

*a City-County  
agency providing public Planning  
services to the City of Charlotte and  
the unincorporated areas of  
Mecklenburg County*

# Planning Commission

May 6, 2019  
work session

Charlotte-Mecklenburg  
Government Center  
Conference Room 267  
Noon



# CHARLOTTE-MECKLENBURG PLANNING COMMISSION

Work Session Agenda

May 6, 2019 – Noon-2:00pm

CMGC – Room 267

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1. **Call to Order & Introductions** – 12:00 – 12:05pm (5 minutes)
  
2. **Minutes and Reports** – 12:05 – 12:10pm (5 minutes)
  - Approve April 1<sup>st</sup> Work Session Minutes – *Attachment 1*
  - Discussion on Information in Review Packet
    - Zoning Committee Agenda Results – *Attachment 2*
    - Historic District Commission Meeting Results – *Attachment 3*
    - Charlotte Regional Transportation Planning Organization – *Attachment 4*
    - Upcoming Meeting Dates – [Click here to access Team up calendar](#)
  
3. **New Business** – 12:10 – 2:00pm
  - Lessons Learned: Minneapolis & Grand Rapids Planning Efforts [45 Minutes] – *Kathy Cornett, Planning, Design and Development Staff*
  - Community Viz model for Comprehensive Plan Growth Scenario [45 Minutes] – *Matt Noonkester, City Explained*
  - Nominating Committee and Officer Nominations [20 Minutes] – *Chairperson Fryday*
  
4. **Future Work Session Agenda Topics**

Agenda Topic		Meeting Date
Planning Commission	Comprehensive Plan Elements	June 3
	Millennial Plan	July 1
Planning Committee	To Be Determined	May 21



# Charlotte-Mecklenburg Planning Commission

## Work Session Summary Minutes

April 1, 2019

CMGC – Conference Room 267

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### Attendance

**Commissioners Present:** John Fryday (Chairperson), Victoria Nwasike (Vice Chairperson), Phillip Gussman, Dionne Nelson, Rajahm Sellers, Sam Spencer, Mike Sullivan, Douglas Welton, Cozzie Watkins, Keba Samuel, and Nancy Wiggins

**Commissioners Absent:** John Ham, Elizabeth McMillan, and Bolyn McClung

**Planning Staff Present:** Ed McKinney (*Assistant Planning Director*), Candice Rorie, Shavon Davis, Laura Harmon, Kathy Cornett, Gareth Johnson, Monica Holmes, and Alan Goodwin

### Call to Order & Introductions

The Chairperson called the meeting to order at 12:08 pm, welcomed those present, and asked everyone to introduce themselves.

### Minutes and Reports

#### **Approval of March 4, 2019 Work Session Minutes**

A motion was made by Commissioner Wiggins and seconded by Commissioner Gussman to approve the March 4, 2019 minutes. The vote was unanimous to approve the minutes.

Chairperson Fryday reviewed the attachments in the agenda packet. He reminded the Commission that the Team up calendar includes all updated activity.

### New Business

#### **Planning Committee TOD Recommendation**

Ms. Monica Holmes gave an overview of the TOD text amendment process thus far and the next steps. Ms. Holmes advised that positive feedback was received at the public hearings. She said representatives from Sustain Charlotte, the development community, the neighborhood group, and political advocates all spoke in favor of the ordinance. Ms. Holmes went on to say that the recommendation passed at Planning Committee. Staff will send revised changes and the item is scheduled for an April 15<sup>th</sup> adoption

Alan Goodwin will be proceeding with next steps in implementation, specifically focusing on mapping. Ms. Holmes said following adoption on April 15<sup>th</sup>, there will be an aggressive strategy for mapping and staff will file the rezonings this summer.

Commissioner Nelson asked Ms. Holmes about the 2000 parcels that will be rezoned and Ms. Holmes replied the parcels currently zoned TOD by right will automatically convert by July 1<sup>st</sup>. The 2000 parcels are recommended in an area plan and are proposed to be TOD. The criteria that will dictate which of the four districts those properties go into based on the area plan.

Chairperson Fryday asked if the criteria will become part of a public discussion. Ms. Holmes replied that the engagement strategy is still underway but the first meeting will really focus on the criteria

and how those decisions will be made. She said that it is important to note that the criteria are based on the existing adopted policy.

Vice Chairperson Nwasike asked if Planning Commission would be receiving a copy of the changes and adjustments that were sent to the Ordinance Advisory Council (OAC). Ms. Holmes replied that Transportation and Planning Committee (TAP) postponed their meeting and five to ten additions were finalized late Friday, so staff will send the final revision.

Commissioner Spencer asked if any of those five changes are as substantive as the bonus menu change that was presented to them at the Planning Committee. Ms. Holmes replied no.

Chairperson Fryday thanked Ms. Holmes, her staff, and everyone that worked on the task and stated the process had been ran in a very professional manner. He went on to say that he has been very impressed with the Planning Staff and he thinks it is a great ordinance.

### **Near Term UDO update Sign Ordinance**

Ms. Harmon presented a presentation and provided an update of the progress of the Unified Development Ordinance (UDO). Click [here](#) to view the entire presentation.

Commissioner Wiggins suggested that the ordinance include a requirement that addressing be made visible at each business.

Commissioner Spencer asked will the ordinance revision allow changes to signs without needing to go through the rezoning process. Ms. Harmon replied that is their goal.

Commissioner Nelson referring to electronic signage, asked if the ordinance will be restrictive and not address content, and are there any risks that will need to be managed. She added there are certain things we would not want advertised in certain locations via the sign ordinance. Ms. Harmon replied staff will test the limits of the authority of the ordinance and will need to check with legal counsel on the limits.

Commissioner Nelson asked, currently is a billboard different from a sign. Ms. Harmon replied yes. It is an outdoor advertising sign but it has very specific standards. Commissioner Nelson asked could a regular sign become more like a billboard because you cannot dictate what it shows. Ms. Harmon answered, in many cases, yes.

Chairperson Fryday commented he would like for it to be viewed from the perspective of what we want to happen and how restrictive can we be. Ask the question, what is a sign. If he put a projector on the side of his building and displays whatever he wants, which constantly changes, would this be classified as a sign and therefore regulated. Would this be considered regulating content or not because this would be a condition he would want to disallow. He said that he knows we are walking a fine line legally but he thinks some time should be spent trying to figure out what we want to have happen.

Ms. Harmon replied they will see realistically how much they can push it and be able to regulate. She said that it was ruled under free speech. Chairperson Fryday added that free speech should not include constantly changing words and flashing signs. Ms. Harmon answered that they can regulate those things. Ms. Harmon said there are various types of signs and a billboard is a form of a type of sign. The level of changeability should be considered because there are signs in front of schools that are flashing and changing all the time. Lastly, she said that they do have the ability to control flashing, like how many seconds information can be displayed, those are the things they can control.

Commissioner Samuel said that she has the same reservations that has already been voiced in the room in terms of having rotational messaging being displayed on what she considers a monument sign for business. She would want to allow this for CMS because that was the first thing that came to mind with the digital signage that they have in front of many of their schools where it tells you the next PTA meeting or the next school function. She asked, how do you balance or regulate that. She said a business that may have a sign with a permanent fixture up top and a ticker tape below the name of their business with a rotating message. She has reservations with the types of messaging that would be displayed if that were allowed by the ordinance.

Ms. Harmon addressed Commissioner Samuel for clarification, saying from what she is hearing is that maybe certain types of uses may have different sign allowances. Chairperson Fryday suggested they could be sized because school signs are quite small.

Commissioner Spencer asked if anything would change in the North Carolina general statute due to the ruling. He asked has there been any bills filed that would possibly affect how they write the ordinance. Ms. Harmon replied they have not seen anything. The Supreme Court ruling is a few years old now so they are catching up to it.

Commissioner Welton asked, in the end, after the sign ordinance, text amendment is done, how does that make developing in Charlotte, better, easier. If we change a sign now, it could all be done by staff and again, you don't have to get a rezoning just because you want to put up a different kind of sign. That's his impression of this. Ms. Harmon said that she thinks for the ones that are putting up a sign, you would have one part of the ordinance that you would go to and it should be a lot clearer. There may be some type of signs that they will allow by right that they are not allowing now which will be easier. She thinks in some cases, yes, people will be able to get the kind of signage they need. She said they consistently see she believes through MUD the amount of signage allowed is just not enough; it's too limited. They are recalibrating, making sure they allow enough signage.

Commissioner Welton said we should be aware that the technology of digital signage software is far ahead of this discussion. Ms. Harmon replied that they will not be discussing what technology but the ability to have sign reviewed.

Commissioner Nelson said they need to be doing the ordinance for the future so maybe there should be some education around that so they don't draft an ordinance or an amendment that is outdated in three years.

Commissioner Gussman said they have had issues in the past where some murals violated sign ordinances because they had specific references and he imagines all of that would go away. He said to just make sure that the murals are included. Ms. Harmon replied what they are struggling with what is a sign and what is a mural. Commissioner Gussman said he also wanted to mention that clean graffiti needs to be considered as well.

Chairperson Fryday asked if they anticipated covering those things like murals on the side of trash cans. Ms. Harmon replied that she does not know and is trying to think of where the best place that would be in the ordinance. She thinks they would have to define mural vs. not mural. She said that she thinks TOD has some revisions but she does not remember if it was in the signs section.

Commissioner Wiggins said that we need to try to let signs on the side of buildings be relative to the community.

Chairperson Fryday asked for the timeframe on this ordinance and Ms. Harmon said that they would like to have it adopted this year.

### **Tree Ordinance**

Vice Chairperson Nwasike wanted clarification on one of the slides which states no net loss on code required trees. She asked were they looking at a different metric for determining what is considered to be the number of trees. Ms. Harmon said the tree ordinance can look at different metrics to determine whether you have met the standards.

Commissioner Sullivan said some areas found it very difficult to meet certain requirements for the development for the trees and what was the decision made on whether they can be planted trees or potted trees to meet the requirement. Ms. Harmon responded right now they must be planted trees and there are specific standards on planting requirements. They will be looking at different ways to get trees on site.

Chairperson Fryday commented that Urban residential and Neighborhood services should be viewed from a design standpoint. Those are the two districts that they are seeing most intrusive in the single family residential. He said that all the others, like MUD fall over areas that are in development, so be careful with those two in not changing how they relate to housing around it until we deal with that other bar scale. Ms. Harmon replied that was a good point for example in building townhomes, with a parking pad in the back, there is a requirement in our tree ordinance that every parking space has to be within 40 feet of a tree.

Commissioner Spencer said they have seen a lot of urban residential rezonings in places that are residential but not urban. If we change the requirements in urban residential and we see that certain parts of the city that have a large number of existing trees, what are the thoughts on how that effects the tree canopy.

Commissioner Nelson asked Ms. Harmon if there was a way to leverage concepts from the TOD districts and create some type of menu options. She thinks the intent of the current ordinance is not getting achieved because of the way they are measured. She went on to say that she agrees

whole heartily that what is getting saved is not always what we intended. Lastly, she stated once we get closer to the finish line, she thinks there must be a serious education effort with the community because she has been in neighborhoods where people count trees daily. Ms. Harmon added that people do not realize that even by the tree ordinance, not all trees on the site are designed to be saved and it is a relatively small percentage.

Commissioner Wiggins said that there was a big media presentation saying that we need to get rid of pear trees and not allow them in development for a variety of reasons. Another thing she thinks is important is that a huge tree canopy causes a smog level that was worse than the bad parts of Los Angeles. She thinks when we do the tree ordinance she would prefer that people be mindful of that.

### **Minneapolis 2040 Plan & Grand Rapids Planning Efforts Update**

Ms. Kathy Cornett talked about the Building Communities' Speakers Series and this year the invited guests from Minneapolis were here at the event to talk about their efforts, predominately around their elimination of strictly single-family zoning as part of other efforts that they have done. She said that Grand Rapids, Michigan had done this about ten years ago and Minneapolis recently did that as part of their Comprehensive Plan. It was a presentation of sharing lessons learned and approaches that we believe Charlotte can learn from today.

Commissioner Gussman commented, specifically he was really impressed with the way Minneapolis was applying their whole concept. He thought it was interesting how they looked at their entire city further out from the core where you would think single family housing would be most natural. He added it was impressive how they decided to apply.

Commissioner Sullivan said that he thought there was going to be a discussion about how the UDO and the new planning standards might affect their neighborhoods for it being single family residential. He thinks people were concerned because with the new rewrite there would be less input in the rezoning process.

Chairperson Fryday talked about the neighborhood character booklet that Grand Rapids used. They went into different neighborhoods and described character of the neighborhoods. He said we talk about what makes Dilworth different than other neighborhoods and they actually tried to categorize that so as they developed their UDO, they could make sure those characteristics were enhanced and not damaged by the way they did their zoning.

Commissioner Watson asked was it planning staff that went in and made those observations or was it community folks. Chairperson Fryday replied that he thinks they did stakeholder groups in neighborhoods. He stated they were stunned by the small size of the Charlotte Planning staff and the work that was generated when compared to the large planning staff of both of those cities.

Commissioner Sullivan mentioned the public/private partnership where rental prices would be offset through a process with private entities. Chairperson Fryday said that it was a partial subsidy where they pay down the rent rate. He said it would be good at some point if they could go into more detail about this process and understand how they did it.

Commissioner Welton commented that the history of Minneapolis and Grand Rapids should be put into context because in 1950, Minneapolis was the largest it has ever been and had negative population growth four out of the last seven decades. When they speak about their equity lenses in Charlotte, roughly 35% of the population is black but it is 10% Minneapolis, but was previously 1%.

Commissioner Wiggins commented to be mindful when looking to other communities.

### **Other Business**

Chairperson Fryday went over the Future Work Session Agenda Topics and advised that for the next two months, they will take the vision and values elements of the Comprehensive Plan and give staff their thoughts. He said in the future, Directory Jaiyeoba wants to talk about the Millennial Plan and are there items in that plan that UNCC did that might be good to include in the Comprehensive Plan.

Vice Chairperson Nwasike stated the Planning Committee could have a deeper review of the Comprehensive Plan elements, as well as the Sign and Tree Ordinance.

Ms. Candice Rorie said that Director Jaiyeoba also sent an email regarding a possible presentation for the CATS TOD study along with the Silver Line and that could be a topic of discussion at the Planning Committee in April.

Commissioner Sellers asked as a member of the Planning Committee, when are they going to talk more about the UDO as it is synonymous to the Comprehensive Plan. Chairperson Fryday responded that staff is now getting back to the UDO which is why the Sign and Tree Ordinance is coming up. He said it was on hold until TOD was approved but the Ordinance Advisory Committee is still in existence and meeting regularly.

Chairperson Fryday advised that in April we announce our nominating committee and they will come in May with the nominations for that committee, and the vote will be in June. He asked the nominating committee to be composed of Commissioner Nelson, Commissioner McClung, and Commissioner Sellers. He went on to say that he will not be running for Chair. He asked that by April 8<sup>th</sup>, nominations be submitted to the nominating committee members and they will bring back the nominations for Chair and Vice Chair in May.

Commissioner Nelson clarified that her recollection of the process is they would recommend a slate but the floor would also be open on May 6<sup>th</sup> for nominations from the floor. The slate and any nominees will make their case and talk for a few minutes about why they want to be in that role so people should be prepared for that. The vote will be in June.

### **Adjournment**

The meeting adjourned at 2:06 pm.

# City of Charlotte

*Charlotte-Mecklenburg Government Center  
600 East 4th Street  
Charlotte, NC 28202*



## Zoning Agenda

### **RESULTS**

Tuesday, April 2, 2019

Charlotte-Mecklenburg Government Center, Room 280

### **Zoning Committee Work Session**

*John Fryday - Chairperson  
Elizabeth McMillan - Vice-Chairperson  
Phillip Gussman  
John Ham  
Bolyn McClung  
Keba Samuel  
Cozzie Watkins*

**Zoning Committee Work Session**

**Call to Order:** 5:33pm

**Adjourned:** 6:24pm

**Zoning Committee Members**

<i>John Fryday</i> ✓	<i>Elizabeth McMillan</i> ✓	<i>John Ham</i> ✓	<i>Bolyn McClung X</i>
<i>Keba Samuel</i> ✓	<i>Cozzie Watkins</i> ✓	<i>Phillip Gussman</i> ✓	<i>Nancy Wiggins</i> ✓

**Action Item**

1. **Charlotte-Mecklenburg Planning Commission Minutes Oxford Manor Subdivision Appeal- Approval of Minutes**  
**Approved**

**Motion:** Samuel

**2nd:** Watkins

**Vote:** 7:0

**Deferrals**

2. **Rezoning Petition: 2018-012 by Harrison Tucker & John Perovich**  
***Zoning Committee Deferred Recommendation to their April 30, 2019 meeting***

**Location:** Approximately 0.16 acres located at the intersection of North Davidson Street and East 17th Street. (Council District 1 - Egleston)

**Current Zoning:** R-8 (single family residential)

**Proposed Zoning:** UR-2(CD) (urban residential, conditional)

**Motion:** Watkins

**2nd:** Gussman

**Vote:** 7:0

3. **Rezoning Petition: 2018-147 by Laurel Street Residential**  
***Zoning Committee Deferred Recommendation to their April 30, 2019 meeting***

**Location:** Approximately 3.31 acres located on the north side of Mallard Creek Road, east of Prosperity Church Road, west of Galloway Road. (Council District 4 - Phipps)

**Current Zoning:** R-3 (single family residential)

**Proposed Zoning:** UR-2(CD) (urban residential, conditional)

**Motion:** Watkins

**2nd:** Gussman

**Vote:** 7:0

4. **Rezoning Petition: 2018-165 by NRP Properties, LLC**  
***Zoning Committee Deferred Recommendation to their April 30, 2019 meeting***

**Location:** Approximately 16.6 acres located on the west side of Forest Point Boulevard, off of Nations Ford Road, east of I-77. (Council District 3 - Mayfield)

**Current Zoning:** B-2(CD) (general business, conditional)

**Proposed Zoning:** R-17MF(CD) (multi-family residential, conditional)

**Motion:** Watkins

**2nd:** Gussman

**Vote:** 7:0



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9. **Rezoning Petition: 2018-121 by Steele Creek 1997**  
**Recommended for Approval**

**Location:** Approximately 264.93 acres located off West Arrowood Road, east of I-485. (Council District 3 - Mayfield)

**Current Zoning:** R-3 AIR (single family residential, airport noise overlay), O-1(CD) AIR (office, conditional, airport noise overlay), and I-1(CD) AIR (light industrial, conditional, airport noise overlay)

**Proposed Zoning:** MUDD-O AIR (mixed use development, optional, airport noise overlay) and I-1 (CD) AIR (light industrial, conditional, airport noise overlay), with five-year vested rights.

**Motion: Wiggins**

**2nd: Ham**

**Vote: 7:0**

10. **Rezoning Petition: 2018-143 by LIV Development, LLC**  
**Recommended for Approval**

**Location:** Approximately 8.5 acres located on the east side of North Tryon Street, across from Orchard Trace Lane, south of Sandy Avenue. (Council District 4 - Phipps)

**Current Zoning:** B-2(CD) (general business, conditional) and B-2 (general business)

**Proposed Zoning:** TOD-M(O) (transit oriented development - mixed use, optional)

**Motion: Gussman**

**2nd: Watkins**

**Vote: 7:0**

11. **Rezoning Petition: 2018-156 by Doug Dunaway**  
**Recommended for Approval**

**Location:** Approximately 0.66 acres located on the south side of the intersection Randolph Road, South Dotger Avenue and Montrose Court. (Council District 1 - Egleston)

**Current Zoning:** R-3 (single family residential)

**Proposed Zoning:** UR-2(CD) (urban residential, conditional)

**Motion: Gussman**

**2nd: Ham**

**Vote: 7:0**

12. **Rezoning Petition: 2018-157 by O'Leary Group Business Park, LLC**  
**Recommended for Approval**

**Location:** Approximately 9.05 acres located at the intersection of Odum Avenue and Centre Street, southeast of Brookshire Boulevard. (Council District 2 - Harlow)

**Current Zoning:** I-1 (light industrial), I-2 (general industrial), I-2(CD) (general industrial, conditional) and B-2 (general business)

**Proposed Zoning:** I-2 (general industrial)

**Motion: Ham**

**2nd: Watkins**

**Vote: 7:0**

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**13. Rezoning Petition: 2018-159 by Mary Ann & Charles Mauldwin**  
**Recommended for Approval**

**Location:** Approximately 1.85 acres located on the southwest corner of Derita Avenue and Maple Street, west of West Sugar Creek Road. (Council District 4 - Phipps)

**Current Zoning:** R-3 (single family residential)

**Proposed Zoning:** INST(CD) (institutional, conditional)

**Motion:** Watkins

**2nd:** Gussman

**Vote:** 7:0

**14. Rezoning Petition: 2018-166 by Camden Development, Inc.**  
**Recommended for Approval**

**Location:** Approximately 0.43 acres located on the south side of Charles Avenue, west of Matheson Avenue. (Council District 1 - Egleston)

**Current Zoning:** I-2 (general industrial)

**Proposed Zoning:** TOD-M (transit oriented development - mixed use)

**Motion:** Gussman

**2nd:** Ham

**Vote:** 7:0

**15. Rezoning Petition: 2019-004 by C4 Investments, LLC**  
**Recommended for Approval**

**Location:** Approximately 10.54 acres located on the southeast corner of West Arrowood Road and West Hebron Street. (Council District 3 - Mayfield)

**Current Zoning:** INST (institutional)

**Proposed Zoning:** R-22MF (multi-family residential)

**Motion:** Samuel

**2nd:** Watkins

**Vote:** 7:0

**16. Rezoning Petition: 2019-010 by JDSI, LLC**  
**Recommended for Approval**

**Location:** Approximately 33.48 acres located on the east side of Brookshire Boulevard at the intersection of Old Plank Road. (Council District 2 - Harlow)

**Current Zoning:** R-3 LWPA (single family residential, Lower Lake Wylie protected area) and I-1 LWPA (light industrial, Lower Lake Wylie protected area)

**Proposed Zoning:** R-6 LWPA (single family residential, Lower Lake Wylie protected area) and R-8 LWPA (single family residential, Lower Lake Wylie protected area)

**Motion:** Watkins

**2nd:** Ham

**Vote:** 6:1





**CHARLOTTE HISTORIC DISTRICT COMMISSION AGENDA  
APRIL 10, 2019  
ROOM 267, 2ND FLOOR**

**HDC WORKSHOP 12:00 PM**

STAFF UPDATES  
224-236 W. KINGSTON AVENUE

**HDC MEETING: 1:00 – 7:00**

- CALL TO ORDER
- APPROVAL MARCH MINUTES
- APPLICATIONS FOR CERTIFICATES OF APPROPRIATENESS

**CONSENT AGENDA**

1. 1932 Dilworth Road W  
HDC [2019-151](#) **APPROVED**  
DILWORTH  
BILL PRESTWOOD, APPLICANT

**NEW CASES**

**ADDITIONS**

2. 708 E TREMONT AV  
HDC [2019-160](#) **DENIED**  
DILWORTH  
MIKE DOYNE/CHRIS LUKE, APPLICANT
3. 1716 MERRIMAN AVENUE  
HDC [2019-045](#) **DENIED**  
WILMORE  
MARK PATTERSON, APPLICANT

**FRONT PORCH/WINDOW CHANGE ADDITIONS**

4. 429 WEST BLVD  
HDC [2018-661](#) **APPROVED**  
WILMORE  
DIANA HALSKI/ELIZABETH GRIFFIN, APPLICANT

**REPLACEMENT WINDOWS**

5. 223 E. PARK AVENUE  
HDC [2019-121](#) **CONTINUED**  
DILWORTH  
MONA RHEE, APPLICANT

**ALTERNATIVE MATERIALS**

6. HDC [2019-157](#) **DENIED SIDING REMOVAL, APPROVE PAINTING OF THE FOUNDATION, CONTINUE MORE DETAIL ON THE DRIVEWAY, TRANSITION FROM THE EXISTING SIDING TO THE SIDING OF THE ADDITION IF SHE IS USING A DIFFERENT MATERIAL WITH A NOTE TO MAINTAIN THE FOUNDATION HEIGHT ALL THE WAY AROUND THE HOUSE.**  
WILMORE  
MORGAN MCGRANN, APPLICANT

**TREE REMOVAL**

6. 815 BERKELEY AVENUE  
HDC [2019-101](#) **DENY TREE REMOVAL**  
DILWORTH  
JEAN DAVIS, APPLICANT





# Charlotte Regional Transportation Planning Organization

## Meeting Agenda Packet

April 17, 2019

6:00 PM

Charlotte-Mecklenburg  
Government Center  
Room 267 (Second Floor)  
600 East Fourth Street  
Charlotte, NC 28202

CRTPO Staff Contact:  
Neil Burke, AICP PTP  
(704) 336-2205  
nburke@charlottenc.gov

### April 17, 2019 Agenda Items

- ❖ Consent Agenda
- ❖ Request to Delay Segment of Project U-4714
- ❖ 2020-2029 Draft TIP & 2045 MTP Amendments
- ❖ I-77 North Peak-Period Shoulder Lanes
- ❖ CATS Updates
- ❖ Regional Transportation Planning Coordination Initiatives

### CRTPO BOARD MEMBERS

**Michael Johnson, Chair**  
Council Member, City of Statesville

**Paul Bailey, Vice-Chair**  
Mayor, Town of Matthews

City of Charlotte  
Town of Cornelius  
Town of Davidson  
Town of Fairview  
Town of Huntersville  
Town of Indian Trail  
Iredell County  
Town of Marshville  
Town of Marvin

Town of Matthews  
Mecklenburg County  
Metropolitan Transit Commission  
Town of Mineral Springs  
Town of Mint Hill  
City of Monroe  
Town of Mooresville  
NCDOT  
Town of Pineville

Town of Stallings  
City of Statesville  
Town of Troutman  
Union County  
Town of Waxhaw  
Town of Weddington  
Village of Wesley Chapel  
Town of Wingate

#### Title VI Policy

*It is the policy of the Charlotte Regional Transportation Planning Organization to ensure that no person shall, on the ground of race, color, sex, age, national origin, or disability, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity as provided by Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, and any other related non-discrimination Civil Rights laws and authorities.*



charlotte regional **transportation** planning organization

600 East Fourth Street  
Charlotte, NC 28202  
704-336-2205  
www.crtpo.org

TO: CRTPO Delegates & Alternates  
FROM: Neil Burke, AICP PTP  
CRTPO Secretary  
DATE: April 12, 2019

**SUBJECT: April 2019 Meeting  
Charlotte Regional Transportation Planning  
Organization Wednesday, April 17, 6:00 PM**

The April 2019 meeting of the Charlotte Regional Transportation Planning Organization (CRTPO) is scheduled for Wednesday, April 17, 2019.

The meeting will begin at 6:00 PM and will be held in Room 267 of the Charlotte-Mecklenburg Government Center, 600 E. Fourth Street, Charlotte.

#### **Accessing the Charlotte-Mecklenburg Government Center**

The Charlotte-Mecklenburg Government Center is located at 600 East Fourth Street (corner of Fourth and Davidson streets) in uptown Charlotte. Parking is available in the Government Center parking deck located on Davidson Street between Third and Fourth streets; on-street parking is also available.

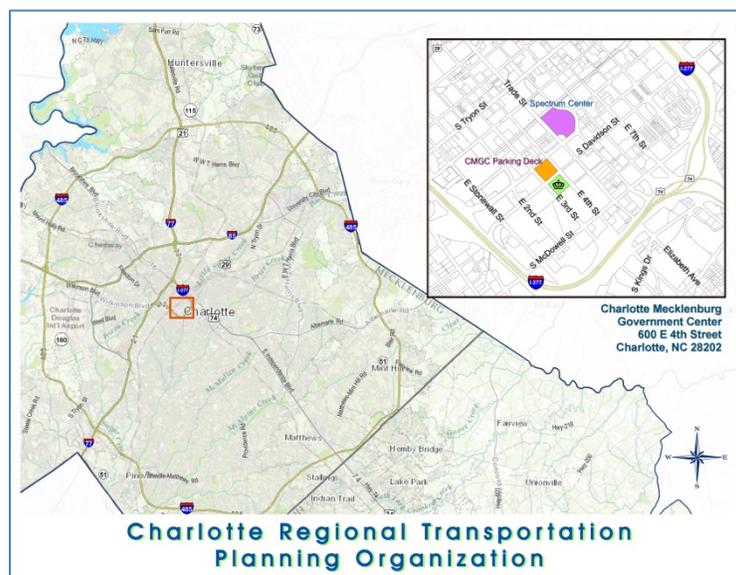
There are two ways to enter the Government Center. Enter via the large staircase on the Davidson Street side or through the plaza entrance facing East Fourth Street. (This is a handicapped-accessible entrance.) Once inside the building, security staff will assist you to Room 267.

#### **Non-Discrimination Policy**

It is the policy of the Charlotte Regional Transportation Planning Organization to ensure that no person shall, on the ground of race, color, sex, age, national origin, or disability, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity as provided by Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, and any other related non-discrimination Civil Rights laws and authorities.

The Charlotte Regional Transportation Planning Organization coordinates transportation planning initiatives in Iredell and Mecklenburg Counties and the urbanized portion of Union County. The Metropolitan Planning Organization (MPO) board of the CRTPO reviews and votes on consensus-based technical recommendations provided by the Technical Coordinating Committee (TCC).

Unless otherwise noted, CRTPO TCC and MPO meetings are held in Room 267 on the second floor of the Charlotte-Mecklenburg Government Center (CMGC), located at 600 East Fourth Street in Uptown Charlotte.



Parking is available in the CMGC parking deck on Davidson Street between Third and Fourth Streets. Parking tickets from the CMGC Deck can be validated by CRTPO staff if they are brought to the meeting.

There are two ways to enter the CMGC. Enter via the large staircase on the Davidson Street side or through the plaza entrance facing E. Fourth St. (This is a handicapped accessible entrance.) Once inside the building, security staff will assist you to Room 267. Security measures have been improved recently, so please allow more time for entering the building.

In compliance with the Americans with Disabilities Act (ADA), accommodations will be provided for persons who require assistance in order to participate in Charlotte Regional Transportation Planning Organization meetings. If assistance is needed or to request this document in an alternative format, please contact CRTPO at (704) 336-2205 or (704) 336-5123 (fax).

## Commonly Used Acronyms

BOT	Board of Transportation
CATS	Charlotte Area Transit System
CDOT	Charlotte Department of Transportation
CMAQ	Congestion Mitigation & Air Quality
CMGC	Charlotte-Mecklenburg Government Center
CMP	Congestion Management Process
CRAFT	Charlotte Regional Alliance for Transportation
CRTPO	Charlotte Regional Transportation Planning Organization
CTP	Comprehensive Transportation Plan
DAQ	Division of Air Quality
EJ	Environmental Justice
EPA	Environmental Protection Agency
FAST Act	Fixing America's Surface Transportation Act
FHWA	Federal Highway Administration
FTA	Federal Transit Administration Gaston, Cleveland, Lincoln
GCLMPO	Metropolitan Planning Organization
GIS	Geographic Information System
ICATS	Iredell County Area Transportation System
INFRA	Infrastructure for Rebuilding America (federal grant program)
ITS	Intelligent Transportation Systems
LAP	Locally Administered Projects
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
MTP	Metropolitan Transportation Plan
NAAQS	National Ambient Air Quality Standards
NCAMPO	North Carolina Association of Metropolitan Planning
NCDOT	Organizations North Carolina Department of Transportation
NCDOT-PTD	North Carolina Department of Transportation – Public Transportation Division
NCDOT-TPB	North Carolina Department of Transportation – Transportation Planning Branch
NCTA	North Carolina Turnpike Authority
P5.0	Prioritization 5.0
PIP	Public Involvement Plan
PL	Planning Funds
POC	Project Oversight Committee
SIP	State Implementation Plan (for air quality)
SPOT	Strategic Planning Office of Transportation
STBG-DA	Surface Transportation Block Grant Program-Direct Attributable
STIP	North Carolina State Transportation Improvement Program
TAP	Transportation Alternatives Program
TCC	Technical Coordinating Committee
TDM	Transportation Demand Management
TIP	Transportation Improvement Program
TMA	Transportation Management Area
UPWP	Unified Planning Work Program
UZA	Urbanized Area

[Click here to view the 2018 Delegates Handbook to view the Glossary of Terms & Acronyms.](#)

# Charlotte Regional Transportation Planning Organization

April 17, 2019

Room 267, Charlotte-Mecklenburg Government Center

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## 6:00 PM Meeting Agenda

Room 267

1. **Call to Order** Michael Johnson
2. **Adoption of the Agenda** Michael Johnson
3. **Public Comment Period** Michael Johnson  
*CRTPO bylaws limit speakers to three minutes each and the comment period to 20 minutes.*
4. **Ethics Awareness & Conflict of Interest Reminder** Michael Johnson
5. **Consent Agenda** Michael Johnson  
All items below are considered to be routine by the CRTPO Board or have been the subject of detailed presentations at previous meetings. There will be no separate discussion on these items unless a Board member so requests, in which event, the item will be removed from the Consent Agenda.
  - a. March 2019 minutes

*ATTACHMENT: Draft March 2019 minutes*
6. **Request to Delay Segment of Project U-4714** Dana Stoogenke  
Town of Matthews  
*ACTION REQUESTED: Endorse a resolution to delay the John Street widening project from Trade Street to I-485 (U-4714A) as requested by the Town of Matthews.*  
  
*BACKGROUND:*
  - *The Town of Matthews Board of Commissioners requested U-4714 be delayed for the I-485 to Trade Street segment during its December 18, 2018 meeting.*
  - *After coordination with NCDOT Division 10 staff, it was recommended to request a STIP Amendment to redefine the length of the project.*
  - *Town staff will continue working with NCDOT on an appropriate design for this segment of the corridor.*

*ATTACHMENTS: Memorandum, Map, Resolution*

**7. 2020-2029 Draft TIP & 2045 MTP Amendments**

Neil Burke

*ACTION REQUESTED: FYI*

**BACKGROUND:**

- *The draft 2020-2029 TIP will require amendments and/or modifications to the 2045 Metropolitan Transportation Plan.*
- *The majority of the changes will be to update project details. For example, the MTP provides estimated project lengths, which are then refined during the more detailed project development process that occurs once a project is funded in the TIP. Thus, the project lengths listed in the MTP must be changed to match updated information provided by the draft TIP.*
- *Other changes include modifying project horizon years listed in the MTP to reflect updated project completion schedules.*
- *Action will be requested during the May 15 Board meeting to open a public comment period on the 2020-2029 TIP, 2045 MTP amendments and air quality determination.*

*ATTACHMENTS: 2045 MTP Amendments List, Map*

**8. I-77 North Peak-Period Shoulder Lanes**

Radha Swayampakala, RS&H  
Van Argabright, NCDOT

*ACTION REQUESTED: FYI*

**BACKGROUND:**

- *NCDOT proposes Peak-Period Shoulder Lane (PPSL) project and funding plan along the I-77 North corridor between Huntersville and Mooresville.*
- *NCDOT proposes to fund the project with STBG-DA funds allocated to approximately 19 projects. The STBG-DA funds would be replaced with statewide Congestion Mitigation Air Quality (CMAQ) funds, thereby freeing up the STBG-DA funds to pay for the construction of the shoulder lanes.*
- *This project was recommended by the I-77 Local Advisory Group that has been convened of municipal representatives along the corridor by NCDOT to recommend improvements to the I-77 Express Lanes project.*
- *This topic was discussed at the March 27 Transportation Staff meeting and the April 4 TCC meeting. Based upon the issues raised at both meetings, a series of questions were developed at the April 10 Transportation Staff meeting that the TCC believes are important to the CRTPO's decision-making process. The questions are attached.*
- *CRTPO's role will be outlined and the schedule of next steps will be provided.*

*ATTACHMENTS: TCC Questions, CMAQ Projects Map, CMAQ Project Spreadsheet*

**9. CATS Updates**

David McDonald, CATS

**a. Performance-Based Planning: Transit Asset Management Targets**

*ACTION REQUESTED: FYI*

**BACKGROUND:**

- *Large transit systems are required to establish performance-based targets for their Transit Asset Management (TAM) plans. Performance-based planning*

*requirements mandate MPOs to set their own TAM targets or endorse the transit system's targets.*

- *CATS has established its targets which can be found on an attachment.*
- *The TCC will be asked in May to make a recommendation to the Board on the TAM targets.*

*ATTACHMENTS: TAM Performance Measures Fact Sheet; CATS TAM Performance Measures*

**b. Metropolitan Planning Agreement**

*ACTION REQUESTED: FYI*

*BACKGROUND:*

- *Federal metropolitan planning regulations (23 CFR 450.314) require MPOs and transit agencies to establish written agreements that “cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning process.”*
- *The CRTPO and CATS currently lack such an agreement. This issue was identified in CATS's most recent triennial review.*

**10. Regional Transportation Planning Coordination Initiatives**

Robert Cook

*ACTION REQUESTED: FYI*

*BACKGROUND:*

- *Report on the March 13 joint meeting with the Gaston-Cleveland-Lincoln MPO.*
- *Report on the March 26 CRAFT Technical Committee meeting.*

*ATTACHMENT: MPO Roundtable Executive Summary*

**11. Upcoming Agenda Items**

Neil Burke

*ACTION REQUESTED: FYI*

*BACKGROUND:*

- *A schedule of upcoming action items will be provided.*

**12. Adjourn**

# Charlotte Regional Transportation Planning Organization

## *Consent Items Summary*

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### **Agenda Item 5**

#### **Subjects: March 2019 Minutes**

- **Purpose / Scope:** *The item below is considered to be routine by the CRTPO Board. There will be no separate discussion on this item unless a Board member so requests, in which event, the item will be removed from the Consent Agenda.*
- **March 2019 Minutes**
  - **Attachment:** *Draft March 2019 Minutes*

**CHARLOTTE REGIONAL TRANSPORTATION PLANNING ORGANIZATION**  
**Charlotte-Mecklenburg Government Center, Room 267**  
**March 20, 2019 Meeting**  
**Summary Minutes**

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**Members Attending:**

Greg Phipps (Charlotte), Michael Miltich (Cornelius), Jane Campbell (Davidson), Mark Gibbons (Huntersville), Jerry Morse (Indian Trail), Norma Carpenter (Marshville), Paul Bailey (Matthews), George Dunlap (Mecklenburg County), Frederick Becker (Mineral Springs), Eddie Dinger ( Mooresville), Lynda Paxton (Stallings), Michael Johnson (Statesville), Richard Helms (Union County), Steve Maher (Waxhaw), Brad Horvath (Wesley Chapel)

**Non-Voting Members Attending:**

Victoria Nwasike (Charlotte-Mecklenburg Planning Commission), Jim Walker (NC Turnpike Authority)

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**1. Call to Order**

Chairman Michael Johnson called the March 2019 CRTPO meeting to order at 6:10 p.m. He thanked the CRTPO Board members that participated in the roundtable workshop with the Gaston-Cleveland Lincoln MPO on March 13.

**2. Adoption of the Agenda**

Summary:

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

Motion:

Dr. Miltich made a motion to adopt the agenda as presented. Mark Gibbons seconded the motion. Upon being put to a vote, the motion to adopt the agenda was approved unanimously.

**3. Public Comment Period**

Two people provided public comments.

1. Michael Alvarez. Mr. Alvarez stated that he was the Mayor of Indian Trail, but emphasized he was not speaking on behalf of the town council. Mayor Alvarez expressed concern the superstreet concept for the Old Monroe Road widening project (U-4714B) in Indian Trail. He explained that a four-lane alignment would be preferred to a superstreet concept.
2. Beverly Ann Jones. Ms. Jones discussed the Old Monroe Road widening project in Indian Trail and expressed concerns with the removal of left turn movements from Old Monroe Road onto Wesley Chapel-Stouts Road as an element with the superstreet scope.

**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 Johnson requested action on the sole consent agenda item: February 2019 meeting minutes.

Motion:

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

**6. Draft 2020 Unified Planning Work Program**

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 obtain the Board's adoption of the FY 2020 UPWP. A brief overview of the UPWP was provided.

Mr. Cook explained that NCDOT has changed the PL fund allocation process, and the result is that the CRTPO will receive an additional \$522,005 in FY 2020, which results in a \$15,000 increase in the annual allocation total. Prior year STBG-DA remains available for programming in the amount of \$437,136.

Mr. Cook then provided a recap of the following funding allocation principles that were discussed during the February Board meeting:

1. Do not substantially increase the cost share for member jurisdictions.
2. Program all available PL funds in FY 20.
3. Use past years' STBG-DA funds before programming FY 20 DA funds.
4. Program past years' STBG-DA funds in an amount equal to what is necessary to fund the FY 20 UPWP at a level equal to FY 19 amounts. (The programming of all available PL funds as stated in #2 will result in a slight (\$15K) increase from FY 19.)
5. The remainder of past years STBG-DA funds will be used to support local transportation planning projects that will be selected through the discretionary projects process.

The funding levels were reviewed. Mr. Cook also explained that the FTA Transit Oriented Development grant funds for the LYNX silver line will also need to be included within the CRTPO's FY 2020 UPWP in the amount of \$620,000, or \$862,500 when the federal and local matched are summed.

Motion:

Mayor Becker made a motion to approve the FY 2020 UPWP as requested. Dr. Miltich seconded the motion. Upon being put to a vote, the motion was unanimously approved.

## 7. **CRTPO Self-Certification**

Presenter:

Robert Cook

Summary:

Mr. Cook stated that the action before Board was to adopt a resolution certifying the CRTPO's planning process for FY 2019. Federal regulations 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. Mr. Cook stated a checklist was included within the agenda packet that addressed all major regulations and statutes. The checklist was a part of the agenda packet. Staff's finding was that the CRTPO was meeting all requirements. At its March meeting, the TCC unanimously recommended that the Board adopt the resolution.

Motion:

Mr. Gibbons made a motion to adopt the self-certification resolution. Dr. Miltich seconded the motion. Upon being put to a vote, the motion was unanimously approved.

## 8. **Connected and Autonomous Vehicle Task Force**

Presenter:

Jason Wager, Centralina COG and Robert Cook

Summary:

Mr. Wager 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 context of Connected Autonomous Vehicles (CAV), what has been done to date, and the next steps within this process. Mr. Wager facilitated an interactive polling exercise that was designed to gauge the Boards familiarity with the CAV

technology. Mr. Wager then summarized the possible benefits and challenges to the implementation of CAV based upon national research.

Mr. Cook began his presentation by stating that CAV has been identified as an emerging issue within the 2045 MTP. He summarized the Centralina COGs process to convene a series of workshops throughout 2017 on CAV and the formation of a CAV Task Force in 2018. The role of the CAV task force is to identify actions that can be implemented regionally, investigate long-term strategies, and prepare the region for CAV. Mr. Cook concluded the presentation by highlighting the key focus areas of the task force in 2019.

## **9. Upcoming Agenda Items**

### Presenter:

Neil Burke

### Summary:

An overview of the April agenda was provided. Action will be requested for the Board to approve a request from the Town of Matthews to delay the John Street widening project (Trade Street – I-485) in the TIP, and for the Board to approve a CATS Transit Asset Management Plan as part of the federal performance based planning measures. Information reports will be provided on the 2020-2029 TIP adoption process, and an agreement between CATS and CRTPO.

Mr. Burke reported that 19 of the 46 delegates and alternates have successfully submitted their SEI ethics requirements for the 2019 calendar year. The deadline is April 15.

Over 500 staff and elected officials throughout the state have registered for the 2019 NC Association of MPO's annual conference in Charlotte. The date of the conference is April 24-26 at the Charlotte Convention Center.

The Board retreat will be held on May 30-31, 2019. Board members are being asked to RSVP in order to determine an adequate meeting location.

## **10. Adjourn**

The meeting adjourned at 7:13 p.m.

# Charlotte Regional Transportation Planning Organization

## *Agenda Item Summary*

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### **Agenda Item 6**

#### **Subject: Request to Delay Segment of Project U-4714**

- **Purpose / Scope:** *Endorse a resolution to delay the John Street widening project from Trade Street to I-485 (U-4714A) as requested by the Town of Matthews.*
- **TCC Review:** *This item came before the TCC for action at its April 2019 meeting and was recommended for approval to the Board.*
- **Background:**
  - *The Town of Matthews Board of Commissioners requested U-4714 be delayed for the I-485 to Trade Street segment during its December 18, 2018 meeting.*
  - *After coordination with NCDOT Division 10 staff, it was recommended to request a STIP Amendment to redefine the length of the project.*
  - *Town staff will continue working with NCDOT on an appropriate design for this segment of the corridor.*
- **Attachments:** *Memorandum, Map, Resolution*



1600 Tank Town Road  
 Matthews, NC 28105  
 704.847.3640  
 fax 704.845.2488

TO: CRTPO Delegates and Alternates  
 FROM: Dana Stoogenke, AICP  
 Matthews Transportation Planner  
 DATE: April 9, 2019

SUBJECT: 2018-2027 TIP Amendment for John Street (U-4714)

1. **ACTION REQUESTED:** Recommend to the CRTPO Board that it approve a 2018-2027 TIP Amendment to redefine *Section A of U-4714* as follows:  
 Section A: Trade Street to I-485  
 Section B: I-485 to Wesley Chapel-Stouts Road
2. **ACTION REQUESTED:** Recommend to the CRTPO Board that it approve a 2018-2027 TIP Amendment and delay *Section A of U-4714* project until 2027 or after completion of I-5507, U-4713A, U-2509 and U-5763.

**BACKGROUND:**

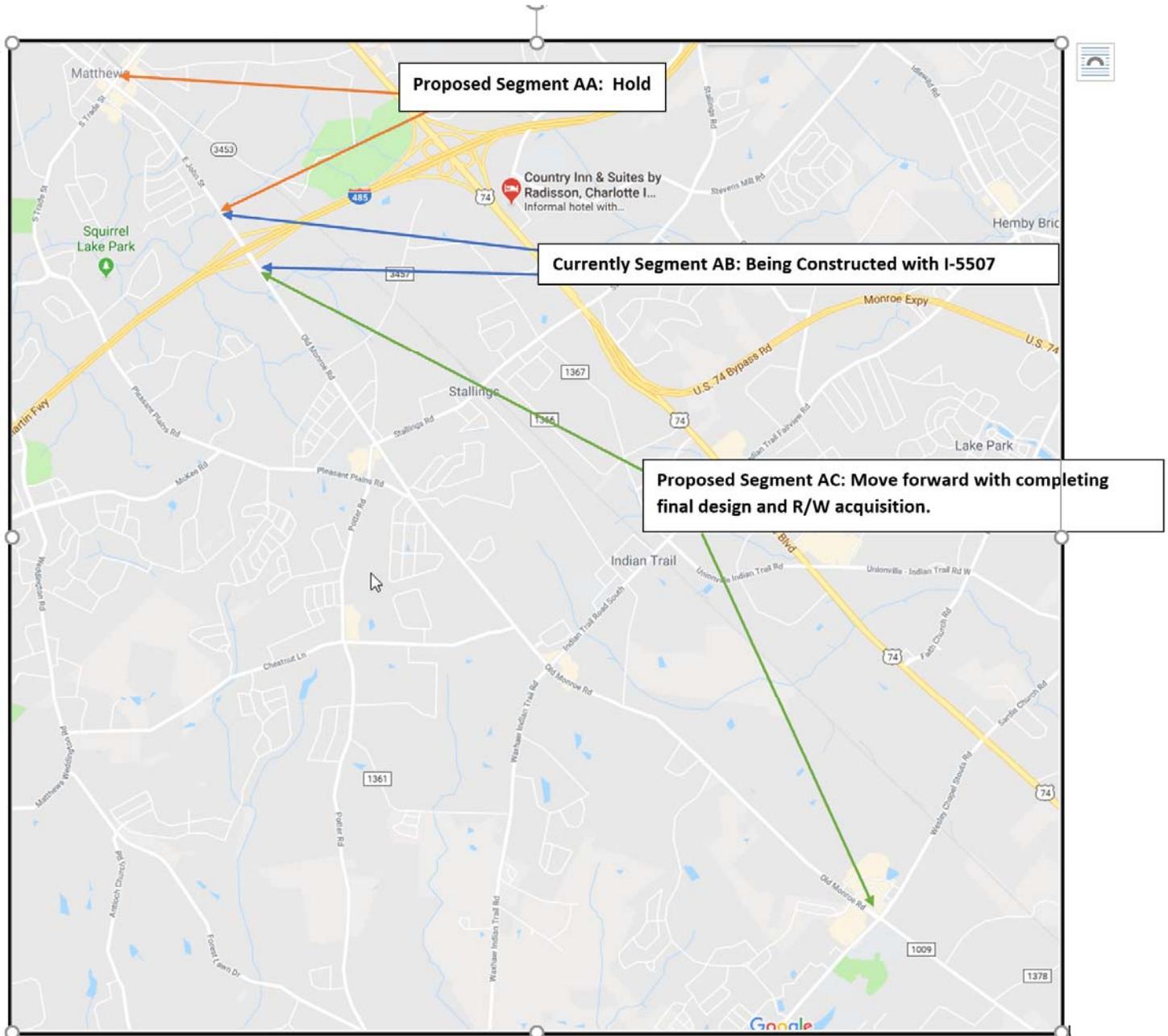
- The Town of Matthews Board of Commissioners requested U-4714 be delayed for the I-485 to Trade Street segment during its December 18, 2018 meeting.
- After coordination with NCDOT Division 10 staff, it was recommended to request a STIP Amendment to redefine the length of the project.
- The Town of Matthews Board of Commissioners mission is to safeguard its downtown core while recognizing the importance of mobility for the region. The Commissioners requested the following projects be completed: I-5507, U-4713A, U-2509 and U-5763 before *Section A of U-4714*, Trade Street to I-485.
- Town staff will continue working with NCDOT on an appropriate design for this segment of the corridor.

**AMENDMENT:**

The following amendment is proposed for this project:

TIP ID	Jurisdiction	Project and Amendment Summary
U-4714	Matthews	Div A—Trade Street to west of Morningside Meadow Lane. Div B—West of Morningside Meadow Lane to East of Wesley Chapel-Stout Road.  Change to: Section A—Trade Street to I-485 Section B—I-485 to East of Wesley Chapel-Stout Road Delay Section A, until 2027 or after completion of I-5507, U-4713A, U-2509 and U-5763

# Revised Map by NCDOT U-4714



## RESOLUTION

### **ENDORSE A REQUEST TO DELAY THE SCHEDULE FOR THE JOHN STREET WIDENING PROJECT (U-4714A) AS REQUESTED BY THE TOWN OF MATTHEWS**

A motion was made by Board Member \_\_\_\_\_ and seconded by Board Member \_\_\_\_\_ for the adoption of the following resolution, and upon being put to a vote was duly adopted.

WHEREAS, the Transportation Improvement Program (TIP) fully funds a widening of E. John St. and Old Monroe Road from Trade St. in Matthews to Wesley Chapel-Stouts Road in Indian Trail and is identified as TIP #U-4714; and

WHEREAS, at a meeting held on December 18, 2018, the Town of Matthews Board of Commissioners requested a delay in the implementation of the section of the project from S. Trade Street to I-485; and

WHEREAS, the Town of Matthews requested the delay to safeguard its downtown core while recognizing the importance of mobility for the region; and

WHEREAS, the Town's request was reviewed at a March 8, 2019 meeting with Town of Matthews, NCDOT-Division 10, and CRTPO Staff and the following schedule was recommended: begin right-of-way acquisition in FY 2025 and begin construction in FY 2027; and

WHEREAS, project section limits were revised to redefine sections of U-4714 (E. John Street) as follows: Section AA: Trade Street to I-485, Section AB: I-485 interchange at E. John Street (Construct with the I-485 Express Lanes project (I-5507), and Section AC: I-485 to Wesley Chapel-Stouts Road; and

WHEREAS, NCDOT has determined that the schedule changes to the U-4714AA section would not impact the delivery of project sections AB and AC as listed above; and

WHEREAS, the Technical Coordinating Committee unanimously recommended that the CRTPO Board endorse the delay of the U-4714A project and subsequently modifying the project schedule and 2045 Metropolitan Transportation Plan (MTP) horizon year as part of the CRTPO's 2020-2029 Transportation Improvement Program adoption process.

NOW, THEREFORE BE IT RESOLVED that the Charlotte Regional Transportation Planning Organization hereby endorses the delay to the schedule for the John Street widening project (U-4714A) as requested by the Town of Matthews. The recommended schedule modification is to begin right-of-way acquisition in FY 2025 and begin construction in FY 2027. The revised project limits for the U-4714 project are as follows: Section AA: Trade Street to I-485, Section AB: I-485 interchange at E. John Street

(Construct with the I-485 Express Lanes project (I-5507), and Section AC: I-485 to Wesley Chapel-Stouts Road.

.....

I, Michael Johnson, Chairman of the Charlotte Regional Transportation Planning Organization, do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the Charlotte Regional Transportation Planning Organization, duly held on this the 17<sup>th</sup> day of April 2019.

\_\_\_\_\_  
Michael Johnson, Chairman

\_\_\_\_\_  
Neil Burke, Secretary

DRAFT

# Charlotte Regional Transportation Planning Organization

## *Information Item Summary*

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### **Information Item 7**

#### **Subject: 2020-2029 Draft TIP & 2045 MTP Amendments**

- **TCC Review:** *This item was discussed at the April 2019 TCC meeting.*
- **Background:**
  - *The draft 2020-2029 TIP will require amendments and/or modifications to the 2045 Metropolitan Transportation Plan.*
  - *The majority of the changes will be to update project details. For example, the MTP provides estimated project lengths, which are then refined during the more detailed project development process that occurs once a project is funded in the TIP. Thus, the project lengths listed in the MTP must be changed to match updated information provided by the draft TIP.*
  - *Other changes include modifying project horizon years listed in the MTP to reflect updated project completion schedules.*
  - *Action will be requested during the May 15 Board meeting to open a public comment period on the 2020-2029 TIP, 2045 MTP amendments and air quality determination.*
- **Attachments:** *2045 MTP Amendments List, Map*

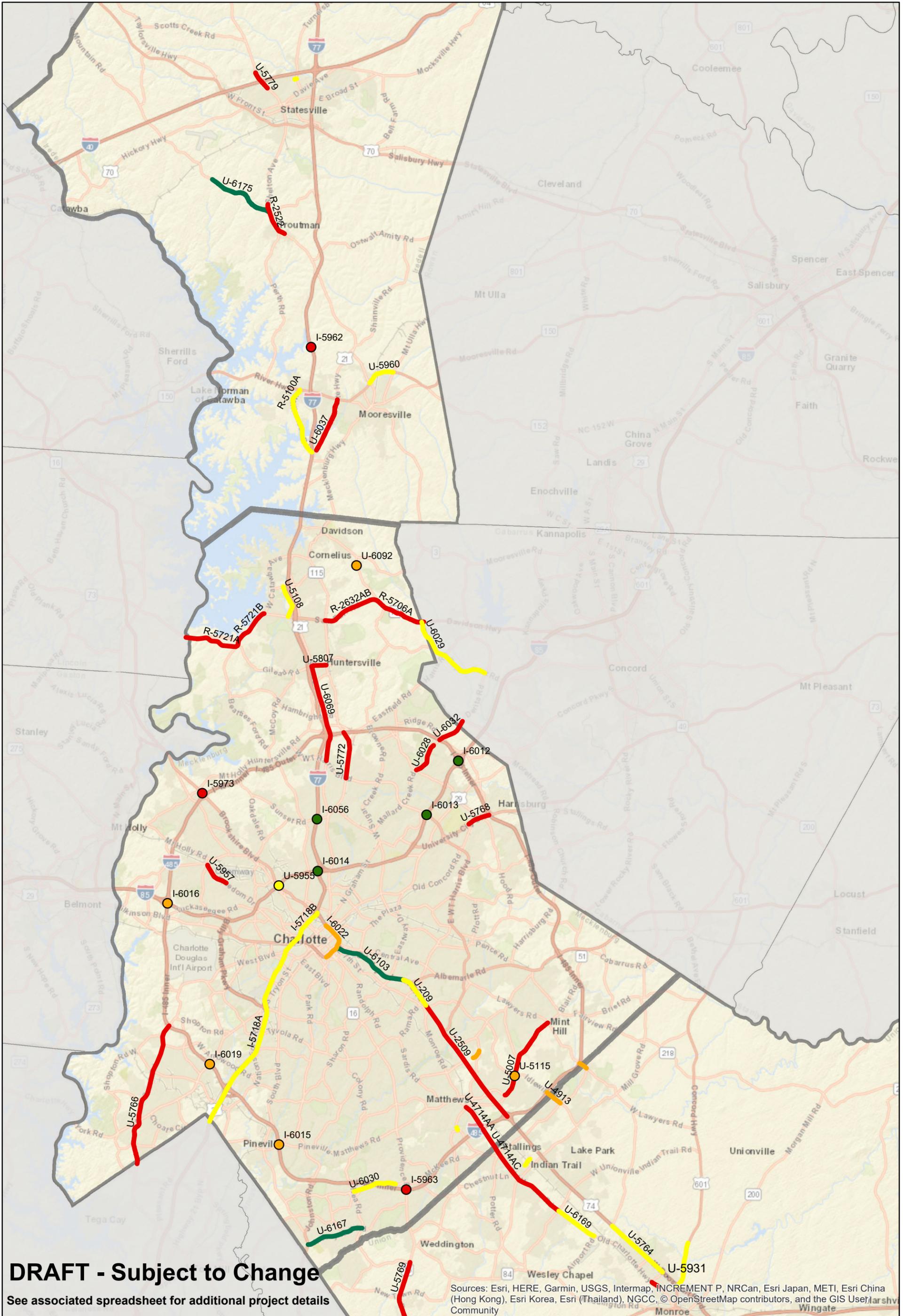
DRAFT TIP Project	Reason for 2045 MTP Amendment	Municipality	STI Tier	TIP ID	Preliminary Right-of-Way Date	Preliminary Construction Date	Programmed Amount in (2020-2029) millions of \$	Current 2045 MTP Horizon Year	Recommended 2045 MTP Horizon Year	
<b>Modify MTP Horizon Year</b>										
1	<b>US 74 Managed Lanes (I-277 to Albemarle Road)</b>	Move project from the 2045 Horizon Year to the 2035 Horizon Year. Project has been committed for funding in the draft TIP. NCDOT Explanation: THIS PROJECT REPLACED U-5526A AS PART OF OVERALL US 74 CORRIDOR IMPROVEMENT STRATEGY.	Charlotte	Statewide Mobility	U-6103	2023-2024	2023-2025	\$94.2	<b>2045</b>	<b>2035</b>
2	<b>I-85 &amp; I-485 Interchange Improvements (North of Charlotte)</b>	Move project from the 2045 Horizon Year to the 2035 Horizon Year. Project has been committed for funding in the draft TIP.	Charlotte	Statewide Mobility	I-6012	2025	2026	\$11.0	<b>2045</b>	<b>2035</b>
3	<b>I-85 &amp; NC 24 (Harris Boulevard) Interchange Improvements</b>	Move project from the 2045 Horizon Year to the 2035 Horizon Year. Project has been committed for funding in the draft TIP.	Charlotte	Statewide Mobility	I-6013	2025	2027-2028	\$16.7	<b>2045</b>	<b>2035</b>
4	<b>I-85 &amp; I-77 Interchange Improvements</b>	Move project from the 2045 Horizon Year to the 2035 Horizon Year. Project has been committed for funding in the draft TIP.	Charlotte	Statewide Mobility	I-6014	2025	2026-2028	\$99.3	<b>2045</b>	<b>2035</b>
5	<b>I-77 and US 21 (Sunset Road) Interchange Improvements</b>	Move project from the 2045 Horizon Year to the 2035 Horizon Year. Project has been committed for funding in the draft TIP.	Charlotte	Statewide Mobility	I-6056	2026-2027	2029-After 2029	\$40.0	<b>2045</b>	<b>2035</b>
6	<b>Ardrey Kell road Widening (US 521 to Rea Road)</b>	(1) Move project from the 2045 Horizon Year to the 2035 Horizon Year. Project has included in the developmental program of the draft TIP. (2) Modify project limits from Marvin Road to Tom Short Road to US 521 to Rea Road.	Charlotte	Division Needs	U-6167	2027-2028	2029-After 2029	\$35.8	<b>2045</b>	<b>2035</b>
7	<b>Old Mountain Road Widening (US 21/NC 115 to Buffalo Shoals Road)</b>	Move project from the 2045 Horizon Year to the 2035 Horizon Year. Project has included in the developmental program of the draft TIP.	Troutman Statesville	Division Needs	U-6175	2029	After 2029	\$33.5	<b>2045</b>	<b>2035</b>
8	<b>I-485 and NC 16 (Providence Road) Interchange Improvements</b>	Project will not be open to traffic by 2025. NCDOT Explanation: TO ASSIST IN BALANCING FUNDS, RIGHT OF WAY DELAYED FROM FY 21 TO FY 22 AND CONSTRUCTION DELAYED FROM FY 23 TO FY 25.	Charlotte	Statewide Mobility	I-5963	2022-2023	2025-2027	\$47.5	<b>2025</b>	<b>2035</b>
9	<b>I-485 and NC 16 (Brookshire Boulevard) Interchange Improvements</b>	Project will not be open to traffic by 2025 according to Division 10 staff.	Charlotte	Statewide Mobility	I-5973	2021-2022	2023-2025	\$16.4	<b>2025</b>	<b>2035</b>
10	<b>NC 49 Widening (John Kirk Drive to I-485)</b>	Project will not be open to traffic by 2025. NCDOT Explanation: TO ASSIST IN BALANCING FUNDS, RIGHT OF WAY DELAYED FROM FY 20 TO FY 21 AND CONSTRUCTION DELAYED FROM FY 21 TO FY 23.	Charlotte	Statewide Mobility	U-5768	2021	2023-2026	\$41.8	<b>2025</b>	<b>2035</b>
11	<b>NC 160 Widening (SC State Line to I-485)</b>	(1) Project will not be open to traffic by 2025. NCDOT Explanation: TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN AND TO ASSIST IN BALANCING FUNDS, RIGHT OF WAY DELAYED FOR SEGMENTS A AND B FROM FY 19 TO FY 21 AND CONSTRUCTION FOR SEGMENTS A AND B DELAYED FROM FY 21 TO FY 24. (2) Modify the mileage in the MTP (6.2) to match the mileage in the STIP (6.8).	Charlotte	Regional Impact	U-5766	2021-2022	2024-2027	\$62.6	<b>2025</b>	<b>2035</b>
12	<b>NC 27 (Freedom Drive) Widening (Toddville Road to Moores Chapel Road)</b>	Project will not be open to traffic by 2025 according to Division 10 staff.	Charlotte	Regional Impact	U-5957	2021-2022	2023-2025	\$19.0	<b>2025</b>	<b>2035</b>
13	<b>Mallard Creek Road Widening (Mallard Creek Ch. Road - Breezewood Drive)</b>	Project will not be open to traffic by 2025. NCDOT Explanation: TO ASSIST IN BALANCING FUNDS, CONSTRUCTION DELAYED FROM FY 24 TO FY 25.	Charlotte	Division Needs	U-6028	2022-2023	2025-2027	\$22.4	<b>2025</b>	<b>2035</b>
14	<b>Mallard Creek Road Widening (I-485 to Concord Mills Boulevard)</b>	Project will not be open to traffic by 2025 according to Division 10 staff.	Charlotte Concord	Division Needs	U-6032	2020-2021	2023-2025	\$36.1	<b>2025</b>	<b>2035</b>
15	<b>John Street Widening (Trade Street - I-485)</b>	New project segments: (AA) Trade Street to I-485 - Project schedule delay requested by the Town of Matthews Delay right-of-way from FY 2019 to FY 2025. Delay Construction from FY 2020 until FY 2027. Previous limits for U-4714A project were Trade Street to West of Morningside Meadow Drive (excluding I-485 Interchange)	Matthews	Division Needs	U-4714AA	2025-2026	2027	TBD by Division 10	<b>2025</b>	<b>2035</b>

DRAFT TIP Project	Reason for 2045 MTP Amendment	Municipality	STI Tier	TIP ID	Preliminary Right-of-Way Date	Preliminary Construction Date	Programmed Amount in (2020-2029) millions of \$	Current 2045 MTP Horizon Year	Recommended 2045 MTP Horizon Year
16 John Street/Old Monroe Road Widening (I-485 - east of Wesley Chapel-Stouts Road)	New project segment (AC) I-485 to east of Wesley Chapel-Stouts Road. Project will not be open to traffic by 2025 according to Division 10 staff.	Matthews Indian Trail	Division Needs	U-4714AC	2020-2021	2022-2024	TBD by Division 10	2025	2035
17 US 74 Managed Lanes (Idlewild Road to I-485)	Project will not be open to traffic by 2025. NCDOT Explanation: TO IMPLEMENT OVERALL US 74 CORRIDOR IMPROVEMENT STRATEGY AND TO ASSIST IN BALANCING FUNDS, SEGMENT A ADDED WITH RIGHT OF WAY IN FY 21 AND CONSTRUCTION IN FY 22 AND SEGMENT B ADDED WITH RIGHT OF WAY IN FY 23 AND CONSTRUCTION IN FY 23.	Charlotte Matthews	Statewide Mobility	U-2509B	2021	2022-2027	\$605.2	2025	2035
18 US 21 Widening (Harris Blvd to Gilead Road)	Move Project from 2025 Horizon Year to 2035 Horizon Year. NCDOT Explanation: BASED ON RESULTS OF P5.0, PROJECT DID NOT SCORE HIGH ENOUGH TO RECEIVE FUNDING in 2020-2029 TIP.	Charlotte Huntersville	Regional Impact	N/A	N/A	N/A	\$71.8	2025	2035
19 NC 115 Widening (Harris Boulevard to I-485)	Move project from 2025 Horizon Year to 2035 Horizon Year.	Charlotte Huntersville	Regional Impact	U-5772	2021-2022	2023-2026	\$34.8	2025	2035
20 NC 73 Widening (NC 115 to Davidson-Concord Rd)	Project will not be open to traffic by 2025. NCDOT Explanation: TO ASSIST IN BALANCING FUNDS, CONSTRUCTION DELAYED FROM FY 22 TO FY 23.	Huntersville	Regional Impact	R-2632AB	2020-2021	2023-2026	\$60.1	2025	2035
21 NC 73 Widening (Davidson-Concord Rd - Poplar Tent Rd)	Project will not be open to traffic by 2025. NCDOT Explanation: TO ASSIST IN BALANCING FUNDS, CONSTRUCTION DELAYED FROM FY 22 TO FY 23.	Huntersville	Regional Impact	R-5706A	2020	2023	\$14.5	2025	2035
22 Gilead Road Widening (NC 115 to US 21)	Project will not be open to traffic by 2025. TO ASSIST IN BALANCING FUNDS, CONSTRUCTION DELAYED FROM FY 24 TO FY 25.	Huntersville	Division Needs	U-5807	2022-2023	2025-2026	\$17.6	2025	2035
23 NC 73 Widening (Business NC 16 in Lincoln Co. to Catawba Avenue).	Project will not be open to traffic by 2025. NCDOT Explanation: TO ASSIST IN BALANCING FUNDS, RIGHT OF WAY DELAYED FROM FY 20 TO FY 21 AND CONSTRUCTION DELAYED FROM FY 22 TO FY 23.	Huntersville Lincoln County	Regional Impact	R-5721 (A,B)	2021-2022	2023-2026	\$165.1	2025	2035
24 NC 51 Widening (Matthews Township Parkway to Lawyers Road)	Project will not be open to traffic by 2025 based upon the schedule in the DRAFT TIP.	Matthews Mint Hill	Regional Impact	U-5007	2021-2022	2023-2026	\$43.8	2025	2035
25 Charlotte Avenue Widening (Seymour Street to NC 200)	Project will not be open to traffic by 2025. NCDOT Explanation: TO ASSIST IN BALANCING FUNDS, CONSTRUCTION DELAYED FROM FY 24 TO FY 25.	Monroe	Division Needs	U-6031	2022	2025	\$7.1	2025	2035
26 I-77 and Cornelius Road Interchange	Project will not be open to traffic by 2025. NCDOT Explanation: TO ASSIST IN BALANCING FUNDS, RIGHT OF WAY DELAYED FROM FY 21 TO FY 22 AND CONSTRUCTION DELAYED FROM FY 22 TO FY 25.	Mooresville	Statewide Mobility	I-5962	2022	2025-2027	\$29.8	2025	2035
27 US 21 Widening (Medical Park Road to NC 150)	Project will not be open to traffic by 2025. NCDOT Explanation: TO ASSIST IN BALANCING FUNDS, CONSTRUCTION DELAYED FROM FY 24 TO FY 25.	Mooresville	Regional Impact	U-6037	2022-2023	2025-2028	\$40.1	2025	2035
28 NC 115 Widening (Old Wilkesboro Road to Hartness Road)	Project will not be open to traffic by 2025. TO ASSIST IN BALANCING FUNDS, RIGHT OF WAY DELAYED FROM FY 20 TO FY 23 AND CONSTRUCTION DELAYED FROM FY 22 TO FY 25.	Statesville	Regional Impact	U-5779	2023-2024	2025-2027	\$14.2	2025	2035
29 US 21/NC 115 Widening (Cedar Lane to Barium Lane)	Project will not be open to traffic by 2025 according to Division 12 staff.	Troutman	Regional Impact	R-2522	2021-2022	2023-2025	\$40.3	2025	2035
30 NC 16 Widening (Rea Road Extension to Waxhaw Parkway)	Project will not be open to traffic by 2025. NCDOT Explanation: TO ASSIST IN BALANCING FUNDS, CONSTRUCTION DELAYED FROM FY 23 TO FY 24.	Weddington Waxhaw	Regional Impact	U-5769	2021-2022	2024-2027	\$86.3	2025	2035
<b>Modify MTP Project Details</b>									
1 I-77 Managed Lanes Widening (Brookshire Freeway to South Carolina State Line)	Modify project segments in the MTP to (A) SOUTH CAROLINA STATE LINE TO I-277/US 74 (BELK FREEWAY). WIDEN EXISTING FREEWAY TO TEN LANES BY CONSTRUCTING MANAGED LANES, RECONSTRUCT I-77/I-277 (BELK FREEWAY) INTERCHANGE, AND INSTALL RAMP METERS; (B) I-277/US 74 (BELK FREEWAY) TO I-277/NC 16 (BROOKSHIRE FREEWAY). WIDEN EXISTING FREEWAY TO TEN LANES BY CONSTRUCTING MANAGED LANES, RECONSTRUCT I-77/I-277 (BROOKSHIRE FREEWAY) INTERCHANGE, AND INSTALL RAMP METERS.	Charlotte	Statewide Mobility	I-5718	2025-2027	2027-After 2029	\$1.0 Billion	2035	

DRAFT TIP Project	Reason for 2045 MTP Amendment	Municipality	STI Tier	TIP ID	Preliminary Right-of-Way Date	Preliminary Construction Date	Programmed Amount in millions of \$	Current 2045 MTP Horizon Year	Recommended 2045 MTP Horizon Year
2 Independence Boulevard (US 74) Corridor Improvements (Albemarle Road - Idlewild Road)	Modify the mileage in the MTP (1.3) to match the mileage in the STIP (1.4).	Charlotte	Statewide Mobility	U-209	Complete	Complete	\$346.2	2025	
3 NC 16 (Brookshire Boulevard) Corridor and I-85 Ramp Upgrades	Remove mileage from MTP (0.4) since there was no mileage specified for this project in the STIP.	Charlotte	Regional Impact	U-5955	2021-2022	2023-2024	\$10.5	2025	
4 S. Trade Street Widening (Fullwood Lane to Weddington Road)	Modify MTP mileage (0.1) to match the mileage in the STIP (0.5).	Matthews	Division Needs	U-5804	2019	2020	\$2.8	2025	
5 Ballantyne Commons Parkway Widening (Annalexa Lane to Rea Road)	Modify the western project limit from Williams Pond Lane to Rea Road. Modify the mileage in the MTP (1.7) to match the mileage in the STIP (2.0).	Charlotte	Division Needs	U-6030	2029	After 2029	\$36.3	2035	
6 Chestnut Lane Connector (Matthews-Indian Trail Rd to Gribble Road)	Modify MTP mileage (0.4) to match the mileage in the STIP (1.0).	Indian Trail	Division Needs	U-5808	2019-2020	2021-2022	\$18.8	2025	
7 Idlewild Road Widening (Stallings Road to Stevens Mill Road)	Modify the western project limit from I-485 to Stallings Road. Modify the mileage in the MTP (1.2) to match the mileage in the STIP (0.8).	Mint Hill	Division Needs	U-4913	2020	2022	\$10.4	2025	
8 Northcross Drive Extension (NC 73 to Westmoreland Road)	Modify the mileage in the MTP (1.5) to match the mileage in the STIP (1.2).	Huntersville Cornelius	Division Needs	U-5108	2019	2020	\$10.2	2025	
9 Poplar Tent Road Widening (Derita Road to NC 73)	Modify the southern project limit from Huntersville-Concord Road to Derita Road. Modify the mileage in the MTP (1.4) to match the mileage in the STIP (4.2).	Huntersville Concord	Division Needs	U-6029	2029	After 2029	\$59.6	2035	
10 NC 150 Widening (NC 115 to NC 801)	Modify the western project limit from US 21 to NC 115. Modify the mileage in the MTP (3.1) to match the mileage in the STIP (2.6).	Mooresville	Regional Impact	U-5960	2023	2025-2027	\$28.7	2035	
11 Williamson Road Widening (NC 150 to I-77)	Modify the mileage in the MTP (3.3) to match the mileage in the STIP (3.2).	Mooresville	Division Needs	R-5100	2019	2023	\$61.2	2025	
12 Brookdale Drive/US 21 Connector	Remove mileage from MTP (0.1) since there was no mileage specified for this project in the STIP.	Statesville	Division Needs	U-6054	2019	2021	\$2.8	2025	
13 US 601 Widening (US 74 to Monroe Bypass)	Modify the mileage in the MTP (1.0) to match the mileage in the STIP (0.9).	Monroe	Regional Impact	U-4024	2025	2027-2029	\$30.5	2035	
14 US 74 Widening (NC 200 to Rocky River Road)	Modify MTP project cost from \$16.5 million to \$46.3 million. NCDOT has updated the cost estimate in the STIP. This amendment to the cost of the project was approved by the NC Board of Transportation on April 4, 2019.	Monroe	Regional Impact	U-5764	2019-2020	2021-2023	\$46.3	2025	
15 US 74 & Secrest Shortcut Road Intersection Improvements	Modify MTP project cost from \$4.5 million to \$8.8 million. NCDOT has updated the cost estimate in the STIP. This amendment to the cost of the project was approved by the NC Board of Transportation on April 4, 2019.	Monroe	Statewide Mobility	U-5931	2019-2020	2021-2022	\$8.8	2025	
<b>Add Projects to 2045 MTP</b>									
1 I-485 and NC 51 (Pineville-Matthews Rd) Interchange Improvements	Add new project to the 2035 Horizon Year of the MTP. Project was not previously included in the fiscally constrained project list.	Pineville	Statewide Mobility	I-6015	2027-2028	After 2029	\$45.4		2035
2 I-85 & I-485 Interchange Improvements (West of Charlotte)	Add new project to the 2035 Horizon Year of the MTP. Project was not previously included in the fiscally constrained project list.	Charlotte	Statewide Mobility	I-6016	2025	2026	\$12.7		2035
3 I-485 and NC 49 (S. Tryon St) Interchange Improvements	Add new project to the 2035 Horizon Year of the MTP. Project was not previously included in the fiscally constrained project list.	Charlotte	Statewide Mobility	I-6019	2029	After 2029	\$41.1		2035
4 I-277 Interchange Upgrades (Kenilworth Avenue to Graham Street)	Add new project to the 2035 Horizon Year of the MTP. Project was not previously included in the fiscally constrained project list.	Charlotte	Statewide Mobility	I-6022	2027-2028	After 2029	\$343.4		2045
5 Eastern Circumferential, Construct Roadway on New Location (Northeast Parkway to Sam Newell Road)	Add new project to the 2035 Horizon Year of the MTP. Project was not previously included in the fiscally constrained project list.	Charlotte Matthews	Division Needs	U-6166	2027	2029-After 2029	\$7.2		2035
6 Old Monroe Road Widening (Wesley Chapel-Stouts Rd - Airport Rd)	Add new project to the 2035 Horizon Year of the MTP. Project was not previously included in the fiscally constrained project list.	Monroe	Division Needs	U-6169	2027-2028	After 2029	\$27.4		2035

DRAFT TIP Project	Reason for 2045 MTP Amendment	Municipality	STI Tier	TIP ID	Preliminary Right-of-Way Date	Preliminary Construction Date	Programmed Amount (2020-2029) in millions of \$	Current 2045 MTP Horizon Year	Recommended 2045 MTP Horizon Year
7 <b>Lawyers Road Widening (I-485 to Stevens Mill Road)</b>	Add new project to the 2035 Horizon Year of the MTP. Project was not previously included in the fiscally constrained project list.	Matthews Stallings	Division Needs	U-6170	2028	After 2029	\$5.9		<b>2035</b>

# 2045 Metropolitan Transportation Plan Amendments



**DRAFT - Subject to Change**

See associated spreadsheet for additional project details

Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, © OpenStreetMap contributors, and the GIS User Community

- Add New Project to the MTP
- Delay MTP Horizon Year
- Accelerate MTP Horizon Year
- Modify Project Details for Existing MTP Project



# Charlotte Regional Transportation Planning Organization

## Information Item Summary

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### Information Item 8

#### Subject: I-77 North Peak-Period Shoulder Lanes

- **TCC Review:** *This item was discussed at the April 2019 TCC meeting.*
- **Background:**
  - *NCDOT proposes Peak-Period Shoulder Lane (PPSL) project and funding plan along the I-77 North corridor between Huntersville and Mooresville.*
  - *NCDOT proposes to fund the project with STBG-DA funds allocated to approximately 19 projects. The STBG-DA funds would be replaced with statewide Congestion Mitigation Air Quality (CMAQ) funds, thereby freeing up the STBG-DA funds to pay for the construction of the shoulder lanes.*
  - *This project was recommended by the I-77 Local Advisory Group that has been convened of municipal representatives along the corridor by NCDOT to recommend improvements to the I-77 Express Lanes project.*
  - *This topic was discussed at the March 27 Transportation Staff meeting and the April 4 TCC meeting. Based upon the issues raised at both meetings, a series of questions were developed at the April 10 Transportation Staff meeting that the TCC believes are important to the CRTPO's decision-making process. The questions are attached.*
  - *CRTPO's role will be outlined and the schedule of next steps will be provided.*
- **Attachments:** *TCC Questions, CMAQ Projects Map, CMAQ Project Spreadsheet*



TO: CRTPO Delegates & Alternates  
 FROM: Robert W. Cook, AICP  
 DATE: April 11, 2019

**SUBJECT: I-77 North Peak-Period Shoulder Lanes**

### **BACKGROUND**

- NCDOT is recommending the implementation of a Peak-Period Shoulder Lane (PPSL) project along the I-77 North corridor between Huntersville and Mooresville. This project was recommended by the I-77 Express Lanes Local Advisory Group, which was created by NCDOT to provide input on options identified in a review of NCDOT's contract with I-77 Mobility Partners.
- NCDOT proposes to fund the project with STBG-DA or STBG-BA funds currently allocated to approximately 19 projects. The STBG-DA funds would be replaced with statewide CMAQ funds, thereby freeing up the STBG-DA funds to pay for the construction of the shoulder lanes.
- Implementation of NCDOT's request will require the CRTPO to amend its Transportation Improvement Program (TIP), 2045 Metropolitan Transportation Plan (MTP) and to make an air quality conformity determination.

### **TCC QUESTIONS**

- This topic was discussed at the March 27 Transportation Staff meeting and the April 4 TCC meeting. Based upon the issues raised at both meetings, a series of questions were developed at the April 10 Transportation Staff meeting that the TCC believes are important to the CRTPO's decision-making process. The questions are as follows:

#### **General Issues**

1. What is the problem on I-77 that is being addressed by the implementation of peak hour shoulder use? Is there an identified/forecasted traffic/operational deficiency that this project will address? Does approval of this project give the perception that we believe there are problems with the express lanes project before it even opens?
2. Are impacts to emergency responders being evaluated? If so, are emergency responders integrated into the discussion?
3. What, if any, are the effects on the contract with I-77 Mobility Partners? Is this project a compensation event? Has I-77 Mobility Partners been contacted/ consulted with on this proposal? If so, have they stated they will not oppose it? Does any potential litigation endanger the use of Bonus Allocation (BA) funds/ deadline?
4. Is there a chance the project will not achieve construction authorization by the BA deadline?
5. Why isn't the environmental document looking forward 20 years?
6. If the CRTPO board decides to move forward with NCDOT's request, how will NCDOT and the NCTA participate in public involvement? How will it assist in effectively conveying its request to the public?

7. Does this project affect the existing environmental document for the express lanes project?
8. Will this project affect the construction of any phase of the project currently under construction?
9. Will this project affect the initial operations of the project currently under construction?
10. Will the construction phase of this project affect the operations of the general purpose lanes?

### **Timing**

1. Why is there an urgency to act on this request?
2. Is it possible to postpone the project—perhaps an additional 6-12 months—to fully evaluate the operation of the express lanes?
3. How are priorities determined for constructing individual segments of the project?
4. What is the timing for start of construction?

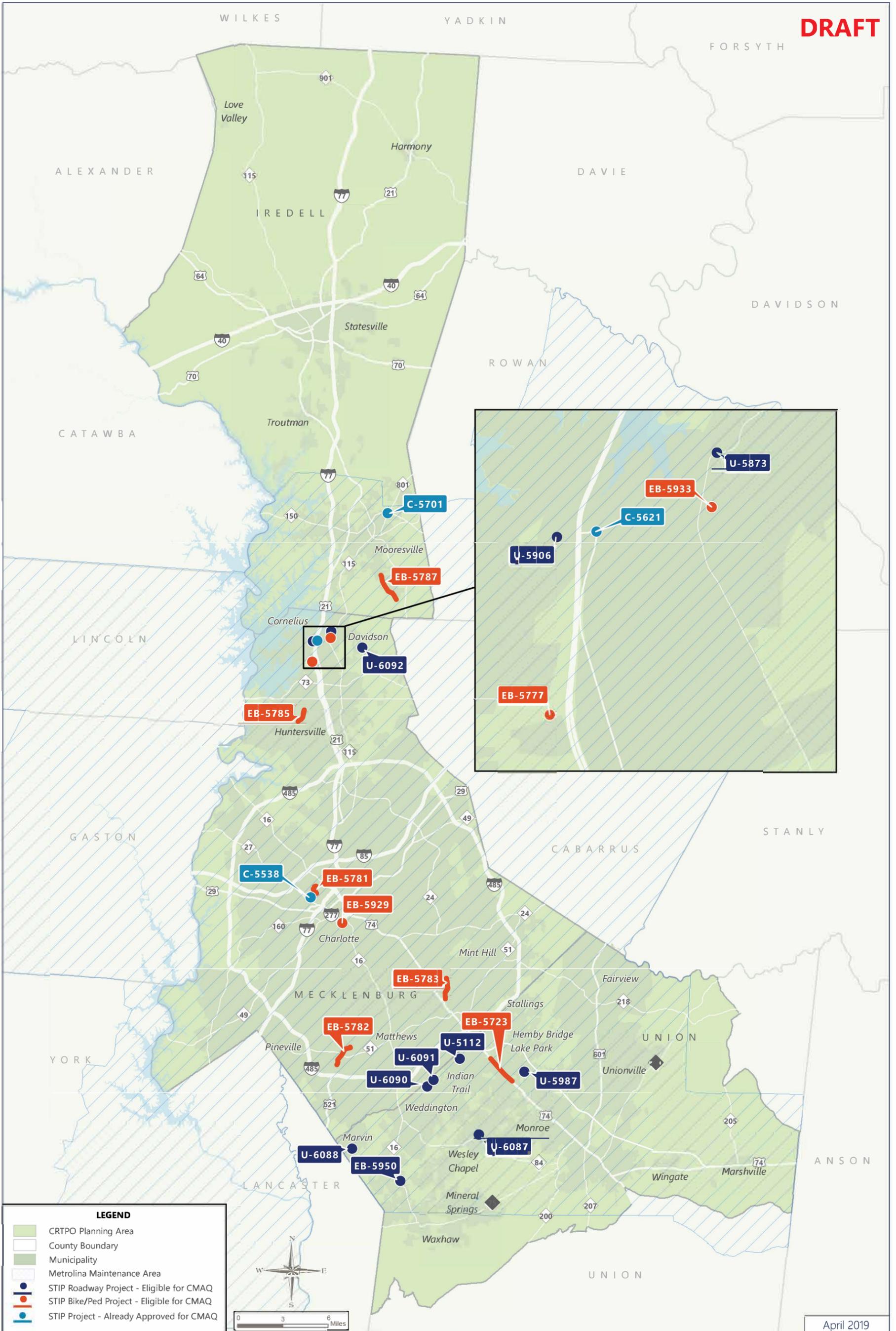
### **Operations**

1. Regarding shoulder use in other regions, how was success measured (for projects where shoulder lanes do not extend through interchanges)?
2. Of the peak-period shoulder lanes facilities nationwide that the TCC presentation identified, how many exist concurrent with tolled express lanes?
3. How will drivers know that the shoulder lanes are for use at peak periods only?
4. What will prevent the shoulder lanes from being used as de facto general purpose lanes?
5. Does the analysis include the area of turbulence where traffic must move from the shoulder into the general purpose lanes in order to get through the interchange (compounded by traffic getting from the express lanes to the interchange)?
6. The public has identified weaving between express lanes and general purpose lanes as a potential safety problem. Will this project exacerbate potential weaving problems? How has weaving been managed in the cases where express lanes exist with shoulder use? Should there be a longer-term analysis due to the contract constraints?
7. Will a traffic impact analysis be prepared to determine the extent to which peak period shoulder use will improve the level of service on I-77? When will it be provided to the CRTPO? Will it be provided before the CRTPO is requested to make a decision on this project?
8. Does this adversely affect ramp metering and the potential for managed motorways for I-77?

**Funding Swap**

1. Is this the only option that the State is willing to commit this magnitude of statewide CMAQ dollars?
2. Can we evaluate other feasible mobility projects to use the available CMAQ funding?
3. What else can we use the CMAQ funds for? What other projects are eligible for CMAQ funds? Is this the highest and best use of the funds to achieve improved north-south connectivity?
4. Will CRTPO be consulted in the future if other CMAQ or similar funds are again at risk of rescission to see if there is a local option for their use?
5. What is the complete federal rescission picture for North Carolina? How much is the FHWA expected to request back this cycle, or is all unobligated money at risk?

# CRTPO STIP Projects Eligible for CMAQ Reallocation of Funds



April 8, 2019

**DRAFT**

## CRTPO STIP Projects Eligible for CMAQ Reallocation of Funds

STIP ID	Location/Description	Total Cost (Thou)	Prior Years Cost (Thou)	Route/City	County
<b>Bike/Ped Projects</b>					
EB-5723	SR 1520 (Indian Trail Fairview Road) To SR 1367 (Unionville Indian Trail Road). Construct a Multi-Use Path. SR 1367 (Unionville Indian Trail Road) to Oakwood Lane. Construct A Multi-Use Greenway.	5,073	-	US 74	Union
EB-5777	McDowell Creek Tributary Greenway; Construct Greenway from Smithville Park to J.V. Washam Elementary. Construct Multiuse Path along Westmoreland Road to Lake Pines Drive.	3,000	-	Cornelius	Mecklenburg
EB-5781	Stewart Creek Greenway, State Street to Rozzelles Ferry Road. Construct Greenway.	1,363	-	Charlotte	Mecklenburg
EB-5782	McAlpine Creek Greenway, Green Rea Road to Four Mile Creek Greenway. Construct Greenway.	7,876	-	Charlotte	Mecklenburg
EB-5783	Sam Newell Road Multi-Use Path, Rice Road to Crown Point Elementary School. Construct Greenway.	1,200	150	Matthews	Mecklenburg
EB-5785	Upper McDowell Creek Greenway, Chilgrove Lane to NC 73. Construct Greenway.	3,099	-	Huntersville	Mecklenburg
EB-5787	Bellingham Park Greenway Extension to Johnson Dairy Road. Construct Greenway.	666	-	Mooresville	Iredell
EB-5929	Belk Greenway Connector Phase One. East Stonewall Street at South Davidson Street to South Kings Drive.	2,466	-	Charlotte	Mecklenburg
EB-5933	Kincaid Multiuse Path. Eugenia Street and Spring Street to South Prong Rocky River Greenway Near Davidson Elementary.	877	-	Davidson	Mecklenburg
<b>Roadway Projects</b>					
EB-5950	NC 16 to Sunset Hill Road. Kensington Drive Corridor Improvement Project.	2,529	-	Waxhaw	Union
U-5112	SR 1364 (Pleasant Plains Road) at SR 1357 (Potters Road) in Stallings. Construct Intersection Improvements including Left Turn Lanes and Modification of Traffic Signal.	2,825	325	Stallings	Union
U-5873	Intersection of NC 115 and Potts Street. Construct Improvements.	6,900	900	Cornelius	Mecklenburg
U-5906	SR 2195 (Torrence Chapel Road) and SR 5544 (West Catawba Avenue). Intersection Improvements.	8,260	500	Cornelius	Mecklenburg
U-5987	Unionville-Indian Trail Road and Sardis Road. Construct Intersection Improvements.	2,533	293	Indian Trail	Union
U-6087	Potter Road at Wesley Chapel Road. Construct Roundabout.	1,245	93	Wesley Chapel	Union
U-6088	New Town Road at Marvin Road. Construct Roundabout.	1,272	295	Marvin	Union
U-6090	Weddington-Matthews Road at Tilley Morris Road. Construct Roundabout.	1,062	85	Weddington	Union
U-6091	Weddington-Matthews Road at Chestnut Lane. Construct Roundabout.	1,071	100	Stallings	Union
U-6092	Davidson-Concord Road at Robert Walker Drive. Construct Roundabout.	1,270	150	Davidson	Mecklenburg
<b>Projects Already Approved for CMAQ</b>					
C-5538	Intersection of Tuckaseegee-Berryhill-Thrift Roads in Charlotte. Construct a Traffic Circle.	4,206	530	Charlotte	Mecklenburg
C-5621	US 21 and Catawba Avenue. Relocate Intersection of US 21 and Catawba Avenue to the East and Construct Roundabout.	9,208	250	Cornelius	Mecklenburg
C-5701	Intersection of NC 801 and NC 150. Construct Intersection Improvements.	2,460	596	Mooresville	Iredell

# Charlotte Regional Transportation Planning Organization

## *Information Item Summary*

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### **Information Item 9**

#### **Subject: CATS Updates**

- **TCC Review:** *These items were discussed at the April 2019 TCC meeting.*
  
- a. Performance-Based Planning: Transit Asset Management Targets**
  
- **Background:**
  - *Large transit systems are required to establish performance-based targets for their Transit Asset Management (TAM) plans. Performance-based planning requirements mandate MPOs to set their own TAM targets or endorse the transit system's targets.*
  - *CATS has established its targets, which are attached.*
  - *The TCC will be asked in May to make a recommendation to the Board on the TAM targets.*
  
- **Attachments:** *TAM Performance Measures Fact Sheet; CATS TAM Performance Measures*
  
- b. Metropolitan Planning Agreement**
  
- **Background:**
  - *Federal metropolitan planning regulations (23 CFR 450.314) require MPOs and transit agencies to establish written agreements that "cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning process."*
  - *The CRTPO and CATS currently lack such an agreement. This issue was identified in CATS's most recent triennial review.*



FEDERAL TRANSIT ADMINISTRATION

## TAM Performance Measures

### Background

In 2012, MAP-21 mandated FTA to develop a rule establishing a strategic and systematic process of operating, maintaining, and improving public capital assets effectively through their entire life cycle. The TAM Final Rule 49 USC 625 became effective Oct. 1, 2016 and established four performance measures. The performance management requirements outlined in 49 USC 625 Subpart D are a minimum standard for transit operators. Providers with more data and sophisticated analysis expertise are allowed to add performance measures and utilize those advanced techniques in addition to the required national performance measures.

### Performance Measures

**Rolling Stock:** The percentage of revenue vehicles (by type) that exceed the useful life benchmark (ULB).

**Equipment:** The percentage of non-revenue service vehicles (by type) that exceed the ULB.

**Facilities:** The percentage of facilities (by group) that are rated less than 3.0 on the Transit Economic Requirements Model (TERM) Scale.

**Infrastructure:** The percentage of track segments (by mode) that have performance restrictions. Track segments are measured to the nearest 0.01 of a mile.



## TRANSIT ASSET MANAGEMENT

### Data To Be Reported - Optional Report Year 2017, Mandatory Report Year 2018

**Rolling Stock:** The National Transit Database (NTD) lists 23 types of rolling stock, including bus and rail modes. Targets are set for each mode an agency, or Group Plan Sponsor, has in its inventory.

**FTA default ULB or Agency customized ULB:** Default ULBs represent maximum useful life based on the TERM model. Agencies can choose to customize based on analysis of their data OR they can use the FTA provided default ULBs.

**Equipment:** Only 3 classes of non-revenue service vehicles are

collected and used for target setting: 1) automobiles, 2) other rubber tire vehicles, and 3) other steel wheel vehicles.

**Facilities:** Four types of facilities are reported to NTD. Only 2 groups are used for target setting 1) Administrative and Maintenance and 2) Passenger and Parking.

**Infrastructure:** The NTD lists 9 types of rail modes; the NTD collects data by mode for track and other infrastructure assets.

BRT and Ferry are NTD fixed guideway modes but are not included in TAM targets.

**TAM Performance Metrics:** The NTD collects current year performance data. The NTD will collect additional Asset Inventory Module (AIM) data but targets forecast performance measures in the next fiscal year.

**TAM Narrative Report:** The TAM Rule requires agencies to submit this report to the NTD annually. The report describes conditions in the prior year that led to target attainment status.

[www.transit.dot.gov/TAM/ULBcheatsheet](http://www.transit.dot.gov/TAM/ULBcheatsheet)



FEDERAL TRANSIT ADMINISTRATION

**TERM Scale:** Facility condition assessments reported to the NTD have one overall TERM rating per facility. Agencies are not required to use TERM model for conducting condition assessment but must report the facility condition assessment as a TERM rating score.

## What You Need to Know About Establishing Targets

### Include:

- Only those assets for which you have direct capital responsibility.
- Only asset types specifically referenced in performance measure.

### Group Plans:

- Only one unified target per performance measure type.
- Sponsors may choose to develop more than one Group Plan.

### MPOs:

- MPOs must establish targets specific to the MPO planning area for the same performance measures for all public transit providers in the MPO planning area within 180 days of when the transit provider establishes its targets.
- Opportunity to collaborate with transit providers.

## Example Target Calculations

**Rolling Stock and Equipment:** Each target is based on the agency's fleet and age. Agencies set only one target per mode/class/asset type. If an agency has multiple fleets in one asset type (see example BU and CU) of different service age, it must combine those fleets to calculate the performance metric percentage of asset type that exceeds ULB and to set the following fiscal year's target. The performance metric calculation does not include emergency contingency vehicles.

TERM Rating	Condition	Description
Excellent	4.8–5.0	No visible defects, near-new condition.
Good	4.0–4.7	Some slightly defective or deteriorated components.
Adequate	3.0–3.9	Moderately defective or deteriorated components.
Marginal	2.0–2.9	Defective or deteriorated components in need of replacement.
Poor	1.0–1.9	Seriously damaged components in need of immediate repair.

Asset Category	Vehicle Class/Type	Fleet Size	Vehicle age	default ULB	FY 16 Performance Metric (% Exceeding ULB)	FY 17 Target
Rolling Stock	Over the road bus (BU)	10	5	14 years	0%	60%
		15	13	14 years		
	Cutaway bus (CU)	19	8	10 years	21%	21%
		5	12	10 years		
	Mini Van (MV)	5	5	8 years	0%	0%
	Van (VN)	1	10	8 years	67%	67%
2		5	8 years			
Equipment	Auto (AO)	5	4	8 years	0%	0%

This example assumes no new vehicle purchases in the calculation of targets for FY17, therefore the FY17 target for over the road bus (BU) increases due to the second fleet vehicles aging another year and exceeding the default ULB. If an agency is more conservative, then it might set higher value targets. If an agency is more ambitious or expects funding to purchase new vehicles, then it might set lower value targets.

There is no penalty for missing a target and there is no reward for attaining a target. Targets are reported to the NTD annually on the A-90 form. The fleet information entered in the inventory forms will automatically populate the A-90 form with the range of types, classes, and modes associated with the modes reported.

Figure 38  
CATS TAM Performance Measures



Transit Asset Management (TAM) Performance Measures

Asset Category	Vehicle Class/Type		Fleet Size	Useful Life Benchmark (ULB)	FY18 Target (% Exceeding ULB)	FY18 Performance (% Exceeding ULB)	FY18 Difference	FY19 Target (% Exceeding ULB)
Rolling Stock	BR	Over-the-road Bus	20	14 years	45%	45%	0%	45%
	BU	Bus	291	14 years	30%	23%	-7%	23%
	CU	Cutaway Bus	85	10 years	0%	0%	0%	0%
	LR	Light Rail	42	30 years	0%	0%	0%	0%
	MV	Minivan	26	8 years	2%	35%	33%	20%
	SR	Streetcar	3	30 years	0%	0%	0%	0%
	VN	Van	61	8 years	3%	20%	17%	20%

Asset Category	Vehicle Class/Type		Fleet Size	Useful Life Benchmark (ULB)	FY18 Target (% Exceeding ULB)	FY18 Performance (% Exceeding ULB)	FY18 Difference	FY19 Target (% Exceeding ULB)
Equipment	AO	Automobile (non-revenue)	76	8 years	55%	43%	-12%	50%
Equipment	AO	Trucks and other Rubber Tire Vehicles	61	14 years	N/A	N/A	N/A	50%
Equipment	AO	Steel Wheel Vehicles	2	25 years	N/A	N/A	N/A	50%

Asset Category	Facility Type		# of Facilities	TERM Rating: Benchmark	FY18 Target (% Exceeding Term)	FY18 Performance (% Exceeding Term)	FY18 Difference	FY19 Target (% Exceeding ULB)
Facilities	n/a	Administrative and Maintenance	15 facilities	3.0	0%	0%	0%	0%
	n/a	Passenger and Parking	55 facilities	3.0	3%	2%	-1%	3%

Asset Category	Infrastructure Type		# of Miles	Avg Restriction Benchmark	FY18 Target (% Track w/Restrict)	FY18 Performance (% Track w/Restrict)	FY18 Difference	FY19 Target (% Track w/Restrict)
Infrastructure	LR	Light Rail	19.2 miles		4%			5%
	SR	Streetcar Rail	3 miles		0%			1%

# Charlotte Regional Transportation Planning Organization

## *Information Item Summary*

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### **Information Item 10**

#### **Subject: Regional Transportation Planning Coordination Initiatives**

- **TCC Review:** *This item was discussed at the April 2019 TCC meeting.*
- **Background:**
  - *Report on the March 13 joint meeting with the Gaston-Cleveland-Lincoln MPO.*
  - *Report on the March 26 CRAFT Technical Committee meeting.*
- **Attachment:** *MPO Roundtable Executive Summary*



## 2019 MPO Roundtable Executive Summary

On March 13, 2019, members of GCLMPO and CRTPO gathered for the second annual MPO Roundtable at the Gastonia Conference Center from 5 pm – 8 pm. 73 people attended, comprised of 21 CRTPO members, including 7 elected officials and 14 staff and, 23 GCLMPO members including 9 elected officials from and 14 staff. Additionally, seven NC Department of Transportation representatives and 4 attendees from different economic development groups, chambers of commerce, and the Charlotte Regional Business Alliance were in attendance. In order to promote relationship building and sharing of different perspectives, roundtable participants were assigned which table to join.

The joint meeting aimed to build cross-jurisdictional relationships, gain greater perspectives on transportation issues warranting a regional focus, and to voice local priorities. Centralina Council of Governments (CCOG) organized and facilitated this meeting in conjunction with GCLMPO and CRTPO staff.

The meeting began with a networking dinner and a welcome from Walker Reid III, Mayor of Gastonia. Centralina COG's Executive Director, Geraldine Gardner, provided the opening remarks and prompted table discussion. Statesville Councilman and CRTPO Chairman Michael Johnson along with



*Panel from L to R: Michael Johnson, James Mallory, Scott Neisler, Tony Lathrop, Paul Bailey, and Walker Reid III*

Scott Neisler, Mayor of Kings Mountain and GCLMPO Chairman, provided comments on roundtable context and purpose. North Carolina Representative and Chairman of the House Standing Committee on Transportation John Torbett (District 108) provided a video message. A panel discussion followed and addressed the future of transportation funding and the need for regional coordination. Tony Lathrop, NCDOT Board Member-At-Large made a brief presentation and moderated the panel. The panelists were Scott Neisler, Mayor, City of Kings Mountain, James Mallory, Chairman, Iredell County Commission, Walker Reid III, Mayor, City of Gastonia, and Paul Bailey, Mayor, Town of Matthews.



Mayor Neisler identified the top transportation issues for the region. Chairman Mallory discussed the interdependence of the economies across our jurisdictions and the critical role transportation plays in this dynamic. Mayor Reid addressed the rapid growth of the region and the value of transportation investment relative to remaining regionally competitive. Mayor Bailey impressed upon attendees the need for continued collaboration and leadership going forward. The panel discussion proved highly informative and attendee feedback indicated a strong appreciation of the content and organization of the discussion.

Attendees were asked to critique the content of the meeting individually and as a table along with providing general event organization feedback to inform future meetings. The insights provided are summarized in the following paragraphs. Individual feedback along with roundtable discussion responses identified two priorities for coordination and collaboration efforts: 1. Joint long-range comprehensive plans and 2. Joint regional funding initiatives.

During the group engagement portion of the agenda, individuals were asked about the importance of cross-jurisdictional coordination. According to individual feedback responses cross-jurisdictional coordination is important because it increases regional cohesiveness and connection, efficiency and effectiveness. When cross-jurisdictional coordination is prioritized, meaningful communication can increase, transparency can improve, and more funding sources can be accessed.

Since transportation does not end with county, municipal, or state lines, respondents deemed it necessary that a transportation system be holistic in planning and management. It was also noted that there is the possibility for broader statewide influence when cross-jurisdictional collaboration is prioritized.

The benefits of cross-jurisdictional collaboration also come with challenges. The challenges noted include more jurisdictions and people in discussions can lead to the potential for conflicting perspectives. Combined with the complexity of funding and a diverse set of perspectives, cross-jurisdictional discussions require greater coordination and a commitment to understanding needs throughout the region. Roundtable participants commented that the role of MPOs should (continue to) include:

- Initiating regional conversations and convening stakeholders in order to help define regional transportation needs and concerns
- Providing guidance on transportation issues
- Providing technical assistance to its members



Roundtable participants commented that the gaps that could be filled by MPOs include land use development information and funding guidance along with improvements in regional and bi-state coordination. Participants recognized that they too have a responsibility to continue the conversation, build relationships, and continue engagement around transportation issues. Focused table conversations surfaced that the MPOs could (continue to) identify long and short-term goals, organize and prioritize projects, assess transportation-related needs, collect data, and assist with funding initiatives.

The gaps that the tables identified as needing to be filled included cross-jurisdictional coordination and communication across levels of government and stakeholders, balancing influence and local need, and continuing engagement and conversations about boundaries and projects. Each table discussed the roles that need to be performed as cross-jurisdictional conversations continue.

There must be an emphasized commitment to participation along with linking local action to a regional plan. It was noted that joint meetings among the region's transportation planning organizations and affiliated agencies should occur with greater frequency.

Meeting feedback revealed that participants agreed the venue was appropriate, the topics were relevant, and that the meeting was useful and accomplished its goal. Respondents did identify topics that they wished to have more information about going forward. They wanted to know more detail regarding funding sources, specific regional projects, leadership, and what effects locally changing priorities could have on the state. In order to gain that information, respondents suggested that future meetings include more panel discussions, more time for table discussion, and speakers from regions that have experienced success in regional transportation planning.

Overall, the 2019 MPO Roundtable successfully continued regional discussions regarding the future of transportation planning in the region and the need to build relationships across MPOs and jurisdictional lines. Participants provided positive feedback and expressed interest in continuing these conversations.

## **Recommendations**

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In general, attendees indicate that there is strong interest in continued convening of joint regional meetings and that the conversations created are incredibly important. However, these efforts must be followed by action to be most effective. Therefore, the following recommendations could be discussed by CRTPO, GCLMPO, and their partners as future coordination and collaboration is considered:

- Bring in speakers from regions that have had success around regional transportation planning, which could spark an idea exchange among participants based on insights gained about the ideas and efforts that worked and did not work.
- Conversations may benefit from identification of more specific initiatives and leadership needs that the region wants to focus on, including collaboration among MPOs, RPOs, and COGs in order to convene the member governments and stakeholders of these groups. These meetings may also gain from identifying and discussing broader themes that can be applied regionally.
- Cross-MPO briefings on regional topics and issues periodically presented as part of routine MPO meetings apart from scheduled joint meetings.
- Specific steps to seek and identify leaders that will represent the organizations and municipalities interested in participating in regional collaboration and encourage their involvement outside of attending annual, biannual or quarterly joint meetings is a key to sustained action.

**2019 MPO Roundtable: Agenda and Shared MPO Projects**

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**2019 CRTPO-GCLMPO Roundtable**

Wednesday, March 13, 2019 · 5:00 pm – 8:00 pm  
 Gastonia Conference Center · 2<sup>nd</sup> Floor Ballroom  
 145 Dr. Martin Luther King Jr. Way, Gastonia, NC 28052

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**Proposed Agenda**

Time	Agenda Item
5:00 pm – 5:35 pm	Arrival and Networking Dinner
5:35 pm – 6:00 pm	Welcome, Opening Remarks, and Table Conversation Welcome <ul style="list-style-type: none"> <li>• Mayor Walker Reid, III, City of Gastonia</li> </ul> Opening Remarks & Table Conversation <ul style="list-style-type: none"> <li>• Geraldine Gardner, Executive Director, Centralina COG</li> </ul>
6:00 pm – 6:15 pm	Roundtable Context & Purpose <ul style="list-style-type: none"> <li>• Mayor Scott Neisler, City of Kings Mountain/GCLMPO Chairman</li> <li>• Councilman Michael Johnson, City of Statesville/CRTPO Chairman</li> </ul>
6:15 pm – 6:20 pm	Video Address from North Carolina Representative John Torbett (District 108 – Gaston County)
6:20 pm – 7:10 pm	Presentation and Panel Discussion: Regional Collaboration in an Evolving Transportation Landscape  Presenter & Moderator: <ul style="list-style-type: none"> <li>• Tony Lathrop, NCDOT Board Member, At Large</li> </ul> Panelists: <ul style="list-style-type: none"> <li>• Mayor Scott Neisler, City of Kings Mountain</li> <li>• Chairman James Mallory, Iredell County Commission</li> <li>• Mayor Walker Reid III, City of Gastonia</li> <li>• Mayor Paul Bailey, Town of Matthews</li> </ul>
7:10 pm – 7:50 pm	Facilitated Group Engagement
7:50 pm – 8:00 pm	Closing Comments <ul style="list-style-type: none"> <li>• Councilman Johnson and Mayor Neisler, MPO Chairmen</li> </ul>

**OVER**

### Table Conversation Questions

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*When prompted, please share the following information with the people at your table.*

1. Your name.
2. Your role in your community, organization, and in the MPO.
3. How long you have been part of the MPO or other organization.
4. What have you been part of or witnessed in the past year that contributed to cross-jurisdictional collaboration?

### Shared MPO Projects

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**Joint State Planning and Research (SPR) Funding Request for Catawba Crossings Project:** GCLMPO applied for \$500,000 in State Planning and Research funds from NCDOT to determine the purpose and need for new crossings of the Catawba River between Gaston and Mecklenburg counties. The CRTPO, CATS, and NCDOT Divisions 10 and 12 will be involved in this study and a consultant would be retained to assist in the identification of alignments, cross-sections and to assist with public engagement.

**Regional Transit Engagement:** Includes roles in advising and helping reach regional stakeholders as a Regional Transit Vision and Implementation Strategy is proposed for 2019 launch and nearer term coordination on recently adopted LYNX System Plan updates, such as the Silver Line Extension.

**Kings Mountain-Gastonia-CLT Commuter Rail Study:** A feasibility study for implementing commuter rail service from Kings Mountain, to Gastonia, to Charlotte Douglas International Airport, and to Charlotte (proposed Gateway Station).

**Intelligent Transportation Systems (ITS) Plan Update:** Seeks to develop the greater Charlotte regional transportation systems management and operations (TSMO) Vision and ITS Architecture and Strategic Deployment Plan, the first plan of its type since 2001. This work includes 13 counties in NC and SC and would identify opportunities to improve system performance through multimodal, intermodal, and cross-jurisdictional systems, services, and projects that preserve capacity, enhance public safety and security, enhance seamless connections between modes, and improve reliability.

**Freight Study Implementation:** Brought together six transportation planning organizations, two DOTs, private firms, and federal agencies to plan for how goods move through and within the region by truck, train, or plane. The plan was innovative due to the inclusion of transportation, economic development, and land use perspectives and is now being implemented in part through incorporation of recommendations into Metropolitan Transportation Plans and use by the state DOTs in their freight plans.

**Regional CommunityViz Initiative:** Building on previous outcomes derived from this software, this is a process to conduct regional land use scenario planning and synthesize the update of socioeconomic data by the MPOs and RRRPO in the region. Socioeconomic data is a critical input to the Metrolina Regional TDM to help approximate future year traffic volumes on the regional transportation system. The quality of data feeding into this model greatly impacts the quality of data coming out thus playing a key role in the prioritization of transportation projects and transportation dollars.

**Connected and Autonomous Vehicle (CAV) Task Force/Technology in Transportation:** Task Force was created following three workshops held in the Fall of 2017 to facilitate a deeper understanding of CAV technology and equip local transportation officials and stakeholders with a preliminary roadmap to prepare for these technologies. The CAV Task Force is a voluntary, bi-state, regional, convening of public and private sector stakeholders that identifies priorities and investigates implementation actions to prepare the region for evolving technologies in the transportation realm.

**Transit Oriented Development (TOD) Grant:** CATS, in partnership with Belmont, Charlotte Planning, Design + Development Department, Gastonia, Indian Trail, Matthews, and Stallings were awarded a TOD planning grant from the Federal Transit Administration that will integrate land use and transportation planning issues across CRTPO and GCLMPO boundaries.

**Continued Regional Coordination Linked to CLT Airport:** In September 2017, the Greater Gaston Dev Corp (GGDC) commissioned a consultant to prepare the Gaston County CLT Airport Connected Economic Positioning Strategy. By leveraging Gaston County's proximity to CLT Airport, new opportunities for regional economic growth will arise.

OVER

## **April 4, 2019 Technical Coordinating Committee Meeting Summary**

Staff Resource: Erin Kinne

TCC took action on one item at the meeting:

### *Request to Delay Segment of Project U-4714*

The TCC unanimously recommended that the CRTPO Board endorse a resolution to delay the I-485 to Trade Street segment of project U-4714 – John Street Widening, in Matthews.

TCC heard four information items at the meeting:

### *2020-2029 Draft TIP & 2045 MTP Amendments*

The draft 2020-2029 TIP will require amendments and/or modifications to the 2045 Metropolitan Transportation Plan to reflect updated project details or modified project horizon years. Action will be requested during the May Board meeting to open a public comment period on the 2020-2029 TIP, 2045 MTP amendments and air quality determination.

### *CATS Updates:*

#### *Performance-Based Planning: Transit Asset Management (TAM) Targets*

CATS has established its performance-based targets for their TAM plans and will seek action from TCC on the TAM targets at the May meeting.

#### *Metropolitan Planning Agreement*

During CATS' recent triennial review, it was identified that CATS and CRTPO need to establish written agreements that "cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning process." An MOA will be developed and brought to the Board.

### *I-77 North Peak-Period Shoulder Lanes*

Based on recommendations from the I-77 Local Advisory Group and at NC Transportation Secretary James Trogdon's request, NCDOT is proposing a Peak-Period Shoulder Lane (PPSL) project and funding plan along the I-77 North corridor between Huntersville and Mooresville. TCC had several questions and NCDOT will present additional information at next month's meeting.

### *Regional Transportation Planning Coordination Initiatives*

Three events took place in March focusing on the need for Regional Coordination: the March 13 joint CRTPO-GCLMPO Roundtable, the March 25 South Charlotte Partners Regional Transportation Summit and the March 26 Charlotte Regional Alliance for Transportation (CRAFT) technical committee meeting. Staff is currently working with area MPOs and RPOs to facilitate a meeting with regional executive committee members to further this collaboration between organizations.

### *Other*

TCC heard an update from the Bicycle and Pedestrian Work Group that volunteers are still needed for the April 28 Open Streets 704 event. It is a great event for all.

There are 530 registrants for the 2019 NCAMPO Conference in Charlotte, hosted by CRTPO on April 24 – 26, 2019. Click [here](#) to register or for more information.

Three applications have been received in the Call for Shortfall Funding. The deadline to submit an application is Monday, April 8, 2019.

The Board retreat will be held May 30 and 31, 2019. More details will be coming soon.

The next TCC meeting will be May 2, 2019 at 10 a.m.