



600 East Fourth Street
Charlotte, NC 28202
704-336-2205
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TO: Mecklenburg-Union MPO Members
FROM: Robert W. Cook, AICP
MUMPO Secretary
DATE: January 11, 2012

**SUBJECT: January 2012 Mecklenburg-Union MPO Meeting
Wednesday, January 18, 2012**

The January 2012 meeting of the Mecklenburg-Union Metropolitan Planning Organization (MUMPO) is scheduled for Wednesday, January 18, 2012. 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, 600 E. Fourth St., Charlotte.

Education Session

The education session's subject will be the widening of I-485 and the I-77 high occupancy toll (HOT) lanes project. Also to be discussed is the possible use of a public-private partnership (P3) to implement the I-77 project. Barry Moose will be the presenter.

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 the 2nd floor.

Mecklenburg-Union Metropolitan Planning Organization

January 18, 2012

Room 267-Charlotte-Mecklenburg Government Center

6:00 PM Education Session

Topics

I-485 Widening

I-77 HOT Lanes & Possible Public-Private Partnership

Presenter: Barry Moose, PE, NCDOT Division 10 Engineer

7:00 PM Meeting Agenda

1. **Call to Order** Ted Biggers
2. **Election of Officers** Ted Biggers
ACTION REQUESTED: Elect Chairman and Vice-Chairman.

BACKGROUND: The MPO's bylaws require that the Chairman and Vice-Chairman be elected annually at the first regularly scheduled meeting of the calendar year. The bylaws also require that the Chairman must have served as an MPO member (delegate or alternate) for one year immediately prior to the election.
3. **Approval of Minutes** Chairman
ACTION REQUESTED: Approve November 2011 meeting minutes as presented.
4. **Citizen Comment Period**
5. **Prosperity Church Road Extension-Thoroughfare Plan Amendment** Stuart Basham
ACTION REQUESTED: Amend the Thoroughfare Plan as noted under "TCC Recommendation."

TCC RECOMMENDATION: The TCC unanimously recommended that the MPO approve the alignment that was recommended by the Huntersville Planning Board, provided that that alignment is endorsed by the Huntersville Board of Commissioners when it meets on January 17.

BACKGROUND: A developer has requested a minor realignment of the future Prosperity Church Road Extension north of Eastfield Road. Public involvement has occurred and alternate alignments have been created. For more information on this project, [click here](#).
6. **Transportation Improvement Program (TIP) Amendments**
 - a. **Miscellaneous Amendments** Robert Cook
ACTION REQUESTED: Approve the attached TIP amendments as presented.

TCC RECOMMENDATION: The TCC unanimously recommended that the MPO approve the amendments.

BACKGROUND: The requested amendments involve brief delays in existing local projects and adding statewide projects.

ATTACHMENTS: Resolution; list of proposed TIP amendments.

b. McKee Road TIP Amendment (TIP# U-4713B)

Ralph Messera

ACTION REQUESTED: Approve the TIP amendment as presented.

TCC RECOMMENDATION: The TCC unanimously recommended that the MPO approve the amendment.

BACKGROUND: In order to better reflect the actual activity of the above referenced project, and as suggested by NCDOT and the FHWA, the Town of Matthews is requesting a TIP amendment to rename TIP project U-4713B from “McKee Road Section B” to “Campus Ridge Road Realignment.”

ATTACHMENT: Draft resolution.

7. Red Line Trail

Gwen Cook

ACTION REQUESTED: Adopt a resolution supporting the Red Line Trail.

TCC RECOMMENDATION: The TCC unanimously recommended that the MPO adopt the resolution.

BACKGROUND: The proposed Red Line Trail is an approximate 30 mile corridor of multi-use, off-road trail connecting downtown Mooresville to Charlotte. The route of the project mostly parallels the CATS Red Line transit corridor and has potential to boost and support ridership of the transit system. The Red Line Trail may also serve communities for local transportation to downtown areas and significant destinations as well as active transportation throughout the seven jurisdictions served by the project.

ATTACHMENTS: Draft resolution; fact sheet.

8. Sustainable Communities Regional Planning Grant

Rebecca Yarbrough

ACTION REQUESTED: Approve the CONNECT Consortium Agreement to affirm membership in the CONNECT Consortium, and participate in the Sustainable Communities Regional Planning Grant (SCRPG).

TCC RECOMMENDATION: The TCC unanimously recommended that the MPO approve the Agreement and agree to participate in the SCRPG.

BACKGROUND: In May, 2011, MUMPO agreed to participate in the Consortium to support an application both for the NC Sustainable Communities Planning Grant and the HUD Sustainable Communities Regional Planning Grant. The May action specifically outlined participation in the NC Sustainable Communities Grant. The requested action is needed to approve participation in the recently-awarded \$4.9 million HUD Sustainable Communities Regional Planning Grant. The Consortium Agreement (attached) has been modified to focus on this grant.

ATTACHMENT: Consortium Agreement – Sustainable Communities Regional Planning Grant.

9. Functional Classification System Modification

Robert Cook

ACTION REQUESTED: Approve the proposed change to the Functional Classification system.

TCC RECOMMENDATION: The TCC unanimously recommended that the MPO approve the modification to the Functional Classification system.

BACKGROUND: NCDOT has requested MUMPO to approve changes to the area's Functional Classification map. See the attached memorandum for more information.

ATTACHMENTS: Memorandum and supporting information.

10. Mobility Fund Nicholas Polimeni

ACTION REQUESTED: Allow the TCC to endorse projects on behalf of the MPO that are submitted for funding under the Mobility Fund program.

TCC RECOMMENDATION: The TCC did not make a specific recommendation on this matter.

BACKGROUND: NCDOT is now soliciting candidate transportation projects for the Mobility Fund. The North Carolina 2009-2010 Appropriations Act allocates funding for projects of statewide and regional significance that relieve congestion and enhance mobility across all modes of transportation. The funding for these selected projects (which is outside of North Carolina's Equity Formula) is to come from unused gap funds and reductions in the amount of money transferred from the Highway Trust Fund to the General Fund.

ATTACHMENT: Mobility Fund summary requirements.

11. Eastfield Road/I-485 Development Proposal Jonathan Crowder

ACTION REQUESTED: FYI

BACKGROUND: Gandy Communities proposes to develop approximately 75 acres along Eastfield Road near the NC 115 interchange with I-485. As part of this project, the developer has proposed to realign the western end of Eastfield Road through the project area. A public meeting on this project has been scheduled for Thursday, January 19.

12. Congestion Mitigation & Air Quality (CMAQ) Program Bjorn Hansen

ACTION REQUESTED: FYI

BACKGROUND: Centralina COG has been contracted to conduct a CMAQ call for projects for MUMPO. A brief background of recent CMAQ activity, and details of the timeline for the call for projects, will be presented. See the attached memorandum for more information.

ATTACHMENT: CMAQ memorandum.

13. Adjourn

MECKLENBURG-UNION METROPOLITAN PLANNING ORGANIZATION
Charlotte-Mecklenburg Government Center Conference Room 267
November 16, 2011 Meeting
Summary Minutes

Members Attending:

David Howard (Charlotte), Brian Jenest (Davidson), Sarah McAulay (Huntersville), John Quinn (Indian Trail), Ted Biggers (Mint Hill), John Ashcraft (Monroe), Jerry Simpson (Union County), Daune Gardner (Waxhaw), Nancy Anderson (Weddington), Brad Horvath (Wesley Chapel), John Collett (NCBOT)

Non-Voting Members Attending:

Andy Zoutwelle (Charlotte-Mecklenburg Planning Commission)

1. Call to Order

Mayor Ted Biggers called the November 2011 MUMPO meeting to order at 7:07 PM.

2. Approval of Minutes

Summary:

Chairman Biggers asked if everyone had had an opportunity to review the September 2011 minutes.

Motion:

John Ashcraft made a motion to adopt the September 2011 minutes as presented. Brad Horvath seconded the motion. Upon being put to a vote, the September 2011 minutes were approved unanimously.

3. Citizen Comment Period

Summary:

Three speakers addressed the MPO:

1. Lisa Rudisill addressed the possible implementation of tolling on some of the region's freeways. She stated she was not necessarily opposed to tolls, but was concerned about the implementation process.
2. G.W. Picklesimer stated he represented the Oak Hills Golf Course on Oakdale Road, and requested that the proposed Oakdale Road/I-485 interchange be completed and opened to traffic. He presented a petition to the MPO. NCDOT Division 10 Engineer Barry Moose noted that the project is not in the 2012-2018 Transportation Improvement Program (TIP).
3. Silas Davis discussed the Prosperity Church Road Extension Thoroughfare Plan Amendment. He requested that it be rerouted and that a better alignment would be through property owned by the developer of the nearby Olmstead subdivision.

4. Prosperity Church Road Extension-Thoroughfare Plan Amendment

Presenter:

Bill Coxe, TCC Chairman

Summary:

This item was moved up on the agenda due to the presence of concerned residents. Mr. Coxe provided information to the MPO via a Power Point presentation, the contents of which are incorporated into the minutes. He provided historical background on the proposed extension of Prosperity Church Road, including its 1990 addition to the Thoroughfare Plan and the approval of a more detailed alignment in 2007. This was followed by a modification of the alignment in 2008 in order to improve the design of the Eastfield/Prosperity Church intersection. The presentation then moved to a discussion of the current proposal for a minor adjustment to accommodate a development proposal by Cambridge Properties at the intersection of Eastfield Road and the proposed extension of Prosperity Church Road. It was stated that MPO action is needed even on such a minor adjustment because the MPO's Memorandum of Understanding (MOU) requires formal approval. Mr. Coxe also discussed efforts to shift the alignment off Mr. Davis' property. The presentation concluded by noting that the Huntersville Planning Board was scheduled to address this matter in December 2011 and that the Huntersville

Board of Commissioners would make its recommendation in January 2012. A MUMPO decision is expected in January or March 2012.

5. **NCDOT Prioritization 2.0**

a. Project Rank & Points Allocation Endorsement

Presenter:

Nicholas Polimeni & David McDonald, CATS

Mr. Polimeni provided information to the MPO via a Power Point presentation, the contents of which are incorporated into the minutes. The presentation began with an overview of recent Prioritization 2.0 activity, then moved to a discussion of mode-specific matters.

Highway Projects

The proposed Highway point allocation method was reviewed. Mr. Polimeni stated that each MPO received 1300 points to allocate to highway projects, and noted that the TCC recommended that 100 points be allocated to 13 projects: 100 points to the top 11 2035 LRTP projects and 100 points to each of the top two Union County 2035 LRTP projects. He noted a recommended exception: skip over the Airport Road project due to its low quantitative score. David Howard asked how Prioritization relates to the TIP. Mr. Polimeni replied that it is one of the first steps in the development of the TIP.

Motion-Highway Projects:

Mr. Howard made a motion to endorse the TCC-recommended Highway projects rank and points allocation as presented. John Ashcraft seconded the motion. Upon being put to a vote, the motion passed unanimously.

Bicycle & Pedestrian

Mr. Polimeni stated that a TCC subcommittee undertook a project ranking process and ranked 18 bicycle and pedestrian projects using MPO-adopted criteria. He further stated that the TCC had recommended that the project list included in the agenda packet be endorsed.

Motion-Bicycle & Pedestrian Projects:

Mr. Howard made a motion to endorse the TCC-recommended Bicycle & Pedestrian projects rank and points allocation as presented. Sarah McAulay seconded the motion. Upon being put to a vote, the motion passed unanimously.

Transit

David McDonald of CATS stated that the Prioritization process provided each MPO with 550 points to allocate to transit projects. CATS staff prepared a list of priority projects and a recommendation on the allocation of the points. The list was presented to the Metropolitan Transit Commission (MTC) on October 26, 2011, at which time the MTC endorsed the list. The MTC-endorsed list constituted the list also recommended by the TCC for the MPO's endorsement. Mr. Howard asked about the decision to put buses at the top of the list. Mr. McDonald replied that doing so was good for overall system preservation.

Motion-Transit Projects:

Mr. Howard made a motion to endorse the TCC-recommended Transit projects rank and points allocation as presented. Ms. McAulay seconded the motion. Upon being put to a vote, the motion passed unanimously.

b. CMAQ Projects

Presenter:

Nicholas Polimeni

Summary:

Mr. Polimeni reminded the MPO members that they endorsed a CMAQ project list for fiscal years 2016 and 2017 at the September 2011 meeting. He stated that the projects were submitted to NCDOT. He also noted that MUMPO has contracted with Centralina COG to lead an effort to develop additional CMAQ projects.

6. I-485 & I-77 Project Updates

a. I-485 Widening, I-77 to Johnston Road

Presenter:

Barry Moose, NCDOT Division 10

Summary:

Mr. Moose noted that the I-485 project currently in the TIP (R-4902) adds one lane in each direction between I-77 and Johnston Road, but that two lanes in each direction are needed. He stated that while a decision on how to fund an expanded project still needed to be finalized, concepts being discussed included the use of high occupancy toll (HOT) lanes and/or a public-private partnership. Mr. Moose suggested that the project could possibly be extended beyond its current terminus at Johnston Road.

b. I-77 High Occupancy Toll Lanes

Presenter:

Barry Moose, NCDOT Division 10

Summary:

During this portion of his presentation, Mr. Moose provided information to the MPO via a Power Point presentation, the contents of which are incorporated into the minutes. He stated that the primary objective was to improve congestion and capacity and to continue the use of the high occupancy lanes for transit. The current TIP project (I-5405) calls for the existing high occupancy vehicle (HOV) lanes to be converted to HOT lanes, and for them to be extended to exit 28. Currently being considered is an expansion to two HOT lanes in each direction, an extension of the HOT lanes south to the Brookshire Freeway and an extension north beyond exit 28. Mr. Moose added that part of the current analysis is looking at requiring a minimum of three persons per vehicle in order to qualify for free use of the HOT lanes. (Current rules for the existing HOV lane require at least two persons per vehicle.) In addition, NCDOT is considering the use of a public-private partnership for design, financing, construction and operations. Brian Jenest asked, if a public-private partnership is pursued, who would maintain the travel lanes? Mr. Moose replied that NCDOT would likely do so, possibly with a subsidy from the private firm. Mr. Howard asked about extending the lanes past Lake Norman. Mr. Moose stated that the goal is to analyze I-77 as far north as exit 36.

c. I-331C TIP Amendment

Presenter:

Robert Cook

Summary:

Mr. Cook stated that TIP project I-3311C is currently listed in the TIP as an unfunded project for HOV lanes from 5th St. to I-85. The purpose of the amendment is to program I-3311C for Planning and Environmental Study in FY 2012. The amendment request also included a request to change the project description to read as follows: *5th St. to north of I-85, construct HOT lanes and convert HOV lanes to HOT lanes. I-277 (Brookshire Freeway), I-77 to N. College St., construct HOT lanes.* Mr. Cook stated that the TCC unanimously recommended that the MPO amend the TIP.

Motion:

Mr. Howard made a motion to amend the TIP as presented. Ms. McAulay seconded the motion. Upon being put to a vote, the motion passed unanimously.

7. Matthews Roundabout TIP Amendment

Presenter:

Ralph Messera, Town of Matthews

Summary:

Mr. Messera reminded the MPO of its earlier support for a joint NCDOT/Matthews application for a Transportation, Community and System Preservation (TCSP) program grant to support this project which will result in a roundabout replacing the intersection of NC 51 and Matthews-Mint Hill Road. The TIP amendment being requested will add the project to the TIP for Planning and Environmental Study only. Mr. Cook stated that

Mayor Taylor had contacted him and asked that he mention to the MPO members that he was unable to attend the meeting, but that the Matthews Board of Commissioners fully supported the TIP amendment request.

Motion:

Ms. McAulay made a motion to amend the TIP as presented. Mr. Howard seconded the motion. Upon being put to a vote, the motion passed unanimously.

8. General Transportation Improvement Program (TIP) Amendments

Presenter:

Robert Cook

Summary:

Mr. Cook directed the MPO members' attention to the amendment list in their agenda packet. He stated that the nature of the amendments was minor and that past practice was to wait until the adoption of a new TIP to incorporate minor changes; however, the Federal Highway Administration (FHWA) is scrutinizing the TIP more closely to ensure that MPO TIPs are matching state TIPs. He stated that the TCC unanimously recommended that the MPO adopt the amendments.

Motion:

Mayor Quinn made a motion to amend the TIP as presented. Ms. McAulay seconded the motion. Upon being put to a vote, the motion passed unanimously.

9. Northwest Huntersville Transportation Study

Presenter:

Bill Coxe, TCC Chairman

Summary:

Mr. Coxe stated that the request was to amend the Thoroughfare Plan to show Option 3 as the realignment of NC 73. He reminded the MPO that it endorsed Option 3 "in concept" at the September 2011 meeting with the knowledge that minor revisions would be necessary. Since the September meeting, the only revision to Option 3 involved a slight southerly shift off a stream that runs west of Beatties Ford Road.

Motion:

Ms. McAulay made a motion to amend the Thoroughfare Plan as presented. Mr. Howard seconded the motion. Upon being put to a vote, the motion passed unanimously.

10. Eastfield Road/I-485 Development Proposal

Presenter:

Stuart Basham

Summary:

Mr. Basham provided information to the MPO via a Power Point presentation, the contents of which are incorporated into the minutes. He reviewed the Gandy Homes proposal to shift the alignment of Eastfield Road in the vicinity of I-485 to accommodate a proposed development. He stated that a design workshop that included a study of transportation-related matters was held on November 1-3, and that work on a traffic analysis is underway. A public meeting is tentatively scheduled for mid-January.

11. FY 2012 Unified Planning Work Program Update

Presenter:

Robert Cook

Summary:

This item was not reached.

12. Recognition of Outgoing Members

Presenter:

Chairman Biggers

Summary:

Chairman Biggers noted that this meeting would be the last for Mayor Nancy Anderson of Weddington, Mayor John Quinn of Indian Trail and Jim Eschert of Pineville. He thanked them for their service to MUMPO.

13. Adjourn

The meeting adjourned at 9:15 PM.

MPO Education Session

The regular MPO meeting was preceded by an education session at 6:00 PM. The session focused on the North Carolina Statewide Transportation Plan. Tyler Bray of NCDOT's Transportation Planning Branch conducted the presentation.

DRAFT

Proposed 2012-2018 TIP Amendments**January 2012**

Recommended for Adoption by the TCC-January 5, 2012

TIP Number	Project Type	Project Description	Reason for Amendment	Current FFY	Prop FFY	Cost
C-5554	Statewide	Division of Air Quality School Bus Replacement Program-	Replace buses that meet the new heavy duty diesel truck and bus standards	N/A	2012	\$1,775,000
W-5508	Statewide	Highway System Data Collection	Traffic Engineering Branch to participate in 3-year data collection program	N/A	2012-2014	\$1,500,000
C-4957	CMAQ	Construct sidewalks at selected locations in Indian Trail	Delay construction-town needs additional time to acquire ROW	2011	2012	\$1,327,000
C-5226	CMAQ	Grants to Reduce Aging Diesel Engines (GRADE)	County needs additional time to complete planning	2011	2012	\$375,000
E-4954	Greenway	Torrance Creek Greenway-construct multi-use facility	Additional time needed to complete planning	2009	2012	\$250,000
U-4500	Statewide	Urban Economic Development Program	Add construction funds not previously programmed	N/A	2013	\$5,000,000

RESOLUTION

**ADOPTING AMENDMENTS TO THE MECKLENBURG-UNION URBAN AREA
METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM
FOR FY 2012- FY 2018**

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

WHEREAS, the Mecklenburg-Union Metropolitan Planning Organization (MUMPO) has reviewed the current FY 2012-FY 2018 Transportation Improvement Program and found the need to amend it; and

WHEREAS, Attachment A lists the proposed changes to the North Carolina Transportation Improvement Program; and

WHEREAS, the Technical Coordinating Committee voted to recommend that the MPO approve the TIP amendments; and

WHEREAS, the MPO finds that the proposed amendment conforms to the purpose of the North Carolina State Implementation Plan for maintaining the National Ambient Air Quality Standards in accordance with 40 CFR 51 and 93; and

WHEREAS, the 2035 Long Range Transportation Plan has a planning horizon year of 2035 and meets all requirements of 23 CFR 450.

NOW THEREFORE BE IT RESOLVED by the Mecklenburg-Union Metropolitan Planning Organization that the FY 2012-FY 2018 Metropolitan Transportation Improvement Program for the Mecklenburg-Union Urban Area be amended as listed above on this the 18th day of January, 2012.

I, _____, 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 18th day of January, 2012.

Chairman

Robert W. Cook, Secretary

RESOLUTION

**ADOPTING AN AMENDMENT TO THE MECKLENBURG-UNION URBAN AREA
METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM
FOR FY 2012- FY 2018**

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

WHEREAS, the Mecklenburg-Union Metropolitan Planning Organization (MUMPO) has reviewed the current FY 2012-FY 2018 Transportation Improvement Program and found the need to amend it; and

WHEREAS, the following change to the North Carolina Transportation Improvement Program has been proposed:

Project TIP Number	Current Name	Proposed Name
U-4713B	McKee Road Section B	Campus Ridge Road Realignment

WHEREAS, the name change has been proposed by the Federal Highway Administration to better reflect the actual activity associated with TIP Project U-4713B; and

WHEREAS, the Technical Coordinating Committee voted to recommend that the MPO approve the TIP amendment; and

WHEREAS, the MPO finds that the proposed amendment conforms to the purpose of the North Carolina State Implementation Plan for maintaining the National Ambient Air Quality Standards in accordance with 40 CFR 51 and 93; and

WHEREAS, the 2035 Long Range Transportation Plan has a planning horizon year of 2035 and meets all requirements of 23 CFR 450.

NOW THEREFORE BE IT RESOLVED by the Mecklenburg-Union Metropolitan Planning Organization that the FY 2012-FY 2018 Metropolitan Transportation Improvement Program for the Mecklenburg-Union Urban Area be amended as listed above on this the 18th day of January, 2012.

I, _____, 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 18th day of January, 2012.

Chairman

Robert W. Cook, Secretary

**MECKLENBURG-UNION METROPOLITAN PLANNING ORGANIZATION
RESOLUTION OF SUPPORT**

WHEREAS, the Mecklenburg-Union Metropolitan Planning Organization (MUMPO) actively supports sustainability, active transportation and healthy living; and

WHEREAS, the proposed Red Line Trail offers the potential to create an approximately 30-mile trail that would serve as a major north-south bicycle and pedestrian corridor that extends through seven jurisdictions, serving both local and regional active transportation needs and connecting proposed greenways and bikeways proposed by existing, adopted master plans within Iredell County, Mecklenburg County; the Towns of Mooresville, Davidson, Cornelius and Huntersville; and the City of Charlotte; and

WHEREAS, the Red Line Trail Initiative Group, a committed group of transportation planners, engineers, landscape architects, and informed citizens, has been working to study the feasibility of this multi-use bicycle and pedestrian trail concept; and

WHEREAS, this project demonstrates strong collaboration among a broad range of participants and integrates transportation with other public service efforts by enhancing connectivity via an active transportation network to residential areas, businesses, schools, colleges, universities, major employers, health care facilities, and regional attractions; and

WHEREAS, the Mecklenburg-Union Metropolitan Planning Organization acknowledges that transit ridership can be enhanced by complementary multi-use trail access to transit stations, thereby minimizing, as much as reasonably possible, reliance on personal motorized vehicles to access public transit; and

WHEREAS, alternative transportation opportunities also provide key amenities to neighborhoods, provide safe areas for underserved citizens old and young to use for travel, improve the quality of the air by promoting non-motorized transportation, promote healthy lifestyles by offering a place for exercise and recreation, and develop a sense of community through stronger social and family ties and access to community events; now, therefore, be it

NOW THEREFORE BE IT RESOLVED that the Mecklenburg-Union Metropolitan Planning Organization endorses the concept of the Red Line Trail and encourages continued study and development of plans for eventual incorporation into local master plans, as well as the collaboration of all relevant agencies and jurisdictions toward realizing this active transportation facility that has the potential to connect participating jurisdictions that include Iredell County, Mecklenburg County; the Towns of Mooresville, Davidson, Cornelius and Huntersville; and the City of Charlotte.

I, _____, 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 18th day of January, 2012.

Chairman

Robert W. Cook, Secretary

Red Line Trail

for bicyclists and pedestrians

An opportunity exists to create an approximately 30-mile bicycle and pedestrian trail supportive of plans for a regional transit rail corridor serving multiple communities north of Charlotte. The proposed CATS Red Line rail corridor is planned to connect Iredell and Mecklenburg counties from downtown Mooresville to uptown Charlotte, passing through Mooresville, Davidson, Cornelius, Huntersville and Charlotte. This north-south rail corridor is located in areas that have either no plans for bicycle and pedestrian facilities, or currently involve plans to direct bicycle riders onto high volume, high speed roads which are not well suited for the safety and comfort of most bicyclists. The need for a dedicated off-road north-south route to allow bicycles and pedestrians access to proposed transit stations makes this project a vital connector to greenway and bicycle routes already adopted by local public and private entities. The possibility of achieving this connection has captured the attention and commitment of a visionary group of regional planning organizations, citizens and staff; this Red Line Trail Initiative Group has worked to shape the nature and scope of the project and to prepare an initial feasibility report.

Goals & Objectives

- Provide a north-south connection for bicyclists and pedestrians across seven jurisdictions.
- Plan collaboratively with Norfolk Southern and CATS.
- Collaborate with emergency service providers, Norfolk Southern and CATS for potential safety and maintenance access.
- Provide access to all proposed transit stations for the CATS Red Line and expanded connections with CATS bus lines.
- Provide connectivity for schools, greenways, parks, residential developments, businesses, and commercial centers.
- Encourage regional economic investment and development by improving community quality-of-life attractiveness.
- Provide roughly 30 additional miles of trail to an impressively expanding trail system that will likely become part of the Carolina Thread Trail and the Lake Norman Bike Trail.
- Allow bicycle and pedestrian users an off-road alternative to high-volume and high-speed Hwy 115 and other roads.
- Improve air quality, health and fitness.

Quick Facts

- Proposed Red Line Trail would traverse approximately 30 miles.
- Preliminary demand models prepared by transportation planners estimate that between 1.2 and 1.8 million user trips will be made annually on the trail.

Quick Facts (cont'd)

- Once the Red Line Trail is adopted by the seven jurisdictions as part of their bicycle, trail and greenway master plans, funds can be sought from various sources and dedications of land can be requested.
- The estimated cost per mile for planning purposes is anticipated to be approximately \$1 million for design and construction (excludes land acquisition and significant bridges or structures; subject to change according to current economic conditions).
- It is anticipated that approximately 60% of the needed easements will be dedicated.
- Land acquisition funds will be needed to connect sections of the corridor (cost has not yet been determined).

Feasibility Report

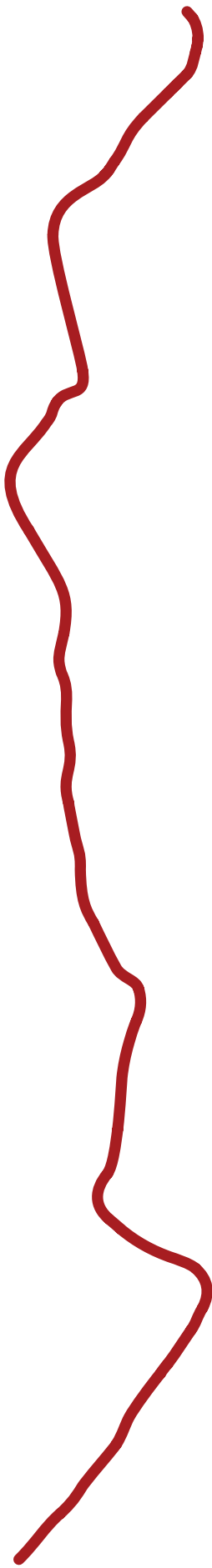
The Red Line Trail Initiative Group consists of approximately 25 individuals representing citizens, planning firms, regional planning organizations and planning staff from the seven jurisdictions that would host the project. This group has met many times to study the plausibility of this project; after a careful study of the corridor, the group unanimously agrees that the project is highly desirable. The development of a detailed feasibility study, currently in progress, will likely encourage adoption of this project into the related master plans. Many advantageous connections can be made as each section is completed, and give citizens opportunities for non-vehicular transportation and recreation along this corridor.

Partnerships & Funding

Opportunities for public and private partnerships and benefits abound as this trail will link various land uses, providing users non-vehicular access to the transit system, businesses, commercial developments and communities.

Next Steps

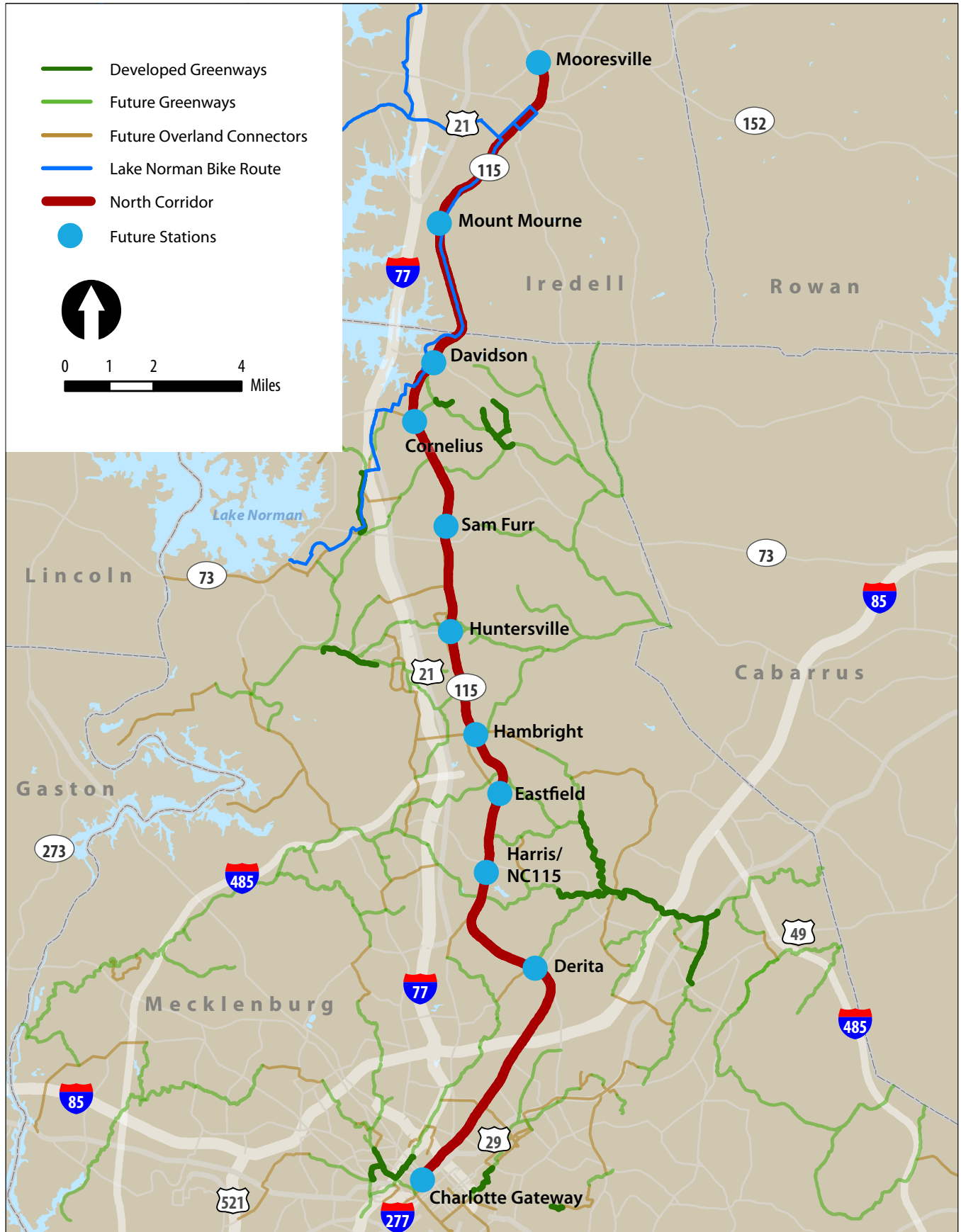
The Red Line Trail Initiative Group will complete and present the feasibility study within the seven public jurisdictions, requesting adoption of the Red Line Trail into their respective master plans. The Group also will seek formal support from other private sources and public planning and funding entities. A more detailed master plan for the corridor will then be developed to determine trail location; to study cost; to define and prioritize sections of trail development; and to consider construction priorities.



proposal for connectivity

Red Line Trail

for bicyclists and pedestrians



CONNECT Consortium Agreement Amendment

On May 18th, 2011, MUMPO adopted a resolution to join the CONNECT Consortium for purposes of Centralina's application for North Carolina Sustainable Communities Regional Planning Funds, and for similar application for HUD Sustainable Communities Regional Planning Funds.

The Consortium is a collaborative of local governments, MPOs, RPOs, non-profit organizations, housing authorities, universities, community colleges, and for-profit corporations who have agreed to work together in support of sustainable regional economic and community growth, preserving and enhancing quality of life, and preserving and enhancing environmental quality. Their mission is to break down silos that have hampered such planning in the past, and to support each other in their individual as well as collective efforts to build a sustainable, resilient, and healthy region in which the whole diversity of the region's population are stakeholders.

The first effort, the North Carolina Sustainable Communities Regional Planning Grant (NCSCRPG), was funded in late May to develop a Sustainable Revitalization Scorecard system to help communities identify the areas and properties with strongest reinvestment potential that could be catalytic for broader community revitalization. The Scorecard system is almost complete, and will be tested in February, but has already been used to identify over 30 potential revitalization "priority areas" throughout the region.

The work of the NCSCRPG became one of the bases for the HUD Sustainable Communities Regional Planning Grant Application (now called the CONNECT SCRPG), which was submitted to HUD on October 5, 2011. Over 110 partnering agencies, Consortium members, organizations, and supporters submitted letters of support, and the grant request was for \$4,907,544. On November 21, 2011, HUD's Office of Sustainable Housing and Communities announced in Charlotte that Centralina COG, as lead applicant for the CONNECT Consortium, had been awarded the full amount requested to carry out the Consortium-developed work program.

For transportation planning organizations such as MUMPO, a major area of interest in the Grant's work program is Regional Blueprinting, which is a data-driven public engagement process to develop a consensus "Regional Preferred Development Scenario." In our region's case, this work will start with place-based economic development strategies centered on the revitalization "priority areas" identified through the NCSCRPG. The end result is expected to be a more predictable, sustainable, consensus-built and performance-based set of growth projections for the future, that MPOs and RPOs, as well as their membership can use to guide transportation and infrastructure investments. This approach has been used successfully in other areas of the country to literally involve the public in creating regional plans whose long-range outcomes included infrastructure cost savings.

MUMPO at this time is being asked to adopt an amended Memorandum of Understanding, recommitting to the Consortium and agreeing to partner with Consortium members on carrying out the work of the Grant, including the Regional Blueprinting project. This will make MUMPO's May 18th commitment current in light of the Federal grant award.

Proposed Amendment to the Memorandum of Understanding
For CONNECT Consortium Membership
In Support of the
Sustainable Communities Regional Planning Program

WHEREAS, the Sustainable Communities Regional Planning Program (Program) is a partnership of the U.S. Department of Housing & Urban Development, U.S. Environmental Protection Agency, and the U.S. Department of Transportation (with participation by the U.S. Department of Agriculture and U.S. Economic Development Administration) designed to promote greater regional sustainability, livability and efficiencies by breaking down barriers to governmental and private/non-profit collaboration among regional jurisdictions, linking housing, transportation, economic development, and the environment; and

WHEREAS, the Program's foundation is based on six Livability Principles intended to promote sustainability and are closely linked to the CONNECT Regional Vision Core Values and Action Agenda developed by the Centralina Council of Governments (CCOG), Catawba Regional Council of Governments (CRCOG), and the Charlotte Regional Partnership, and adopted by more than 50 jurisdictions in the region; and

WHEREAS, CCOG and CRCOG have established the CONNECT Consortium as a fully-representative body to develop and guide the Program with a general organizational structure outlined in Exhibit A, attached hereto and made a part hereof by reference; and

WHEREAS, the mission of the CONNECT Consortium is to support local governments, non-profits, academic institutions and other groups in their work to further sustainable growth, sound and sustainable economic development, environmental enhancement, and inclusive public engagement and decision-making; and

WHEREAS, in doing so, the Consortium will provide a strong platform for the Mecklenburg-Union Metropolitan Planning Organization (MUMPO)'s work to develop transportation programs that support economic development and align well with land use projections, and to develop a strong multi-modal transportation system for its area of jurisdiction; and will greatly facilitate the MUMPO in its transportation planning/future growth projection and modeling efforts; and

WHEREAS, on May 18, 2011, the MUMPO initially committed to become a member of the CONNECT Consortium for purposes of application for North Carolina Sustainable Communities Regional Planning Grant Funds and for HUD Sustainable Communities Regional Planning Grant Funds; and

WHEREAS, on November 21, 2011, CCOG and the CONNECT Consortium were awarded \$4.9 million to carry out the work program developed by the CONNECT Consortium by HUD, through their Sustainable Communities Regional Planning Grant Program; and

WHEREAS, CCOG is the lead for managing this effort for the Charlotte metropolitan region for federal and State funds under the Program;

NOW, THEREFORE, BE IT RESOLVED, that the MUMPO continues its commitment as a member of the CONNECT Consortium and agrees to the following by signing this memorandum of agreement:

1. To participate as a member of the CONNECT Consortium in development of regional efforts supporting sustainable community and economic growth and improved environment and quality of life, with funding provided in part from a HUD Sustainable Communities Regional Planning Grant;

2. To recognize CCOG as Lead Applicant and CRCOG as Lead Partner for the HUD Sustainable Communities Regional Planning Grant program;
3. To assist with reaching out to traditionally-underrepresented groups to engage them in providing input on matters related to sustainable development and related sustainable communities matters;
4. To participate as appropriate in activities related to MUMPO's expertise, it being understood that participation as a Consortium member does not preclude MUMPO from potential eligibility as a subgrantee or subcontractor to the Consortium;
5. To share relevant data with other Consortium members; and
6. To participate as mutually agreed below in the activities of the HUD Sustainable Communities Planning Grant entitled "CONNECT Vision: Connecting Vision to Plan."

Activity	Role
Consortium Participation	<ul style="list-style-type: none"> • Appoint an official organizational representative to the Consortium • Participate in Consortium meetings • Review and provide input to the development of Consortium work products, including the Regional Plan for Sustainable Development • Share MUMPO's plans and projects to foster information-sharing and better understanding of critical regional processes among Consortium members
Work Group Participation	Participate in work groups as appropriate
Provision of Data	Provide data available within organization's capacity to further the planning work of the program
Potential provision of contracted services	MUMPO may be asked to provide staff review of normalized land use data and transportation system maps to ensure consistency with existing MUMPO data. Funds are available within the HUD grant to reimburse additional staff expense related to this activity, and will be provided if needed through a separate contract negotiation and agreement.
Other	Appoint an official organizational representative to the CONNECT Council

AND, be it further resolved, that CCOG agrees to:

1. Recognize MUMPO as a CONNECT Consortium member with full privileges at all Consortium meetings;
2. Include MUMPO in any Consortium activities in which MUMPO desires to engage;
3. Provide MUMPO with access to information and data collected by the Consortium pursuant to this project, provided that such data does not represent proprietary information or trade secrets; and
4. Include MUMPO as a potentially eligible subgrantee or subcontractor for work related to the performance of this project.

Adopted this _____ day of _____, 2011.

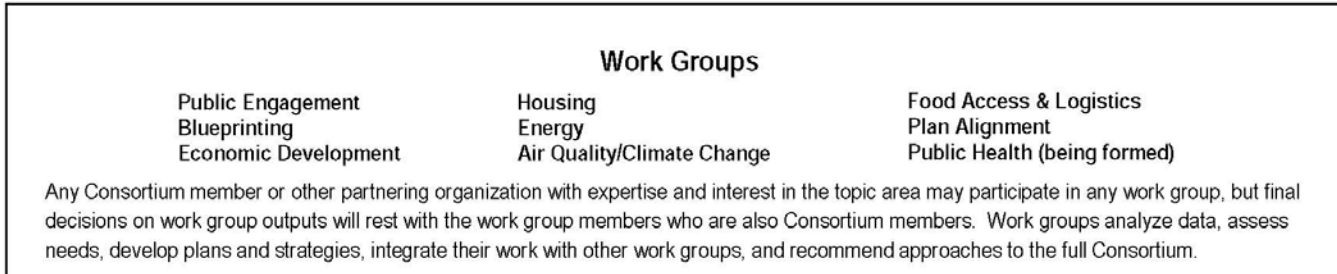
MECKLENBURG-UNION MPO:

CCOG:

Authorized Signature

Martha Sue Hall, Chairperson

Exhibit A: CONNECT Consortium Organizational Structure, Member Roles, and Decision-Making Flow



The chart above describes the roles and information/recommendation flow of the various participants in crafting the Regional Plan for Sustainable Development (RPSD). Final implementation authority, and responsibility for implementation, rests with the actual implementers—local governments, MPOs and RPOs, businesses, non-profit organizations, etc. The final implementers are included in the CONNECT Consortium and its work groups, in which the RPSD is generated. Work groups interact with each other, share information, integrate findings, and align planning strategies both within and apart from Consortium meetings, so that the RPSD is developed as an "aligned plan" as it grows—with one work group specifically charged with that mission. The CONNECT Council provides oversight, quality control, conflict resolution, and may generate plan alignment and project integration functions. CCOG and CRCOG provide project management and oversight, *resolve conflicts related to project management or matters of concern to local governments, and vet through their Executive Boards CONNECT Council and Consortium recommendations that apply to local governments. The RPSD is adopted by the Consortium as a whole, and affirmed by the CONNECT Council. Recommendations to business, academic institutions and non-profits proceed directly to those groups from the Consortium. Strong public engagement of all implementing or affected parties at the regional and local levels, structured project integration, and alignment work from the outset ensure a readily-implementable RPSD.



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TO: MPO Members
 FROM: Robert W. Cook, AICP
 MUMPO Secretary
 DATE: January 11, 2012

SUBJECT: Functional Classification Map Changes

BACKGROUND

NCDOT has requested that MUMPO approve a modification to the Functional Classification System for the area. The proposed revision affects Martin Luther King, Jr. Boulevard in Monroe and is necessary because of the completion of TIP project U-3412.

Road Name/TIP Project: Martin Luther King, Jr. Boulevard/U-3412

From	To	Current Functional Class	Proposed Functional Class
Charlotte Avenue	Lancaster Avenue (NC 200)	New Construction-Minor Arterial & New Construction-Major Collector	Minor Arterial

Functional classification is the process by which streets and highways are grouped according to the character of service they are intended to provide. It is used primarily for assessing the extent, conditions and performance of the highway system, as a planning tool, for appropriation of funds and to establish jurisdictional responsibility and design criteria.

TCC RECOMMENDATION

At its January 2012 meeting, the TCC unanimously recommended that the MPO approve the proposed modifications to the Functional Classification system.

Functional Classification Change SR 2143 in Monroe, Union County (TIP U-3412)

This section is on Both the Charlotte Urbanized & Union County FC Maps

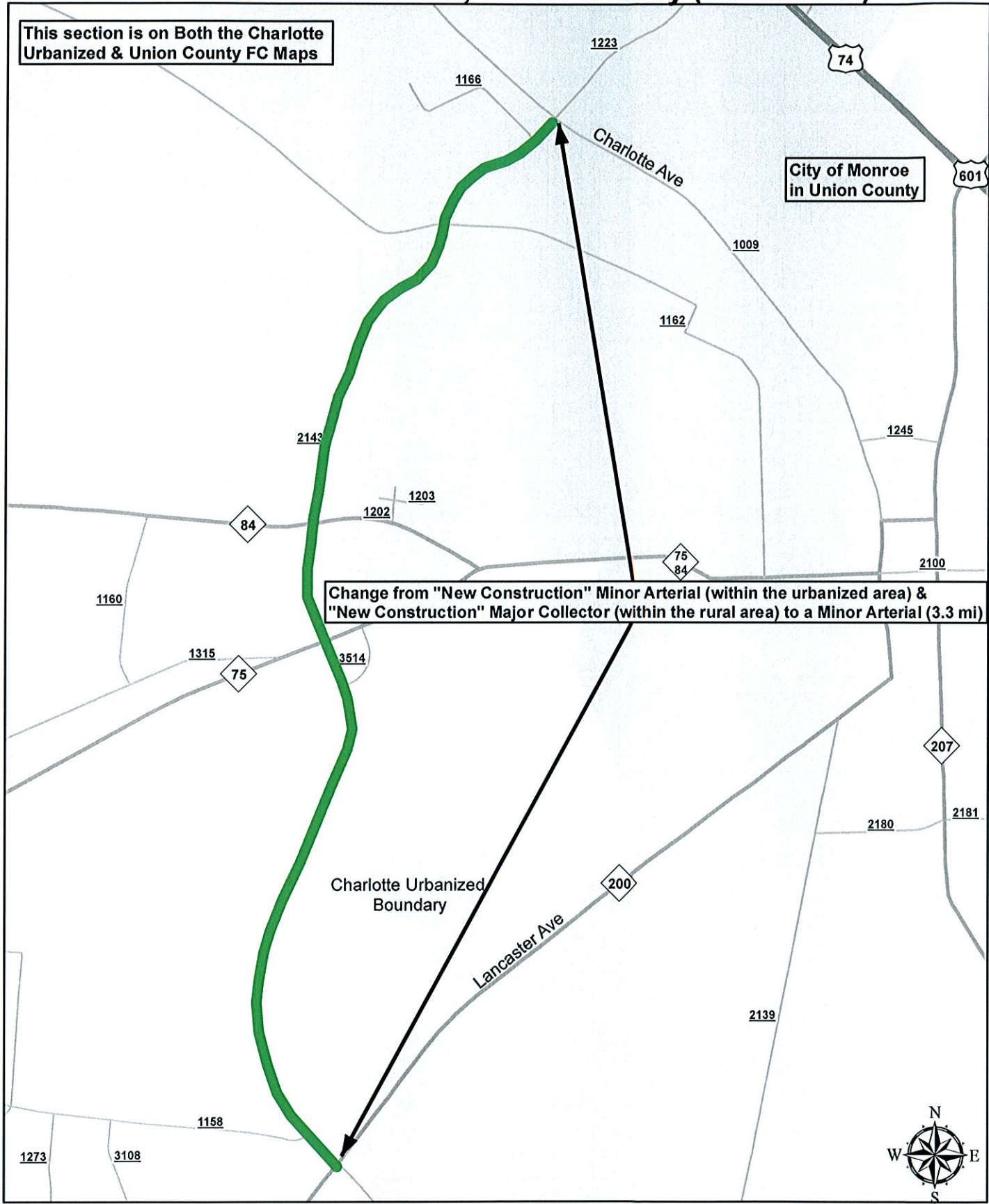
City of Monroe
in Union County

Change from "New Construction" Minor Arterial (within the urbanized area) & "New Construction" Major Collector (within the rural area) to a Minor Arterial (3.3 mi)

Charlotte Urbanized
Boundary



September 29, 2011



NORTH CAROLINA'S MOBILITY FUND

Final Report

October 11, 2011

EXECUTIVE SUMMARY

In 2010 the North Carolina General Assembly (General Assembly) created the North Carolina Mobility Fund (Mobility Fund) to help relieve congestion and enhance mobility across the State. Specifically, the North Carolina 2009-2010 Appropriations Act was approved to fund transportation projects, selected by the North Carolina Department of Transportation (the Department), of statewide and regional significance that relieve congestion and enhance mobility across all modes of transportation. The funding for these selected projects (which is outside of North Carolina's Equity Formula) is to come from unused gap funds and reductions in the amount of money transferred from the Highway Trust Fund to the General Fund.

As part of the 2010 legislation, the General Assembly directed the Department to establish project criteria and a selection process for the Mobility Fund by involving the public and key stakeholders. Stakeholders included, but were not limited to, the North Carolina Association of Metropolitan Planning Organizations (MPOs), the North Carolina Association of Rural Planning Organizations (RPOs), the North Carolina League of Municipalities, the North Carolina Association of County Commissioners, the North Carolina Metropolitan Mayors Coalition, and the North Carolina Council of Regional Governments.

The General Assembly identified the I-85 Corridor Improvement Project Phase II (I-85 widening from NC 150 to I-85 Business) as the first project to be funded by the Mobility Fund. Subsequent Mobility Fund projects are to be advanced using the project criteria and selection process developed by the Department, in accordance with the Act. The legislation also required preferential consideration to be given to projects that meet the eligibility of the Congestion Relief and Intermodal Fund.

A final report on the 2010 legislation was provided to the Joint Legislative Transportation Oversight Committee (JLTOC) by the Department on December 14, 2010.

During the 2011 legislative session the General Assembly revised specific components of the Mobility Fund requirements. In particular language regarding preferential consideration to projects eligible for the Congestion Relief and Intermodal Fund was removed along with references to the involvement of the public and stakeholders. Additionally a reserve account in the amount of \$45 million in FY 2013 and \$58 million in FY 2014 (and subsequent fiscal years) was established to bring long term stability to the Mobility Fund. Finally the Department was directed to provide revised project selection criteria to the JLTOC by October 15, 2011.

During and after the 2011 legislative session the Department worked proactively with legislative staff to follow the proposed legislative changes and kept key stakeholders and internal staff aware of potential revisions and revised the project criteria and selection process. The revised project selection criteria were presented to the Department’s Board of Transportation (BOT) on August 4, 2011. After a 30 day period of review the BOT approved the revised Mobility Fund selection criteria on Sept 7, 2011.

The revised criteria are as follows:

Minimum Eligibility Requirements:

- Projects must be on Statewide or Regional Tier facilities (“Tier” designation is defined by the Department). Light rail, bus rapid transit, and commuter rail are all eligible for Mobility Funds.
- Projects must be ready to have funds obligated for construction within 5 years.
- Projects must be consistent with MPO/RPO transportation planning efforts; Projects must be included in an adopted transportation plan; and must be found to be consistent with local land-use plans where available.
- Projects must be in a conforming transportation plan in non-attainment or maintenance areas.
- Only project capital costs (right-of-way and construction) will be eligible for the Mobility Fund, not maintenance, operation, or planning costs.
- No minimum project capital cost will be established as a threshold for funding.

Note: The above requirements were unchanged from those submitted to the JLTOC on December 14, 2010.

Project Criteria:

Projects will be scored on a point scale with a weighted factor as listed below. Details on each factor are outlined in the full report.

Criterion	Weight
Mobility Benefit-Cost – measured by the estimated travel time savings the project will provide divided by the cost to the Mobility Fund.	80%
Multimodal / Intermodal – measured by whether the project provides an improvement to more than one mode of transportation and thereby improves the overall efficiency of the transportation system.	20%

In the winter of 2011-2012, the Department expects to solicit, score, and evaluate Mobility Fund candidate projects according to the final project criteria and selection process as described in this report.

MEMORANDUM

TO: MECKLENBURG-UNION MPO MEMBERS AND INTERESTED PERSONS
FROM: BJORN E. HANSEN, CENTRALINA COUNCIL OF GOVERNMENTS
SUBJECT: FFY 16-17 CONGESTION MITIGATION AND AIR QUALITY (CMAQ) PROJECT SOLICITATION
DATE: JANUARY 9, 2012

MUMPO has contracted with Centralina COG to administer the project selection process for the FFY 16-17 CMAQ funds. The MUMPO tentatively has nearly \$20 million to program for these two fiscal years, although the NCDOT is updating its estimates for the future years of the program. There have been several changes since this topic was presented to the TCC in November. They are as follows:

1. The NCDOT extended their original deadline of October 31, 2011 to sometime in 2014. At their November TCC meeting, the MUMPO TCC decided to continue with an updated project ranking in the event that another call for projects is announced before 2014.
2. Centralina staff will hold four monthly meetings with MUMPO members to assist with project development, coordination with related initiatives, emissions calculations, and soliciting comments from the NCDOT. These meetings will be held at the Char-Meck building at 2 PM on the fourth Wednesday of each month from January to April.
3. MUMPO has delayed completion of the project ranking process from March to July 2012.

The revised timeline for the process is below.

October 13, 2011: MUMPO opened project solicitation process

January 5, 2012: Brief TCC on revised schedule and process

January 18, 2012: Brief MUMPO on revised schedule and process

January 25: Hold project development meeting. Topic: CMAQ project guidelines and MUMPO ranking process

February 22: Hold project development meeting. Topic: Coordination with adjacent initiatives and projects; emissions calculations; coordination with NCDOT

March 28: Hold project development meeting. Topic: Coordination with NCDOT

April 25: Hold project development meeting. Topic: Calculating emissions benefits

April 27: Project packets due to MUMPO

Early May: Selection Committee meets to review candidate projects

May 3: TCC apprised of list of submitted projects

May 16: MUMPO apprised of list of candidate projects

Late May: Selection Committee recommends list of projects for funding

June 7: TCC briefed on recommended project list for funding

July 5: TCC recommends project list for funding to MUMPO

July 18: MUMPO approves project list for funding

The ranking and application processes remain unchanged from the previous cycle, with one notable exception. Any project that affects NCDOT right-of-way or facilities must be submitted to the NCDOT Division 10 offices for review. The Division staff will not issue a letter of support or denial,

but will simply identify areas of concern or a need for coordination with adjacent projects. They have committed to providing comments within four weeks of project submittal to their offices. This correspondence and review must be complete when the project packet is submitted on April 27. Applicants are encouraged to coordinate early with the NCDOT Division staff.

REQUESTED ACTION: Information only.