

**MEETING MINUTES**  
**Gaston-Cleveland-Lincoln**  
**Metropolitan Planning Organization (GCLMPO) Board**  
**March 28, 2019**

The scheduled Board meeting of the Gaston-Cleveland-Lincoln Metropolitan Planning Organization was held on Thursday, March 28, 2019 from 6:30 pm – 7:25 pm at the Gastonia Police Department located at 200 Long Avenue, Gastonia, NC.

**Members Present**

Rick Coleman	Town of Dallas, Mayor
Robin Conner	Town of Ranlo, Commissioner
Martin Eaddy	City of Lincolnton, Council Member
Ken Ervin	City of Lowell, Council Member
Cliff Hamrick	Town of Boiling Springs, Commissioner
David Humphries	City of Gastonia, Council Member
Demetrios Koutsoupias	Town of Cramerton, Mayor Pro Tem
Charles McCorkle	City of Mt. Holly, Council Member
Keith Miller	City of Kings Mtn., Council Member
Todd Pierceall	City of Gastonia, Council Member
Jill Puett	City of Cherryville, Mayor Pro Tem
Danny Sparrow	Town of Stanley, Mayor Pro Tem
Richard Turner	City of Belmont, Council Member, <b>MPO Vice-Chair</b>
Reid Washam	Town of McAdenville, Council Member
Ronnie Whetstine	Cleveland County, Commissioner
Joe Will	Bessemer City, Mayor Pro Tem
Ronnie Worley	Gaston County, Commissioner

**Staff Present**

Rusty Bost	City of Gastonia, Director of Development Services
Randi Gates	GCLMPO, Principal Transportation Planner
Jane Love	GCLMPO, Senior Transportation Planner
Julio Paredes	GCLMPO, Planner
Kristen Wheeler	GCLMPO, Administrative Assistant II

**Guests Present**

Steve Blakley	Kimley-Horn, Principal/Sr. Vice President
Greg Botner	Greater Gaston Development Corporation, Board Chair
Dominique Boyd	NCDOT TPD, GCLMPO Coordinator
Dana Bumgardner	NC House District 109, Representative
Bryan Dalton	Citizen
Joel Deese	Citizen
Billy Garrett	Citizen
Vincent Ginski	Greater Gaston Development Corporation, Strategy & Operations Assoc.
Charlene High	Citizen
Dean Ledbetter	NCDOT – Program Dev. Branch, Corridor Dev. Engineer
Wil Neumann	Citizen
Billy Packer	Citizen
Anil Panicker	NCDOT Div. 12, Division Planning Engineer
Mark Stafford	NCDOT Div. 12, Division Engineer
Barbara Thompson	Citizen
James Walker	Citizen

**Absences (x = Absent) / Not In Good Standing**

Member	May	Jun	Jul	Sept	Oct	Dec	Jan	Mar
City of Belmont	-----	-----	-----	-----	-----	-----	-----	-----
City of Bessemer City	-----	-----	-----	X	-----	X	-----	-----
Town of Boiling Springs	X	X	X	-----	-----	X	X	-----
City of Cherryville	-----	-----	-----	-----	-----	-----	-----	-----
Town of Cramerton	-----	X	-----	-----	-----	-----	X	-----
Town of Dallas	X	X	X	-----	-----	-----	-----	-----
City of Gastonia (1/2)	X	X	-----	-----	-----	-----	-----	-----
City of Gastonia (2/2)	X	X	-----	-----	X	-----	X	-----
City of Kings Mountain	-----	-----	-----	-----	-----	-----	-----	-----
City of Lincolnton	X	X	-----	-----	X	-----	X	-----
City of Lowell	-----	-----	-----	-----	-----	-----	-----	-----
City of Mount Holly	-----	X	-----	-----	-----	-----	-----	-----
Town of Ranlo	-----	-----	-----	X	-----	X	-----	-----
City of Shelby	-----	X	-----	-----	-----	-----	-----	X
Town of Stanley	-----	-----	X	-----	-----	X	X	-----
Cleveland County	-----	-----	-----	-----	-----	-----	-----	-----
Gaston County	X	X	-----	-----	-----	X	-----	-----
Lincoln County	X	-----	X	-----	-----	-----	X	X
NCDOT – Board of Transportation	X	X	-----	-----	-----	X	-----	X

**1. Set Agenda**

*Presenter: Richard Turner, MPO Board Vice-Chair*

Mr. Turner stated that it was time to set the agenda.

Mr. Humphries motioned to accept agenda item 11 as information only as the CTP amendment was not submitted through an acceptable method (i.e. City of Gastonia or Gaston County), the two (2) jurisdictions that the amendment would effect. Additionally there has been no notice of public comment on the potential amendment. Mr. Humphries also motioned that the Board ask MPO staff to develop a standardized, NCDOT-accepted process for amending the CTP. Mr. Worley seconded and the motion passed unanimously.

Mr. Keith Miller asked for clarification regarding the current regulation regarding CTP amendments. Mrs. Gates explained that NCDOT-TPD does not have a written policy but that typical procedures are CTP map amendment requests come directly from MPO staff or the local jurisdiction that has authority over the project in question.

**2. Determination of Quorum and Good Standing**

*Presenter: Richard Turner, MPO Board Vice-Chair*

Mrs. Gates determined that a quorum had been met.

**3. Ethics Awareness & Conflict of Interest Reminder**

*Presenter: Richard Turner, MPO Board Vice-Chair*

Mr. Turner read the ethics awareness and conflict of interest reminder.

**4. Approval of Minutes**

*Presenter: Richard Turner, MPO Board Vice-Chair*

Mr. Turner asked for a motion to approve the January 24, 2019 meeting minutes as presented.

Mr. Humphries motioned to approve the January 24, 2019 minutes as presented. Mr. Sparrow

seconded and the motion passed unanimously.

5. **Introduction of Members & Guests**

*Presenter: Richard Turner, MPO Board Vice-Chair*

Mr. Turner asked that all members and guests introduce themselves.

6. **Public Comment**

*Presenter: Richard Turner, MPO Board Vice-Chair*

Mr. Jim Walker stated that he had been planning to speak on agenda item 11 but, since it became an informational item only, he would change topics to light rail. Mr. Walker is supportive of the LYNX Silver Line coming into Belmont and encouraged the Board to try to get officials behind the project now so that it does not fall apart like the Durham Orange light rail. According to Mr. Walker, since the project will be so expensive it is vital for the MPO municipalities to be able to contribute financially as well as to participate in ongoing planning.

Mr. Greg Botner spoke on the Catawba Crossings project and how the Greater Gaston Development Corporation supports the project remaining on the CTP. Mr. Botner stated that increasing the capacity to convey people and goods across the Catawba River between Gaston and Mecklenburg Counties is the highest priority of the GGDC and Catawba Crossings is a critical, regionally important project that can dramatically improve access between Charlotte and Gaston County. Mr. Botner also pointed out that the Gaston County Charlotte Airport Economic Strategy which was endorsed unanimously by governments across Gaston County, identified the southern economic corridor as key to the economic mobility and growth of Gaston County. Additionally, the Charlotte airport and intermodal complex would benefit from more access across the Catawba River to Gaston County and the CRTPO recently added the Catawba Crossings project to their own CTP. According to Mr. Botner Gaston County has been severely held back by its limited road access to and from Mecklenburg County; among regional counties Gaston has the longest mileage of borders with Mecklenburg County with no roadway access. Finally, Mr. Botner noted that the Catawba Crossings project is necessary for reducing existing congestion on I-85 as well as future congestion from growth as the region is projected to grow by 50% in the next 25 years. Mr. Botner asked that the Garden Parkway remain on the CTP as it is critical to the Catawba Crossings project and thanked the Board for their time.

Mr. Wil Neumann stated that he was optimistic about the potential for light rail coming into Belmont and Cramerton. Mr. Neumann also mentioned that South New Hope Road is scheduled to be widened from Titman Road to Union New Hope Road; currently this road has roughly 10,000 cars a day which is 5,000 less than the road's limit. In 7-10 years Mr. Neumann expects this number to be up to 20,000 due to all the planned construction. The southeast part of the county has grown by 4,600 homes and that number is continuing to rise. Additionally, with the I-85 and 74 bridge construction coming it will be even more congested. In closing Mr. Neumann thanked the Board for their consideration.

Mr. Billy Packer thanked the Board for another opportunity to speak to them and stated that he thinks the Board is representing an area that is going to have a great deal of growth in the future. Mr. Packer also stated that he believes this future growth requires the Board to project where the MPO wants to be in the future while remaining open to change and being realistic. Mr. Packer then addressed the Technical Coordinating Committee (TCC) meeting that he attended March 13, 2019; he emphasized that the Board should focus more on reasons "why not" to do something instead of "why to" do it. Mr. Packer stated that he believes the greatest job generator in our area is the airport and that, when Amazon wanted to build in the Charlotte area, the airport moved quickly despite there not being any plans for that in the airport's 20 year plan. Mr. Packer said that the era of 40-year plans are over and that the MPO needs to be flexible in their planning.

**CONSENT AGENDA**

7. **2018-2027 Metropolitan Transportation Improvement Program (MTIP) Modifications**

Mrs. Gates noted that project R-5712 should be removed from the consent agenda as Mr. Permenter has questions regarding the delay and MPO staff is currently working with NCDOT Division 12 to resolve those questions. Mr. Permenter requested that the item be pulled from the agenda since he is not present at the

meeting to make comments.

R-5712	LINCOLN COUNTY	NC 16 BUSINESS, INTERSECTION OF NC 16 BUSINESS AND SR 1439 (UNITY CHURCH ROAD)/SR 1387 (TRIANGLE CIRCLE). ADD TURN LANES. <b>TO ALLOW ADDITIONAL TIME FOR DESIGN, DELAY CONSTRUCTION FROM FY 19 TO FY 20.</b>	RIGHT-OF-WAY FY 2019 - \$ 180,000 (T) CONSTRUCTION FY 2020 - \$ 120,000 (T) FY 2021 - <del>\$2,280,000 (T)</del> \$2,580,000
U-5819	GASTON COUNTY	NC 27 (WEST CHARLOTTE AVENUE), INTERSECTION OF NC 27 (WEST CHARLOTTE AVENUE) AND SR 2534 (HAWTHORNE STREET). CONSTRUCT INTERSECTION IMPROVEMENTS. <b>TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN, DELAY ROW FROM FY 19 TO FY 20 AND CONSTRUCTION FROM FY 20 TO FY 21.</b>	RIGHT-OF-WAY FY 2020 - \$ 450,000 (T) CONSTRUCTION FY 2021 - \$ 950,000 (T) FY 2022 - <u>\$ 950,000 (T)</u> \$2,350,000
U-5821	GASTON COUNTY	NC 279 (NEW HOPE ROAD), SR 2478 (TITMAN ROAD) TO SR 2435 (UNION-NEW HOPE ROAD). WIDEN TO 4-LANES. <b>TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN, DELAY ROW FROM FY 19 TO FY 20 AND CONSTRUCTION FROM FY 21 TO FY 22.</b>	RIGHT-OF-WAY FY 2020 - \$ 9,100,000 (T) FY 2021 - \$ 13,650,000 (T) FY 2022 - \$ 13,650,000 (T) UTILITIES FY 2020 - \$ 1,950,000 (T) FY 2021 - \$ 1,950,000 (T) CONSTRUCTION FY 2022 - \$ 8,033,000 (T) FY 2023 - \$ 8,033,000 (T) FY 2024 - <u>\$ 8,034,000 (T)</u> \$ 64,400,000
W-5712DIV	DIVISION	VARIOUS, SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS. <b>ADD ROW AND CONSTRUCTION IN FY 19 NOT PREVIOUSLY PROGRAMMED AT REQUEST OF TRANSPORTATION, MOBILITY AND SAFETY DIVISION</b>	RIGHT-OF-WAY FY 2019 - \$ 30,000 (HSIP) CONSTRUCTION FY 2019 - <u>\$ 180,000 (HSIP)</u> \$ 210,000
W-5712REG	REGIONAL	VARIOUS, SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS. <b>ADD ROW AND CONSTRUCTION IN FY 19 NOT PREVIOUSLY PROGRAMMED AT REQUEST OF TRANSPORTATION, MOBILITY AND SAFETY DIVISION</b>	RIGHT-OF-WAY FY 2019 - \$ 30,000 (HSIP) CONSTRUCTION FY 2019 - <u>\$ 180,000 (HSIP)</u> \$ 210,000
W-5712SW	STATEWIDE	VARIOUS, SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS. <b>ADD ROW AND CONSTRUCTION IN FY 19 NOT PREVIOUSLY PROGRAMMED AT REQUEST OF TRANSPORTATION, MOBILITY AND SAFETY DIVISION</b>	RIGHT-OF-WAY FY 2019 - \$ 40,000 (HSIP) CONSTRUCTION FY 2019 - <u>\$ 240,000 (HSIP)</u> \$ 280,000

Mr. Humphries motioned to approve the consent agenda with the removal of project R-5712. Mr. Miller seconded and the motioned passed unanimously.

**REGULAR AGENDA**

**8. DRAFT FY 2019-2020 Unified Planning Work Program (UPWP)  
*Presenter: Randi Gates, Principal Transportation Planner***

The proposed FY 2019-2020 GCLMPO UPWP outlines MPO work to be completed by task code category. It also includes the dollar amount budgeted for each task code for the year and the funding source for these tasks by agency. The total proposed UPWP budget is \$530,975 and is comprised of \$398,225 in Transportation Planning (PL) grant funds, \$93,750.00 in State Planning and Research (SPR) funds, and \$39,000.00 in Transit Planning (Section 5303) grant funds. The MPO member governments will be responsible for providing 20% local match for PL funds and SPR funds, and Gastonia will be responsible for the 10% local match for 5303

transit planning grant funds, an additional 10% match comes from the state. The invoices for local match will continue to be sent out quarterly. Cost share allocation tables were included in the agenda packet. As of the date of the meeting Mrs. Gates spoke with NCDOT-TPD and felt that additional PL funds may become available though she was unsure of the amount that the MPO may receive. Mrs. Gates stated that, once the amount was settled, she would bring that back to the Board as an amendment to the UPWP. The additional PL funds will go toward a number of regional planning efforts that are ongoing as well as potentially funding a special study that was approved last fiscal year. As required by the GCLMPO's Public Participation Process, a 30-day public comment period was held from February 1 – March 2, 2019. In addition, three public meetings were held. No public comments were received regarding the Draft FY 2019-2020 UWPW. There have been no changes to the Draft FY 2019-2020 Unified Planning Work Program (UPWP) since it was first brought before the Board in January 2019.

Mr. Humphries asked how this budget compares to budgets of previous years and Mrs. Gates stated that the MPO received about \$74,000 dollars more for this budget than they did in the previous year. The increased amount is due to what was previously known as "unobligated fund balances" being recouped by NCDOT and then reallocated out to each MPO instead of MPOs retaining those funds.

**Mr. Pierceall motioned to approve the Draft FY 2019-2020 Unified Planning Work Program (UPWP) as presented. Mr. Whetstine seconded and the motion passed unanimously.**

**9. 2018-2027 MTIP Amendments**

**Presenter: Randi Gates, Principal Transportation Planner**

The GCLMPO's Metropolitan Transportation Improvement Program (MTIP) needs to be amended to reflect the following modifications that have been made to the 2018-2027 State Transportation Improvement Program (STIP). Since the projects on the table below meet certain criteria they cannot be voted on in the consent agenda and require a 30-day public comment period which was completed February 1 – March 2, 2019. In addition, three (3) public meetings were held.

EB-5701	GASTON COUNTY	US 29/74 (E FRANKLIN BLVD), SR 2200 (COX RD) TO CITY LIMITS. CONSTRUCT MISSING SIDEWALK ON NORTH SIDE. <b>TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN DELAY ROW FROM FY 18 TO FY 19 AND CONSTRUCTION FROM FY 18 TO FY 21</b>	RIGHT-OF-WAY FY 19 - \$116,000 (TA5200) FY 19 - \$29,000 (L) CONSTRUCTION FY 21 - \$875,000 (TA5200) FY 22 - <u>\$219,000</u> (L) \$1,239,000
I-5713	GASTON COUNTY	I-85, SR 2200 (COX RD) INTERCHANGE. CONSTRUCT INTERCHANGE IMPROVEMENTS. (COORDINATE WITH I-5719) <b>DELETE AT THE REQUEST OF THE MPO</b>	
R-2707G	CLEVELAND COUNTY	US 74 SHELBY BYPASS, WEST OF NC 226 TO WEST OF NC 150. PAVING <b>DELETE SEGMENT. WORK ACCOMPLISHED UNDER R-2707C. PER PROJECT MANAGEMENT</b>	PAVING FY 20 - <u>\$18,500,000</u> (T) \$18,500,000
U-2221C	CLEVELAND COUNTY	NC 180, SR 2052 TO NC 150. <b>COST INCREASE EXCEEDING \$2 MILLION AND 25% THRESHOLDS</b>	RIGHT-OF-WAY FY 23 - \$7,600,000 (T) UTILITIES FY 23 - \$900,000 (T) CONSTRUCTION FY 25 - <u>\$14,800,000</u> (T) \$23,300,000

U-2567	CLEVELAND COUNTY	US 74 (DIXON BLVD), NC 150 (DEKALB STREET) INTERSECTION. CONSTRUCT INTERCHANGE. <b>COST INCREASE EXCEEDING \$2 MILLION AND 25% THRESHOLDS</b>	RIGHT-OF-WAY FY 21 - \$2,200,000 (T) UTILITIES FY 21 - \$500,000 (T) CONSTRUCTION FY 24 - \$6,367,000 (T) FY 25 - \$6,366,000 (T) FY 26 - <u>\$6,367,000</u> (T) \$21,800,000
U-5778	GASTON COUNTY	NC 279 (LOWER DALLAS HWY), INTERSECTION OF NC 279 (LOWER DALLAS HWY) AND NC 275 (DALLAS STANLEY HWY). INTERSECTION IMPROVEMENTS <b>DELETE. WORK TO BE ACCOMPLISHED UNDER PROJECT U-2523</b>	RIGHT-OF-WAY FY 20 - \$500,000 (T) UTILITIES FY 20 - \$100,000 (T) CONSTRUCTION FY 21 - \$1,200,000 (T) FY 22 - <u>\$1,200,000</u> (T) \$3,000,000
U-5800	GASTON COUNTY	NC 7, INTERSECTION OF NC7/US 74 AND NC7/US 29. CONSTRUCT NORTHBOUND THROUGH LANE AND INTERSECTION IMPROVEMENTS. <b>COST INCREASE EXCEEDING \$2 MILLION AND 25% THRESHOLDS</b>	RIGHT-OF-WAY FY 19 - \$90,000 (T) CONSTRUCTION FY 21 - <u>\$4,000,000</u> (T) \$4,090,000

The GCLMPO's MTIP also needs to be amended to include projects being submitted to NCDOT by Gastonia Transit.

Each year, the City of Gastonia is allocated an apportionment from the Federal Transit Administration (FTA) under Section 5307 (Transit Operating and Capital assistance in urbanized areas). This grant supports the services provided by Gastonia Transit. The allocation of these funds are required to be approved in the local transportation plan, as well as the state transportation plan.

The table below illustrates the project allocation that is being requested by Gastonia Transit. This was approved by the Gastonia City Council on January 22, 2019. The MTIP & STIP will need to be amended to correspond with the Council's action. The funding levels below represent funding being requested for FY 2019.

<b>GCLMPO Metropolitan Transportation Improvement Program (MTIP) - Gastonia Transit Section 5307 Funds FY 2019</b>				
<b>FY 2019</b>	<b>Local</b>	<b>Federal</b>	<b>State</b>	<b>Total</b>
Operating Expenses	\$805,000	\$805,000	\$0	\$1,610,000
ADA Paratransit Service	\$25,000	\$100,000	\$0	\$125,000
Preventative Maintenance	\$38,000	\$150,000	\$0	\$188,000
Bradley Station Addition	\$42,000	\$126,000	\$0	\$168,000
Transit App	\$13,000	\$50,000	\$0	\$63,000
Payment Kiosk	\$44,000	\$175,000	0	\$219,000
Transit Enhancements - Pedestrian Walkways	\$75,000	\$344,000	\$0	\$419,000
Transit Enhancements - Shelters	\$116,000	\$467,000	\$0	\$583,000
<b>Total</b>	<b>\$1,158,000</b>	<b>\$2,217,000</b>	<b>\$0</b>	<b>\$3,375,000</b>

Two (2) comments were received regarding the 2018-2027 MTIP amendments.

**Mr. Humphries motioned to approve the responses to public comment and the 2018-2027 MTIP amendments as presented. Mr. Miller seconded and the motion passed unanimously.**

#### **10. CTP Map Amendments**

***Presenter: Julio Paredes, Planner***

The City of Mount Holly has submitted a request to amend the adopted Comprehensive Transportation Plan (CTP) to include a recommended boulevard with a multi-use path from Tuckasee Road to Caldwell Drive in order to provide a parallel route to NC 273 from Tuckasee Road to Caldwell Drive. In addition, GCLMPO staff is requesting to amend the adopted CTP to include a recommended fixed guideway along US 29/74 from the Catawba River to Downtown Gastonia. This is in response to an MPO Board action to approve a resolution of support of the CATS West Corridor extending into Downtown Gastonia. This also helps validate the US 29/74 corridor as being selected as a locally preferred alternative and aid in discussions with NCDOT regarding inclusion of a future light rail in the designs for the bridge replacement projects for both the US 74 Catawba River Bridge and the US 74 South Fork Catawba River Bridge. As required by the MPO Public Participation Plan a 30-day public comment period was held from February 1 – March 2, 2019. Additionally, three (3) public meetings were held.

One (1) comment was received regarding the CTP map amendments.

**Mr. Koutsoupas motioned to approve responses to public comments received and the CTP Map amendments as presented. Mr. Pierceall seconded and the motion passed unanimously.**

#### **11. Garden Parkway – CTP**

***Presenter: Randi Gates, Principal Transportation Planner***

Mr. Billy Packer made a presentation to the MPO Board on September 27, 2018 regarding the Garden Parkway and the Stagecoach Property. Mr. Packer's presentation raised questions as to whether or not the Garden Parkway should remain on the GCLMPO's adopted Comprehensive Transportation Plan (CTP). Mrs. Randi Gates, after reviewing Mr. Packer's presentation, prepared a comprehensive list of responses so that all information is correct and in context.

Mrs. Gates' first point was regarding the Map Act. The Map Act was a North Carolina law enacted by the General Assembly in 1987 used as a planning tool for MPOs for highways, railways and public transit and gave temporary restriction on development placed upon properties that were located within a proposed highway alignment as long as the alignment was filed with the Register of Deeds. The Map Act did not prohibit the use of residential or commercial property nor did it restrict the ability to maintain existing buildings and/or existing improvements. Additionally, the Map Act did not restrict the sale of property within the corridor. The Garden Parkway never fell under the Map Act while it was in effect due to there never being a corridor map filed for the project. Additionally, the Map Act was rescinded in July of 2016.

Mrs. Gates then noted that, while Mr. Packer referenced a reduced number of lots and the cost to redo site plans, there is a site plan and a conditional use permit that has already been approved by the City of Gastonia with no reservation of right of way required. Additionally, the City of Gastonia is currently working with a developer who is moving forward with the number of lots shown on the original site plan.

There was a claim made that the Garden Parkway being on the CTP had not been approved by anyone. The MPO Board approved the CTP showing the Garden Parkway on December 7, 2016. The NCDOT Transportation Planning Branch recommended the adoption on February 13, 2017 and the CTP was formally adopted by the NCDOT Board of Transportation on March 9, 2017.

Mr. Packer stated that the Garden Parkway was being proposed as a 2-lane facility west of US 321 so less right of way should be required. Again, there is no right of way being required at this time but Mrs. Gates researched the proposed Garden Parkway and found, in the Final Environmental Impact Statement (EIS) that the North Carolina Turnpike Authority (NCTA) was planning to upgrade the section from I-85 to US 321 to 4-lanes by 2035.

Mr. Packer referenced a postcard that was sent out to all property owners along the Garden Parkway corridor

saying that “the road will never be built” in his presentation. Mrs. Gates found that postcard and found that it stated the immediate planning for the project had been halted but the postcard did not state that the project would be removed from any long-range plans. The project had lost funding in the STIP and, in order for the GCLMPO’s MTIP to match the STIP, it was removed from the GCLMPO’s MTIP.

Mrs. Gates also noted that she, on behalf of the GCLMPO and Chair Scott Neisler, submitted a request to the Gaston County Manager on January 3, 2019 requesting that the Garden Parkway layers be removed from the County’s Online GIS Map. The presence of the Garden Parkway Centerline and right of way area that was shown on the County’s GIS Map was misleading, as it represented what was a funded project and the proposed thoroughfare. Should it ever be re-established as a funded project, the Garden Parkway would go back through the Environmental Impact Study (EIS) process with a new centerline defined. The Garden Parkway layers were removed from the County’s Online GIS Map on January 22, 2019.

Finally, the GCLMPO maintains that there is a continued need for a southern, east-west transportation corridor. The Garden Parkway remains on the GCLMPO and CRTPO CTPs and staff from both MPOs have recently submitted a joint request for SPR Funding to NCDOT-TPD to complete a feasibility study for the Catawba Crossings project (I-485 to NC 279). One of the tasks included in the draft scope of work is to determine the appropriate timeframe to extend the project further west from its current anticipated terminus at NC 279 to I-85 and further north to US 321. It is the belief of GCLMPO staff that the best way to gain valuable data for the need for the Garden Parkway is to tie it into the feasibility study for the Catawba Crossings project.

In closing, Mrs. Gates stated that the Garden Parkway, in its entirety, is not included in the fiscally-constrained 2045 MTP; the only section included is the Catawba Crossings project. The process for prioritizing projects was transparent including a number of rounds of public meetings and methodology for prioritization, and the only section included in the 2045 MTP is the first section due to the rest not scoring well enough in the internal process to be included in the fiscally-constrained MTP. GCLMPO staff recommends that the Garden Parkway remain on the CTP to allow staff to follow the process that’s been set forth with STI Law.

Mr. Keith Miller clarified that MPO staff, included in the motion by Mr. Humphries to make this item information only, has been asked to create a procedure for future CTP map amendment requests.

**For information only.**

## **12. Other Business**

### **a. 2019 Ethics Filings – Due April 15, 2019**

Mrs. Gates reminded the Board that ethics filings are due April 15, 2019 and that late submissions are subject to a fine by the NC Ethics Commission.

### **b. CATS West Corridor Study Update – MTC Approval**

Mrs. Randi Gates noted that the Metropolitan Transit Commission, the governing body for CATS, did approve recommendations for the West Corridor.

### **c. Save the Date: 2020 Transportation Summit – January 8-9, 2020 (Raleigh) – For information only.**

### **d. NCDOT Update – Division 12 Staff and TPD MPO Coordinator**

- i. Mr. Anil Panicker had no updates at this time.
- ii. Mr. Dominique Boyd stated that he is hoping to bring information about NC Moves to the next meeting. NC Moves is a long range state transportation plan which runs through 2050.

### **e. Transit Systems Ridership – For information only.**

**f. Mr. Richard Turner** asked to address some comments made during the meeting. Firstly, when Mr. Packer mentioned long-range planning Mr. Turner felt that he may be correct in saying the MPO and its partner organizations need to be more fluid and flexible in reacting to some of the situations that present themselves. Mr. Turner also stated that he was unaware that the Durham light rail project had been abandoned and expressed an interest in finding out more about that.

- i. **Representative Dana Bumgardner** explained that the Durham light rail was a 2.7 billion dollar project that has been controversial due to opposition from Duke University. Representative Bumgardner stated that the reason the project was abandoned was due to Duke University and their contention that the light rail would be too close to their hospital and their concern over its interference with hospital business. There had already



been a tax increase passed to help fund the light rail so there are questions about what will be done with that money now that the project has been cancelled.

**Adjournment**

There being no further business Mr. Turner opened the floor for a motion to adjourn.

**Mr. Sparrow motioned to adjourn the meeting. Mr. Worley seconded and the motion passed unanimously.**

DRAFT