

CHARLOTTE REGIONAL TRANSPORTATION PLANNING ORGANIZATION
Charlotte-Mecklenburg Government Center, Room 267
January 25, 2023 Meeting
Summary Minutes

Members Attending:

Ed Driggs (Charlotte), Denis Bilodeau (Cornelius), Rusty Knox (Davidson), Rob Kidwell (Huntersville), David Cohn (Indian Trail), Brad Stroud (Iredell County), Joe Pollino (Marvin), Renee Garner (Matthews), Leigh Altman (Mecklenburg County), Fredrick Becker (Mineral Springs), Dale Dalton (Mint Hill), Lisa Qualls (Mooresville), Tony Lathrop (NCBOT-Division 10), Brad Richardson (Stallings), Brian Helms (Union County), Ron Pappas (Waxhaw), Craig Horn (Weddington), David Boyce (Wesley Chapel)

Non-Voting Members Attending:

Jim Walker (NC Turnpike Authority)

1. Call to Order

Chair Ron Pappas called the January 2023 CRTPO Board meeting to order at 6:07 p.m. He introduced the new delegates that were present for the meeting and facilitated introductions with the remainder of the Board.

2. Election of Officers

Chair Pappas directed Neil Burke to conduct the elections for the 2023 CRTPO Chair and Vice-Chair.

Mr. Burke opened the floor for nominations for 2023 CRTPO Board Chair. Ed Driggs nominated Chair Pappas for 2023 CRTPO Board Chair. Additional nominations were requested; however, no additional nominations were put forth. The nomination was seconded by Mayor Horn. The motion was approved unanimously. Upon being put to a vote, Chair Pappas was unanimously elected Chair for 2023.

Mr. Burke opened the floor for nominations for 2023 CRTPO Board Vice-Chair. Mayor Knox nominated Lisa Qualls. The nomination was seconded by Rob Kidwell. No additional nominations were put forth. Upon being put to a vote, Ms. Qualls was elected Vice-Chair for 2023.

3. Adoption of the Agenda

Summary:

Chair Pappas asked if any changes to the agenda were necessary. No changes were identified.

Motion:

Mr. Kidwell made a motion to approve the agenda. Mr. Driggs seconded the motion. Upon being put to a vote, the agenda was adopted by acclamation.

4. Public Comment Period

1. Karen Sundlie spoke in opposition to Item 7: Fred D. Alexander Boulevard Alignment CTP Amendment. She cited concerns related to the impact on her property and disruption of quality of life. Ms. Sundlie suggested modifying the alignment to connect to Miranda and Kidd Roads instead of the proposed realignment.
2. Missy Parker spoke in opposition to Item 7: Fred D. Alexander Boulevard Alignment CTP Amendment. She cited concerns related to the approved development driving the decision to adjust the alignment to maximize the number of dwelling units within the proposed subdivision. In addition, she stated that additional development pressures within the northwest area of Charlotte will necessitate the construction of Fred D. Alexander Boulevard sooner than the projected date of 2045. Ms. Parker recommended that the

developer should modify its development plan based upon the existing proposed alignment of Fred D. Alexander Boulevard.

3. Janet LaBar, C.E.O. of Charlotte Regional Business Alliance encouraged the CRTPO to authorize NCDOT to evaluate the I-77 South Unsolicited Proposal.

5. **Ethics Awareness & Conflict of Interest Reminder**

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

6. **Consent Agenda**

Summary:

Chair Pappas requested action on the following six consent agenda items:

- a) October 19, 2022 Revised CRTPO Board Meeting minutes
- b) November 16, 2022 CRTPO Board Meeting Minutes
- c) 2020-2029 TIP Amendments
- d) Performance-Based Planning: 2023 Safety Targets
- e) NCDOT Paved Trail & Sidewalk Feasibility Study Grant Program: Waxhaw Resolution
- f) NCDOT Paved Trail & Sidewalk Feasibility Study Grant Program: Matthews Resolution

Motion:

Mayor Becker made a motion to approve the consent agenda. Mr. Driggs seconded the motion. Upon being put to a vote, the consent agenda was unanimously approved.

7. **Fred D. Alexander Blvd Alignment CTP Amendment**

Presenter:

Andy Grzymski, Charlotte DOT

Summary:

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

He began his presentation by stating that City of Charlotte staff are requesting that the future alignment of Fred D. Alexander Boulevard be amended within the CTP due to a development proposal submitted for a property impacted by the potential alignment. The developer will dedicate the right-of-way for Fred D. Alexander Boulevard along their property.

Mr. Grzymski provided an overview of the Charlotte DOT's public engagement effort for the CTP alignment amendment. The public comment period began on November 18 and concluded on December 16. Letters were sent to parcel owners within 200 feet of the existing and proposed alignments, which captured 231 parcels. Mr. Grzymski mentioned that the letter informed residents of the CTP amendment process, identify methods for electronic or virtual comments, and offered an opportunity for public comment during tonight's meeting. CRTPO issued a media release, the public engagement information was posted on the website, and on the CRTPO's social media accounts. Four comments were received, and Mr. Grzymski briefly reviewed the comments. He concluded the presentation by stating that the TCC unanimously recommended that the Board approve an amendment to the future Fred D. Alexander Boulevard alignment in the CRTPO's CTP during the January 2 meeting.

Several Board members expressed concerns regarding the approval of the CTP amendment to the future Fred D. Alexander Boulevard alignment in the CRTPO's CTP given concerns expressed in the written and verbal public comments received.

Mr. Driggs stated that Charlotte City Council voted to approve the development based upon other criteria, but he didn't recall significant discussion on the Fred D. Alexander Boulevard alignment. He recognized the concerns

of other Board members tonight and would not want to approve the CTP amendment in a split vote, so he recommended that a vote is deferred until another meeting. He committed to work with staff, and the petitioner to determine if another alternative is available.

Motion:

Mr. Driggs made a motion to defer the amendment of the future Fred D. Alexander Boulevard alignment in the CTP to an upcoming CRTPO Board meeting. Leigh Altman seconded the motion. Upon being put to a vote, the opening of the deferral of the amendment for the Fred D. Alexander CTP alignment amendment to an upcoming CRTPO Board meeting was unanimously approved.

8. Federal Functional Classification Revision Requests

Presenters:

Heather Maloney, Huntersville & Bjorn Hansen, Union County

Summary:

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

Ms. Maloney stated that the Town of Huntersville would like to modify the federal functional classification for Stumptown Road between US-21 and NC-115 from Local to Minor Collector. Stumptown Road serves as an important east-west connector for the town and will eventually connect to Ramah Church Road. Stumptown Road had an Annual Average Daily Traffic (AADT) of 7,900 in 2016 and future traffic forecasts predict 14,000 AADT by 2045.

Mr. Hansen stated that Union County would like to modify the federal functional classification for Cuthbertson Road between NC 16 and New Town Road from Local to Minor Collector. Cuthbertson Road is an important connector between NC 16 and New Town Road. This corridor currently experiences over 10,000 AADT. Wesley Chapel, Waxhaw, and Union County provided resolutions for this reclassification.

The Board will be requested to endorse both functional classification revisions during the February 15 meeting. If endorsed, the functional classification revisions will be submitted to NCDOT for evaluation in March.

9. CRTPO Discretionary Funds Project Call – Recommended Projects

Presenter:

Andrew Ventresca, Town of Troutman

Summary:

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

He began the presentation by stating that the call for projects to award CRTPO discretionary funds opened on August 15 and closed on October 28. Member jurisdictions were eligible to submit applications for the CRTPO's discretionary funds to construct new projects, existing projects in need of additional funding, and planning projects were accepted in consideration of programming \$59.1 million in available discretionary funds. Mr. Ventresca explained that 34 applications were received totaling approximately \$80 million of the CRTPO's discretionary fund requests. The POC reviewed project scores and developed a recommended list of 26 projects during their meetings in November and December. He then reviewed the recommended project lists by mode type and recommended allocation.

Mr. Ventresca stated that the Carbon Reduction Program funds were a new source made available to the CRTPO through the IIJA legislation. The CRTPO was made aware of the direct allocation of \$13.2 million in CRP funds in July, which did not allow the POC to develop quantitative ranking criteria for this source. The POC recommended

the allocation of the CRP funds to the CATS request for electric vehicle chargers since it met the intent of reducing carbon emissions. Mr. Ventresca concluded his presentation by stating that action will be requested for the CRTPO Board to approve the funding allocations for recommended projects and amend the TIP during the February 15 meeting.

Ms. Qualls asked Mr. Burke what the next steps would be for the POC to review comments received during the TCC and Board meetings. Mr. Burke explained that the POC will meet on January 26 to review the comments and make any amendments to the recommended project list based upon concerns raised with the initial version.

Mayor Knox stated that the Town of Davidson submitted a project request for the Beaty Street sidepath during the 2021 call for discretionary projects with a 20% local match and it received an identical score to the last project on the list to be approved for funding. Ultimately, the Davidson project was not funded. This year, Mayor Knox stated that Davidson resubmitted the Beaty Street sidepath for the 2022 discretionary call for projects in a 40% local match and once again it was the highest scoring unfunded project. He explained that this is a high-priority project for the Town given that it will provide connectivity between environmental justice communities, employment, schools and the downtown area. Mayor Knox encouraged the POC to consider revising the project list if additional funds become available to recommend the Beaty Street sidepath for funding.

Ms. Qualls asked if CRP funds are eligible for bicycle and pedestrian projects and encouraged the POC to re-visit the recommended project list to consider funding the Beaty Street sidepath in Davidson. Mr. Ventresca confirmed that CRP funds are eligible for to fund bicycle and pedestrian projects, and the POC would revisit the recommended project list once there has been confirmation that additional funding has been made available.

10. CRTPO FY 2024 Unified Planning Work Program: Annual Budget

Presenter:

Robert Cook

Summary:

Mr. Cook provided information to the Board via a Power Point presentation, the contents of which are incorporated into the minutes. The presentation's purpose was to update the Board on the preparation of the FY 2024 UPWP. An overview of the UPWP was provided. The UPWP is the CRTPO's budget. Anticipated funding levels by source were reviewed.

He began his presentation by stating that the first draft of the FY 2024 UPWP identifies anticipated planning activities for the CRTPO intends to undertake throughout the next year. The UPWP documents the allocation of federal and state funds into eight categories (task codes). Mr. Cook stated that the total funding for FY 2024 UPWP is anticipated to be approximately \$4.7 million, which includes the federal share and local match. Funding sources include FHWA Section 104(f) Planning Funds, FHWA Surface Transportation Block Grant-Direct Attributable (STBG-DA), and FTA Section 5303. Local matches of at least 20% are required for certain federal funding sources.

Mr. Cook explained that additional requirements for MPOs are set by the Infrastructure Investment and Jobs Act (IIJA). The IIJA requirement states that 2.5% of planning funds must be allocated to planning activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities. This requirement is estimated to be \$84,700 for the CRTPO in FY 2024. The FY 2024 UPWP includes five planning studies and six planning projects from FY 2023 that need carryover funding to be completed in FY 2024.

Issues yet to be addressed in the FY 2024 UPWP include the finalization of allocations for Sec 5303; the amount to be programmed for a Transit-Oriented Development (TOD) grant; funds for traffic counts; and the continuation of FY 2023 Complete Streets initiative.

In February, the TCC and Board will receive a presentation on the second draft with actual funding amounts by task code. Mr. Cook concluded his presentation by stating that the Final Draft FY 2024 UPWP will be presented to the Board for adoption in March.

Mayor Pollino asked for examples of safety projects that would fulfill the 2.5% of the UPWP budget for IJJA safe and accessible options for multiple travel modes. Mr. Cook responded to state that staff will evaluate active transportation corridors against NCDOT's complete street methodology to identify policy gaps.

Renee Garner inquired about the 1% budgetary commitment within the FY 2024 UPWP that is budgeted for Title IV and environmental justice, and how this is applied to projects. Mr. Cook explained that the Title IV requirement is largely regulatory, and he provided an example of the inclusion of non-discrimination text on the TCC and Board agendas. He explained that Environmental Justice is put into practice by using a Degree of Impact (DOI) analysis tool to assess projects in the MTP and the TIP for its potential impact on potential EJ communities. Ms. Garner expressed interest in additional education opportunities for the CRTPO Board in terms of environmental justice evaluations for projects. Mr. Cook agreed that an upcoming education session on EJ would be appropriate, but short-term EJ and DOI information will be emailed to the CRTPO Board following the meeting.

11. Charlotte Urban Area Boundary

Presenter:
Robert Cook

Summary:

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

He began the presentation by defining the methods in which the census defines urban areas as opposed to MPO identification of their planning areas. Urban areas are defined by Census Bureau for statistical purposes. Other federal agencies, state and local government, etc., use urban areas for various purposes. FHWA uses census urban areas of larger than 50,000 as the minimum requirement to establish an MPO. The Census-designated urban area is the minimum planning area for an MPO. Mr. Cook then explained that MPO's area of jurisdiction is developed in cooperation with State DOT's, FHWA, and local governments.

He then provided a comparison of population and land area for the Charlotte Urban Area between the 2010 and 2020 censuses. Between 2010 and 2020, the Charlotte urban area gained 130,431 residents, but lost 109 square miles of land area. A county-level breakdown of the urban area reductions was reviewed. Mr. Cook explained that the reasons for the land area reductions are attributed to changes to criteria used by the census to designate urban areas. He concluded the presentation by reviewing a series of maps that depicted the 2010 and 2020 urban areas in Charlotte.

12. NCDOT I-77 South Unsolicited Proposal

Presenter:

Ron Pappas

Summary:

The presentation began with a recap of the 2022 CRTPO meetings that the NCDOT I-77 South Unsolicited Proposal was discussed and the purpose of these agenda items. NCDOT staff initially announced the receipt of the unsolicited proposal during the March 23, 2022 CRTPO meeting. The recap can be viewed below:

CRTPO Meeting Date	Presenter(s)	Agenda Purpose
3/23	NCDOT Staff	NCDOT announcement of receipt of unsolicited proposal
7/20	Board Chair	Direct the TCC to analyze the I-77 south corridor and prepare findings of fact
8/17	CRTPO Staff	Update on data collection efforts and coordination with NCDOT following 7/20 Board action
9/21	NCDOT & CRTPO Staffs	Results of I-77 south corridor analysis and presentation of findings of fact
10/19	NC Turnpike CFO & NCDOT Staffs	NCDOT process to evaluate unsolicited proposals for public-private partnerships; Outline potential next steps if CRTPO Board requests NCDOT review of unsolicited proposal for I-77 south corridor
11/16	Board Chair	Summary of NCDOT follow-up letter to respond to questions received during 10/19 presentation

The presentation concluded with a review of the action that will be requested of the CRTPO Board during the February 15 meeting to respond to NCDOT for a decision about the I-77 South Unsolicited Proposal. The following commitments were made by NCDOT should the CRTPO approve the action requested:

- Perform initial screening of unsolicited proposal in accordance with the requirements and expectations as defined in NCDOT's P3 Policies & Procedures document
- Conduct comparative analysis of potential P3 delivery and a traditional public option delivered through NCTA (traditional toll project delivery) to evaluate risk, financial feasibility, benefit-cost and value-for-money
- Form a working group consisting of NCDOT, NCTA, and CRTPO staff

Mayor Horn asked about the cost of the unsolicited proposal evaluation if approved of the CRTPO Board and the entity that would fund the effort. Brett Canipe (NCDOT-Division 10) stated that the I-77 South managed lanes project funded for preliminary engineering in the NCDOT 2020-2029 STIP (I-5718) and the evaluation would be funded by NCDOT.

Leigh Altman inquired about the validity of statements made by the state treasurer regarding NCDOT's capacity to fully fund the I-77 South project outside of the STI process and without private funding. Mr. Driggs explained that those decisions are outside of the treasurer's authority and can only be made by the General Assembly.

Mr. Driggs asked if the comparative analysis of a P3 delivery option would be based upon the unsolicited proposal exclusively. Mr. Canipe responded to explain that this would be a comparative analysis of a general P3 against the traditional delivery method within the STIP, however; elements of the unsolicited proposal may be

verified. He added a public bidding process would follow, but NCDOT's unsolicited proposal guidelines specify that the initiating firm would automatically be shortlisted.

Denis Bilodeau stated that a comparison of the concessionaire's operating and revenue generation for the I-77 North Express Lanes should be considered since this firm was the submitter for the unsolicited proposal.

Mayor Knox stated that it would be difficult for NCDOT to deliver this project within the next 30 years given the funding constraints within STI legislation, therefore a P3 delivery option should be evaluated. Mr. Canipe confirmed Mayor Knox's statement given the corridor cap provision within the STI legislation.

Mr. Kidwell asked if the CRTPO Board would have input in the selection of a firm by NCDOT to enter into a P3 contract and the terms of such contract. Mr. Canipe responded to state that NCDOT would accept the input of the CRTPO regarding these items to a point.

Chair Pappas requested that staff provide the Board members with previous presentations made by NCDOT staff on the I-77 South Unsolicited Proposal for reference prior to the February 15 meeting.

13. Upcoming Agenda Items

Presenter:

Neil Burke

Summary:

The February 15 CRTPO Board agenda will include the following agenda items:

Action items:

- Response to NCDOT on I-77 South Unsolicited Proposal
- Approval of projects and funding allocations from 2022 CRTPO Discretionary Project Fall Call
- Approval of Revisions to CRTPO Public Involvement Plan
- Endorsement of NCDOT Paved Trails Applications for Iredell County and Carolina Thread Trail

Information Reports:

- DRAFT FY 2024 UPWP Update
- 2024-2033 TIP Adoption Update
- CRTPO Transit Work Group

Mr. Burke stated that two events are in the process of being planned for the March 15 Board meeting. A CRTPO celebration themed "Mobility for the Future" will be held in the lobby of the Charlotte-Mecklenburg Government Center beginning at 4:30 pm on March 15. An education session on the CRTPO MOU renegotiation process following the release of the 2020 census urban area will be conducted at 6 pm prior to the start of the March 15 Board meeting.

Information was provided to the Board regarding the filing requirement for delegates and alternates with the state ethics commission. Elected officials that serve as delegates or alternates on an MPO Board must fill out the appropriate documents with the North Carolina State Ethics Commission prior to April 17.

14. Board Member Comments

Presenter:

Ron Pappas

Chair Pappas stated that he will represent the CRTPO on the CONNECT Beyond Advancing the Plan subcommittee. The kickoff meeting for this subcommittee will be held on Friday, January 27.

Chair Pappas announced the formation of a Board subcommittee to develop recommendations on the renegotiation of the CRTPO's MOU following the release of the 2020 Census Urban Area data. The roster will contain 5-7 Board members and the kickoff meeting will be scheduled within the next several weeks.

Chair Pappas and Tony Lathrop provided compliments to NCDOT for delivering an informative and engaging 2023 NC Transportation Summit in Raleigh on January 17 and 18. Mr. Lathrop encouraged CRTPO Board members to make plans to attend the 2024 NC Transportation Summit.

15. Adjourn

The meeting was adjourned at 8:47 p.m.