Charlotte Region Transportation Planning Organizations Collaborating for Success

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Presentation Overview

- Introductions & Objectives
- Background & Context
- Initiatives – Case Study Format
- Key Takeaways
- Questions?
Residents said more transportation choices are important to their quality of life and health. Encouraging alternative development patterns (e.g., TOD), building and retrofitting complete streets, and developing bike and walking trails are just a few ways to ensure that residents of the CONNECT region have the option to choose a variety of transportation modes.
How to define the region... it depends!
Providing Context

◦ 2015 – Roughly 2.4 million residents but by 2050 anticipate adding 1.8 million by 2050. Roughly 2 new Charlotte by 2050.
◦ ~140 people per day are moving to the CLT region
◦ The region has rural, suburban, & urban aspects
◦ Transportation choices ranges from scooters, to transit, to car-centric.
Caveats (if we’re being honest)

There are challenges to collaboration, and these usually are:

- Lack of time on all parties
- Differing philosophies - Urban, suburban, rural
- Sense of urgency and need the need for collaboration
- Competing and/or inequitable resources
- Differing prioritization approaches

There are activities that the region is doing to overcome these barriers:

- CRAFT
- COGs – CCOG & CRCOG
Objectives for the session

- Learn about the tools and processes that CLT region uses for collaboration
- Learn about why collaboration is necessary across sectors and jurisdictions in the CLT region
- Ways that our successes and setbacks can help you navigate collaboration
Charlotte Region’s Initiatives - Case Study Outline

Who was involved

How we selected the team & stakeholders

Why & how we collaborated as a team

Why & how we collaborated with stakeholders

Lessons Learned
The Greater Charlotte Regional Freight Mobility Plan - 2016

TO PROVIDE AN EFFICIENT, RELIABLE, SAFE, AND SUSTAINABLE FREIGHT TRANSPORTATION SYSTEM.
Plan Development Stakeholders

Coordinating Committee
- 22 Members
- Federal, State, and Local
- Technical Oversight

Steering Committee
- 63 Members
- Transportation & economic development partners
- Policy-level

Freight Advisory Committee
- 20 Members
- Private-sector freight
- Guide implementation of Freight Plan

Surveys/Interviews
- Web-based survey
- Phone interviews
- Private & public stakeholders

“Highest priorities for private sector freight are congestion relief and travel time reliability.”
Implementation – Public Sector

Public Sector

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Regional Freight Plan
What we learned

- First regional freight plan
- Private sector involvement in the planning process and continued into implementation to guide and inform
- Plug-n-play – make adoption and implementation as easy and likely as possible
- Keeping stakeholders involved
- Melding three focus areas together – land use, transportation, and economic development
Connected & Autonomous Vehicle Task Force

Greater Charlotte Region
CAV Task Force – Why, Who & How

Why:
◦ Prepare the region for a connected & autonomous future

Who’s involved:
◦ Public sector – transportation, land use, and elected officials
◦ Private sector – fleet management and technology representatives

How:
◦ Educational session with expert speakers
◦ Coordination with transportation planning plans and processes
CAV Task Force Lessons Learned

- Educate on new transformative and disruptive technology
- Cross-pollination between transportation, land use, elected officials and private sector
Joint MPO Meetings

Why:
◦ to mend fences and build relationships across political jurisdictions

Who:
◦ Board members of both MPOs

How:
◦ networking and educational dinner
Joint MPO Meetings – Lessons Learned

- There is commonality
- Logistically difficult but good results
- CCOG convener (practical (capacity issues) but also relationships across the two MPOs and dog in that fight
Coordinated Population & Employment Forecasts and Allocation

Why:
• Regional Travel Demand Model
• Consistent, replicable, documented, and defensible estimation & forecasting

Who:
• COGs and some TPOs
• Bottom-up – information is coming from the communities
Coordinated Population & Employment Forecasts and Allocation

How:

- Coordinating population & employment forecasts
- Scenario Planning Model develop land use growth as an input to the Travel Demand Model

Lessons Learned:

- Better data in means better data for the Travel Demand Model and consistent across the region
- Buy-in from local communities because of the bottom-up approach
Intelligent Transportation Systems (ITS) Strategic Deployment Plan

- Recommendation from the Regional Freight Plan
- Charlotte region’s ITS SDP is from 2001.
Proposed Geography

Greater Charlotte Region

TSMO / ITS Strategic Deployment Plan
ITS SDP - Collaborating with new partners

- Building support with new partners
- Meeting needs of diverse region and interests of partners
- Established a working group to build support and agreement for ITS SDP with subgroup to develop a scope of work
- Coordinating funding requests
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<td>Political influence</td>
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<td>Coordination across organizations = communication</td>
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<td>It’s not always sunshine and rainbows</td>
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<td>Competing interests and priorities</td>
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Regional Transit Plan

Why:
- We can’t build our way out of it
- Mobility, access, and choice
- Land use & economic development

How:
- Funding from all MPOs & DOTs
- 2 years of engagement efforts to show resident and businesses support for regional transit (not top down)
- All Transit agencies (4 fixed and human services)
- TOD – silver line
- TDM component
Regional Transit Plan

Lessons Learned:

- We’ll get back to you...
Final Thoughts

Opportunities

- Collaboration of resources (staff, money, knowledge) = better outcomes
- Relationships between staff
- Relationships between elected officials

Challenges

- Not everyone wants to play in the sandbox
- Competing resources (time, money, priorities)
- Inequitable resources (staff and money and priorities)
- Prioritization methods between states
- Cannot mandate collaboration and must instead rely on partners to coordinate work programs.
Questions?