



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: May 13, 2010
SUBJECT: May 2010 MPO Meeting
Wednesday, May 19, 2010

The May 2010 meeting of the Mecklenburg-Union Metropolitan Planning Organization (MUMPO) is scheduled for **Wednesday, May 19, 2010 at 7:00 PM in Room 267**, located on the second floor of the Charlotte-Mecklenburg Government Center, at 600 E. Fourth St., 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 – May 19, 2010

1. **Call to Order** Ted Biggers

2. **Approval of Minutes** Ted Biggers
ACTION REQUESTED: Approve March meeting minutes as presented.

3. **Citizen Comment Period**

4. **Monroe Parkway**
 - a. **Transportation Improvement Program (TIP) Modification** Reid Simons
ACTION REQUESTED: Approve the TIP amendment as presented.

BACKGROUND: The proposed action will result in the TIP being consistent with the recently adopted LRTP by not showing funding past FY 14. Since the project is scheduled to be open to traffic in 2014, and the LRTP includes the project in the 2015 horizon year, the TIP cannot indicate project funding beyond FY 2014. In addition, the action will result in a clarification of funding sources. The NC Board of Transportation is scheduled to amend the state TIP in June. At its May meeting, the Technical Coordinating Committee (TCC) unanimously recommended that the MPO amend the TIP.

 - b. **Project Status Update** Reid Simons
ACTION REQUESTED: FYI

BACKGROUND: Update on the progress of the Monroe Parkway.

5. **Congestion Mitigation & Air Quality (CMAQ) Program**
 - a. **Transportation Improvement Program (TIP) Amendment** Julie Clark
ACTION REQUESTED: Approve the 2009-2015 TIP amendments.

BACKGROUND: See attached memorandum.

ATTACHMENT: Memorandum

 - b. **2010 Project Selection** Robert Cook
ACTION REQUESTED: FYI

BACKGROUND: CMAQ funds are available for fiscal years 2013, 2014 and 2015. The attached project list lists all potential projects that may be submitted for funding. The deadline to submit applications is May 26. MPO action will be requested in July.

ATTACHMENT: Project list

- 6. FY 11 Unified Planning Work Program (UPWP)** Robert Cook
ACTION REQUESTED: Adopt the FY 11 UPWP as presented.
- BACKGROUND: The UPWP is adopted annually and identifies the major transportation planning activities to be undertaken during the fiscal year. Please see the attached memorandum for more detailed information. At its May meeting, the TCC unanimously recommended that the MPO adopt the FY 11 UPWP.*
- ATTACHMENT: Memorandum*
- 7. MPO Self-Certification** Robert Cook
ACTION REQUESTED: Certify MUMPO's transportation planning process.
- BACKGROUND: Federal regulations require MPOs to self-certify that they comply with all laws, statutes, etc. governing the transportation planning process. At its May meeting, the TCC unanimously recommended that the MPO certify the transportation planning process.*
- ATTACHMENTS: Draft resolution*
- 8. I-485 & NC 24 Functional Classification Changes** Robert Cook
ACTION REQUESTED: Approve the recommended functional classification changes as presented.
- BACKGROUND: NCDOT has requested that MUMPO approve functional class changes to two sections of I-485 and one section of NC 24 (W.T. Harris Boulevard). Please see the attached letter and map for more information. At its May meeting, the TCC unanimously recommended that the MPO approve the functional classification changes.*
- ATTACHMENTS: NCDOT letter and map; draft resolution*
- 9. I-77 HOV-to-HOT Lanes Conversion and Extension** Lynn Purnell
ACTION REQUESTED: FYI
- BACKGROUND: Parson Brinckerhoff was hired by NCDOT to prepare a study looking at the feasibility of converting the existing high occupancy vehicle (HOV) lanes along I-77 to high occupancy toll (HOT) lanes. The task included an analysis of the conversion to HOT lanes of an extended HOV facility from the current terminus near Exit 23 (Gilead Road) in Huntersville to Exit 30 (Griffith Street) in Davidson.*
- ATTACHMENT: Fact sheet*
- 10. Regional Transportation Planning Study** Rebecca Yarbrough
ACTION REQUESTED: FYI
- BACKGROUND: Update on Centralina COG's regional transportation planning study.*
- 11. Adjourn**

MECKLENBURG-UNION METROPOLITAN PLANNING ORGANIZATION
Charlotte-Mecklenburg Government Center Conference Room CH-14
March 24, 2010 Meeting
Summary Minutes

Members Attending:

David Howard (Charlotte), Jim Bensman (Cornelius), Brian Jenest (Davidson), Sarah McAulay (Huntersville), John Quinn (Indian Trail), James Taylor (Matthews), Dumont Clarke (Mecklenburg County), Ted Biggers (Mint Hill), Jim Eschert (Pineville), Lynda Paxton (Stallings), Tracy Kuehler (Union County), Daune Gardner (Waxhaw), Werner Thomisser (Weddington), Brad Horvath (Wesley Chapel), John Collett (Board of Transportation)

Non-Voting Members: Greg Phipps (Charlotte-Mecklenburg Planning Commission)

1. Call to Order

MPO Chairman Ted Biggers called the March 2010 MUMPO meeting to order at 7:15 PM.

2. Approval of Minutes

Summary:

Chairman Biggers asked if everyone had an opportunity to review the January 2010 minutes and called for a motion.

Motion:

Jim Bensman made a motion to approve the January 2010 minutes as presented. John Collett seconded the motion. The January 2010 minutes were approved unanimously.

3. Citizen Comment Period

Summary:

There were no public comments.

4. LRTP & Conformity Determination Report Recommendations

Presenter:

Robert Cook

Summary:

The contents of Mr. Cook's Power Point presentation are incorporated into the minutes. He stated that the request before the MPO was to, a) find that the 2035 Long-Range Transportation Plan and the 2009-2015 Metropolitan Transportation Improvement Program are in compliance with the provisions of the Clean Air Act (CAA) amendments of 1990 and the Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) and, b) adopt the 2035 Long Range Transportation Plan. Mr. Cook explained that it was important to take the requested action at this time because MUMPO would go into a conformity lapse as of May 3, the effects of which would be a cutoff of federal transportation funds and further delays to I-485 and the Monroe Parkway. It was noted that no substantial public comments were received and that at its March meeting, the TCC unanimously recommended that the MPO take the requested action. Mr. Cook advised that adoption of the LRTP should be conditioned upon necessary text changes. The changes were not of the variety that would affect content, rather, they will correct inconsistencies and improve clarity.

Mr. Bensman raised a concern that too much funding was being applied to the Independence Boulevard project and that perhaps the adoption of the LRTP should be delayed to reconsider this issue. Mr. Cook advised against delaying adoption because doing so would result in a conformity lapse. TCC Vice-Chairman Bill Coxe provided information on how GARVEE bonds are being used to finance the Independence project.

Motion-Find the LRTP and TIP to be in compliance with the CAA and SAFETEA-LU:

Dumont Clarke made a motion to adopt the conformity determination resolution as presented. David Howard seconded the motion. Upon being put to a vote, the motion was adopted unanimously.

Motion-Adopt the 2035 LRTP:

Mr. Clarke made a motion to adopt the LRTP as presented. James Taylor seconded the motion. Upon being put to a vote, the motion was unanimously adopted.

5. 2009-2015 Transportation Improvement Program Amendment

Presenter:

Robert Cook

Summary:

Mr. Cook explained that a plan to accelerate the construction of the remaining portion of the I-485 loop (TIP #R-2248E) and the I-85/I-485 Interchange (TIP #R-2123CE) had been proposed by NCDOT. Currently, the TIP shows the construction funding for these projects after FY 2015. TIP amendments are required in order for the funding to correspond with NCDOT's new construction schedule. He stated that at its March 11 meeting, the Technical Coordinating Committee (TCC) unanimously recommended that the MPO approve the TIP amendments.

Motion:

Mr. Clarke made a motion to approve the TIP amendments. Mr. Howard seconded the motion. Upon being put to a vote, the motion was adopted unanimously.

6. Strategic Planning Office of Transportation Prioritization Results

Presenter:

David Wasserman, NCDOT

Summary:

The contents of Mr. Wasserman's Power Point presentation are incorporated into the minutes. He explained that the Strategic Planning Office of Transportation (SPOT) prioritization process is a part of NCDOT's reform efforts. A part of the reform is the development of a five year work program, and NCDOT requested the state's MPOs, RPOs and Division Engineers to submit projects for the 2015-2020 time period. Over 1,100 highway projects were submitted for evaluation, including those submitted by MUMPO. The total estimated cost of the projects was \$45 billion, yet NCDOT estimates its revenue will be just \$9 billion during that five year period. In addition, over 900 non-highway projects were submitted for prioritization at a total estimated cost of \$9 billion, whereas only \$1.5 billion is estimated to be available to fund non-highway projects. Mr. Wasserman then reviewed the prioritization's results. He stated that the next step in the process is to apply financial and scheduling constraints. The resulting list will become the draft TIP.

7. Charlotte Railroad Corridor Improvements

Presenter:

Patrick Simmons

Summary:

No presentation was made. Mr. Simmons was unable to attend the meeting due to illness.

8. Resolution Supporting the Fast Lanes Study

Presenter:

Tim Gibbs, CDOT

Summary:

The contents of Mr. Gibbs' Power Point presentation are incorporated into the minutes. Mr. Gibbs provided an overview of the Fast Lanes study, the purpose of which was to identify corridors where managed lanes could be implemented. He requested that the MPO adopt the resolution that was presented in order to incorporate study recommendations into future LRTPs, to conduct corridor engineering and usage studies and to identify potential policy and institutional questions. Mr. Gibbs indicated that the Gaston MPO and Lake Norman RPO have already adopted the resolution.

Motion:

Sarah McAulay made a motion to adopt the Fast Lanes resolution but that NC 16 (Brookshire Boulevard) should be added to the list of projects to be studied further. Mr. Bensman seconded the motion. Upon being put to a vote, the motion was adopted unanimously.

9. Lake Norman Transportation Commission ULI Panel Findings

Presenter:

Carroll Gray, Lake Norman Transportation Commission

Summary:

The contents of Mr. Gray's Power Point presentation are incorporated into the minutes. Mr. Gray's presentation began with an overview of the ULI panel and why the Lake Norman Transportation Commission decided to use its services. He identified the three key outcomes of the process: roads; rail; rebranding. The most significant road challenges were I-77, NC 73, NC 150 and the need for a new road to parallel NC 115 to the east from I-485 to north of Lake Norman. The presentation also emphasized the need for implementation of CATS' North Corridor commuter line. Mr. Clarke stated that many workers at the Lowe's corporate offices are making reverse commutes from Charlotte to Mooresville.

10. FY 11 Unified Planning Work Program

Presenter:

Robert Cook

Summary:

The contents of Mr. Cook's Power Point presentation are incorporated into the minutes. He reviewed the draft FY 11 Unified Planning Work Program (UPWP). He explained that the UPWP lays out the tasks the MPO needs to work on during a given year. The funding sources are Planning (PL) funds from the Federal Highway Administration (FHWA), Section 5303 funds from the Federal Transit Administration (FTA) and a PL fund supplement in the form of Surface Transportation Program-Direct Attributable (STP-DA) funds. It was explained that due to the lack of a transportation reauthorization bill, the exact amount of funding for FY 11 is not known, therefore staff is assuming funding levels equal to the current fiscal year. Three key activities were highlighted: updating and maintenance of the travel demand model; continued work on the Congestion Management Process; starting work on the next LRTP. Mr. Cook noted that four towns are seeking PL funds to undertake local transportation planning projects: Cornelius; Davidson; Huntersville; Indian Trail. Final adoption is expected in May.

11. Monroe Parkway Project Status Update

Presenter: Reid Simons, NCTA

Summary:

Ms. Simons reviewed the project's details via a Power Point presentation, the contents of which are incorporated into the minutes. The presentation covered the following topics:

- Alternative "D" is the NCTA's preferred alternative
- A description of typical sections and frontage roads was provided
- Work on the final environmental impact statement (FEIS) is underway, with the record of decision (ROD) expected to be signed in June, 2010
- Geotechnical investigations are underway
- A design/build pre-bid meeting is scheduled for March 31 in Wingate
- Contracts are expected to be awarded in December, 2010
- The NCTA is applying for a TIFIA loan from the USDOT

12. Rea Road Extension/NC 84 Improvements

Presenter:

Werner Thomisser

Summary:

Mr. Thomisser provided background on this matter. He explained that Mayor Nancy Anderson originally requested that this matter be placed on the agenda due to her concerns about how the project has moved up and down in the LRTP project lists over the years. Mr. Thomisser stated that Mayor Anderson was unable to attend the meeting due to a family emergency. Mayor Gardner requested that the item be placed on the May agenda.

13. Adjourn

The meeting adjourned at 9:15 PM.

DRAFT



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TO: Mecklenburg-Union MPO
FROM: Robert W. Cook, AICP
 MUMPO Secretary
DATE: May 12, 2010
SUBJECT: **CMAQ TIP Amendment**
Agenda Item #5a

ACTION REQUESTED

The MPO is being asked to amend the 2009-2015 Transportation Improvement Program (TIP) in order to shift funding from five CMAQ projects to a greenway project on Toby Creek and a sidewalk in the University City area. At its May 6, 2010 meeting, the Technical Coordinating Committee (TCC) unanimously recommended that the MPO amend the TIP.

BACKGROUND

Five CMAQ projects are unable to move forward due to a combination of funding and logistical problems. The five projects are:

Project	Location	CMAQ Cost
Old Concord Road bike lanes	Charlotte	\$400,000
Iverson Way-Marion Place bike/pedestrian connection	Charlotte	\$160,000
McAlpine Creek Greenway	Charlotte	\$250,000
Mallard Creek Greenway-connection to park & ride	Charlotte	\$250,000
Sugar Creek Road/Rumple Road intersection improvements*	Charlotte	\$788,800
TOTAL		\$1,848,800

In order to avoid returning the above funds to NCDOT, it is proposed to fund the following projects:

1. A one mile extension of the Toby Creek greenway from University City Boulevard to Rockland Drive. (See attached map.)
2. A new sidewalk along the north side of University City Boulevard (NC49) between Mallard Creek Church Road and the new main entrance to UNCC.

PROJECT BENEFITS & COSTS

1. Toby Creek Greenway

The benefits of transferring the funds to the Toby Creek project are:

- The funds will remain associated with a similar project (bicycle and pedestrian);
- A portion of the Toby Creek greenway north of University City Boulevard is under construction, thereby extending a needed project in a timely manner and

providing links between residential neighborhoods and retail and commercial areas, future transit as well as UNCC;

- All necessary land/right-of-way is in place for the project;
- Toby Creek greenway is a part of the Carolina Thread Trail;
- The project is identified in Charlotte's Newell Area Plan.

Project Cost

Total Toby Creek greenway cost:	\$1,810,000
Total CMAQ funds requested:	\$1,448,000
Required local match:	\$362,000

2. NC 49 Sidewalk

The benefits of transferring the funds to the NC 49 sidewalk are:

- The funds will remain associated with a similar project (bicycle and pedestrian);
- This sidewalk will improve connections to the Toby Creek Greenway for UNCC students;
- The project is identified in the University Area Plan.

Project Cost

Total NC 49 cost:	\$500,000
Total CMAQ funds requested:	\$400,000
Required local match:	\$100,000

Total CMAQ funds to be applied to both projects: \$1,848,000

* The Sugar Creek Road/Rumple Road intersection improvement project is being constructed by the City of Charlotte using only City funds.

Potential Congestion Management & Air Quality (CMAQ) Projects

The following projects were submitted as possible projects to be funded with FY 13, 14 and 15 CMAQ funds.

Charlotte-Mecklenburg Planning Department

1. Install traffic circle at W. Morehead St., Tuckaseegee Road, & Berry Hill Road.
2. Install traffic circle at Berry Hill Road & Columbus Circle.
3. Install sidewalk to connect Westwood Apartments to greenway.
4. New pedestrian bridge crossing of the rail corridor at the Arrowood LYNX Station.
5. Mt. Holly-Huntersville Road/ Freedom Drive intersection improvement.
6. Mt. Holly Road/Ryan Road intersection improvement (signalization).
7. Bellemede Road/ Mt. Holly Road intersection improvement (signalization).

Charlotte Department of Transportation

1. Parking pay stations to encourage carpool/rideshare use and allocate fringe parking for commuters to reduce VMT of visitors seeking prime parking spaces near venues and retail
2. Drive Less Charlotte, providing select residents and employees transit passes, electric bikes and access to car share vehicles if they give up driving their cars and report about their experiences
3. Pedestrian and bicycle bridge over the Norfolk Southern railway and other future passenger rail lines at W. 9th St.
4. Charlotte Cash for Commuters, offering commuters cash to change their commutes in construction corridors
5. Brookshire Blvd/Hoskins Road/Lawton Road intersection improvements
6. McKee Road/Ballantyne Commons Pkwy/Providence Road intersection improvements
7. Beam Road/Shopton Road intersection improvements
8. Intersection project for a thoroughfare east of I-85 south of the University Area
9. Nevin Road/Gibbon Road Sidewalk: Project will build sidewalk on the north side of Nevin Road between Alpine Road and Gibbon Road, the southwest side of Gibbon Road between Nevin Road and W. Sugar Creek Road, and a small gap on the east side of W. Sugar Creek Road at the intersection of Gibbon Road.
10. Providence Road (Barden Dr to Mammoth Oaks Dr): Project will build sidewalk on the southwest side of Providence Road (NC 16) between Barden Dr and Mammoth Oaks Dr.
11. Providence Road (Folger Dr to Blueberry Lane): Project will build sidewalk on the southwest side of Providence Road (NC 16) between Folger Dr and Blueberry Lane.
12. Graham St: Project will install sidewalk on the southwest side of the bridge over I-85, and will improve pedestrian accessibility around the on/off ramps of I-85 where they intersect with Graham St.
13. South Tryon, Phase II: Project will build sidewalk on S. Tryon St (NC 49) between Queen Anne Road and Southampton Road. This project is the second phase of a current project to complete sidewalk on S Tryon St between W. Tyvola Road and Nations Ford Road.
14. Sunset Road: Project will build sidewalk along the south side of Sunset Road between I-77 and Statesville Road. It will also include improvements to the I-77 overpass to allow for pedestrians to cross more safely.

Charlotte Area Transit System

1. Additional park & ride lots
2. Replacement buses
3. Signal priority system
4. Transportation demand management program
5. Service expansion

Town of Cornelius

1. Intersection improvements for US 21/Catawba Avenue
2. Intersection improvements for Torrence Chapel Road/West Catawba Avenue
3. Intersection improvements for NC 115/Davidson St. & Potts St.
4. Rosalyn Glen Road Ext. at Nantz Road/West Catawba Avenue

Town of Davidson

1. Construct the Potts-Sloan connector

Town of Huntersville

1. I-77 HOT lanes (use local and statewide CMAQ funds)

Town of Matthews

1. Rice Road/Sam Newell Road intersection improvements
2. NC 51/Matthews-Mint Hill Road-convert to full intersection
3. Sam Newell Road sidewalks

Mecklenburg County-LUESA

1. GRADE-Grants to Reduce Aging Diesel Engines

Mecklenburg County-Park & Recreation

1. Little Sugar Creek greenway, 10th St. to 7th St. (CLT)
2. Little Sugar Creek greenway, Huntingtowne Farms Park to I-485 (CLT)
3. South Prong Rocky River greenway, South St. Park to N. Main St. (CRN & DAV)
4. Irvins Creek greenway, Idlewild Road to Lakeview Circle (MATT)
5. Briar Creek greenway, Manning Drive to Marion Diehl Center (CLT)
6. McDowell Creek greenway, Beatties Ford Road to Torrence Creek greenway (HVL)
7. Sugar Creek greenway, BG Parkway to S. Tryon St. (CLT)
8. Walker Branch greenway, S. Tryon St. to Smith Road (CLT)
9. McAlpine Creek greenway, NC 51 to Johnston Road (CLT)
10. 5th Street Streetscape, Irwin Creek greenway connection-connect to existing greenway at 5th St. (CLT)
11. Barton Creek greenway, Mallard Creek greenway to University Place greenway connection from University Place to the 9 mile greenway trail system (CLT)



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TO: Mecklenburg-Union MPO
FROM: Robert W. Cook, AICP
MUMPO Secretary
DATE: May 12, 2010
**SUBJECT: Draft FY 11 Unified Planning Work Program
Agenda Item #6**

ACTION REQUESTED

The MPO is requested to adopt the FY 11 Unified Planning Work Program (UPWP) as presented. At its May 6, 2010 meeting, the Technical Coordinating Committee (TCC) unanimously recommended that the MPO adopt the UPWP.

BACKGROUND

The Unified Planning Work Program is produced annually by the MPO and identifies the major transportation planning activities to be undertaken during the fiscal year. It includes funding from two sources:

- Planning (PL) funds, which originate from the Federal Highway Administration
- Section 5303 funds, which originate from the Federal Transit Administration

MUMPO also has a PL supplement in the TIP in the form of STP-DA funds.

FY 2011 FUNDING SUMMARY

Planning (PL) Funds

FY 11 allocation	\$825,329
TIP PL supplement	\$800,000
Total PL funds available	\$1,625,329

Section 5303 Funds

FY 11 allocation	\$345,612
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Total Funding	\$1,970,941
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IDENTIFIED TASKS

The following provides an overview of the main categories of the UPWP. Please refer to the accompanying spreadsheet for a listing of the individual tasks within the categories.

II. Continuing Transportation Planning

The continuing transportation planning work tasks are described here. A number of conditions generally need to be continuously surveyed and compiled annually to determine whether previous projections are still valid or whether plan assumptions need to be changed.



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- WESLEY CHAPEL
- WINGATE

III. Travel Demand Model

In order to update the LRTP Plan and perform air quality analyses the MPO must prepare a travel demand model for the area. This is a significant task to develop and maintain. Considerable effort is required to collect data to input into the model. Additionally, substantial time is dedicated to evaluating accuracy. A sizeable portion of MUMPO's financial resources are allocated to tasks in this category.

IV. Long-Range Transportation Planning

Work on the next LRTP will begin soon after the adoption of the 2035 Plan. One of the first tasks in the development of a long range plan is establishing goals and objectives. Since this plan will differ significantly from past plans, devoting substantial resources to goals and objectives is appropriate. Also, a considerable amount of time will be devoted to assessing the roadway project ranking methodology and possibly developing a revised methodology.

V. Continuing Programs

Tasks in this category relate to ongoing tasks necessary to the continuing operation of the MPO. For example, work associated with preparation of the UPWP is conducted in this category.

VI. Administration

Tasks in this category largely relate to the basic functions of the MPO.

LOCAL PLANNING PROJECTS

MUMPO traditionally funds local transportation planning projects from its PL fund allocation. The following communities have proposed projects for FY 11.

- Cornelius
- Davidson
- Huntersville
- Indian Trail

WORK REMAINING

MUMPO did not receive its final FY 11 PL fund authorization amount until May 5. The amount received was almost \$100,000 more than what had been assumed. Due to insufficient time to work with the TCC on how to allocate the additional funds, most of the additional funding has been temporarily placed in the Management & Operations task code. Staff will work with the TCC in the coming weeks and assign the funds to a more appropriate task code and present a UPWP amendment request to the MPO in July.

ATTACHMENTS

- Funding Sources & Projects spreadsheet
- Task code descriptions

Mecklenburg-Union Metropolitan Planning Organization

Task Descriptions

FY 11 Unified Planning Work Program

The following provides descriptions of the work proposed to be performed during FY 11.

II Continuing Transportation

II-1 Traffic Volume Counts

Funds allocated in this category will support collecting, processing, and analyzing traffic volume count data to support the travel demand model. Specifically, the following tasks will be conducted:

- 48 hour volume data will be collected at 550 – 700 model locations
- Vehicle occupancy studies for traffic entering CBD
- Turning movement count data at signalized intersections (used as a back check and additional layer of quality control for the model)
- Vehicle classification studies
- Travel time studies
- Pursuit of six permanent count station locations

Funding source: PL Funds: STP-DA supplement

II-4 Traffic Accidents

PL funds will be used to process and analyze police crash reports. The accident data will be used to analyze streets and intersections to support project development (long range projects and spot safety improvements).

Funding source: PL Funds: STP-DA supplement

II-6 Dwelling Unit, Population & Employment Changes

Funds in this category will support land development review and coordination activities.

Funding source: PL Funds: STP-DA supplement

II-9 Travel Time Studies

The funds will be used to purchase historical travel time data and dynamic route travel times from INRIX. The data will be used to calculate average travel times and speeds along major corridors; to calibrate the modeled speeds; and to monitor congestion for MUMPO's CMP. Work in this category will complement CMP work conducted in task code V-1.

Funding sources: PL Funds: STP-DA supplement and Section 5303

II-10 GIS Analysis & Mapping

Funds in this category will be applied to anticipated substantial work related to the preparation of the Comprehensive Transportation Plan (CTP).

Funding source: PL Funds: STP-DA supplement

III Travel Demand Model

III-1 Collection of Base Year Data

2010 data including but not limited to population, households, mean income, employment, and school enrollment will be collected. This information is one of the primary inputs into the Metrolina Regional Travel Demand Model. Collection of this data is expected to be outsourced to a contractor. Sources for the data include, but are not limited to, the 2010 Census, InfoGroup (to be purchased), Dun & Bradstreet, and telephone surveys (to be outsourced to a contractor).

Mecklenburg-Union Metropolitan Planning Organization

Task Descriptions

FY 11 Unified Planning Work Program

Funding is also included for the purchase of detailed freight data. InSight is currently being considered as a data source.

Funding source: PL Funds

III-2 Collection of Network Data

2010 roadway network data and transit route data including but not limited to posted speed limits, number of lanes, traffic signal locations, route locations, headways, park and ride lot locations, and parking costs will be collected by staff.

2010 vehicle classification counts will be collected by an outside contractor. Vehicle classification counts provide data necessary for model calibration and validation. Data provided includes number of vehicles by type and time of day as well as point location speed of each vehicle.

Funding source: PL Funds

III-3 Travel Model Updates

CATS & CDOT: Funds expended in this category will be devoted to the following annual model maintenance tasks: incorporate updated model data into the working model set; develop improved algorithms and scripts to enhance applications of the model; develop tools to produce a "user-friendly" model for end users and incorporate improvements resulting from the above; model documentation; provide training to NCDOT and SCDOT technical staff. Sub-tasks are outlined in the FY11 Metrolina Regional Travel Demand Model Work Plan. Also, Consultant services will be used to continue refinements and improvements to the Transit Mode of the Travel Demand Model. Travel forecasts and ridership projections for use in updating the Transit Corridor System Plan and in general Transit System Planning will also be performed.

Funding source: PL & Section 5303 Funds

III-4 Travel Survey

A household travel survey will be conducted by an outside contractor over the span of FY11 and FY12. The objective of the data collection effort is to provide a statistically valid observation of the unique travel demand in the Metrolina Region for all modes of travel. This information will be the basis for the design, estimation, and calibration of a set of region-wide travel demand models used to project future demand for travel in the region. The survey gathers household- and person-level travel data, such as the number, length, and purpose of trips, as well as other trip details including mode of transportation and the time of day each trip.

Funding will also be used for additional technical services needed to aid in the:

- Development of the scope of services for the surveys, including but not limited to the household travel survey
- Analysis of survey data
- Updates to the trip generation program
- Updates to the trip distribution program

Funding sources: PL & Section 5303 Funds

Mecklenburg-Union Metropolitan Planning Organization

Task Descriptions

FY 11 Unified Planning Work Program

III-5 Forecast of Data to Horizon Years

Funding will be used to begin the update of county level economic and demographic totals. This will provide needed information for verifying the aggregated TAZ level base year data and developing TAZ level future year projections. This task will be performed by an outside contractor and will continue into FY12.

Funding source: PL Funds

III-6 Forecasts of Future Travel Patterns

This task covers the various applications of the regional travel demand model including but not limited to traditional highway travel forecasts, managed lanes forecasts, and transit corridor forecasts.

State of the practice hardware and software are a necessity for this task. As such, funding for the following is also included:

- TransCAD maintenance fees for licenses-\$7,000
- TransModeler maintenance fees for licenses-\$3,000
- VISSIM maintenance fees for licenses-\$2,000
- Sustainable hardware for the Metrolina Regional Travel Demand Model-\$4,000

Funding sources: PL Funds, PL Funds: STP-DA supplement & Section 5303 Funds

IV Long-Range Transportation Plan

IV-1 Community Goals & Objectives

The Technical Coordinating Committee has committed to starting work on the next LRTP during FY 11. Work in this category will focus on developing/updating goals and objectives that will guide the development of the plan.

Funding source: PL Funds: STP-DA supplement

IV-2 Highway Element

Work in this category will focus on:

- Assessing the effectiveness of the current roadway project ranking methodology
- If necessary, updating and/or preparing a new roadway project ranking methodology

Funding source: PL Funds: STP-DA supplement

IV-3 Transit Element

CATS will continue to monitor and update the Transit Corridor System Plan including: evaluation of ridership forecasts, developing/refining financial projections, monitoring existing services and trends, and communicating to the public.

Funding source: 5303 Funds

IV-7 Rail Element

Work in this category will focus on continuing efforts related to the Charlotte Rail Infrastructure and Safety Program (CRISP).

Funding source: PL Funds: STP-DA supplement

Mecklenburg-Union Metropolitan Planning Organization

Task Descriptions

FY 11 Unified Planning Work Program

IV-8 Freight Movement/Mobility Element

MUMPO will participate in a regional mobility study to be led by the Centralina Council of Governments.

Funding source: PL Funds: STP-DA supplement

IV-9 Financial Planning

In light of the Technical Coordinating Committee's commitment to begin work on an updated LRTP in FY 11, the proposed funding will support preliminary financial planning efforts.

Funding source: PL Funds: STP-DA supplement

V Continuing Programs

V-1 Congestion Management Strategies

MUMPO will continue to refine its congestion management process (CMP). Work will begin on the following tasks:

- Development of a data collection program
- Refinement of the definition of congestion
- Development of a CMP monitoring and reporting program
- Prioritization of identified congested corridors

Work undertaken in other task codes may be related to the CMP, e.g. II-9.

Funding source: PL Funds: STP-DA supplement

V-2 Air Quality/Conformity Analysis

MUMPO's planning area is classified as non-attainment for ozone and Mecklenburg County is classified as maintenance for carbon monoxide. Some of the potential tasks associated with the category in FY 11 are:

- Participation in interagency consultation process as part of SIP development and conformity determination development.
- Providing assistance to NCDENR in developing and maintaining mobile source emission inventories.
- Performing analysis and approving conformity determinations, at least one of which will be needed during FY 11.
- Preparation of the air quality conformity determination report.

Funding source: PL Funds

V-3 Planning Work Program

Funds in this category will be used in the annual preparation of UPWP and the previous fiscal year's annual report.

Funding source: PL Funds: STP-DA supplement

V-4 Transportation Improvement Program

Work associated with, but not limited to, amendments to the 2009-2015 TIP, preparation and review of the 2012-2018 TIP and work with NCDOT's Strategic Prioritization of Transportation (SPOT) office.

Funding source: PL Funds & Section 5303 Funds

Mecklenburg-Union Metropolitan Planning Organization Task Descriptions FY 11 Unified Planning Work Program

VI Administration

VI-2 Environmental Justice

MUMPO will continue to refine its plan to reach out to environmental justice communities through a series of efforts including, but not limited to, the following:

- Preparation of educational material explaining the transportation planning process
- Working with focus groups
- Development of a project impact evaluation methodology
- Development of a public outreach planning process manual

Funding source: PL Funds: STP-DA supplement

VI-6 Public Involvement

MUMPO is committed to meaningful public participation in the regional transportation planning process and undertakes a variety of efforts each fiscal year that require outreach to the public. These efforts include, but are not limited to, the following:

- Long Range Transportation Plan (LRTP),
- Transportation Improvement Program (TIP)
- Unified Planning Work Program (UPWP)
- Comprehensive Transportation Plan (CTP)
- Corridor studies
- Participation in public events sponsored by other agencies

Funding source: PL Funds: STP-DA supplement

VI-9 Environmental Analysis & Pre-TIP Planning

Work in this category will focus on preparation of the Comprehensive Transportation Plan (CTP).

Funding source: PL Funds

VI-10 Corridor Protection & Special Studies

Funds will support:

1. PL local transportation planning efforts:
 - Cornelius: \$21,600 for continued work on its traffic count program, planning for Zion Avenue improvements and support of the MPO process
 - Davidson: \$25,000 for a study of NC 115 and the Potts-Sloan-Beaty corridor
 - Huntersville: \$18,500 for creation of a local traffic count program, preparation of a pedestrian plan and support of the MPO process
 - Indian Trail: \$25,000 for the development of a local transportation plan
2. Various projects (performed in-house or by consultants) to define conceptual alignments of proposed Thoroughfare Plan roadway extensions or realignments
3. Efforts to implement components of the Fast Lanes study
4. Review of the Centralina COG regional transportation planning study recommendations and/or assessment of urbanized area boundary changes on MUMPO
5. Other projects as recommended by the TCC

Funding sources: PL Funds and PL Funds: STP-DA supplement

**Mecklenburg-Union Metropolitan Planning Organization
Task Descriptions
FY 11 Unified Planning Work Program**

VI-11 Regional or Statewide Planning

Funds will support:

- Continued coordination with regional MPO and RPO partners
- Activities associated with the Charlotte Regional Alliance for Transportation (CRAFT)
- Activities associated with the NC Association of MPOs

Funding source: PL Funds

VI-12 Management & Operations

Work performed as outlined in the Prospectus:

- Attending MPO, TCC and Transportation Staff meetings
- Preparation of MPO and TCC agendas
- Preparation of MPO and TCC meeting minutes
- Updating MUMPO's website
- Overall management of the daily functions of MUMPO

Funding source: PL Funds & Section 5303 Funds

DRAFT

Mecklenburg-Union Urban Area
 FY 2011 Unified Planning Work Program
 Funding Sources and Projects

TASK CODE	TASK DESCRIPTION	SPR Highway		SEC. 104(f) PL Highway/Transit		SECTION 5303 Transit/Highway			STP-DA		LOCAL	TASK FUNDING SUMMARY			TOTAL
		NCDOT	FHWA	LOCAL	FHWA	LOCAL	NCDOT	FTA	LOCAL	FHWA	LOCAL	STATE	FEDERAL		
		20%	80%	20%	80%	10%	10%	80%	20%	80%					
II. CONTINUING TRANSPORTATION PLANNING		\$8,875	\$35,500	\$0	\$0	\$1,500	\$1,500	\$12,000	\$85,250	\$341,000	\$0	\$86,750	\$10,375	\$388,500	\$485,625
II-1	Traffic Volume Counts	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$42,000	\$168,000	\$0	\$42,000	\$0	\$168,000	\$210,000
II-4	Traffic Accidents	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$80,000	\$0	\$20,000	\$0	\$80,000	\$100,000
II-6	Dwelling Unit, Population & Employment Change	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,750	\$51,000	\$0	\$12,750	\$0	\$51,000	\$63,750
II-9	Travel Time Studies	\$0	\$0	\$0	\$0	\$1,500	\$1,500	\$12,000	\$3,000	\$12,000	\$0	\$4,500	\$1,500	\$24,000	\$30,000
II-10	GIS Analysis & Mapping	\$6,875	\$27,500	\$0	\$0	\$0	\$0	\$0	\$7,500	\$30,000	\$0	\$7,500	\$6,875	\$57,500	\$71,875
II-12	Bicycle & Pedestrian Facilities Inventory	\$2,000	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$8,000	\$10,000
III. TRAVEL DEMAND MODEL		\$1,250	\$5,000	\$88,303	\$353,212	\$23,349	\$23,349	\$186,788	\$1,250	\$5,000	\$0	\$112,902	\$24,599	\$550,000	\$687,500
III-1	Collection of Base Year Data	\$0	\$0	\$36,050	\$144,200	\$0	\$0	\$0	\$0	\$0	\$0	\$36,050	\$0	\$144,200	\$180,250
III-2	Collection of Network Data	\$0	\$0	\$7,000	\$28,000	\$0	\$0	\$0	\$0	\$0	\$0	\$7,000	\$0	\$28,000	\$35,000
III-3	Travel Model Updates	\$0	\$0	\$21,803	\$87,212	\$16,699	\$16,699	\$133,588	\$0	\$0	\$0	\$38,502	\$16,699	\$220,800	\$276,000
III-4	Travel Surveys	\$0	\$0	\$5,800	\$23,200	\$2,900	\$2,900	\$23,200	\$0	\$0	\$0	\$8,700	\$2,900	\$46,400	\$58,000
III-5	Forecast of Data to Horizon Years	\$1,000	\$4,000	\$4,000	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$1,000	\$20,000	\$25,000
III-6	Forecasts of Future Travel Patterns	\$250	\$1,000	\$13,650	\$54,600	\$3,750	\$3,750	\$30,000	\$1,250	\$5,000	\$0	\$18,650	\$4,000	\$90,600	\$113,250
IV. LONG-RANGE TRANSPORTATION PLANNING		\$2,125	\$8,500	\$0	\$0	\$15,000	\$15,000	\$120,000	\$32,000	\$128,000	\$0	\$47,000	\$17,125	\$256,500	\$320,625
IV-1	Community Goals & Objectives	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$40,000	\$0	\$10,000	\$0	\$40,000	\$50,000
IV-2	Highway Element of LRTP	\$750	\$3,000	\$0	\$0	\$0	\$0	\$0	\$10,000	\$40,000	\$0	\$10,000	\$750	\$43,000	\$53,750
IV-3	Transit Element of LRTP	\$625	\$2,500	\$0	\$0	\$15,000	\$15,000	\$120,000	\$0	\$0	\$0	\$15,000	\$15,625	\$122,500	\$153,125
IV-7	Rail Element of LRTP	\$500	\$2,000	\$0	\$0	\$0	\$0	\$0	\$4,000	\$16,000	\$0	\$4,000	\$500	\$18,000	\$22,500
IV-8	Freight Movement/Mobility Element of LRTP	\$250	\$1,000	\$0	\$0	\$0	\$0	\$0	\$4,000	\$16,000	\$0	\$4,000	\$250	\$17,000	\$21,250
IV-9	Financial Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$16,000	\$0	\$4,000	\$0	\$16,000	\$20,000
V. CONTINUING PROGRAMS		\$2,750	\$11,000	\$12,000	\$48,000	\$1,250	\$1,250	\$10,000	\$64,500	\$258,000	\$0	\$77,750	\$4,000	\$327,000	\$408,750
V-1	Congestion Management Strategies	\$500	\$2,000	\$0	\$0	\$0	\$0	\$0	\$62,500	\$250,000	\$0	\$62,500	\$500	\$252,000	\$315,000
V-2	Air Quality/Conformity Analysis	\$1,250	\$5,000	\$8,000	\$32,000	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$1,250	\$37,000	\$46,250
V-3	Planning Work Program	\$250	\$1,000	\$0	\$0	\$0	\$0	\$0	\$2,000	\$8,000	\$0	\$2,000	\$250	\$9,000	\$11,250
V-4	Transportation Improvement Program	\$750	\$3,000	\$4,000	\$16,000	\$1,250	\$1,250	\$10,000	\$0	\$0	\$0	\$5,250	\$2,000	\$29,000	\$36,250
VI. ADMINISTRATION		\$4,500	\$18,000	\$106,029	\$424,117	\$2,103	\$2,103	\$16,824	\$17,000	\$68,000	\$0	\$125,132	\$6,603	\$409,721	\$658,676
VI-2	Environmental Justice	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$40,000	\$0	\$10,000	\$0	\$40,000	\$50,000
VI-6	Public Involvement	\$500	\$2,000	\$0	\$0	\$0	\$0	\$0	\$4,000	\$16,000	\$0	\$4,000	\$500	\$18,000	\$22,500
VI-9	Environ. Analysis & Pre-TIP Planning	\$500	\$2,000	\$5,000	\$20,000	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000	\$500	\$22,000	\$27,500
VI-10	Corridor Protection and Special Studies	\$500	\$2,000	\$29,305	\$117,220	\$0	\$0	\$0	\$3,000	\$12,000	\$0	\$32,305	\$500	\$14,000	\$164,025
VI-11	Regional or Statewide Planning	\$1,500	\$6,000	\$5,000	\$20,000	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000	\$1,500	\$26,000	\$32,500
VI-12	Management and Operations	\$1,500	\$6,000	\$66,724	\$266,897	\$2,103	\$2,103	\$16,824	\$0	\$0	\$0	\$68,827	\$3,603	\$289,721	\$362,151
TOTALS		\$19,500	\$78,000	\$206,332	\$825,329	\$43,202	\$43,202	\$345,612	\$200,000	\$800,000	\$0	\$449,534	\$62,702	\$1,931,721	\$2,561,176

RESOLUTION

CERTIFYING THE TRANSPORTATION PLANNING PROCESS OF THE MECKLENBURG-UNION METROPOLITAN PLANNING ORGANIZATION FOR FY 2010

WHEREAS, the Mecklenburg-Union Metropolitan Planning Organization has found that it is conducting transportation planning in a continuous, cooperative, and comprehensive manner in accordance with 23 USC 134 and 49 USC 1607; and

WHEREAS, the Mecklenburg-Union Metropolitan Planning Organization has found the transportation planning process to be in compliance with Sections 174 and 176 (c) and (d) of the Clean Air Act (42 USC 7504, 7506 (c) and (d)); and

WHEREAS, the Mecklenburg-Union Metropolitan Planning Organization has found the transportation planning process to be in full compliance with Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by each State under 23 USC 324 and 29 USC 794; and

WHEREAS, the Mecklenburg-Union Metropolitan Planning Organization has considered how the transportation planning process will affect the involvement of Disadvantaged Business Enterprises in FHWA and FTA funded planning projects (Section 105(f), Pub. L. 97-424, 96 Stat. 2100, 49 CFR part 23); and

WHEREAS, the Mecklenburg-Union Metropolitan Planning Organization has considered how the transportation planning process will affect the elderly and disabled per the provision of the Americans With Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat. 327, as amended) and the US DOT implementing regulations; and

WHEREAS, the Mecklenburg-Union Metropolitan Transportation Improvement Program is a subset of the currently conforming 2035 Long-Range Transportation Plan; and

WHEREAS, the 2035 Long-Range Transportation Plan has a planning horizon year of 2035 and meets all the requirements of an adequate Transportation Plan.

NOW THEREFORE BE IT RESOLVED that the Mecklenburg-Union Metropolitan Planning Organization certifies its transportation planning process on this the 19th day of May, 2010.

I, Ted Biggers, MUMPO Chairman, do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the Mecklenburg-Union Metropolitan Planning Organization duly held on the 19th day of May, 2010.

Ted Biggers, Chairman

Robert W. Cook, Secretary



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

BEVERLY EAVES PERDUE
GOVERNOR

EUGENE A. CONTI, JR.
SECRETARY

March 24, 2010

Robert W. Cook, AICP
600 E. Fourth St.
Charlotte, NC 28202

Subject: Mecklenburg-Union MPO Functional Classification System

Dear Mr. Cook,

The North Carolina Department of Transportation (NCDOT) is proposing to revise the Functional Classification System within your MPO area. The Transportation Planning Branch is responsible for the revisions and would like to advise you of the changes that have been proposed for your area.

Proposed Change(s):

Functional Classification revisions and mileage for I-485 and SR 2113 route change to NC 24:

1. I-485, I-85 north eastward to NC 16, change Freeway Expressway to Interstate (5.7 miles)
2. I-485, NC 16 eastward to I-77, change Future Freeway Expressway to Interstate (6.25 miles)
3. SR 2113 (W. T. Harris Boulevard), I-485 to I-77, change Major Collector to Principal Arterial (1.13 mile)

Functional Classification is the process by which streets and highways are grouped into classes, or systems, according to the character of service they are intended to provide. Functional classification is used primarily for assessing the extent, conditions, and performance of the highway system; as a planning tool for planning activities including Section 134 planning requirements; for appropriation of funds; and to establish jurisdictional responsibility and design criteria.

The current update is proposed primarily due to the completion of I-485 from I-85 north eastward to I-77 and the route change from SR 2113 (W. T. Harris Boulevard) to NC 24.

MAILING ADDRESS:
NC DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PLANNING BRANCH
1554 MAIL SERVICE CENTER
RALEIGH NC 27699-1554

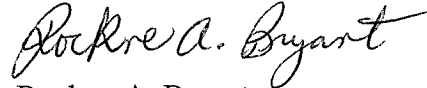


LOCATION:
TRANSPORTATION BUILDING
1 SOUTH WILMINGTON STREET
RALEIGH, NC 27601
Phone: 919-733-4705
Fax: 919-733-4705

Prior to submission of the revised Functional Classification System, the proposed change must be approved by the MPO. NCDOT requires two copies of a resolution stating the system has been coordinated with local officials. Enclosed is a sample response resolution you may wish to use or tailor to your needs.

If you have any questions, you may reach me at 919-715-5482 ext. 379 or by email at rbryant@ncdot.gov

Sincerely,

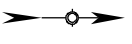


Rockne A. Bryant
Transportation Engineer II
Transportation Planning Branch

Encl.

cc: John Collett, Board of Transportation Member
Barry Moose, PE, Division 10 Engineer
Terry Arellano, PE, NCDOT Transportation Planning Branch
Anil Panicker, NCDOT Transportation Planning Branch

Mecklenburg
County

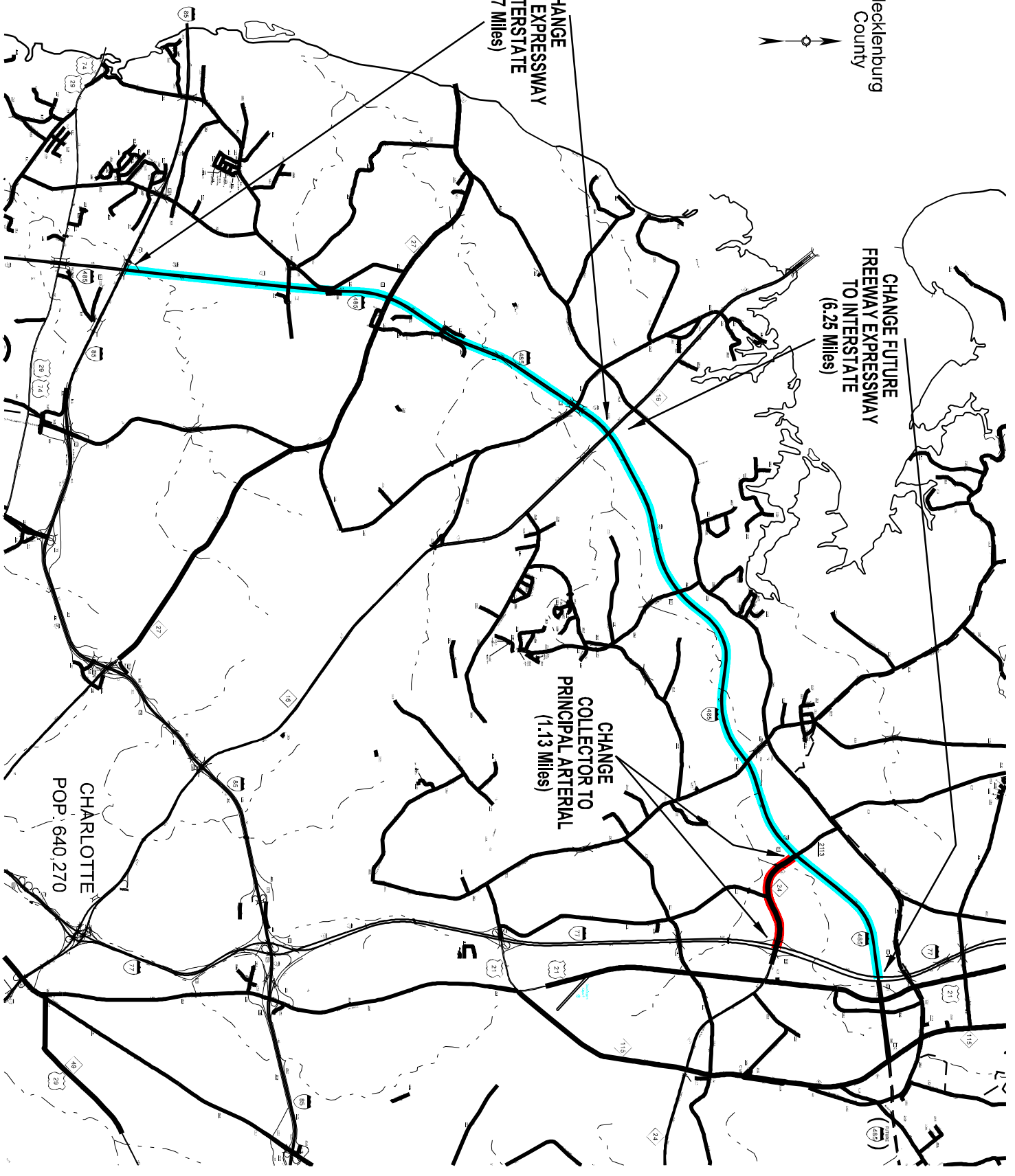


CHANGE FUTURE
FREEMWAY EXPRESSWAY
TO INTERSTATE
(6.25 Miles)

CHANGE
FREEMWAY EXPRESSWAY
TO INTERSTATE
(5.7 Miles)

CHANGE
COLLECTOR TO
PRINCIPAL ARTERIAL
(1.13 Miles)

CHARLOTTE
POP. 640,270



RESOLUTION
ENDORISING FUNCTIONAL CLASSIFICATION REVISIONS FOR
PORTIONS OF I-485 & NC 24

A motion was made by _____ and seconded by _____ for the adoption of the following Resolution and upon being put to a vote was duly adopted:

WHEREAS, the Mecklenburg-Union Metropolitan Planning Organization (MUMPO) considers Interstate 485 (I-485) and North Carolina State Highway 24 (NC 24) to be important components of the region's transportation network; and

WHEREAS, the functional classification of roads and highways is used for assessing the extent, conditions and performance of the highway system, as well as a planning tool by the North Carolina Department of Transportation and MUMPO; and

WHEREAS, the North Carolina Department of Transportation has recommended that the functional classifications of portions of the aforementioned roadways be changed in the following manner:

- a. I-485, from I-85 north eastward to NC 16, change from Freeway Expressway to Interstate;
- b. I-485, from NC 15 eastward to I-77, change from Future Freeway Expressway to Interstate;
- c. NC 24 (W.T. Harris Boulevard), from I-485 to I-77, change from Major Collector to Principal Arterial; and

WHEREAS, the need for the changes to I-485 are due to the roadway's completion in the area in question; and

WHEREAS, the need for the change to NC 24 is due to the roadway's change in status to a North Carolina State Highway from its previous status as a Secondary Route.

NOW THEREFORE BE IT RESOLVED by the Mecklenburg-Union Metropolitan Planning Organization that it endorses the proposed changes to the functional classification of the portions of I-485 and NC 24 mentioned above.

.....

I, Ted Biggers, Chairman of the Mecklenburg-Union Metropolitan Planning Organization, do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the Mecklenburg-Union Metropolitan Planning Organization, duly held on the 19th day of May, 2010.

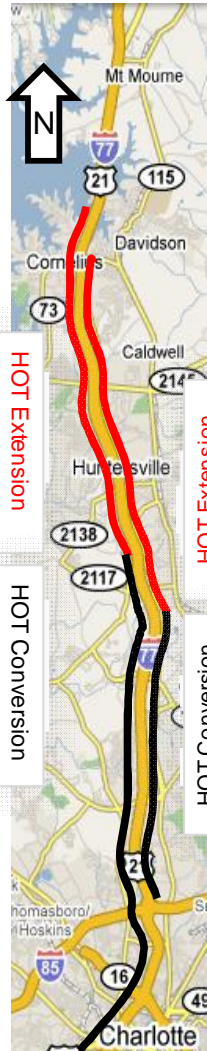
Ted Biggers, Chairman

Robert W. Cook, Secretary

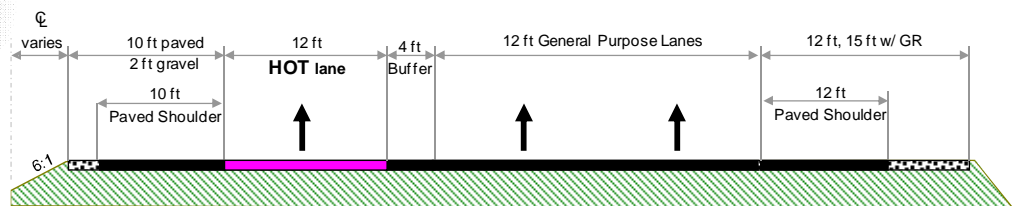
I-77 HOV-to-HOT Lanes Conversion and Extension

FACT SHEET

❖ Recommended HOT Lanes Alternative



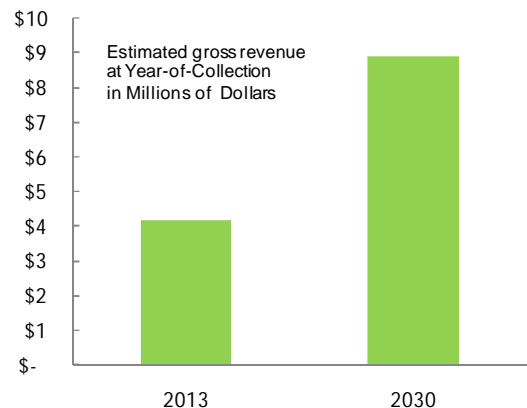
- Convert existing HOV lanes to high-occupancy toll (HOT) lanes.
- Extend a single HOT lane in each direction from the current end of the HOV facility at I-485 (Exit 19) to Catawba Avenue (Exit 28). Apply full design standards.
- Operate 24 hours/day, 7 days a week (same as current HOV facility operations).
- Allow carpools of two people or more, vanpools, buses and emergency vehicles responding to an emergency to use the lanes toll-free.
- Permit single-occupant vehicles, motorcycles and trucks with two axles, such as delivery trucks, to pay a toll to use the HOT lanes.
- Continue restrictions on vehicles' crossing the double white lines that separate HOT lanes from the general purpose lanes. A wide white skip stripe and signing will designate areas where access to the HOT lanes is permitted.
- Use electronic toll collection with same technology as other toll roads in the State.
- Follow same toll account rules as other North Carolina turnpike facilities.
- Use NCDOT/NCTA back office operations for I-77 toll account administration.



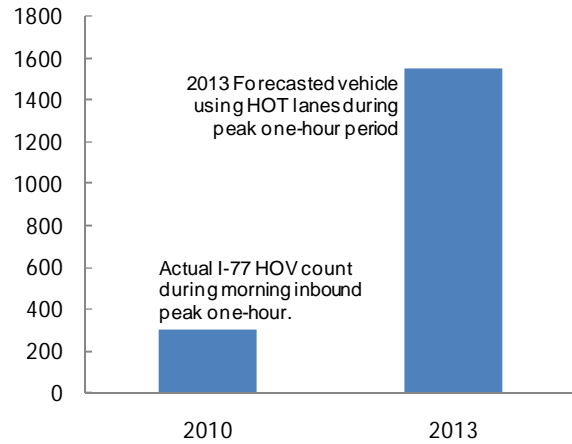
Recommended Cross Section

❖ Forecasted Revenues

- Projections are from a special planning model developed specifically for this type of study which is calibrated from HOT lanes already in operation. Sketch model used results from the regional travel demand model.
- Gross revenues increase from \$3.7 million in 2013 to \$4.7 million in 2030. Estimated gross revenues in year-of-collection dollars grow from \$4.2 million in 2013 to \$8.9 million in 2030.



- The forecasted number of vehicles using a HOT lane in the peak direction during peak periods in 2013 ranges from 1500 to 1600 vehicles per hour (which is the lane's operational capacity). This volume is six times higher than the 250 to 300 vehicles per peak hour using the existing HOV facility.



❖ **Estimated Capital and Operations and Maintenance Costs**

- Estimated construction cost is \$50 million, including \$5 million for converting the existing HOV facility to HOT lanes. Takes advantage of economies of scale from State's planned toll road program.
- Annual toll-related O&M costs are estimated at \$2 million for 2013 and reflect latest NCDOT/NCTA assumptions for planned turnpike projects. Dedicated on-site enforcement and electronic violation enforcement are included in this cost.

❖ **Conceptual Financial Feasibility**

- Forecasted toll revenues cover projected annual toll-related O&M expenses plus a contribution to capital recovery.
- An estimated \$22 million could be made available through toll revenue bonding over a 30-year period.
- Estimated toll revenue bonds would offset roughly 38 percent of estimated \$57 million capital cost in year-of-expenditure dollars, leaving a gap of \$35 million.
- Under the TIFIA loan program (if available), more favorable terms could be obtained for financing. The forecasted toll revenue stream increases to \$31 million, covering 55 percent of project cost. The funding gap decreases to \$26 million under this scenario.

