



charlotte regional **transportation** planning organization

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

TO: CRTPO Delegates & Alternates
FROM: Robert W. Cook, AICP
CRTPO Secretary
DATE: January 11, 2017

**SUBJECT: January 2017 Meeting
Charlotte Regional Transportation Planning Organization
Wednesday, January 18, 6:00 PM**

The January 2017 meeting of the Charlotte Regional Transportation Planning Organization (CRTPO) is scheduled for Wednesday, January 18, 2017.

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

An education session will not be held before this meeting.

Accessing the Charlotte-Mecklenburg Government Center

The Charlotte-Mecklenburg Government Center is located at 600 E. Fourth St. (corner of Fourth and Davidson streets) in uptown Charlotte. Parking is available in the Government Center parking deck located on Davidson St. 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 St. 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.

Non-Discrimination Policy

It is the policy of the Mecklenburg-Union Metropolitan 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

January 18, 2017

Room 267, Charlotte-Mecklenburg Government Center

6:00 PM Meeting Agenda

1. **Call to Order** Jim Taylor
2. **Election of Officers** Jim Taylor
ACTION REQUESTED: Elect Chairman and Vice-Chairman.

BACKGROUND: The MPO's bylaws require that the Chairman and Vice-Chairman be elected annually at the first regularly scheduled meeting of the calendar year. The bylaws also require that the Chairman must have served as an MPO member (delegate or alternate) for one year immediately prior to the election.
3. **Adoption of the Agenda** Chairman
4. **Public Comment Period** Chairman
MPO bylaws limit the comment period to 20 minutes.
5. **Ethics Awareness & Conflict of Interest Reminder** Chairman
6. **Approval of Minutes** Chairman
ACTION REQUESTED: Approve the November 2016 meeting minutes as presented.

ATTACHMENT: Draft November 2016 minutes.
7. **2016-2025 Transportation Improvement Program Amendments** Neil Burke
ACTION REQUESTED: Amend the 2016-2025 TIP to delay construction of two Mecklenburg County greenway projects.

TCC RECOMMENDATION: At its January meeting, the Technical Coordinating Committee unanimously recommended that the board approve the amendments.

BACKGROUND: See the attached memorandum for details.

ATTACHMENT: Memorandum.
8. **Comprehensive Transportation Plan** Robert Cook
ACTION REQUESTED: The board is requested to take the following action:
 - a. Adopt the Highway, Bicycle, Pedestrian and Transit/Rail CTP maps; and
 - b. Acknowledge that the Thoroughfare Plan may continue to be recognized by member jurisdictions for right-of-way protection purposes and encourage all jurisdictions to move toward using the CTP for right-of-way protection; and
 - c. Recommend to the NC Board of Transportation that it adopt the CTP maps.
TCC RECOMMENDATION: At its January meeting, the Technical Coordinating Committee recommended that the board take the requested actions. A dissenting vote was cast by the Charlotte Department of Transportation.

BACKGROUND: See the attached memorandum for additional information.

ATTACHMENT: Memorandum.

- 9. LYNX Silver Line/Southeast Corridor Transit Study** Jason Lawrence
ACTION REQUESTED: Endorse the recommendations from the LYNX Silver Line/Southeast Corridor Transit Study.

TCC RECOMMENDATION: At its January meeting, the Technical Coordinating Committee unanimously recommended that the board endorse the transit study's recommendation.

BACKGROUND:

- *CATS has completed an alternative analysis and transit study for the LYNX Silver line and Southeast Corridor.*
- *The study area extends 13.5 miles from center city Charlotte to the Union County line.*
- *CATS staff presented a light rail recommendation to the Metropolitan Transit Commission (MTC) at its September 28 meeting.*
- *On November 16, 2016 the MTC approved the LYNX Silver Line Light Rail Staff Recommendation as the Locally Preferred Alternative (LPA).*

ATTACHMENT: LYNX Silver Line light rail staff recommendation information.

- 10. STP-DA Criteria Modifications** Neil Burke
ACTION REQUESTED: Approve the proposed modifications to the STP-DA criteria.

TCC RECOMMENDATION: At its January meeting, the Technical Coordinating Committee unanimously recommended that the board approve the proposed criteria changes.

BACKGROUND:

- *The Project Oversight Committee recommended a series of criteria modifications in response to concerns raised by the board regarding the initial criteria used during the spring 2016 call for projects.*
- *The criteria revisions were reviewed during a joint MPO/TCC workshop on December 7 and no major issues were identified.*
- *If the board approves the recommended modifications, a 60-day call for STP-DA projects will begin on January 19 and conclude on March 20.*

ATTACHMENT: Memorandum.

- 11. Review of Draft 2018-2027 State Transportation Improvement Program** Neil Burke
ACTION REQUESTED: FYI

BACKGROUND:

- *The draft STIP was released by NCDOT on January 4, 2017.*
- *An overview of the projects within the draft TIP will be provided.*

ATTACHMENT: [Click here](#) to view the CRTPO supplement to the draft state TIP.

12. Unified Planning Work Program

Robert Cook

a. FY 2017 Amendments

ACTION REQUESTED: FYI

BACKGROUND: See the attached memorandum for details.

- *Adjustments to the FY 2017 UPWP are necessary to reallocate funds to task codes experiencing shortfalls.*
- *No policy or priority changes are proposed.*
- *This item is being presented for information only; however, a request will be made at the February meeting to amend the FY 2017 UPWP.*

b. Draft FY 2018 UPWP

ACTION REQUESTED: FYI

BACKGROUND: See the attached memorandum.

ATTACHMENT: Memorandum.

13. Sharing of Federal Transit Administration Section 5307 Funds

David McDonald

ACTION REQUESTED: FYI

BACKGROUND:

- *Section 5307 funds are used to support transit capital and operating assistance.*
- *CATS, Iredell County Area Transportation System, Union County Transportation and Mecklenburg Transportation Services are eligible recipients in the North Carolina portion of the Charlotte urbanized area.*
- *The CRTPO approved CATS as the designated recipient of the funds in November 2014.*
- *CATS, in its roles as the designated recipient, has worked with the Federal Transit Administration, NCDOT Public Transportation Division and local providers to share the Section 5307 funds based upon the same formula previously developed for ICATS and endorsed by the CRTPO.*
- *This information is being provided for information only. No action will be required on this topic.*

ATTACHMENT: Memorandum.

14. I-485/Weddington Road Interchange AQ Conformity Determination

Robert Cook

ACTION REQUESTED: FYI

BACKGROUND:

- *NCDOT has determined that the design of the I-485/Weddington Road interchange (R-211EC) will affect the operations of the managed lanes on I-485 between this interchange and the I-485/John Street interchange.*
- *The addition of one additional lane in each direction between the two interchanges will alleviate the problem.*
- *The addition of the lanes will result in the need for an air quality conformity determination.*
- *This item is being presented for information only; however, a request will be made at the February meeting to approve the release of a draft conformity determination report for public review.*

15. 2045 Metropolitan Transportation Plan

Robert Cook

ACTION REQUESTED: FYI

BACKGROUND:

The following topics will be covered:

- *Advisory Committee recommended roadway ranking criteria modifications:*
 - *Changes to the Accessibility to Employment criterion*
 - *Other minor changes to reflect Prioritization 4.0 changes*
- *Goals & objectives*
- *Public involvement*

ATTACHMENT: Draft 2045 MTP goals and objectives.

16. Upcoming Agenda Items

Robert Cook

ACTION REQUESTED: FYI

BACKGROUND: Review of items that will appear on future agendas.

17. Adjourn

CHARLOTTE REGIONAL TRANSPORTATION PLANNING ORGANIZATION
Charlotte-Mecklenburg Government Center, Room CH-14
November 16, 2016 Meeting
Summary Minutes

Members Attending:

Vi Lyles (Charlotte), Michael Miltich (Cornelius), Rob Kidwell (Huntersville), Jim Taylor (Matthews), Frederick Becker (Mineral Springs), Surluta Anthony (Monroe), Jack Edwards (Pineville), Michael Johnson (Statesville), Richard Helms (Union County), Jim Warner (Waxhaw), Brent Moser (Wingate), Tracy Dodson (NCBOT-Division 10)

Non-Voting Members Attending:

Elizabeth McMillan (Char-Meck Planning Commission), Jim Walker (NC Turnpike Authority)

1. Call to Order

Chairman Jim Taylor called the November 2016 CRTPO meeting to order at 6:16 PM.

2. Adoption of the Agenda

Summary:

Chairman Taylor asked if there were items to be added to the agenda or changed. No additions or changes were identified.

Motion:

Vi Lyles made a motion to adopt the agenda as presented. Mayor Edwards seconded the motion. Upon being put to a vote, the motion to adopt the agenda was approved unanimously.

3. Citizen Comment Period

No comments were made.

4. Ethics Awareness & Conflict of Interest Reminder

Mr. Cook read the ethics awareness and conflict of interest reminder. No board members identified conflicts.

5. Approval of Minutes

Summary:

Chairman Taylor requested action on the October 2016 meeting minutes.

Motion:

Surluta Anthony made a motion to adopt the October 2016 meeting minutes as presented. Mayor Edwards seconded the motion. Upon being put to a vote, the motion was adopted unanimously.

6. 2016-2025 Transportation Improvement Program Amendments

a. CATS Amendment: Section 5307 Funding

Presenter:

David McDonald, CATS

Summary:

Mr. McDonald provided information to the MPO via a Power Point presentation, the contents of which are incorporated into the minutes. The presentation's purpose was to explain the purposes of the requested amendment to modify the local share of the Federal Transit Administration (FTA) Section 5307 project (TO-5149) for Iredell County Area Transportation Services (ICATS) to reflect a 50% federal/50% local match. The current TIP incorrectly showed the local match as less than the required 50% share. TIP project TO-5149 provides operating assistance to ICATS. The TCC unanimously recommended that the board approve the amendment.

Motion:

Michael Johnson made a motion to approve the amendment as requested. Ms. Lyles seconded the motion. Upon being put to a vote, the motion was approved unanimously.

b. CATS Amendment: I-5405 Transit Service Expansion

Presenter:

David McDonald, CATS

Summary:

Mr. McDonald provided information to the MPO via a Power Point presentation, the contents of which are incorporated into the minutes. The presentation’s purpose was to explain the purposes of the requested amendment, which was to increase transit service in the I-77 North corridor during the current construction project in order to mitigate traffic delays and provide a travel alternative. NCDOT will fund 15 additional peak transit trips on the 53X, 48X & 77X, resulting in a bus every 20, 12 & 10 minutes respectively. Also, NCDOT will fund public outreach to promote these services. The funding source is Surface Transportation Block Grant Funds (STBG). The table below provides details on how the funding was proposed to be allocated. The TCC unanimously recommended that the board approve the amendment.

STIP #	County	Description	FUND	FY17	FY18	FY19
I-5405	Meck Iredell	Operating Assistance to CATS to increase express service in the I-77 N. Corridor during construction	STBG	220,000	456,000	473,000
		Funding to CATS for Marketing services and public outreach to promote Express Bus during Construction	STBG	75,000	75,000	75,000

Motion:

Mr. Johnson made a motion to approve the amendment as requested. Rob Kidwell seconded the motion. Upon being put to a vote, the motion was approved unanimously.

c. Monroe Expressway

Presenter:

David Tyeryar, NCDOT Chief Financial Officer

Summary:

Mr. Tyeryar provided information to the MPO via a Power Point presentation, the contents of which are incorporated into the minutes. The presentation was in support of a request from NCDOT to amend the TIP to modify Monroe Expressway project funding to reflect an updated plan of finance. The original plan assumed GARVEE (Grant Anticipation Revenue Vehicles) bonds would be retired early via the issuance of toll revenue bonds by the NC Turnpike Authority. The new plan assumes no change to the “gap” funds or the state appropriation revenue bonds issued in 2010 and 2011.

Motion:

Brent Moser made a motion to approve the amendment as requested. Ms. Anthony seconded the motion. Upon being put to a vote, the motion was approved with 45 votes cast in favor of the motion and three cast in opposition. Huntersville (2) and Mineral Springs (1) cast the votes in opposition.

7. MPO Regional Agreements

Presenter:

Robert Cook

Summary:

Mr. Cook provided information to the MPO via a Power Point presentation, the contents of which are incorporated into the minutes. The presentation’s purpose was to obtain the board’s approval of agreements between CRTPO and the Greater Hickory & Gaston-Cleveland-Lincoln MPOs. The agreements transfer planning responsibilities from the CRTPO to the GCLMPO for portions of the Charlotte urbanized area in

Gaston and Lincoln counties, and do the same for the portion of the Charlotte urbanized area in Catawba County. The agreements also describe how planning processes will be coordinated.

Motion:

Michael Miltech made a motion to approve the regional agreements as presented. Ms. Lyles seconded the motion. Upon being put to a vote, the motion was approved unanimously.

8. Project Oversight Committee Update

Presenter:

Robert Cook

Summary:

Mr. Burke updated the board on the Project Oversight Committee's efforts to revise the STP-DA project selection criteria in response to board comments earlier in the year. He stated that a joint MPO board/TCC workshop was scheduled for Wednesday, December 7 to more thoroughly review the proposed changes in advance of seeking approval in early 2017.

9. Comprehensive Transportation Plan

Presenter:

Robert Cook

Summary:

Mr. Cook provided information to the MPO via a Power Point presentation, the contents of which are incorporated into the minutes. The presentation's primary purpose was to determine if the board believed that adopting the CTP maps at the January meeting was feasible. The board was updated on the comments status: responses were posted on the CRTPO website on October 31 and provided to individual commenters via email. A letter from Mayor Young of Troutman regarding the Southwest Troutman bypass was discussed. The letter requested CRTPO assistance with developing alternative alignments. The board did not indicate that it saw any obstacles to presenting the maps in January for adoption.

10. LYNX Silver Line/Southeast Corridor Transit Study

Presenter:

Jason Lawrence, CATS

Summary:

Mr. Lawrence provided information to the MPO via a Power Point presentation, the contents of which are incorporated into the minutes. The presentation's purpose was to review the LYNX Silver Line locally preferred alternative that resulted from an alternatives analysis and transit study of the Southeast Corridor. The locally preferred alternative will be presented to the board for endorsement in January 2017. The study's recommendation were as follows: Implement side running light rail service along Independence Boulevard to the Village Lake Drive area, then shift to a median running along Monroe Road to Sam Newell Road to Independence Pointe Parkway. The project will be 13 miles long from I-277 to CPCC Levine Campus with 13 stations with 8-10 park and ride lots. In addition, 7-10 miles of rail trails will be included. It was further decided that Uptown Charlotte alignments would be studied as part of a system integration/West Corridor/Airport study. The Metropolitan Transit Commission approved the locally preferred alternative at a meeting held prior to the CRTPO meeting. Mr. Lawrence restated that he would return at the January meeting for an endorsement of the locally preferred alternative. Chairman Taylor congratulated Mr. Lawrence on the efforts that went into completing this project.

11. 2045 Metropolitan Transportation Plan

Presenter:

Robert Cook

Summary:

Mr. Cook provided information to the MPO via a Power Point presentation, the contents of which are incorporated into the minutes. The presentation's purpose was to seek direction from the board about beginning public outreach in January, as well as to review the draft goals and objectives and discuss potential changes to the roadway ranking criteria.

Potential changes to the goals and objectives were reviewed. The MTP Advisory Committee has not recommended substantial changes. The goals and objectives underwent a thorough analysis as part of the development of the 2040 MTP, thus the Advisory Committee's actions are a reaffirmation of the previous work. Similarly, the Advisory Committee is not proposing major changes to the roadway ranking criteria. The only substantial change may be to the Accessibility to Employment criterion to use data collected as part of the CONNECT Our Future project. Other changes will be limited to modifications to make the criteria more consistent with NCDOT's Prioritization process. The discussion then moved to public outreach. A new website is being created and its address will be www.2045MTP.org. Branding concepts were discussed. Mr. Cook asked the board if they had any objections to starting public outreach in January. No objections were mentioned.

12. Bonus Allocation Assessment

Presenter:

Robert Cook

Summary:

Mr. Cook provided information to the MPO via a Power Point presentation, the contents of which are incorporated into the minutes. The presentation's purpose was to provide a follow up to the October presentation on this subject by discussing some of the recommendations in more detail. The purpose of the assessment was mentioned: To assess the process used to develop the bonus allocation list in order to support continuous improvement of future CRTPO processes. Four of the 18 major recommendations were highlighted along with potential implementation methods. Next steps in the process included the Project Oversight Committee evaluating the recommendations.

13. Upcoming Agenda Items

Presenter:

Robert Cook

Summary:

Mr. Cook stated that the following items would be on the January agenda for action: CTP maps and Southeast Corridor/Silver Line locally preferred alternative endorsement. In addition, a draft of the FY 2018 Unified Planning Work Program will be presented. It is anticipated that NCDOT will release the draft TIP in early January, thus that will be an agenda item. Lastly, the board was reminded of the December 7 workshop with the TCC regarding the STP-DA criteria.

14. Adjourn

The meeting adjourned at 7:42 PM.



TO: CRTPO Delegates and Alternates

FROM: Neil Burke, AICP, PTP
Planning Coordinator

DATE: January 11, 2017

SUBJECT: TIP amendments, January MPO Meeting

ACTION REQUESTED: Approve the following TIP amendments.

BACKGROUND:

- The TIP amendments were identified by Mecklenburg County Park and Recreation Staff.
- The TIP amendments were unanimously recommended by the TCC during the meeting on January 5, 2017.

TIP ID #	Project Description	Action Required	Reason for Amendment
EB-5781	Stewart Creek Greenway	Delay construction from FY 2018 to FY 2020.	County cash flow policy does not allow for earlier construction.
EB-5782	McAlpine Creek Greenway	Delay construction from FY 2019 to FY 2020.	County cash flow policy does not allow for earlier construction.

TO: CRTPO Delegates & Alternates
FROM: Robert W. Cook, AICP
CRTPO Secretary
DATE: January 11, 2017

**SUBJECT: Comprehensive Transportation Plan
Maps Adoption**

ACTION REQUESTED

The board is requested to take the following action:

- Adopt the Highway, Bicycle, Pedestrian and Transit/Rail CTP maps.
- Acknowledge that the Thoroughfare Plan may continue to be recognized by member jurisdictions for right-of-way protection purposes and encourage all jurisdictions to move toward using the CTP for right-of-way protection.
- Recommend to the NC Board of Transportation that it adopt the CTP maps.

TCC RECOMMENDATION

The TCC voted on January 5, 2017 to recommend that the board take the above action. In addition, the TCC further recommended the following:

- Obtain a letter from the Gaston Cleveland Lincoln MPO (GCLMPO) Policy Board Chairman prior to the January 2017 expressing support for a GCLMPO Highway CTP map amendment to change the classification of the Catawba Crossings project in Gaston County from a freeway to a boulevard.
- Commit CRTPO staff to coordinate further analysis and recommendations on the identified commitments for further analysis.

The Charlotte Department of Transportation (CDOT) cast a dissenting vote due to the matter of the above-referenced Catawba Crossings project. The project, formerly known as the Garden Parkway, crosses the Catawba River from Gaston County to Mecklenburg County. The recently-adopted GCLMPO CTP classifies the project as a freeway, as does the draft CRTPO CTP. At the TCC meeting, CDOT requested that a change be made to the CRTPO's classification to better reflect the land use vision reflected in a recent rezoning for a project known as the River District. The TCC elected to proceed with an adoption recommendation based on the requirement that a letter from the GCLMPO chairman be obtained expressing support for a future amendment. Staff has been in contact with GCLMPO staff and expects a letter to be provided in advance of the January 18 meeting.

BACKGROUND

Public Involvement

- CTP public involvement began on May 16, 2016 and ended on August 31, 2016.
- The following summarizes CTP public outreach:
 - Media releases-2
 - E-mail blasts-4

- Newsletters
 - 1 special edition
 - 2 quarterly edition articles
- Open houses-5
 - Total attendance-102
- Webinars-2
 - Participation-18
- Presentations-18
- Displays-5
- Total number of area residents reached-300+

Comments

- Comments received-173
- Staff responses provided to commenters and posted on CRTPO website.
- None of the comments indicated a need to reconsider CTP adoption.

MAP CHANGES

The following two pages list map changes that will be incorporated into revised CTP maps. Most changes will be incorporated into the on-line maps by January 5. Some changes may take longer to be incorporated.

Highway		
Segment/Issue	From-To	Change Needed
Direct Connect interchange symbology	N/A	Update map legend to show symbology
Shopton Road West	Westinghouse Blvd to S. Tryon St	Change classification to Other Major Thoroughfare
Hucks Road Relocation	Canipe Dr to Browne Road	Remove proposed relocation from CTP
Old Williams Road		Show portion of Old Williams Road, severed by Monroe Bypass construction, as Recommended
Kenilworth Ave	E. Morehead St to Scott Ave	Correct mapping error that depicted road alignment off the actual alignment
Verhoeff Dr Extension	Old Verhoeff Dr to Prosperity Church Road Extension	Correct map to show alignment of Verhoeff Dr Extension as approved by MPO 11/20/02
I-485/S. Tryon St. interchange	N/A	Change interchange status to Needs Improvement
Old Statesville Road	Eastfield Road to Hambright Road	Change status to Existing
New road: Bridgeford-Northdowns Connector over I-77 in Huntersville		Remove segment from CTP
Statesville Road	NC 73 to Holly Point Drive	Change status to Existing
Mayes Road	All	Change status to Needs Improvement
Bailey Road Flyover	Northcross Dr to Bailey Road	Show proposed grade separation

Bicycle		
Segment/Issue	From-To	Change Needed
Torrence Creek-Rosedale Greenway	Rosewood Meadow Lane to Torrence Creek	Show "Existing Grade Separation" at Torrence Creek Tributary #2 and Gilead Road
Torrence Creek Greenway	McCoy Road to I-77	Indicate "Proposed grade separation" at McCoy Road bridge over Torrence Creek
Carolina Thread Trail	Northlake Centre Pkwy to Hambright Road	Show "Proposed grade separation" at I-77
Torrence Creek-Wynfield Greenway	Stumptown Road to Statesville Road	Remove "Proposed interchange" symbology

Pedestrian		
Segment/Issue	From-To	Change Needed
Grey Road	Concord Road to Wolfe St	Map shows sidewalk, but sidewalk does not exist-modify map to show sidewalk as Needs Improvement
Irvins Creek Greenway	Crown Point.Elementary School to Idlewild Road	Greenway is shown on map as being constructed, but greenway not in place-modify map to show greenway as Needs Improvement

Transit/Rail		
Segment/Issue	From-To	Change Needed
CATS Silver Line	Uptown Charlotte to Matthews	Update map to show locally preferred alignment approved by the Metropolitan Transit Commission (MTC) and to be endorsed by CRTPO in January
CATS Cornelius Park & Ride	N/A	Update map to show the park & ride

COMMITMENTS

Staff will work to resolve the following issues:

Segment	Commitment
Southwest Troutman Bypass	Staff will work with Town of Troutman to develop an alternative to the Bypass
Brooks Mill Road/Arlington Church Road Extension	Determine if an extension of Arlington Church Road can be rerouted to avoid an existing quarry
Hucks Road Relocation	Work with the City of Charlotte and NCDOT to develop an alternative to the relocation
Catawba Crossings	Pursue a classification change in conjunction with the GCLMPO

**METROPOLITAN TRANSIT COMMISSION
INFORMATION ITEM**

STAFF SUMMARY

SUBJECT: LYNX Silver Line Transit Study

DATE: September 28, 2016

- 1.0 **PURPOSE/SCOPE:** In 2011 The Metropolitan Transit Commission (MTC) directed the Charlotte Area Transit System (CATS) to conduct an updated Alternatives Analysis (AA) for the Southeast Corridor (LYNX Silver Line), which is a heavily traveled corridor extending approximately 13.5 miles southeast from Center City Charlotte to the Mecklenburg / Union County border. Approximately 3.5 miles of the corridor near the county line is located within the Town of Matthews; the remainder of the corridor is located within the City of Charlotte. The primary purpose of the AA is to provide the necessary transportation and land use analysis, and public outreach to facilitate the MTC's selection of a rail-based technology and alignment for a Locally Preferred Alternative (LPA).

The project officially began in February 2015 with three overarching goals:

- Define a fixed rail guideway alignment that serves future transportation needs and promotes the land use plans/policies of both the Independence Boulevard Area Plan and the Town of Matthews.
- Provide an interim transit strategy that utilizes the future managed lanes proposed on Independence Boulevard.
- Coordinate with City of Charlotte Town of Matthews land development strategies to protect and preserve the fixed guideway alignment.

- 2.0 **BACKGROUND/JUSTIFICATION:** With the 2006 adoption of the 2030 Transit System Plan by the MTC, Bus Rapid Transit (BRT) was selected as the Locally Preferred Alternative (LPA) for the LYNX Silver Line with the following conditions:

- BRT be selected as the LPA with implementation of BRT delayed for at least five years to allow the future reconsideration of Light Rail. Additionally CATS' staff is directed to take the necessary steps in design and engineering with North Carolina Department of Transportation (NCDOT) on the US 74 Highway Project so that light rail could be considered in the future.

Between 2006 and 2011, concentrated land use and transportation planning efforts were directed at the segments of Independence Boulevard within the City Of Charlotte. The ULI Rose Center Fellowship Report proposed that rapid transit in the corridor should not be in the median of Independence Boulevard. A key finding of the Independence Boulevard Area Plan (2009) recommended that development in the corridor should be focused at key nodes. With the results of those studies, the MTC in 2011 passed the following actions that directed CATS staff to:

- Remove special provisions in the 2030 Transit System Plan that required preservation of Rapid Transit in the median of Independence Boulevard.
- Work closely with NCDOT and Charlotte Department of Transportation (CDOT) to incorporate bus services into the design of the Independence Boulevard Managed Lanes.

- Bring back a process and plan/schedule for an alignment study to evaluate a rail transit alignment in the Southeast Corridor that is not in the median of Independence Boulevard.
- Ensure that the alignment study will review the technologies of light rail, streetcar and commuter rail, and recommend a rail transit alignment, which will involve examining all potential rail alternatives in the corridor, including those previously studied.
- Study a connection between the CityLYNX Gold Line and the LYNX Silver Line
- Study up to the Mecklenburg County Line with the potential to extend into Union County

3.0 **PROCUREMENT BACKGROUND:** N/A

4.0 **POLICY IMPACT:** N/A

5.0 **ECONOMIC IMPACT:** N/A

6.0 **ALTERNATIVES:**

(A) Adopt a technology, alignment, station locations for the LYNX Silver Line LPA

7.0 **RECOMMENDATION:** This item is presented as information in preparation for action at the October 26, 2016 MTC meeting

8.0 **ATTACHMENT(S):**

(A) LYNX Silver Line Light Rail Staff Recommendation Map

(B) LYNX Silver Line possible Uptown Charlotte alignments

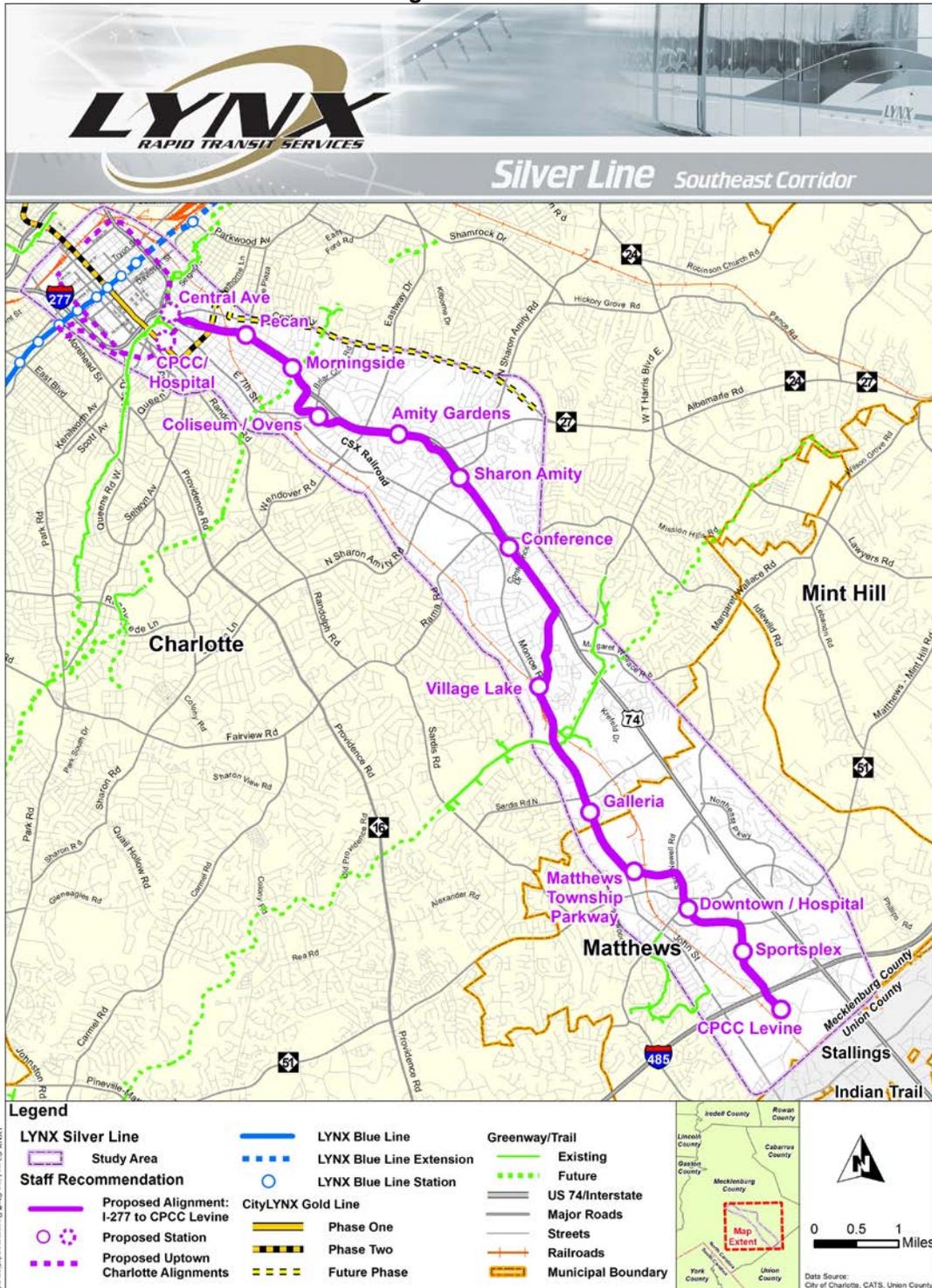
(C) LYNX Silver Line Rail Alignment Evaluation Process Summary

(D) Public Engagement Summary

SUBMITTED AND RECOMMENDED BY:

John Lewis
CEO, Charlotte Area Transit System
Director of Public Transit, City of Charlotte

LYNX Silver Line Light Rail Staff Recommendation



- 13 mile long alignment from I-277 to CPCC Levine that is side running along the north side of Independence Boulevard then transitioning around Briar Creek to the south side of Independence Boulevard with a continuation of running along the south side until the Village Lake Drive Area then transitioning to median running Monroe Rd to Sam Newell Rd to Independence Pointe Parkway.
- 13 stations with 8-10 Park and Rides
- 7-10 miles of Rail Trails

LYNX Silver Line Light Rail Uptown Charlotte Alignment Options



- All six of the Uptown Charlotte route options were advanced for further evaluation.
- Stakeholders were supportive of the concept of viewing the Silver Line as part of a longer east-west rail corridor across Mecklenburg County that would connect Uptown Charlotte, Matthews, and Charlotte-Douglas International Airport.
- Depending on the route through Uptown Charlotte, the Silver Line corridor has the opportunity to support other CATS initiatives and Center City Charlotte development projects such as the Charlotte Gateway Station, Metropolitan, Brooklyn Village, Central Piedmont Community College, Stonewall Corridor, and the Charlotte Transportation Center/Arena.
- It is difficult to select a single preferred option in Uptown without a more detailed analysis that takes into account what the maximum transit investment should be
- Given that a goal of this study is to support the vision for the overall CATS system, advancing the various options in Uptown Charlotte provides the greatest flexibility to compliment other initiatives as projects moves forward.
- Staff recommends the Silver Line Uptown Charlotte Alignments be studied as part of a System Integration/West Corridor Study

TO: CRTPO Delegates and Alternates

FROM: Bill Coxe
TCC Vice-Chair

DATE: January 11, 2017

**SUBJECT: Project Oversight Committee Recommendations
STP-DA Highway and Transit Project Prioritization
Funding Targets & Criteria Modifications**

The purpose of this memorandum is to document the decision-making process and recommendations of the Project Oversight Committee (POC) to in developing STP-DA criteria revisions to an initial set of criteria used for a spring 2016 call for projects. These revisions were developed during a series of bi-monthly meetings from July 2016 to November 2016. This document is organized by (I) Process and (II) Criteria recommendations that were developed by the POC using a consensus-based process.

BACKGROUND

- The POC developed criteria to prioritize STP-DA project requests for potential highway and transit projects from local jurisdictions in the first and second quarters of 2016.
- Following the adoption of a STP-DA project list for a portion of the STP-DA funds, the MPO directed the POC to review the criteria to determine if improvements can be made to the project prioritization and selection process for the STP-DA funds.
- The POC reviewed the criteria, identified areas for improvement, and subsequently tested and recommended improvements to be implemented to the STP-DA project prioritization process to be implemented prior to the next call for projects.
- A joint MPO/TCC workshop was held on Wednesday, December 7 with the purpose of informing members of the recommended criteria changes, and to test the criteria through an interactive exercise. There were no obstacles identified during the workshop that would prevent the adoption of the criteria from occurring during the January meetings.
- Bicycle and pedestrian projects will continue to be prioritized by using the Transportation Alternatives Program criteria previously developed.
- The TCC unanimously recommended the approval of the STP-DA criteria during the January 5, 2017 meeting.

I. STP-DA PROCESS RECOMMENDATIONS

A. STP-DA Project Request Ranges

Recommendation: Modify project minimum funding request from \$500,000 to \$250,000 and maintain project maximum limit of not more than 25% of available STP-DA funds.

- 25% of the current \$27.9 million of STP-DA available is \$6.9 million maximum for the winter 2017 call for projects.

Reason: Reducing the minimum project funding request amount to \$250,000 would account for active federal projects to seek gap funding to deliver the project. The project funding maximum ensures that one project would not consume the majority of available funds.

B. STP-DA Funding Targets by mode

Recommendation: Maintaining the target allocation to non-highway (bicycle/pedestrian, aviation, and transit) projects to 20% (\$5.6 million) of the STP-DA funding available (\$27.9 million through 2021).

- The POC emphasized the word “target” in terms of non-highway modal allocation. The actual amount of recommended STP-DA funds may fall below or exceed the target of 20% depending on the type of projects received during the future call.

Reason: The recommendation of 20% to non-highway modes is consistent with the financial assumptions that were adopted in the 2040 MTP for Division Needs projects.

C. STP-DA Small Roadway Projects Allocation

Recommendations:

- Renaming the Small Operations Project allocation to the Small Roadway Project (SRP) allocation.
 - The intent of this allocation is to address intersection and safety needs on roadways.
- \$9.4 million of the \$27.9 million is reserved for SRP for the next call for projects.
- Each STP-DA request for SRP funds is limited to \$1 million and a total project cost of \$5 million.

Reason: The recommendation to focus a portion of the STP-DA funds available to address small roadway projects is based upon the minimal amount of discretionary funding that the NCDOT Divisions receive to address these issues.

D. Project Submittal Requirements

Recommendations: The POC recommended the following requirements for the STP-DA project submittal process.

- All submittals require an official letter on the jurisdictions letterhead that clearly commits the entity to funding the local match and identifies the source of the matching funds.
- Projects that were submitted during the spring 2016 call for projects but not recommended for funding will need to be resubmitted for consideration in the next call for projects.
- A local jurisdiction can submit an unfunded P4.0 Division Needs project to be considered for STP-DA funding in the next call for projects.
 - The jurisdiction must clearly identify the amount and source of the local match.
 - The POC recommends focusing STP-DA funding on Division Needs tier projects.

- The POC does not recommend the use of STP-DA funds to complete the funding of a partially funded project that currently uses only state funding because it would federalize the entire project.

Reason: The POC has made these recommendations with the intent of formalizing a jurisdiction's commitment to participate in funding the project and to clearly identify how existing projects should be considered in future project calls.

D. *Additional Recommendations*

- CRTPO continue to work towards one annual call for all locally administered projects funds (Bonus Allocation, CMAQ, TAP, and STP-DA). It is recognized that it may take several years to provide the necessary framework and scheduling to achieve this recommendation.
- Project managers that have submitted an application for STP-DA funds must ensure that staff and the POC has all of the necessary information to process the application and score the project prior to the close of the 60-day project call window.

II. STP-DA CRITERIA RECOMMENDED CHANGES

Recommendation: The POC has recommended the following modifications to the criteria for prioritizing highway and transit projects. Bicycle and Pedestrian projects will continue to be prioritized by using the Transportation Alternatives Program criteria.

1. ***Problem Statement:***

Definition: A brief narrative that describes the purpose and need of the proposed project. This measure ensures that the proposed project will improve an existing transportation deficiency.

Recommendation: Remove 35 points for this criterion, and instead using a pass/fail evaluation.

Reason: During the spring call for projects, nearly every highway and transit project received the full allotment of 35 points, and the POC found it subjective to assign points to this variable. For future project calls, if a project has a satisfactory problem statement, where the issue is clearly described and the description of the proposed project appears to solve the problem, then the proposal can proceed to be prioritized.

2. ***Local Priority:***

Definition: Local priority is determined by a project proposal's status as a recommendation in a local or regional plan. This measure has 10 possible points.

Recommendation: The POC has recommended that the name for this variable is changed to "Adopted Plans", and a project's inclusion in the TIP is satisfactory to be considered for the full allotment (10) of points for this measure. This situation only affects existing TIP projects that have experienced a financial shortfall.

Reasons: The phrase "Adopted Plans" better represents this intended criterion. The POC agreed that the TIP shows an established commitment to complete the project.

3. ***Other Funding:***

Definition: The percentage of local contribution that a jurisdiction has committed to contribute. 0-24 local contribution % = 0 points;

- 25-29% = 10 points;

- 30-49% = 15 points;
- 50%+ = 25 points

Recommendation: The POC does not recommend changes to this measure at this time.

4. **Lost Opportunity:**

Definition: This criterion recommends points to a project where it can be proven that there is an immediate need for additional funding to complete the project.

Recommendation: The maximum possible points for this measure is reduced from 10 to 5

Reason: The majority of the projects with a lost opportunity were approved for funding during the spring call for projects; therefore the POC recommended reducing the maximum possible points for this criterion.

5. **System Benefit:**

Definition: This criterion is intended to demonstrate the potential system benefit that the proposed project would have for the transportation system.

Recommendation: Modify this measure so it can be scored quantitatively rather than qualitatively.

Reasons: During the spring call for projects, each submittal received the full allotment of 40 points, and the POC found it subjective to assign points to this measure. Since the attributes for highway and transit data are inherently different, separate measures have been proposed for each mode:

- I. *Highway Projects:* All projects will be scaled against the highest scoring project within each field. The recommended weight of the measures is consistent with NCDOT's P4.0 scoring weights for Division Needs highway projects.
 - Congestion (15 points): Use Volume to Capacity (V/C) data obtained from NCDOT. If this data is not available, then the local jurisdiction must be prepared to provide the data during the 60-day call for projects window.
 - Recommend that score is based upon the bi-directional V/C ratio for segments or intersection V/C ratio for an intersection.
 - Cost Effectiveness (15 points): This is the measure of the cumulative recommended points divided by the requested number of STP-DA funds. For example, if a jurisdiction requested \$1 million in STP-DA funds, and project had received a score of 65 points, the cost per point would be \$15,385. The purpose of this criterion is to calculate a basic benefit cost measure.
 - Safety (10 points): This measure uses the total crashes for a five-year period along each intersection or segment divided by the average annual daily traffic volumes. If this data is not available, then the local jurisdiction must be prepared to provide the data during the 60-day call for projects window.
- II. *Transit Projects:* All projects will be scaled against the highest scoring project within each field.
 - Ridership (15 points): Annual ridership on an existing route or facility or the projected ridership of a proposed facility. If the ridership is estimated, the results

of a quantitative study must be provided. The transit agency submitting the project must provide this data.

- Cost Effectiveness (15 points): This is the measure of the cumulative points recommended against the requested amount of STP-DA funds. The purpose of this criterion is to calculate a basic benefit cost measure.
- Enhanced Mobility (10 points): Ratio of both zero and one car households to total households within ¼ mile of a proposed transit project.

NEXT STEPS

- January 2017 TCC and MPO meetings: Approval requested for STP-DA criteria changes
- January 19-March 20: 60-Day call for STP-DA Projects
- May 2017 TCC and MPO Meetings: Information reports on recommended STP-DA project lists
- June 2017 TCC and MPO meetings: Action requests on recommended STP-DA project lists.

TO: CRTPO Delegates & Alternates
 FROM: Robert W. Cook, AICP
 CRTPO Secretary
 DATE: January 11, 2017

SUBJECT: Draft FY 2018 Unified Planning Work Program

BACKGROUND

The Unified Planning Work Program (UPWP) is an annual listing of projects, priorities and work tasks, and is essentially the CRTPO’s annual budget. It reflects short-range planning needs and describes what is planned for the fiscal year. Information provided in the UPWP includes the agencies responsible for specific tasks, project costs and funding sources.

FUNDING SOURCES & AMOUNTS

The following table lists the anticipated FY 2018 funding sources and the amount expected to be available to support the CRTPO’s activities.

Funding Source	Amount
Planning (PL) funds	887,588
Surface Transportation Program	800,000
Section 5303	444,800*
Unobligated balance	595,634
Total	\$2,728,022

**FY 17 amount; the FY 18 funding level is not yet known*

LOCAL PROJECTS

- Local projects are those administered by member jurisdictions.
- Funding support for local projects comes from previously unobligated PL funds.

The following table lists the local projects submitted for consideration in the FY 2018 UPWP.

Project	Jurisdiction	Amount Requested
Transportation Corridor Studies	Charlotte	100,000
Cornelius East Connectivity & Congestion Study	Cornelius	97,500
Davidson Mobility Plan	Davidson	100,000
Gilead Road West Corridor Study	Huntersville	60,000
NC 115 Corridor Study	Huntersville	60,000
North-South Parkway Sub-Area Study	Mooresville*	80,000
Waxhaw-Marvin Road Corridor Study	Waxhaw	50,000
US 74 Marshville Corridor Study	Union County	64,000
Total		611,500

- The UPWP Review Subcommittee reviewed all local project proposals and recommended that all be funded, with the exception of the NC 115 Corridor Study submitted by the Town of Huntersville. The Subcommittee believed that it would be difficult for the Town to fully implement two new projects, in addition to the Northwest Huntersville, Phase II project that recently got underway.

STAFF PROJECTS

- The attached table lists proposed allocations and projects to be pursued by staff during FY 2018.
- The allocations and projects were developed by the staff work team consisting of CRTPO, CDOT and CATS staff, and were reviewed by the UPWP Review Subcommittee.
- Additional work remains to be done regarding funding allocation, thus not all funds have been allocated. However, it is unlikely that a major shift in how the funds are allocated will occur between now and when the final UPWP is presented for approval in March.

TASK CODE	TASK DESCRIPTION	FY 2018 PL + STPDA		PL+STP-DA Potential Projects	FY 2018 Section 5303		Section 5303 Potential Projects
		LOCAL 20%	FHWA 80%		LOCAL 10%*	FTA 80%	
II. CONTINUING TRANSPORTATION PLANNING		\$54,500	\$218,000		\$0	\$0	
II-1	Traffic Volume Counts	\$50,000	\$200,000	100,000 CRTPO local funding program; 100,000 CDOT traffic counts			
II-4	Traffic Accidents	\$0	\$0				
II-6	Dwelling Unit, Population & Employment Change	\$0	\$0				
II-9	Travel Time Studies	\$0	\$0				
II-10	GIS Analysis & Mapping	\$4,500	\$18,000	Support for essential GIS and database support activities			
II-12	Bicycle & Pedestrian Facilities Inventory	\$0	\$0				
III. TRAVEL DEMAND MODEL		\$49,857	\$199,428		\$21,500	\$172,000	
III-1	Collection of Base Year Data	\$4,000	\$16,000	Essential tasks in support of the Metrolina regional travel demand model	\$2,000	\$16,000	Essential tasks in support transit-related tasks associated with the Metrolina regional travel demand model
III-2	Collection of Network Data	\$0	\$0				
III-3	Travel Model Updates	\$16,607	\$66,428		\$12,000	\$96,000	
III-4	Travel Surveys	\$8,000	\$32,000				
III-5	Forecast of Data to Horizon Years	\$0	\$0				
III-6	Forecasts of Future Travel Patterns	\$21,250	\$85,000		\$7,500	\$60,000	
IV. LONG-RANGE TRANSPORTATION PLANNING		\$131,500	\$526,000		\$32,130	\$257,040	
IV-1	Community Goals & Objectives	\$113,500	\$454,000	2045 MTP development			
IV-2	Highway Element of LRTP	\$12,500	\$50,000	CTP support & cost estimating tool			
IV-3	Transit Element of LRTP	\$0	\$0		\$32,130	\$257,040	Support for long-range transit planning activities (e.g. Red Line) and the transit element of the 2045 MTP
IV-4	Bicycle & Pedestrian Element LRTP	\$1,250	\$5,000	2045 MTP development			
IV-7	Rail Element of LRTP	\$500	\$2,000	2045 MTP development			
IV-8	Freight Movement/Mobility Element of LRTP	\$1,250	\$5,000	2045 MTP development			
IV-9	Financial Planning	\$2,500	\$10,000	2045 MTP development			
V. CONTINUING PROGRAMS		\$46,250	\$185,000		\$1,970	\$15,760	
V-1	Congestion Management Strategies	\$23,250	\$93,000	Congestion management process and performance measure development			
V-2	Air Quality/Conformity Analysis	\$5,000	\$20,000	Air quality conformity activities; CMAQ	\$1,250	\$10,000	Transit-related air quality tasks
V-3	Planning Work Program	\$5,500	\$22,000	UPWP development and tracking			
V-4	Transportation Improvement Program	\$12,500	\$50,000	Support for the TIP development process, including Prioritization	\$720	\$5,760	Support for the TIP development process, including Prioritization
VI. ADMINISTRATION		\$255,875	\$1,023,500		\$0	\$0	
VI-1	Title VI	\$1,250	\$5,000	Funds to ensure Title VI obligations are met			
VI-2	Environmental Justice	\$1,250	\$5,000	Preparation of Degree of Impact assessments and other EJ-related activities			
VI-6	Public Involvement	\$5,000	\$20,000	General public involvement activities, including website and social media support			
VI-8	Transportation Enhancement Planning	\$1,250	\$5,000	TAP-related activities			
VI-9	Environ. Analysis & Pre-TIP Planning	\$7,750	\$31,000	Support for corridor planning activities, including development of new or revised alignments			
VI-10	Corridor Protection and Special Studies	\$153,125	\$612,500	611,500 for local projects			
VI-11	Regional or Statewide Planning	\$2,500	\$10,000	Participation in CRAFT and NCAMPO activities			
VI-12	Management and Operations	\$83,750	\$335,000	Essential tasks for the implementation of the metropolitan planning process			
FY 2018 STP-DA and PL Totals		\$537,982	\$2,151,928				
FY 2018 Section 5303 Totals					\$55,600	\$444,800	

* A 10% local contribution is required to match Federal Transit Administration 5303 funds.



MEMORANDUM

TO: Charlotte Regional Transportation Planning Organization

FROM: E. David McDonald, II, PE

COPY: John Muth, PE
Dee Pereira,

SUBJECT: Sharing of 5307 Urbanized Area Formula Funds in the Charlotte, NC-SC Urbanized Area

DATE: **January 11, 2017**

On November 19, 2014, the Charlotte Regional Transportation Planning Organization (CRTPO) unanimously approved a resolution authorizing the Charlotte Area Transit System (CATS) as the Designated Recipient of federal transit funding within the Charlotte, NC-SC urbanized area. At that same meeting, the CRTPO also endorsed a formula developed to share a portion of these funds with other eligible transit operators in our area. At that time, only Iredell County Area Transit System (ICATS) was eligible to receive and utilize these funds for operations based upon guidance published by the Federal Transit Administration (FTA); however, it was anticipated that additional operators would become eligible in the future.

New guidance published by the Federal Transit Administration in 2016 has expanded the local transit operators that are eligible to receive and utilize these funds for operations and capital expenditures related to their service in the urbanized area. CATS, as the Designated Recipient, has worked with FTA, NCDOT Public Transportation Division (NCPTD), ICATS, Mecklenburg County Transportation Services (MTS) and Union County Transportation to share the 5307 funds based upon the same formula previously developed for ICATS and endorsed by the CRTPO. After identifying the amount of transit funding that is applicable to be shared in the North Carolina portion of the urbanized area, the formula sets shares that are:

- 1/3 based upon Vehicle Revenue Miles
- 1/3 based upon Fleet size
- 1/3 based upon Ridership

In 2014 we anticipated that ICATS would become registered with FTA as a Direct Recipient of federal funds and obtain their share of federal funding directly from FTA. This is what was previously communicated to the CRTPO. In the interim, it has been determined that this may add additional management and oversight burdens to the smaller operators. As a solution, CATS has accepted ICATS as a subrecipient for the first year (FY2015 Funds) and the NCDOT Public Transportation Division

will become the Direct Recipient for each of the other eligible transit operators in North Carolina for the FY2016 Federal Formula Funds that are now available and for future funding. CATS will prepare a “Split Letter” that will define the shares for each agency based upon the previously endorsed formula and the NCPTD will write the grants to the FTA to receive these funds and then utilize their existing relationships and agreements with the other eligible transit agencies to provide these funds for use by ICATS, MTS and Union County Transportation. No additional action is needed by the CRTPO at this time. CATS will provide the MPO Secretary a copy of the final “Split Letter” to FTA for each formula year in order to share it with the CRTPO.

CRTPO 2045 Metropolitan Transportation Plan Goals & Objectives DRAFT 1-3-17

2045 MTP Goals & Objectives

- 1. Provide, manage and maintain a safe, efficient and sustainable transportation system for all modes, intended to serve all segments of the population.**
 - a. Designate resources to maintain the existing transportation system.
 - ☐☐ b. Manage congestion within the existing transportation system.
 - c. Develop an efficient, multimodal transportation system (CTP) capable of providing an appropriate level of service for a variety of transportation modes.
 - d. Encourage design features that minimize crash potential, severity and frequency.
 - e. Provide all users a convenient, safe and comfortable way to reach their destination, regardless of location, personal mobility level, age or economic status.
 - f. Promote future opportunities for inter-regional mobility through enhancements to inter-city rail service and the provision of high-speed rail service.
 - g. Consider extreme weather-related vulnerability in the development of the plan.
 - h. Accommodate the implementation of new types of vehicles, fuels, modes of transportation and logistics practices.

- 2. Encourage walking, bicycling and transit options, integrated with motor vehicle transportation, by providing a transportation system that serves the public with mobility choices.**
 - a. Increase the connectivity of the existing street network, including minimizing barriers and disconnections of the existing roadways, and improving access to activity centers.
 - b. Improve the transportation system by developing streets and highways that are accessible to, or compatible with, multiple modes of transportation by utilizing design standards consistent with NCDOT's or local complete streets policies.
 - c. Include sidewalks and bicycle facilities in the design of roadways to accommodate and encourage pedestrian and bicycle travel, and maximize linkages to off-road facilities and transit services.
 - d. Support the operation of safe and efficient scheduled transit services that minimize travel times and distances.
 - e. Encourage programs and incentives that promote ridesharing (or eliminate barriers to ridesharing).

- f. Facilitate pedestrian and bicycle safety through public awareness programs.
 - g. Support the implementation of the Charlotte Area Transit System's currently adopted Corridor System Plan.
- 3. Provide a sustainable transportation system that improves the quality of life for residents, promotes healthy living and is sensitive to significant features of the natural and human environments.**
- a. Encourage the designation of truck routes that minimize exposure to neighborhoods and to historic and cultural resources.
 - b. Plan transportation facilities that protect natural, cultural and historic resources.
 - c. Develop transportation systems and programs that maintain or improve air quality, water quality, safety, and health outcomes.
 - d. Promote transportation facility designs that minimize the impact of traffic noise on surrounding properties.
 - e. Emphasize designing transportation systems and facilities that preserve and complement the area's natural features.
 - f. Plan transportation facilities that minimize neighborhood disruption and related impacts.
- 4. Promote equitable transportation options for low income and minority neighborhoods, as well as the aging population.**
- a. Support opportunities to serve the elderly and transportation-disadvantaged populations with convenient transportation to needed services.
 - b. Provide meaningful opportunities for public involvement in the transportation planning process.
- 5. Encourage regional collaboration and linkages between transportation and land use planning.**
- a. Develop a multimodal transportation system in a manner consistent with adopted land use plans.
 - b. Support context sensitive design standards in order to encourage a transportation system that is compatible with the natural and built environment.
 - c. Encourage land use strategies that maximize the potential for transit patronage and coverage.
 - d. Encourage land use and density criteria for transit centers and corridors.

- e. Provide linkages for pedestrians and/or bicyclists with neighborhoods, employment centers, services, commercial areas and other business districts, parks, greenways and cultural facilities such as schools and churches.

6. Support economic competitiveness by making investment decisions for transportation modes that make the most efficient use of limited public resources and enhance system performance, as well as by pursuing sustainable funding possibilities.

- a. Explore opportunities to minimize implementation and operation costs of transportation projects.
- b. **Identify investment priorities that advance established policies while achieving targets to improve overall system performance.**
- c. Encourage the development of transportation projects that enhance the local and regional economies.
- d. Foster innovative financing and partnership opportunities for project development and implementation.
- e. Promote strategies that increase vehicle occupancy and the use of alternate modes by utilizing a full range of transportation demand management options.

7. Maximize transportation opportunities for the movement of goods

- a. Develop, integrate and support a freight transportation system supporting the region's position as a major freight hub via a network of highways, railroads and airports.
- b. Promote a freight transportation system that supports the movement of goods.
- c. Promote the integration of, or coordination among, different transportation modes by supporting intermodal terminals that facilitate the movement of goods.
- d. Reserve designated rail corridors for future needs.
- e. Encourage regional efforts to maximize the region's competitiveness in freight and logistics.
- f. Support initiatives at international and regional airports that increase the attractiveness of the airports as major cargo facilities.
- g. Encourage land use planning that supports and promotes the movement of freight by railroad.