



Comprehensive Transportation Plan (CTP) Amendment Process

Adopted September 26, 2019

Amended September 24, 2020

North Carolina G.S. 136-66.2. Requires the development of a coordinated transportation system and provisions for streets and highways in and around municipalities.

What is the CTP?

CTP stands for Comprehensive Transportation Plan, North Carolina’s multi-modal transportation plan. The CTP represents a community’s consensus on the future transportation system (including the existing system and improvements) needed to support anticipated growth and development over approximately a 25-30-year timeframe. A CTP is a mutually adopted legal document between the state and the local area partner(s). When a CTP is adopted by NCDOT, it represents the state’s concurrence with the identified transportation needs and proposed recommendations.

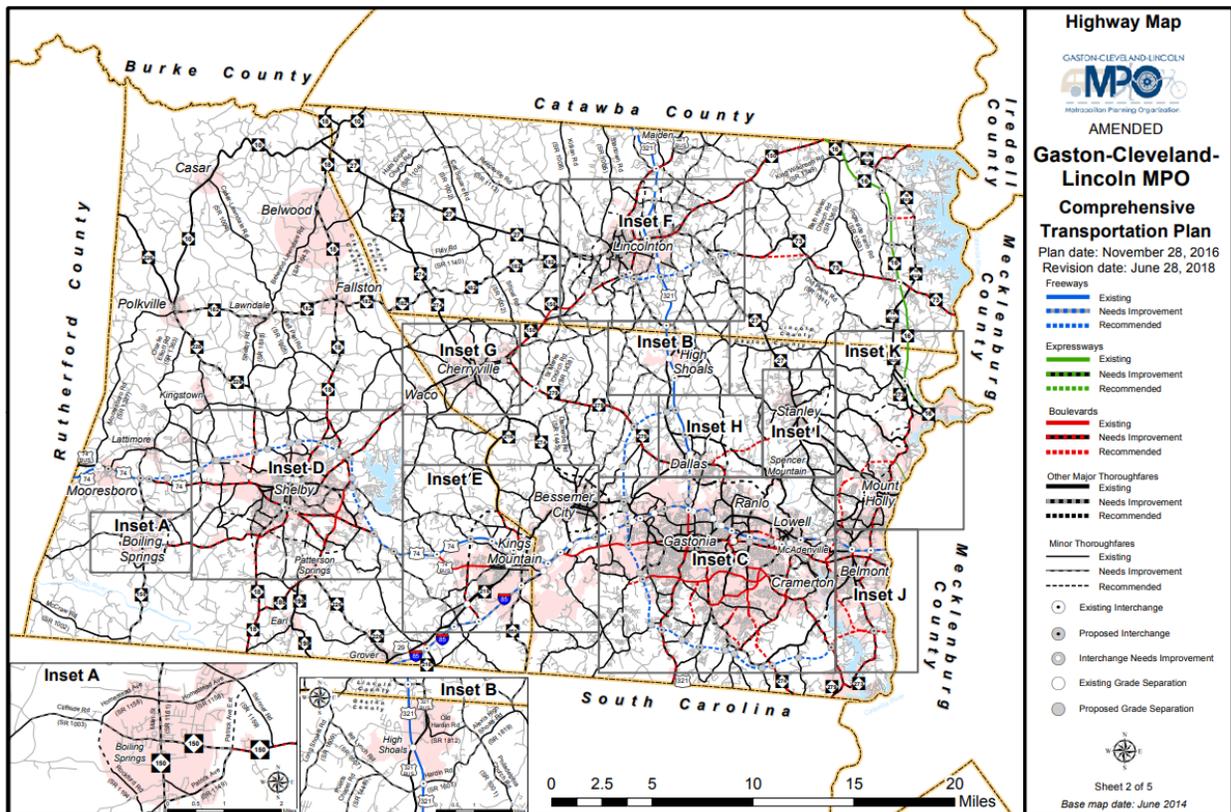


Figure 1._ Gaston-Cleveland-Lincoln MPO Comprehensive Transportation Plan (CTP)

The CTP does not include specific transportation projects or improvement schedules, but instead represents the status or completeness of the comprehensive transportation system that may be required to support anticipated growth and development.

By establishing the region's future transportation needs, the CTP offers an organized way to identify, and eventually prioritize, the transportation projects that may be built in the communities within the GCLMPO area.

CTP projects shown as "Needs Improvement" or "Recommended" could become a funded project in the future, part of a development project, or may never become a funded project. The CTP includes multiple modes of transportation including: highway, bicycle, public transportation, pedestrian, aviation and rail.

When was the CTP Adopted?

The most recent GCLMPO CTP was adopted by the MPO Board on December 7, 2016, recommended by the NCDOT-Transportation Planning Branch on February 13, 2017, and adopted by the NCDOT Board of Transportation on March 9, 2017.

How can the CTP be Amended?

Requests to amend the CTP can either come directly from the GCLMPO staff or the member jurisdiction in which the project is located. **All requests must be vetted through and agreed upon by NCDOT.**

Administrative vs Procedural CTP Amendments

The GCLMPO will follow specific adoption guidelines for each type of CTP amendment.

Administrative CTP Amendments can be measured to have zero impact to very minor impact to property owners based upon the proposed CTP map amendment. An amendment is deemed minor if there is a shift in an alignment by less than 1,000 linear feet, unless MPO staff recommends otherwise. Public involvement will not be conducted if the GCLMPO staff determines the CTP amendment to be an administrative modification.

Procedural CTP Amendments can be measured to have a minor to major impact to residents and/or stakeholders. An amendment is deemed minor to major if there is a shift in an alignment by 1,000 linear feet or more. This type of amendment may also alter the intent of a project or add or remove a project. The resulting impacts of map amendments will vary by mode. A full public engagement process will be required.

Please refer to the CTP Amendment Types Table for more information.

Adhering to the adopted Public Participation Plan, the following steps are required for CTP Amendments:

Administrative Amendment Process

1. MPO staff or local municipality staff shall initiate the process by requesting an Administrative Amendment to the CTP.
2. A list of Administrative Amendments will be presented as an “information item” to the Technical Coordinating Committee (TCC) and MPO Board twice a year (March and September).
3. A list of all Administrative Amendments will be submitted once a year to the NCDOT Board of Transportation (November/December).

Procedural Amendment Process (Requires MPO Board Approval)

1. MPO staff or local municipality staff shall initiate the process by requesting a Procedural Amendment to the CTP.
2. The draft amendment shall be presented to the GCLMPO’s Technical Coordinating Committee (TCC) for a recommendation to release for a 30-day public comment period, and then to the MPO Board for approval to release for a 30-day public comment period.
3. A 30-day public comment period will be held, including at least one (1) public meeting. If an amendment comes at the request of a local government, the local government shall be responsible for advertising and conducting the 30-day public comment period and public meeting.
4. Comments received during the public comment period shall be presented to the TCC with a request to recommend approval of responses and approval of the requested CTP amendment.
5. The recommendations of the TCC will be presented to the MPO Board for approval/adoption. If the CTP amendment is approved by the MPO Board, MPO staff will submit the amendment to the NCDOT Board of Transportation (BOT) for final approval once a year (November/December).

Requests to amend the CTP can be made to:

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704-854-6604

CTP Amendment Types

Mode	Facility Type	Administrative Amendments (Notification Only to TCC & MPO)	Procedural Amendments (MPO Board Adoption Required & Full Public Engagement)
Highway	* Thoroughfares (Minor, Major, Boulevard, Freeway, Expressway)	Status change from recommended to existing	Add or remove facility
		Status change from needs improvement to existing	Status change to recommended/needs improvement
		Minor change to alignment (shifting < 1,000 linear feet)	Major change to alignment (shifting 1,000+ linear feet)
			Classification change
	* Grade Separations, Interchanges * Managed Lanes Interchange (Direct Access)	Status change from recommended to existing	Add or remove facility
		Status change from needs improvement to existing	Status change to recommended/needs improvement
			Change to location
			Classification change
Bicycle and Pedestrian	* On-Road Facility	Status change from recommended to existing and/or addition of an existing facility	Addition of a new Recommended or new Needs Improvement facility, or removal of a Recommended or Needs Improvement facility
	* Multi-Use Path	Status change from needs improvement to existing	Status change to recommended/needs improvement
	* Sidewalks	Realignment necessitated by roadway realignment	Major change to alignment (shifting 1,000+ linear feet)
		Minor change to alignment (shifting < 1,000 linear feet)	
		Classification change or status change to existing	
	* Greenways	Status change from recommended to existing and/or addition of an existing facility	Addition of a new Recommended or new Needs Improvement facility, or removal of a Recommended or Needs Improvement facility
	* Grade Separations	Status change from needs improvement to existing and/or addition of an existing facility	Status change to recommended/needs improvement
Minor change to alignment (shifting < 1,000 linear feet)		Major change to alignment (shifting 1,000+ linear feet)	
Transit and Rail	* Active Rail	Status change from recommended to existing	Add or remove facility
	* Commuter Rail	Status change from needs improvement to existing	Status change to recommended/needs improvement
	* High Speed Rail Corridor	Minor change to alignment (shifting < 1,000 linear feet)	Major change to alignment (shifting 1,000+ linear feet)
	* Fixed Guideway	Classification change	
	* Operational Strategies	Status change from recommended to existing	Add Recommended/Existing Strategy
		Realignment necessitated by roadway realignment	
	* Rail Stops, Bus Park & Rides	Status change from recommended to existing	Add or remove facility
	* Intermodal Connectors	Status change from needs improvement to existing	Status change to recommended/needs improvement
	* Rail-Rail		Change to location
* Rail-Highway Grade Separations		Add or remove project	