

CHARLOTTE REGIONAL TRANSPORTATION PLANNING ORGANIZATION
Charlotte-Mecklenburg Government Center, Room 267
February 21, 2024 Meeting
Summary Minutes

Members Attending:

Danté Anderson (Charlotte), Michael Osborne (Cornelius), Nick Walsh (Huntersville), Clarence Alsobrooks (Indian Trail), Ernestine Staton (Marshville), Jamie Lein (Marvin), Renee Garner (Matthews), Leigh Altman (Mecklenburg County), Fredrick Becker (Mineral Springs), Dale Dalton (Mint Hill), Lisa Qualls (Mooresville), Tony Lathrop (NCBOT-Division 10), Amelia Stinson-Wesley (Pineville), Brad Richardson (Stallings), David Jones (Statesville), Jerry Oxsher (Troutman), Robert Murray (Waxhaw), Jim Bell (Weddington)

Non-Voting Members Attending:

Jerry Santoni (Iredell County Planning Board), Jim Walker (NC Turnpike Authority), Mark Tilley (Union County Land Use Board)

1. Call to Order

Chair Lisa Qualls called the February 2024 CRTPO Board meeting to order at 6:05 p.m.

2. Adoption of the Agenda

Summary:

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

Motion:

Mayor Becker made a motion to approve the agenda. Renee Garner seconded the motion. Upon being put to a vote, the agenda was adopted by acclamation.

3. Public Comment Period

There were no public comments.

4. Ethics Awareness & Conflict of Interest Reminder

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

5. Consent Agenda

Summary:

Chair Qualls requested action on the following two consent agenda items:

- a) January 17, 2024 CRTPO Board Meeting Minutes
- b) 2024-2033 TIP Amendments

Motion:

Dale Dalton made a motion to approve the consent agenda. Danté Anderson seconded the motion. Upon being put to a vote, the consent agenda was unanimously approved.

6. CRTPO Discretionary Funds Project Call – Recommended Projects

Presenter:

Andrew Ventresca, 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 action is requested to approve the discretionary funds for the projects recommended from the Fall 2023 project call and amend the 2024-2033 Transportation Improvement Program to add the funding allocations to new and existing projects. The call for projects to award CRTPO discretionary funds opened on August 14, 2023, and closed on October 31, 2023.

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 \$62.4 million in available discretionary funds. Mr. Ventresca explained that 33 applications were received requesting a total of approximately \$91 million of the CRTPO's discretionary fund requests. The Project Oversight Committee (POC) reviewed project scores and developed a recommended list of 25 projects during their meetings over the past two months. He then reviewed the recommended project lists by mode type and recommended allocation.

Mr. Ventresca concluded the presentation by stating that the TCC unanimously recommended that the Board approve the discretionary funds for the projects recommended from the Fall 2023 project call and amend the 2024-2033 TIP to add the funding allocations during the February 1 meeting.

Leigh Altman asked about the role of the POC within the development of the recommended project list. Mr. Ventresca explained that CRTPO member jurisdictions submit project submittals during a two-month solicitation each fall, applications are scored using a data-driven process as defined within the CRTPO discretionary projects policy, and the Project Oversight Committee reviews the scores and develops a recommended project list based upon the amount of funding available. He added that information reports regarding the development of the recommended project list have been provided to the CRTPO Board during the November 2023 and January 2024 meetings.

Motion:

David Jones made a motion to approve the discretionary funds for the projects recommended from the Fall 2023 project call and amend the 2024-2033 Transportation Improvement Program to add the funding allocations to new and existing projects. Mayor Becker seconded the motion. Upon being put to a vote, the motion was unanimously approved.

7. CRTPO FY 2025 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 2025 UPWP. An overview of the UPWP was provided. The UPWP is the CRTPO's budget. Anticipated funding levels by source were reviewed.

The second draft of the FY 2024 UPWP was reviewed with updated funding allocations. The allocation process is largely complete, and the document is being prepared. Mr. Cook explained that allocations will be made as more information becomes available, and analysis of FY 23 first and second quarter trends. The tasks associated with the allocations were discussed. A final review will be conducted during the February 28 Transportation Staff meeting. He concluded his presentation by stating that action will be requested for the Board to adopt the FY 2025 UPWP in March.

Renee Garner questioned the 2.5% requirement for allocating funding to complete streets activities within the UPWP. Mr. Cook responded to explain that the annual allocation of 2.5% of the overall UPWP each year to

complete streets activities is a federal minimum and a number of CRTPO activities incorporate complete streets elements such as the development of the MTP and the bicycle and pedestrian work group.

Brad Richardson requested a definition of the phrase Complete Streets. Mr. Cook responded to explain that complete streets can be defined as streets designed and operated to enable safe use and support mobility for all users. Those include people of all ages and abilities, regardless of whether they are travelling as drivers, pedestrians, bicyclists, or public transportation riders. The approach is applied within the CRTPO by ensuring that when a roadway improvement project is planned that bicycle, pedestrian and transit elements are incorporated within the scope for all users.

Ms. Altman asked about the eligibility of roadways within the extraterritorial jurisdiction (ETJ) for the CRTPO's discretionary funding. Mr. Cook stated that roadway projects on the federal-aid system are eligible to apply for the CRTPO's federal discretionary funds. Ms. Altman requested a map be provided of federal aid system roadways. Mr. Cook stated that NCDOT maintains a federal aid system map that can be accessed [here](#).

Tony Lathrop stated that NCDOT has a Complete Streets Policy that ensures that bicycle, pedestrian, and transit elements are incorporated within the design of roadways throughout the state with an exception to the freeway system.

8. FY 2024 CRTPO Self-Certification

Presenter:

Robert Cook

Summary:

Mr. Cook stated that federal regulations and NCDOT policy require MPOs to annually self-certify to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) that their planning processes address the major issues facing the planning area and are being conducted in accordance with all applicable requirements of the metropolitan planning process and related requirements. A checklist was reviewed that addresses all major regulations and statutes. Staff's finding was that the CRTPO was meeting all requirements. This topic was addressed during the January 10 Transportation Staff meeting; attendees raised no concerns with staff's findings. Action will be requested in March for the Board to adopt a self-certification resolution for FY 2024. Mr. Cook indicated that this item could be placed on the consent agenda for the March 20 CRTPO Board meeting.

David Jones inquired about the status of the MOU reevaluation following the release of the 2020 census urban area data. Mr. Cook stated that an attorney was retained, however; he experienced a medical issue and has recently returned to work. Mr. Cook anticipates a status update on the MOU reevaluation within the next several months.

Chair Qualls polled the CRTPO Board to ensure that the FY 2024 CRTPO Self-Certification can be placed on the consent agenda for the March 20 meeting. No opposition was expressed.

9. NCDOT I-77 Corridor Update

Presenter:

Brett Canipe, NCDOT

Summary:

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

He began the presentation by providing an overview of the history of the express lanes project along the I-77 South corridor between Uptown Charlotte and the South Carolina State Line. He explained that this project has

been included in the CRTPO's 2050 MTP and is a current project in NCDOT's 2024-2033 STIP. Mr. Canipe stated that the CRTPO Board approved NCDOT undertaking a comparative analysis to analyze a traditional project delivery method within the STIP against a public-private-partnership delivery during the February 15, 2023 meeting. He explained that project cost estimation and analysis began in the fourth quarter of 2023, and model runs and documentation is anticipated to conclude by the second quarter of 2024. The next step in this process is a detailed presentation regarding the results of the comparative analysis during a second quarter 2024 CRTPO Board meeting.

Mr. Canipe concluded the presentation by providing an update on the extended vehicle pilot program along the I-77 express lanes north of Uptown Charlotte. He explained that a three-year pilot program has recently ended, and NCDOT has negotiated a short-term extension of the pilot with the I-77 Mobility Partners (I-77MP) for seven months. The short-term extension will allow time to negotiate a long-term agreement with the I-77MP. Mr. Canipe explained that allowing extended vehicles to use the express lanes makes additional capacity available within the I-77 general purpose lanes.

Ms. Altman requested that CRTPO staff relisten to the recording of the I-77 North Express Lanes Responses to CRTPO Board Member Questions agenda item during the November 15 meeting to determine if any follow up is needed. Mr. Burke responded that he would review the recording from the November meeting.

Nick Walsh asked for additional information on the extension of the pilot program in terms of what a favorable arrangement for NCDOT may be. Mr. Canipe stated that NCDOT would like to offer the option for additional vehicle classes to utilize the express lanes in an effort to make additional capacity available within the general purpose lanes.

Michael Osborne inquired if NCDOT has accounted for safety impacts of extended vehicles using the express lanes within the access areas and if a maximum gross weight would need to be enforced to ensure the facility wouldn't be damaged. Mr. Canipe responded to explain that extended vehicles would not be subject to a maximum gross weight since they are regulated by their size in terms of the operating limit for a two-axle vehicle. Mr. Canipe stated that the length of the access areas has been adequately designed to accommodate extended vehicles. He added that there has been an increase in crashes along the I-77 corridor, but this is primarily attributed to an increase in corridor traffic volumes within growing area.

Mayor Becker inquired if the extended vehicle option became permanent if NCDOT may be subject to additional financial compensation. Mr. Canipe stated that there is a revenue sharing provision within the contract with I-77MP and NCDOT's portion of the provision has been increased as part of the pilot extension.

Ms. Garner requested that NCDOT provide crash data along the I-77 north express lane corridor and additional information regarding the revenue share provision. Mr. Canipe stated that NCDOT can provide this information.

Mayor Murray stated that there are several freeways within the CRTPO planning area that have tolling components. He asked whether NCDOT has compiled a lessons learned document to ensure the process improves for corridors that are under development for tolling components. Mr. Canipe explained that the process began in 2007 when planning work began on the I-77 North Express Lanes corridor. NCDOT has continually learned from this experience and has incorporated this into the planning for additional corridors.

Mark Tilley asked if extended vehicles have an increased rate for tolls along the corridor. Mr. Canipe stated that extended vehicles are charged a greater toll rate.

10. Upcoming Agenda Items

Presenter:

Neil Burke

Summary:

The March 20 CRTPO Board agenda will include the following agenda items:

Action items:

- Approval of the FY 2025 Unified Planning Work Program and FY 2024 Self-Certification

Information Reports:

- CRTPO Strategic Plan Update
- Beyond 77 Update

2024 Joint MPO Roundtable with Gaston-Cleveland-Lincoln MPO and CRTPO Boards: Thursday, February 29, 2024; 5:30-8:30 PM; Location: Gaston College, Kimbrell Center in Belmont, NC

12 of 45 CRTPO voting members have completed their SEI and RED filings. New CRTPO Board members must file their SEI and RED immediately to avoid financial penalty and returning CRTPO Board members must complete the SEI and RED filing requirements by April 15.

11. Board Member Comments

Presenter:

Tony Lathrop provided an update on NCDOT's financial outlook by stating that the department's spend plan has been updated. NCDOT has a good cash balance, but insufficient revenue to address all of the needs.

David Jones asked for an update on the population updates for the CRTPO. Mr. Burke stated that work has begun to update the household and employment data for the MTP, and an update will be provided regarding the 2055 projections at an upcoming meeting.

12. Adjourn

The meeting was adjourned at 7:15 p.m.