

FY 2021

Charlotte Regional
Transportation Planning
Organization

Annual Report

CRTPO





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This past year the Charlotte Regional Transportation Planning Organization (CRTPO) faced significant challenges posed by the COVID-19 pandemic. Despite these difficulties, the Charlotte region is showing signs of recovery. While transportation funding was hit hard, our partners have worked with us to adapt to the new constraints.

I have long believed in the power of partnerships and working together to achieve a goal. If anything, this year has reminded us how important it is to celebrate our regional partnerships that are crucial to our success. I am pleased that we continue to see commitment from our partners to collaborate and find solutions to the complex issues we face.

You will see that the theme within this year's annual report is the adaption to these challenges to achieve impressive levels of public engagement, collaboration, and resilience. I am pleased to share the organization's significant achievements while we anticipate the opportunities and challenges to be faced in the upcoming year.

This report covers a 12-month period, from July 2020 to June 2021, marked by significant achievements. The following are a few highlights.

- Over \$33 million of discretionary funds approved for 15 projects in the CRTPO's planning area.
- More than \$7 million of federal COVID Relief Funds approved for allocation to the North

WELCOME LETTER

Carolina Department of Transportation (NCDOT) maintenance activities in Iredell, Mecklenburg, and Union counties.

- Beyond 77 Corridor Study achieved record-breaking levels of public participation resulting in more than 170 strategies and solutions that can be implemented within the study area.
- The CRTPO facilitated the process to receive, prioritize, and develop its 2050 Metropolitan Transportation Plan project list, recommending 182 projects and an estimated investment in excess of \$7 billion over the next 30 years.

While we are proud of these achievements, we recognize the challenges ahead. The COVID-19 pandemic continues to change the way the CRTPO engages with its member jurisdictions and residents within the planning area, but we will continue to meet these challenges to address the needs of our growing region.

Robert W. Cook, AICP
Division Manager, CRTPO



New & Noteworthy

Increased Staff Resources

The CRTPO welcomed three new staff members last year. Two of the new CRTPO staff members, Brian and Temekia, are filling new positions identified in the 2019 Staffing and Resources Study. These positions were recommended by a CRTPO Board subcommittee and approved by the CRTPO Board to hire during FY 2021. These talented team members will apply their skills and expertise into the diverse planning tasks carried out by the CRTPO.

NEW STAFF



Brian Elgort, AICP

Associate Planner

Brian serves as the CRTPO's new Associate Planner. He is focused on providing support to staff through data collection and analysis, report preparations, and assistance with CRTPO led initiatives.

Previously, he worked for the Town of Pineville's planning department. He received his Master of Arts in City and Regional Planning from Clemson University.



Travis Johnson, AICP

Project Coordinator

Travis serves as secretary to the TCC and is assisting with the Metropolitan Transportation Plan and Beyond 77 Study.

Previously, Travis worked for the City of Charlotte's Planning, Design, and Development department within the long range and strategic planning division. Prior to his employment with the city, Travis worked for the Town of Davidson. He received his Master of Arts in Urban and Regional Planning from the University of Florida.



Temekia Dae

Financial Officer

Temekia joined the CRTPO Team in the newly created Financial Officer position. She will be responsible for managing the federal funds that support the work of the CRTPO.

Temekia was previously employed by Mecklenburg County Departmental Financial Services where she served as a Fiscal Analyst. She received her Bachelor of Arts in Business Management from Belmont Abbey.

COVID Relief Funds

COVID-19 continues to impact daily lives and the economy. To help communities address funding shortfalls and encourage investment in infrastructure projects, Congress enacted the Coronavirus Response and Relief Supplemental Appropriations Act to supplement important infrastructure investment and to get people back to work quickly. The CRTPO received \$7,949,000 based on factors such as population share and lane miles.

The Project Oversight Committee (POC) recommended allocation of these funds for NCDOT roadway maintenance projects to ensure these dollars would be implemented immediately and equitably to areas of need. These projects are scheduled to start in 2022.



\$7M+

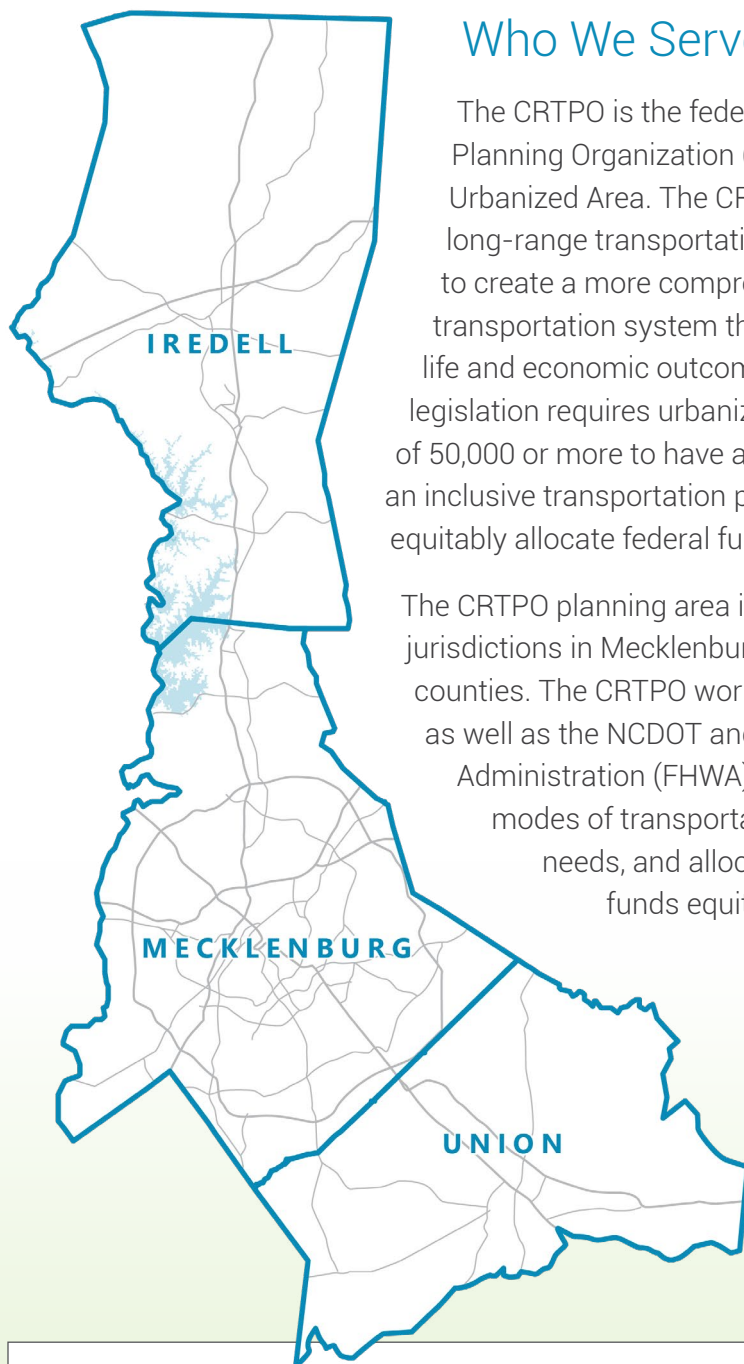
**COVID Relief Funds
Allocated to the CRTPO**

CRTPO COVID RELIEF FUNDS APPROVED FOR NCDOT ROADWAY MAINTENANCE

County	County Population Share to Total CRTPO Planning Area Population	Allocated Funds for NCDOT Maintenance Projects
Iredell	12%	\$975,000
Mecklenburg	73%	\$5,721,450
Union*	16%	\$1,252,550

* Population of Union County in the CRTPO planning area.

OUR REGION



Who We Serve

The CRTPO is the federally designated Metropolitan Planning Organization (MPO) for the Charlotte Urbanized Area. The CRTPO is responsible for long-range transportation planning and aims to create a more comprehensive and efficient transportation system that improves the quality of life and economic outcomes for all residents. Federal legislation requires urbanized areas with a population of 50,000 or more to have an MPO in place to ensure an inclusive transportation planning process and to equitably allocate federal funds throughout the region.

The CRTPO planning area includes 24 member jurisdictions in Mecklenburg, Iredell, and Union counties. The CRTPO works with these jurisdictions, as well as the NCDOT and the Federal Highway Administration (FHWA) to develop plans for all modes of transportation, prioritize transportation needs, and allocate federal transportation funds equitably within its planning area.



FHWA



NCDOT



CRTPO



**Long-Range
Transportation
Planning Is...**

COMPREHENSIVE



COOPERATIVE



CONTINUING





The CRTPO is responsible for carrying out the FHWA's 3-C transportation planning process which engages local communities in the decision-making process to identify long-term goals and transportation priorities in the region.

Our Year: By the Numbers

MTP	Discretionary Projects
 \$7.05B ANTICIPATED FUNDING	 \$33M+ ALLOCATED FUNDING
 182 PROJECTS	 15 PROJECTS
Transportation Planning Studies	CTP
 \$374K APPROVED FUNDING	 3 AMENDMENTS
 4 PROJECTS	

Engagement

 13,531 PARTICIPANTS	28%↑ FACEBOOK FOLLOWERS
 11,160 SURVEY RESPONSES (BEYOND 77 & 2050 MTP)	18%↑ TWITTER FOLLOWERS

CRTPO has...

27 Voting Members

Charlotte	Mint Hill
Cornelius	Monroe
Davidson	Mooresville
Fairview	NCBOT**
Huntersville	Pineville
Indian Trail	Stallings
Iredell County	Statesville
Marshville	Troutman
Marvin	Union County
Matthews	Waxhaw
Mecklenburg County	Weddington
MTC*	Wesley Chapel
Mineral Springs	Wingate

5 Non-Voting Members

Charlotte-Mecklenburg Planning Commission
 Iredell County Planning Board
 North Carolina Turnpike Authority
 Union County Planning Board
 U.S. Department of Transportation

* Metropolitan Transit Commission

** NC Board of Transportation
 Divisions 10 & 12

The CRTPO strives to plan for a **FUTURE TRANSPORTATION SYSTEM** that provides a range of local and regional mobility



CHOICES, respects the natural and built **ENVIRONMENT**, and strengthens the economic **PROSPERITY** of the entire region.



ACCOMPLISHMENTS

Discretionary Funds Program Approvals

Fall 2020–Spring 2021

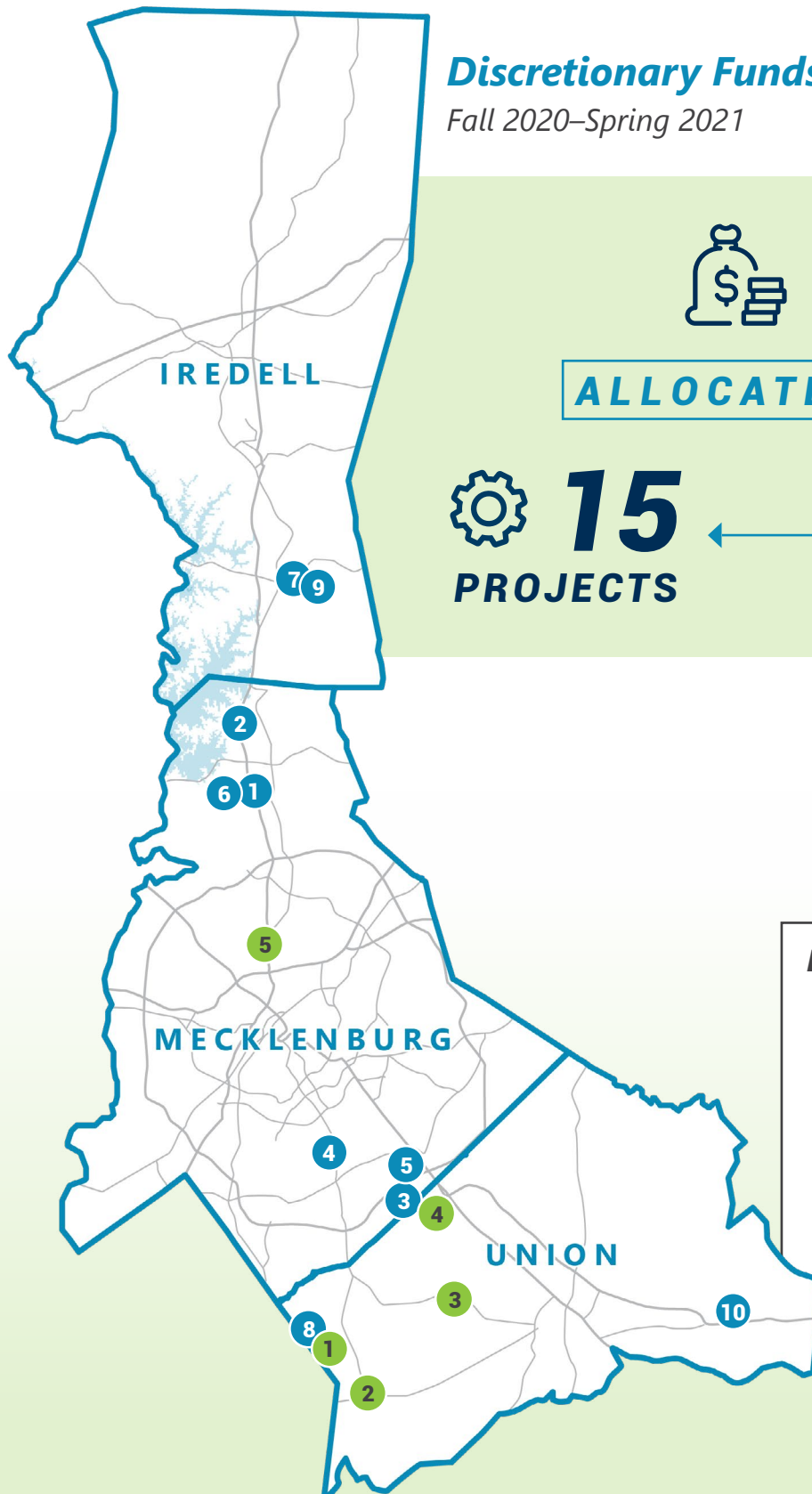


\$33M+

ALLOCATED TO



15
PROJECTS



Legend

● Fall 2020 Call

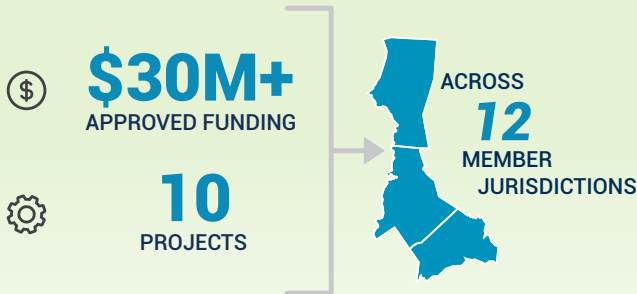
● Spring 2021 Shortfall Call

Project names listed on opposite page

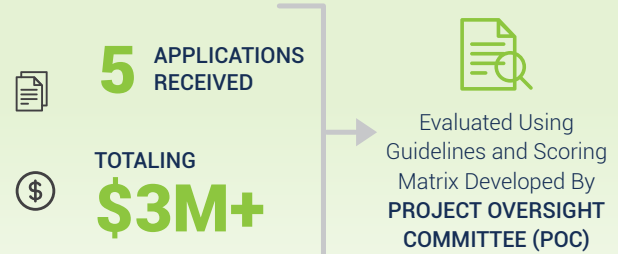
Discretionary Funds Program

Discretionary Funds Allocation

2020 Fall Call



2021 Spring Shortfall Call



Fall 2020 Call

Project Name	Jurisdiction	Funding Amount
1* Gilead Road Widening	Huntersville	\$2.0 M
2* Potts-Sloan-Beatty Corridor on New Location	Davidson	\$1.8 M
3 Weddington and McKee Road Intersection Improvements	Matthews	\$9.4 M
4 Rea Road Widening	Charlotte	\$6.7 M
5 Greylock Ridge Road Extension	Matthews	\$4.1 M
6 The Park Greenway	Huntersville	\$1.7 M
7 Moore Street Pedestrian Improvements	Mooresville	\$1.2 M
8 Marvin Loop Trail Greenway	Marvin	\$1.0 M
9 North Main Street Sidewalk Extension	Mooresville	\$1.2 M
10 Union Street Sidewalk Project	Marshville	\$300 K

* *Shortfall projects*

Spring 2021 Shortfall Call

Project Name	Jurisdiction	Funding Amount
1 New Town Road and Marvin Road Roundabout	Marvin	\$400 K
2 Downtown Waxhaw Pedestrian and Bicycle Enhancements	Waxhaw	\$100 K
3 Potter Road and Wesley Chapel Road Roundabout	Wesley Chapel	\$600 K
4 Potter/Pleasant Plains Intersection Improvements	Stallings	\$2.2 M
5 The Seam Trail (Statesville to SC state line)	Iredell/Mecklenburg	\$60 K

A **shortfall** is an active project funded with CRTPO discretionary funds that has experienced an increase in the project cost estimate, resulting in a request from the project sponsor for additional discretionary funds to successfully deliver the project.

Active Discretionary Projects at the End of FY 2021

CURRENT ACTIVE FUNDS AND PROJECTS

TOTAL AMOUNT

\$240 M

NO. OF PROJECTS

90

PROJECT CATEGORIES



49 HIGHWAY AND INTERSECTION



39 BICYCLE AND PEDESTRIAN



2 TRANSIT/PUBLIC TRANSPORTATION

PROJECT ACTIVITIES



32 DESIGN



28 RIGHT-OF-WAY



28 CONSTRUCTION



2 TRANSIT VEHICLE PURCHASE

Discretionary Funds Program Database

The Discretionary Funds Program database is a new tool developed by the CRTPO to track all projects in the planning area that are funded with federal and state funding sources. The projects awarded discretionary funds are tracked in detail by current phase, year, funding source and allocation amount, award and authorization date. The database also automates scoring and ranking new applications, which reduces the amount of CRTPO staff time to analyze data for each project call.

The CRTPO's Discretionary Funds Program database has quickly proven to be a powerful tool for the CRTPO staff and member jurisdictions to access accurate and up-to-date project information.

Project Oversight Committee Recommends Additional Criteria for Evaluating and Scoring Projects for Bonus Allocation and Shortfall Funding

The POC serves as a TCC subcommittee charged with monitoring the implementation of projects funded from the following sources:

- **Bonus Allocation (BA)**
- **Surface Transportation Block Grant-Direct Attributable (STBG-DA)**
- **Congestion Mitigation and Air Quality (CMAQ)**
- **Transportation Alternatives Program (TAP)**

The CRTPO received approximately \$27 million in BA funds from NCDOT as a result of the managed lane component of the I-485 Express Lanes project (I-5507) in the fall of 2020. These funds are identified within the Strategic Transportation Investments (STI) legislation to reduce the total state funding obligation to projects by providing an incentive to tolled

projects and local contributions. The POC developed a recommendation for the following methodology to allocate BA funds from the I-5507 project:

- A one, two, and three-mile buffer of the I-5507 project be used, with projects within the one-mile buffer receiving the highest priority; and
- Any remaining BA funds will be prioritized and scored for eligible roadway projects throughout the remainder of Mecklenburg County.

Using the Discretionary Funds Policy Guide, the POC also developed recommended guidelines and a scoring matrix to help with project selection if requests were greater than the funding available during the biannual shortfall call. Shortfall projects are now evaluated using the criteria shown in the table below.

These additions to the Discretionary Funds Policy yielded positive outcomes by helping guide the CRTPO discretionary project selection process.

SHORTFALL CALL EVALUATION CRITERIA

Criteria	Points			
	1	2	3	4
Percent Increase in CRTPO Request over Original Budget	Up to 50%	51-99%	100-149%	150+%
Highest Phase Complete	Right-of-Way	Design	Planning or less	--
Local Funds Committed	More than 25% or more than \$250K	Less than 25% or less than \$250K	--	--
Previously Received Shortfall Funds	1 time	2 times	3 or more times	--

Scoring:

Projects that receive eight or fewer points are recommended to be considered for shortfall funding. Projects with 9 or more points are considered to be low priority requests.

Regional Transportation Plans

CRTPO is responsible for prioritizing the region's transportation planning activities by developing, managing, and implementing projects.



Comprehensive Transportation Plan Report

The CRTPO formally adopted its first Comprehensive Transportation Plan (CTP) Report in August 2020.

The CTP report was developed to:

1. Serve as NCDOT's primary reference for Complete Streets-eligible facilities, as required by the NCDOT's Complete Streets policy (August 2019)
2. Provide documentation and support for the multi-modal transportation network identified in the adopted CTP maps (adopted in 2017, revised in 2018)

Adoption of the CTP Report is a significant milestone for the CRTPO as it helps identify transportation corridors and inform project development. The CTP serves as a critical component of the CRTPO's planning process, providing a connection between long-range transportation planning and project development in support of efficient project delivery.

The CTP Report is available on the CRTPO's website at [CRTPO CTP Report](#).

CTP Amendments

In FY 2021, the CRTPO processed three significant CTP map amendments, along with administrative amendments, all located within the City of Charlotte.

- 1 Archdale-Shopton Connector (July 2020)
- 2 Johnston-Oehler/Ridge Road Connector (July 2020)
- 3 Western Parkway (April 2021)

Comprehensive Transportation Plan

The CTP represents the combined long-term vision of the transportation network to support anticipated growth for the CRTPO and its partners. It organizes transportation needs into one of four modal maps: highway, bicycle, pedestrian, and public transit and rail.



2050

METROPOLITAN TRANSPORTATION PLAN



2050 Metropolitan Transportation Plan Activities

Throughout 2021, significant progress was made in the development of the CRTPO's 2050 Metropolitan Transportation Plan (MTP).

The 2050 MTP is anticipated to be adopted by the CRTPO Board in March of 2022.

Fiscally Constrained Project List

The MTP includes a list of priority projects to be completed over the next 20+ years. Financial projections are developed to demonstrate there is enough anticipated funding to account for these MTP projects. Through coordination with a Ranking Review Committee of local stakeholders, the CRTPO developed a fiscally constrained project list for inclusion in the 2050 MTP.

182

PROJECTS

\$7.08 B

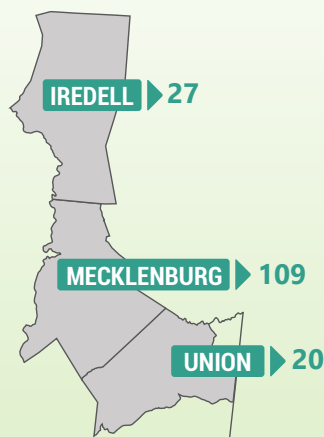
ANTICIPATED INVESTMENT



156 Roadway Projects

26 Bicycle/Pedestrian Projects

Transit Projects (Evaluation underway, results anticipated in 2022)



18

Greenway/
Multi-Use Path



5

Sidewalk



3

Other
Improvement



Three Noteworthy New Components of the 2050 MTP

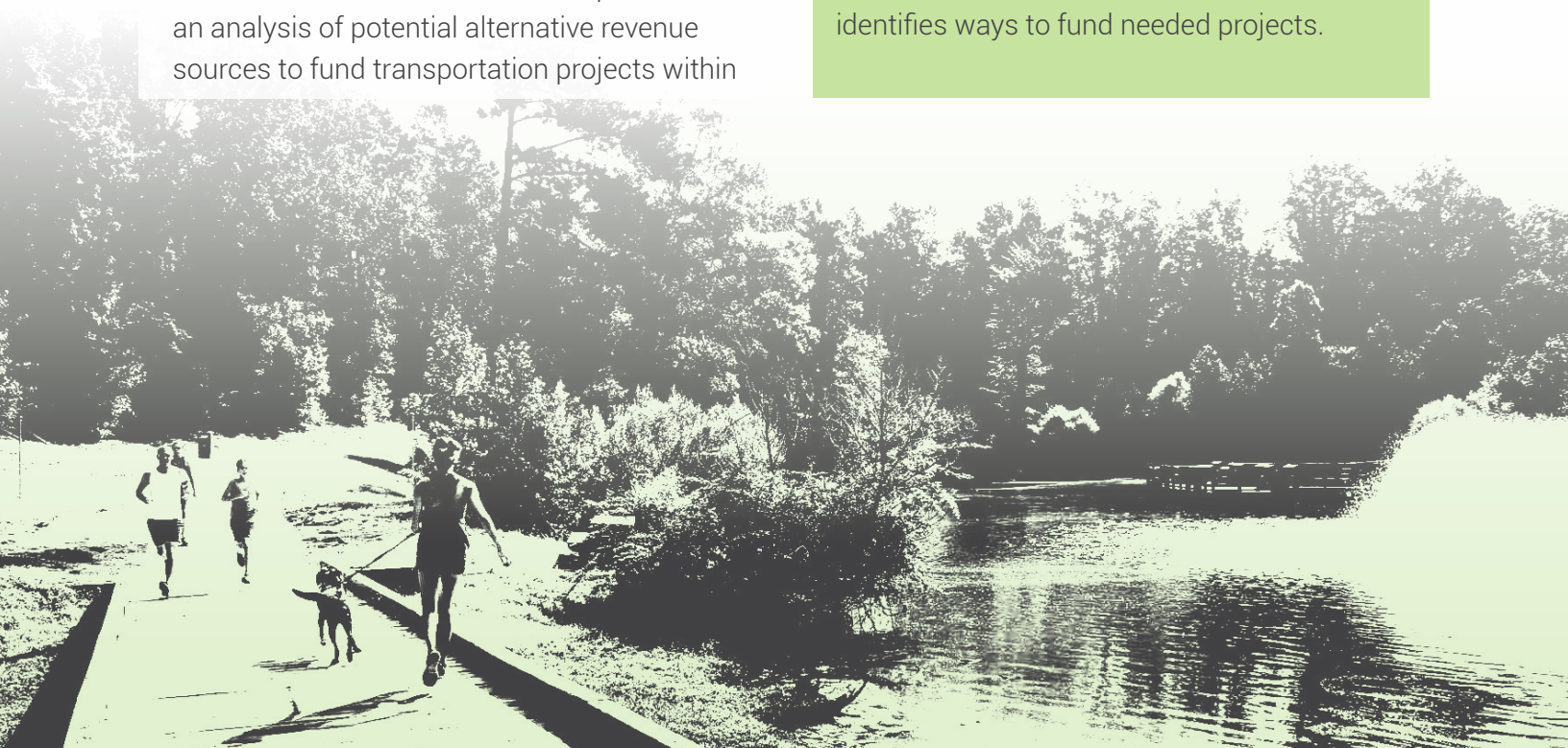
- **Active Transportation Corridors:** This element was pursued to enhance the level of multimodal transportation planning within the MTP. This tool is designed for member jurisdictions to identify corridors within current plans that may benefit from bicycle and pedestrian enhancements.
- **Equitable Access Roadway Project Criteria:** The CRTPO enhanced its measure of equity within the project ranking process for the 2050 MTP by developing an Equitable Access criteria. The addition of the Equitable Access criteria rewards candidate projects by allocating additional points to projects that improve multimodal mobility between EJ communities, employment centers, and other community resources.
- **Alternative Revenue Analysis:** Recognizing the planning area's needs significantly outpace the traditional available revenue, the CRTPO Board directed the CRTPO staff to pursue an analysis of potential alternative revenue sources to fund transportation projects within

the 2050 MTP. The intent was to develop a high-level snapshot of possible revenue from alternative or modified sources. Six alternative funding sources were identified, with the local option sales tax determined to be most impactful from a revenue generation standpoint. A marginal increase could provide a range of \$70-285 million in annual revenues for transportation infrastructure based upon the high-level analysis. The CRTPO staff will continue to coordinate with other regional initiatives such as the Transformational Mobility Network, Beyond 77, and CONNECT Beyond in the identification of feasible alternative revenue sources.

Visit the project website at 2050mtp.org for additional information.

Metropolitan Transportation Plan

The MTP establishes goals, objectives, and transportation priorities for the next 20-plus years to help achieve the region's vision. This plan considers all transportation modes and identifies ways to fund needed projects.










2050 MTP Scenario Planning

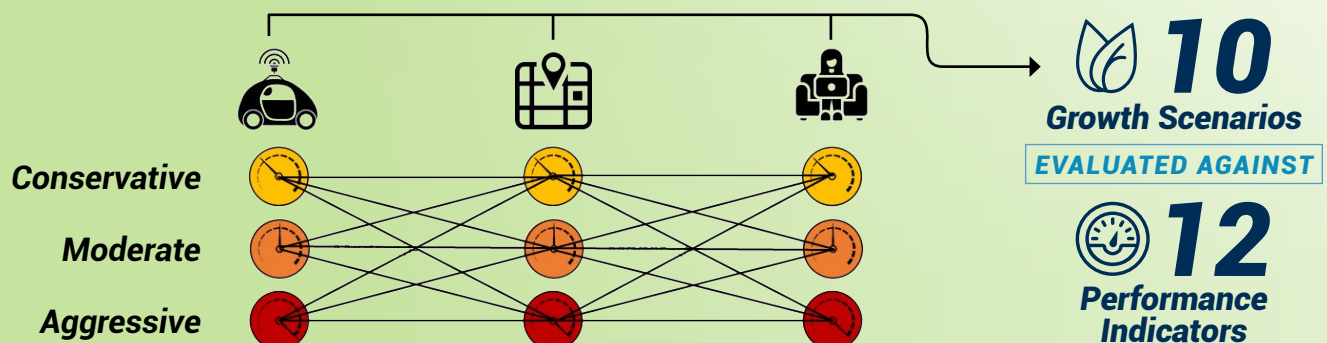
The CRTPO incorporated a scenario planning component within the 2050 MTP to test the impact of connected and autonomous vehicle (CAV) technology, trends toward working-from-home and local land use decisions — and the influence of all three factors on travel behavior and future investments in the regional transportation system.

The scenario planning initiative for the 2050 MTP used two primary tools for evaluating alternative growth scenarios and measuring their impacts — the Metrolina CommunityViz Model (land use) and the Metrolina Regional Travel Demand Model.

Scenario Planning allows the CRTPO to evaluate different “what if” growth scenarios to anticipate the effects of policies, projects, and emerging technologies. Evaluations consider how projects will assist with mobility in the region through new technologies, progressive growth policies, and mobility opportunities. Moving forward the CRTPO plans to incorporate scenario planning into the planning process to better anticipate the effect of proposed projects and policies.

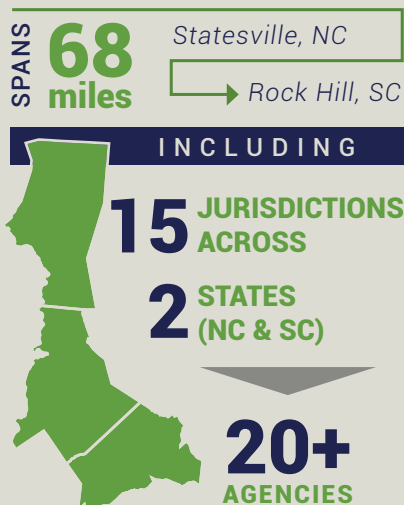
SCENARIO PLANNING ASSUMPTIONS

	 Status Quo	 Conservative	 Moderate	 Aggressive
	No CAV Technology	Freeways, General Purpose Lanes, Managed Lanes for Freeways & Managed Lanes for US 74	Conservative CAV Network Plus Managed Lanes for Freeways Converted to CAV Only Lanes & Expressways	Moderate CAV Network Plus Select Thoroughfares
	Adopted Community Plans	Widespread Sprawl Patterns	Dispersed Activity Centers	Compact, Centralized Centers
	0% Increase of Home-Based Work Trips Off Network	10% Increase of Home-Based Work Trips Off Network	25% Increase of Home-Based Work Trips Off Network	35% Increase of Home-Based Work Trips Off Network



BEYOND 77

move us forward



Transportation Planning Studies

Beyond 77

Beyond 77 is another collaborative effort that highlights the significance of regional partnerships. It is the largest and most comprehensive corridor network study of its kind ever conducted in the Carolinas. This is highlighted by the record-breaking public engagement and participation numbers Beyond 77 accomplished for a transportation study.

PUBLIC ENGAGEMENT RESULTS AT A GLANCE

Survey Responses

✓ **25,162**

Events Held

📅 **20**

Event Participants

👤 **431**

Comments Received

💬 **3,012**

Social Media Engagements

🔗 **119,720**

Data Points Reviewed

📊 **867,282**

Web Sessions

🌐 **108,243**

Numbers represent totals for entire duration of Beyond 77 Study

Toolbox of Innovative Ideas

The Beyond 77 Corridor Study will strengthen the multimodal network surrounding the interstate by providing a strategic, innovative, equitable, and comprehensive toolbox of effective strategies, policies, and programs that will guide future mobility for our diverse communities.

- 1 Technology
- 2 Policy
- 3 Programming
- 4 Implementation
- 5 Funding

BEYOND 77

move us forward

Strategies Developed for Beyond 77 Corridor Study

Strategies are based on a combination of resident feedback, data collection, and projected growth.



6 KEY FACTORS FOR EVALUATING STRATEGIES



Safety



Mode Choice



Land Use



Travel Efficiency



Equity

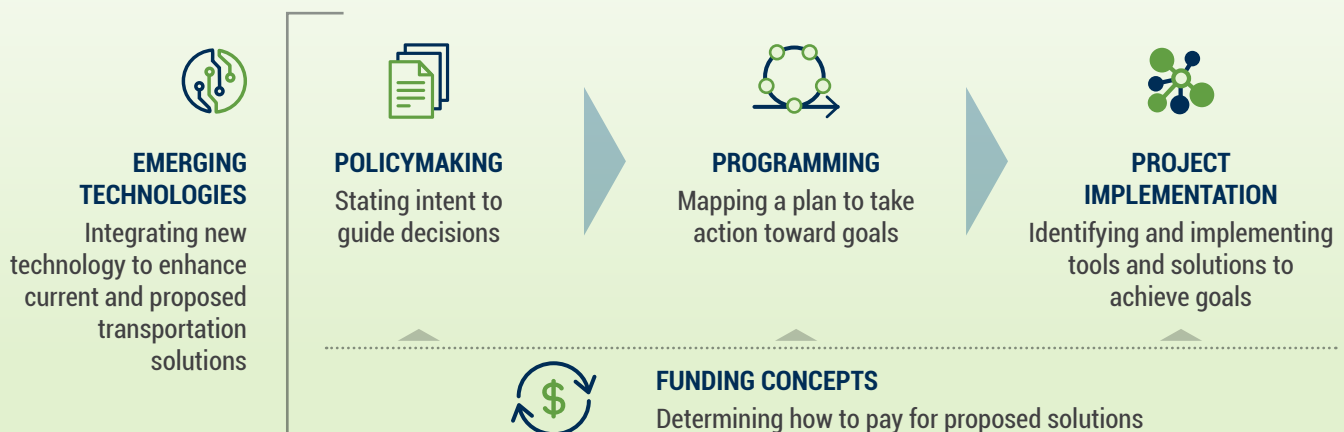


Regional Impact

Implementation and Funding

The final phase of the Beyond 77 Study will take place in the fall of 2021 to develop recommendations for implementation and funding.

For more details, visit: <https://www.beyond77.com/>



The CRTPO has Contributed \$374,000 to Four Transportation Planning Studies

The CRTPO supports its member jurisdictions by funding transportation planning efforts to advance multimodal transportation throughout the three-county planning area. By providing financial support, the CRTPO is investing in a multimodal future to ensure our region remains competitive and continues to attract and retain people and jobs.

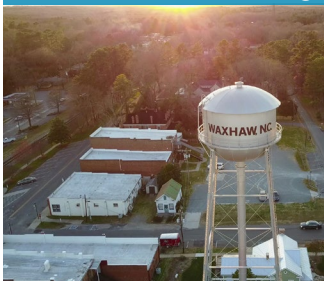
These initiatives, beginning in the latter half of 2021, require a financial commitment from the respective jurisdiction using the funds, as well as coordination with the CRTPO and NCDOT to complete the work.



Downtown Waxhaw Origin-Destination Study

Sponsor: Waxhaw

Amount: \$48,000



The Downtown Waxhaw Origin-Destination Study will develop a detailed traffic survey to evaluate traffic patterns in and around downtown Waxhaw. A key focus of the study is an analysis of traffic volumes south of Waxhaw Parkway at the southern project limit of the proposed widening project along NC 16 (Providence Road South). The outcome of the analysis will help the community understand the necessary capacity of the network, the proposed northern Waxhaw Parkway, and design decisions resulting from the NC 16 and NC 75 alternative concepts.

The Seam Trail Advancement Study

Sponsor: Charlotte

Amount: \$206,000

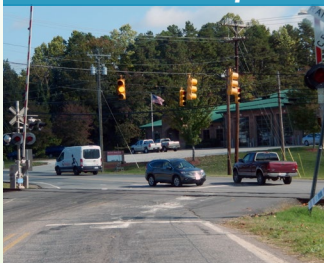


Formally known as the Mooresville to Charlotte Trail, this bicycle and pedestrian corridor was originally projected to be approximately 30 miles of contiguous trails connecting Mooresville and Charlotte. Conditions along this corridor have changed since the initial 2013 technical report and this updated planning study will highlight key elements of the trail and better prepare projects for funding submittal and advancement into full design. This initiative will also evaluate extending the trail alignment north to Statesville and south to the South Carolina state line by amending the adopted master plan.

Mooresville Transportation Unit Feasibility Study

Sponsor: Mooresville

Amount: \$60,000



This study will detail the cost benefits of interconnecting all the traffic signals to a centralized signal system, identifying costs, staffing levels, additional resources required, and if opportunities exist to phase in a traffic unit over time. Furthermore, the study is needed to understand processes and funding opportunities within the NCDOT to bring such a unit to fruition.

Mooresville Downtown Traffic Improvements Study

Sponsor: Mooresville

Amount: \$60,000



This study intends to evaluate potential traffic improvements from redevelopment and future land use to determine what the road network needs to look like for the movement of people. Mooresville has a strong history of implementing traffic improvement projects and this study will build upon past work through identification of new projects that can improve and strengthen downtown Mooresville.

Transit Planning

CRTPO Overhauls Transit Funding Formula

The CRTPO Board Chair, Dr. Michael Miltich, formed the Transit Education Initiative (TEI) Task Force to review and provide education about the Federal Transit Administration (FTA) Section 5307 transit funds and evaluate adopting a new sub-allocation formula. Following a series of education sessions, group discussions, and numerous peer reviews, the TEI developed a funding formula and a memorandum of understanding (MOU) to be signed by all entities that receive Section 5307 funds. The funding formula promotes equity and access to public transit for the entire population of the Charlotte urbanized area.



5307 FUNDING ALLOCATION

Agency	Percent Change in Funding Allocation	New Annual Funding Allocation Available
CATS	-3.9%	\$17.5 M
ICATS	1.7%	\$702 K
Mecklenburg Transportation Services	-1.3%	\$1.2 M
Union County	3.0%	\$969 K

Note: The outcomes of the 2020 Census may result in an increase in the overall level of federal funding to a point that the reductions seen by MTS and CATS will be minimized or eliminated as the overall region will potentially receive more transit funding.



Public Engagement

The CRTPO had a Record-Breaking Year Implementing Remote Public Engagement

Public involvement looked different this past year, but public participation will always be an essential part of the transportation decision making process. Adapting to COVID-19 constraints has helped us become efficient with new tools to continue improving how we educate, share, and seek input about the CRTPO's work.

The pandemic has required our organization to utilize technology in interesting new ways. With in-person neighborhood meetings and community festivals cancelled or moved online, the CRTPO staff has adopted creative methods to encourage involvement. The CRTPO reimagined public engagement in FY 2021, offering remote public meetings and panel discussions, touring a virtual expo, hosting online community meetings, creating videos, and offering additional online webinars and education sessions. These options created a different experience and allowed the region to remain involved without in-person gatherings.



While there is no substitute for meeting in person, the virtual environment is another way the CRTPO seeks to involve people in the transportation planning process. We continue to look for ways to engage with residents and partners to find cooperative approaches to meet the unique challenges of the growing region and provide transportation for all.



ENGAGEMENT HIGHLIGHTS

 **13,531** Total Community Reach

Community Members Reached 2,371

Total Survey Responses 11,160



Beyond 77 9,783

2050 MTP 1,377



29 Education Sessions



37 Community Engagement Events



32 Live Stream Videos

Increase in Followers



 **28%**

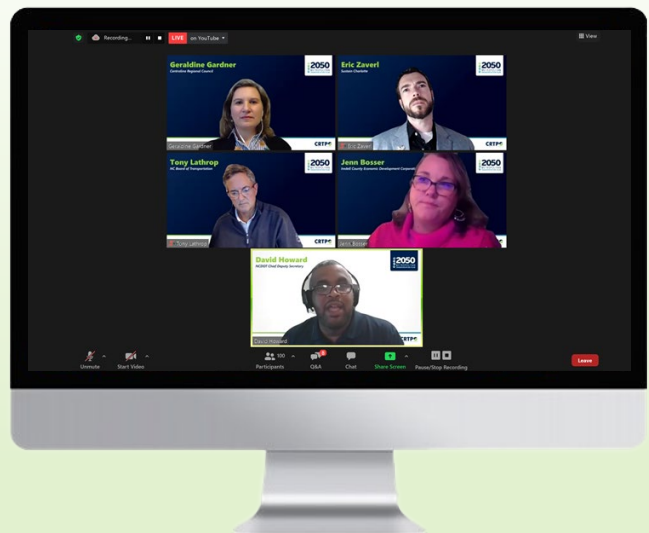
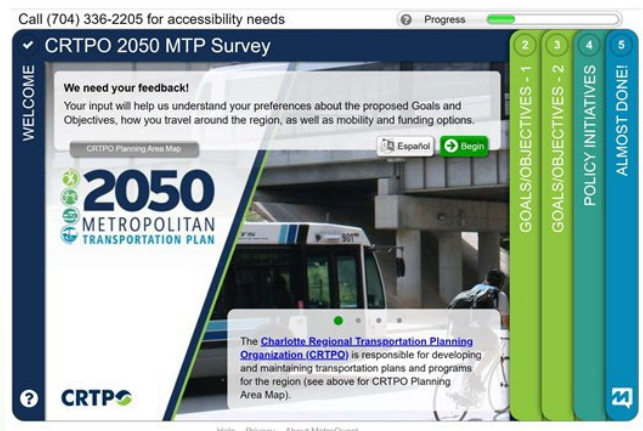
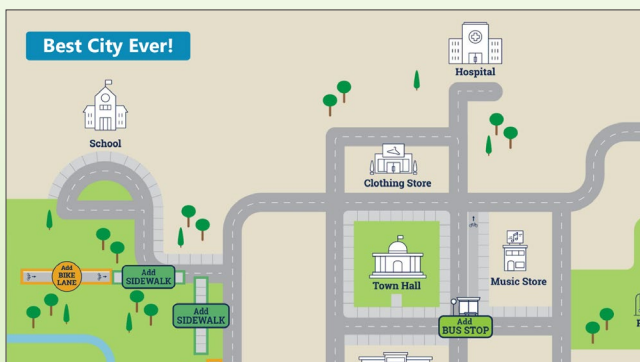
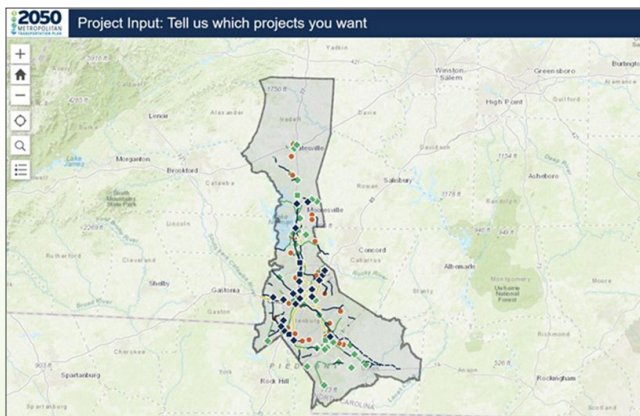


 **18%**

Over 600 residents were reached through environmental justice (EJ) activities

The CRTPO is committed to conducting consistent public engagement within communities that have historically been underrepresented in local and regional planning efforts.

MTP public involvement activities included a MetroQuest Survey, interactive Story Map, a youth outreach activity, and virtual public meetings featuring a panel of speakers.



LOOKING FORWARD

Expectations for FY 2022

IMPORTANT CRTPO INITIATIVES FOR FY 2022

- 1 2050 Metropolitan Transportation Plan
- 2 Beyond 77 Corridor Study
- 3 CRTPO Strategic Plan
- 4 CONNECT Beyond
- 5 Coordinated Human Services Transportation Plan
- 6 2020 Census

2050 Metropolitan Transportation Plan

While 2021 has been a busy year for the 2050 Metropolitan Transportation Plan, there is still a significant amount of work to be done before the document is completed. The Draft Plan document is expected to be released for public review in January 2022 and the final 2050 MTP is anticipated to be adopted by the CRTPO Board in March 2022.

Beyond 77 Corridor Study

During the fall of 2021, the Beyond 77 team will be completing its fourth and final phase. The final Beyond 77 Corridor Study Plan will illustrate costs, benefits, and trade-offs of each recommended strategy. The project team will also identify financing options and identify legislative constraints for the corridor. At the conclusion of this study, work will begin on the Beyond 77 implementation plan.

CRTPO Strategic Plan

The Strategic Plan was initiated in October 2020 with the goal of ensuring the CRTPO's planning efforts and outcomes keep pace with the significant changes affecting our region. To help guide the project a steering committee was established to create mission and vision statements, establish organizational goals, and prepare strategies that will serve as action items to achieve each goal. The strategies cover issues that range from identifying new funding, working with regional partners, continuous organizational

improvement, and advancing the outcomes of major initiatives such as Beyond 77 and CONNECT Beyond, and will be the action steps to implement the six goals that were developed. The Strategic Plan will help shape the preparation of the annual Unified Planning Work Program (UPWP), provide an organizational management tool, and furnish the CRTPO with a roadmap for the next 5-10 years. Work on the Strategic Plan is anticipated to be completed in the Fall of 2021.

Steering Committee's Draft Outputs

VISION

A **connected** and **equitable** transportation system that provides **mobility choices** for the region.

MISSION

Provide **leadership** and **collaboration** with member **communities** and **partners** to develop our region's transportation system.

STRATEGIC PLAN GOALS & STRATEGIES

Goal #1

Lead on regional **mobility** issues

Goal #4

Encourage members' participation in CRTPO's **planning** and decision-making process

Goal #2

Proactively **engage** the public to increase awareness of regional transportation issues

Goal #5

Continuously improve **internal operations** to fulfill CRTPO's mission and vision

Goal #3

Foster a culture of **collaboration** with partners

Goal #6

Expand regional transportation **funding**

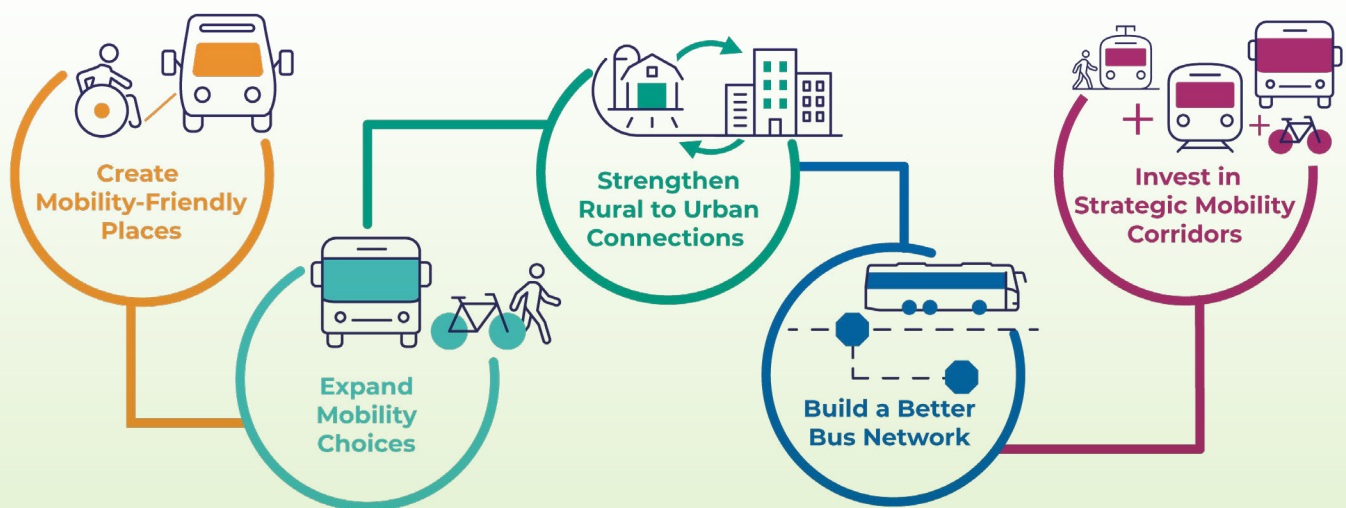
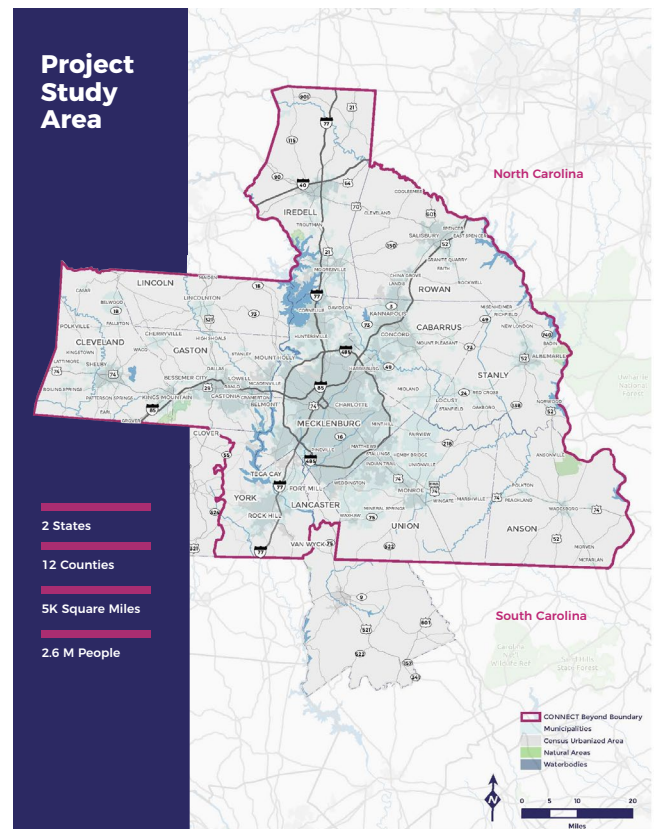


CONNECT Beyond

A Regional Mobility Initiative

CONNECT Beyond

CONNECT Beyond is a bold regional mobility plan that will transform how residents and visitors travel throughout the two state, 12-county study area. **This initiative identifies five Mobility Moves recommendations** to enhance mobility and connectivity, offer more reliable transportation options, access to activities and services, and support our region's continued economic competitiveness and quality of life. As CONNECT Beyond reaches its final stage in fall of 2021, we can expect to see the development of implementation strategies for refining, connecting, and expanding the existing transit network that support the long-term vision and values of our region.





Coordinated Human Services Transportation Plan Update

The CRTPO is partnering with our transit agencies to update the **Coordinated Human Services Transportation Plan (CHSTP)**. The CHSTP provides strategies for coordinated paratransit and mobility management between multiple service providers and recommends adjustments to paratransit procedures for increased mobility, improved service delivery, and enhanced connections to social services.



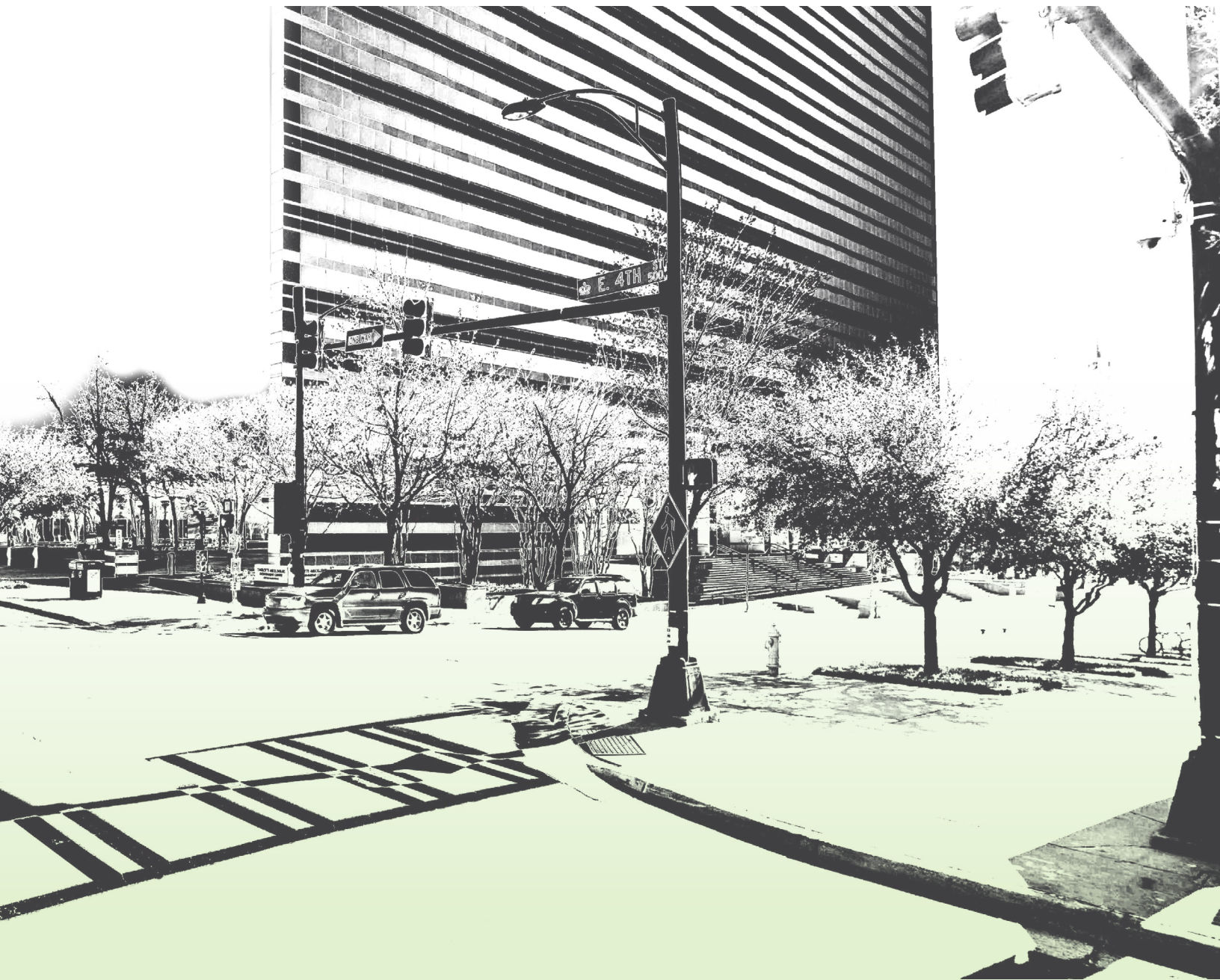
2020 Census

The Census Bureau will be updating urbanized area boundaries nationwide, based on updated geographic and demographic data emerging from the 2020 Decennial Census. **Urbanized areas (UZAs) serve as the basis for MPO planning boundaries** and are typically impacted by identified urbanized census blocks and contiguity in identified urbanized areas. The Census Bureau will release updated UZAs in 2022.



CRTPO MEMBERS

The region's transportation successes are due in large part to the ongoing communication and collaboration among the CRTPO members which include a Board of elected officials, a Technical Coordinating Committee (TCC), and professional staff. The CRTPO Board makes policy and fiscal decisions while the TCC carries out various planning tasks and provides policy, plan, and investment recommendations to the Board. TCC subcommittees are convened as necessary to advise on issues related to transit, funding, bicycle and pedestrian safety, and other subjects related to the CRTPO's work program.



Leadership



Dr. Michael Miltich

CRTPO Chair

*Commissioner,
Town of Cornelius*



Lynda Paxton

CRTPO Vice Chair

*Mayor Pro Tem,
Town of Stallings*



Liz Babson, PE

TCC Chair

*Director,
Charlotte Department
of Transportation*



Andrew Ventresca

TCC Vice Chair

*Associate Planner,
Town of Troutman*

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Mayor Pro Tem Jane Campbell	<i>Town of Davidson</i>
John Biggers	<i>Town of Fairview</i>
Brian Hines	<i>Town of Huntersville</i>
Mayor Michael Alvarez	<i>Town of Indian Trail</i>
Melissa Neader	<i>Iredell County</i>
Ernestine Staton	<i>Town of Marshville</i>
Mayor Joe Pollino	<i>Village of Marvin</i>
Mayor Pro Tem Renee Garner	<i>Town of Matthews</i>
Pat Cotham	<i>Mecklenburg County</i>
Mayor John Higdon	<i>Metropolitan Transit Commission</i>
Mayor Frederick Becker	<i>Town of Mineral Springs</i>
Mayor Brad Simmons	<i>Town of Mint Hill</i>

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Brad Lail	<i>NCBOT - Division 12</i>
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Lori Bailey	<i>Village of Wesley Chapel</i>
John Lowery	<i>Town of Wingate</i>



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