

CRTPO Board Members

Brad Richardson, Chair

Town of Stallings

Rusty Knox, Vice-Chair

Town of Davidson

City of Charlotte | Town of
Cornelius | Town of
Davidson | Town of
Fairview | Town of
Huntersville | Town of
Indian Trail | Iredell County
| Town of Marshville |
Village of Marvin | Town of
Matthews | Mecklenburg
County | Metropolitan
Transit Commission | Town
of Mineral Springs | Town
of Mint Hill |

City of Monroe | Town of
 Mooresville | NCDOT |
Town of Pineville | Town of
Stallings | City of Statesville
| Town of Troutman | Union
County | Town of Waxhaw |
Town of Weddington |
Village of Wesley Chapel |
Town of Wingate

CRTPO Mission

The CRTPO provides leadership and collaboration with member communities and partners in developing our region's transportation system.

CRTPO Vision

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



Board Meeting Agenda Packet Wednesday, June 17, 2026 6:00 PM

CRTPO Staff Contact:

Neil Burke, AICP PTP

704-336-2205

Neil.Burke@charlottenc.gov

Charlotte-Mecklenburg Government

Center, 600 E. 4th Street

Room 267 (Second Floor)

Charlotte, NC 28202

Agenda Items

- Consent Agenda
 - Memorandum of Understanding and Board Bylaws Text Amendment
- 2028-2037 TIP Development Process (NCDOT Prioritization 8.0) Update
- Joint Legislative Priorities Coalition
- BUILD America 250 Act
- NCDOT I-77 South Express Lanes Update

Non-Discrimination and Americans with Disabilities Act Policy

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

In compliance with the Americans with Disabilities Act (ADA), reasonable accommodations will be provided for persons who require assistance to participate in CRTPO meetings. The CRTPO will use a "five business day" notification statement to accommodate public requests. If assistance is needed or to request documents in an alternative format, please contact CRTPO at [704-336-2205](tel:704-336-2205) or send an email to email@crtpo.org.



The Charlotte Regional Transportation Planning Organization (CRTPO) is the Metropolitan Planning Organization (MPO) that coordinates transportation planning initiatives for the greater Charlotte urbanized area, including Iredell, Mecklenburg, and Union counties. The CRTPO Board reviews and votes on consensus-based technical recommendations provided by the Technical Coordinating Committee (TCC).

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Accessing the Charlotte-Mecklenburg Government Center (CMGC)

CMGC is located at 600 East Fourth Street, at the corner of Fourth and Davidson streets in Uptown Charlotte. From I-85 N, I-77 N and US-74 W, take exit 2A from I-277 S/ NC-16 S onto East Fourth Street. Parking is available in the CMGC parking deck located on Davidson Street between 3rd and 4th streets. On-street parking is also available, but CRTPO is only able to validate deck parking. Check in with a staff member about parking validation for the CMGC deck when you arrive for the meeting.

Enter the building either through the entrance at the top of the large staircase on the Davidson Street side of the building, or through the handicapped entrance at the bottom of the large staircase on the right. The handicapped entrance is the only open entrance after 6 p.m. Everyone who enters CMGC undergoes a security screening, after which you may proceed to room 267 on the second floor.



Common Acronyms



A

ADA: Americans with Disabilities Act of 1990

ADT: Average Daily Traffic

AEP: Alignment Evaluation Program

AMPO: Association of Metropolitan Planning Organizations

B

B77: Beyond 77

BOT: Board of Transportation

BPWG: Bicycle and Pedestrian Work Group

BRT: Bus Rapid Transit

C

CATS: Charlotte Area Transit System

CAV: Connected and Autonomous Vehicles

CDOT: Charlotte Department of Transportation

CMAQ: Congestion Mitigation & Air Quality

CMGC: Charlotte-Mecklenburg Government Center

CMP: Congestion Management Process

CRAFT: Charlotte Regional Alliance for Transportation

CRC: Centralina Regional Council

CRMPO: Cabarrus-Rowan Metropolitan Planning Organization

CRP: Carbon Reduction Program

CRTPO: Charlotte Regional Transportation Planning Organization

CSAP: Comprehensive Safety Action Plan

CTP: Comprehensive Transportation Plan

D

DGP: Discretionary Grants Program

E

EJ: Environmental Justice

EPA: Environmental Protection Agency

F

FHWA: Federal Highway Administration

FRA: Federal Railroad Administration

FTA: Federal Transit Administration

G

GAP: Grants Assistance Program

GCLMPO: Gaston-Cleveland-Lincoln Metropolitan Planning Organization

GHMPO: Greater Hickory Metropolitan Planning Organization

GIS: Geographic Information System

H

HOT: High Occupancy Toll lane

HOV: High Occupancy Vehicle

I, J, K

ICATS: Iredell County Area Transportation System

IJA: Infrastructure Investment and Jobs Act

ITS: Intelligent Transportation Systems

L

LAP: Locally Administered Projects

LOS: Level of Service

LPA: Lead Planning Agency

Common Acronyms



M	P, Q	T
MCM: Metrolina CommunityViz Model (land use model)	P8.0: Prioritization 8.0	TAP: Transportation Alternatives Program
MOU: Memorandum of Understanding	PBPP: Performance-Based Planning and Programming	TCC: Technical Coordinating Committee
MPO: Metropolitan Planning Organization	PIP: Public Involvement Plan	TDM: Transportation Demand Management
MRM: Metrolina Regional Model (travel demand model)	PL: Metropolitan Planning funds	TIP: Transportation Improvement Program
MPTA: Metropolitan Public Transportation Authority	R	TMA: Transportation Management Area
MTP: Metropolitan Transportation Plan	RFATS: Rock Hill-Fort Mill Area Transportation Study	TOD: Transit Oriented Development
MTS: Mecklenburg Transportation System	RPO: Rural Planning Organization	TPWG: Transit Providers Work Group
N, O	RRRPO: Rocky River Rural Planning Organization	TSM: Transportation Staff Meeting
NCAMPO: North Carolina Association of Metropolitan Planning Organizations	S	U
NCDOT: North Carolina Department of Transportation	SIP: State Implementation Plan (for air quality)	UA: Urban Area
NCDOT-IMD: Integrated Mobility Division	SOV: Single-Occupancy Vehicle	UCT: Union County Transportation
NCDOT-TPD: Transportation Planning Division	SPOT: Strategic Planning Office of Transportation (NCDOT)	UPWP: Unified Planning Work Program
NCTA: North Carolina Turnpike Authority	STBG-DA: Surface Transportation Block Grant Direct Attributable funds	USDOT: United States Department of Transportation
	STI: Strategic Transportation Investments	V, W, X, Y, Z
	STIP: State Transportation Improvement Program	VMT: Vehicle Miles Traveled
	STP: Surface Transportation Program	



**Board Meeting
June 17, 2026**

**Charlotte-Mecklenburg
Government Center, Room 267**

6:00 PM Meeting Agenda

- | | |
|---|------------------------|
| 1) Call to Order | Brad Richardson |
| 2) Adoption of the Agenda | Brad Richardson |
| 3) Public Comment Period | Brad Richardson |
| CRTPO bylaws limit speakers to three minutes each and the comment period to 20 minutes. | |
| 4) Ethics Awareness & Conflict of Interest Reminder | Robert Cook |

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| 5) <u>Consent Agenda</u> | Brad Richardson |
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All items below are considered to be routine by the CRTPO Board or have been the subject of detailed presentations at previous meetings. There will be no separate discussion on these items unless a Board member so requests, in which event, the item will be removed from the Consent Agenda.

- a) May 20, 2026 CRTPO Board Meeting Minutes
- b) Memorandum of Understanding and Board Bylaws Text Amendment

Attachments: [May 20, 2026 CRTPO Board Minutes](#); [MOU & Bylaws Amendments Memoranda](#)

- | | |
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| 6) <u>2028-2037 TIP Development Process (NCDOT Prioritization 8.0) Update</u> | Travis Johnson |
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Action Requested: FYI.

Background:

- NCDOT Prioritization 8.0 will develop the 2028-2037 TIP.
- The process will conclude with the release of the draft 2028-2037 TIP in January of 2027.
- The purpose of this presentation is to share an update of the Local Input Points allocation process.
- Action will be requested for the Board to open a public comment period on the draft local input point assignment during the July 15 meeting.

Attachments: [P8.0 Statewide Mobility Highway Project Funding Status](#); [P8.0 Statewide Mobility Non-Highway Project Funding Status](#); [P8.0 Regional Impact Highway](#); [P8.0 Regional Impact Non-Highway](#); [P8.0 Division Needs Highway](#); [P8.0 Division Needs Non-Highway](#); [CRTPO P8.0 Local Input Point Methodology](#)

7) **Joint Legislative Priorities Coalition**

Andy Grzymiski, Centralina

Action Requested: FYI

Background:

- The Joint Legislative Priorities Coalition was formed by the CRTPO and the Gaston, Cleveland, Lincoln MPO (GCLMPO) following the 2025 joint meeting.
- Its purpose is to inform CRTPO and GCLMPO leaders of key state and federal policy, funding and legislative proposals impacting transportation in the region, create a shared understanding of the federal and state policy and funding landscape, and identify policies and activities where it makes sense to coordinate and speak with unified voice.
- The final coalition meeting was held on June 4. The presentation's purpose is to review the coalition's work and discuss next steps.

8) **BUILD America 250 Act**

Brian Elgort

Action Requested: FYI

Background:

- The House Transportation & Infrastructure Committee released the legislative text for the next transportation reauthorization bill, titled the "Building Unrivaled Infrastructure and Long-term Development (BUILD) for America's 250th Act."
- The Build America 250 Act would authorize approximately \$580 billion dollars with 90% (\$474B) provided through formula funding.
- There is no timeline yet for when House leadership will bring the legislation to the House floor for consideration.

9) **Upcoming Agenda Items**

Robert Cook

Action Requested: FYI

Background:

- A schedule of upcoming action items will be provided.

10) **NCDOT Division 10 & Division 12 Updates** **Felix Obregon & Mark Stafford**

11) NCDOT I-77 South Express Lanes Update

Brad Richardson

Action Requested: FYI.

Background:

- Any available updates on the NCDOT I-77 South Express Lanes project will be shared with the Board.

12) Board Member Comments

Brad Richardson

13) Adjourn

Charlotte Regional Transportation Planning Organization

Consent Item Summary

Agenda Item 5

Subject: Consent Agenda

Action Requested: All items below are considered to be routine by the CRTPO Board or have been the subject of detailed presentations at previous meetings. There will be no separate discussion on these items unless a Board member so requests, in which event, the item will be removed from the Consent Agenda.

Background:

- May 20, 2026 CRTPO Board Meeting Minutes
- Memorandum of Understanding and Board Bylaws Text Amendment

Attachments: [May 20, 2026 CRTPO Board Minutes](#); [MOU & Bylaws Amendments Memoranda](#)

Charlotte Regional Transportation Planning Organization
Charlotte-Mecklenburg Government Center, Room 267
May 20, 2026 Meeting
Summary Minutes

Voting Members Attending:

James Mitchell (Charlotte), Michael Osborne (Cornelius), Rusty Knox (Davidson), Nick Walsh (Huntersville), Clarence Alsobrooks (Indian Trail), Ernestine Staton (Marshville), Bob Nunnenkamp (Marvin), John Higdon (Matthews), Mark Jerrell (Mecklenburg County), Susan Chambers (Metropolitan Transit Commission), Frederick Becker (Mineral Springs), Dale Dalton (Mint Hill), Surluta Anthony (Monroe), Will Aven (Mooresville), Tony Lathrop (NCBOT-Div. 10), Brad Lail (NCBOT-Div. 12), Amelia Stinson-Wesley (Pineville), Brad Richardson (Stallings), David Jones (Statesville), George Harris (Troutman), Robert Murray (Waxhaw), Jim Bell (Weddington), David Boyce (Wesley Chapel), Martin Graves (Wingate)

Non-Voting Members Attending:

Jerry Santoni (Iredell County Planning Board), Stephen Rosenburgh (NCBOT), Chuck Travis (NC Turnpike Authority)

1) Call to Order

Chair Brad Richardson called the May 2026 CRTPO Board meeting to order at 6:00 p.m.

He stated that nine days ago Charlotte City Council approved a resolution with broad support of its members to continue working with NCDOT in a collaborative approach on the NCDOT I-77 South Express Lanes project. At the same meeting it took an unanticipated action to rescind its support for the NCDOT I-77 South Express Lanes project and directed its CRTPO Board representative to support CRTPO action to rescind the October 2024 resolution expressing support for the P3 funding model.

Chair Richardson explained that the CRTPO had not received documentation from the Charlotte City Council regarding its action on May 11 to rescind its support for the NCDOT I-77 South Express Lanes, therefore the item was not included on tonight's agenda that was distributed on May 13. He stated that an action item to rescind support for the project would be inappropriate tonight given the lack of public notice. He added that the primary delegates from the City of Charlotte and Mecklenburg County are absent tonight and recognized that their alternates are attending. He stated that the primary delegates for these jurisdictions played a critical role in developing the draft indicative terms with NCDOT for the I-77 South Public-Private- Partnership (P3) solicitation, and an action taken tonight would prevent them from providing input.

He stated that he has spoken with many Board members and they share the desire to obtain additional information before taking action, and that it is his duty to set agendas and protect the Board from harm. Chair Richardson said he intends to place this item on an upcoming agenda so the Board members have the benefit of complete information. He laid out a schedule for the NCDOT I-77 South Express Lanes project by stating that there will be an information session in June, which is the normal protocol, followed by a vote in July. The

CRTPO has been advised by NCDOT that removal of support for the P3 funding mechanism for the project would result in the project's removal from the State Transportation Improvement Program (STIP) and would require it to be resubmitted in NCDOT Prioritization 9.0 (2027). He cautioned the Board that a delay in the project would likely result in cost increases, and the scope of the project may remain the same given the physical constraints within the corridor and financial parameters.

2) Adoption of the Agenda

Summary:

Chair Richardson requested action to adopt tonight's agenda as published.

Original Motion:

Surluta Anthony made a motion to approve the agenda as published. Mayor Bell seconded the motion.

Substitute Motion:

Mayor Higdon made a substitute motion to add a conversation and possible vote to rescind support for the NCDOT I-77 South Express Lanes project. James Mitchell seconded the motion.

Discussion on the Substitute Motion:

Mark Jerrell acknowledged he was serving as an alternate role on behalf of Leigh Altman and stated that he intends to not reconsider the Board of County Commissioners' opposition for the NCDOT I-77 South Express Lanes project.

Mayor Bell explained that he supported delaying a vote in order to receive additional information on the implications of Board rescinding its support.

Mayor Becker stated that the protocol is to publish action items on the agenda and to receive information regarding an upcoming action during the prior month's meeting. He stated that this protocol helps to preserve public transparency.

Will Aven explained that it's premature to take action on this topic tonight.

Tony Lathrop stated that more time is needed for the CRTPO Board to collaborate with NCDOT before a vote is taken. Specifically, project scope alternatives need to be reviewed, and if the P3 model is no longer desired for this project, NCDOT will need to work with the CRTPO to identify a funding source.

Mayor Knox explained that the importance of acknowledging to the residents that we have heard their concerns regarding the project. Mayor Knox acknowledged the absences of the delegates for Charlotte and Mecklenburg County but was confident in the alternates' ability to reflect the directives from their respective bodies. He concluded by stating that he didn't believe it was necessary to delay the vote to rescind.

Action on the Substitute Motion:

Upon being put to a vote, the substitute motion was adopted by acclamation. The original motion was thereby superseded and was not voted upon.

Third Motion:

Chair Richardson made a motion to (1) place the conversation and possible vote to rescind support for the NCDOT I-77 South Express Lanes project as new item 12 on tonight's agenda

and (2) remove agenda item 8: BASICS Act – Federal Reauthorization Update given that the information is not time-sensitive and can be placed on an upcoming agenda. Ms. Anthony seconded the motion. Upon being put to a vote, the third motion was adopted by acclamation.

3) Public Comment Period

Chair Richardson stated the Board's Bylaws limit public comment to 20 minutes with three minutes per speaker. All commenters addressed the I-77 project.

- 1) Matt Panik stated that he was representing the Charlotte Regional Business Alliance. He reiterated the CRBA's support for the project by highlighting the congestion and safety issues along the corridor that will become more pronounced as growth continues in the region. The project would offer sustainable travel times along the corridor and priority for reliable bus travel. A rescission of support for the project would lose the NCDOT investment in the corridor and potential economic benefit.
- 2) Vinay Patel stated that he was representing the Greater Charlotte Tourism and Hospitality Alliance. He encouraged the Board to continue to support the project citing safety and congestion concerns along the corridor. Delaying improvements along the corridor may have severe economic impacts for the region.
- 3) Reverend Dr. Garner-Mullins stated that the decision to rescind support for the project has equity and access implications. She explained that the project would create inequities for the affected neighborhoods that bear the burden of impacts for the benefit of moving vehicles. Reverend Dr. Garner-Mullins encouraged the Board to rescind support for the project.
- 4) Shannon Binns stated that he was representing Sustain Charlotte by encouraging the Board to rescind support for the project. He stated that the rescission of support for the project should have been included on tonight's agenda citing the regional significance and cost. He added that NCDOT plans to release the RFP for the P3 for this project in June.
- 5) Emily Sutton Jansen stated that her family are residents of the Wesley Heights neighborhood. She cited the human and environmental impacts to the neighborhood associated with the current freeway corridor and expressed concerns that the project would exacerbate them. Ms. Sutton Jansen recommended dedicated bus lanes, new park and rides and expanded incident management services as alternates to the current project.
- 6) Damian Smith stated that freeway corridors with managed lanes are not a solution to congestion or meaningfully improve travel times. He recommended bus rapid transit corridors in lieu of express lanes along the I-77 South Corridor.
- 7) Jaclyn Didier stated that she is a resident of the Wesley Heights neighborhood. She recommended that the Board vote to rescind support for the project citing lack of changes to the scope of the project given community input received. Ms. Didier recommended improved interchange design and traffic flow improvements to the corridor as an alternative to the current project.

- 8) Libba Moore recommended that the Board vote to rescind support for the project citing the demolition of homes of long-time homeowners along the Spruce Street corridor in the Wilmore neighborhood.
- 9) Barry Greene Jr stated that he is a Charlotte resident that commutes to Mooresville for work. He cited the costs of using the express lanes along the I-77 north corridor and congestion within the general-purpose lanes as reasons to consider an alternative to high occupancy toll lanes along the I-77 South corridor.
- 10) J. G. Lockhart recommended that the Board review alternative concepts for the corridor rather than accepting an elevated express lane along the uptown portion of the corridor.

4) Ethics Awareness & Conflict of Interest Reminder

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

5) Consent Agenda

Summary:

Chair Richardson requested action on the following consent agenda items:

- a) March 25, 2026 CRTPO Board Meeting Minutes
- b) 2026-2035 TIP Amendments
- c) 2026-2035 TIP Amendment: CATS (TL-0032)
- d) FY 2027 UPWP CATS Amendment

Motion:

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

6) Memorandum of Understanding and Board Bylaws Text Amendment

Presenter:

Robert Cook

Summary:

The presentation's purpose was to provide an information report regarding amendments to the CRTPO's MOU and Board bylaws based upon the dissolution of the Metropolitan Transit Commission following the passage of the P.A.V.E. Act in November 2025. The text amendments within both documents are limited to replacing the MTC with the MPTA in the voting members section of both documents. The MPTA will become a voting member of the Board only after the text amendment is approved and the Governor or his designee signs the amended MOU. Mr. Cook concluded his presentation by stating that action will be requested for the Board to approve the amendments to the MOU and Bylaws during the June 17 meeting.

Chair Richardson polled the Board to determine if there were any objections to placing this item on the consent agenda for the June meeting and no objections were raised.

7) 2028-2037 TIP Development Process (NCDOT Prioritization 8.0) Local Input Points

Presenter:

Travis Johnson

Summary:

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

He began the presentation by providing an overview as to how the CRTPO is involved in the NCDOT Prioritization 8.0 (P8.0) process to develop the 2028-2037 STIP. He stated that the CRTPO Board had approved the submission of roadway, bicycle/pedestrian, transit, rail and aviation projects in August 2025 for evaluation by NCDOT in the P8.0 process. The next phase of P8.0 will be for CRTPO to allocate its local input points to projects based upon an approved methodology. NCDOT will initiate this process in late May with the release of the programmed Statewide Mobility projects in the Draft 2026-2035 TIP, and the quantitative scores for all projects submitted in P8.0.

Mr. Johnson provided an overview of the CRTPO's local input points methodology. Highway projects are prioritized in consideration of local input points primarily by its MTP score and horizon year, with a secondary measure being the NCDOT quantitative score. Non-Highway projects are prioritized by its NCDOT quantitative score. Mr. Johnson concluded the presentation by stating that an informational presentation will be conducted during the June Board meeting to review the results of the Statewide Mobility programming, the quantitative scores, and revenue estimates for P8.0.

8) Upcoming Agenda Items

Presenter:

Neil Burke

Summary:

Mr. Burke stated that the June 17 CRTPO Board agenda is anticipated to include the following items:

- MOU & Bylaws Amendments - Consent Agenda Approval
- NCDOT P8.0 Local Input Points
- Gaston-Cleveland-Lincoln MPO/CRTPO Coalition Update (June 5 meeting)

9) NCDOT Division 10 & Division 12 Updates

Presenter:

Felix Obregon & Mark Stafford, NCDOT

Summary:

There were no updates.

10) Board Member Comments

Presenter:

Brad Richardson

Summary:

There were no comments.

11) Conversation and possible vote to rescind support for the NCDOT I-77 South Express Lanes project

Presenter:

Mayor Higdon

Summary:

Mayor Higdon stated that managed lanes are not a solution to congestion citing his experience travelling along the I-77 North corridor and will support rescinding support for the NCDOT I-77 South Express Lanes project. He added that the toll rates along the I-77 north express lanes are unaffordable for most residents, leaving the facility underutilized with congestion persisting within the general purpose lanes. Mayor Higdon encouraged Board members to advocate for reforms to the STI corridor cap and pursuit of alternate funding sources with the General Assembly. He suggested that the I-77 South corridor could be segmented and prioritize non-tolled high occupancy vehicle lanes, enhanced transit access, and micro transit. Mayor Higdon expressed concern with NCDOT requiring the Board to endorse a P3 concept for the project in October 2024 without understanding the impacts of the design and scope of the project until November 2025. He concluded by stating that if a vote is called to rescind support for the P3 concept during tonight's meeting, he will support it.

Mayor Knox stated that the Board voted on the P3 funding mechanism and not the scope of the project in 2024. He better understands the impacts to residents along the I-77 South corridor. Mayor Knox stated that in 2025 a subcommittee of Board members worked with NCDOT to make the I-77 South project better through terms in the RFQ. One item will be enhancing the pricing model for the I-77 South as opposed to model used for the existing express lanes north of Uptown. However, the I-77 South project fails to address the daily congestion demands. He suggested that through trucks should be required to use I-485 instead of I-77. Based upon the NCDOT letter, he is aware of the implications of rescinding support for the P3 and the subsequent removal of the project from the STIP, and this additional time may result in a better project.

Mayor Becker stated that he supports a delay in voting to rescind to gather information about the implications of this action. He is uncertain as to how a potential action by the Board may influence subsequent action by the General Assembly. He rejected an enhancement to the scope of the project to only construct general purpose lanes along the corridor as this would create additional impacts to the affected communities and would cause induced demand where the new lanes become congested in a short period of time based upon growth throughout the region. A delay in voting to rescind would allow Board members to discuss the implications with the General Assembly.

Michael Osborne acknowledged congestion, safety and excessive toll issues with the I-77 North Managed Lanes. He stated that NCDOT needs to prove that the managed lanes concept is effective in reducing congestion along the I-77 North Corridor. He added that the Board should define the non-negotiables associated with the I-77 South project and have consensus about the problem that the project is intended to resolve. Mr. Osborne also believes that the State should not give up control of the corridor if a P3 is pursued for I-77 South.

Mayor Murray stated that an action taken by the Board to rescind tonight is premature because it was not advertised on the agenda, and the jurisdictions don't have the information

to make an informed decision. He stated that because I-77 is an interstate, some express lane users would be travelers from outside the state. He appreciated NCDOT's willingness to seek input from the Board subcommittee to build in the lessons learned from the north corridor within the indicative terms for the solicitation of the south corridor P3.

Mr. Lathrop stated that if the Board votes to rescind tonight, they would lose the ability to collaborate with NCDOT and the affected communities regarding corridor enhancements. In addition, the project would be removed from the STIP, and this would result in at least 5-10 years of project delay and cost increases.

Stephen Rosenburgh stated that the affected communities would benefit from the enhancement and mitigation commitments provided by NCDOT as part of the project. He added that project will take seven years to construct and the benefits that this will bring to the local economy. He stated that project design is only 15% complete and encouraged a delay in a potential recession until this process is completed.

Ms. Anthony stated that there has been significant discussion about improving interstate commerce but at a cost to the affected residents' quality of life.

Mayor Bell stated that a vote to rescind is politically irresponsible to the residents that we serve. He suggested that a vote to rescind should be delayed until the design process is completed.

Mr. Jerrell stated that the Board of County Commissioners unequivocally reject any priority for people travelling through the county over those that reside here. He stated that the Board of County Commissioners cannot support the project for a number of reasons, he also recognizes that congestion is a major issue. Mr. Jerrell stated that prior decisions about the location of freeways and the impact they have on the respective communities contribute to the County's position on this project.

Brad Lail encouraged the Board to reject any notion that a vote to rescind needs to occur this evening.

David Jones stated that Statesville has supported the prior positions that the Charlotte City Council has taken regarding this project because Charlotte is the economic engine for the region. Following the recent action taken by Charlotte City Council, Statesville has not received any additional information regarding the consequences of a potential decision. He added that if Statesville loses its Powell Bill funding, the financial impact would effectively result in the equivalent of a two-cent tax increase for residents. Mr. Jones stated that rescinding support for the project after four years of work, and without having all the necessary information available, would be an injustice to residents.

Mr. Mitchell stated that he votes with the will of Charlotte City Council. He stated that City Council does not want the project removed from the STIP, rather it is removing its support for a P3 funding mechanism. Mr. Mitchell stated the following priorities for City Council:

1. Response to community concerns
2. Request further analysis
3. Request additional transparency

Ms. Staton stated that she cannot vote tonight on a motion to rescind because she lacks the information about potential implications of rescinding support for the P3 concept and has not discussed the issue with her board.

Mr. Alsobrooks requested additional information that he can provide to his Town Council and residents of Indian Trail before he is prepared to take a vote on this issue.

Mayor Knox asked NCDOT when the deadline would be for the RFP for the developers. Carly Swanson (NCDOT) stated that the first round of RFPs are due by the end of June, but there will be due dates for additional RFP rounds throughout the next year. Mayor Knox noted that the next CRTPO Board meeting would coincide with the approximate due date for the first RFP.

Mayor Higdon stated that if Charlotte City Council reconsidered their vote on May 11 to rescind support for the P3 financing mechanism, the CRTPO would lose its ability to rescind its support given the weighted vote. He then asked Tony Lathrop if the CRTPO Board will lose its ability to negotiate design options. Mr. Lathrop responded that input is required as part of the design process through NEPA. Ms. Swanson stated that NCDOT is in an active listening period obtaining feedback on the design process from residents and stakeholders.

Chair Richardson stated that the Board has not received the resolution from Charlotte City Council from the May 11 meeting that highlighted opportunities for the City to collaborate with NCDOT on the design of the project. He anticipates receiving the resolution shortly and will distribute it to the Board for their information.

Mr. Jones asked the Charlotte and Mecklenburg County representatives if they could accept a delay in voting to rescind the P3 financing model to an upcoming Board meeting to allow the other member jurisdictions to obtain information and discuss with their respective Boards. Mr. Mitchell stated that City Council made a decision to rescind support for the P3 concept on May 11 and he intends to vote to rescind P3 support tonight. Mr. Jerrell acknowledged that Mr. Jones' request was reasonable however if the issue comes to a vote this evening, the direction given from the Board of County Commissioners will require him to vote to rescind.

Ms. Anthony stated that each Board member has been appointed by their local governing board to vote on behalf of their respective bodies. She added that being an elected official isn't easy as it frequently requires a quick decision when all of the information may not be available.

Chair Richardson stated that a vote to rescind that passes tonight with a 2/3 majority would eliminate the CRTPO's ability to negotiate with NCDOT on the project. If action is voted down or deferred this evening, the Board would be able to receive an information report during its June meeting, with action to rescind scheduled for the July meeting.

Original Motion:

Mayor Higdon made a motion to rescind support for the October 2024 resolution passed by the CRTPO related to the P3 delivery model for the I-77 South project. Mr. Mitchell seconded the motion.

Discussion on the Original Motion:

Mayor Dalton asked if we vote to rescind tonight, will there be another opportunity to vote again. Chair Richardson introduced the attorney that the CRTPO has retained, Mujeeb Shah-Khan, and directed him to answer the question. Mr. Shah-Khan stated that if the vote does not pass with 2/3 majority this evening, then the CRTPO Board could vote to rescind at an

upcoming meeting. He added that an affirmative vote by the Board to rescind support for the P3 delivery model tonight would render the 2024 resolution null and void.

Mayor Murray is concerned about a rescission of funding if an action is taken tonight and asked if NCDOT would be willing to reconsider at a later date. Mr. Shah-Khan stated that NCDOT would need to answer the question.

Ms. Anthony asked if the P3 support is rescinded, would the funding remain in the area. Ms. Swanson stated that she would need to discuss with the NCDOT leadership team and attorney to receive clarity from the department's perspective.

Mayor Higdon inquired if there are further restrictions as to actions that the Board can take to pause NCDOT's procurement process for the P3. Mr. Shah-Khan referenced the resolution that the Board approved in October 2024 that limited the CRTPO's ability to rescind its support for the P3 following NCDOT's deadline of August 2025. He added that the Board may be acting outside of his legal advice. Mayor Higdon asked NCDOT to provide a schedule of the advertisement of the RFP. Ms. Swanson responded to explain that the deadline is late June or early July of this year. Mayor Higdon responded to explain that NCDOT's schedule would not make it possible for the Board to take a vote to rescind support for the P3 during the July 15 meeting.

Mr. Rosenburgh stated that he believed that a vote to rescind support for the P3 would cause NCDOT to remove the project from the STIP. In his opinion, this action would cause the project to take a minimum of 10 years to be prioritized again from the Prioritization round in which the CRTPO chooses to re-submit the project. He also believed that the General Assembly would not look favorably upon the region forfeiting \$700 million of additional funding.

Chair Richardson stated that taking an action tonight may be final and irreversible. At present, the Board has the ability to reconsider acting on this issue at an upcoming meeting. Chair Richardson believed that acting on this item tonight would be poor public policy given the lack of time to inform member jurisdiction elected boards and provide adequate public notice. He added that the Board has insufficient information regarding legal and financial implications if a vote was taken tonight; therefore, he will oppose any action to rescind support for the P3.

Mr. Shah-Khan clarified his previous comment to state that the Board can rescind support for the P3 financial model prior to NCDOT advertising the RFQ in August 2025. The RFP will be advertised by NCDOT next month. In his opinion, the motion has been made outside of his legal opinion, and he added that the board may choose not to act in accordance with his legal advice.

Substitute Motion:

Chair Richardson made a motion to schedule a hearing with NCDOT during the June meeting with action in July to rescind support for the P3 funding mechanism. Mr. Aven seconded the motion. Mr. Shah-Khan stated that a substitute motion can pass with a majority vote. If the substitute motion fails, then the original motion can be voted upon.

Discussion on Substitute Motion:

Ms. Anthony asked if NCDOT could delay the issuance of the RFP. Ms. Swanson stated that they could work with the CRTPO if a delay was desired. Ms. Anthony then asked for a friendly

amendment to schedule a vote during the June meeting. Chair Richardson stated that the substitute motion stands.

Vote on Substitute Motion:

The substitute motion to schedule a hearing with NCDOT during the June meeting with action during the July meeting to rescind support for the P3 funding mechanism failed by majority weighted vote. Voting in favor were: NCBOT-Division 10, NCBOT-Division 12, Indian Trail, Marshville, Marvin, Mineral Springs, Mint Hill, Mooresville, Stallings, Statesville, Troutman, Waxhaw, Weddington, Wesley Chapel, and Wingate, which totaled 21 votes. Monroe abstained, which under the CRTPO Bylaws, is a vote in favor of the motion on the floor, which increased the number of votes in favor to 23. Voting against were: Charlotte, Cornelius, Davidson, Huntersville, Matthews, Mecklenburg County, MTC, and Pineville, which totaled 44 votes. With the motion not receiving a majority of votes, it failed, which required the Board to now consider the original motion.

Vote on Original Motion:

The motion to rescind support for the October 2024 resolution passed by the CRTPO related to the P3 delivery model for the I-77 South project passed with a 2/3 majority weighted vote. Voting in favor were: Charlotte, Cornelius, Davidson, Huntersville, Matthews, Mecklenburg County, Mint Hill, Monroe, and MTC, which totaled 47 votes. Voting against were: NCBOT-Division 10, NCBOT-Division 12, Indian Trail, Marshville, Marvin, Mineral Springs, Mooresville, Stallings, Statesville, Troutman, Waxhaw, Weddington, Wesley chapel, and Wingate, which totaled 19 votes. The representative for the Town of Pineville had been present during the meeting, but was absent for the vote on the original motion. As such, Pineville's votes were not considered for or against the motion and were not used to calculate the number of votes needed for an item to pass.

12) Adjourn

The meeting was adjourned at 8:50 p.m.

MEMORANDUM

TO: Brad Richardson
Chair, Charlotte Regional Transportation Planning Organization
Board

FROM: S. Mujeeb Shah-Khan
Shah-Khan Law, PLLC

SUBJECT: CRTPO Memorandum of Understanding and Bylaws Amendments
Needed Due to PAVE Act

DATE: June 9, 2026

The passage of the PAVE Act during the 2025 long session of the North Carolina General Assembly, and voter approval of the sales tax referendum in November of 2025, set into place a process where the Metropolitan Transit Commission (“MTC”) would be dissolved and replaced it with the Metropolitan Public Transportation Authority (“MPTA”). The upcoming dissolution of the MTC made revisions to both the Memorandum of Understanding and the Board Bylaws necessary. At the May 20, 2026 CRTPO Board Meeting, Staff proposed the amendments needed, and it was the consensus of the CRTPO Board to present the amendments for approval on the June 2026 Consent Agenda. Attached to this memorandum are the amendments in a blackline of the two documents.

If you have any questions concerning this memorandum, or the amendments to Memorandum of Understanding or the Bylaws, please feel free to contact me at your convenience.

SMS/ms

Enclosures

cc: Robert Cook, AICP/Division Manager (w/encs.)
Neil Burke, AICP PTP, Deputy Director (w/encs.)

Charlotte Regional Transportation Planning Organization

Memorandum of Understanding

Effective Date: ~~November 6, 2024~~

Endorsed by the
Charlotte Regional
Transportation Planning Organization
~~July 17, 2024~~ June 17, 2026

MEMORANDUM OF UNDERSTANDING

FOR

COOPERATIVE, COMPREHENSIVE, AND CONTINUING TRANSPORTATION PLANNING
AMONG

THE GOVERNOR OF THE STATE OF NORTH CAROLINA, THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION, THE CITY OF CHARLOTTE, TOWN OF CORNELIUS, TOWN OF DAVIDSON, TOWN OF FAIRVIEW, TOWN OF HUNTERSVILLE, TOWN OF INDIAN TRAIL, IREDELL COUNTY, TOWN OF MARSHVILLE, VILLAGE OF MARVIN, TOWN OF MATTHEWS, MECKLENBURG COUNTY, TOWN OF MINERAL SPRINGS, TOWN OF MINT HILL, CITY OF MONROE, TOWN OF MOORESVILLE, TOWN OF PINEVILLE, TOWN OF STALLINGS, CITY OF STATESVILLE, TOWN OF TROUTMAN, UNION COUNTY, TOWN OF WAXHAW, TOWN OF WEDDINGTON, VILLAGE OF WESLEY CHAPEL, TOWN OF WINGATE, ~~and the METROPOLITAN TRANSIT COMMISSION,~~ and the METROPOLITAN PUBLIC TRANSPORTATION AUTHORITY ("MPTA"), the successor entity to the METROPOLITAN TRANSIT COMMISSION ("MTC").

(hereinafter, the State, the Municipalities, the Counties, ~~and the MTC~~ and the MPTA)

IN COOPERATION WITH THE UNITED STATES DEPARTMENT OF TRANSPORTATION

WITNESSETH THAT:

WHEREAS, Section 134(a) of Title 23 of the United States Code states in relevant part:

"It is in the national interest—(1) to encourage and promote the safe and efficient management, operation, and development of surface transportation systems that will serve the mobility needs of people and freight, foster economic growth and development within and between States and urbanized areas better connect housing and employment, and take into consideration resiliency needs while minimizing transportation-related fuel consumption and air pollution through metropolitan and statewide transportation planning processes identified in this chapter; and (2) to encourage the continued improvement and evolution of the metropolitan and statewide transportation planning processes by metropolitan planning organizations, State departments of transportation, and public transit operators";

WHEREAS, a transportation planning process includes the operational procedures and working arrangements by which short and long-range transportation plans are soundly conceived and developed and continuously

evaluated in a manner that will:

1. Assist governing bodies and official agencies in determining courses of action and in formulating attainable capital improvement programs in anticipation of community needs; and,
2. Guide private individuals and groups in planning their decisions, which can be important factors in the pattern of future development and redevelopment of the area;

WHEREAS, Chapter 136, Article 3A, Section 136-66.2(a) of the General Statutes of North Carolina requires that:

“Each MPO, with cooperation of the Department of Transportation, shall develop a comprehensive transportation plan in accordance with 23 U.S.C. § 134. In addition, an MPO may include projects in its transportation plan that are not included in a financially constrained plan or are anticipated

to be needed beyond the horizon year as required by 23 U.S.C. § 134. For municipalities located within an MPO, the development of a comprehensive transportation plan will take place through the metropolitan planning organization. For purposes of transportation planning and programming, the MPO shall represent the municipality's interests to the Department of Transportation.”;

WHEREAS, Chapter 136, Article 3A, Section 136-66.2(b) and (b2) - (b4) of the N.C. General Statutes provides in relevant part that:

“After completion and analysis of the plan, the plan shall be adopted by both the governing body of the municipality or MPO and the Department of Transportation as the basis for future transportation improvements in and around the municipality or within the MPO. The governing body of the municipality and the Department of Transportation shall reach agreement as to which of the existing and proposed streets and highways included in the adopted plan will be a part of the State highway system and which streets will be a part of the municipal street system. As used in this Article, the State highway system shall mean both the primary highway system of the State and the secondary road system of the State within municipalities.

The municipality or the MPO shall provide opportunity for public comments prior to adoption of the transportation plan.

For portions of a county located within an MPO, the development of a comprehensive transportation plan shall take place through the metropolitan planning organization.

To complement the roadway element of the transportation plan, municipalities and MPOs may develop a collector street plan to assist in developing the roadway network. The Department of Transportation may review and provide comments but is not required to provide approval of the collector street plan.”;

WHEREAS, Chapter 136, Article 3A, Section 136-66.2(d) of the N.C. General Statutes provides in relevant part that:

“For MPOs, either the MPO or the Department of Transportation may propose changes in the plan at any time by giving notice to the other party, but no change shall be effective until it is adopted by both the Department of Transportation and the MPO.”;

WHEREAS, it is the desire of the State, the Municipalities, the Counties, and the ~~MTC~~ MPTA, in cooperation with the U.S. Department of Transportation, that their previously established continuing, comprehensive, and cooperative transportation planning process, as set forth in their Memorandum of Understanding effective as of October 10, 2013, be amended and restated to comply with 23 U.S.C. § 134 (Federal Highway Administration), 49 U.S.C. §§ 5303, 5305, 5306, and 5307 (Federal Transit Administration), and N.C. Gen. Stat. § 136-200.2; and

WHEREAS, the effective date of this document shall be the date on which it is signed by the Governor of the State of North Carolina, or his designee.

NOW, THEREFORE, the Memorandum of Understanding is amended and restated to read as follows:

SECTION I. It is hereby agreed that the State, the Municipalities, the Counties, and the ~~MTC~~ MPTA, as successor to the MTC, in cooperation with the U.S. Department of Transportation, will participate in a continuing transportation planning process with responsibilities and undertakings as related in the following paragraphs:

- A. The Charlotte Regional Transportation Planning Organization, hereinafter referred to as the CRTPO, is hereby established and shall include the State, the Municipalities, the Counties, the ~~MTC~~ MPTA, successor entity to the MTC, and the various agencies and units of local, State, and Federal government participating in the transportation planning for the area and listed as a non-voting members in Section I.H below.
- B. The area involved will consist of the Charlotte Urban Area as defined by the United States Department of Commerce, Bureau of the Census, in addition to that area beyond the Charlotte Urban Area that is expected to become urban within a twenty-year planning period (collectively referred to as the Planning Area).

Portions of the Charlotte Urban Area located in the following counties are by agreement with adjacent metropolitan planning organizations (MPOs) not part of the Planning Area: Cabarrus, Catawba, Gaston, Lancaster, Lincoln and York. The responsibility for implementing a continuing transportation planning process shall be the responsibility of those MPOs, as noted in the mutually adopted agreements between the CRTPO and the adjacent MPOs.

- C. The continuing transportation planning process will be a cooperative

one and all planning discussions will be reflective of and responsive to the comprehensive plans for growth and development of the Planning Area.

- D. The continuing transportation planning process will be conducted in accordance with the intent, procedures, and programs of Title VI of the Civil Rights Act of 1964, as amended.
- E. The CRTPO shall maintain a centralized information repository including, but not limited to, the Metropolitan Transportation Plan; the Comprehensive Transportation Plan; the Unified Planning Work Program (UPWP); air-quality conformity analysis; the Bylaws and membership lists of CRTPO and its Technical Coordinating Committee (TCC); copies of all final environmental studies, public hearing maps, roadway corridor official maps, and noise reports on projects within the Planning Area; copies of adopted transportation project alignments; the Transportation Improvement Program (local and state); and any other appropriate archival information. The CRTPO shall endeavor, through the affected local governments and appropriate technological means, to make this information easily available to local governments, residents, and individuals involved in land development and real estate transactions.
- F. A Policy Board is hereby established with responsibility for cooperative transportation planning decision making for the CRTPO and coordinating transportation policy of the Municipalities and Counties within the Planning Area.
- G. The duties and responsibilities of the Policy Board are as follows:
 - 1. The Policy Board, in cooperation with the State and publicly owned operators of mass transportation services, shall be responsible for carrying out the urban transportation planning process specified by the U.S. Department of Transportation.
 - 2. The Policy Board shall be the forum for cooperative decision-making by elected officials of the Municipalities and Counties and by the other members of the Policy Board. However, this shall not limit the Policy Board's local responsibility for (a) ensuring that the transportation planning process and the plans and improvement projects that emerge from that process are consistent with the policies and desires of the Municipalities and Counties; nor, (b) serving as a forum for the resolution of conflicts that arise while developing the UPWP, Metropolitan Transportation Plan, and Transportation Improvement Program.
 - 3. The Policy Board shall review and approve the UPWP, Metropolitan Transportation Plan, and Transportation Improvement Program (or any amendments thereto).
 - 4. The Policy Board shall be responsible for adopting and amending the

Comprehensive Transportation Plan. Action of the Policy Board in this regard (and this regard only) shall be construed as definitive action of any and all affected Municipalities and shall meet the statutory requirement of G.S. 136-66.2(b) without further action of the Municipality(ies).

5. The Policy Board shall have the responsibility for: keeping the Boards of the Municipalities and Counties informed of the status and requirements of the transportation planning process; assisting in the dissemination and clarification of the decisions, inclinations, and policies of those Boards; and ensuring meaningful resident participation in the transportation planning process.
6. The Policy Board shall review, approve, and endorse changes to the Federal-Aid Urban Area System and Boundary, in conformance with Federal regulations.
7. The Policy Board shall review, approve, and endorse a Prospectus for transportation planning that defines work tasks and responsibilities for the various governing bodies and agencies participating in the transportation planning process.
8. The Policy Board shall conduct the transportation planning process in conformance with the Clean Air Act, as amended.

The Policy Board is responsible for conducting public involvement and technical analyses to determine the preliminary alignments for transportation projects included in the Comprehensive Transportation Plan and Metropolitan Transportation Plan. For mass transit projects, CRTPO will work in cooperation with the Charlotte Area Transit System, (until such time as it becomes part of the MPTA) and the Metropolitan Public Transportation Authority Transit Commission, or any other relevant governmental agency that has jurisdiction in the CRTPO planning area. These alignments will be used by local jurisdictions through their land development ordinances for right-of-way protection purposes. Once the Policy Board has adopted an alignment, it can be modified only by official Policy Board action as outlined in the Bylaws of the CRTPO and the TCC and in accordance with any applicable procedures detailed in the Public Involvement Plan.

The Policy Board will adopt an alignment for right-of-way purposes even if it was produced through a State or locally funded environmental study process.

All Policy Board alignment decisions are subject to the voting rules contained in Section I.I of this Memorandum of Understanding.

9. Each Municipality's or County's member of the Policy Board shall be responsible for instructing the clerk of his/her local government to submit certified and sealed copies of minutes or resolutions to the

secretary of the CRTPO when formal action involving the Comprehensive Transportation Plan is taken by his/her local government.

10. The Policy Board is responsible for the distribution of funds allocated to the CRTPO under the provisions of the federal Infrastructure Investment and Jobs Act, and successor legislation.
 11. The Policy Board shall adopt a set of Bylaws for the CRTPO. Amendments to the Bylaws shall be approved by a vote according to Section I.I.6 below.
 12. The Policy Board shall have the primary responsibility for facilitating resident input into the continuing transportation planning process.
 13. Any other duties the Policy Board identifies as necessary to further facilitate the transportation planning process.
- H. The Policy Board shall consist of both voting and non-voting members. The Policy Board shall have a Chairperson and Vice-Chairperson elected in accordance with the CRTPO Bylaws and shall meet in accordance with the Bylaws.

Voting membership: The voting members of the Policy Board shall consist of the Chief Elected Official (or a single representative designated by the Chief Elected Official) of each Municipality and County, as well as two members from the North Carolina Board of Transportation (as specified below) and one member representing the MPTA ~~MTC~~. The Chief Elected Official of each Municipality and County is strongly encouraged to designate an alternate, in accordance with the rules contained within the CRTPO Bylaws.

Each voting member shall have the indicated number of votes below for its respective governing body or agency for all voting purposes:

Unit	Number of votes
City of Charlotte	31
Town of Cornelius	2
Town of Davidson	1
Town of Fairview	1
Town of Huntersville	3
Town of Indian Trail	2
Iredell County	3
Town of Marshville	1
Village of Marvin	1
Town of Matthews	2
Mecklenburg County	3
Town of Mineral Springs	1
Town of Mint Hill	2

City of Monroe	2
Town of Mooresville	3
Town of Pineville	1
Town of Stallings	1
City of Statesville	2
Town of Troutman	1
Union County	3
Town of Waxhaw	2
Town of Weddington	1
Village of Wesley Chapel	1
Town of Wingate	1
N.C. Board of Transportation (Division 10)	1
N.C. Board of Transportation (Division 12)	1
<u>Metropolitan Transit Commission</u> <u>Metropolitan Public Transportation Authority</u>	1
Total	74

Voting members will vote on matters pursuant to the authority granted by their respective governmental bodies. The term of any voting member that is designated by a Chief Elected Official shall be one calendar year from the date of designation.

Any municipality that does not act to adopt this Memorandum of Understanding by its effective date, and is otherwise eligible for voting membership, may still qualify to have a voting member on the Policy Board if it adopts this Memorandum of Understanding within three months after its effective date. The effective date shall be defined as the date on which the Governor of the State of North Carolina, or his designee, signs this Memorandum of Understanding.

A municipality within the Planning Area must have a local land use plan and development ordinance in place in order to be a voting member. A county other than Iredell, Mecklenburg, and Union that becomes part of the Planning Area in whole or in part with at least 5,000 persons in the unincorporated area will also be eligible to have a voting member on the Policy Board if such county adopts this Memorandum of Understanding and its membership is approved by the Policy Board.

Non-voting membership: One representative from each of the following bodies will serve as a non-voting member of the Policy Board:

- Charlotte-Mecklenburg Planning Commission
- Iredell County Planning Board
- Union County Planning Board
- U.S. Department of Transportation - FHWA, FTA

Other local, State, or Federal agencies impacting transportation in the

Planning Area, as well as municipalities in the Planning Area that do not otherwise qualify for voting membership, can become non-voting members upon invitation by the Policy Board.

I. Policy Board Voting Rules

1. Quorum for Policy Board meetings shall be established in accordance with the CRTPO Bylaws.
2. Each voting member of the Policy Board shall be eligible to vote and shall qualify as an "Eligible Member"; provided, however, a Municipality or County must be in good standing, as defined in Section I.L of this document, for its voting member to be an Eligible Member.
3. At Policy Board meetings where a quorum is present, an affirmative vote of the Eligible Members having at least a simple majority of the total votes cast by Eligible Members (according to the table in Section I.H above) shall determine all issues, except as provided in paragraphs 4, 5, and 6 below.
4. When any transportation project concerns a road that does not carry an Interstate, U.S., or N.C. route designation, and is totally contained within a single Municipality's corporate limits or sphere of influence, its alignment shall not be determined by the Policy Board without the consent of such Municipality.
5. When any transportation project concerns a road that does not carry an Interstate, U.S. or N.C route designation and is within a Municipality's corporate limits or sphere of influence, the Policy Board cannot override the position of such Municipality about the alignment of the road only within its corporate limits or sphere of influence, but not outside its corporate limits or sphere of influence. However, the position of such a Municipality can be overridden by an affirmative vote of the Eligible Members having at least a $\frac{3}{4}$ supermajority of the total votes held by Eligible Members (according to the table in Section I.H above). Such vote must occur at a Policy Board meeting where a quorum is present.
6. Amendments to this Memorandum of Understanding or the CRTPO Bylaws require an affirmative vote of the Eligible Members having at least a $\frac{3}{4}$ supermajority of the total votes held by Eligible Members (according to the table in Section I.H above). Such vote must occur at a Policy Board meeting where a quorum is present.

- J. A Technical Coordinating Committee, also referred to herein as the TCC, shall be established with the responsibility for (1) general review, guidance, and coordination of the transportation planning process for the Planning Area; (2) making recommendations to the respective local and State governmental

agencies and the Policy Board regarding any necessary actions relating to the continuing transportation planning process; (3) facilitating coordination and communication between the State, the Municipalities, the Counties, the MTC MPTA, and other member agencies of the TCC; (4) facilitating coordination of transportation planning with other planning efforts, such as those concerning land use, public utilities, and maintenance of air quality; and (5) facilitating public involvement and resident participation regarding transportation planning issues. The TCC shall also be responsible for the development, review, and recommendation for approval of the Prospectus, UPWP, Comprehensive Transportation Plan, Transportation Improvement Program, Federal-Aid Urban System and Boundary, and Metropolitan Transportation Plan, and planning resident participation.

Membership of the TCC shall be defined according to the TCC's Bylaws and shall include technical representation from all local, county and State governmental agencies directly related to and concerned with the transportation planning process for the Planning Area.

A TCC member (or alternate) cannot be an elected official of any Municipality or County. TCC members from the Municipalities shall be the chief administrative officers (i.e. city/town managers) or their designees. TCC members from other entities may be their chief administrative officers or their designees. TCC members must be employees of the governing body or agency they represent. Each TCC member shall have one vote.

- K. Administrative coordination for the Policy Board and TCC will be performed by the Charlotte Planning, Design & Development Department's Regional Transportation Planning Division Manager (Division Manager), in collaboration with the Chairperson of the Policy Board. Administrative support shall be furnished by the Director of the Charlotte Planning, Design & Development Department. The Division Manager shall supervise additional CRTPO staff as necessary and approved in the annual work program. The Division Manager, or their designee, will serve as the Secretary for the Policy Board and TCC with the responsibility for such functions as follows:
- a. Arranging meetings and agendas
 - b. Maintaining minutes and records
 - c. Preparing the Prospectus and UPWP
 - d. Assembling and publishing the Transportation Improvement Program
 - e. Preparing the Metropolitan Transportation Plan
 - f. Collecting from Municipalities and Counties certified and sealed minutes and resolutions that document transportation plan revisions and submitting these for mutual adoption by the North Carolina Department of Transportation annually or more often if deemed necessary by the Policy Board or the Municipalities or Counties involved.

- g. Monitoring the transportation planning process to ensure its execution is in accordance with the CRTPO's goals and objectives
- h. Performing other coordinating functions as assigned by the Policy Board
- i. Taking lead responsibility for structuring public involvement in the transportation planning process
- j. Preparing the quarterly reimbursement requests for Section 104(f) planning funds and Section 5303 funds.
- k. Supervising CRTPO staff

The Division Manager shall be hired by the Director of the Charlotte Planning, Design & Development Department. The Division Manager shall regularly report to the Policy Board and TCC on coordination activities and shall electronically or in writing inform interested parties of actions scheduled for consideration by the Policy Board and TCC.

L. Federal Aid Transportation Planning Grant Funds

- a. All transportation and related Federal Aid planning grant funds available to promote the cooperative transportation planning process will be expended in accordance with the UPWP adopted by the Policy Board.

The required local match for Section 5303 funds shall be paid by the Municipality or County that is using such funds. The required local match for Section 104(f) planning funds shall be shared among all Municipalities and Counties pro rata based on population. The population totals used to calculate a Municipality's or County's pro rata share shall be based upon the most recent decennial Census.

- b. A Municipality or County providing its share of the local-match funding by the beginning of the next Federal fiscal year shall be considered in good standing. Any Municipality or County not providing its share of the funding by the beginning of the next Federal fiscal year shall not be in a good standing during the next two Federal fiscal years.

Administration of funding in support of the transportation planning process on behalf of the CRTPO will be conducted by the City of Charlotte, which will execute appropriate agreements with funding agencies as provided by the UPWP.

SECTION II. The State, the Municipalities, the Counties, and the ~~MTF~~ MPTA may terminate their participation in the continuing transportation planning process and the CRTPO by giving 30 calendar days written notice to the Policy Board Chairperson prior to the date of termination. When annexation occurs and a Municipality's boundaries extend beyond the Planning Area, the newly expanded boundaries will automatically become part of the Planning Area and will be so designated on the Comprehensive Transportation Plan within 60 calendar days of the annexation. It is further agreed that the State, the Municipalities, the Counties, and the ~~MTF~~ MPTA will assist in the transportation planning process by providing

planning assistance, data, and inventories in accordance with the Prospectus. Additionally, the Municipalities and Counties shall coordinate zoning and subdivision approval in accordance with the adopted Comprehensive Transportation Plan.

SECTION III. In witness whereof, the Division Administrator (Federal Highway Administration), on behalf of the United States Department of Transportation, and the Secretary of Transportation, on behalf of the Governor of the State of North Carolina, have signed this Memorandum of Understanding and the other parties to this Memorandum of Understanding have authorized appropriate officials to sign the same, the City of Charlotte by its Mayor, the Town of Cornelius by its Mayor, the Town of Davidson by its Mayor, the Town of Fairview by its Mayor, the Town of Huntersville by its Mayor, the Town of Indian Trail by its Mayor, Iredell County by the Chair of its Board of Commissioners, the Town of Marshville by its Mayor, the Village of Marvin by its Mayor, the Town of Matthews by its Mayor, Mecklenburg County by the Chair of its Board of Commissioners, the Town of Mineral Springs by its Mayor, the Town of Mint Hill by its Mayor, the City of Monroe by its Mayor, the Town of Mooresville by its Mayor, the Town of Pineville by its Mayor, the Town of Stallings by its Mayor, the City of Statesville by its Mayor, the Town of Troutman by its Mayor, Union County by the Chair of its Board of Commissioners, the Town of Waxhaw by its Mayor, the Town of Weddington by its Mayor, the Village of Wesley Chapel by its Mayor, the Town of Wingate by its Mayor, and the Metropolitan Transit Commission by its Chair and the Metropolitan Public Transportation Authority, by its Chair, as successor to the Metropolitan Transit Commission.

CHARLOTTE REGIONAL TRANSPORTATION PLANNING ORGANIZATION BYLAWS

Adopted February 19, 2014
Revision 1: September 17, 2014
Revision 2: May 20, 2020
Revision 3: September 15, 2021
Revision 4: June 18, 2025
Revision 5: June 17, 2026

ARTICLE I - NAME

The name of this organization shall be the Charlotte Regional Transportation Planning Organization (CRTPO), which serves as the metropolitan planning organization (MPO) policy board for the Charlotte urban area. It establishes a Policy Board that will have the responsibility for cooperative transportation planning decision making for the CRTPO and coordinating transportation policy within the CRTPO portion of the Charlotte Urban Area. The Policy Board shall hereinafter be referred to as the "board."

ARTICLE II - DUTIES AND RESPONSIBILITIES

The duties and responsibilities of the board shall be those set out in Section I (G) of the Charlotte Regional Transportation Planning Organization Memorandum of Understanding, approved by the board on ~~July 17, 2024~~ June 17, 2026.

ARTICLE III - MEMBERS

Section 1 - Number and Qualifications

As specified in the Memorandum of Understanding, the board shall consist of voting members that are the chief elected officials (unless a single official is designated by the chief elected official) from the municipalities and counties that are within the planning area of the Charlotte Regional Transportation Planning Organization. The North Carolina Board of Transportation shall be represented by those members appointed to serve Division 10 and Division 12 and the ~~Metropolitan Transit Commission (MTC)~~ Metropolitan Public Transportation Authority (MPTA) shall be represented by a voting member of the ~~MTC~~ MPTA. The Chief Elected Official of each Municipality and County is strongly encouraged to designate an alternate. Nonvoting members shall be those from the Charlotte-Mecklenburg Planning Commission, Iredell County Planning

Board, Union County Land Use Board, Federal Highway Administration, the North Carolina Turnpike Authority, and any jurisdiction in the planning area not eligible for voting membership. Technical Coordinating Committee members shall not be voting members of the board.

Section 2 - Terms of Office

Members shall remain in office until a successor has been duly elected or until his/her earlier death, resignation, disqualification, incapacity to serve, or removal in accordance with applicable law.

Section 3 - Alternates

Each chief elected official may appoint an alternate member or alternate members to its representative provided each alternate also meets the same qualifications of membership. That alternate member may serve as a full voting member during any meeting where that board's representative is not in attendance. Proxy and absentee voting are not permitted.

Section 4 - NC State Government Ethics Act

Every voting member shall comply with the State Ethics Act as per Chapter 138A of the NC General Statutes. This includes the affirmative duty to (a) annually file a Statement of Economic Interest, (b) report potential conflicts, and (c) recuse from voting or discussing issues on which the attending member has an identified conflict of interest.

ARTICLE IV - OFFICERS

Section 1 - Officers Defined

The officers of the board shall consist of a Chair and Vice-Chair.

Section 2 - Elections

The Chair and Vice-Chair shall be elected annually at the first regularly scheduled meeting of the calendar year. The newly elected Chair and Vice-Chair shall take office immediately following the election. The Chair must have served as a board member (delegate) for one year immediately prior.

Additional elections may be held if either the Chair or Vice-Chair cannot carry out their duties and complete the remainder of the appointed term.

Section 3 - Terms of Office

The term of office for officers shall be one year. Officers may serve no

more than three consecutive one-year terms in the specific office to which they were originally elected, Chair or Vice-Chair. This does not prohibit them from being elected to a future term.

Section 4 - Duties of Officers

The Chair shall call and preside at meetings, committee meetings, and set the order of business for each meeting. In the Chair's absence, the Vice-Chair shall preside and complete all other duties of the Chair. In the event that the Chair is unable to carry out their duties for the remainder of their term, the Vice-Chair shall carry out the functions of the Chair for the remainder of the year. The Chair, or in their absence, the Vice-Chair, shall have the ability to create committees to handle issues related to the work of CRTPO. The Chair may, at the request of a Committee Chair, or a majority of a committee, create a subcommittee that would be chaired by a member designated by the Chair, or the Chair, if the Chair believes that is appropriate. The Chair also has the authority to approve minor budget amendments of the Unified Planning Work Program (UPWP) that will not change the scope of the UPWP and do not exceed 5% of the total local area budget for the UPWP. Any minor budget amendments will be reported to the Board at a future meeting of the Board, and no later than the end of the fiscal year then pending.

Section 5 - Duties of the Secretary

The Secretary shall provide or otherwise delegate staff service for the board, as needed, and will be responsible for taking summary minutes of the board's proceedings. The Secretary will maintain a current copy of these Bylaws as an addendum to the Memorandum of Understanding, to be distributed to the public upon request.

ARTICLE V - MEETINGS

Section 1 - Regular Meetings

Meetings will be held on the third Wednesday of each month. The Chair may cancel regular meetings should there be insufficient business on the board's tentative agenda.

Section 2 - Special Meetings

Special meetings may be called by the Chair with three (3) days notice, or at the request of the majority of the eligible voting members. Whenever possible, at least seven (7) days notice shall be given.

Section 3 - Quorums

A quorum of the board shall be constituted by the presence of:

- at least ten (10) of the eligible voting members in attendance at the beginning of the meeting; and
- who together represent a minimum of 51% of the weighted votes; and
- that qualified voting members from jurisdictions representing at least two counties must be present.

Meeting in-person is the preferred attendance option. Barring a decision by the Chair that the meeting should be held remotely, in accordance with criteria listed below, board meetings will be in person, and board members must attend in-person for quorum determination and participation in any votes taken. The meeting will be live-streamed on the CRTPO's social media account of its choosing, and can be viewed after the meeting has ended.

The Chair, after consulting with the Secretary to determine whether a remote meeting is necessary for the board to conduct its business, may declare that the meeting will be remote. Criteria permitting a remote meeting may include:

- a. adverse weather events;
- b. a declaration of a local, regional, or statewide state of emergency in accordance with Chapter 166A of the North Carolina General Statutes, or national state of emergency declared by the President of the United States;
- c. other events that in the determination of the Chair, merit a remote meeting in the best interests of the board and its members.

When a remote meeting has been declared, quorum and voting shall be determined in the same manner as if the meeting took place in person.

When circumstances allow, a minimum three (3) day notice will be required for a shift to a virtual meeting.

Acceptable forms of remote participation consist of the use of online meeting software, teleconferencing and/or livestreaming of the meeting. At a minimum, a call-in telephone number must be provided to constitute remote participation to achieve a quorum for voting members.

Remote participation by residents must be incorporated into the process and must be announced on the CRTPO website and social media if the Chair has suspended the requirement for in-person

attendance of voting board members. Emergency meetings may be called on short notice, and residents should be notified by media release as soon as possible.

Section 4 - Attendance

Each member shall be expected to attend each regular meeting. When voting members (or their authorized alternates) do not attend three (3) consecutive board meetings, the Secretary will send to the chief elected officer of that jurisdiction a letter indicating the number of absences and requesting reaffirmation or re-designation of the jurisdiction's representative.

Section 5 - Agenda

The agenda is a list of considerations for discussion at a meeting. Items on the agenda originate as a carryover from previous board meetings or are placed on the agenda prior to its distribution by any member of the board, with the consent of the Chair, such consent to not be unreasonably withheld, or by the request of the Chair of TCC or the board Secretary. Additional items may be placed on the regular agenda, normally following discussion of the last item on the regular agenda, as long as a majority concurrence of the present and eligible voting members is received.

Organizations wishing to make presentations to the board must contact the Secretary at least 10 days prior to meeting. The Secretary shall consult with the Chair to determine if the presentation should take place during the public comment period or be added as a regular agenda item. Presentations added to the regular agenda shall be limited to 15 minutes.

The board and all committees shall conduct their business in compliance with the State of North Carolina's Open Meetings Law.

Section 6 - Voting Procedures

The Chair and any member may call for a vote on any issue, provided that it is seconded and within the purposes set forth in Article II and provided the issue is on the agenda as outlined in Section 5 of this article. Only the Chair, board voting members, or qualified alternates to voting members, are permitted to vote. Non-voting members and unauthorized alternates are not permitted to vote. Any member not providing its share of the funding as outlined in Section (I)L of the Memorandum of Understanding will not be eligible to vote.

Abstentions shall be considered affirmative votes. By approval of the board, a member may withdraw from voting on an issue. In the absence of any direction from these Bylaws or other duly adopted voting procedures pursuant to certain approval actions, *Robert's Rules*

of Order, Newly Revised will designate procedures governing voting. If any applicable provisions of North Carolina law govern voting of the board, those provisions shall control.

Section 7 - Public Comment Procedures

- Each board agenda shall provide a public comment period.
- An individual speaker's time to address the board shall be limited to three (3) minutes.
- The public comment period shall be limited to 20 minutes.
- There will be a mechanism to provide public comment remotely during hybrid or remote meetings and announced on the website and social media. The same limits and rules of decorum apply.
- The Chair has the discretion to modify the above rules.

ARTICLE VI - PARLIAMENTARY PROCEDURES

The rules contained in the current edition of *Robert's Rules of Order, Newly Revised* shall govern the board in all cases to which they are applicable and in which they are not inconsistent with the *Memorandum of Understanding*, these Bylaws and any special rules of order the board may adopt.

ARTICLE VII - AMENDMENTS TO BYLAWS

Amendments to these Bylaws of the board shall require the affirmative vote of at least three-quarters of the total board's weighted vote, provided that written notice of the proposed amendment has been received by each member at least seven (7) days prior to the meeting at which the amendment is to be considered and provided that such amendment does not conflict with the letter or fundamental intent of the *Memorandum of Understanding* governing this document. In the event of any conflict, the *Memorandum of Understanding* shall carry precedence over these Bylaws.

9/17/14 Revision 1

The board approved a revision to Article IV, Section 1 to state that the Metropolitan Transit Commission (MTC) representative must be a MTC voting member and that TCC members may not serve as voting members of the board.

5/20/20 Revision 2

The board approved the following revisions to the bylaws on 5/20/20:

- *Reference change from MPO to “board” throughout document, since the board is the MPO policy board of the CRTPO.*
- *Revision to Article IV, Section 3 to allow for the Chair to suspend the Bylaws requirement for physical attendance to constitute a quorum when a State of Emergency has been declared by the Governor or one of the CRTPO counties.*

9/15/21 Revision 3

- *Modification of the term ‘Chairman’ to ‘Chair’ throughout the bylaws document.*
- *Revision to the modifications within Article IV, Section 3 of the bylaws to clarify that the Chair can use discretion to call for a full-remote or hybrid meeting option based upon circumstances related to agenda content and/or the safety and security of board members that must travel to the meeting. The bylaws specify that meeting in-person is the preferred option. The Chair must approve the shift to a remote meeting at least 3 days prior to the scheduled day of meeting.*
- *Addition of text in Article IV, Section 7 to allow for public comment to be conducted remotely during hybrid or remote meetings.*

6/18/2025 Revision 4

The Board is asked to make the following revisions to the bylaws in May of 2025.

- *Major purpose of revisions is to align bylaws with 2024 Version of the Memorandum of Understanding approved in July of 2024.*
- *Article I revision is to align bylaws with new MOU reference to Policy Board throughout and to clarify that the Policy Board is the MPO entity that will be the decision-making body.*
- *Article II revisions are to delete former purpose and goals and refer solely to duties and responsibilities as stated on July 2024 MOU. This also allows for the removal of the current Article III, which requires all remaining articles to be renumbered accordingly.*
- *Former Article IV, Section 1, is renumbered as Article III, Section 1 and corrects the name of the Union County Land Use Board and adds the North Carolina Turnpike Authority.*
- *Former Article IV, Section 2, is now Article III, Section 2, and clarifies removal law to be the law applicable to such removal.*
- *Former Article V, Section 4, is now Article IV, Section 4. It removes references to subcommittees as any committees established by or for the board are committees and not*

subcommittees. The ability though to create subcommittees of a committee is preserved if needed. The changes also make clear that the Chair, or Vice-Chair, in the Chair's absence, may create committees. An additional change also allows the Chair to approve minor budget changes to the Unified Planning Work Program (UPWP), minor being 5% or less, so long as those changes do not affect the scope of the UPWP.

- *Former Article VI, Section 3, is renumbered Article V, Section 3. The revisions to the section clarify that the preferred method of meeting is in person. However, it clarifies when remote meetings may be declared by the Chair, and that quorum and voting is calculated the same as if the meeting was in person.*
- *Former Article VI, Section 6 is now Article V, Section 6. The revision allows for the potential of a change in State law that would govern MPO voting. While not something anticipated to happen, it is present in the situation that the General Assembly believes a modification is appropriate.*
- *Former Article VIII is renumbered Article VII. It makes the number of votes necessary for amendments to the bylaws consistent with the number of votes required to amend the Memorandum of Understanding.*

6/17/26 Revision 5

- *Revisions are to eliminate references to the Metropolitan Transit Commission and replace it with the Metropolitan Public Transportation Authority ("MPTA") in accordance with the PAVE Act, Session Law 2025-39 (House Bill 948). Major revisions are all to Article III, Section 1.*

Charlotte Regional Transportation Planning Organization

Information Item Summary

Agenda Item 6

Subject: 2028-2037 TIP Development Process (NCDOT Prioritization 8.0) Update

Action Requested: FYI.

Background:

- NCDOT Prioritization 8.0 will develop the 2028-2037 TIP.
- The process will conclude with the release of the draft 2028-2037 TIP in January of 2027.
- The purpose of this presentation is to share an update of the Local Input Points allocation process.
- Action will be requested for the Board to open a public comment period on the draft local input point assignment during the July 15 meeting.

Attachments: [P8.0 Statewide Mobility Highway Project Funding Status](#); [P8.0 Statewide Mobility Non-Highway Project Funding Status](#); [P8.0 Regional Impact Highway](#); [P8.0 Regional Impact Non-Highway](#); [P8.0 Division Needs Highway](#); [P8.0 Division Needs Non-Highway](#); [CRTPO P8.0 Local Input Point Methodology](#)

Charlotte Regional Transportation Planning Organization

Information Item Summary

Agenda Item 7

Subject: Joint Legislative Priorities Coalition

Action Requested: FYI.

Background:

- The Joint Legislative Priorities Coalition was formed by the CRTPO and the Gaston, Cleveland, Lincoln MPO (GCLMPO) following the 2025 joint meeting.
- Its purpose is to inform CRTPO and GCLMPO leaders of key state and federal policy, funding and legislative proposals impacting transportation in the region, create a shared understanding of the federal and state policy and funding landscape, and identify policies and activities where it makes sense to coordinate and speak with unified voice.
- The final coalition meeting was held on June 4. The presentation's purpose is to review the coalition's work and discuss next steps.

Charlotte Regional Transportation Planning Organization

Information Item Summary

Agenda Item 8

Subject: BUILD America 250 Act

Action Requested: FYI.

Background:

- The House Transportation & Infrastructure Committee released the legislative text for the next transportation reauthorization bill, titled the "Building Unrivaled Infrastructure and Long-term Development (BUILD) for America's 250th Act."
- The Build America 250 Act would authorize approximately \$580 billion dollars with 90% (\$474B) provided through formula funding.
- There is no timeline yet for when House leadership will bring the legislation to the House floor for consideration.

Charlotte Regional Transportation Planning Organization

Information Item Summary

Agenda Item 11

Subject: NCDOT I-77 South Express Lanes Update

Action Requested: FYI.

Background:

- Any available updates on the NCDOT I-77 South Express Lanes project will be shared with the Board.