webinar for cost estimations will be held September 9th and a webinar for general questions will be held October 7th at 3 p.m.

6.3. Bicycle and Pedestrian Work Group Report

Mr. Bridges stated the Bicycle and Pedestrian Work Group will meet virtually today at 2:00 p.m.

6.4. Charlotte Regional Alliance for Transportation

No report was provided on behalf of the Charlotte Regional Alliance for Transportation.

6.5. CRTPO-NCTA Liaison Group

No report was provided on behalf of the CRTPO-NCTA Liaison Group.

6.6 Upcoming Issues

Mr. Burke provided updates to the TCC on several initiatives:

- An Education Session is scheduled for Wednesday, September 16th at 5:00 pm (prior to the Board meeting). The session will provide an update on transportation funding and the NC First Commission.
- The Association of Metropolitan Planning Organizations will hold a virtual conference from October 27-29, 2020.
- The Beyond 77 Study will host two innovation workshops on September 29th and October 6th.

ADJOURN: Ms. Babson determined that the agenda had been adequately completed and adjourned the meeting at 12:05 p.m.