



M E C K L E N B U R G - U N I O N
METROPOLITAN PLANNING ORGANIZATION

600 East Fourth Street
Charlotte, North Carolina 28202-2853
704-336-2205
www.mumpo.org

CHARLOTTE
CORNELIUS
DAVIDSON
HUNTERSVILLE
INDIAN TRAIL
MATTHEWS
MECKLENBURG
COUNTY
MINT HILL
MONROE
NCDOT
PINEVILLE
STALLINGS
UNION
COUNTY
WAXHAW
WEDDINGTON
WESLEY CHAPEL
WINGATE

TO: Mecklenburg-Union MPO
FROM: Robert W. Cook, AICP
MUMPO Secretary
DATE: November 13, 2009
SUBJECT: **November 2009 MUMPO Meeting**
Wednesday, November 18, 2009

The November meeting of the Mecklenburg-Union Metropolitan Planning Organization (MUMPO) is scheduled for **Wednesday, November 18, 2009 at 7:00 PM**. The meeting will be held in Room 267 (2nd floor) of the Charlotte-Mecklenburg Government Center, located at 600 E. Fourth St. in Charlotte.

The MPO agenda and related material are attached to this memorandum. Please contact me at 704-336-8643 if you have any questions.

HOW TO ACCESS THE MEETING LOCATION:

The Charlotte-Mecklenburg Government Center is located at 600 E. Fourth St. (corner of Fourth and Davidson streets) in uptown Charlotte. Parking is available in the Government Center parking deck located on Davidson St. between Third and Fourth streets; on-street parking is also available.

Enter the Government Center on the Davidson St. side through the ground-level door located to the right of the large staircase. (This is a handicapped accessible entrance.) Use the call box located next to the door to contact security staff. Inform them you are attending the MUMPO meeting. Once inside the building, security staff will assist you to Room 267.

AGENDA

Mecklenburg-Union Metropolitan Planning Organization

7:00 PM – November 18, 2009

1. **Call to Order** Lee Myers

2. **Approval of Minutes** Lee Myers
ACTION REQUESTED: Approve September meeting minutes as presented.

3. **Citizen Comment Period**

4. **Monroe Parkway Project Status Update** Reid Simons
ACTION REQUESTED: FYI

BACKGROUND: Update on the progress of the Monroe Parkway.

5. **Bicycle & Pedestrian Planning Grant Endorsements** Robert Cook
ACTION REQUESTED: Endorse local proposals for grants from NCDOT's Bicycle & Pedestrian Planning Grant Initiative.

BACKGROUND: The following municipalities plan to submit applications for funding:
 - *Town of Cornelius-pedestrian plan*
 - *Town of Huntersville-pedestrian plan*
 - *Village of Marvin-bicycle plan*
 - *Town of Waxhaw-pedestrian plan*
 - *Town of Wingate-pedestrian plan**Application requirements mandate MPO endorsement of the grant applications. At its November 12, 2009 meeting, the Technical Coordinating Committee (TCC) voted unanimously to recommend endorsement of the Cornelius, Huntersville, Marvin and Waxhaw projects. The TCC did not consider the Wingate proposal because information about it was not received until after the TCC meeting.*

ATTACHMENT: Memorandum

6. **Draft LRTP Recommendation** Norm Steinman
ACTION REQUESTED: The following actions are requested:
 - a. *Endorse the "No New Revenue" scenario and accompanying project list*
 - b. *Approve the release of a draft LRTP for public review*
 - c. *Approve the release of a draft air quality conformity report for public review*
 - d. *Approve the release of a draft model development report for public review*
BACKGROUND: Work is proceeding on the various chapters of the LRTP as well as on the conformity document. The request to release all documents will allow staff to do so as soon as they are ready for public review and will allow the process to remain on schedule. Click on this

link to view the “No New Revenue” scenario information on MUMPO’s website: [MUMPO LRTP](#). At its November 12, 2009 meeting, the Technical Coordinating Committee (TCC) voted unanimously to recommend that that MPO endorse/approve the requested actions.

ATTACHMENT: Memorandum.

- 7. TIP Amendment: I-485 & I-85 Projects** Robert Cook
ACTION REQUESTED: Approve the start of a TIP amendment process concurrent with the LRTP public involvement efforts. At its November 12 meeting, the Technical Coordinating Committee (TCC) voted unanimously to recommend that that MPO approve the start of a public involvement process.

BACKGROUND: See attached memorandum.

ATTACHMENT: Memorandum.

- 8. Un-obligated Funds Rescission** John Sullivan
ACTION REQUESTED: FYI

BACKGROUND: The Federal Highway Administration (FHWA) announced that \$8.7 billion of federal-aid highway funds apportioned to states were rescinded on September 30, 2009, as required by SAFETEA-LU. Based on the legislation, North Carolina’s share of the rescission is \$249.8 million. The impact on MUMPO was the rescission of \$291,642 in unobligated PL funds and \$17.8 million in STP funds.

ATTACHMENT: Information from the FHWA.

- 9. Small Project Ranking Methodology** Robert Cook
ACTION REQUESTED: FYI

BACKGROUND: At the September meeting, the TCC was requested to work on a small project ranking methodology. At its November 12, 2009 meeting, the TCC unanimously agreed to begin work on this project after completion of work on the LRTP.

- 10. MPO Orientation** Robert Cook
ACTION REQUESTED: FYI

BACKGROUND: An orientation meeting for new and returning MPO members is scheduled for Wednesday, January 13, 2010.

ATTACHMENT: Preliminary agenda.

- 11. Adjourn**

MECKLENBURG-UNION METROPOLITAN PLANNING ORGANIZATION
Charlotte-Mecklenburg Government Center Conference Room 267
September 16, 2009 Meeting
Summary Minutes

Members Attending:

Susan Burgess – alt. for Anthony Foxx (Charlotte), Jim Bensman (Cornelius), Brian Jenest (Davidson), Brian Sisson (Huntersville), John Quinn (Indian Trail), Lee Myers (Matthews), Dumont Clarke (Mecklenburg County), Carl Ellington – alt. for Ted Biggers (Mint Hill), Bob Smith (Monroe), Jim Eschert (Pineville), Lynda Paxton (Stallings), Tracy Kuehler (Union County), Daune Gardner (Waxhaw), Nancy Anderson (Weddington), Brad Horvath (Wesley Chapel), Bill Braswell (Wingate), John Collett (NC Board of Transportation) **Non-Voting Members:** Mark DiBiasio (UC Planning Board)

1. Call to Order

Chairman Myers called the September 2009 MUMPO meeting to order at 7:00 PM.

2. Approval of Minutes

Summary:

Chairman Myers asked if everyone had an opportunity to review the August 2009 minutes and called for a motion.

Motion:

Bob Smith made a motion to approve the August 2009 minutes as presented. Carl Ellington seconded the motion. The August 2009 minutes were approved unanimously.

3. Citizen Comment Period

Summary: Reese Untz advocated the construction of the final segment of I-485.

4. Monroe Connector/Bypass

a. TCC Alternative Recommendation

Presenter:

Nicholas Polimeni, Carl Gibilaro, PBS&J and Reid Simons, NCTA

Summary:

Mr. Polimeni began the presentation by reviewing the process the Technical Coordinating Committee (TCC) used to make its recommendation to the MPO, the details of which were included in a memorandum to the MPO dated September 9, 2009 and are included by reference in the minutes. The result of the TCC ranking meeting held on August 26 was that Segment 18A was favored by a very small margin; however, when the full TCC met on September 3, 2009, it determined that the NCTA's technical analysis was sufficient and elected to support Alternative D and to recommend that the MPO do the same. A motion to recommend Alternative D passed with 16 votes cast in favor and three votes cast in opposition (Indian Trail, Stallings, Wesley Chapel). The TCC also affirmed its support for an interchange at US 601 and recommended the MPO do the same.

Ms. Simons and Mr. Gibilaro then began their presentation to the MPO via Power Point, the contents of which are incorporated into the minutes. One part of the presentation focused on the "least environmentally damaging practicable alternative" (LEDPA). Establishment of a LEDPA is required by the Clean Water Act and requires that an agency prove no other practicable alternatives exist. The presentation also provided details on how Alternative D was selected. Lastly, the presentation covered design refinements, the Aesthetics Committee, project financing and "next steps" in the project development process. (This presentation served as the Project Status Update that was also on the agenda.)

Following the NCTA presentation, the MPO members offered questions and comments. John Quinn thanked the NCTA for some of the design refinements but also noted that Alternative D is one of the more expensive

alternatives. He also noted that he would be voting against supporting Alternative D. Susan Burgess stated that since the project is one of the state's first toll roads it needs to be well designed. Mayor Linda Paxton stated that she was directed by the Stallings town board to not support segment #2. Nancy Anderson stated support for the interchange at US 601. Chairman Myers stated his support for Alternative D.

Motion:

Mr. Sisson made a motion to endorse Alternative D as the recommended alternative for the Monroe Connector/Bypass and to support the inclusion of an interchange at US 601. 35 votes were cast in favor of the motion and three votes were cast in opposition (Indian Trail, Stallings, Wesley Chapel). The motion passed.

b. Project Status Update

Presenter:

Carl Gibilaro and Reid Simons

Summary:

The project status update was provided as a part of the alternative recommendation presentation.

5. LRTP Update-Modeling Results of Initial Scenarios

Presenter:

Norm Steinman, CDOT

Summary:

Mr. Steinman presented information to the MPO via a Power Point presentation, the contents of which are incorporated into the minutes. The purpose of the presentation was to present the results of the four scenarios that were modeled for possible inclusion in the LRTP. The modeling results found that all four scenarios pass the air quality conformity test if based upon motor vehicle emissions budgets (MVEB) proposed by the NC Division of Air Quality. Mr. Steinman noted that the differences between the four scenarios were small relative to air quality and congestion impacts: NOx emissions drop and congestion increases under all four scenarios. TCC Vice-Chairman Bill Coxe addressed the MPO, stating that while the results provide MUMPO with the ability to create a plan that achieves conformity, the plan will not be a good one due to a lack of funding to construct needed projects. Mr. Coxe and Mr. Steinman raised the possibility of incorporating the results of the managed lanes study into a scenario to be tested because revenue raised by managed lanes could free up funds to construct other projects. After a discussion of transportation funding problems, the MPO directed staff to pursue an additional scenario based upon managed lanes.

6. Small Project Ranking Methodology

Presenter:

Jim Bensman, MPO Representative, Town of Cornelius

Summary:

Mr. Bensman stated that the intent of this proposal was to develop a method to establish priorities for small projects that could be implemented faster than the expensive projects because small projects can have an impact on congestion and provide some relief to communities. He requested the MPO to ask the TCC to investigate the pros and cons of a small project ranking methodology. NCDOT Division 10 Engineer Barry Moose addressed the MPO and stated that considerable thought will need to go into the development of such a methodology. Mayor Anderson stated that the TCC will need to be provided with more direction regarding the MPO's goals for this project.

Motion:

Mr. Bensman made a motion to request the TCC to pursue the development of a small project ranking methodology. Mr. Smith seconded the motion. The motion passed unanimously.

7. Adjourn

The meeting adjourned at 9:50 PM.



M E C K L E N B U R G - U N I O N
METROPOLITAN PLANNING ORGANIZATION

600 East Fourth Street
Charlotte, North Carolina 28202-2853
704-336-2205
www.mumpo.org

MEMORANDUM

CHARLOTTE
CORNELIUS
DAVIDSON
HUNTERSVILLE
INDIAN TRAIL
MATTHEWS
MECKLENBURG
COUNTY
MINT HILL
MONROE
NCDOT
PINEVILLE
STALLINGS
UNION
COUNTY
WAXHAW
WEDDINGTON
WESLEY CHAPEL
WINGATE

TO: Mecklenburg-Union Metropolitan Planning Organization
FROM: Robert W. Cook, AICP
MUMPO Secretary
DATE: November 13, 2009
SUBJECT: **Bicycle & Pedestrian Planning Grant Endorsements
November 2009 MPO Agenda Item #5**

ACTION REQUESTED

The MPO will be requested to endorse the following proposals for grants from NCDOT’s Bicycle & Pedestrian Planning Grant Initiative:

- Town of Cornelius-pedestrian plan
- Town of Huntersville-pedestrian plan
- Village of Marvin-bicycle plan
- Town of Waxhaw-pedestrian plan
- Town of Wingate-pedestrian plan

BACKGROUND

Bicycle & Pedestrian Planning Grant Initiative requirements mandate that municipalities located in an MPO’s planning area obtain an endorsement of their proposal from the MPO.

PROJECT SPECIFICS

Town of Cornelius

The Town of Cornelius plans to develop a town wide Comprehensive Pedestrian Plan that outlines a network of sidewalks and greenways to promote community, healthy living, quality of life, and environmental values by encouraging residents to make fewer trips by automobile. The Comprehensive Pedestrian Plan will assist the Town by prioritizing sidewalk and greenway needs, safer cross walks and pedestrian activated traffic signals that comply with the Americans with Disabilities Act to become a more walkable community. This Plan will guide the Town in setting the priorities for its Capital Improvement Plan (CIP) project list.

Town of Huntersville

The Town of Huntersville is requesting Pedestrian Planning Grant funds from the NC Department of Transportation to prepare a comprehensive pedestrian plan for the Town. For all new development, the Town requires sidewalks on both sides of the street with the exception of rural roads, alleys, lanes and the undeveloped edge of neighborhood parkways. The purpose of the pedestrian plan is to systematically address the need for building new and maintaining existing sidewalks. A prioritization methodology for developing the Town’s sidewalk system will be prepared, along with a formula for the allocation of funds for both new and existing sidewalks. An implementation schedule, along with recommended funding strategies will be prepared as part of the pedestrian plan.

Village of Marvin

The Village of Marvin is applying for a Bicycle Planning Grant. Marvin recently adopted a Local Area Regional Transportation Plan (LARTP) that covered multi-modal transportation. In the LARTP, several roads within Marvin's jurisdiction were identified as areas for improvement to accommodate bicycle facilities. If awarded the Planning Grant, Marvin's Bicycle Plan will continue where the LARTP stopped. A complete Bicycle Plan will address two main concerns within the Village of Marvin. First the plan would focus on safety issues for the bicyclists using our rural roads as part of a healthy lifestyle. Local bicycle enthusiasts advertise bicycle routes that meander through Marvin. Widening of road shoulders along these routes will provide access for the bicyclists. Second, a Village wide plan would help establish routes for bicycle commuters to and from school, shopping locations, work, and additional transportation modes in neighboring Charlotte. As part of the Plan, signage will be developed and identification of intersection improvements. It will also encourage discussion with neighboring municipalities on opportunities to work together on expansion of bicycle routes.

Town of Waxhaw

The Town of Waxhaw is requesting assistance to complete a comprehensive pedestrian plan to include the entire municipality. Due to the growth pressures experienced in the last 5-8 years, Waxhaw has grown exponentially; unfortunately its pedestrian infrastructure has not grown with it. This grant would enable the Town to plan a prioritized list of areas in which sidewalks and greenways need to be constructed, and would also help properly allocate money to these types of projects by having a plan dictating each year's improvements. If awarded this grant, the development of a pedestrian plan would help implement some of the key goals in Waxhaw's newly adopted 2030 Comprehensive Plan and Local Area Regional Transportation Plan (LARTP).

Town of Wingate

The Town of Wingate plans to submit a pedestrian planning grant application to NCDOT. No additional information was provided prior to the agenda's distribution.

TCC RECOMMENDATION

At its November 12, 2009 meeting, the TCC unanimously recommended that the MPO endorse the proposals submitted by Cornelius, Huntersville, Marvin and Waxhaw. No action was taken on the Wingate proposal due to information not being received prior to the TCC meeting.



M E C K L E N B U R G - U N I O N
METROPOLITAN PLANNING ORGANIZATION

600 East Fourth Street
Charlotte, North Carolina 28202-2853
704-336-2205
www.mumpo.org

CHARLOTTE
CORNELIUS
DAVIDSON
HUNTERSVILLE
INDIAN TRAIL
MATTHEWS
MECKLENBURG COUNTY
MINT HILL
MONROE
NCDOT
PINEVILLE
STALLINGS
UNION COUNTY
WAXHAW
WEDDINGTON
WESLEY CHAPEL
WINGATE

MEMORANDUM

TO: Mecklenburg-Union Metropolitan Planning Organization
FROM: Robert W. Cook, AICP
MUMPO Secretary
DATE: November 13, 2009
SUBJECT: **Draft LRTP Recommendation**
November 2009 MPO Agenda Item #6

ACTION REQUESTED

The MPO will be requested to take several actions related to the development of the long-range transportation plan (LRTP). The actions are as follows:

- Endorse the “No New Revenue” scenario and accompanying project list
- Approve releasing a draft LRTP for public review
- Approve releasing a draft air quality conformity report for public review
- Approve releasing a draft model development report for public review

BACKGROUND

Endorse the “No New Revenue” scenario

The “No New Revenue” scenario recommended for endorsement is the same as what was presented to the MPO earlier this year, but with one significant exception. Due to the Governor’s recent announcement concerning accelerating the delivery dates for the I-485 projects, three I-485 projects have been moved to the 2015 horizon year:

- R-2248E: Alexanderana Road, new road (4 lanes) from NC 115 to Eastfield Road
- R-2248E I-485: New freeway (8 lanes) from NC 115 to I-85
- R-2123CE: I-85 / I-485, construct new interchange

Approve releasing draft documents

The requested action will result in staff’s ability to release the documents once they are ready for public review. Doing so will permit the LRTP process to stay on schedule.

Managed lanes scenario

At the MPO’s September meeting, staff sought and received direction to pursue an additional scenario based upon revenue from implementation of managed lanes; however, the Federal Highway Administration (FHWA) informed staff that it is not permissible to use managed lanes revenue on projects other than the facilities from which the revenue was derived.

TCC RECOMMENDATION

At its November 12, 2009 meeting, the TCC unanimously recommended that the MPO endorse the “No New Revenue” scenario and accompanying project list, as well as releasing the three documents for public review.

DRAFT
2035 LRTP Project List
w/ No New Revenue
 Recommended by the Technical Coordinating Committee 11-12-09

Index #	Ranking	NCDOT STIP #	Reg. Sign.	Exempt	Funding Type	Project Name	Project Description / Limits	Existing Facility	Length (mi.)	Jurisdiction	Project Cost (inflated)	Fed. Classif.	Horizon Year
3121	E + C	R-211EC	Y	N	Equity	I-485/Weddington Road	New interchange	n/a	n/a	Char/Matt	\$ 18,250,000	Interstate/Minor Arter	2015
3159	E + C	U-2507A	Y	N	Equity	Mallard Creek Road	Widening and relocation (4 lanes) from Sugar Creek Rd to Harris Blvd	2-lane road	2.23	Charlotte	\$ 27,924,000	Minor Arterial	2015
3054	E + C	U-2547	N	N	Equity	Charles Street	Widening (3 lanes) from Sunset Dr to Franklin St	2-lane road	0.6	Union	\$ 7,336,000	Collector	2015
3146	E + C	U-3809	N	N	Equity	Indian Trail Road	Widening (4 lanes) from Old Monroe Rd to Independence Blvd (US 74)	2-lane road	1.5	Union	\$ 5,900,000	Minor Arterial	2015
3141	E + C	U-209B	Y	N	Equity	Independence Blvd (US 74)	Improvements (6-In + HOV or Bus Lanes) from Sharon Amity Rd to Conference Dr	4-lane road, median divided	1.4	Charlotte	\$ 152,700,000	Principal Arterial	2015
3267	E + C	U-3825	N	N	Equity	Stallings Road	Widening (4 lanes) from Old Monroe Rd to Independence Blvd (US 74)	2-lane road	1.4	Union	\$ 14,271,000	Minor Arterial	2015
3311	E + C	U-3411	Y	N	Equity	West Boulevard Extension	New road (2 lanes) from Steele Creek Rd to I-485	n/a	0.62	Charlotte	\$ 1,700,000	Principal Arterial	2015
3239	E + C	U-4401	N	N	Equity	Reedy Creek Road	Relocation (2 lanes) north of Harrisburg Rd	2-lane road	0.81	Charlotte	\$ 3,050,000	Collector	2015
3112	E + C	U-3850	Y	N	Equity	I-277/I-77	Add one lane to westbound I-277 bridge over I-77	4-lane bridge	0.16	Charlotte	\$ 3,550,000	Interstate	2015
3165	E + C	U-4713B	N	N	Equity	McKee Road Extension	New road (2 lanes) from John St to Campus Ridge Rd	n/a	1.1	Matthews	\$ 3,000,000	Minor Arterial	2015
3205	E + C	R-2632AA	Y	N	Equity	NC 73 East	Widening (4 lanes) from US 21 to NC 115	2-lane road	1.21	Huntersville	\$ 12,109,000	Principal Arterial	2015
502	E + C		N	N	Local	Dixie River Rd/NC 160 Connector	New road (2 lanes) from NC 160 to Dixie River Rd	n/a	1.3	Charlotte	\$ 5,200,000	Local	2015
3003	E + C		Y	N	Local	Freedom Drive (NC 27)	Widening (4 lanes) from Edgewood Rd to Toddville Rd	4-lane road, median divided	1.5	Charlotte	\$ 20,250,000	Principal Arterial	2015
3157	E + C	U-5116	N	N	Local	Little Rock Road	Relocation (4 lanes) from Flintrock Rd to Freedom Dr (NC 27)	n/a	0.55	Charlotte	\$ 7,500,000	Collector	2015
3238	E + C		N	N	Local	Rea Road	Improvements (3 lanes) from Colony Rd to NC 51	2-lane road	1.18	Charlotte	\$ 21,300,000	Collector	2015
22	E + C		N	N	Local	Fred D. Alexander Boulevard	New road (4 lanes) from Freedom Dr (NC 27) to Brookshire Blvd (NC 16)	n/a	1.88	Charlotte	\$ 36,700,000	Collector	2015
3067	17	R-2420A	N	N	Local	City Boulevard Extension	New road (4 lanes) from Neal Rd to Mallard Creek Rd Extension	n/a	0.78	Charlotte	\$ 9,854,000	Local	2015
3000	19		N	N	Local	Beatties Ford Road	Widening (4 lanes) from Capps Hill Mine Rd to Sunset Rd	2-lane road	1.23	Charlotte	\$ 13,327,000	Minor Arterial	2015
3032	37	U-5130	N	N	Local	Jim Cooke Road	New road (2-3 lanes) from Northcross Dr. Ext. to Bailey Rd	n/a	0.20	Cornelius	\$ 5,000,000	Local	2015
3214	45	U-5131	N	N	Local	Northcross Drive Extension	New road (3 lanes) from end of Northcross Dr to Eagle Ridge Way Ln	n/a	1.35	Cornelius	\$ 3,000,000	Local	2015
3133	88	I-5127	Y	N	Local	I-77 / Westmoreland Road	New Interchange, SPUI	n/a	n/a	Cornelius	\$ 35,000,000	Interstate/Local	2015
3132	93	I-5126	Y	N	Local	I-77 Widening (North)	Adding General-Purpose or HOV lane (6 lanes) from Hambright Rd to Catawba Av	4-lane road, median divided	5.72	Corn/Hunt/Char	\$ 22,000,000	Interstate	2015
3289	103	U-5128	N	N	Local	Statesville Road (US 21)	Widening (4 lanes) from Northcross Center Ct to Boat House Ct	2-lane road	1.83	Cornelius	\$ 10,000,000	Minor Arterial	2015
3317	122	U-5129	N	N	Local	Westmoreland Road	Widening (4 lanes) from W. Catawba Ave to US 21	n/a	1.03	Cornelius	\$ 15,000,000	Local	2015
3268	130		N	N	Local	Statesville Road	Widening (4 lanes) from Starita Rd to Keith Dr	2-lane road	1.92	Charlotte	\$ 21,280,000	Minor Arterial	2015
3340	160		N	N	Local	S. Trade Street	Widening (4 lanes) from Fullwood Ln to Weddington Rd	2-lane road	0.75	Matthews	\$ 8,775,000	Minor Arterial	2015
3008	188		N	N	Local	Idlewild Road	Widening (4 lanes) from Piney Grove Rd to Drifter Dr	2-lane road	0.50	Charlotte	\$ 8,000,000	Minor Arterial	2015
3316	201		N	N	Local	Westmoreland Road	Widening (4 lanes) from US 21 to Washam-Potts Rd	3-lane road	0.24	Cornelius	\$ 2,149,000	Local	2015
3019	7	R-2248E	N	N	Loop	Alexanderana Rd.	New road (4 lanes) from NC 115 to Eastfield Rd	n/a	0.91	Char/Hunt	\$ 21,456,000	Local	2015
3005	92	R-2248E	Y	N	Loop	I-485	New freeway (8 lanes) from NC 115 to I-85	n/a	5.40	Char/Hunt	\$ 167,500,000	Freeway/Expressway	2015
3135	186	R-2123CE	Y	N	Loop	I-85 / I-485	Construct new interchange	n/a	n/a	Charlotte	\$ 80,000,000	Freeway/Expressway	2015
3169	1	R-3329/R-2259	Y	N	Toll	Monroe Connector/Bypass	New freeway (4 lanes) from I-485 to Hwy 74 (Wingate)	n/a	19.7	Union	\$ 813,500,000	Principal Arterial	2015
3094	243	U-3321	Y	N	Toll	Garden Parkway	New freeway (4 lanes) from I-485 to Gaston County line	n/a	1.90	Charlotte	\$ 260,000,000	Freeway/Expressway	2015
3010	2		Y	N	Equity	Independence Blvd (US 74)	Improvements (6-In + HOV or Bus Lanes) from Conference Dr to Village Lake Dr	6-lane road	1.53	Charlotte	\$ 107,853,000	Principal Arterial	2025
3009	3		Y	N	Equity	Independence Blvd (US 74)	Improvements (6-In + HOV or Bus Lanes) from Village Lake Dr to Krefeld Dr	4/6-lane road	0.46	Charlotte	\$ 58,974,000	Principal Arterial	2025
3006	4	I-4733	Y	N	Equity	I-77 / Catawba Avenue	Convert interchange from simple diamond to urban diamond	simple diamond interchange	n/a	Cornelius	\$ 115,413,000	Interstate/Principal Arter	2025
3192	5		Y	N	Equity	Old Statesville Rd (NC 115)	Widening (4 lanes) from Bailey Rd to Potts St	2-lane road	2015	Cornelius	\$ 48,306,000	Principal Arterial	2025
3191	9		Y	N	Equity	Old Statesville Rd (NC 115)	Widening (4 lanes) from Potts St to County line	2-lane road	3.69	Corn/Dav	\$ 40,869,000	Principal Arterial	2025
3012	11	U-4714	N	N	Equity	John St / Old Monroe Road	Widening (4 lanes) from I-485 to Indian Trail Rd	2-lane road	2.76	Matt/Union	\$ 70,219,000	Collector	2025
3312	15		Y	N	Equity	West Boulevard Extension	Widening (4 lanes) from Steele Creek Rd to I-485	2-lane road	0.66	Charlotte	\$ 12,860,000	Principal Arterial	2025
3096	18		N	N	Equity	Gilead Road	Widening (4 lanes) from US 21 to NC 115	2-lane road	0.67	Huntersville	\$ 13,655,000	Minor Arterial	2025
3016	24		N	N	Equity	Airport Road	Widening (4 lanes) from Goldmine Road to NC 84	2-lane road	1.12	Union	\$ 23,145,000	Principal Arterial	2025
3193	8		N	N	Local	NC 115 Two-Way Pair	Upgrade (2 lanes) from Mt Holly-Huntersville Rd to 4th St Extension	(2) 2-lane roads	1.95	Huntersville	\$ 18,112,000	Principal Arterial	2025
3313	16		Y	N	Local	West Boulevard Relocation	New road (4 lanes) from Yorkmont Rd to Steele Creek Rd	n/a	1.3	Charlotte	\$ 29,985,000	Principal Arterial	2025
3314	29		Y	N	Local	West Boulevard Relocation	New road (4 lanes) from Airport Dr to Yorkmont Rd	n/a	2.52	Charlotte	\$ 14,196,000	Principal Arterial	2025

DRAFT
2035 LRTP Project List
w/ No New Revenue
Recommended by the Technical Coordinating Committee 11-12-09

Index #	Ranking	NCDOT STIP #	Reg. Sign.	Exempt	Funding Type	Project Name	Project Description / Limits	Existing Facility	Length (mi.)	Jurisdiction	Project Cost (inflated)	Fed. Classif.	Horizon Year
3068	50		N	N	Local	Community House Rd Extension	New road 4 lanes) from Endhaven Ln to south of I-485	n/a	0.31	Charlotte	\$ 16,678,000	Local	2025
3002	55		N	N	Local	Clanton Road Extension	New road (2 lanes) from West Blvd to Wilkinson Blvd	n/a	0.86	Charlotte	\$ 29,827,000	Local	2025
3225	74		N	N	Local	Pavillon Boulevard Extension	New road (2 lanes) from Salome Church Rd to N. Tryon St (US 29)	n/a	0.17	Charlotte	\$ 7,204,000	Local	2025
3279	87		N	N	Local	Sugar Creek Road/Norfolk Southern RR	Grade separation with new railroad bridge	At-grade intersection	n/a	Charlotte	\$ 77,182,000	Minor Arterial	2025
3217	172		N	N	Local	Northeast Parkway Extension	New road (2 lanes) from NC 51 to Matthews-Mint Hill Rd	n/a	0.66	Matthews	\$ 9,406,000	Local	2025
3118	113	R-4902	Y	N	Loop	I-485	Widening (6 lanes) from I-77 to Johnston Rd	4-lane road, median divided	6.41	Charlotte	\$ 128,002,000	Freeway/Expressway	2025
3120	131		Y	N	Loop	I-485	Widening (6 lanes) from Johnston Rd to Providence Rd	4-lane road, median divided	4.33	Charlotte	\$ 109,402,000	Freeway/Expressway	2025
3116	134		Y	N	Loop	I-485	Widening (6 lanes) from NC 16 (Providence Rd) to US 74	4-lane road, median divided	5.94	Char/Matt	\$ 155,207,000	Freeway/Expressway	2025
3011	6		Y	N	Equity	Independence Blvd (US 74)	Improvements (6-ln + HOV or Bus Lanes) from Krefeld Dr to Hayden Way	4-lane road, median divided	1.19	Charlotte	\$ 192,779,000	Principal Arterial	2035
3142	10		Y	N	Equity	Independence Blvd (US 74)	Improvements (6-ln + HOV or Bus Lanes) from Hayden Way to NC 51	4-lane road, median divided	1.50	Char/Matt	\$ 115,268,000	Principal Arterial	2035
3013	12	U-5007	Y	N	Equity	NC 51	Widening (4 lanes) from Matthews Township Pkwy to Lawyers Rd	2-lane road	3.93	Matt/Mint	\$ 97,253,000	Principal Arterial	2035
3270	13		N	N	Equity	Statesville Road (US 21)	Widening (4 lanes) from Harris Blvd to Gilead Rd	2-lane road	4.48	Char/Hunt	\$ 142,403,000	Minor Arterial	2035
3300	20	R-2555B	N	N	Equity	W. Catawba Avenue	Widening (4 lanes) from Jetton Rd to NC 73	2-lane road	2.37	Cornelius	\$ 57,011,000	Principal Arterial	2035
3337	28		N	N	Equity	Bridgeford/Northdowns Connector	New road (2 lanes) from Bridgeford Ln to Northdowns Ln	n/a	0.4	Huntersville	\$ 25,335,000	Local	2035
3040	42		Y	N	Equity	Billy Graham Pkwy/Morris Field Dr	New Grade Separation	At-grade intersection	n/a	Charlotte	\$ 8,534,000	Freeway/Expressway	2035
3026	57		N	N	Local	Arequipa Drive Extension	New road (2 lanes) from Margaret Wallace Rd to Sam Newell Rd	n/a	1.30	Char/Mint	\$ 35,929,000	Local	2035
3108	61		N	N	Local	Hucks Road Extension	New road (4 lanes) from Old Statesville Rd (NC 115) to Statesville Rd (US 21)	n/a	1.06	Charlotte	\$ 33,022,000	Local	2035
3077	90		N	N	Local	Eastern Circumferential	New road (4 lanes) from University City Blvd (NC 49) to Rocky River Rd	n/a	2.86	Charlotte	\$ 146,429,000	Collector	2035
3119	226		Y	N	Loop	I-485	Widening (8 lanes) from I-77 to Johnston Rd (including Johnston Road Flyover)	6-lane road, median divided	4.33	Charlotte	\$ 496,470,000	Freeway/Expressway	2035
3117	253		Y	N	Loop	I-485	Widening (6 lanes) from US 74 to Albemarle Rd	4-lane road, median divided	9.40	Matt/Mint	\$ 316,464,000	Freeway/Expressway	2035



M E C K L E N B U R G - U N I O N
METROPOLITAN PLANNING ORGANIZATION

600 East Fourth Street
Charlotte, North Carolina 28202-2853
704-336-2205
www.mumpo.org

CHARLOTTE
CORNELIUS
DAVIDSON
HUNTERSVILLE
INDIAN TRAIL
MATTHEWS
MECKLENBURG COUNTY
MINT HILL
MONROE
NCDOT
PINEVILLE
STALLINGS
UNION COUNTY
WAXHAW
WEDDINGTON
WESLEY CHAPEL
WINGATE

MEMORANDUM

TO: Mecklenburg-Union Metropolitan Planning Organization
FROM: Robert W. Cook, AICP
MUMPO Secretary
DATE: November 13, 2009
SUBJECT: **TIP Amendments: I-485 & I-85**
November 2009 MPO Agenda Item #7

ACTION REQUESTED

The MPO will be requested to approve the start of a public involvement process to amend the TIP to change the construction start dates* for the following projects:

- R-2248E: I-485 construction, from NC 115 to I-85
- R-2123CE: I-485/I-85 interchange construction
- I-3803B: I-85 widening, from B. Smith Boulevard to NC 73

**Action on I-3803B will also allow for a change to the project's scope-see below.*

BACKGROUND

I-485 Projects: R-2248E & R-2123CE

The TIP amendment is necessary due to the Governor's announcement that the I-485 projects start dates will be moved from 2015 to 2010 (R-2248E) and from 2018 to 2011 (R-2123CE).

I-85 Project: I-3803B

The TIP amendment is necessary due to the Governor's announcement that the project start date will be moved from 2012 to 2011. The project's scope will also change by the addition of one extra northbound lane from I-485 to Poplar Tent Road.

MUMPO is currently prohibited from amending its TIP due to being in an air quality conformity grace period. The action will allow the start of a public involvement effort concurrent with similar efforts for the long-range transportation plan (LRTP). Action on the TIP amendment will occur in 2010 immediately after final adoption of the LRTP.

TCC RECOMMENDATION

At its November 12, 2009 meeting, the TCC unanimously recommended that the MPO approve the start of a public involvement effort for the necessary TIP amendments.

2009 SAFETEA-LU Rescission

North Carolina Q and A

1. Why was there a rescission of Federal funds?

In the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) Congress included an \$8.7 billion rescission as a way to meet federal budgeting parameters. The original intent was to find other budget offsets to prevent the rescission from occurring. However, Congress did not approve a stand-alone bill by the September 30th deadline. When President Bush signed the revised Continuing Appropriations Resolution on February 15, 2007, it included a directive that would rescind unobligated program balances in the amount of \$3.471 billion. The Federal Highway Administration had no discretion in the application of these rescissions.

2. Why was the rescission of 2009 larger than previous years?

Some years have called for more than one rescission, such as 2006, 2007, and 2009. Rescissions from 2004 through 2007 only affected Interstate Maintenance (IM), Highway Bridge Program (BR), Surface Transportation Program (STP), and Congestion Mitigation and Air Quality (CMAQ) programs. The rescission in 2008 was the first to add the following program areas: National Highway System (NHS), Equity Bonus, Recreational Trails (REC), and Metro Planning. The rescissions in 2009, affected the remaining program areas: Safe Routes to School (SRTS), Highway Safety Improvement Program (HSIP), Railway Highway Crossing (RRHC), High Risk Rural Roads (HRRR), and Appalachian Development Highway System (ADHS). In all instances, the impact of the rescission to states varied depending on the amount of unobligated balances of each state.

3. How was the rescinded amount determined?

The final rescission of 2009 totaling \$249,848,311.57 was taken from the unobligated balances in the previously identified programs as of September 25, 2009. The Rescission Notices (Section 10212 of SAFETEA-LU and Section 1132(b) of EISA) outlined the process for the rescission, setting the formula for determining the minimum and maximum amounts that could be taken from each program area. The amount rescinded was based on the aggregate amounts apportioned to each state for fiscal years 2004-2009. In implementing the rescission, if a state, such as North Carolina, did not have enough unobligated balances in a particular program area to meet the rescission amount, other program areas within the state provided the additional funding to meet the states total rescission amount. Additionally, if a state, as was the case with Nevada, did have enough unobligated balances to meet its rescission total, then unobligated balances from other states were used.

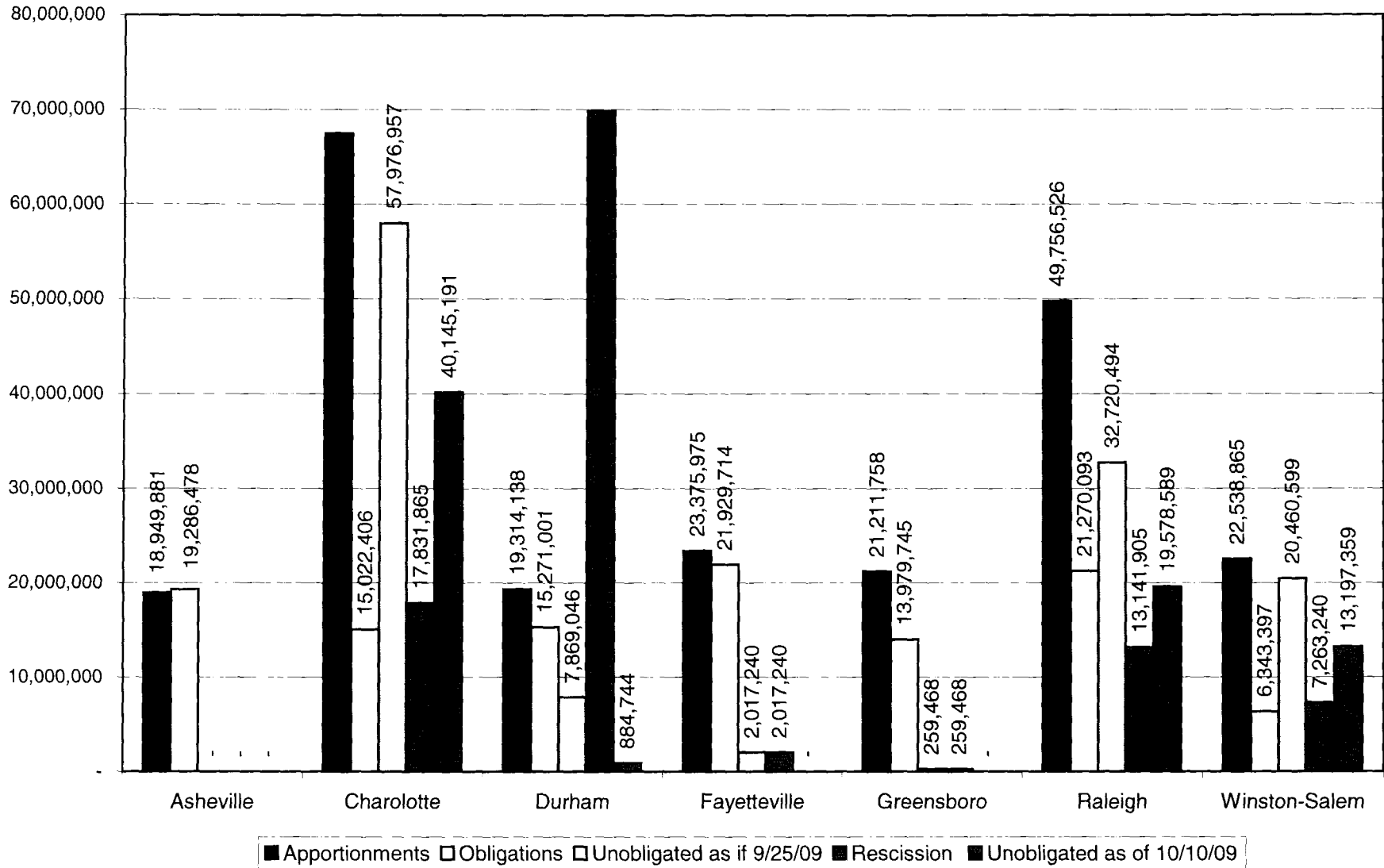
4. Why were certain program areas affected more than others?

On September 25, 2009, North Carolina had enough unobligated balances to cover its rescission amount and a proportional amount of Nevada's. When a DOT obligates higher levels of funds in only a few program areas, it creates larger unobligated balances in other programs. In North Carolina there were large unobligated balances in some program areas such as CMAQ, STP >200,000 and the bridge programs. There is flexibility in the Federal-aid Highway Program because obligation limitation is not tied to any one program, and there are variable funding options to help advance projects.

5. How can we prevent this from happening again?

Because the rescission was written into SAFETEA-LU, there was no way it could have been avoided. The Federal Highway Administration had no discretion in the application of these rescissions. In the future, the impacts of these types of budgetary parameters may be reduced if the program better reflects the revenue situation. The obligation authority limit can be a useful tool in determining appropriate spending levels for each year.

TMA Funds 2004-2009



SAFETEA-LU Rescissions by Year and Program Area

	2004 ISTEA P.L. 108- 199	2005 SAFETEA- LU P.L. 108- 447	2006 SAFETEA- LU P.L. 109- 115	2006 SAFETEA- LU P.L. 109- 148	2006 SAFETEA- LU P.L. 109- 234	2007 SAFETEA- LU P.L. 110-5	2007 SAFETEA- LU P.L. 110-28	2008 SAFETEA- LU P.L. 110- 161	2009 SAFETEA- LU P.L. 111-8	2009 - EISA P.L. 109-59	TOTAL
Interstate Maintenance	5,631,715			6,376,309	9,555,661	30,000,000	10,891,022	21,837,431	31,602,644	26,926,365	142,821,147
National Highway System								22,241,684		1,191,615	23,433,299
STP						7,369,596		6,998,151	21,603	65,966,978	80,356,328
Enhancements			13,608,941				6,166,661	2,995,259	10,674,503	25,851,464	59,296,828
Bridge		32,185,921	27,217,880	6,376,309		40,000,000	3,453,766	17,662,790	12,694,484	18,344,107	157,935,257
CMAQ		2,000,000	13,608,941	18,348,475	9,555,661	20,000,000	3,918,642	6,115,286	33,073,930	55,083,064	161,703,999
Equity Bonus								9,000,000			9,000,000
Rec. Trails								225,754			225,754
Metro Planning								500,000		5,419,747	5,919,747
Safe Routes to School										700,384	700,384
Highway Safety Improvement Program										38,157,660	38,157,660
Railway Highway Crossings										35,038	35,038
High Risk Rural Roads										2,576,155	2,576,155
Appalachian Development Highway Program										9,595,732	9,595,732
TOTAL	5,631,715	34,185,921	54,435,762	31,101,092	19,111,322	97,369,596	24,430,091	87,576,355	88,067,164	249,848,311	691,757,329

Metropolitan Planning Organization
Orientation Session
January 13, 2010
4:00 PM - 8:00 PM
CMGC Room 267

Agenda

- 4:00 - 4:05 Welcome / Agenda Review - Carol Graham
- 4:05 - 4:35 Introductions - All
- 4:35 - 4:45 Kick-Off Speaker - Lee Myers
- 4:45 - 5:00 Federal Highway Administration - Loretta Barren
➤ The "what" and "why" of the MPO
➤ MPO Roles & Responsibilities
- 5:00 - 5:15 NCDOT - Jamal Alavi
➤ NCDOT Roles & Responsibilities
- 5:15 - 5:30 NCDOT - Division 10 Coordination - Barry Moose
- 5:30 - 6:15 Dinner
- 6:15 - 6:30 Q & A Table Group Activity - Carol
- 6:30 - 6:40 MPO Meeting Format - Pat Mumford
- 6:40 - 7:00 Technical Coordinating Committee - Wayne Herron & Bill
Coxe
➤ TCC Roles & Responsibilities
- 7:00 - 7:10 Break
- 7:10 - 7:45 Responses to Questions
- 7:45 - 8:00 January 20th MPO Meeting Agenda Review - Staff
- 8:00 Adjourn - Carol