

**CHARLOTTE REGIONAL TRANSPORTATION PLANNING ORGANIZATION**  
**Charlotte-Mecklenburg Government Center, Room 267**  
**August 17, 2022 Meeting**  
**Summary Minutes**

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**Members Attending:**

Julie Eiselt (Charlotte), Denis Bilodeau (Cornelius), Rusty Knox (Davidson), Rob Kidwell (Huntersville), David Cohn (Indian Trail), Renee Garner (Matthews), Pat Cotham (Mecklenburg County), John Higdon (Metropolitan Transit Commission), Fredrick Becker (Mineral Springs), Dale Dalton (Mint Hill), Lisa Qualls ( Mooresville), Tony Lathrop (NC BOT-Division 10), Stephen Rosenburgh (NC BOT – Division 12), David Jones (Statesville), Craig Horn (Weddington)

**Non-Voting Members Attending:**

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**1. Call to Order**

Chair Ron Pappas called the August 2022 CRTPO Board meeting to order at 6:00 p.m.

**2. Adoption of the Agenda**

Summary:

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

Motion:

Upon being put to a vote, the motion to adopt the agenda as presented was approved 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 Pappas requested action on the following two consent agenda items:

- a) July 20, 2022 CRTPO Board Meeting minutes
- b) 2020-2029 TIP Amendments
- c) FY 2023 UPWP Amendment
- d) Performance-Based Planning: CMAQ Performance Targets

Motion:

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

**6. Education Session Series: CRTPO Discretionary Project Program**

Presenters:

Jennifer Stafford

Summary:

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

She began the presentation by explaining that staff has conducted an education session at the beginning of the fall discretionary project call to educate Board and TCC members on the discretionary program and inform jurisdictions of the process to submit competitive applications for planning and capital project funding. Next, Ms. Stafford provided an overview of the federal discretionary funding sources that are made available each year during the project call. This year, \$58.6 million will be available for planning, highway, and non-highway projects in fiscal years 2023-2026. She then highlighted the Carbon Reduction Program (CRP) as a new funding source made available to the CRTPO as part of the IIJA legislation. The CRP provides funds for projects designed to reduce carbon dioxide (CO<sub>2</sub>) emissions from on-road highway sources. Approximately \$2.6 million in CRP funds will be made available annually and the funds need to be allocated to projects with a proven emissions reduction benefit.

Ms. Stafford provided an overview of the Project Oversight Committee (POC) in terms of the role it plays developing recommendations for the discretionary program. The POC was created in 2015 as a subcommittee of the TCC to oversee the annual discretionary project call and to track active projects. A subcommittee of the POC developed a Discretionary Funds Policy Guide that was adopted by the Board in February 2019. Ms. Stafford provided an overview of the policy guide and the relevant sections that Board and TCC members should review prior to submitting an application during an active project call.

She then provided an overview of the roles and responsibilities for managing discretionary projects, the federal funds reimbursement process, and the phases of project delivery. Next, Ms. Stafford conducted an overview of the discretionary project database and showed members of the Board how it is used to prioritize and track project submittals and active projects. Ms. Stafford concluded the education by providing an overview of the collaborative process between the CRTPO and NCDOT to program discretionary funding to projects that the Board approves and schedule the project within the STIP and TIP.

Denis Bilodeau asked how jurisdictions can ensure that they are submitting projects that will score competitively within the process. Ms. Stafford responded to explain that the scoring process gives a higher priority to projects with a greater local match. She explained that the minimum local match for federal funds is 20%, but the average match during the fall 2021 project call was 30%. She also referenced the bicycle and pedestrian project scoring workbook as a resource to forecast the potential quantitative score. Mr. Bilodeau asked about the maximum amount of discretionary funding that a jurisdiction could request within a particular project call. Ms. Stafford stated that member jurisdictions may request a minimum discretionary fund amount of \$250,000 and a maximum of not more than 25% of all available funds for the particular federal fiscal year. Generally, potential projects that are requesting less than \$500,000 of discretionary funds should be limited to active federally-funded projects that need gap funding to address a project shortfall.

Mayor Higdon inquired asked how geographic distribution is factored into the prioritization process. While the discretionary policy does not include a geographic distribution criterion, Mr. Burke explained that this is the role of the POC to review the recommended draft project list to ensure that one particular jurisdiction or segment of the planning area receives an inordinate amount of the funds.

## **7. CRTPO Board Request: TCC Analysis of I-77 South and Findings of Fact**

### Presenter:

Travis Johnson

### Summary:

Mr. Johnson 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 a recap of the action that the Board approved during the July 20 meeting for the TCC to analyze the I-77 South corridor from the Brookshire Freeway to the South Carolina state line and prepare findings of fact about the corridor's status. Next, Mr. Johnson discussed progress to date which includes a presentation to the TCC on August 4, a meeting with NCDOT on August 12 regarding data to support

the request, and a discussion during the Transportation Staff meeting earlier today. He then presented the scope of the analysis of the I-77 corridor, and the responsibilities of staff and TCC members. Mr. Johnson provided an overview of the two projects along the I-77 corridor that were included within the 2050 MTP fiscally constrained project lists. An inventory of data needs to fulfill the request were presented along with the agencies that can provide this information. Mr. Johnson concluded his presentation by providing an overview of the next steps to prepare and finalize the I-77 analysis and findings of fact for the September 21 Board meeting.

Mr. Bilodeau asked if the scope of the analysis for I-77 south would also include an operational analysis of the express lanes that are currently operating between Uptown Charlotte and Mooresville. Mr. Johnson responded to explain that the scope of this analysis is focused current and future operations of the I-77 corridor south of Uptown to the state line, and prior plans and studies that have included this segment.

Mayor Higdon stated that he read an article which stated that privately operated managed lanes facilities may toll users at a rate up to 400% greater than that of those facilities are publicly operated. He explained that the I-77 Corridor between Uptown and the South Carolina is adjacent to several economically disadvantaged communities, and he requested the toll rates for the managed lanes facilities. Mr. Johnson explained that the I-77 South project is in the NEPA document phase, and the determination of tolling rates occurs later within the project development process.

Pat Cotham inquired about the provision to allow trucks to use the managed lanes along the I-77 South Corridor if the project moves forward. Mr. Johnson explained that scope of this analysis is limited to current and future operating characteristics along the I-77 Corridor and does not pre-determine the design parameters since this is still being analyzed within the NEPA process.

Renee Garner referenced the value engineering process for the Independence Boulevard project (U-2509) where Matthews and NCDOT evaluated the functionality of parallel routes to the mainline to determine if operational efficiency can be achieved. She inquired if a similar analysis of parallel facilities to the I-77 South Corridor will be conducted to determine if alternative network improvements may lessen the need for express lanes. Mr. Johnson explained that this analysis is focused on the I-77 corridor itself but may include interchange and ramp operations that have been contemplated within the ongoing NEPA study.

Mr. Bilodeau inquired if any additional unsolicited proposals have been received. Mr. Johnson reminded the Board that NCDOT received the unsolicited proposal and not the CRTPO. He added that he was unaware of any additional unsolicited proposals that NCDOT has received for this project.

## **8. Upcoming Agenda Items**

Presenter:  
Neil Burke

Summary:

The September 21 CRTPO Board agenda will include the following action items:

- I-77 South Corridor Analysis and Findings of Fact
- NCDOT 2024-2033 STIP Update & Proposed Project Funding Status Funding Swaps
- FTA Section 5307 Annual Report
- FY 2022 CRTPO Public Engagement Summary

Board members with terms ending following this meeting are encouraged to work with their jurisdictions elected and administrative leadership to name new Delegates and Alternates in advance of the September 21 meeting. New delegates and alternates will need to complete the filing requirements with the State Ethics Commission prior to the September 21 meeting in order to vote on any action items.

**9. Board Member Comments**

Presenter:

Ron Pappas

Chair Pappas recognized Mayor Pro-Tem Eiselt and William Morgan for their contributions to the Board since tonight was their last meeting representing Charlotte and Statesville respectively.

**10. Adjourn**

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