

RESOLUTION OF THE CHARLOTTE CITY COUNCIL REQUESTING A PAUSE FOR DUE DILIGENCE, A TARGETED REEVALUATION, AND DESIGN ANALYSIS WITH COMMUNITY BENEFIT CONSIDERATIONS, RELATED TO THE INTERSTATE 77 SOUTH EXPRESS LANES PROJECT

WHEREAS, the City of Charlotte is a duly incorporated municipality organized under the laws of North Carolina under Chapter 160A of the North Carolina General Statutes, and its residents, businesses, and public infrastructure are materially affected by traffic conditions on and adjacent to Interstate 77; and

WHEREAS, the Charlotte City Council, the governing body of the City of Charlotte, is committed to promoting safe, efficient, and equitable transportation infrastructure that supports long-term mobility, economic vitality, and quality of life, while protecting homes, neighborhoods, community stability, and avoiding unnecessary displacement; and

WHEREAS, in October 2024, the Charlotte Regional Transportation Planning Organization ("CRTPO") approved advancement of the I-77 South Express Lanes project (the "Project") — an approximately 11-mile widening from Uptown Charlotte to the South Carolina state line estimated to cost more than \$4 billion, to be delivered through a public-private partnership ("P3") and adding four managed toll lanes through a constrained urban corridor; and

WHEREAS, the Project is being advanced through state and regional transportation planning processes, including the State Transportation Improvement Program ("STIP") and CRTPO, pursuant to N.C.G.S. § 136-189.11 et seq., and is subject to review under the National Environmental Policy Act ("NEPA"), which requires evaluation of environmental and community impacts, consideration of alternatives, and meaningful public involvement before major federal actions; and

WHEREAS, the CRTPO submitted the Project to the North Carolina Department of Transportation ("NCDOT") in prioritization cycle P3 in 2014 and has resubmitted it in every prioritization cycle since that time; and

WHEREAS, since P3 approval, NCDOT has advanced procurement and design concepts, including selection of an elevated design in portions of the corridor, while Project acquisition of real property or displacement of residential properties or businesses subject to federal funding or approvals will be governed by the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act ("URA"); and

WHEREAS, historically, highway construction and expansion projects have disproportionately impacted Black communities and underserved populations through neighborhood division, displacement, and long-term barriers to economic opportunity; and county and local analyses indicate that historically Black neighborhoods and disinvested communities may face disproportionate impacts from the Project's proposed design; and

WHEREAS, as the Project details have emerged, residents, community organizations, stakeholders, and elected officials have expressed increasing concern about displacement of homes and businesses, impacts to parks and greenways, noise, air and water quality, construction disruption, and neighborhood stability, and many residents have expressed that prior public engagement has not meaningfully shaped project decisions; and

WHEREAS, NCDOT has acknowledged community concern by extending public engagement and establishing an I-77 South Community Advisory Group, but procurement activities remain ongoing; and the City Council finds that proceeding without additional analysis and community-driven dialogue risks irreversible harm and forecloses potentially better solutions for the I-77 South Project; and

WHEREAS, the Project design choices — including alignment, cross-section, access points, buffering, multimodal integration, and traffic mitigation strategies addressing diversion, network-level impacts, and equity — can materially reduce the degree and distribution of community impacts and are critical to achieving optimal results balancing congestion relief with community welfare; and

WHEREAS, the Charlotte City Council seeks a measured and responsible approach, informed by community input, that reflects the generational significance and effects of this Project.

NOW THEREFORE, BE IT RESOLVED by the Charlotte City Council that:

1. Commitment to People-First Transportation Decisions

The Charlotte City Council affirms that transportation investments must be evaluated not only on their ability to move vehicles, but on how they protect residents from displacement; improve safety and health outcomes; support strong

neighborhoods and local businesses; and advance equity and opportunity for communities that have historically borne the burdens of infrastructure projects.

2. Request for Targeted Reevaluation and Design Analysis

The Charlotte City Council respectfully requests that an independent, third-party reevaluation and alternatives analysis of the I-77 South corridor take place, including multimodal, non-highway, and transportation demand management strategies, and encourages that any draft RFP for toll lane development be paused until the findings are presented to Council and the public.

This analysis shall include the following: expanded study of traffic models incorporating AI-driven and industry-leading forecasting tools; assessment of alternatives; traffic mitigation modeling addressing diversion, network-level impacts, equity, and sensitivity testing; and development of additional design options to minimize community impacts.

3. Direction to CRTPO Representative

The Charlotte City Council's appointed representative to the CRTPO is hereby directed to advocate for targeted reevaluation and expanded analysis of alternatives and design options consistent with this Resolution, and to take any other actions as directed on behalf of the Charlotte City Council.

4. NEPA and Alternatives/Design Considerations

The Charlotte City Council respectfully requests that the Project's NEPA review, to the extent applicable, include:

- Evaluation of a reasonable range of alternatives, including phased or lower-impact options, without predetermined presumptions as to outcomes;
- Rigorous analysis of design variations — including alignment shifts, interchange configurations, and context-sensitive solutions — that could avoid or minimize community and environmental impacts;
- Full evaluation of direct, indirect, and cumulative impacts; and
- Advancement to an Environmental Impact Statement (“EIS”) if warranted by Environmental Assessment findings.

5. Relocation, Traffic, and Design Impact Analysis

The Charlotte City Council requests that NCDOT, the Federal Highway Administration (“FHWA”), and the Project’s private participants provide, as part of the targeted reevaluation: updated traffic and revenue projections; evaluation of non-toll or hybrid alternatives; displacement impact analysis consistent with URA obligations; design and construction analysis of impacts on adjacent local streets and neighborhoods; and environmental and land use impact assessments.

6. Community Benefit and Design-Based Mitigation

The Charlotte City Council respectfully requests that NCDOT and FHWA identify and assess community benefit and design-based mitigation strategies, including actions consistent with City Council priorities including but not limited to Vision Zero and the City’s Strategic Mobility Plan:

- Roadway design modifications to reduce cut-through traffic and neighborhood disruption;
- Incorporation of multimodal infrastructure (pedestrian, bicycle, and transit elements);
- Noise, air quality, and visual buffering through design treatments;
- Context-sensitive solutions to maintain or enhance neighborhood connectivity; and
- Integration of complementary local infrastructure improvements.

7. Community Engagement

The Charlotte City Council commits to working collaboratively with regional partners to ensure residents have meaningful opportunities to provide input on project design, impacts, and mitigation strategies, with particular attention to historically impacted neighborhoods and communities. The Charlotte City Council requests that NCDOT and federal agencies conduct engagement of community members at accessible times, locations, and formats; provide clear, non-technical materials; and maintain a publicly accessible platform documenting questions received, responses provided, and changes made as a result of public input.

The Charlotte City Council further requests that the I-77 South Community Advisory Group receive regular project briefings, access to relevant data and assumptions, and serve as a formal channel for community concerns throughout the analysis and decision-making process of the Project.

8. Municipal Engagement and Public Participation

The Charlotte City Council and the City of Charlotte request formal notice of and an opportunity to comment upon all traffic and revenue study updates, environmental review documents, and mitigation plans before their finalization, and requests that NCDOT hold a public meeting with public comment forum within Charlotte's municipal boundaries during the public comment period for any associated NEPA or state environmental reviews.

9. City Milestone Commitments

The Charlotte City will pursue a structured series of milestones aligned with the state's project timeline across key milestones including but not limited to: (1) Engagement —the City will designate a community liaison within the City's Community Relations Department; (2) Coordination —secure commitments for regular progress briefings from NCDOT, and request the launch a public-facing project dashboard; (3) Construction — Requests that NCDOT publish a community impact mitigation plan prior to groundbreaking, maintain quarterly dashboard updates, convene the I-77 South Community Advisory Group, confirm local hiring and small business tracking mechanisms are in place, and formally transmit emerging resident concerns to the state; and (4) Closeout — upon project completion, request post-construction performance data, host a final public session, and present a formal closeout report to the Charlotte City Council summarizing outcomes relative to the commitments made to residents.

10. No Assertion of Control Beyond Authority

Nothing in this Resolution shall be construed as an attempt by the Charlotte City Council or the City of Charlotte to exercise authority beyond that provided under North Carolina or federal law. Final decisions regarding project programming, environmental review, and design approval rest with the appropriate state and federal agencies.

11. Severability

If any section, subsection, sentence, clause, or provision of this Resolution is determined to be invalid or unenforceable by a court of competent jurisdiction, the remainder of this Resolution shall not be affected thereby and shall continue in full force and effect.

12. Distribution

The City Clerk is directed to transmit a copy of this Resolution to: Governor Josh Stein; the North Carolina Department of Transportation; the Charlotte Regional Transportation Planning Organization; the North Carolina Board of Transportation; the Federal Highway Administration; and the City of Charlotte's legislative delegation to the North Carolina General Assembly.

ADOPTED in recognition that transportation decisions shape lives, neighborhoods, and generations — and that Charlotte's residents deserve a seat at the table before irreversible choices are made.

This the _____ day of _____, 2026

Mayor