



Charlotte City Council
Transportation & Planning Committee
Meeting Summary for April 14, 2014

COMMITTEE AGENDA TOPICS

- I. **Subject:** **Prosperity Hucks Area Plan Update**
Action: For information only
- II. **Subject:** **2014 Tiger Program Grants**
Action: For information only
- III. **Subject:** **Permitting and Inspection Process**
Action: For information only

COMMITTEE INFORMATION

Present: Vi Lyles, David Howard, Patsy Kinsey, Greg Phipps, Kenny Smith

Time: 3:30 pm – 4:30 pm

ATTACHMENTS

Handouts
Agenda package

DISCUSSION HIGHLIGHTS

Committee Chair Lyles called the meeting to order at 3:30 and asked everyone in the room to introduce themselves.

I. **Prosperity Hucks Area Plan Update**

Lyles: I want to recognize Greg Phipps for the work that he has been doing to figure out how best to serve that community.

Phipps: I applaud staff for handling the meeting with 257 people in attendance. Staff did an outstanding job as usual.

Campbell: Thank you Ms. Lyles and thank you Mr. Phipps for those positive comments. We didn't feel as though we did a good job because of the concerns expressed about the clarity and

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specifics of the plan. At our March 27 meeting, there were concerns expressed about details of the plan, and we said we would come back April 14 and receive public comments. We are not recommending that path. We want to go back out to work with the community, so we will come back in a couple of months. There will be some changes to the Plan. We assure you there will be more clarity related to our recommendations, and then we will review those with the Committee prior to us scheduling the public comment session. Thanks for your patience.

Phipps: I heard from some members of the group, and they have intentions of coming to the next citizen's forum to talk to the remaining Council members about the Plan.

Campbell: We hope we can provide some communication to them ahead of time to let them know of our intention to continue to work with them.

Committee member Kinsey joined the meeting.

Lyles: The next item on our agenda is the 2014 Tiger Program Grants.

II. 2014 TIGER Program Grants

Fenton: This is a grant program that started back in 2009, and this is the sixth year the grant is available for local and state governments, regional entities and others to compete.

Mr. Fenton began the presentation with slide 2, covering the overall Grant history, application process, and opportunities, and Mr. Kinard took over at slide 7 with the Capital Grant portion covering the CATS Fare System selection criteria, cost, and description and benefits (see attached presentation).

Lyles: What does "contactless" mean (see slide 11)?

Kinard: There is an embedded chip, and it transmits information within 300 milliseconds when you get within a certain distance.

Phipps: How do you like our chances going into to this application process?

Flowers: We're competing on a national basis. However, no one has ever submitted a request for a fare box system. We talked to a former FTA executive who indicated that the qualifications talks about ladders of opportunity, partnerships and regionalism. We think we can compete well because we are addressing regionalism by trying to work with Gastonia and Cabarrus County. We can address partnerships with the bank, B-cycle and DSS. We can also compete well because we have a unique project. Also, if you have been a recipient of grants before and you perform well, you will be put in a different pile than someone who has never delivered a grant. We have a reputation with delivering the Blue Line and other projects that puts us at a more competitive advantage.

Kinard: In regard to access to jobs and education, when you look at Mecklenburg County, 90% of the people who live here work here. When you look at Cabarrus, Gaston and York counties,

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47%, 37%, and 40 % of those people work outside the county, and within those, 12%, 15% and 13% are below the poverty level. When we provide easier connections that are seamless and reduce the barrier of carrying multiple fees, then we are providing greater access to the larger employment centers in the region, along with access to higher education and technical colleges along our line to people who probably didn't have it before.

Smith: Where do you think our rough, break-even point on our investment is?

Kinard: We are currently doing a benefit cost analysis, but could save \$5M to \$8M over a 10-15 year period on maintenance alone with new fare collection equipment.

Smith: After making the investments, will we have mechanisms to eliminate fare hopping?

Flowers: It will help us in terms of people wanting to take the risk and jump on the train because the train is there and they can't work the ticket vending machines. We still have an open system, so we'll continue to need fare enforcement.

Kinard: We are also looking at having validation stations on the platforms, and a mobile application.

Campbell: I want to clarify for the Committee that we have two requests that we would like to submit for approval to City Council to make our application for these grants; one is a capital grant, and the second one is a planning grant, and this is the project that rose to the top after the TAP Cabinet vetted all of our options.

Kinsey: I already know about these and I support both of them, but I'm really concerned that we are going forward tonight without the rest of the Council knowing about it.

Campbell: We agree with you, but unfortunately, the staff time it takes to see if we're going to participate in the process, identify projects, and then get it onto a Council agenda after the federal government released its NOFA didn't allow enough time to educate the full Council. I wish we had more time, but we have no control over that.

Kinsey: It would be nice if they had a heads-up regarding this direction.

Lyles: I hope we will feel comfortable addressing any questions tonight. I want to be conscious of our time and move ahead to the application for the Planning Grant portion of the presentation.

Mr. Bjorn Hansen took over the presentation at slide 15 with the Planning Grant portion highlighting the Greater Charlotte Bi-State Freight Mobility Plan purpose and need, outcomes, budget, and evaluation criteria (see attached presentation).

Lyles: Any questions? These grant applications are on tonight's agenda.

Kinsey: Should we recommend anything to the Council?

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Lyles: I think we can say that we reviewed them, there were no concerns, and we are comfortable with moving forward.

III. Permitting and Inspection Process

Lyles: This was referred to our Committee several weeks ago, and I'm glad we have the opportunity to talk about it. I want to know what's going to be happening, and that we feel we are in the right place to make sure this Committee has fulfilled its responsibility that Ms. Wall will further define.

Wall: I want to provide updates about the work that staff have done as it relates to improvements in the development review process. Much of this supplements information that was in the Council Manager Memo last Wednesday.

Smith: I want to publicly thank staff for preparing several of us who are in the real estate trade with a briefing in advance of a recent meeting with the County.

Ms. Wall reviewed the Customer Friendly Permitting Process document (attached).

Lyles: I've had several opportunities to interact with the development community. I think staff has done a tremendous job to get to where we are, and when we look at these discussion questions, I think we can add value from our perspective. I want to open this discussion for questions or comments.

Smith: I would love to provide input when needed and where appropriate, so feel free to call on me. One of the issues of our process is consistency on timing. Some of our key stakeholders had concerns that at some points during the process it could move rapid fire, and at other points it would move slower. Please keep that tucked away as we engage with the consultant.

Phipps: I want to offer a word of caution, particularly as we move forward on items E and F, where we have yet to develop a timeline. I would hate to see this project become the type of engagement that is open ended. I realize it has to be a seamless operation working with the County, but I think it's important that we have a clear timeline as to when the process will have criteria embedded where it can be tested. I hope we can get more finality behind E and F to move forward.

Lyles: That is a great comment. I wonder if as you look at this are you looking at E to be done after the completion of A, B, C, and D, or is it at the same time?

Wall: I believe that in order to do a thorough job with E and F, we to establish the meat of any recommendations for A-D. We are hoping for some preliminary recommendations where we can talk about customer expectations and monitoring systems, but we do need the meat of those discussions before we can proceed.

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Lyles: I would like the Committee to receive feedback on the status of the overall project and key milestones on a regular basis, particularly as you complete each step. I see this as the opportunity for us to interact more frequently. I don't want it at every meeting, but when you've collected enough data to need feedback from the Committee.

Wall: That's exactly right. Land Development staff met at a retreat on Friday to talk about improvements to the system. As we see opportunities, staff is going to proceed with improvements because it's not stagnant process. We will provide feedback on the completion of milestones.

Lyles: I think Committee should have opportunity to go back to the full Council to get this at the beginning versus the end.

Kinsey: I totally agree. I think that some of our newer Council members may not have comments, but I think it's important to offer the information.

Lyles: I suggest that the historic district be part of the feedback with regard to developers.

Kinsey: I think that should be separate.

Lyles: Think through that and see if you think it's a fit. If you don't think it's a fit, that's fine.

Smith: I applaud your efforts on this. It is being well received by key stakeholders. I have complete faith that we will improve these processes. Thank you for your special attention to this.

Lyles: Any other question about the permitting process? It's for information, but I think you've heard the answers to the discussion questions and the other comments. Anything else to add?

The meeting adjourned at 4:29.



Transportation Investment Generating Economic Recovery (TIGER)

2014 Grant Application



TIGER Grant Applications - History

- Five previous rounds of TIGER Funding
- TIGER Grant Applications
 - 5,300 applications
 - \$115 Billion requested
- TIGER Grant Awards
 - 270 projects
 - \$3.5 billion

In 2011, CATS received a TIGER III grant for \$18 million to expand capacity of the existing Blue Line power system and extend three platforms to accommodate 3-car trains



TIGER 2014 Grant Applications

- TIGER 2014 Notice of Funding Availability announced February 26, 2014
- Applications due no later than April 28, 2014
- \$600 million total available nationally
 - \$565 million capital projects
 - \$35 million planning projects

Staff is proposing to apply for one Capital grant and one Planning Grant



TIGER 2014 Grant Applications

Additional Funding Guidelines

- TIGER grants can be for up to 80 percent of the project costs
- At least 20% (\$120 million) must go to rural areas
- Up to \$480 million available for urban areas
- No more than 25% (\$150 million) to one state
- Minimum Capital Grant is \$10 million
- No minimum funding amount for Planning Grants

	2014 Grant Applications Process
Early March Candidate projects identified	
March 20	Candidate projects discussed/vetted at Transportation and Planning Cabinet
	Two projects (1 Capital and 1 Planning) selected to advance
April 14	Presented to Transportation and Planning Committee
April 14	City Council Agenda item #18
April 28	Deadline for submitting grant applications

	Ladders of Opportunity
<ul style="list-style-type: none">• Create or improve connections between people and centers of employment, education, services• Remove barriers to connected systems of transportation• Promote workforce development in all modes• Primary and Secondary Criteria will apply – not all projects will be “ladders” projects	

	TIGER 2014 Selection Criteria
<p>Primary</p> <ul style="list-style-type: none">• State of Good Repair• Economic Competitiveness• Quality of Life• Environmental Sustainability• Safety <p>Secondary</p> <ul style="list-style-type: none">• Innovation• Partnership	

	TAP Cabinet Recommendations
<p>Pursue one Capital Grant and one Planning Grant</p> <ul style="list-style-type: none">• Capital Grant CATS Fare System• Planning Grant Greater Charlotte Bi-State Freight Mobility Plan	

	CATS Fare System Grant - Cost
Total Project Cost - \$13,500,000	
<ul style="list-style-type: none">• Tiger Grant - \$10,800,000 80%• CATS match \$ 2,700,000 20%	

	CATS Fare System Grant - Description
Project will:	
<ul style="list-style-type: none">• Replace 16-year old bus fare collection equipment• Replace 7-year old light rail ticket vending machines• Provide fare collection equipment on STS service• Expand payment options and integration with social services, banks, colleges/universities, regional transit systems and other multi-modal options	



CATS Fare System Grant - Benefits

Flexibility

- Able to issue and accept contactless/smartcards, magnetic fare media and cash
- Able to accept mobile payment transactions (smartphones and NFC)
- Able to accept cash/debit/credit forms of payment
- Able to allow seamless transactions between neighboring systems
- Able to expand to other modes like B-Cycle



CATS Fare System Grant - Benefits

Benefits

- Lower fare-collection costs by reducing the costs of:
 - issuing fare media,
 - handling cash
 - acquiring transactions;
- Reduced transaction and selling costs
 - Aggregating of debit/credit purchases
 - Fare media printing, inventory, selling
- Reduced lost revenue due to farebox outages
- Reduced maintenance costs
- Allows reuse of reloadable fare media



CATS Fare System Grant - Benefits

Benefits

- Unbanked / Low-Income opportunities
 - prepaid contactless cards with potential to provide access to banking system and financial literacy
- Social Services
 - Potential multiple electronic Purses
 - Food Stamps
 - Transit
 - TANF
- Higher Education
 - Potential for all-access pass; al-la-cart pricing
 - Increased ridership



Questions



Greater Charlotte Bi-State Freight Mobility Plan Purpose and Need

Need

- **Opportunity:** Rapidly-growing region with a prime geographic location to take advantage of projected increases in trade, advanced manufacturing, and exports.
- **Improved Coordination:** Region's stakeholders must ensure its transportation network, land use planning, economic development incentives, and workforce development programs are effective and synchronized to increase the overall competitiveness of the region.
- **Decreasing resources:** Local, state, and federal resources are flat or declining, and initiatives must be coordinated and effective to ensure maximum effectiveness.

Purpose of the Plan: To evaluate and recommend improvements for individual and integrated issues related to freight mobility in the 14-county bi-state greater Charlotte region.

Overall Goal of the Plan: Increase the consideration of freight mobility, freight-oriented land uses, economic development incentives, linkages to workforce development, and communication between public and private stakeholders.



Greater Charlotte Bi-State Freight Mobility Plan Outcomes

Specific Outcomes by Area

Transportation Planning

- Increased freight considerations in the identification, prioritization, design, and funding of transportation projects.
- Consistent evaluation of such projects, in compliance with federal mandates.

Land Use

- Range of model ordinances for consideration by area communities in order to increase predictability and minimize conflict.
- Report on state of the practice of land use planning and site plan review for freight-oriented land uses.

Economic Development

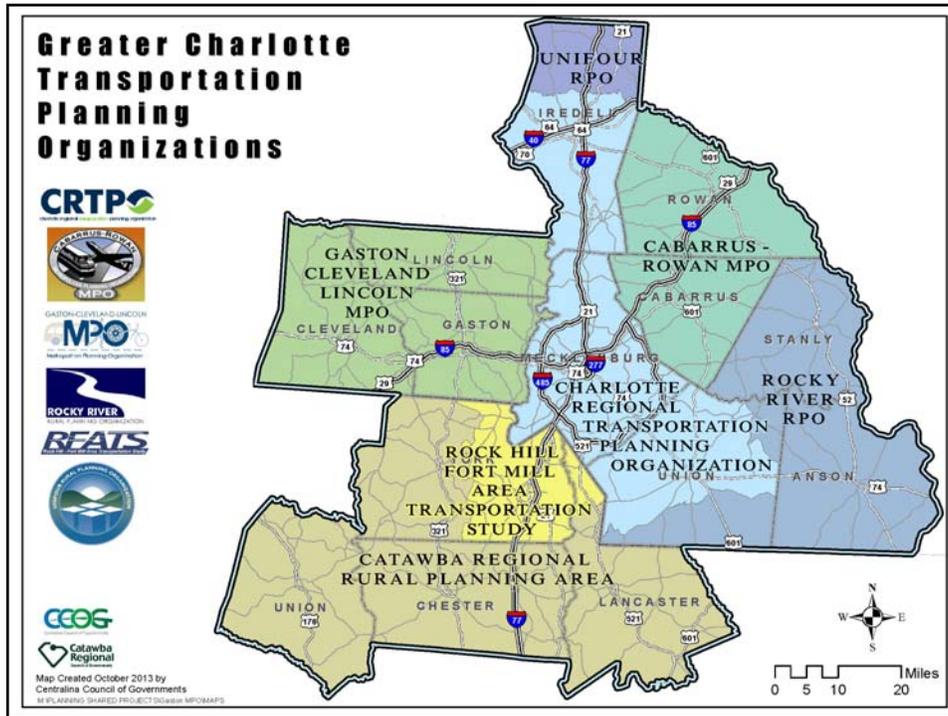
- Evaluation of the effectiveness of the range of incentives currently used for recruiting and retaining freight-oriented businesses.
- Recommendations for modifying or using new incentives.

Workforce Development

- Evaluation of existing area workforce, projected changes in number of freight-oriented jobs, and assessment of current programs.

Public-Private Coordination

- Development of a formal body to periodically review and provide input into the efforts in the above four areas.





Budget

Budget: The total budget for this two-year project is \$500,000, with 48 percent, or \$240,000, requested through a TIGER grant. \$60,000 is the minimum local match, with the split between Charlotte and remaining local governments.

The breakdown of the project sources are as follows:

Charlotte Regional Transportation Planning Organization-	\$100,000
Gaston-Cleveland-Lincoln MPO-	\$30,000
Rock Hill- Fort Mill Area Transportation Study-	\$15,000
Rocky River Rural Planning Organization-	\$5,000
*Local Governments (LOCAL MATCH)-	Up to \$30,000
City of Charlotte (LOCAL MATCH)-	Up to \$30,000
Centralina COG (LOCAL MATCH)-	Amount needed to reach \$60,000 in local match
+Private Sector (LOCAL MATCH)-	Up to \$50,000

*\$30,000 in local government funds being solicited by CCOG
+\$50,000 in private sector sources to be determined.

 Project Consistency with USDOT's Five Primary (P) and Two Secondary (S) TIGER Evaluation Criteria		
Criteria	Plan Consistency with USDOT Criteria	Notes
State of Good Repair (P)	Low	This plan would result in more efficient allocation of funds, which should result in more maintenance work, but this is a tenuous link.
Economic Competitiveness (P)	High	This plan would create predictable development regulations for private industry, and a reliable transportation network for freight movement, which would make the region more attractive for development.
Quality of Life (P)	High	This plan would reduce the frequency of conflicting land uses, as well as amount of truck traffic on inappropriate roads.
Environmental Sustainability (P)	High	This plan would help local governments create land use plans and regulations that help site freight-oriented land uses in appropriate areas.
Safety (P)	Medium	This plan would reduce truck-related emissions in residential areas and support implementing projects that improve road geometries and other strategies on freight corridors.
Innovation (S)	Medium	Freight mobility plans have been completed throughout the nation, but not with this degree of integration with land use and economic development considerations.
Partnership (S)	High	This plan would involve four MPOs, two RPOs, and two Councils of Government in a 14-county region.

 <h2 style="text-align: right;">Questions</h2>	
<p>Contact:</p> <p>Bjorn E. Hansen, AICP CTP Principal Planner- Transportation (704) 688-6501 bhansen@centralina.org</p>	
 <p>Centralina Council of Governments</p>	

CUSTOMER FRIENDLY PERMITTING PROCESS
Transportation and Planning Committee – Overview and Discussion
April 14, 2014

Referral to Transportation and Planning Committee

The City and County will collaboratively create a customer focused permitting process. The goal is to make Charlotte the best place to do business. The City and County are currently developing a work plan and timelines for the following activities:

- A. An independent assessment of the development review, approval and inspection processes conducted by an outside firm to identify issues, concerns and opportunities for improvement.
- B. Analysis of our respective systems to streamline and improve efficiency and work together to facilitate coordination between the systems creating seamless customer navigations.
- C. Collection of baseline data and identification of best practices in other communities.
- D. Working with key stakeholders to convene small groups to hear customer concerns and experiences.
- E. With development partners, identify common goals and standards for customer focused services.
- F. Development of a system to monitor the development review process and make continuous improvement to meet changing customer needs and demands.

Role of the Council and the Transportation and Planning Committee

The Transportation and Planning Committee will monitor progress and review/develop any policy recommendations that may come before the City Council.

City/County Coordination

Over the last several weeks, staff from the City Manager's Office have been working with the staffs of the City and the Mecklenburg County to improve the development review process. The team is working to identify improvement in the agencies' respective systems and to create a more seamless process for our customers.

- The City of Charlotte and Mecklenburg County are committed to ensuring a customer friendly permitting and inspection process.
- Each organization will identify issues and problems and implement improvements while facilitating customer navigation through the entire process.

- The review will focus on areas including customer service process and standards, communications with customers, and appropriate resources including technology and staff.
- Overall, the organizations will create a customer focused culture.

Upcoming Activities and Timelines

- A. An independent assessment of the development review, approval and inspection processes conducted by an outside firm to identify issues, concerns and opportunities for improvement. Staff anticipates completion of review by late Fall 2014.
- B. An analysis of our respective systems to streamline and improve efficiency and work together to facilitate coordination between the systems creating seamless customer navigation. This staff led effort will be ongoing.
- C. Collection of baseline data and identification of best practices in other communities. This information will be collected by both staff and the consultant assessing the development review process. Completion will be by Fall 2014.
- D. Working with key stakeholders to convene small groups to hear customer concerns and experiences. A focus group facilitator is being hired and the focus group selection process will be finalized within the next 30 – 60 days. Staff anticipates completion by Fall 2014.
- E. With development partners, identify common goals and standards for customer focused services. A project timeline for this element has not yet been determined.
- F. Development of a system to monitor the development review process and make continuous improvements to meet changing customer needs and demands. The timeline for this task is yet to be determined.

Discussion Questions

- Does the Committee want to provide input to the consultant gathering information on customer concerns?
- How would the committee like to receive feedback on the status of the overall project? At key milestones only? On a regular basis?

Transportation & Planning Committee
Monday, April 14, 2014
3:30 – 4:30 p.m.
Charlotte-Mecklenburg Government Center
Room 280

Committee Members: Vi Lyles, Chair
David Howard, Vice Chair
Patsy Kinsey
Greg Phipps
Kenny Smith

Staff Resource: Debra Campbell, Planning Director and City Manager's Office

AGENDA

I. Prosperity Hucks Area Plan Update – 5 minutes

Staff Resource: Kent Main, Planning

Staff attended the Mallard Creek neighborhood meeting on March 27 to discuss the draft Prosperity Hucks Area Plan. More conversations need to take place prior to Public Comments or other consideration of the Plan by City Council. A schedule for additional input is being developed.

Action: For information only

Link to the Prosperity Hucks Area Plan:

<http://chameck.org/city/charlotte/planning/AreaPlanning/Plans/Pages/ProsperityHucks.aspx>

II. 2014 Tiger Program Grants – 25 minutes

Staff Resources: Dana Fenton, City Manager's Office

Olaf Kinard, CATS

Bjorn Hansen, Centralina Council of Governments

Jim Prosser, Centralina Council of Governments

Staff will present information on the competitive 2014 TIGER Program Grants application process and the two local projects that staff is proposing to submit. Item #18 on the April 14, 2014 Council Agenda requests City Council approval to allow staff to submit the grant applications to the United States Department of Transportation by the April 28, 2014 deadline.

Action: For information only

III. Permitting and Inspection Process – 30 minutes

Staff Resources: Ann Wall, City Manager's Office

Laura Harmon, Planning

David Weekly, E&PM

Staff will provide an overview of the process that the City and County are jointly undertaking to review and improve our respective permitting and inspection processes, and to create a more seamless process for customers.

Action: For information only

Next Scheduled Meeting: April 24, 2014 at 12:00 p.m.

Future Topics- Auto Oriented Buildings Standards, Rezoning Notification Process

Distribution: Mayor & City Council
Transportation Cabinet
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Ann Wall

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Kent Main
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