



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
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NCDOT
PINEVILLE
STALLINGS
UNION
COUNTY
WAXHAW
WEDDINGTON
WESLEY CHAPEL
WINGATE

TO: Mecklenburg-Union MPO
FROM: Robert W. Cook, AICP
MUMPO Secretary
DATE: September 8, 2010
SUBJECT: September 2010 MPO Meeting
Wednesday, September 15, 2010

The September 2010 meeting of the Mecklenburg-Union Metropolitan Planning Organization (MUMPO) is scheduled for Wednesday, September 15, 2010. The education session will begin at 6:00 PM and the meeting will begin at 7:00 PM. The education session and the meeting will both take place in Room 267 of the Charlotte-Mecklenburg Government Center, located 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.

Mecklenburg-Union Metropolitan Planning Organization

September 15, 2010

Room 267-Charlotte-Mecklenburg Government Center

6:00 PM Education Session

Topic: Review and discussion of the draft 2012-2018 Transportation Improvement Program (TIP) released by NCDOT in August.

7:00 PM Meeting Agenda

1. **Call to Order** Ted Biggers
2. **Approval of Minutes** Ted Biggers
ACTION REQUESTED: Approve July meeting minutes as presented.
3. **Citizen Comment Period**
4. **Lake Norman Bike Plan** Blair Israel
ACTION REQUESTED: Adopt the project's MUMPO components and authorize the chairman to execute the memorandum of understanding

BACKGROUND: MUMPO was asked to endorse the bike plan earlier this year and did so as noted in the attached resolution. Since that time, NCDOT notified Centralina COG that the action must be an "adoption" and not merely an endorsement. The proposed language in the new resolution will reflect that change. In addition, MUMPO is being requested to execute the attached memorandum of understanding (MOU). The MOU sets forth the commitments of each participating agency, including participation in the Lake Norman Bicycle Route Task Force.

TCC RECOMMENDATION: The Technical Coordinating Committee unanimously recommended that the MPO adopt the project's MUMPO components and further recommended that the MPO chairman be authorized to execute the MOU.

ATTACHMENT: Resolution and MOU for the Lake Norman Bike Plan

5. **FY 11 Unified Planning Work Program (UPWP) Amendment** Robert Cook
ACTION REQUESTED: Reallocate \$56,624 in PL funds to specific task codes in the UPWP and change the Town of Davidson's PL fund project description.

BACKGROUND: Due to receiving the final FY 11 Planning (PL) fund amount late in the UPWP development process, some PL funds were allocated to the Management & Operations category pending further review by the TCC. The requested action will result in all funds being assigned to the proper task codes. In addition, a change to the use of the funds allotted to the Town of Davidson is requested. See the attached memorandum for details.

TCC RECOMMENDATION: The Technical Coordinating Committee unanimously recommended that the MPO amend the UPWP as presented.

ATTACHMENT: Explanatory memorandum; draft resolution

- 6. Monroe Parkway Project Status Update** Reid Simons
ACTION REQUESTED: FYI
- BACKGROUND: An update on the project's status will be provided.*
- 7. Charlotte Railroad Corridor Improvements** Michael Shumsky
ACTION REQUESTED: FYI
- BACKGROUND: A review of the Charlotte Railroad Improvement and Safety Program (CRISP) and the NCRRA Double Track Project in northeast Charlotte will be provided. Click here for more information: <http://www.mumpo.org/PDFs/Rail/CRISP.pdf>*
- 8. Regional Transportation Planning Study** Rebecca Yarbrough
ACTION REQUESTED: FYI
- BACKGROUND: Update on Centralina COG's regional transportation planning study.*
- 9. Small Project Ranking** Lauren Blackburn
ACTION REQUESTED: FYI
- BACKGROUND: Update on the progress of this project.*
- 10. Adjourn**

MECKLENBURG-UNION METROPOLITAN PLANNING ORGANIZATION
Charlotte-Mecklenburg Government Center Conference Room 267
July 21, 2010 Meeting
Summary Minutes

Members Attending:

David Howard (Charlotte), Jim Bensman (Cornelius), Brian Jenest (Davidson), Sarah McAulay (Huntersville), John Quinn (Indian Trail), Paul Bailey (Matthews), Dumont Clarke (Mecklenburg County), Ted Biggers (Mint Hill), John Ashcraft (Monroe), Lynda Paxton (Stallings), Daune Gardner (Waxhaw), Nancy Anderson (Weddington)

Non-Voting Members: Joel Randolph (Charlotte-Mecklenburg Planning Commission)

1. Call to Order

MPO Chairman Ted Biggers called the July 2010 MUMPO meeting to order at 7:05 PM.

2. Monroe Parkway Project Status Update

Presenter:

Steve DeWitt, NCTA

Summary:

Mr. DeWitt provided information to the MPO via a Power Point presentation, the contents of which are incorporated into the minutes. The presentation covered the following main points:

- Environmental impact statement: the record of decision (ROD) for the EIS is expected to be signed in the coming weeks
- Project financing
- Project aesthetics, including a discussion of how the portion of the roadway along existing US 74 might be designed
- Details of the design/build contract

David Howard asked when the NCTA would be ready for other projects in the area. Mr. DeWitt stated that the Garden Parkway is coming up soon and the managed lanes project on I-77 North could be in the near future. A number of financing-related questions were posed.

Following Mr. DeWitt's presentation, J.J. Eden, the NCTA's chief operating officer, provided information about toll collections. He stated that all collections will be handled electronically and that toll booths will not be a part of the project. Video will be used to capture the license plate numbers of vehicles not equipped with a transponder. The transponder selected for use can be used on the EZ Pass and Florida systems. A local office will be established for customer service and smart phone applications are being developed.

3. Approval of Minutes

Summary:

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

Motion:

John Ashcraft made a motion to approve the May 2010 minutes as presented. Sarah McAulay seconded the motion. The May 2010 minutes were approved unanimously.

4. Citizen Comment Period

Summary:

There were no public comments.

5. Congestion Mitigation & Air Quality (CMAQ) Program

Presenter:

Jason Wager, Centralina COG

Summary:

Mr. Wager provided information to the MPO via a Power Point presentation, the contents of which are incorporated into the minutes. He stated that the request being made of the MPO was to endorse the list of CMAQ projects being presented, and noted that the Technical Coordinating Committee (TCC) unanimously recommended doing so at its July meeting. The I-77 North managed lanes project was the subject of discussion. Jim Bensman asked if support for local funding indicated support for the project overall. NCDOT Division 10 engineer Barry Moose stated that it did, and noted that NCDOT is pursuing a TIGER II grant for the project. Ms. McAulay observed that the recommendation calls for the funds to be allocated in fiscal years 2014 and 2015 but that if the TIGER II grant is obtained, and other funding sources become available, the CMAQ funds might be needed in FY 2013. She then asked if the funds could be shifted if they are needed in FY 2013. Chairman Biggers asked Mr. Cook if the TCC has considered that. He replied that the subject was discussed at the TCC meeting, and that the TCC indicated it would support a shift. The MPO indicated that it, too would support a shift. Questions were raised about the effectiveness of the GRADE project (Grants to Reduce Aging Diesel Engines). Leslie Rhodes of Mecklenburg County Air Quality stated that in FY 2010, local GRADE projects resulted in the removal of 17 tons of NOx.

Motion:

Ms. McAulay made a motion to endorse the CMAQ project list as presented and to adopt the proposed resolution. Mr. Howard seconded the motion. Upon being put to a vote, the motion passed unanimously.

6. CATS 2009-2015 TIP Amendment

Presenter:

David McDonald, CATS

Summary:

Mr. McDonald stated that the proposed amendments were necessary to correct the funding source and timing of projects in the TIP and that most of the amendments were minor corrections. He further noted that the air quality conformity grace period that ended in early May prevented the amendments from being pursued sooner. Mr. McDonald added that the TCC unanimously recommended that the MPO adopt the amendments.

Motion:

Dumont Clarke made a motion to approve the proposed TIP amendments as presented. Mr. Howard seconded the motion. Upon being put to a vote, the motion passed unanimously.

7. Sustainable Communities Regional Planning Grant

Presenter:

Rebecca Yarbrough, Centralina COG

Summary:

Ms. Yarbrough provided information to the MPO via a Power Point presentation, the contents of which are incorporated into the minutes. She described the details of the grant, noting that it will allow MUMPO to enhance its LRTP development efforts. Ms. Yarbrough emphasized that participating in the project does not require the diversion of funds from existing projects or programs, and that the request for action was to approve MUMPO being a partner in the Sustainable Communities Regional Planning Grant consortium and to permit its funds to be used as leveraged funds.

Chairman Biggers asked about obligations if the grant is obtained, specifically, if a plan is prepared but not implemented by some communities, would there be negative implications if federal funds are requested in the future? Ms. Yarbrough replied that the only obligation was to participate in the process and went on to state that because communities that abide by any resulting plans are likely to get "extra points" when applying for future federal funds, those that do not will not be penalized, but will not likely receive the "extra points." John Ashcraft stated he was concerned about the effects on local land use plans and that the MPO could be rushing into this. John Quinn stated a similar concern. Mr. Howard observed that the federal government has been clear that their concern is at a regional level, not a local level. Daune Gardner stated that, at some point in the process the MPO determines it is not pleased, it can end its participation.

Motion:

Mr. Clarke made a motion to adopt the recommended resolution. Mayor Gardner seconded the motion. Upon being put to a vote, the motion passed unanimously.

8. Small Project Ranking

Presenter:

Lauren Blackburn, TCC Representative, Town of Davidson

Summary:

Ms. Blackburn reviewed what was discussed at the education session that preceded the May meeting. She also reviewed a list of projects that could be included on a small project list if one were to be developed in the future. Ms. Blackburn noted that the projects were described in general terms to avoid suggesting that this was a final TCC list. The criteria that was developed to guide the list's preparation was also reviewed. The MPO was then asked if a) should the criteria be refined?; b) should a prioritization process be developed?; c) where do the funds come from?

Mr. Ashcraft asked what happens now-do we ask the division engineer for projects? Mr. Moose responded, "yes." He then asked if the preparation of a prioritized list would preclude towns from going directly to the division engineer. Mr. Moose's response was that it would not, but added that he would like to honor a prioritized list. Mr. Ashcraft then recommended that the decisions should be at the sole discretion of the division engineer because he can be flexible. Nancy Anderson supported the recommendation. Mr. Bensman suggested allocating a portion of equity formula funds for use on small projects. Mr. Howard stated that doing so would result in currently funded projects being delayed because funds have already been allocated. Mr. Moose noted that Mr. Howard was correct and added that federal funds must be spent on roads identified as federal-aid roads. Chairman Biggers stated that this topic would be considered again at the September meeting.

9. North Carolina Railroad/NC 49 Feasibility Study

Presenter:

Greg Boulanger, HNTB

Summary:

Mr. Boulanger provided information to the MPO via a Power Point presentation, the contents of which are incorporated into the minutes. He stated that the study's purpose was to determine the best method for a future thoroughfare (now identified as the Eastern Circumferential) crossing of NC 49 and the NC Railroad. The study was initiated by MPO staff in response to the receipt of economic stimulus funds (ARRA) funds by the railroad to add a second track and provide high speed rail service between Charlotte and Raleigh.

10. FY 11 Unified Planning Work Program (UPWP)

Presenter:

Robert Cook

Summary:

Mr. Cook stated that staff would be presenting the MPO with an amendment to the UPWP at its September meeting. The amendment would result in the reallocation of approximately \$56,000 in Planning (PL) funds to specific task codes. The funds were not allocated to specific task codes when the UPWP was adopted because the final amount of PL funds was received late the UPWP development process.

11. Adjourn

The meeting adjourned at 9:25 PM.



August 10, 2010

Bob Cook, Mecklenburg-Union Metropolitan Planning Organization
Charlotte Mecklenburg Planning Commission
8th Floor
600 E. Fourth Street
Charlotte, NC 28202

RE: The Lake Norman Regional Bicycle Plan Task Force Memorandum of Understanding (MOU)

Mr. Cook:

The Lake Norman Regional Bicycle Plan was officially approved by the North Carolina Department of Transportation Division of Bicycle and Pedestrian Transportation on June 16, 2010. (See attachment) The success of this plan is due in no small part to the efforts of representatives of your community, and your community's endorsement of the final document. (See attachment)

As part of your endorsement, the NCDOT Division of Bicycle and Pedestrian Transportation committed to participation in the Lake Norman Bicycle Route Task Force. The Task Force is intended to serve as an enduring organization to ensure visibility, implementation and sustainment of the Route, as it guides and coordinates its development. Due to the limited resources available for implementing Bicycle Route projects and the large number of stakeholders involved, the Task Force will play a key role in bringing the Route to fruition.

The Task Force will include stakeholders from throughout the Lake Norman region. It shall be comprised of at least one representative knowledgeable in regional planning issues from each community or organization involved. This person is typically a staff member familiar with the Plan and transportation and recreation planning, although it can also be an elected official. The Task Force shall meet periodically (typically twice a year) to review and discuss transportation planning, development trends, uses of the Route logo, and public investment opportunities. There will be no fees associated with participation on the Task Force.

Please sign and promptly return the attached MOU, as well as identify a primary and alternate representative, to formalize your participation in the Task Force. Once all Task Force signatures are received, they will be collected and distributed to each signer with a notice of the first meeting date.

Sincerely,

A handwritten signature in cursive script, appearing to read 'Blair Israel', is written over the typed name.

Blair Israel, RLA
Planner

Attachments

cc: Bill Duston, Planning Director

525 North Tryon Street, 12th Floor
Charlotte, North Carolina 28202
Phone: 704-372-2416 Fax: 704-347-4710
www.centralina.org

MEMORANDUM OF UNDERSTANDING

CONCERNING THE

LAKE NORMAN REGIONAL BICYCLE PLAN



Background

In January 2009, the North Carolina Department of Transportation ("NC DOT") engaged the Centralina Council of Governments ("COG") to develop a Regional Bicycle Plan ("Plan") for a bicycle route ("Route") around Lake Norman. Funds for this plan came from NC DOT.

The purpose and need for the regional bicycle plan are twofold: 1) identify a preferred on-road and off-road bicycle route around Lake Norman; and 2) create an implementation plan to improve the safety and comfort of bicyclists travelling in the vicinity of the Lake. Centralina COG has previously identified a desire to create a route that would be a resource to both local residents as well as to tourists who would travel to the region. This route would attract a wide range of users interested in travelling by bicycle for recreational and transportation purposes.

The plan was developed with significant public input. Public meetings were held in Iredell, Lincoln, and Mecklenburg Counties in May 2009 and again in October and November 2009. The planning team's work has been guided by a steering committee comprised of COG and representatives of all municipalities or counties having land use planning jurisdiction over property along the Corridor; North Carolina DOT; and the three transportation planning organizations with jurisdiction in the area. The planning team also held briefings for the planning and governing boards in each of those communities.

The resulting Plan consists of maps, drawings and other graphics that are incorporated within a Plan Report. In particular, maps corresponding to various Corridor segments show the recommended improvements for each segment.

Understanding

- 1. Parties to this Understanding:** The Parties are:
 - a. The municipalities and the counties having jurisdiction over land use ordinances.
 - b. The transportation planning organizations having jurisdiction for transportation planning for each of the four affected counties.
 - c. Centralina Council of Governments.
 - d. North Carolina DOT-Division of Bicycle and Pedestrian Transportation.

- 2. Inducements to Other Parties:** Each Party understands that its commitment to its respective component of the Plan has induced other Parties to make like commitments for its respective segments of the Plan insofar as that Party has jurisdiction over land use and transportation planning within its Plan segment. Based on this understanding, each Party commits its best efforts to implement its respective segment of the Plan, within the limits of its authority.

4. **Future Collaboration Among Parties:** The Plan references future planning efforts through the Carolina Thread Trail and other land use, transportation, and recreation planning efforts. At the conclusion of any such collaborative planning process, the Task Force will review the plans and any requests for addition or modification to the adopted plan. The comments will be forwarded to the NCDOT- Division of Bicycle and Pedestrian Transportation for their consideration in updating or otherwise amending the Plan. Each Party commits to consider adopting and abiding by the land use ordinances determined appropriate and consistent with the Plan.
5. **Task Force:** The Parties agree that periodic coordination of grant application and consultation regarding public investments along the Corridor will be required over time. In the spirit of effective collaboration and prudent long range planning, the Parties agree to establish a Task Force for the Plan and Route. This Task Force shall be comprised of at least one representative knowledgeable in regional planning issues from each Party. The Task Force shall meet periodically (typically twice a year) to review and discuss transportation planning, development trends, uses of the Route logo, and public investment opportunities. The Task Force will develop an annual meeting for elected officials, NCDOT officials, community leaders, and interested persons to sustain interest and awareness of the Route. This Task Force will be staffed by Centralina Council of Governments.
6. **Future Actions Affecting the Corridor:** All parties recognize that future governmental entities may not be contractually bound by the adoption of this Memorandum of Understanding. In recognition of this limitation, the Parties commit to review the status of transportation planning, development trends, uses of the Route logo, and public investment opportunities along the Route periodically. Furthermore, the Parties, in good faith, commit to: 1) review the recommendations of the Task Force; and 2) meet periodically with other Parties regarding emerging issues along the Route. The intent of this paragraph is to promote periodic discussions of transportation planning organization, municipal, and/or county goals, plans and strategies for maintaining effective transportation and recreation opportunities, economic development, public investment and utility for users along the Route.
7. **Obligations:** This MOU does not obligate the Parties to future financial commitment to implement the plan or participate in the Task Force. The Task Force does encourage members to consider partnership opportunities with the Carolina Thread Trail or other private entities to help implement the Plan's recommendations.

IN WITNESS WHEREOF, the Parties, through their duly authorized representatives, have approved and entered into this Memorandum of Understanding and have attached maps relating to their respective jurisdictions, effective this _____ day of _____, 2010.

Jurisdictional Party:

MECKLENBURG-UNION METROPOLITAN PLANNING ORGANIZATION

By

(Title)

A RESOLUTION FOR ADOPTION OF THE LAKE NORMAN REGIONAL BICYCLE PLAN

WHEREAS, the Lake Norman Regional Bicycle Plan is the first plan of its kind in North Carolina, and was initiated by the NCDOT; and

WHEREAS, the North Carolina Department of Transportation chose the Lake Norman area for its first regional bicycle plan due to its history of coordination and collaboration on land use, transportation, and economic development issues; and

WHEREAS, the Mecklenburg-Union Metropolitan Planning Organization (MUMPO) recognizes a need to promote alternative modes of travel to reduce congestion, improve air quality, increase tourism, promote recreation, improve health, and increase safety for existing bicyclists and motorists; and

WHEREAS, the Lake Norman Regional Bicycle Plan and its supporting text were developed with input from a wide range of constituents and public input to reflect local conditions and preferences; and

WHEREAS, MUMPO will consider implementation of the Lake Norman Regional Bicycle Plan through the recommended implementation strategies as listed in the plan; and

WHEREAS, MUMPO will participate in the Lake Norman Regional Bicycle Route Task Force upon Plan approval by the NCDOT Board of Transportation. The Task Force was identified as the enduring organization to ensure visibility and implementation of the Route.

NOW THEREFORE BE IT RESOLVED by the Mecklenburg-Union Metropolitan Planning Organization that it adopts the Lake Norman Regional Bicycle Plan on this the 20th day of January, 2010.

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 September 15, 2010.

Ted Biggers, Chairman

Robert W. Cook, Secretary

A RESOLUTION FOR ENDORSEMENT OF THE LAKE NORMAN REGIONAL BICYCLE PLAN

WHEREAS, the Lake Norman Regional Bicycle Plan is the first plan of its kind in North Carolina, and was initiated by the NCDOT; and

WHEREAS, the North Carolina Department of Transportation chose the Lake Norman area for its first regional bicycle plan due to its history of coordination and collaboration on land use, transportation, and economic development issues; and

WHEREAS, the Mecklenburg-Union Metropolitan Planning Organization (MUMPO) recognizes a need to promote alternative modes of travel to reduce congestion, improve air quality, increase tourism, promote recreation, improve health, and increase safety for existing bicyclists and motorists; and

WHEREAS, the Lake Norman Regional Bicycle Plan and its supporting text were developed with input from a wide range of constituents and public input to reflect local conditions and preferences; and


WHEREAS, MUMPO will consider implementation of the Lake Norman Regional Bicycle Plan through the recommended implementation strategies as listed in the plan; and

WHEREAS, MUMPO will participate in the Lake Norman Regional Bicycle Route Task Force upon Plan approval by the NCDOT Board of Transportation. The Task Force was identified as the enduring organization to ensure visibility and implementation of the Route.

NOW THEREFORE BE IT RESOLVED by the Mecklenburg-Union Metropolitan Planning Organization that it endorses the Lake Norman Regional Bicycle Plan on this the 20th day of January, 2010.

.....

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 January 20, 2010.


Ted Biggers, Chairman


Robert W. Cook, Secretary



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TO: Mecklenburg-Union MPO Members
FROM: Robert W. Cook, AICP
MUMPO Secretary
DATE: September 7, 2010
SUBJECT: **FY 2011 Unified Planning Work Program Amendments**

Action Requested

The MPO is requested to amend the FY 2011 Unified Planning Work Program (UPWP) to:

1. Reallocate \$50,000 in Planning (PL) funds from Task Code VI-12, Management & Operations to Task Code VI-10, Corridor Protection Studies. The towns of Matthews and Stallings will each receive \$25,000 and use the funds to participate in the preparation of a transportation plan with the Town of Indian Trail.
2. Reallocate \$6,624 in Planning (PL) funds from Task Code VI-12, Management & Operations to Task Code III-3, Travel Model Updates.
3. Change the project description of the Town of Davidson’s Planning (PL) funds transportation planning project.

Background

The following states the reason for the proposed reallocation of PL funds:

- The final amount of the FY 2011 PL funds was not provided to MUMPO until May 5, one day before the TCC was scheduled to take final action on the UPWP. The amount was \$99,836 more than was assumed during the development of the UPWP.
- The TCC’s recommendation was to use \$43,212 of the additional funds to make up for a shortfall in FY 2011 Section 5303 funds, and to program the remaining \$56,624 in Task Code VI-12, Management & Operations until it could be determined how to allocate the funds.

Project Information

Planning Funds Reallocation-Matthews & Stallings Projects

The reallocated funds will support the preparation of a local transportation plan in Matthews, Stallings and Indian Trail. (The use of PL funds for Indian Trail was approved with the adoption of the UPWP in May.) This effort will be similar to one undertaken by Marvin, Waxhaw, Weddington and Wesley Chapel in FY 09 and that was supported with PL funds.

Planning Funds Reallocation-Travel Model Updates

The travel demand model is a vitally important tool in the transportation planning process. The reallocated funds will augment funds previously allocated to support overall model maintenance.

Town of Davidson Project

The Town of Davidson originally planned to use PL funds to assist in the preparation of a study of the NC 115/Potts-Sloan-Beaty corridor; however, the Board of Commissioners did not

include funds for the project in the Town's FY 2011 budget. Davidson staff now requests that the PL funds be used to support the preparation of a downtown parking study. This project will be linked to the public parking deck to which the MPO allocated STP-DA funds when it adopted the 2009-2015 TIP. The Town budget has authorized funds for the parking study.

Technical Coordinating Committee Recommendation

At its August meeting, the TCC unanimously recommended that the MPO amend the FY 2011 UPWP as presented in this memorandum.

RESOLUTION

TO AMEND THE FY 2011 UNIFIED PLANNING WORK PROGRAM FOR THE MECKLENBURG-UNION METROPOLITAN PLANNING ORGANIZATION

A motion was made by MPO Member _____ and seconded by MPO Member _____ for the adoption of the following resolution, and upon being put to a vote was duly adopted.

WHEREAS, a comprehensive and continuing transportation planning program must be carried out cooperatively in order to ensure that funds for transportation projects are effectively allocated to the Mecklenburg-Union Urban Area; and

WHEREAS, the Mecklenburg-Union Metropolitan Planning Organization (MPO) adopted the FY 2011 Unified Planning Work Program (UPWP) on May 19, 2010; and

WHEREAS, the MPO finds a need to amend the FY 2011 UPWP in the following manner:

1. Reallocate \$50,000 in Planning (PL) funds from Task Code VI-12, Management & Operations to Task Code VI-10, Corridor Protection Studies. The towns of Matthews and Stallings will each receive \$25,000 and use the funds to participate in the preparation of a transportation plan with the Town of Indian Trail.
2. Reallocate \$6,624 in Planning (PL) funds from Task Code VI-12, Management & Operations to Task Code III-3, Travel Model Updates.
3. Change the project description of the Town of Davidson's Planning (PL) funds transportation planning project.

NOW, THEREFORE BE IT RESOLVED that the Mecklenburg-Union Metropolitan Planning Organization hereby amends the FY 2011 Unified Planning Work Program for the Mecklenburg-Union Metropolitan Planning Organization in the manner stated 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 this the 15th day of September, 2010.

Ted Biggers, Chairman

Robert W. Cook, Secretary