



EXPLORING TRANSIT ORIENTED DEVELOPMENT

Jason Lawrence

Senior Transportation Planner

Charlotte Area Transit System

What is TOD?

The Charlotte Story

Did the plan work?

Lessons Learned

Expanding the vision



So what is TOD?

Federal Transit Administration

Transit-oriented development, or TOD, includes a mix of commercial, residential, office and entertainment centered around or located near a transit station. Dense, walkable, mixed-use development near transit attracts people and adds to vibrant, connected communities.

Successful TOD depends on access and density around the transit station. Convenient access to transit fosters development, while density encourages people to use the transit system. Focusing growth around transit stations capitalizes on public investments in transit and provides many benefits, including:

- increased ridership and associated revenue gains for transit systems
- incorporation of public and private sector engagement and investment
- revitalization of neighborhoods
- a larger supply of affordable housing
- economic returns to surrounding landowners and businesses
- congestion relief and associated environmental benefits
- improved safety for pedestrians and cyclists through non-motorized infrastructure



That's a lot of words, what about images?

So what is TOD?

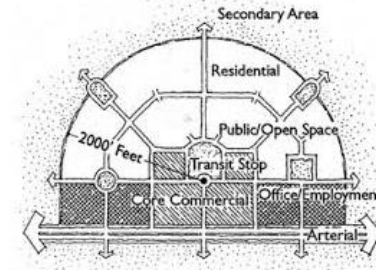
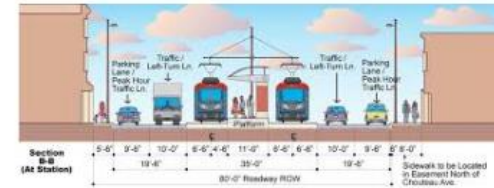
Google Image Search...

tod

principles

metro

development tod



TRANSIT ORIENTED DEVELOPMENTS



But which one?
What about organizations or online resources?

There's a few



Complete Communities

attractive, inclusive, efficient, healthy & resilient places



NATIONAL RESOURCES & TECHNICAL ASSISTANCE FOR
TRANSIT-ORIENTED DEVELOPMENT



TheCityFixTM

TRANSIT ORIENTED DEVELOPMENT
INSTITUTE



We could look to the past



We could look to the past



We could look to the past



Look Familiar?

Main Street Today



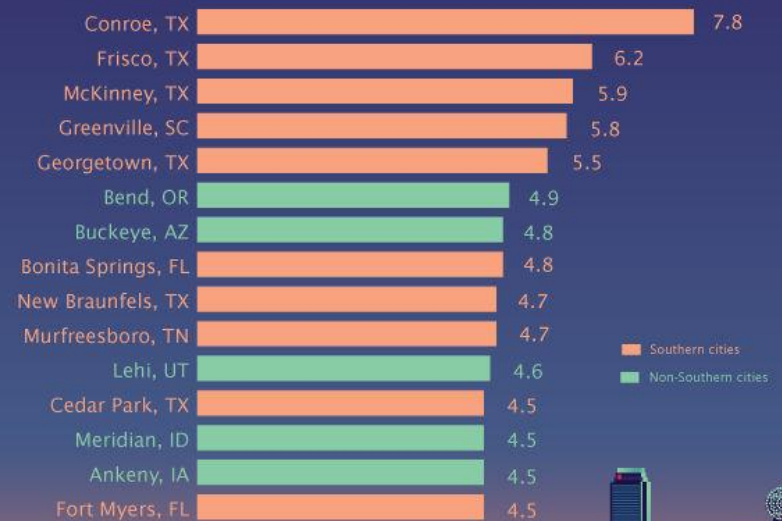
Still Works

Population Growth

	2010	2017	% Increase
Greenville	58,409	68,219	16.8%
Greenville County	451,225	506,837	12.3%
Greenville MSA	824,112	897,247	8.9%
Upstate SC Region	1,362,073	1,460,785	7.2%
South Carolina	4,625,364	5,037,131	8.9%

Southern Cities Growing Quickly

The 15 Fastest-Growing Large Cities by Percent Change Between July 1, 2015, and July 1, 2016



Note: Graphic displays percent change for fastest-growing cities and towns with populations of 50,000 or more on July 1, 2015.

United States
Census
Bureau

U.S. Department of Commerce
Economics and Statistics Administration
U.S. CENSUS BUREAU
census.gov

Source: Vintage 2016 Population Estimates
www.census.gov/programs-surveys/popest.html

Population Growth

It's official: Charleston is now South Carolina's largest city; Greenville among fastest-growing in nation

BY DAVID SLADE DSLADE@POSTANDCOURIER.COM

MAY 25, 2017 (7)



Photo courtesy of VisitGreenvilleSC/ProBros Production



In 1998 the Charlotte Mecklenburg population was projected to grow by about 385,000 people over the next 30 years a 66% increase.

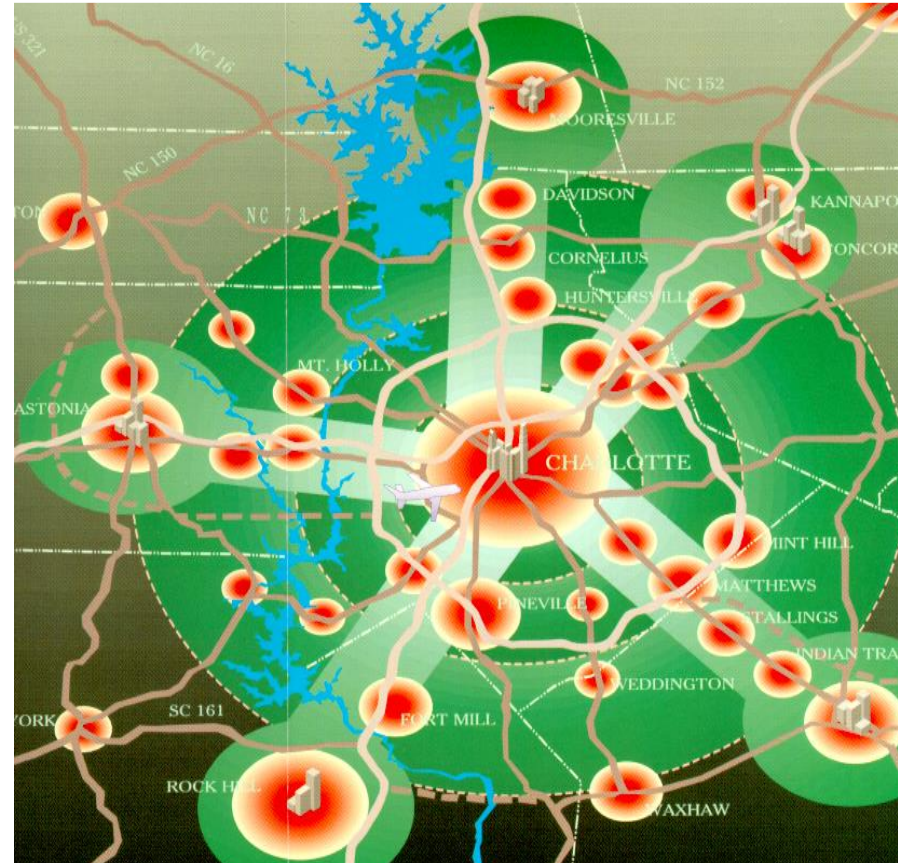
	1995	2025
Mecklenburg County projected population growth in 1998	580,000	965,000

In 2014 the US Census Bureau estimated Mecklenburg County's population is already over a million people at 1,012,539. That is a 75% increase from 1995. We have reached our projections a full 10 years early.

Charlotte's Origin Story

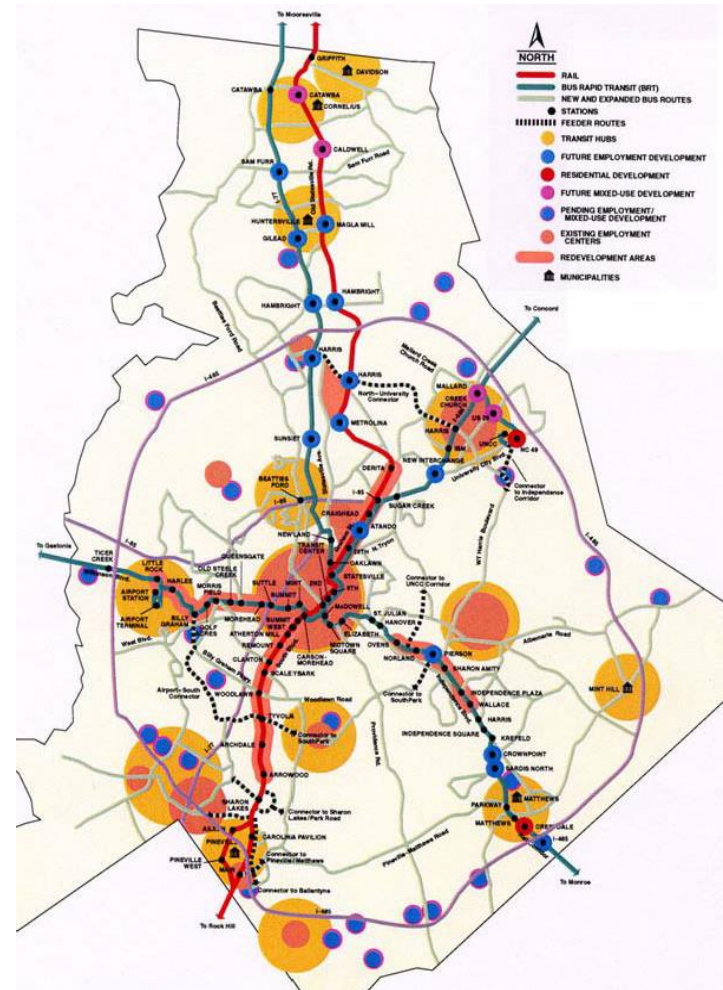
Centers and Corridors Strategy developed in the 1990's

- Long-term management strategies for future population growth and congestion
- Five primary transportation and development corridors
- Transform unfocused development patterns in corridors and wedges to compact mixed-use development along corridors and in station areas



2025 Transit / Land Use Plan-1998

- Vision for a long-term growth management strategy
- Integrates rapid transit and mixed-used development along 5 transportation corridors
- Expands transit system to serve between the rapid transit corridors
- Provide more transportation choices to meet mobility needs
- Support sustainable growth for region
- Half cent sales tax dedicated to transit approved by Mecklenburg County votes in 1998
- Metropolitan Transit Commission created as policy board for CATS. Includes voting members from Charlotte, Matthews, Mint Hill, Cornelius, Huntersville, Davidson, NCDOT, and Mecklenburg County



BUS RAPID TRANSIT



- Intended for a variety of trips from regional to local
- Operates in a variety of ROW scenarios
- Service throughout the day and on weekends

STREETCAR



- Intended for short-distance trips in urban areas
- Typically operates in mixed traffic
- Service throughout the day and on weekends

LIGHT RAIL



- Intended for a variety of trips from regional to local
- Typically operates in dedicated ROW
- Service throughout the day and on weekends

COMMUTER RAIL



- Intended for longer-distance commute trips from suburbs into a central city
- Operates in dedicated ROW
- Service during peak hours of travel M-F



More than rail



Over 80% of ridership
is generated from
non rail vehicles



Bus Investments

Start at the stop



Bus Investments

First CATS improved the bus stop



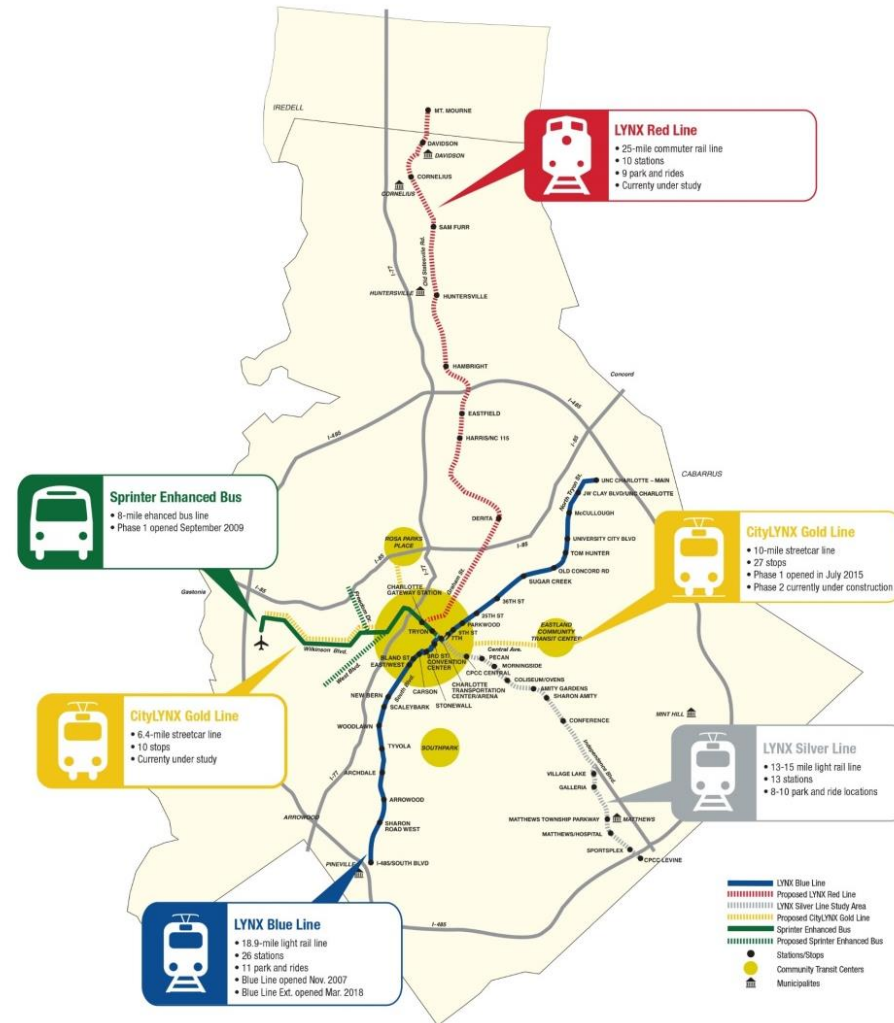
Sprinter Airport Enhanced Bus



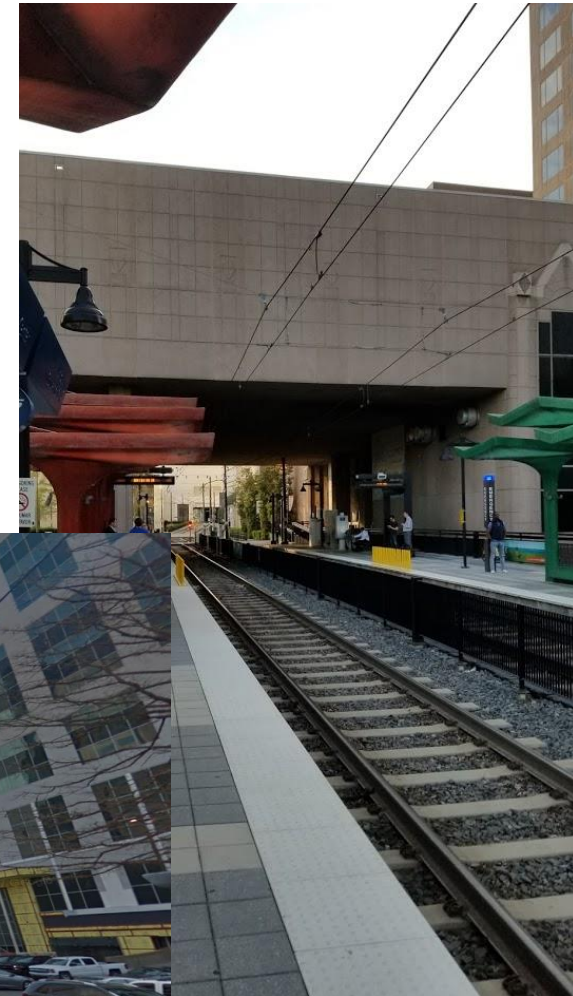
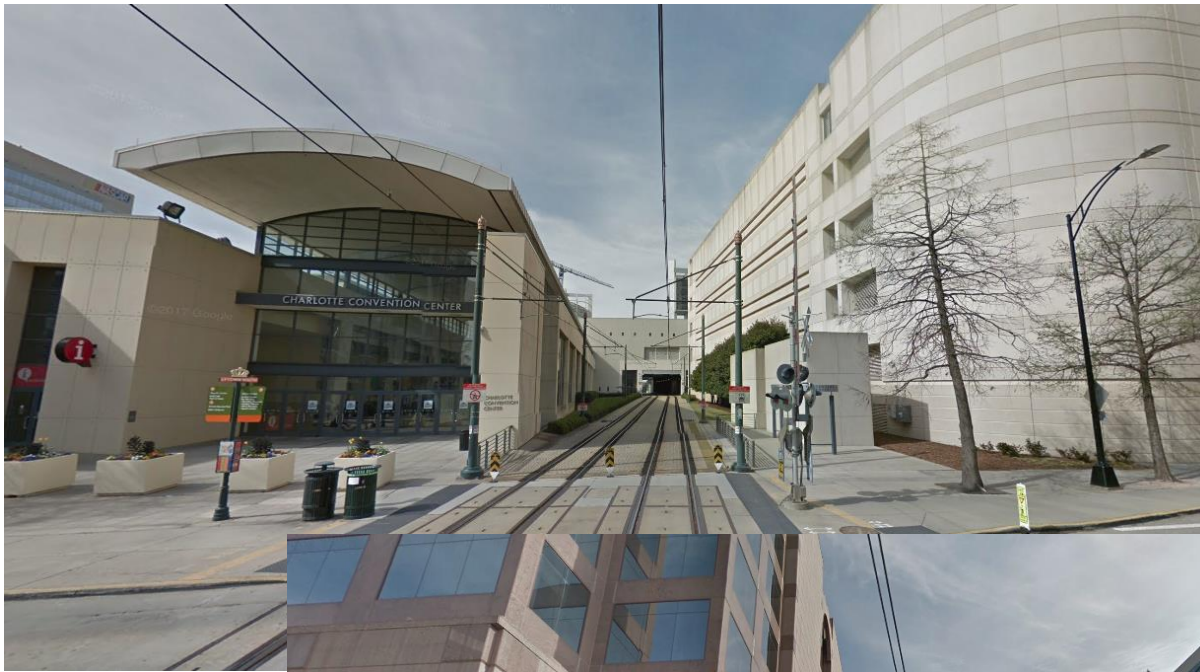
What's changed since 1998?

- 2002—2025 Transit System Plan
 - Streetcar Beatties to Central Ave
 - BRT SE/W...continue to study LRT
 - LRT Northeast Corridor
 - CRT North Corridor
- 2006—2030 Transit System Plan
 - Streetcar Central/Beatties confirmed
 - Streetcar New West LPA
 - BRT SE...continue to study LRT
 - LRT Northeast advanced
 - CRT North Corridor-alternative funding
- 2007-LYNX Blue Line opens
- 2009-Sprinter Airport Enhanced Bus
- 2015-CityLYNX Gold Line Phase 1 opens
- 2016-LYNX Silver Line LRT LPA adopted
- 2017-LYNX System update
- 2018-LYNX Blue Line Extension Opens
- Charlotte Gateway RFP

LYNX SYSTEM MAP



Corridor preservation is the critical path to completing any rapid transit plan: LYNX Blue Line in Uptown Charlotte





1998 Uptown Charlotte



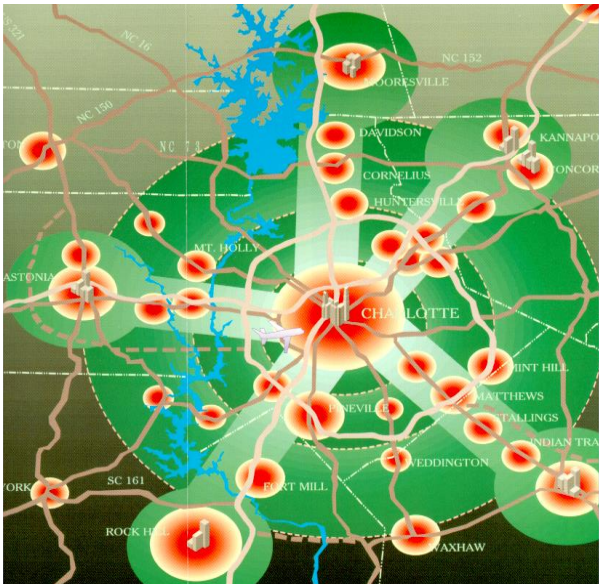


What about the D in TOD?



Before TOD could occur policies and plans were developed

1990's	Centers, Corridors, and Wedges Growth Framework
1998	2025 Integrated Transit & Land Use Plan
2001	Transit Station Area Principles
2002	Transit Station Area Joint Development Principles and Policies
2003/2007	General Development Policy update to include Environmental and Infrastructure Chapters
2006	Transportation Action Plan
2007	Urban Street Design Guidelines
2008/2013	Transit Station Area Plans



Transit Station Area Principles

The Transit Station Area Principles created the framework for the Station Area Plans by focusing on three points.

- Land Use
- Community Design
- Mobility



Transit Station Area Principles

Land Use

- Encourage highest density uses closest to the transit station and transition to lower densities adjacent to existing single family neighborhoods.
- Encourage a mixture of residential, office, service-oriented retail and civic uses, either through mixed or multi-use development.
- Disallow automobile-dependent uses, such as automobile sales lots, car washes and drive-thru windows.
- Consider special traffic generators - such as cultural, educational, entertainment or recreational uses - to locate in station areas.
- Preserve existing stable neighborhoods.
- Encourage a mixture of housing types, including workforce/ affordable housing.



Transit Station Area Principles

Community Design

- Orient buildings to front on public streets or open spaces.
- Minimize setbacks and locate parking to the rear.
- Provide windows and doors at street level and minimize walking distance to entrances.
- Screen unsightly elements, such as dumpsters, loading docks, service entrances and outdoor storage from the transitway.
- Include active uses on the ground floor of structures.
- Include elements such as street trees, pedestrian scale lighting and benches in streetscape design to encourage pedestrian activity.
- Place utilities underground, when possible
- Establish public open spaces that act as development catalysts and serve as focal points around transit stations.
- Design open spaces to be centers of activity that include items such as benches, fountains and public art.



Transit Station Area Principles

Mobility

- Create a multi-modal environment that emphasizes pedestrians and bicyclists.
- Provide an extensive pedestrian system throughout the station area to minimize walking distances, connect to neighborhoods, accommodate large groups of people, and eliminate sidewalk gaps.
- Design the pedestrian system to be accessible, safe and attractive, by using planting strips, street trees, on-street parking and bicycle lanes.
- Develop an interconnected street network with maximum block lengths of 400'; provide mid-block crossings if blocks are larger.
- Establish parking maximums, rather than minimums.
- Minimize surface parking and encourage shared parking facilities.



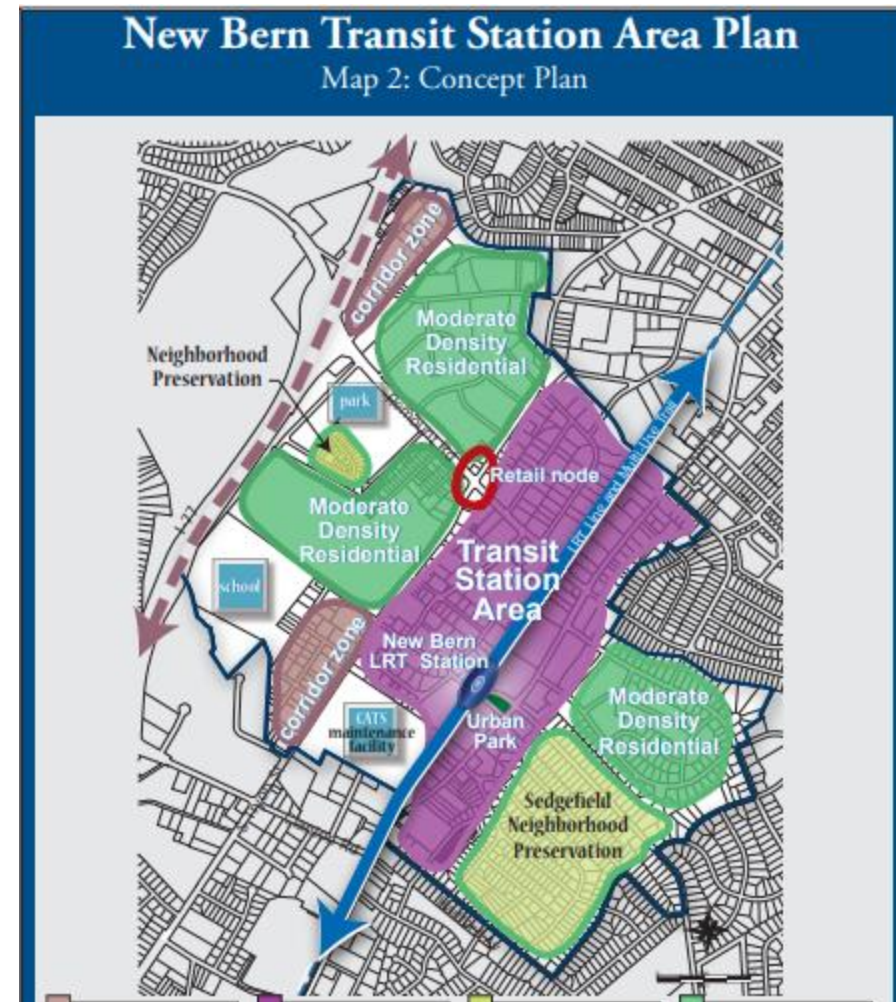
- Facilitate the right mix of development and appropriate infrastructure to complement the transit investment; and
- Optimize the land use and infrastructure within the larger Corridor to support its continued ability to accommodate growth.



Achieving the Vision

The Station Area Plans are organized into chapters that:

- First, provide an overview of the study area and identify opportunities and constraints to achieving the City's objectives for the plan area, especially the transit station area;
- Secondly, propose a vision for the future of the study area and offer recommendations to move towards that vision; and
- Lastly, suggest specific actions to be taken to implement the recommendations.



Did the plan work?

Before LYNX BLUE Line there were concerns:

- Would the development occur?
- Too much affordable housing
- Too much density



2008



3030 South

**South End from New
Bern station area looking
toward Uptown Charlotte**

2012



2013



Ashton

Publix

Camden Southline

Junction 1504

Silos 1

Colonial Reserve

Fountains

3030 South

2015



Ashton

Junction 1504

Silos 2

Silos 1

Fountains

3030 South

Publix
Camden Southline

2400 South Blvd

Solis Southline

Colonial Reserve

Marsh - Sedgefield

2016



2011



2018





Dimensional Place

- 253,842 SF office
- 16,136 SF retail
- Structured parking
- Under construction



2015



What did we learn?

After the LYNX BLUE Line we are asking different questions

- How do we better manage development design and form?
- How do we incorporate affordable housing?
- Should a greater diversity of density be allowed?
- How to incorporate the System Plan Update into the Comprehensive Plan?



WHAT CAN UDO

Charlotte Place Types and Unified Development Ordinance

Home About the Project Get Involved Blog Presentations & Reports #CLTUDO

TOP 10 URBAN DESIGN ISSUES

1. STREETS & STREETSCAPES
2. SIDEWALKS
3. CONNECTIONS
4. ACTIVE EDGES/
STREET WALLS
5. BUILDING
ENTRANCES
6. HEIGHT AND MASS
7. TRANSITIONS
8. BUILDING
PLACEMENT
9. PARKING
10. OPEN SPACE



1. STREETS & STREETSCAPES



ELEMENTS OF THE STREETScape



Travel lanes

On-street
parking

Green zone
(buffer)

Sidewalk/ped zone



2. SIDEWALKS





Neighborhood streets: 5 feet



Mixed-use streets: 6-8 feet



Urban commercial: 8+ feet



Outdoor dining: 12+ feet

Minimum preferred sidewalk widths

- The appropriate sidewalk width differs according to the street type, zoning district, and adjacent use.
- Charlotte's minimum sidewalk width is 5 feet.
- Urban zoning districts typically require a minimum of 6 feet in width.



3. CONNECTIONS

The gate makes
all the difference.





Connect to the sidewalk.



4. ACTIVE EDGES / STREET WALLS



BREWS BROS.

P

734

BREWS BROS.

Espresso Lounge

OPEN

NO SMOKING
WITHIN 25 FT
OF ENTRANCE

Espresso

Chaper Trail
TASTING ROOM

ESPRESSO

Past

PROTECT YOUR
PUC

WARNING
NO TRESPASSING
PROPERTY

2008
STABLE



morningstar

2
Months
Free

*on selected units

morningstar

2
Months
Free

*on selected units



5. BUILDING ENTRANCES



These guys can't find the entrance



It's here



Building entrances should be prominent and easy to find.



AUTO BELL

CAR WASH

ment Living in
Dilworth

707-525-7245
www.marshproperties.com

Marsh
Properties

\$4 RIDE THRU
NOW HIRING

Village - Elmhurst - Park Place

CANNON

The Subline Apartments

EXIT ONLY - NO ENTRY

ENTRY - 9' - 0" MAX CLEARANCE

Individual residential entrances
should be separated from the
sidewalk and raised for privacy.

Residential entrances that are lower than the sidewalk can also provide a sense of privacy.





6. HEIGHT AND MASS





Taller buildings are appropriate in certain locations.



Breaking up a long building into smaller elements not only provides visual interest but can make a large building seem smaller and more human in scale.



7. TRANSITIONS



High intensity development should respect existing adjacent established lower density neighborhoods by stepping down building height and providing appropriate buffers and screening.



Taller buildings adjacent to single family neighborhoods should respect the relationship by stepping down in height closer to the lower density use.



8. BUILDING PLACEMENT



Typical resident building placement



Typical commercial building placement

Two sides of the same street

Buildings placed
further from the
street with
parking in front

Building edge at
the back of the
sidewalk

SAT THE MASONBORO BOYS
FRI NEAR GRAVITY
FRI MAY 7 ON THE RUN



9. PARKING





How much parking is too much parking?

Urban zoning with
structured parking
behind building

P

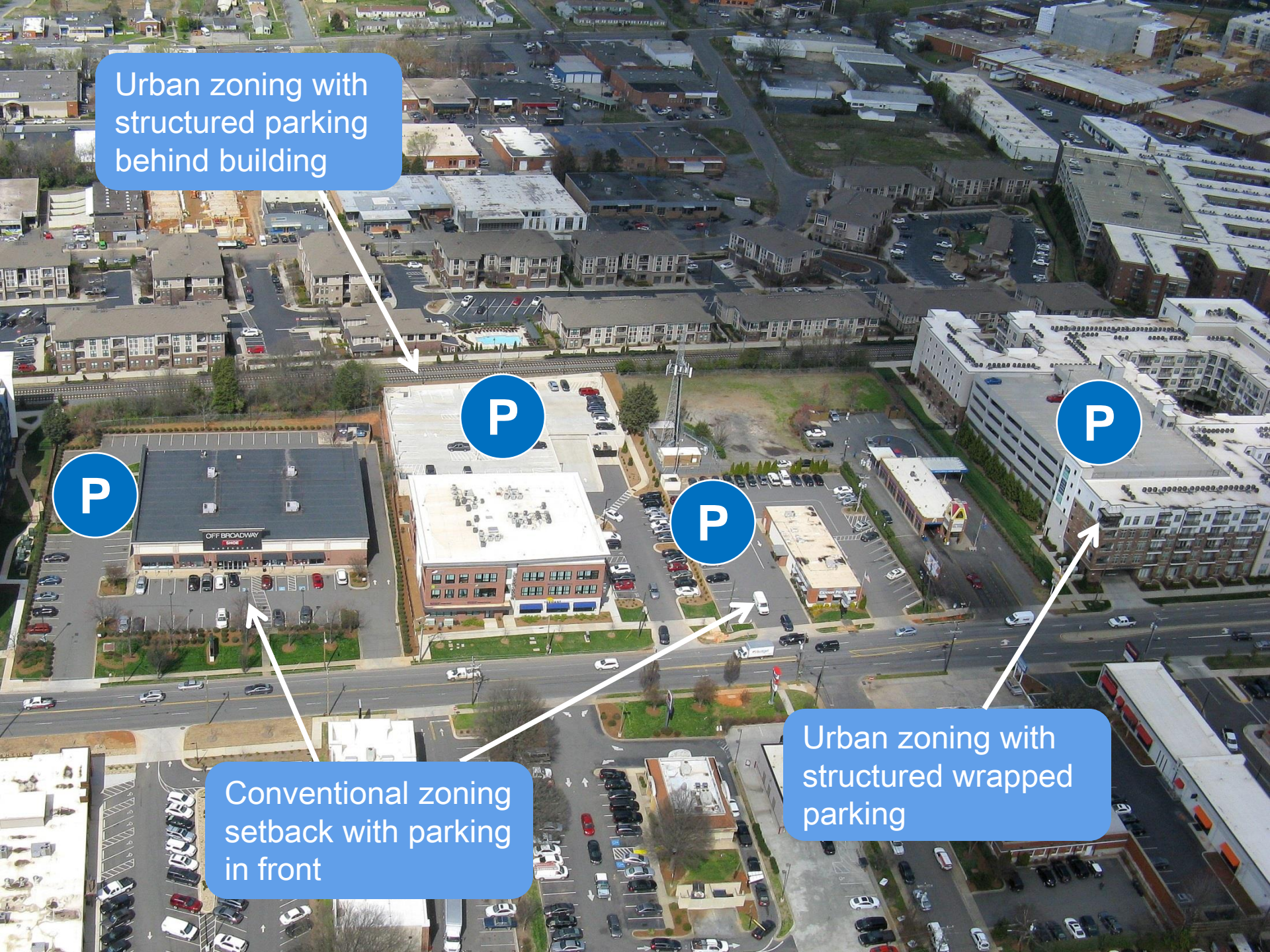
P

P

P

Conventional zoning
setback with parking
in front

Urban zoning with
structured wrapped
parking





Structured parking is usually a better option than surface parking in higher density areas such as activity centers and station areas.



Parking garages can be beautiful.



Structured parking wrapped with active uses.



10. OPEN SPACE





Passive open space at JCSU.



Typical ordinance-required urban open space.





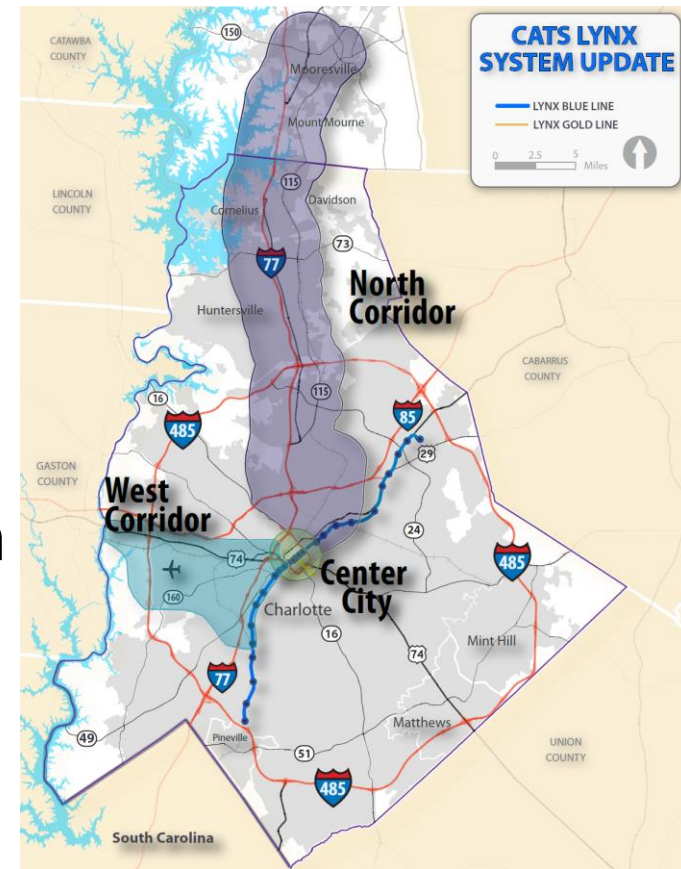
What's Next?

By 2020 Charlotte will have completed:

- Unified Development Ordinance
- Comprehensive Plan

And Charlotte Area Transit System will have:

- Updated the 2030 Transit system plan
- Completed a regional transit plan that will...



Expand the vision

Uptown
Charlotte



Airport



Hwy 74 Bridge



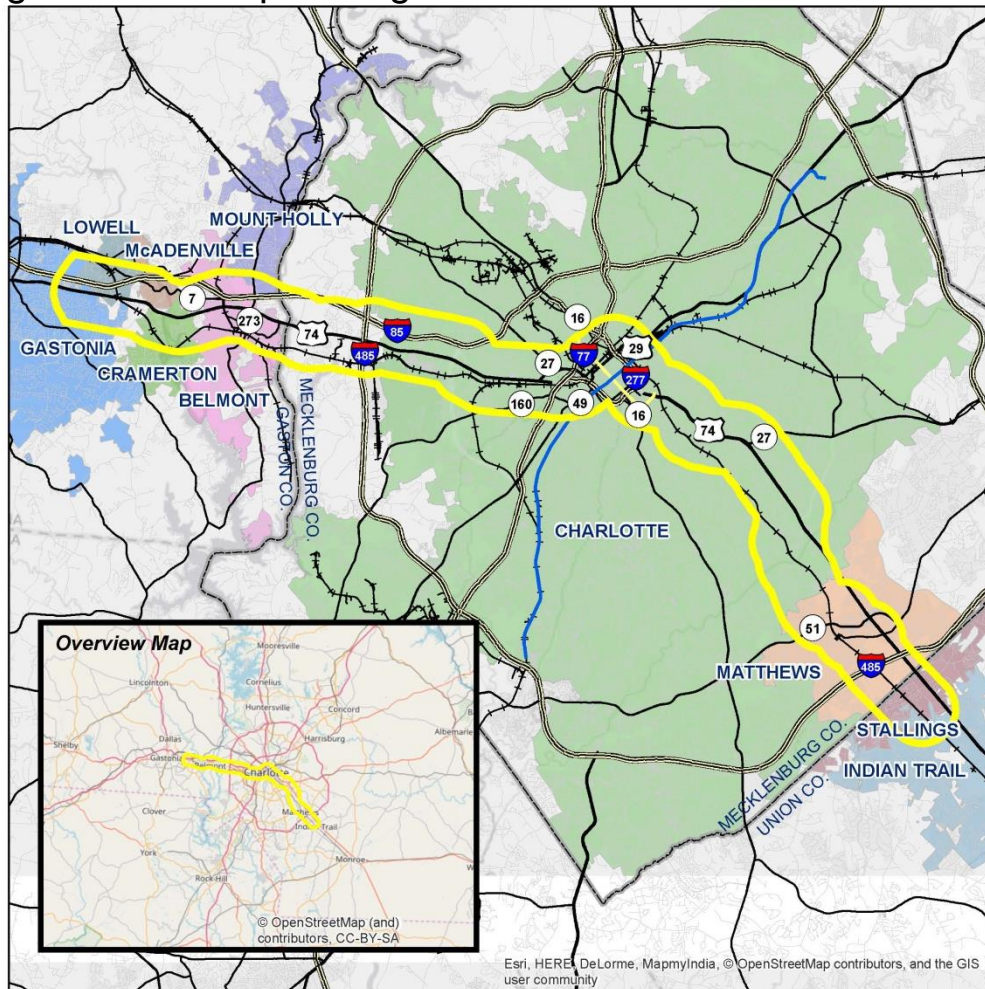
To Gastonia



Regional TOD Grant Partnership

CATS in partnership with Charlotte Planning, Design + Development Department, City of Gastonia, City of Belmont, Town of Matthews, Town of Stallings, and Town of Indian Trail submitted an application for a \$1.0 million planning grant for TOD planning from the Federal Transit Administration.

Silver Line Study Area



Specific outcomes of this work will include

- Determining future land use around stations
- Identifying supporting infrastructure
- Advance actions for corridor preservation and affordable housing
- Identification of innovative economic development and financing strategies

What is possible?



What is possible?



What is possible?





STONEWALL STREET in 2005



STONEWALL STREET in 2015



Charlotte
Convention
Center

LYNX Blue Line

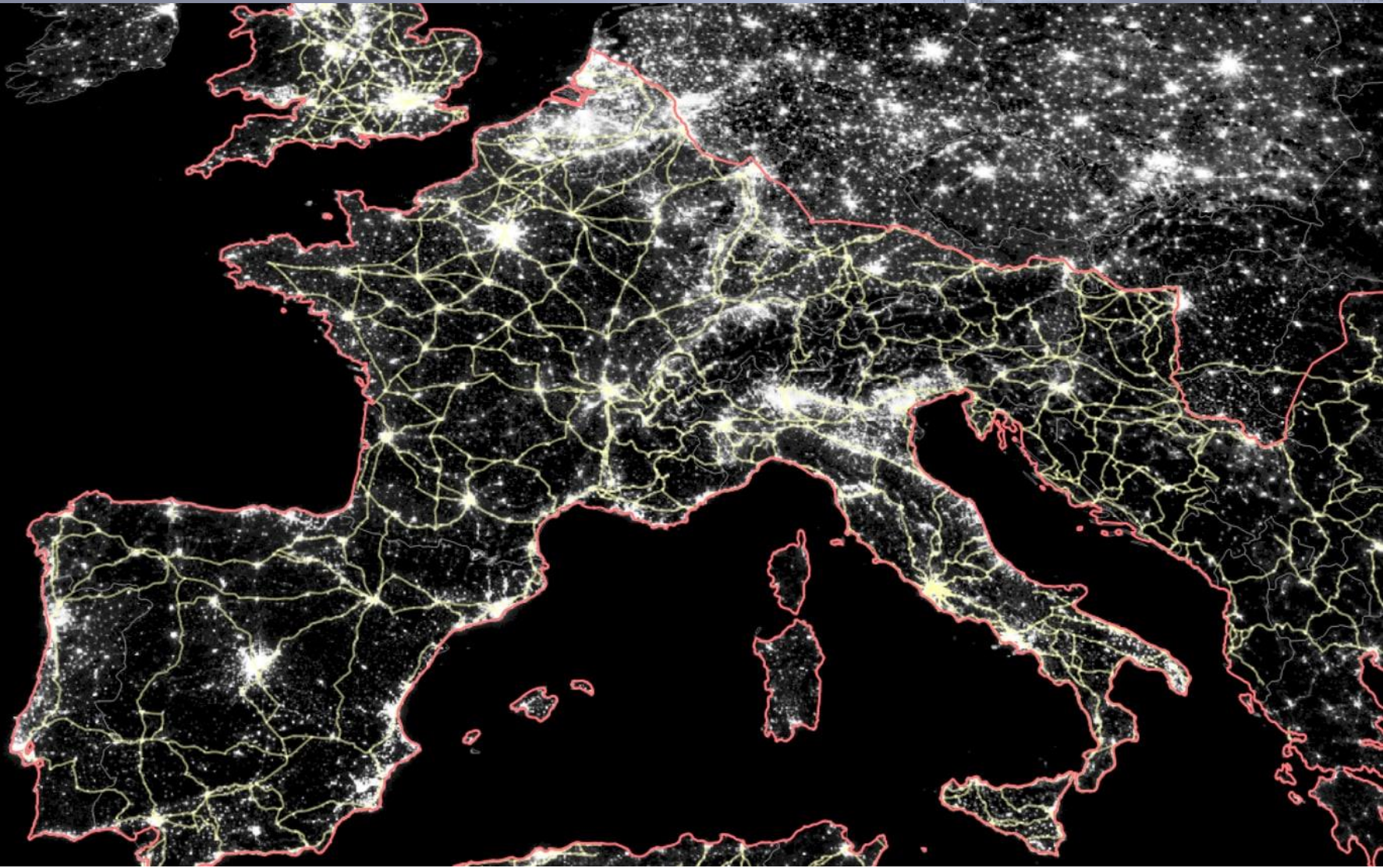


Charlotte
Convention
Center

LYNX Blue Line



What decision today benefits the cities of tomorrow?



[How 2,000-year-old roads predict modern-day prosperity—Washington Post](#)



Height is measured in feet from the average grade to the tallest part of the building. Rooftop structures (like stair towers) are not counted toward the maximum height.



Mass includes the relationship of the building's various parts to one another and can affect how the building fits into its surroundings.



Sidewalks:

If not specified, then the sidewalk must be a minimum of eight feet in width.

Sidewalks must meet the standards for concrete sidewalks in accordance with the Charlotte-Mecklenburg Land Development Standards Manual.



Connections:

Where ground-floor residential units provide outdoor space located within 15' of the public sidewalk and within 3' of finished grade, such open space must provide a connection to the sidewalk.


Active Edges + Street Walls:

No building may contain a blank wall area greater than 20 linear feet, measured either horizontally or vertically. Wall areas in excess of 20 feet must incorporate two or more decorative elements such as banding, medallions, artwork such as murals and mosaics, change in wall plane of at least 3", windows, doors or other architectural or material embellishment.



Building Entrances:

Where ground-floor residential units provide outdoor space located within 15' of the public sidewalk and within 3' of finished grade, such open space must provide a connection to the sidewalk.



Height + Mass:

Height above 75' or six stories, whichever is reached first, requires a minimum setback of 15' from the building façade line on upper-story building façades.

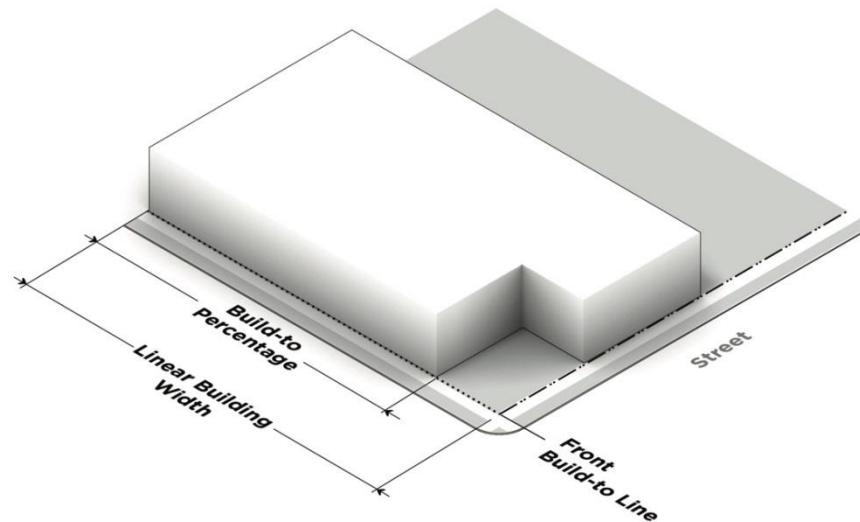


Transitions:

... any lot fully or partially within 200'
of a residential district is limited to a
maximum building height of 65'

Building Placement:

Build-To Percentage. A build-to percentage specifies the percentage of the building facade that must be located within a build-to line or build-to zone. Facade articulation, such as window or wall recesses and projections, do not count against the required build-to percentage.

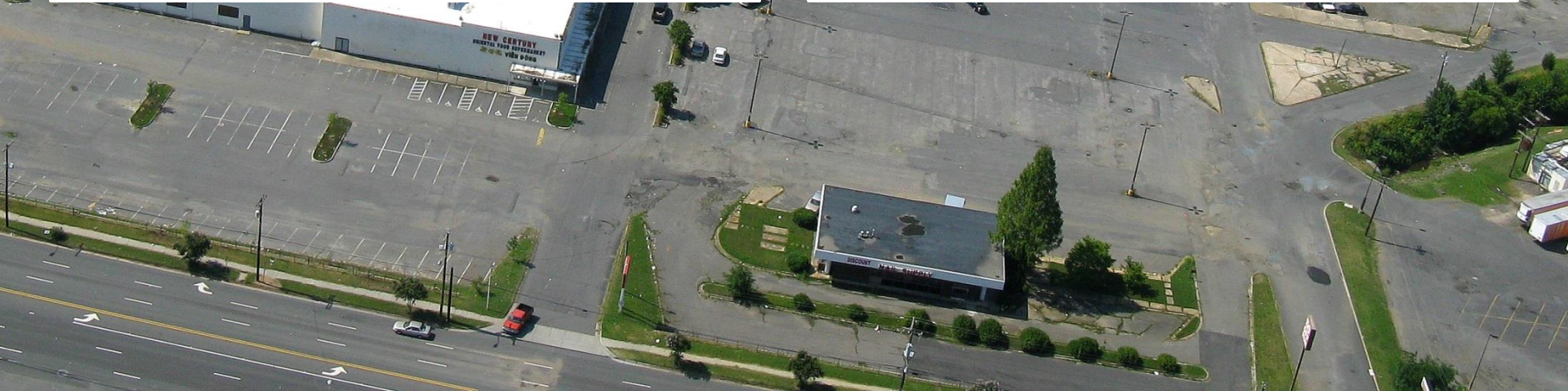




Parking:

No surface parking may be located in front of a building façade along any street frontage. The preferred location for surface parking lots is in areas abutting an interior side and/or rear lot line to the rear of the building.

The Tree Ordinance requires every new parking space to be within 40 feet of a tree.





Surface parking lots should provide safe pedestrian connections from the public street to the primary uses.



Surface parking lots should be screened from view of the street and adjacent property. This may be done with landscaping or with something more interesting.





On-street parking



Parking to the side

On-street parking

Parking to the side



Parking to the side

Parking to the rear

Parking to the side

On-street parking



Parking to the side

Parking to the rear

Parking to the side

People space
On-street parking

P
A
R
K
I
N
G



 Evening & Weekend
Visitor Parking
Available in Parking Deck

◀ WRONG WAY ▶

Entrance

CAUTION SPEED BUMP



Vehicles in parking structures should be screened from view.





Structured parking should be wrapped with active uses along street edges.



Open Space:

All multi-family and mixed-use developments must provide at least 100 square feet of useable on-site open space per dwelling unit. This open space may be either private open space for the dwelling unit or common open space for the use of residents.



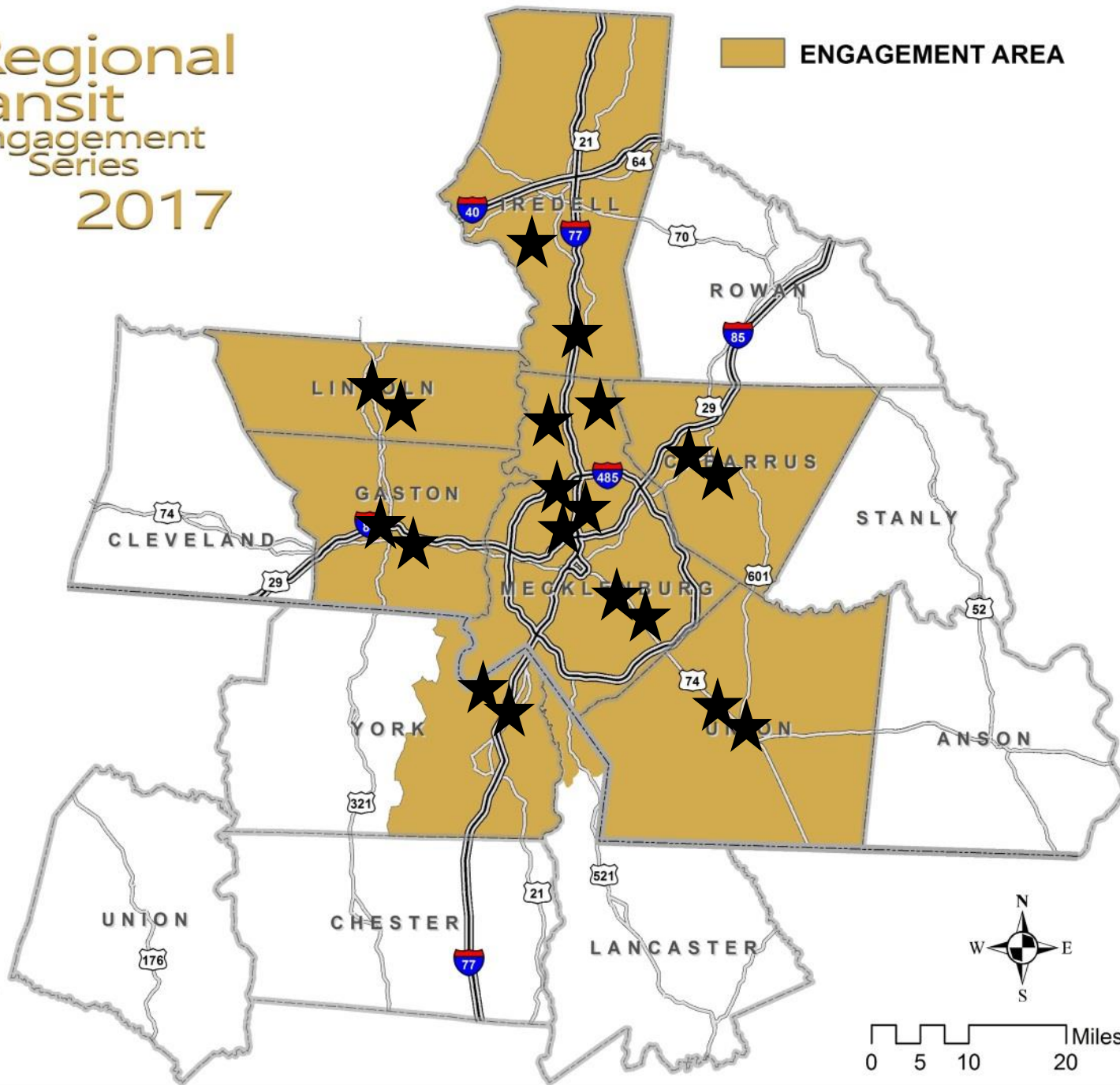
Regional Transit Engagement Series

METROPOLITAN TRANSIT COMMISSION
CENTRALINA COUNCIL OF GOVERNMENTS



Regional Transit Engagement Series 2017

ENGAGEMENT AREA



**Metropolitan Transit
Commission (MTC)**

Map created March 2017 by
Centralina Council of Governments

Conversations with the Region



Regional Transit – Phase I Findings

- ❖ **Regional, System-wide Focus**
- ❖ **Desire for Developing a Regional Transit Plan to Identify:**
 - **Mobility Options and Connections (other than light rail)**
 - **Transit Destinations, Transit Lines, Transit Mode**
 - **Funding Options, Barriers, and Peer Region Review**
 - **Administrative Structure Options and Peer Region Review**
 - **Regional Commuter Rail Options**



THE METROPOLITAN TRANSIT COMMISSION AND CENTRALINA COUNCIL OF GOVERNMENTS PRESENT THE

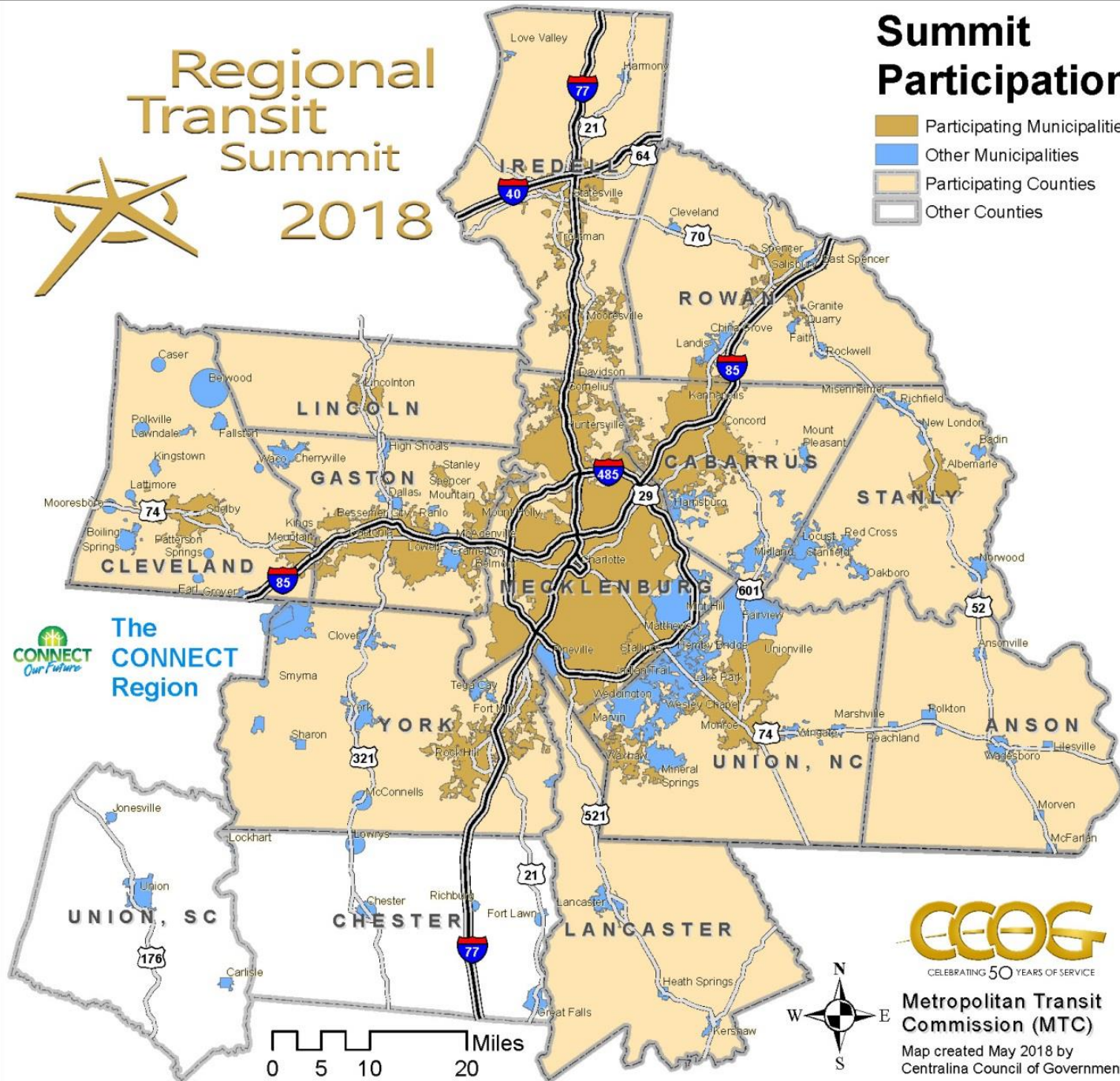
Regional Transit Summit 2018

Thursday, May 17, 2018

UNC Charlotte Main Campus • Popp Martin Student Union



Regional Transit Summit 2018



Summit Participation

- Participating Municipalities
- Other Municipalities
- Participating Counties
- Other Counties

Additional Participating Jurisdictions and Regional Organizations

AECOM
 American Heart Association
 Anson County Transportation System
 Catawba Indian Nation
 Charlotte Area Transit System (CATS)
 Centralina Council of Governments (CCOG)
 Charlotte Business Journal
 Charlotte Chamber of Commerce
 Charlotte Commercial Properties
 Charlotte Department of Transportation (CDOT)
 Charlotte Douglas International Airport
 Charlotte Mecklenburg Planning Commission
 Charlotte Regional Transportation Planning Organization (CRTPO)
 City of Charlotte Planning Department
 City of Durham
 City of Greensboro
 City of Raleigh
 Clean Air Carolina
 CLTbiz LLC
 Concord Kannapolis Area Transit
 CRL Associates, Inc.
 Disability Rights & Resources
 Duke University
 Federal Highway Administration (FHWA)
 Foursquare ITP
 Francis Consulting Services
 Gaston-Cleveland-Lincoln Metropolitan Planning Organization (GCLMPO)
 Gaston County Dept. of Health and Human Services
 Greater Gaston Development Corporation
 Gaston Gazette
 Greensboro Department of Transportation
 Gresham, Smith and Partners
 HDR, Inc.
 HNTB Corporation
 Iredell County Area Transportation System (ICATS)
 Iredell County Board of Commissioners
 Iredell County Economic Development
 Lake Norman Regional Transportation Commission
 Latin American Economic Development Corp.
 Lincoln County Department of Social Services
 Lincoln Economic Development Association
 Mecklenburg County Air Quality
 Mecklenburg County Office of Economic Development
 Mecklenburg County Park & Recreation
 Mecklenburg Transportation System
 Moore & Van Allen
 North Carolina Dept. of Transportation (NCDOT)
 NCDOT Division 12
 NCDOT Public Transportation Division
 North Carolina City & County Management Association
 North Carolina General Assembly members
 NC House of Representatives
 Northwood Office
 Novant Health Matthews Medical Center
 Office of NC Governor Roy Cooper
 Office of US Congressman Patrick McHenry
 Office of US Congressman Richard Hudson
 Office of US Congresswoman Alma Adams
 Office of US Senator Thom Tillis
 Pamaka Group
 Public Affairs Communications
 Rowan Cabarrus Community College
 Red Propeller
 Rock Hill-Fort Mill Area Transportation Study
 Routematch
 Rocky River Rural Planning Organization
 RS&H
 Sierra Club
 SMART Transportation Division
 South Carolina State House of Representatives
 South Carolina Dept. of Transportation (SCDOT)
 Southeastern Institute of Research, Inc.
 STV, Inc.
 Sustain Charlotte
 The Spiritus Group
 Transportation Administration of Cleveland County
 UNC Charlotte
 UNC Charlotte Urban Institute
 Veterans Association
 VHB Engineering NC
 Wood Environment & Infrastructure Solutions
 WSP



Metropolitan Transit Commission (MTC)

Map created May 2018 by
 Centralina Council of Governments

Welcome

Philip Dubois

Chancellor, UNC Charlotte

Philip Dubois became UNC Charlotte's fourth chancellor in July 2005. Now in his thirteenth year as Chancellor, Dubois has focused his efforts on building the University's visibility and support in the Charlotte region; long-range planning for an expected enrollment of 35,000 students; completion of key capital construction projects including UNC Charlotte Center City, and implementation of an intercollegiate football program. Dubois has many accomplishments including the Higher Education Civic Engagement Award from the Washington Center (2016), the World Affairs Council of Charlotte's World Citizen Award (2016), the CASE III Inclusion and Diversity Leadership Award (2015), and the Charlotte Regional Partnership "Jerry" Award (2009, for public sector contributions to economic development). Dubois attended the University of California, Davis, where he graduated with highest honors in 1972 with an undergraduate degree in political science. He then earned master's (1974) and doctoral (1978) degrees in the field from the University of Wisconsin-Madison.



Our Keynote Speakers



John Martin

Transportation Futurist, President and CEO, Southeastern Institute of Research, Inc.

John W. Martin is a futurist, mobility expert, award-winning author and the CEO of Southeastern Institute of Research, Inc. (SIR), a strategic consultancy headquartered in Richmond, Virginia. Founded in 1964, SIR helps corporations, government agencies, universities, nonprofits, and even entire communities understand what tomorrow will bring and what to do about it today.

John is also the founder and managing partner of SIR's Institute for Tomorrow. The Institute is a national research-based think tank that identifies and reports on major demographic and cultural trends shaping America's future. Tapping into over 50 years of SIR's research and insights expertise, the Institute for Tomorrow has helped hundreds of organizations connect the dots and navigate the changes ahead.

No stranger to the stage, John has delivered hundreds of eye-opening keynote presentations on the future of transportation for transit agencies, TDM organizations, MPOs, and DOT's. His insights have also been sought out by organizations like Walmart, Google, Circle K, AARP, Wells Fargo, and even the rocket scientists at NASA.

Frequently sought out by the media for his opinions and insights, he's appeared on NBC, CBS, CNBC, and in articles in *BusinessWeek*, *TIME*, *The Washington Post*, *The New York Times* and countless others. Along with his business partner Matt Thornhill, he's the co-author of the acclaimed book, *Boomer Consumer*.

Maria Garcia Berry

Founder & Chairman of the Board, CRL Associates, Inc.

Maria Garcia Berry is the guiding force behind what is today one of the most influential public affairs firms in Colorado. Serving a broad spectrum of clients from transportation to professional sports teams to real estate developers – the services of Ms. Garcia Berry and her associates are sought by clients across the United States.

There are few transportation projects in Denver that have not felt her effect, including FasTracks, the nation's largest proposed mass transit expansion effort at the time; the I-25 T-REX Project completed in 2006, which reconstructed 17 miles of two interstate highways while simultaneously adding 19 miles of light rail; and the redevelopment of Denver's Union Station. She is a much sought-after consultant for other locales striving to bring an integrated and comprehensive transportation program to their area. She has been a strategic consultant to a number of transportation-related initiatives around the country, including a transportation master plan for the seven-county Tampa Bay region adopted by the Tampa Bay Area Regional Transportation Authority (TBARTA) and a regional transportation referendum in the 10-county Atlanta region to fund transportation improvements.

As chairman of the board of CRL Associates, Inc., she successfully manages CRL's broad client base that includes a variety of high-profile projects such as the transformation of the 125-acre National Western Center in north Denver, the Master Plan and redevelopment of the former Stapleton International Airport and the completion of Denver's Pepsi Center, Coors Field, Sports Authority Field at Mile High.

Highly respected for her skills in negotiation, mediation and advocacy, Ms. Garcia Berry is experienced at forging links between diverse interests and groups. She is widely recognized in her field for her expertise in government and public decision-making, strategic planning, coalition building, crisis communications, community outreach, public positioning, and legislative advocacy.

Maria Garcia Berry joined the board of the Latino Leadership Institute; serves on the Rose Community Foundation's Committee on Aging and recently joined two national boards: the Cuba Emprende Foundation and the Cuba Study Group. Ms. Garcia Berry is a member of the Urban Land Institute.

She is married to Chuck Berry, currently the CEO and president of Colorado's Association of Commerce, and Industry and formerly Colorado's Speaker of the House. They have three children.



Keynote Speakers

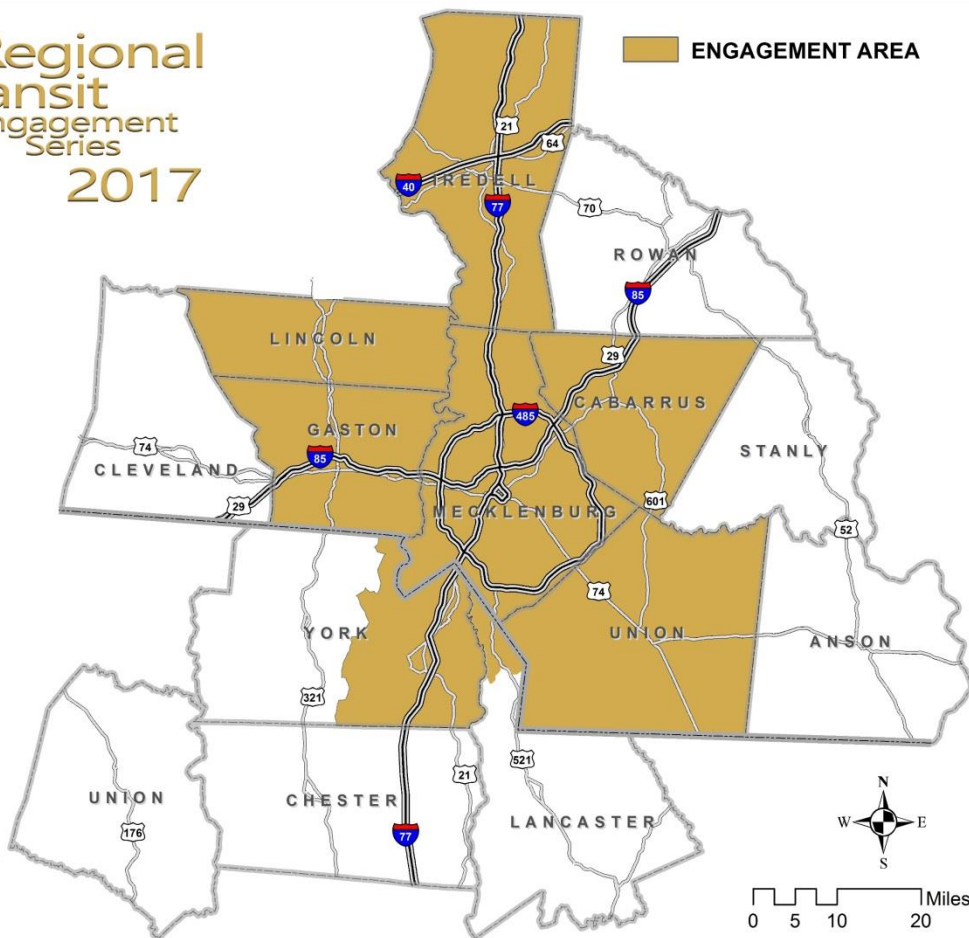
- John W. Martin is a futurist, mobility expert, award-winning author and the CEO of Southeastern Institute of Research, Inc. (SIR)
- Maria Garcia Berry is Founder & Chairman of the Board, CRL Associates, Inc, one of the most influential public affairs firms in Colorado

Regional Speakers





Regional Transit Engagement Series 2017



**Metropolitan Transit
Commission (MTC)**

Map created March 2017 by
Centralina Council of Governments

Regional Transit Plan

- CATS and CCOG will release an RFP in late 2018
- Study area will include 12 counties across two states.
- Study will begin in mid 2019 and conclude in late 2020