



600 East Fourth Street
Charlotte, NC 28202
704-336-2205
www.mumpo.org

TO: Mecklenburg-Union MPO Members
FROM: Robert W. Cook, AICP
MUMPO Secretary
DATE: May 11, 2012

**SUBJECT: May 2012 Mecklenburg-Union MPO Meeting
Wednesday, May 16, 2012**

The May 2012 meeting of the Mecklenburg-Union Metropolitan Planning Organization (MUMPO) is scheduled for Wednesday, May 16, 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 CH-14** (basement level) of the Charlotte-Mecklenburg Government Center, 600 E. Fourth St., Charlotte.

Education Session

The education session will focus on Phase III of the regional Fast Lanes study. Phase I screened freeways and other Strategic Highway Corridors to identify the most promising corridors for Fast Lanes. Phase II included evaluations of physical designs, operational requirements, revenues and costs for roadways that remained after Phase I screening. The objectives of Phase III include:

- Familiarize the public with the concept of congestion pricing
- Develop a better understanding of the policy and technical issues of congestion pricing
- Determine public acceptance for the next managed lanes project(s). I-77 North between Charlotte and Mooresville is expected to be the first corridor with HOT lanes. US-74 East between Charlotte and Matthews and I-485 South between Pineville and Matthews will be the focal study corridors in Phase III.
- Define the preferred Fast Lanes projects for the above corridors.

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 CH-14 (basement level).

Mecklenburg-Union Metropolitan Planning Organization

May 16, 2012

Room CH-14-Charlotte-Mecklenburg Government Center

6:00 PM Education Session

Topic

FAST Lanes Study-Phase III

Presenter

Lynn Purnell, Parsons Brinckerhoff

7:00 PM Meeting Agenda

1. **Call to Order** Ted Biggers
2. **Approval of Minutes** Ted Biggers
ACTION REQUESTED: Approve the March 2012 meeting minutes as presented.
3. **Citizen Comment Period**
4. **Transportation Improvement Program Amendments**
 - a. **Miscellaneous TIP Amendments** Robert Cook
ACTION REQUESTED: Approve the attached TIP amendments as presented.

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

BACKGROUND: See attached memorandum.

ATTACHMENTS: Memorandum; resolution.
 - b. **Barton Creek Greenway (C-5537)** Gwen Cook
ACTION REQUESTED: Amend the TIP to accelerate construction of Barton Creek Greenway from FY 2015 to FY 2012 to allow the greenway to serve as a construction detour for pedestrians during the replacement of the bridges carrying N. Tryon St. (US 29) over Mallard Creek.

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

BACKGROUND: Barton Creek Greenway connects existing Mallard Creek Greenway to JW Clay Blvd at University Place. This greenway, scheduled to receive CMAQ funding in 2015, has become the primary option for a greenway bypass for Mallard Creek or Toby Creek greenways during NCDOT construction affecting N. Tryon St., which would close those greenways for approximately one year. The intent is to have Barton Creek Greenway completed by spring of 2014.

ATTACHMENT: Map; resolution.

c. Bearskin Creek Greenway (EB-5011)

Lisa Stiwinter

ACTION REQUESTED: FYI

BACKGROUND: The NCDOT Bicycle & Pedestrian Division has requested that MUMPO amend the TIP to fund the Bearskin Creek Greenway (EB-5011) in Monroe in the amount of \$1,636,000 in FY 2015.

ATTACHMENTS: Feasibility study information; maps; letter of support.

5. CONNECT Consortium Agreement (Sustainable Communities) Rebecca Yarbrough

ACTION REQUESTED: Approve the CONNECT Consortium Agreement.

TCC RECOMMENDATION: The TCC unanimously recommended that the MPO approve the CONNECT Consortium Agreement.

BACKGROUND: The Centralina Council of Governments was awarded a Sustainable Communities regional planning grant in November 2011. Approval of the agreement will result in MUMPO becoming a member of the CONNECT Consortium.

ATTACHMENTS: Proposed agreement; resolution; invitation letter; Q&A; appointment form.

6. I-77 & I-485 TIP & LRTP Amendments & Conformity Determination Barry Moose

ACTION REQUESTED: Schedule a special meeting to be held in June to take action on the requested TIP and LRTP amendments and the conformity determination.

TCC RECOMMENDATION: The TCC unanimously recommended that the MPO schedule a special June meeting.

BACKGROUND: At the May 10 TCC meeting, NCDOT requested a one month delay in action on the TIP and LRTP amendments and the air quality conformity determination.

NCDOT has requested modifications to the LRTP and the TIP to accommodate significant changes in projects for I-485 South and I-77 North. A 30-day public comment period ended on May 2, 2012. Two public meetings were held during that time.

ATTACHMENTS: Public comments; TCC I-77 North Statement of Principles Document.

7. FY 2013 Unified Planning Work Program (UPWP)

Robert Cook

ACTION REQUESTED: Approve the FY 2013 UPWP as presented.

TCC RECOMMENDATION: The TCC unanimously recommended that the MPO approve the FY 2013 UPWP with conditions as noted in the attached memorandum.

BACKGROUND: See attached memorandum.

ATTACHMENTS: Memorandum; resolution; Task Descriptions matrix; Local Projects

8. MUMPO Self-Certification

Robert Cook

ACTION REQUESTED: Adopt the resolution certifying MUMPO's compliance with federal transportation planning laws, statutes, etc. during FY 2012.

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

BACKGROUND: Federal regulations require MPOs to self-certify that they comply with all laws, statutes, etc. governing the transportation planning process.

ATTACHMENTS: Memorandum, resolution and checklist.

9. Congestion Mitigation & Air Quality

Bjorn Hansen

ACTION REQUESTED: FYI

BACKGROUND: Centralina COG staff has been contracted to assist with MUMPO's project selection for potential FY 2016 & 2017 CMAQ funds. Four project development meetings were held earlier this year and project applications were due April 27. A project ranking subcommittee will convene during the months of May to rank the projects that were submitted. Action by the TCC and MPO is anticipated in July.

ATTACHMENTS: CMAQ memorandum & project list.

10. MUMPO Expansion

Robert Cook

ACTION REQUESTED: Form a task force to revise and update the Memorandum of Understanding.

BACKGROUND: The expansion of the Charlotte urbanized area (UZA) will result in the need to expand MUMPO's planning area. A significant component of the expansion process will be updating the Memorandum of Understanding.

ATTACHMENT: Map.

11. Monroe Connector/Bypass

Reid Simons

ACTION REQUESTED: FYI

BACKGROUND: Update on the project's status.

12. Adjourn

MECKLENBURG-UNION METROPOLITAN PLANNING ORGANIZATION
Charlotte-Mecklenburg Government Center Conference Room 280
March 21, 2012 Meeting
Summary Minutes

Members Attending:

David Howard (Charlotte), Lynette Rinker (Cornelius), Brian Jenest (Davidson), Sarah McAulay (Huntersville), Chris King (Indian Trail), James Taylor (Matthews), Ted Biggers (Mint Hill), Margaret Desio (Monroe), Lynda Paxton (Stallings), Barbara Harrison (Weddington), Brad Horvath (Wesley Chapel), John Collett (NCBOT)

Non-Voting Members Attending:

Stephen Rosenburgh (Charlotte-Mecklenburg Planning Commission), Andy Zoutwelle (Charlotte-Mecklenburg Planning Commission)

1. Call to Order

Mayor Ted Biggers called the March 2012 MUMPO meeting to order at 7:00 PM.

2. Approval of Minutes

Summary:

Chairman Biggers asked if everyone had had an opportunity to review the January 2012 minutes.

Motion:

Mayor James Taylor made a motion to adopt the January 2012 minutes as presented. Sarah McAulay seconded the motion. Upon being put to a vote, the January 2012 minutes were approved unanimously.

3. Citizen Comment Period

There were no comments.

4. Thoroughfare Plan Amendments

a. Prosperity Church Road Extension

Presenter:

Bill Coxe, TCC Chairman

Summary:

Mr. Coxe presented information to the MPO in the form of a Power Point presentation, the contents of which are incorporated into the minutes. The MPO members were reminded of their January 2012 action on this topic which was to not alter the Thoroughfare Plan as then proposed by Cambridge Properties. Since that time, the firm worked with Huntersville and MPO staff to develop a revised alignment within the property controlled by Cambridge Properties. At its March meeting, the TCC unanimously recommended that the MPO approve the requested change to the Thoroughfare Plan that reflected the aforementioned revised alignment.

Brian Jenest requested that he be recused from this item due to a conflict. David Howard made a motion to approve Mr. Jenest's request. Mayor Taylor seconded the motion. Upon being put to a vote, Mr. Jenest's request was unanimously approved.

Motion:

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

a. Eastfield Road

Presenter:

Stuart Basham

Summary:

Mr. Basham presented information to the MPO in the form of a Power Point presentation, the contents of which are incorporated into the minutes. He explained that Gandy Communities proposed to realign Eastfield Road near the I-485/NC 115 interchange as part of its plan to develop a 75 acre tract. The public involvement efforts were discussed, which included a public meeting held on January 19, 2012 that was attended by 75-80 people. No opposition was expressed at that time. At its March meeting, the TCC unanimously recommended that the MPO approve the requested change to the Thoroughfare Plan.

Motion:

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

5. Transportation Improvement Program (TIP) Amendments

a. CATS Amendments

Presenter:

David McDonald, CATS

Summary:

The MPO agenda did not include a request for action on several TIP amendments that had been addressed by the Technical Coordinating Committee (TCC) at its February meeting. The MPO agreed to add them to the agenda for action.

Mr. McDonald first presented on the items referenced in the MPO's March agenda packet:

1. TE-4702: Design and construction of platform extensions at LYNX Blue Line (South Corridor) stations (TIGER III)
2. TE-5103: Charlotte Streetcar plans, design acquisition and construction.

It was stated that the TCC had unanimously recommended that the MPO amend the TIP.

Motion:

Mayor Taylor made a motion to approve the TIP amendments for the TE-4702 and TE-5103 projects as presented. Lynette Rinker seconded the motion. Upon being put to a vote, the motion passed unanimously.

Mr. McDonald then discussed the amendments added to the agenda. He stated that the need for the amendments was to correct project funding years and/or restore funding to the TIP. The funds had been approved by the MPO, but due to various reasons, could not be executed until fiscal years 2012 and 2013. The TCC unanimously recommended that the MPO amend the TIP for the following projects. (The full list is attached to the minutes.)

Motion:

Mayor Taylor made a motion to approve the additional TIP amendments as presented. Ms. McAulay seconded the motion. Upon being put to a vote, the motion passed unanimously.

b. Miscellaneous Amendments

Presenter:

Robert Cook

Summary:

Mr. Cook requested that the MPO amend the TIP for the following two projects:

1. B-5241: NC 160/West Boulevard bridge over the Norfolk Southern Railroad. The requested action was to remove the project from the TIP because the project is to be built with State Legislative Bridge Funding.
2. EB-5010: Caldwell Station Creek Greenway. Add funding in the amount of \$2,150,000.

It was noted that the TCC unanimously recommended to the MPO that it amend the TIP.

Motion:

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

6. **Functional Classification & National Highway System Revisions**

Presenter:

Robert Cook

Summary:

Mr. Cook began the presentation with a brief explanation of the Functional Classification System (FCS) and the National Highway System (NHS). He stated that the requested action was for the MPO to revise the FCS and NHS to reflect the final alignment of the Monroe Connector/Bypass project (TIP #s R-2559 & R-3329). It was explained that TIP project R-2559A was a section of the original concept for the Monroe Bypass between US 74 and US 601. When the Bypass project was expanded to include the Monroe Connector from US 601 to I-485, the R-2559A project became unnecessary, but remained a component of the NHS and FCS.

The specific requests were:

1. Remove R-2559 from the FCS
2. Remove R-2559A from the NHS
3. Add R-3329 (Monroe Connector) from I-485 to US 601 to the NHS as "New Construction-Principal Arterial"

The TCC unanimously recommended that the MPO approve the proposed changes to the FCS and NHS.

Motion:

Mr. Howard made a motion to approve the changes to the Functional Classification and National Highway systems as presented. Mayor Taylor seconded the motion. Upon being put to a vote, the motion passed unanimously.

7. **I-77 & I-485 TIP & LRTP Amendments & Conformity Determination**

Presenter:

Barry Moose, NCDOT Division 10

Summary:

Mr. Moose stated that the request before the MPO was to approve the release, for public review, documents associated with proposed amendments to MUMPO's 2012 Transportation Improvement Program (TIP) and 2035 Long Range Transportation Plan (LRTP) for proposed improvements to I-77 (I-5405) and I-485 (R-4902). The documents were TIP and LRTP amendment reports and a draft air quality conformity determination. Unlike past TIP and LRTP amendments, different scenarios were proposed for the public's review; Mr. Moose then reviewed the following scenarios:

I-5405: I-77 HOV-HOT

The following scenarios were modeled for air quality conformity, LRTP and TIP amendment purposes. One option will be chosen before a conformity determination is made.

- I-5405: Convert the existing HOV lanes to HOT operations and extend them north to Exit 28. (2015 horizon year¹ with HOT2+²)
- I-5405: Convert the existing HOV lanes to HOT operations and extend them north to Exit 28. (2015 horizon year with HOT3+³)
- I-5405: Convert the existing HOV lanes to HOT operations and expand them to provide 2 HOT lanes in each direction between I-85 and Exit 28. (2015 horizon year with 2 HOT2+)
- I-5405: Convert the existing HOV lanes to HOT operations and expand them to provide 2 HOT lanes in each direction between I-85 and Exit 28. (2015 horizon year with 2 HOT3+).

¹2015 horizon year: the project is anticipated to be open to traffic on or before December 31, 2015.

²HOT2+: Vehicles with at least 2 persons in the vehicle can ride for free.

³HOT3+: Vehicles with at least 3 persons in the vehicle can ride for free.

R-4902: I-485

The following scenarios were modeled for air quality conformity, LRTP and TIP amendment purposes.

- Widen I-485 to 6 General Purpose (GP) lanes from I-77 to Rea Road (SR 3624), including a flyover at Johnston Road and all auxiliary lanes currently in place.
- Widen I-485 to 8 lanes (6-general purpose lanes and 2 express lanes, including all auxiliary lanes currently in place) from Rea Road (SR 3624) to Independence Boulevard (US 74). (LRTP amendment only)

Mr. Moose continued by noting that a conformity determination is needed by June to keep the I-485 project on schedule because the project is scheduled to be let in July. Mayor Taylor asked how the HOT lanes system will know the number of people in a car. Mr. Moose replied that an honor system will be in place, but will be monitored by cameras and law enforcement. Mr. Howard stated that he had traveled to Houston, TX and observed their HOT lane system and found it to be technology intensive. Mr. Jenest asked what would happen if there was no support for tolls. Mr. Moose responded by saying that NCDOT would have to weigh that situation with the FHWA and the MPO. Ms. Rinker stated that NCDOT needs to be prepared for how the existing interchanges will be affected by the new lanes.

Motion:

Mr. Howard made a motion to approve the release of appropriate documents and to start a public comment period. Barbara Harrison seconded the motion. Upon being put to a vote, the motion passed unanimously.

8. Unified Planning Work Program (UPWP)

a. FY 2012 Amendments

Presenter:

Robert Cook

Summary:

Mr. Cook stated that two projects programmed in the FY 2012 UPWP will not begin until late in the fiscal year or be delayed until FY 2012 and that staff was therefore requesting an amendment to the UPWP to carryover funds from FY 2012 to FY 2013 to complete the two projects. The two projects were a) the preparation of a Congestion Management Process, and b) development of plans for the Red Line Trail that will provide a multi-use path parallel to the CATS's proposed commuter rail line to Mooresville. Mr. Cook stated that NCDOT approved the carryover of funds and that the TCC unanimously recommended that the MPO approve the proposed UPWP amendment at its March meeting.

Motion:

Mayor Taylor made a motion to approve the amendment to the FY 2012 UPWP as presented. Mr. Jenest seconded the motion. Upon being put to a vote, the motion passed unanimously

b. FY 2013 Draft UPWP

Presenter:

Robert Cook

Summary:

Mr. Cook presented information to the MPO in the form of a Power Point presentation, the contents of which are incorporated into the minutes. The purpose of the presentation was to provide an overview of the FY 2013 Unified Planning Work Program (UPWP) in advance of the planned request for adoption at the May MPO meeting. It was noted that, as in recent years, staff is preparing the UPWP without knowing final funding levels due to the lack of Congressional action on a transportation funding bill. For this reason, the UPWP is being planned assuming FY 2012 funding levels. The result will likely be the need to amend the UPWP once the final figures are known. Mr. Cook reviewed the Task Descriptions matrix and Funding Sources and Projects spreadsheet that were included in the agenda packet.

9. Sustainable Communities Regional Planning Grant

Presenter:

Jim Prosser, Centralina COG

Summary:

Mr. Prosser presented information to the MPO in the form of a Power Point presentation, the contents of which are incorporated into the minutes. The presentation's purpose was to inform the MPO about the \$4.9 million HUD Sustainable Communities Regional Planning grant awarded to the region in late 2011. The MPO endorsed the Centralina COG application in early 2011. Mr. Prosser stated that the MPO will be asked at its May meeting to formalize its membership in a consortium overseeing implementation of the grant.

10. Adjourn

The meeting adjourned at 8:25 PM.

MPO Education Session

The regular MPO meeting was preceded by an education session at 6:00 PM. The session focused on the upcoming release of 2010 Census urbanized area (UZA) information and the likely need to expand MUMPO's planning area due to an expected increase in the size of the Charlotte UZA. An expansion will require the MPO to invite new jurisdictions into the planning process and trigger the need to rewrite the Memorandum of Understanding (MOU).

DRAFT

FY12-18 Transportation Improvement Program
Summary of Transit Project Amendments

Amendment 1

| Existing | | | | | | | | |
|----------|-----------|--------------------------------|---------|------|------|------|------|------|
| IDNUM | SYSTEM | DESCRIPTION | FUNDING | FY12 | FY13 | FY14 | FY15 | FY16 |
| TD-4704B | CHARLOTIE | Facility - Park & Ride (C4952) | CMAQ US | 2600 | | | | |
| | | | CMAQS | 325 | | | | |
| | | | CMAQ L | 325 | | | | |
| Modified | | | | | | | | |
| IDNUM | SYSTEM | DESCRIPTION | FUNDING | FY12 | FY13 | FY14 | FY15 | FY16 |
| T0-4704B | CHARLOTIE | Facility - Park & Ride (C4952) | CMAQ US | 3750 | | | | |
| | | | CMAQS | 469 | | | | |
| | | | CMAQL | 469 | | | | |

Amendment 2

| Existing | | | | | | | | |
|----------|-----------|---------------------------|---------|------|------|------|------|------|
| IDNUM | SYSTEM | DESCRIPTION | FUNDING | FY12 | FY13 | FY14 | FY15 | FY16 |
| TA-4785A | CHARLOTIE | Replacement Bus- (C-4954) | CMAQ US | 920 | | | | |
| | | | CMAQS | 115 | | | | |
| | | | CMAQ L | 115 | | | | |
| Modified | | | | | | | | |
| IDNUM | SYSTEM | DESCRIPTION | FUNDING | FY12 | FY13 | FY14 | FY15 | FY16 |
| TA-4785A | CHARLOTIE | Replacement Bus- (C-4954) | CMAQ US | 2760 | | | | |
| | | | CMAQS | 345 | | | | |
| | | | CMAQ L | 345 | | | | |

Amendment3

| Existing | | | | | | | | |
|----------|-----------|--|---------|------|------|------|------|------|
| IDNUM | SYSTEM | DESCRIPTION | FUNDING | FY12 | FY13 | FY14 | FY15 | FY16 |
| TI-49060 | CHARLOTIE | Technology- Providence Rd. signal priority | | | | | | |
| Modified | | | | | | | | |
| IDNUM | SYSTEM | DESCRIPTION | FUNDING | FY12 | FY13 | FY14 | FY15 | FY16 |
| TI-49060 | CHARLOTIE | Technology- Providence Rd. signal priority | CMAQ US | 203 | | | | |

FY12-18 Transportation Improvement Program
Summary of Transit Project Amendments

Amendment 4

| Existing | | | | | | | | | |
|----------|-----------|---------------------------|---------|-------|------|------|------|-------|--|
| IDNUM | SYSTEM | DESCRIPTION | FUNDING | FY12 | FY13 | FY14 | FY15 | FY16 | |
| TA-5121 | CHARLOTIE | Replacement Buses | FUZ US | 19415 | 5893 | 7052 | 9360 | 10529 | |
| | | | FUZS | 2427 | 737 | 882 | 1170 | 1316 | |
| | | | FUZ L | 2427 | 737 | 882 | 1170 | 1316 | |
| Modified | | | | | | | | | |
| IDNUM | SYSTEM | DESCRIPTION | FUNDING | FY12 | FY13 | FY14 | FY15 | FY16 | |
| TA-5121 | CHARLOTIE | Replacement Buses | FUZ US | 19415 | 5893 | 7052 | 9360 | 10529 | |
| | | CMAQ from Lake Norman RPO | FUZS | 2427 | 737 | 882 | 1170 | 1316 | |
| | | | FUZ L | 2427 | 737 | 882 | 1170 | 1316 | |
| | | | CMAQ US | 1738 | | | | | |
| | | | CMAQS | 217 | | | | | |
| | | | CMAQ L | 217 | | | | | |

Amendment 5

| Existing | | | | | | | | | |
|----------|-----------|--|---------|------|------|------|------|------|--|
| IDNUM | SYSTEM | DESCRIPTION | FUNDING | FY12 | FY13 | FY14 | FY15 | FY16 | |
| T0-4796 | CHARLOTIE | Operating Assistance -downtown shuttle (C-5107) | CMAQ US | | | | | | |
| | | | CMAQL | | | | | | |
| Modified | | | | | | | | | |
| IDNUM | SYSTEM | DESCRIPTION | FUNDING | FY12 | FY13 | FY14 | FY15 | FY16 | |
| T0-4796 | CHARLOTIE | Operating Assistance - downtown shuttle (C-5107) | CMAQ US | 650 | | | | | |
| | | | CMAQL | 650 | | | | | |

Amendment 6

| Existing | | | | | | | | | |
|----------|-----------|--------------------------|---------|------|------|------|------|------|--|
| IDNUM | SYSTEM | DESCRIPTION | FUNDING | FY12 | FY13 | FY14 | FY15 | FY16 | |
| TA-4785B | CHARLOTIE | Replacement Bus (C-5106) | CMAQ US | | | | | | |
| | | | CMAQS | | | | | | |
| | | | CMAQL | | | | | | |
| Modified | | | | | | | | | |
| IDNUM | SYSTEM | DESCRIPTION | FUNDING | FY12 | FY13 | FY14 | FY15 | FY16 | |
| TA-4785B | CHARLOTIE | Replacement Bus (C-5106) | CMAQ US | 800 | | | | | |
| | | | CMAQS | 100 | | | | | |
| | | | CMAQL | 100 | | | | | |

FY12-18 Transportation Improvement Program
Summary of Transit Project Amendments

Amendment 7

| Existing | | | | | | | | |
|----------|-----------|---------------|---------|------|------|------|------|------|
| IDNUM | SYSTEM | DESCRIPTION | FUNDING | FY12 | FY13 | FY14 | FY15 | FY16 |
| TA-4710 | CHARLOTIE | Expansion Bus | CMAQ US | 460 | | | | |
| | | | FUZ S | 861 | | | | |
| | | | FUZ L | 861 | | | | |
| | | | FUZ US | 6885 | | | | |
| Modified | | | | | | | | |
| IDNUM | SYSTEM | DESCRIPTION | FUNDING | FY12 | FY13 | FY14 | FY15 | FY16 |
| TA-4710 | CHARLOTIE | Expansion Bus | FUZ US | 6885 | | | | |
| | | | FUZS | 861 | | | | |
| | | | FUZ L | 861 | | | | |
| | | | CMAQ US | | 1064 | | | |
| | | | CMAQS | | 133 | | | |
| | | | CMAQ L | | 133 | | | |

Amendment 8

| Addition | | | | | |
|----------|-----------|------------------------------------|---------|------|------|
| IDNUM | SYSTEM | DESCRIPTION | FUNDING | FY12 | FY13 |
| TI-49060 | CHARLOTIE | Charlotte Area Transit TDM Program | CMAQ US | 200 | |
| | | Outreach Programs (C-4953) | CMAQ L | 50 | |

Amendment 9

| Addition | | | | | |
|----------|-----------|-------------------------------------|---------|------|------|
| IDNUM | SYSTEM | DESCRIPTION | FUNDING | FY12 | FY13 |
| TA-4716 | CHARLOTIE | Vanpool - Purchase up to 5 new vans | CMAQ US | 120 | |
| | | (C-4953) | CMAQ S | 15 | |
| | | | CMAQL | 15 | |

FY12-18 Transportation Improvement Program
Summary of Transit Project Amendments

Amendment 10

| Existing | | | | | | | | |
|----------|-----------|--|---------|------|------|------|------|------|
| IDNUM | SYSTEM | DESCRIPTION | FUNDING | FY12 | FY13 | FY14 | FY15 | FY16 |
| TG-4726 | CHARLOTIE | Routine Capital - Bus stops, shelters, benches, shop equip., spare parts, engines, farebox, etc. | FUZ US | 4333 | 1165 | 1082 | 1094 | 1122 |
| | | | FUZ L | 1083 | 291 | 270 | 274 | 280 |
| Modified | | | | | | | | |
| IDNUM | SYSTEM | DESCRIPTION | FUNDING | FY12 | FY13 | FY14 | FY15 | FY16 |
| TG-4726 | CHARLOTIE | Routine Capital - Bus stops, shelters, benches, shop equip., spare parts, engines, farebox, etc. | FUZ US | 4333 | 1165 | 1082 | 1094 | 1122 |
| | | | FUZ L | 1083 | 291 | 270 | 274 | 280 |
| | | Solar Panels (TIGGER II) | FMOD US | 1000 | | | | |
| | | | FMOD L | 250 | | | | |

Amendment 11

| Addition | | | | |
|----------|-----------|-------------------------------|---------|------|
| | SYSTEM | DESCRIPTION | FUNDING | FY12 |
| TD-4703B | CHARLOTIE | Installation of Fuel Tanks at | STP | 1500 |
| | | N. Davidson St. Bus Garage | LOCAL | 375 |



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TO: Mecklenburg-Union MPO Members
FROM: Robert Cook, AICP
 MUMPO Secretary
DATE: May 10, 2012
SUBJECT: 2012-2018 TIP Amendments

REQUEST

Amend the TIP as noted in the table below.

TCC RECOMMENDATION

The TCC unanimously recommended that the MPO amend the TIP.

BACKGROUND

NCDOT's Program Development Branch has requested that MUMPO amend its TIP for the projects listed below. Projects U-209B and U-3850 were discussed at the April 11 Transportation Staff meeting, and those present concurred with the recommended action.

| TIP Project | Description | Proposed Amendment | Reason |
|--------------------------------|---|--|---|
| U-209B | Independence Blvd-widen from Albemarle Road to Idlewild Road | Delay Construction from FY 12 to FY 13 | Allow time for redesign requested by City |
| U-3850 | Belk Freeway-add westbound lane though I-77 interchange | Remove from TIP | Funding allocated for the project (\$3.65M) not adequate to construct needed improvements |
| K-5500C (Statewide project) | Rest area renovations | Add Construction in FY 13 | Funds not previously programmed |
| M-0451 (Statewide project) | Statewide landscape plans for TIP construction projects | Add Preliminary Engineering in FY 12 through FY 18 | Funds not previously programmed |
| W-5210 (Division project) | Rumble strips, guardrail safety & lighting improvements at selected locations | Add ROW and Construction in FY 13 through FY 15 | Funds not previously programmed |

ATTACHMENTS

A draft resolution is included in the agenda packet.

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, the following amendments to the North Carolina Transportation Improvement Program have been proposed:

| TIP Project | Description | Proposed Amendment | Reason |
|--------------------------------|---|--|--|
| U-209B | Independence Blvd-widen from Albemarle Road to Idlewild Road | Delay Construction from FY 12 to FY 13 | Allow time for redesign requested by City |
| U-3850 | Belk Freeway-add westbound lane though I-77 interchange | Remove from TIP | Funding allocated for the project (\$3.65M) is not adequate to construct the needed improvements |
| K-5500C (Statewide project) | Rest area renovations | Add Construction in FY 13 | Funds not previously programmed |
| M-0451 (Statewide project) | Statewide landscape plans for TIP construction projects | Add Preliminary Engineering in FY 12 through FY 18 | Funds not previously programmed |
| W-5210 (Division project) | Rumble strips, guardrail safety & lighting improvements at selected locations | Add ROW and Construction in FY 13 through FY 15 | Funds not previously programmed |

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 16th day of May, 2012.

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 16th day of May, 2012.

Ted Biggers, Chairman







Robert W. Cook, Secretary

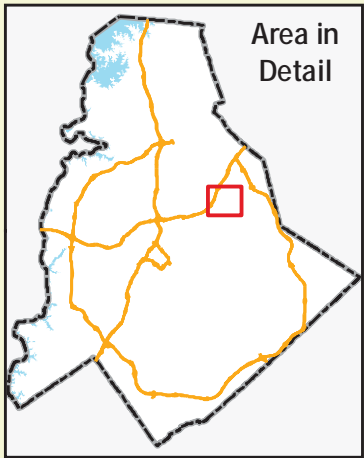
DRAFT

Barton Creek Greenway

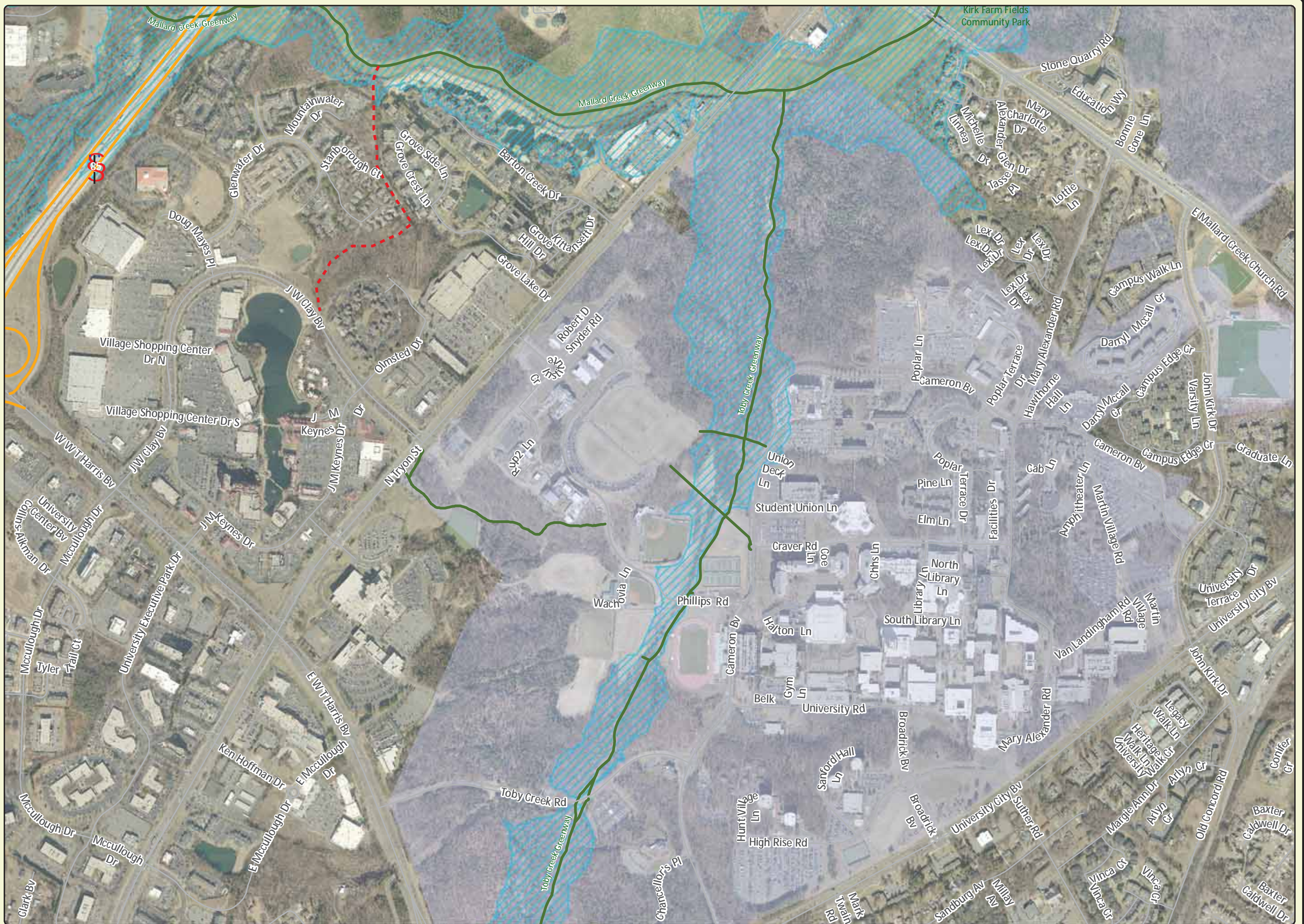
University Place Connection

Legend:

-  Streets
-  Barton Creek Greenway
-  Existing Greenway
-  Floodplain
-  Park Property
-  UNCC



Aerial Photography
Date: March, 2011



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 upcoming replacement of bridges on N. Tryon St. (US 29) will close the Mallard Creek and Toby Creek greenways for approximately one year; and

WHEREAS, the greenway network has become an important travel option in the University City area of Mecklenburg County; and

WHEREAS, the Barton Creek Greenway will serve as a construction detour for bicyclists and pedestrians during the construction period; and

WHEREAS, the Barton Creek Greenway is scheduled to receive funding from the Congestion Mitigation & Air Quality program in FY 2015; and

WHEREAS, the following amendment to the North Carolina Transportation Improvement Program has been proposed: accelerate construction of the Barton Creek Greenway (TIP project C-5537) from FY 2015 to FY 2012; 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 16th day of May, 2012.

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 16th day of May, 2012.

Ted Biggers, Chairman

Robert W. Cook, Secretary

FEASIBILITY STUDY INFORMATION

Project Request: *Bearskin Creek Greenway*

Agency/Organization: *Monroe Parks & Recreation*

Contact Person: *Mike Courtney*

Address: *PO Box 69, Monroe NC 28111-0069*

Telephone: *704-282-4569*

Please respond to the following as completely as possible. Attach vicinity maps, photographs, project reports, or master plans whenever possible.

Project Description

On attached sheets of paper, please provide the following information:

1. Describe the type of bicycle facility you envision, the location (for example, along Broad Street from the intersection at Elm Street to the intersection with Main Street), and the approximate length (in feet or miles) of the project requested. Is the proposed greenway within an abandoned railroad corridor? Is there a cost estimate?

Bearskin Creek Greenway is envisioned to be a predominately off-road facility, with 10' wide paved surfacing. The eastern segment from Don Griffin Park to Creft Park is approximately 2100 LF. It will be on-road along Miller Street for 360 LF and then follow Bearskin Creek and city owned sewer line corridors to the parking area at Creft Park with one small pedestrian/bicycle stream crossing and an on-grade crossing of Stafford Street.

The western segment from Belk-Tonawanda Park through Dickerson Park is approximately 5160 LF. It will be off-road and follows Bearskin Creek between the parks. From Belk-Tonawanda Park, the greenway will go under the Charlotte Ave. bridge (city owned), along the edge of a commercial tract, crosses under a railroad trestle and through the center of an industrial property, along the creek to Johnson Street. There would be at least two stream crossings needed along this segment. There would be an on-grade crossing on Johnson St. adjacent to or combined with an existing flashing signalized pedestrian crossing for the industrial property. The greenway then extends through the park and terminates at residential neighborhoods on Icemorlee Street.

2. Explain how the project requested will improve bicycle transportation or bicycle safety in your area. Please include a list of the types of places (for example, schools, colleges, commercial shopping areas, residential developments, points-of-interest, or parks) which would become more accessible for bicyclists as a result of the installation of the project you are requesting. How will it fit with an existing greenway? Health and recreation? Will it be good for the local economy, i.e., attract tourism or businesses?

The greenway will connect an existing 1560 LF segment around Don Griffin Park and an additional 1500 LF segment from Don Griffin to Belk-Tonawanda Park slated to be constructed in early 2009. Streets in this area are narrow and can be congested at times for bicycle use. Sidewalks are narrow and adjacent to the edge of pavement creating an uncomfortable feeling for users and the need to leave the sidewalks to access the parks.

With the entire greenway complete, the trail will connect residential neighborhoods at each end with four city owned parks (Creft, Don Griffin, Belk-Tonawanda, and Dickerson) as well as the Union County Farmers Market along the greenway. The city is also looking at developing a fifth park across from Don Griffin that would also be on the greenway. Short existing sidewalk connections link the greenway to Downtown Monroe and to the redevelopment of some old textile buildings. Residents are already using the Don Griffin segment to access the Farmers Market. Belk-Tonawanda Park is home to the city's Fourth of July fireworks and Easter egg hunt as well as other festivals and activities. The greenway would help minimize automobile traffic and parking congestion for residents living within a mile of the park. Dickerson Park features a disc golf course and indoor recreation center that might be more reachable through the greenway. This greenway will provide a safe connectivity route that is off the roadways and along the creek and wildlife corridors. The greenway connects to a soon to be constructed paved loop trail (0.5 mile) at Belk-Tonawanda Park. This greenway and its ability to connect to these parks, without being on road networks, will provide additional recreation opportunities for downtown workers and the industrial employees to the west during the weekday hours, a definite health benefit. Additionally, the corridor should improve wildlife and aviary habitat along the creek.

3. Are there any environmental considerations? Is it in a floodway? Wetlands? Endangered plants or animals? Will it be preserving a waterway?

The greenway is being located above the top of bank along Bearskin Creek. The existing segment at Don Griffin Park has not flooded since it was installed in 2005 even during the heavy rains of Hurricane Gustav in August 2008. No wetlands have been indicated along the greenway corridor to date nor have any endangered plants or animals been identified in this stretch. The greenway construction will help to improve and stabilize streambank conditions and improve the stream habitat along the route.

4. Are there highway or street crossings? Describe any special bicycle crossing structures (underpasses, overpasses, bridges or culverts).

As mentioned in item #1 above, the greenway will have three on-grade street crossings (one signalized with a crosswalk) and two with crosswalks and signage), two underpasses (one road and one railroad), and three to four potential stream non-vehicular bridge crossings. It appears that one barrel on the high side of the stream bed can be used for the trail underpass under Charlotte Avenue. There is plenty of clearance under the railroad trestle as it crosses Bearskin Creek.

5. Describe any utilities located within the project corridor.

The only utilities known to be within the greenway corridor are sanitary sewer facilities.

6. What is the right-of-way ownership? Describe the proposed method for obtaining any non-public right-of-way needed for your project. If the proposed greenway is within an abandoned railroad right-of-way, has the city acquired the railroad right-of-way?

For the eastern portion, the 360 LF segment along Miller Street is intended to be within the city's street ROW. The remainder of the eastern portion will be within city owned property.

For the western portion, the city will need to obtain easements for a 240 LF segment adjacent to a commercial property, a 200 LF underpass from CSX railroad and 1150 LF segment through an industrial property. The industrial property owner has already fenced both sides of the creek through their property beyond the top of the bank well outside of the proposed trail location. The city has begun talks with all three entities. All remaining property along the western portion is city owned park land.

7. Is it adjacent to a road? If a portion of the project is on street, will it be bike-lane paint striped?

The segments along roads will be adjacent to the roads, but not on street. No striped bike lanes are planned. Crossings would be striped as crosswalks.

8. Describe any local bicycle plan, surveys of bicycle users, or local transportation plan including bicycles, which may be available for your community. Please attach copies of any of the above items if available.

A Greenway/Bikeway Master Plan was prepared for the city of Monroe and adopted in April 2005 by the city council. A total of 67 miles of greenway and bikeway linkages were proposed throughout the city within this plan. Bearskin Creek Greenway was identified within the greenway/bikeway master plan. A citizen survey was distributed during the preparation of the greenway/bikeway master plan.

9. List who has endorsed or lent their support to the proposed project (e.g., local businesses or Chamber of Commerce, city government staff, city council, universities, colleges, schools, PTA, local bicyclists, NCDOT Board of Transportation members, etc.). Please be specific (letters of support may be attached).

A Greenway/Bikeway Master Plan was prepared for the city of Monroe and unanimously approved and adopted in April 2005 by the city council who garnered their support. In addition, the plan was endorsed by the Parks and Recreation Commission and directors of the parks and recreation, planning and development and the water resources departments within the city. The plan was also presented to the Union County Parks & Recreation Commission where it was presented for information only and greeted with a favorable attitude.

10. To the best of your knowledge, have all necessary permits and approvals been obtained for this project (e.g., Transportation Advisory Committee or County Commissioners)? Please explain.

Since the remaining segments described above are still in the master planning stage permits have not been applied for at this time. It would be the intent of the city to prepare detailed design documents for the remaining phases and obtain permits and approvals with the detailed design documents..

Local Participation

11. If the agency or organization making this request could participate in the project (e.g., via a direct dollar share, right-of-way acquisition or design services, etc.), please explain on an attached sheet of paper.

The city of Monroe would obtain all easements and if needed, acquire land, to be able to move forward with this project. Likewise, all design services would be paid for by the city of Monroe. Once TIP funding was determined, the city would then determine the need for any other funding sources or matching funds that would be required to complete the construction of the greenway.

If you feel that this survey has not allowed you to adequately explain the need for the proposed project, please feel free to attach extra pages for your comments.

Please return this survey to:
North Carolina Department of Transportation
Division of Bicycle and Pedestrian Transportation
1552 Mail Service Center
Raleigh, NC 27699-1552

Or

Via e-mail to:
Rrhayes@ncdot.gov

August 17, 2011

Robert Hayes
Assistant Facilities Engineer
NCDOT-Division of Bicycle and Pedestrian Transportation
1 S. Wilmington Street
Raleigh, NC 27601
MSC 1552



Re: Bearskin Creek Greenway, EB-5011

Dear Robert Hayes,

The NCDOT, Division of Bicycle and Pedestrian Transportation's proposal regarding the Bearskin Creek Greenway was discussed at the August 16th Monroe City Council meeting. The City Council is very excited about the opportunity to receive funding to expand Monroe's greenway system and agree to the following proposal:

Bearskin Creek Greenway (EB-5011) from Skyway Drive (including crossing) west to Ice Morlee Street.

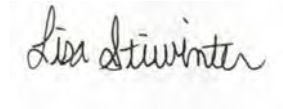
1. NCDOT's responsibility would be to provide \$220,000 for design and administration and \$1,416,000 for construction including furnishings or relocating disc golf.
2. The Division of Bicycle and Pedestrian Transportation is not requiring the City to provide the required 20% match.
3. Monroe would be responsible for acquiring the right-of-way, acquiring any permits (to include encroachment and environmental), and advertise for and acquire the design engineer and construction company.

City staff will begin working on the advertising and acquiring a design engineer, acquiring any permits, receiving permission from CSX, and acquiring the right-of-way. Staff believes we can accomplish these steps within a two year timeframe and be ready to let the project by 2013.

The Monroe City Council would like to thank NCDOT, Division of Bicycle and Pedestrian Transportation for supporting and offering to fund the Bearskin Creek Greenway. The greenway will be a great asset to our community and serve to link four parks within the City of Monroe.

If you have any questions, please feel free to contact me at 704-282-4569 or lstiwinter@monroenc.org.

Sincerely,

A handwritten signature in cursive script that reads "Lisa Stiwinter". The signature is written in black ink on a light-colored background.

Lisa Stiwinter
Director of Planning

CC:
Wayne Herron, City Manager
Mike Courtney, Park and Recreation Director



April 24, 2012

The Honorable Ted Biggers, Chairman
Mecklenburg-Union Metropolitan Planning Organization
600 East Fourth Street
Charlotte, North Carolina 28202

Dear Chairman Biggers,

In the spring of 2011, the Mecklenburg-Union MPO (MUMPO) provided its endorsement to Centralina Council of Governments' application, on behalf of the 14-county bi-state region, for HUD Sustainable Communities Regional Planning Grant funds to undertake the next steps of the CONNECT vision. Your endorsement, and your willingness to become part of the leadership of this grant through the CONNECT Consortium, helped us to secure funding in the amount of \$4.9 million from HUD.

We now invite the MUMPO to formalize your membership in the CONNECT Consortium through adoption of the attached Consortium Agreement. This Agreement formalizes discussions we shared during the grant application process concerning data-sharing and participation in helping to shape the work of the grant. It also formalizes the benefits that will accrue to the MUMPO as a member of the Consortium (and we're learning about additional benefits for Consortium members from HUD on a regular basis). Finally, the Agreement's Exhibit A explains how the Consortium will do its work to produce the deliverables we need to ensure vibrant communities in a robust region—what CONNECT Our Future is all about.

To formalize your membership in the Consortium, we ask that the MUMPO's Policy Board adopt the Agreement, and make appointments to the Consortium. These appointments include:

- A senior staff member or department head, to the Consortium's Program Forum, and
- An elected official, to the Consortium's Policy Forum

You may also appoint named alternates for the Consortium positions. Your representatives will work with others representing our over 100 partners to develop a Regional Strategic Framework that integrates extensive public engagement about regional needs and the region's future with expert content provided by Program Teams. Furthermore, as a Consortium member, you're also invited to participate in the Program Teams of your choice, which also are included in the Agreement's Exhibit A and in the attachments to this letter.

We look forward to the opportunity to discuss this invitation, and the Agreement, further with your Board at their meeting in May. We hope you'll confirm your willingness to become part of this unprecedented collaboration to enhance our region's ability to compete globally as we strive to efficiently use scarce public resources and grow jobs and quality of life at home.

Sincerely yours,



Martha Sue Hall

Chairperson, Centralina Council of Governments

Cc: Mr. Bill Coxe, TCC Chairman
Mr. Robert W. Cook, MUMPO Secretary
Mr. Jim Prosser, Centralina Executive Director

Attachments: Consortium Agreement
Consortium Q & A
Appointment Form

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



Vibrant Communities – Robust Region

Memorandum of Understanding

For CONNECT Consortium Membership for The Mecklenburg-Union Metropolitan Planning Organization

WHEREAS, over 50 jurisdictions serving 70% of the CONNECT region's (as defined on page A-4 of the attached Exhibit A) population have adopted the CONNECT Regional Vision (as defined on page A-4 of the attached Exhibit A), based on a set of Core Values (as defined on page A-4 of the attached Exhibit A) compiled from adopted local policies, plans and programs, and

WHEREAS, those jurisdictions and other non-profit and private sector partners identified the development of a strategic regional framework for implementing these Core Values as the "next step" to achieve this community-based vision; and

WHEREAS, the federal Sustainable Communities Regional Planning Grant Program (the Program) operated by the US Department of Housing and Urban Development (HUD) on behalf of the US Department of Transportation, US Environmental Protection Agency, and HUD, incorporates Livability Principles (as defined in the Program documents) that align closely with CONNECT's Core Values, and provides a funding source for development of CONNECT's needed regional strategic framework for effectively and efficiently addressing growth and community economic revitalization; and

WHEREAS, the Centralina Council of Governments (CCOG) and the Catawba Regional Council of Governments (CRCOG) established the CONNECT Consortium, as defined on page A-3 of the attached Exhibit A, as a representative body to develop a grant application based on the CONNECT Vision to HUD for Program funds, and to support local governments, non-profits, academic institutions and other groups representing the region's diversity, in their work to further sound growth, regional and local economies built to last, vibrant communities, and inclusive public engagement and decision-making; and

WHEREAS, CCOG as Lead Applicant submitted the application to the Program on behalf of the Consortium on October 5th, 2011, was notified of grant approval on November 21, 2011, and entered into a Cooperative Agreement with HUD to carry out the work of the application with an effective date of February 1, 2012; and

WHEREAS, CCOG, CRCOG, and the Consortium will continue this collaborative approach to carry out the work funded in the application to move the CONNECT Core Values into a community-based, regionally-inclusive strategic framework for action to help communities address economic growth, quality of life, and fiscal stability now, and to create better prospects for our children and grandchildren;

NOW, THEREFORE, the MECKLENBURG-UNION METROPOLITAN PLANNING ORGANIZATION (the MUMPO) agrees to the following by signing this memorandum of understanding:

1. To participate as a member of the CONNECT Consortium in the development of the “CONNECT Our Future” Regional Strategic Framework (the Framework) incorporating regional and local plans to support vital communities, economic growth, improved quality of life and environment, and efficient public investments, with funding provided in part from a Program grant (the Grant);
2. As a Consortium member, to engage in review of work products, reports, data, proposed strategies and implementation approaches, and to actively engage with fellow Consortium members in collaborative approaches to problem-solving the challenges, barriers, and opportunities faced by the region and by communities within the region;
3. To affirm the goals, principles, and participatory and functional structure for accomplishing the work of “CONNECT Our Future” as outlined in Exhibit A, attached and incorporated herein by reference;
4. To appoint one policy-level representative (elected official/CEO/board member) and named alternate(s) to the Consortium’s Policy Forum, and one staff representative and named alternate(s) empowered to speak at the staff level to the Consortium’s Program Forum (as defined on Page A-3 of Exhibit A) to represent the perspective of the MUMPO at meetings of the Consortium, ensuring that the interests, needs, and plans of the MUMPO are included; and to notify the CCOG of any changes in representation;
5. If requested, to appoint a policy-level representative to the CONNECT Council (as defined on Page A-3 of Exhibit A).
6. To have representation and participation in Consortium Program and Support Teams (as defined on pages A-2 and A-3 of Exhibit A) appropriate to the MUMPO’s mission;
7. To communicate with the MUMPO’s staff/residents/members the work of the Consortium, and to assist the Consortium with outreach to them and to persons who typically do not participate in community planning processes, so that they may be included in public and community engagement activities for community problem-solving and to develop the Framework;
8. To provide any staff support, meeting space, or other in-kind or cash assistance as outlined in MUMPO’s resolution of support for the Grant dated May 18, 2011, included as Exhibit B and incorporated herein by reference, it being understood that participation as a Consortium member does not preclude the MUMPO from potential eligibility as a subgrantee or subcontractor to the Consortium pursuant to the Grant;
9. To share relevant data, maps, plans, and successes with other Consortium members to promote mutual understanding of the issues and capacity-building among all Consortium members;
10. To recognize CCOG as a CONNECT Consortium member with full voice at all Consortium meetings; and
11. To recognize CCOG as Lead Applicant and Project Manager, and CRCOG as Lead Partner for the Grant solely as a benefit and convenience to the MUMPO and not to hold either CCOG or CRCOG liable in any manner in such capacity.

AND FURTHERMORE, the CCOG agrees, on its own behalf, as a member of the CONNECT Consortium, to abide by the immediately preceding 11 membership obligations.

AND FURTHERMORE, the CCOG agrees to confer, either directly for entities in North Carolina, or through its Lead Partner CRCOG in South Carolina, the following benefits of participation in the CONNECT Consortium:

1. Recognize the MUMPO as a CONNECT Consortium member with full voice at all Consortium meetings;
2. Notify the MUMPO of all Consortium activities and opportunities for participation;

3. Provide the MUMPO with access to information and data collected by the Consortium pursuant to this project;
4. Work with the MUMPO to provide multiple opportunities for public engagement in the development of the Framework;
5. Notify the MUMPO of opportunities for webinars, conferences, and other national best-practice learning opportunities for staff and policy-maker capacity-building through the National Sustainable Communities Learning Network (as defined on page A-5 of the attached Exhibit A);
6. Provide educational and informational opportunities to the MUMPO that support and assist the organization's participation in development of the Framework or build its capacity for ongoing regional work;
7. The CCOG will assist the MUMPO in identifying potential funding opportunities to support implementation of projects emerging from or supportive of the Framework;
8. Recognize the MUMPO's Consortium membership as meeting a prerequisite for eligibility for Preferred Sustainability Status Bonus Points (as defined on page A-5 of the attached Exhibit A) or other consideration by Federal funding agencies, which may assist the MUMPO in obtaining federal support for planning or implementation projects aligned with the goals of the Program; and
9. Notify the MUMPO of Requests for Proposals for work related to the performance of the Grant.

THIS AGREEMENT shall be in effect from the date of adoption through March 31, 2015, and may be renewed by mutual written agreement among the parties. This agreement may be amended by the mutual written consent of both parties, provided that approval for such amendment is given as was given for the initial agreement.

Either party may elect to terminate this Agreement by providing 30 days' written notification to the other party's Chief Executive Officer. Organizations withdrawing from the Consortium will be accountable for any data or maps promised due prior to the date of their withdrawal.

Adopted this _____ day of _____, 2012.

MECKLENBURG-UNION MPO:

CCOG:

Authorized Signature

Martha Sue Hall, Chairperson

Witness

Jim Prosser, Executive Director

Approved as to Form:

Steve Meckler, CCOG Legal Counsel

Exhibit A

CONNECT Consortium

GOALS, FUNCTIONAL ORGANIZATION AND OPERATING PRINCIPLES

The CONNECT Consortium, and the development of the “CONNECT Our Future” Regional Strategic Framework are designed to be inclusive, publicly- and community-driven, and designed to produce strong and vibrant communities that, working together, produce a strong and vibrant region. This was the approach used in the development of the CONNECT Core Values and Vision, and is the approach that will be continued with this work. The Goals and Principles under which the Consortium will work, and its Functional Organization, each as defined below, are based on this underlying approach.

GOALS:

The overarching goals of the Consortium are to:

- Create the “CONNECT Our Future” Regional Strategic Framework as a platform to help communities and the region reaching economic and quality of life goals; and
- Develop a forum and process for ongoing collaborative problem-solving to address emerging regional and community issues in the future.

Specific deliverables for the Consortium include:

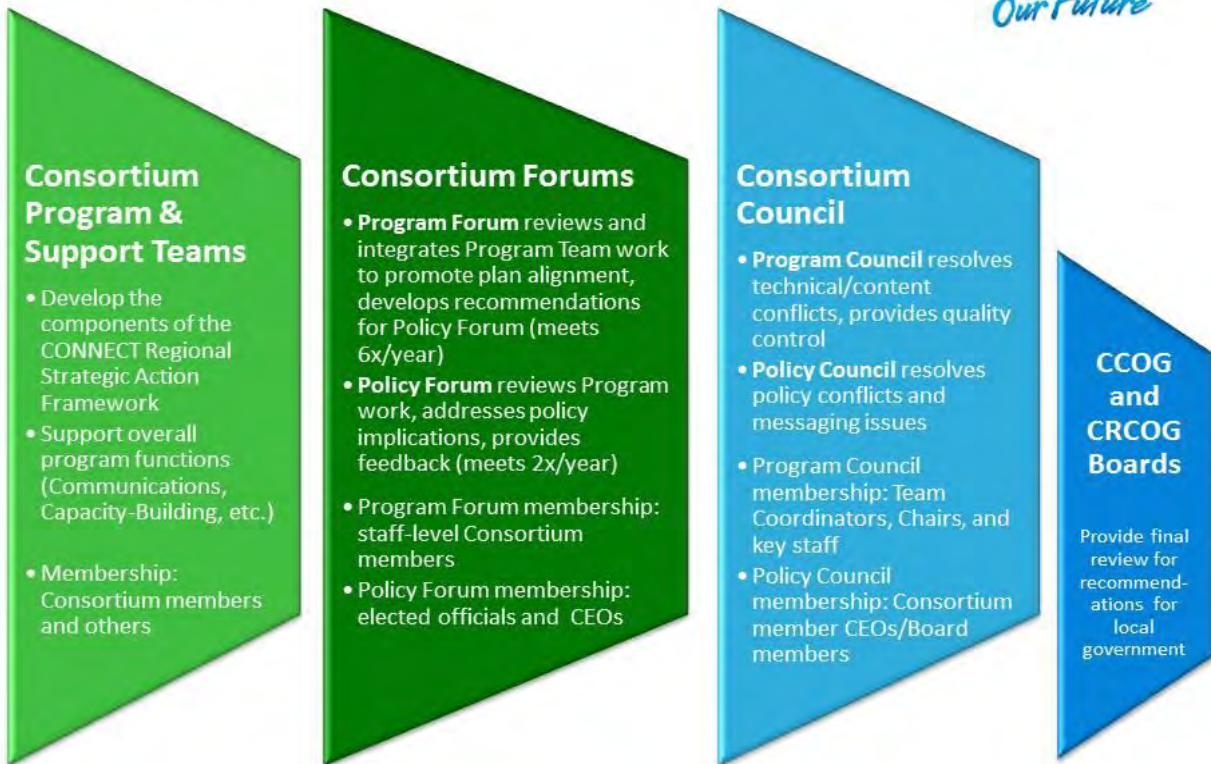
1. The “CONNECT Our Future” Regional Strategic Framework that includes:
 - a. A Regional Preferred Development Scenario (as defined on page A-5 of this Exhibit A) developed through extensive public engagement process and data analysis that informs long-range planning for the region’s future growth;
 - b. An effective place-based economic development strategy that focuses on job creation, workforce readiness, and community revitalization, including strategies to address the most opportunity-poor neighborhoods;
 - c. Assessments and strategies for housing that meets community needs, both now and in the future;
 - d. Assessments and strategies to reduce emissions and enhance the region’s air quality;
 - e. Assessments and strategies that help grow the local food industry while providing healthy foods in areas of need; and
 - f. Assessments and strategies for energy conservation and job growth in the energy field.
2. A functional framework and process for ongoing communication, collaboration, and problem-solving that engages public, non-profit, and private organizations across boundaries.

FUNCTIONAL ORGANIZATION:

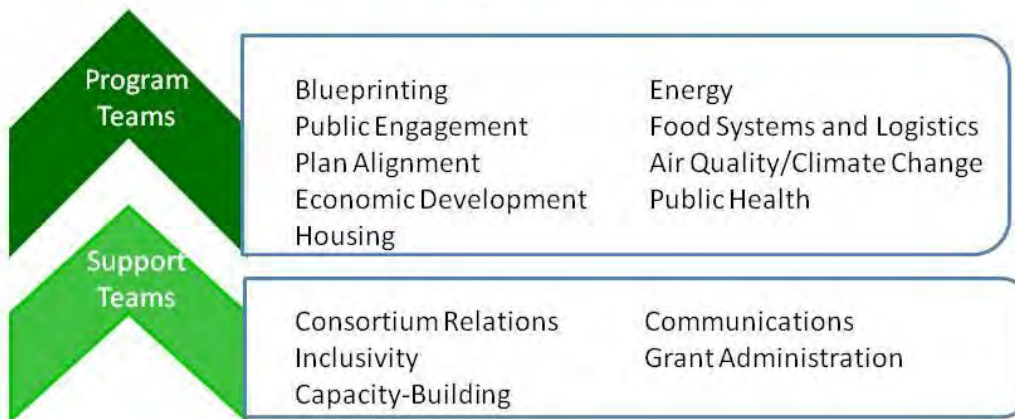
The CONNECT Consortium is being organized as a vehicle to successfully accomplish the work required to meet the goals, not to serve as another governmental structure. As such, its organization is designed to produce the “CONNECT Our Future” Regional Strategic Framework, and its component elements, and to assist communities and the region with a broad range of problem-solving around growth, economic development, natural resources, and infrastructure planning. The following charts outline the functional

process and structures that will be used to accomplish this work:

How the CONNECT Sustainable Communities Grant Work Gets Done...



CONNECT Teams



Program Teams will develop the content for the “CONNECT Our Future” Regional Strategic Framework, including the identification of a Regional Preferred Development Scenario through the Blueprinting process (as defined on page A-5 of this Exhibit A), as well as the development and integration of place-based economic development strategies, housing, energy, food access and other plans. Program teams are open to Consortium members and non-members based on expertise and interest.

Support Teams will provide services, resources, and overall project management needed by all work groups, such as communications materials and strategies, and financial and contract processing. Each team will have a CCOG Team Coordinator who will serve as project manager for that team, with CRCOG liaisons for each team. Each program team (and some support teams) will be led by a non-CCOG or CRCOG Team Chair selected by the team. Both Program and Support Teams may be reconfigured as needed to accomplish the work of the Program.

The Consortium will include all members who have signed a Consortium Agreement in the form of that agreement to which this **Exhibit A** is attached, and is open to any interested organization, local government, or private entity willing to do so. The Consortium will integrate the content produced by the Program Teams to create the Framework, working at two levels. They are:

The Program Forum: Senior staff, department heads, content experts, and other Consortium representatives who review and integrate Program Team components of the Framework, identify potential policy questions, resolve content or technical conflicts to the extent possible, and ensure that Framework elements work in sync. The Program Forum will meet bi-monthly.

The Policy Forum: Elected officials, private and non-profit sector CEOs and/or Board members who examine policy implications and messaging issues, identify needed policy or regulatory changes, provide feedback to the Program Forum, and resolve policy-related conflicts to the extent possible. The Policy Forum will meet semi-annually.

The Consortium also is the body that endorses the final Framework, through both Forums and with heavy stakeholder engagement.

The CONNECT Council will provide oversight in the sense of quality control and conflict resolution when the Consortium cannot reach a consensus position. The Council, like the Consortium, will be organized in the two divisions below to address technical/programmatic/content issues, and to resolve important policy conflicts.

The Program Council will be composed of key staff, Team Coordinators, and Team Chairs.

The Policy Council will be composed of members appointed from the Consortium by, and including members of, the Executive Boards of both CCOG and CRCOG, supplemented by CEOs/Board members from non-profit organizations and the private sector.

The Boards of CCOG and CRCOG will serve as the final vetting group for review of recommendations or policy matters affecting local governments or suggesting state or federal policy change. This is a role they have undertaken in the past and that will enhance the acceptance of Consortium recommendations. They will have the opportunity to review, but, except to the extent that individual members of those Boards serve on the Policy Forum or Policy Council, will not be involved in decision-making regarding, any recommendations aimed primarily at the non-profit or private sectors. Those recommendations will be published through professional associations and Consortium members representing those entities on the Consortium. Each Consortium member understands and acknowledges that CCOG and CRCOG are assuming these roles solely for the benefit and convenience of all Consortium members and therefore, each Consortium member agrees not to hold either CCOG or CRCOG liable in any manner in such capacity.

The Consortium is expected to be a growing, evolving group, and it is hoped that additional organizations will wish to join and participate. Organizations requesting membership will be required to sign this

Consortium Agreement, and to participate in an orientation that addresses goals, operating principles (including the basics of collaborative process), functional organization, and the progress of the Consortium to date.

OPERATING PRINCIPLES:

The Consortium will strive to:

Include all the diverse perspectives and populations in the region in its processes, including active public engagement in developing its deliverables;

Operate in a collaborative manner, holding each other accountable for participation, outreach, and timely engagement;

Be fully transparent and share the work of the Consortium with all parties to the Consortium Agreement and with the public using a variety of communications tools;

Be open to all interested organizations, local governments, and private entities that are willing to adopt the Consortium Agreement and participate in orientation as described above, including by the following:

- State agency representatives will have voice; and
- Private-sector representatives will have voice on matters in which they have no financial interest; and

Operate by consensus using best-practice collaborative process, with the option of seeking conflict resolution through the CONNECT Council.

To facilitate the success of these operating principles, Consortium members at both the Program and Policy Forums will be expected to participate in 80% of the their group's meetings.

DEFINITIONS:

CONNECT Region: 14 Counties in North and South Carolina, including Anson, Cabarrus, Cleveland, Gaston, Iredell, Lincoln, Mecklenburg, Rowan, Stanly and Union in North Carolina, and Chester, Lancaster, Union, and York in South Carolina.

CONNECT Vision: A definition of the values and exploration of potential policies that the CONNECT Region has selected to guide its future through adoption by local resolution. The Vision, including CONNECT Core Values and a proposed Action Agenda, were adopted by local governments representing over 70% of the region's population in the period 2008 through 2010.

CONNECT Core Values: Six values selected by the CONNECT Vision Task Force from among over 100 goals and values identified by an independent consultant as being shared by local governments in the CONNECT region, based on a review of their adopted public policy documents in 2006-2007. The Core Values are:

A Strong, Diverse Economy that supports a wide variety of businesses and enterprises throughout the region;

Sustainable, Well-Managed Growth that maintains quality of life, protects open space and environmental quality, retains the natural character of the region, and maximizes the efficiency of infrastructure investments;

A Safe and Healthy Environment with good air and water quality;

High-Quality Educational Opportunities that are available to all residents;

Enhanced Social Equity through community leadership and cooperative volunteerism; and

Increased Collaboration Among Jurisdictions on issues that transcend boundaries, including growth management, transportation, and environmental concerns, in a manner that recognizes both regional and local needs.

National Sustainable Communities Learning Network: The National Sustainable Communities Learning Network is a collaboration of HUD with multiple national organizations engaged in all aspects of regional and local planning and under contract with HUD to help regional and local grantees and their Consortium members build their capacity for using “best practices” for any aspects of work in which they are interested through webinars, publications, and workshops.

Preferred Sustainability Status Bonus Points: Preferred Sustainability Status (PSS) is recognition conferred on HUD Program grantees and other non-grantees who have met certain thresholds, based on their work. As a PSS-recognized grantee, CCOG is allowed to certify that those who are applying for certain HUD grants are eligible for 2 PSS Bonus Points provided that: They are members of the CONNECT Consortium, they have completed a HUD Form 2995 and submitted a synopsis of their project, and that the synopsis demonstrates consistency with HUD’s Livability Principles as found in Program guidance and the CONNECT project’s objectives. In highly-competitive application processes, 2 points can make the difference between a grant being awarded or not. Other Federal agencies have indicated that Consortium membership may be considered in their grant review process.

Regional Preferred Development Scenario: A generalized pattern for accommodating projected growth in population and jobs, selected by consensus through extensive public and leadership engagement, that produces consensus desired performance outcomes (such as, potentially vibrant downtowns or close job access).

Blueprinting Process: A process by which alternative scenarios for growth are explored by the public and evaluated through modeling to determine which development patterns produce the long-term results that communities want and a foundation for community and regional efficiencies in infrastructure planning.

Exhibit B

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

WHEREAS, the Sustainable Communities Regional Planning Program (Program), a partnership of the U.S. Department of Housing & Urban Development, U.S. Environmental Protection Agency, and the U.S. Department of Transportation, is 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 COG, and the Charlotte Regional Partnership, and adopted by 50+ jurisdictions in the region; and

WHEREAS, the State of North Carolina has created the North Carolina Sustainable Communities Task Force and a related program of Planning Grants to support the Federal efforts and promote the Livability Principles from a North Carolina perspective; and

WHEREAS, CCOG is the lead for facilitating this joint effort for the Charlotte metropolitan region for federal and State funds under the Program, establishing the CONNECT Consortium as a fully-representative body to develop and guide the program and to support local governments, non-profits, academic institutions and other groups in their work to further sustainable growth, 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's (MUMPO's) interest in creating a sound regional multi-modal transportation system well-integrated with land use plans, and supportive of reinvestment in older industrial or abandoned commercial properties; and will directly benefit the MUMPO in these and related efforts; and

WHEREAS, the MUMPO's participation in Sustainable Communities Regional Planning Grants from Federal or State governments will afford the MUMPO benefits including Federal "Preferred Sustainability Status" and potentially increased likelihood of funding for related projects;

NOW, THEREFORE, BE IT RESOLVED, that the MUMPO agrees to the following by signing this memorandum of agreement:

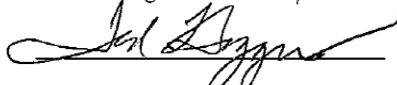
1. To participate as a member of the CONNECT Consortium in development and governance of regional efforts supporting the State and Federal Sustainable Communities programs;
2. To recognize CCOG as Lead Applicant for the HUD Sustainable Communities Regional Planning Grant program, and the NC Sustainable Communities Task Force Grants;
3. To assist with reaching out to traditionally-underrepresented groups to engage them in providing input on matters related to sustainable development and transportation options, and related sustainable communities matters;

4. To participate as appropriate in activities related to the MUMPO's expertise, it being understood that participation as a Consortium member does not preclude the MUMPO from serving as a paid consultant or contractor 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 North Carolina Sustainable Communities Planning Grant entitled "Catalytic Projects for Sustainable Regional Reinvestment:"

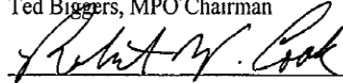
| Activity | Role |
|----------------------------------|--|
| Stakeholder Committee (Regional) | Appoint a representative to a Regional Stakeholder Committee to help guide the project |
| Share Relevant Data | Share data and studies regarding transportation infrastructure and improvements proposed within target corridors and project areas |
| Community Engagement | Assist with coordinating and advertising community engagement activities within corridors and recruiting participants for public open houses and focus groups |
| Catalytic Project Identification | Participate in identifying potential catalytic neighborhoods and projects for redevelopment focus within target corridors, from a transportation perspective |
| Strategy Identification | Participate in identifying any transportation needs in to support the development of implementation strategies for identified catalytic neighborhoods/projects |

Adopted the 18th day of May, 2011.

Mecklenburg-Union MPO:

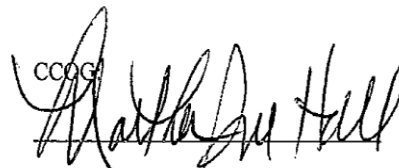


Ted Biggers, MPO Chairman

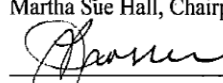


Robert W. Cook, Secretary

CCOG

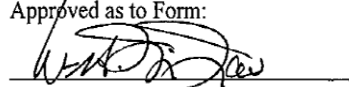


Martha Sue Hall, Chairperson



Jim Prosser, Executive Director

Approved as to Form:



William H. McNair, CCOG Legal Counsel



Vibrant Communities – Robust Region

Consortium Membership Q&A

Q. What is the Consortium?

A. The Consortium is composed of more than 100 public, private, and non-profit member organizations. It guides the process to develop a regional strategic framework, including public engagement and the blueprinting process to develop a consensus-based preferred development scenario for the future. The Consortium conducts some of its work in teams that focus on specific program and support areas such as: economic development, housing, energy, air quality, public health, food access and logistics, public engagement, blueprinting and inclusivity.

Q. How will our community benefit from Consortium membership?

A. Joining the Consortium will benefit your community by:

- Enabling you to work with other communities that share your challenges to identify strategies for success;
- Ensuring your community's needs and current/future plans are incorporated into the strategic framework;
- Allowing you to participate in shaping tools resulting from technical studies in areas such as housing that will be useful to your community, and accessing those tools for use in your own community;
- Allowing you to participate in a national Learning Network for HUD grantees and their Consortium members that provides access to best practice educational opportunities;
- Qualifying you for Preferred Sustainability Status bonus points on some federal applications, and receiving consideration as a Sustainable Communities Consortium member on others; and,
- Enabling you to become part of an ongoing system of communities that problem solves issues and works locally, regionally, and on a state and federal level for solutions.

Q. What is the national Learning Network for HUD grantees?

A. The National Sustainable Communities Learning Network provides members of the Consortium with the opportunity to build their planning capacity using "best practices" they learn about through webinars, publications and workshops. The Learning Network is a collaboration of HUD with multiple national organizations under contract and engaged in all aspects of regional and local planning.

Q. What is the value of "Preferred Sustainability Status" bonus points to my community?

A. In close grant competitions, every point counts. Preferred Sustainability Status points are two bonus points for which Consortium members can become eligible through CCOG for grant applications for projects that are supportive of the goals of the HUD Sustainable Communities Program. It is a simple process with a single form and the points are available for a number of HUD grants.

Q. What does it cost to join the Consortium?

A. There is no direct financial cost. The only costs are the time of your staff and representatives to participate in providing planning documents and planning activities.

Q. What is our commitment as Consortium members?

- A. As Consortium members you will be asked to do the following:
- Share data on existing conditions and future plans (e.g. land use, transportation, utilities);
 - Appoint representatives to come to meetings and help guide and shape the CONNECT Our Future process;
 - Help shape a future framework and tools your community needs, based on your community’s challenges, needs, and desired future; and,
 - Help involve members of your community or organization to participate in public engagement throughout the process.

Q. What are the Connect Program Teams and what do they do?

- A. There are nine CONNECT Program Team that are involved in the work of developing individual components of the Regional Strategic Framework. The Program Teams are: Economic Development, Housing, Energy, Air Quality/Climate Changes, Food Access and Logistics, Public Health, Blueprinting, Public Engagement and Plan Alignment. The teams include representatives with the technical expertise in program areas from throughout the region, both Consortium and non-Consortium members.

Q. How many representatives must we assign to the Consortium and what will they do?

- A. Each Consortium member is asked to appoint two Consortium representatives:
- A senior staff member or department head to participate in the Consortium’s Program Forum, which will work directly with the components of the Framework developed by the Program Teams, and,
 - An elected official (or, if a non-profit or for-profit entity, someone at the CEO or Board level) to serve on the Consortium Policy Forum that will review program work and address policy implications.
- For those organizations that may not have the capacity to appoint two members, a different arrangement may be negotiated. You may also appoint named alternates, and remember that all Consortium meetings are open meetings.

Q. How does the Consortium's work get done?

- A. The work gets done by the Consortium and its component work groups, forums and council, the public and the CCOG and CRCOG boards.
- **The Consortium** – plans and directs public engagement at the beginning, end, and throughout the process.
 - **Consortium Program Teams** – with local government, non-profit, business representation, develop components of the strategic framework based on public engagement, information provided by Consortium partners, data collected, computer modeling and best practices.
 - **The Public** – participates from the very start of the process to completion, to identify a regional strategic framework and a consensus-based growth alternative for the future. The public will be engaged in ways that include public forums throughout the region, survey tools, website feedback, small group meetings with community organizations and a large regional summit.
 - **Consortium Forums** — review and integrate the Program Teams’ work:
 - The Program Forum provides technical review;
 - The Policy Forum of elected officials and CEOs provides policy review;
 - The full Consortium produces final consensus recommendations.
 - **Council and CCOG & CRCOG Boards** — provide quality control.

Q. What is the process for "CONNECT Our Future?"

A. The schedule includes:

- Spring/Summer – Start-up, public engagement;
- Fall/Winter 2012 – Public engagement, identifying measures of what's important to the people of the region;
- 2013-2014 – Public engagement, modeling and evaluating alternative futures, preferred scenario, final regional framework, and next steps.

Q. If we join the Consortium but choose to opt out, can we?

- A.** Yes, you may opt out. You will be asked to provide data that's needed up front to enable a regional strategic framework to be produced for other members that rely on some regional information. But hopefully you will find this process so beneficial in helping address the issues that matter to your community, you will want to continue to have your voice represented in the Consortium.

Q. How is this effort different from other regional efforts to date?

- A.** This region is one of few large regions in the U.S. that has not come together to develop a strategic framework and action plan for vibrant communities and a robust region. However, the region has a vision – the CONNECT regional vision – and development of a regional strategic framework that can be put into action, is the next step. This regionwide process will:

- Provide resources so that as communities bring their specific issues forward, common needs can be identified and effective tools developed to address them;
- Involve extensive public engagement over a 3-year process with more than 80 events held on a sub-regional level to ensure all communities and organizations can participate in problem-solving around issues important to them and the region;
- Use state-of-the-art modeling tools to help identify the long-term outcomes of proposed policies for growth and economic development. In short, it will use projection data for decision-making in the same way businesses have been using that kind of data for years;
- Link our region with other regions nationally so that we can adapt their best practices, and study their “lessons learned.”
- Give us a strategic action framework that supports revitalized communities and provides us a common voice on issues we share.

Q. How will we find out more about "next steps" once we join the Consortium?

- A.** When you join the Consortium, you will receive an information packet and will be asked to provide your contact persons and representatives for the Consortium mailing list. You'll receive information about the Program Teams and how to participate on them, as well as the chance to identify organizations and groups in your community that you would like included in public outreach events. Staff also will contact you to answer any questions and provide further schedule information.

For more information contact:

- Vicki Bott, Grants Development Director & CONNECT Interim Project Director,**
Centralina Council of Governments, (704) 372-2416, vbott@centralina.org
- Rebecca Yarbrough, CONNECT Senior Program Advisor**
Centralina Council of Governments, (704) 372-2416, ryarbrough@centralina.org

CONNECT Consortium Appointments

Name of Organization/Jurisdiction: MECKLENBURG-UNION MPO

Date of Appointments:

Consortium Program Forum (Senior Staff or TCC Appointee):

Primary Appointee:

| Last Name | First Name | Title | E-mail | Phone | Address | City | Zip |
|-----------|------------|-------|--------|-------|---------|------|-----|
| | | | | | | | |

Named Alternate(s):

| Last Name | First Name | Title | E-mail | Phone | Address | City | Zip |
|-----------|------------|-------|--------|-------|---------|------|-----|
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |

Consortium Policy Forum (Elected Official or TAC Appointee):

Primary Appointee:

| Last Name | First Name | Title | E-mail | Phone | Address | City | Zip |
|-----------|------------|-------|--------|-------|---------|------|-----|
| | | | | | | | |

Named Alternate(s):

| Last Name | First Name | Title | E-mail | Phone | Address | City | Zip |
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Please return ONE ORIGINAL of your SIGNED Consortium Agreement and this form to Ms. Barbie Blackwell, Centralina Council of Governments, 525 North Tryon Street, 12th Floor, Charlotte, NC 28202. You may also supply a PDF of this form to bblackwell@centralina.org, or contact Ms. Blackwell at 704-348-2728 if you have any questions.



**Public Comments
Proposed Improvements to I-77 & I-485
TIP Projects I-5405 & R-4902**

**2012-2018 Transportation Improvement Program Amendment
2035 Long Range Transportation Plan Amendment
Air Quality Conformity Determination**

A public comment period was held from April 3, 2012 through May 2, 2012 to receive citizen input on proposed improvements to I-77 (TIP project I-5405) and I-485 (TIP project R-4902). The following comments were received during the comment period.

Contents

- I. Pages 1-7 include comments received via e-mail.
- II. Two attachments follow that were included in e-mail comments #10 and #11.
- III. Comments from Mr. Ken Holtje
- IV. Copies of comment sheets received at the April 17 and April 18 public meetings.

Comment 1

It would be great to widen I-77 but if this means putting up a toll, I am against it. I've lived in Conn. and NY where tolls do nothing but tie up traffic (even EZ passes). If the thought is to alleviate traffic problems, this is not the way to go in my opinion. Thanks so much for the opportunity to give my opinion on this.

Lorraine Patterson
10140 Meadow Crossing Lane
Cornelius, NC 28031
lpatterson@tiaa-cref.org

Comment 2

Here are a couple of ideas for you.

#1. If widening 77 from I85 to Exit 16 by 1 foot per lane is still on the table I say take it off. See if you can get a waiver from the Feds because this will be a major disruption to traffic which really won't accomplish anything except waste taxpayers money. I believe we have more pressing needs. How many accidents occur in that stretch of road anyway?

#2. To widen 77 over the Lake how about putting a concrete wall down the middle and utilizing the current median for the extra lane. Sure there would be a problem if there was an accident but there already is. Anytime there's an accident on 77 traffic stops. There are examples of this around Charlotte and in NJ on I80 they did something similar 10 or so years ago. Would be a whole lot cheaper than expanding the causeways.

Chris Conroy
704-604-2619

Comment 3

The I-77 corridor from Charlotte to Virginia should have the Governor's and all State officials full attention and priority. This is a complicated serious situation that needs improvement. It will only get a lot worse as more residents move to the Charlotte community and points south. One part of the proposed bill is seriously flawed and easily understood by people who commute 77 everyday. There should not be an HOV lane and the thought of changing it to 3 or 4 person occupancy would only make the situation worse. Seriously? I drive this road twice a day and many times during rush hour there are few cars in the HOV lane while traffic backs up for miles in the others. I hope there is a better plan to update and widen this road and the last thing anyone can seriously consider is adding more HOV restrictions. You may also consider restricting truck traffic to the right lane only for this stretch of highway to help with the back ups even though I am sure there is big revenue involved. My commute to work begins well before 6:30 am to drive 77 south. I do this so I can head north before the rush hour mess, and most days it makes no difference at all when a 65 mph major highway stops in its tracks while 3+ lanes merge into 2.

Best Regards,
Gary

Comment 4

I attended the 'public comment' session last night and once again, after most local government meetings, went home laughing and crying that we have this group of people leading our country into a never ending debt because of ignorant plans such as this.

Let's start by questioning if we are in the right direction of improving I-77 when the leader that you choose is a person who rarely uses the road during rush hour and who made to the ignorant decision for Davidson and Mooresville to form MI-Connections. He knew nothing about cable, but I am sure he benefited nicely from it, and he knows nothing about transportation, but I am sure he will benefit again. He does not drive on I-77 during rush hour, and does not have an education in engineering or experience managing big projects, but you think he can lead us to the best solution.

Then you claim that you are considering 4 options, with no difference in any of them and they all have the same commonality - they are all over costly proposals that will have NO impact on the commute or the environment, the only thing they will do is to keep DOT and local politicians busy working on the same problem for the next 20 years. If anyone is serious about fixing the traffic problems related to I-77 or 485, and encouraging more businesses to come here, at a fair cost, than we must start by looking at the true root cause of the problem.

If you want to improve traffic, limit (possibly even decrease) pollution, increase the demand for businesses to relocate or expand here, decrease the number of lives that are lost because of accidents, and do it for the best possible dollar value that is within your budgeted amount and has the ability to be adjusted for future development, then you must start by looking at what truly causes the traffic on I-77.

Mile markers 19 - 31 of I-77 has more accidents than exits 1 - 18 and has less than half of the volume. Does anyone know why? It has virtually nothing to do with volume and is only related to design! Too many people have personal lives or jobs or live in locations prevent them from using

HOV and/or HOT lanes. This is no longer the 1940's - 70's were everyone lived and worked in similar locations and didn't have their children's after school activities control their lives. And gas is already \$4 per gallon, so people cannot afford to pay another \$1 - \$4 each way.

HOT lanes will have no impact on traffic, and/or the number of cars on the road. Let's look at the numbers. If we have 2,000 cars per hour using this part of I-77 in one direction, and we use a high number of 10 % of the cars using the HOT lane (less than 2% use the HOV lane) that is 200 cars per hour. If population continues grows at a low 2% per year, in 4 years by the time they are done with the HOT lanes that will = 2,200 cars per hour, minus the 10% we hope would use the HOT lane and we will have the same number of cars on the same 2 lanes.

The best solution would be to:

1. Improved exit/entrance ramps - Most of them from exit 18 - 36 are too short, especially with the few number of exits and poorly designed roads that they connect with. The primary cause of the backup on I-77 is that vehicles, especially trucks, cannot get on or off I-77 in a safe manner. It is not primarily caused by the volume, it is caused by the short distance of the ramps which makes drivers nervous and slow down to allow other vehicles on safely. It is also the short ramps that cause a majority of the accidents on I-77, by having a vehicle that is merging on I-77 cut off another vehicle already on I-77 and causing every vehicle behind it to suddenly slam on the brakes, until finally one person is not paying enough attention and hits the vehicle in front of them causing a train wreck. In addition, most of the exit ramps do not have proper turning lanes to ease the flow onto the cross road. Many are short, single lanes that do not have the multiple left and right turn lanes that would allow multiple cars to exit the ramp at the same time. (adding an extra 500 - 700 feet to most of the exits would equal less than 1 mile = under \$6 mill)
2. Now, the reason that the exit ramps are not properly designed is because it would cause too much traffic in the communities because of the poorly designed crossroads (Gilead, Sam Furr, Catawba). Specifically, the timing of the lights on each of the crossroads must be properly synchronized to prevent the buildup of traffic on I-77 that is initiated from these crossroads. In addition, most of these crossroads need properly designed turning lanes in order to prevent the backup of everyone stopping for each person that is getting off of the crossroad. (city computer synchronization systems would cost under \$1 mill for all of north Mecklenburg and decrease the number of technicians that drive around adjusting the lights). A great solution would be to eliminate the left turn lanes from the crossroad onto I-77 and have them continuously flowing instead of having 20 cars entering 77 at the same time. (that may cost an additional \$1 mill per exit, but be well worth it)
3. Once this is done, the entrance ramps would be long enough to add merging lights that would separate the cars that are merging onto I-77 so that they could more easily merge without causing vehicles to stop. I know that there are some incorrect beliefs on the part of NC DOT about whether merging lights work, but anyone who has been on the LIE in NY knows that they work greatly, and you could create a contract with a company that could test it first with temporary lights at their own expense, and if the results are beneficial, they would get the contract. (these lights would be maintained with the synchronization system, so the only cost is the initial set up which would be well under \$1 mill for all 8 lights)
4. The next step would be to add 6' concrete walls to stop people from admiring the view of the water - that would also save lives by decreasing the daily accidents that occur because of incompetent drivers slowing down to look at the water. While you are at it, you should also add

trees or walls in the central reservation to prevent people from being nosey looking at accidents on the other side of the road. (estimate \$1 - \$2 million)

5. Then add additional exits around mile marker 24 and/or 26 (Stumptown Road and Westmoreland). This will also assist the poorly designed/developed Sam Furr and Gilead Roads and decrease the backup to/from the other exits. There is less traffic on I-77 in the city of Charlotte than there is in Huntersville because there are more exits, there is no HOV/HOT lane in the city. When is there traffic in the city area? When there is a major back up on one of the exits, especially 85 or 277 or Tyvola. (since the roads are already there, it would only be adding the exits/entrance and acquiring some property, so we can estimate that at \$7-12 mill)

6. Then the last stage should be to increase the number of lanes, starting with northbound. The addition of 1 lane from 23 to 25 will virtually eliminate most of the northbound traffic for the next 5 -10 years (specifically because of the poorly designed merging of 7 lanes to 2 lanes within a couple of miles: 3 standard lanes +1 HOV lane on 77 + 2 lanes from 485 + the exit 23 entrance merging lane). In addition, the last part of 485 will also probably be done some time over the next couple of years, this will also increase the number of vehicles Involved in the 7 lane to 2 lane merge, which will obviously make the traffic even worse. As far as southbound the addition of 1 lane from 23 to around 21 (where It goes from 2 lanes to 4 lanes) would solve most of the AM congestion that backs up all the way to exit 31 because of the short merging lane and cars/buses that jump over to the left/HOA lanes and cause the backup. (for the 4 miles, it should be around \$16 - 21 million)

7. Another simple improvement to most of the roads in NC would be the use of half way decent reflectors, both on the roads and on the side railings. NC has the worst reflectors than virtually any other state, and all the local politicians instead fight to have much more costly lights installed (which as Charlotte knows, this doesn't work because of the poor quality that they have purchased). If you drive through states like Virginia, Florida, or South Carolina, you will see that they have slightly larger, but much better reflectors that prevent the need of lights and prevent many accidents, especially the type of accidents that Charlotte is known for over the past few years - people driving on the wrong side of the exit/entrance. This will also decrease traffic in during the dark times of the day because it allows people to more easily see the roads ahead. (aprox \$1 - 2 million)

I am all for having a separate company run virtually anything instead of having our overspending, mismanaging government run it. But, thinking that any company can make money out of this is about as smart as saying that Mi-Connections, the NASCAR Hall of Fame, or the National White Water Center would be profitable, or that school districts would be able to operate in a reasonable budget. As we know, the NASCAR Hall of Fame made up an estimation that at least 250,000 people would visit it each year. When the public saw it, they laughed at the fact that more than 125 people per hour would enter it. Go figure, we were right and the local politicians were wrong, and they have been averaging about 110,000 per year or 55 per hour. We are in a similar situation here. Same thing with Mi-Connections, the new leader of this project, Thunberg, caused Mooresville and Davidson to be more than \$90 million in debt and rapidly growing, with no chance of ever breaking even, and the customers are paying the same exact price as the customers of their competitors with less benefits. No business, unless fully funded by the government would expect to invest over \$150 million dollars and 3 years of work, to have huge administrative expenses for an estimated income of about \$2,200 per day or \$790,000 per year (350 cars per hour for 3 hours for 5 days of the week at \$3 per car). If they didn't have any future expenses (labor, maintenance, etc..), it would take them about 180 years to break even.

All of that work could be done for \$25-45 million and will not have to require future operating expenses that the HOT lane will have. And best of all it will actually have better traffic results than spending the proposed \$75-100 million that is being proposed along with the continuous operating expenses for unused lanes. As for the next steps, create a new tax for all new development - all new commercial construction must pay a 1 time fee per square foot and all new residential must pay a lower rate, but maybe per bedroom. Then, properly manage the projects so the you do not overspend as DOT always does (Brawley School Road is a prime example, it took twice as long and cost twice as much as it should have if it was designed and managed properly, Catawba Avenue is another great example of poorly designed project).

If you want to truly improve the transportation in the area, so that local businesses can boom, so that more people will want to come here, and then in return you will have more income taxes paid, do it right for once, stop making excuses and blaming other people. Get rid of Thunberg, listen to the people who use the roads every day, stop wasting money on lame excuses, stop all current projects, design a short and long term plan that actually uses common sense, and then manage the project properly.

Chris Grancagnolo
130 Meadow Run Lane Mooresville
cgrancag@roadrunner.com

Comment 5

MUMPO

I-77 should be widened from 485/Huntersville to Mooresville, this is known to all citizens who use I-77. These ideas that I see about toll booths, light rails and HOV lanes seem useless to the people who actually live here. We are attached to our vehicles and the freedom of driving our own vehicles to and from the city. As a local, I and many others have no need for a HOV lane, toll lane or rail system. My hope is that more folks will speak up as the widening of I-77 would be a benefit to us all if it were for all of the residents.

Regards,
Erica Nicole Wilson - IRES, SFR
C 704-467-6673 O 704-815-3231

Comment 6

I am very grateful that the project to widen I 485 in South Charlotte is planned to start next summer. Will the project add from I 77 to Johnston or Rea Rd? I've seen reports of both. In either event will it not just move the bottleneck down to those exits?

Dan Kuhn
dvkuhn@carolina.rr.com

Comment 7

To Whom It May Concern,

I've noticed that the public hasn't had a large input or opportunity for public meetings by NCDOT in regards to whether or not the public is or is not in favor of the decision to convert the HOV lanes to HOT lanes. I travel the section from Exit 28 to Exit 5 on a daily basis and yes we do have a problem with congestion from around Mile 30 to Mile 19. But to be stated the only option is to Toll this

section of roadway does not make the best effort for our resources. I have attached a couple of article links from Washington State in regards to the HOT Lanes that were created on Highway Route 167 between Auburn and Renton. I've also included an posted article by WDOT that gives some interesting statics and data backing up their viewpoint.

I would like the committee to view and comment before just stating the only selection is to chose one of the four scenarios supplied by DOT. I would think the push is for air quality and most vehicles remaining in the general purpose lanes doesn't quite work. I believe that some individuals will in fact take advantage of the lanes by if you scroll down in the WDOT article look at the pictures of the highway showing traffic flow and how many cars do you see utilizing the HOT lanes.

<http://www.wsdot.wa.gov/NR/rdonlyres/6B696CEE-0FA2-4C6E-8625-DD2D868DC0CC/0/hot6mthb.pdf>

<http://www.thenewstribune.com/2011/03/23/1596040/legislators-cant-agree-on-extension.html>

[http://www.wsdot.wa.gov/NR/rdonlyres/C198671E-7B2F-4186-9912-](http://www.wsdot.wa.gov/NR/rdonlyres/C198671E-7B2F-4186-9912-A41A0B274103/0/SR167_AnnualPerformanceSummary_113011_FINAL_WEB.pdf)

[A41A0B274103/0/SR167_AnnualPerformanceSummary_113011_FINAL_WEB.pdf](http://www.wsdot.wa.gov/NR/rdonlyres/C198671E-7B2F-4186-9912-A41A0B274103/0/SR167_AnnualPerformanceSummary_113011_FINAL_WEB.pdf)

Michael Case
18912 Harbor Cove Lane
Cornelius, NC 28031
(704) 995-6416

Comment 8

Hello,

I am a resident of the Town of Cornelius. While I agree I-77 needs to have more travel lanes, I am very concerned about increases to the noise level on surrounding communities. I live on the west side of I-77 in Cornelius, in the Captain's Point subdivision. The closest main intersection is Knox Road and Torrence Chapel. The highway noise with the current number of lanes is very loud in my neighborhood and in surrounding neighborhoods. Noise pollution of this type impacts our quality of life and the value of our homes. I'd like to know what the NCDOT is going to do to mitigate any increase in noise pollution from the highway in our community.

Unfortunately, it looks like the Red Line will not be a solution to easing congestion on I-77 anytime soon. It would have been a much more environmentally friendly option than the widening of I-77.

Sincerely,

Chris Micolucci
21201 Baltic Drive
Cornelius, NC 28031
704-896-3499

Comment 9

I would like to caution MUMPO to strongly consider Not widening I-77. The Lake Norman area is a beautiful yet fragile ecosystem. As a commuter to Charlotte on a daily basis I chose to live here because I cherish and prefer the natural landscape. As I enter the corridor between exit 18 and exit 30 I break away from the harsh air, treeless roads, and smog that Charlotte has been headlined for in the past year. Charlotte has a tremendously high rate of asthma amongst children and the air quality is a code orange most days of the year. As the world moves towards an increased awareness of quality of life and clean living I fear that the Lake Norman area will become increasingly undesirable. So, in an effort to bring more people to the area and move current residents over our roads faster we will erode our currently fragile area to a place of banal appeal. If there's no

difference between us and Charlotte, then what would draw people here? A polluted lake that is the result of no natural filter will destroy the beauty and economy of our area. Take a moment to pause and envision a treeless roadway with signs dotting the roadsides warning people of the toxic water that they can no longer use due to the decisions you make on the 16th. If you diffuse the future for the momentary fix, then you will erode the future of our legacy. Please consider carefully.

Sincerely,
Michelle Furches
Cornelius Resident

Comment 10

Please see Attachment A for slides referenced in Mr. Horner's comments.

Hi Stuart,

Thanks for taking the time to speak with me today. As mentioned on the phone, I'm not an expert at city planning by any means. I'm just an engineer and an observant driver.

Anyway, after having reviewed the plans that are publicly available on the MUMPO website, I'm concerned about the bottlenecks in the system. I'm worried that if we go ahead with this as currently proposed, we will have built an 8 lane highway with the capacity of a 6 lane highway. But, I also think that the necessary modifications are minor.

I've put together a couple of slides for you to illustrate where I see the problem areas. To summarize, 1) the Pineville-Matthews interchange is bottlenecked to only 3 lanes in both directions, 2) the Johnston interchange is bottlenecked to only 2 lanes in the Eastbound directions, and 3) the Johnston interchange could clog up in the Westbound direction if the dashed white lane stripes aren't carefully planned.

So, thanks again for your time. When do you think I could expect to hear back about whether these recommendations will be implemented?

Regards,
Truman Horner

Comment 11

Please see Attachment B for attachment referenced in Ms. Pruess' comments.

Greetings Robert,

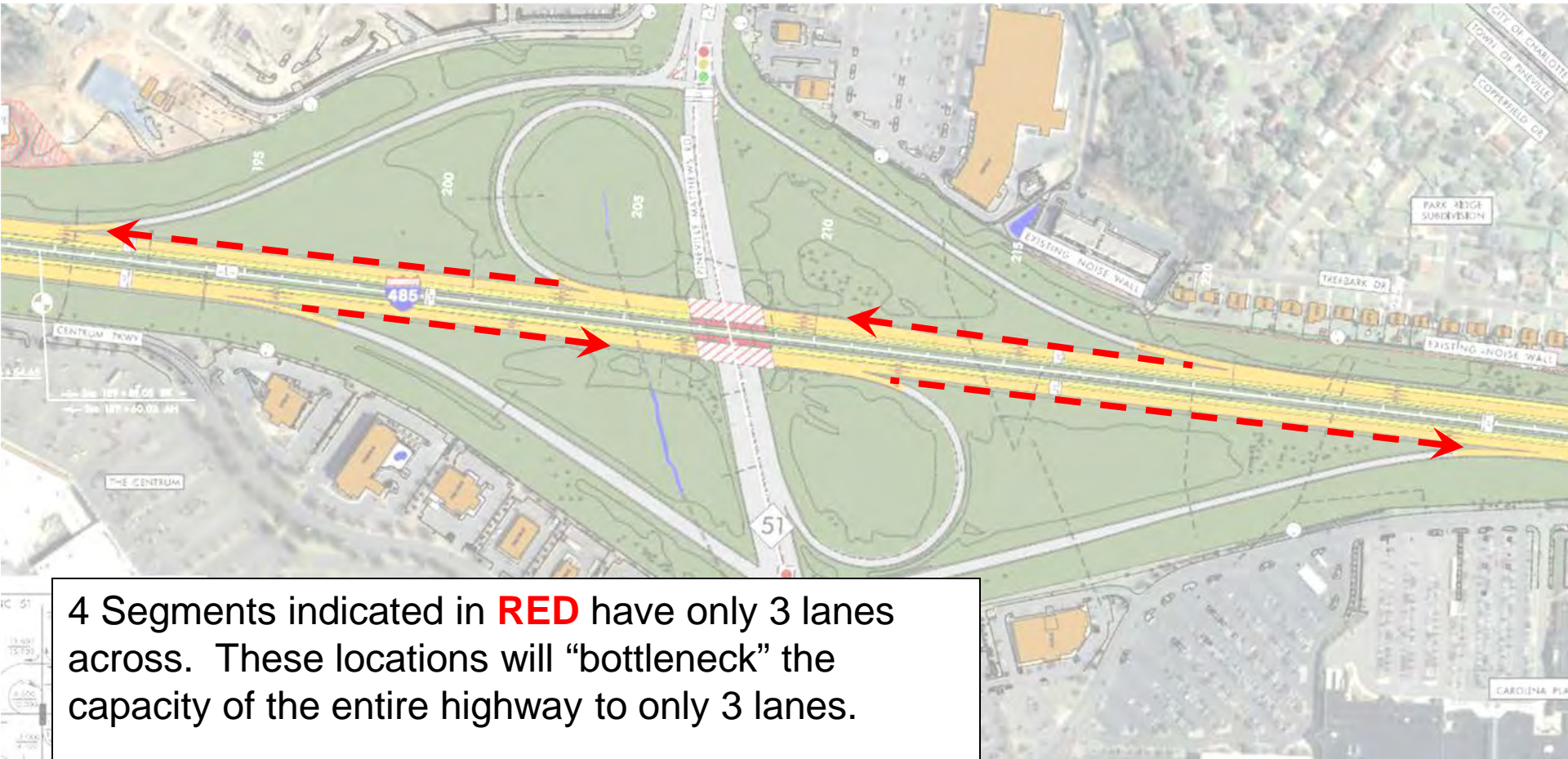
The Mecklenburg County Land Use and Environmental Services plan review team requests your consideration of the attached with regard to the 2035 LRTP Amendments.

Please feel free to contact me should you have any questions or concerns.

Heidi Pruess, CEP
Environmental Policy Administrator
Land Use and Environmental Services
Mecklenburg County
Charlotte, NC 28202
(704) 336-5597

Attachment A

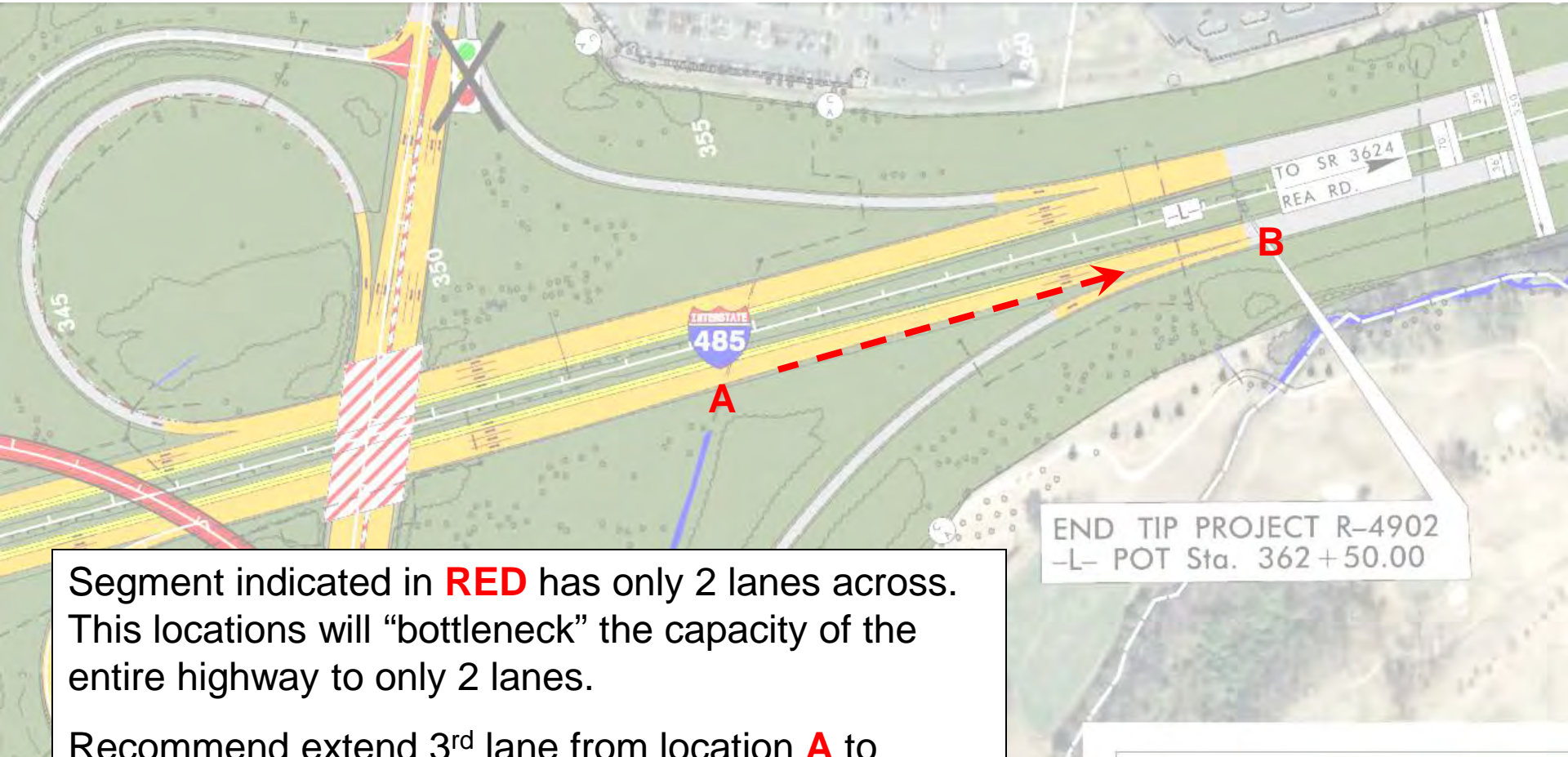
Pineville-Matthews Interchange



4 Segments indicated in **RED** have only 3 lanes across. These locations will “bottleneck” the capacity of the entire highway to only 3 lanes.

Recommend Exit Only be converted to standard exits for both Inner and Outer I-485 Loop.

Johnston Interchange Eastbound



Segment indicated in **RED** has only 2 lanes across. This locations will “bottleneck” the capacity of the entire highway to only 2 lanes.

Recommend extend 3rd lane from location **A** to location **B**. Inbound ramp would then have standard entrance and merge unto existing 3rd lane.

Johnston Interchange Westbound



Introduction of new lane on left-hand shoulder at location **C**, in combination with loss of right-hand lane at location **D**, will cause many drivers to shift one lane to the left.

Recommend adjustment of white paint stripes to shift all traffic automatically to the left. “New lane” would appear to come in from the right and then immediately exit at location **D**. All through traffic would perceive that they had stayed in the same lane.



MECKLENBURG COUNTY
Land Use and Environmental Services Agency

April 20, 2012

Robert Cook
MUMPO
600 E. Fourth Street
Charlotte, NC 28202-2853

rwcook@ci.charlotte.nc.us

Re: 2035 LRTP Amendments
Proposed TIP & LRTP Amendments & Air Quality Conformity Determination

Dear Mr. Cook,

Representatives of the Air Quality (MCAQ), Groundwater & Wastewater Services (MCGWS), Solid Waste (MCSW), Storm Water Services (MCSWS), and Water Quality (MCWQ) Programs of the Mecklenburg County Land Use and Environmental Services Agency (LUESA) have reviewed the above referenced 2035 LRTP Amendments. The comments below are submitted for your consideration.

Programs with No Comment at this Time

Solid Waste
Groundwater & Wastewater Services
Air Quality

Recommendations / Request for Consideration

Storm Water Services

Mecklenburg County Water Quality Program (MCWQP) offers the following recommendation regarding the proposed expansion of I-77 and I-485:

- I-77 crosses McDowell Creek and its unnamed tributaries ten times between Hambright Road, Charlotte, NC and Catawba Avenue, Cornelius, NC. McDowell Creek drains to Mountain Island Lake, the primary drinking water supply for Mecklenburg County residents. **Extra care should be taken to protect this Watershed.**

- I-485 crosses unnamed tributaries of Six Mile Creek four times between Ballentyne Commons Parkway, Charlotte, NC, and McKee Road, Charlotte, NC. McKee Creek is the home of the Carolina Heel Splitter, a federally listed endangered species of freshwater mussel. **Extra care should be taken to protect this Watershed.**

Please feel free to contact myself or Ms. Heather Sorensen at Heather.Sorensen@mecklenburgcountync.gov or 704-432-1969 directly regarding the comment above.

Respectfully,

A handwritten signature in black ink that reads "Heidi Pruess". The signature is written in a cursive style with a long, sweeping underline.

Heidi Pruess, Environmental Policy Administrator
Heidi.Pruess@mecklenburgcountync.gov

**14535 Highway 73
Huntersville, NC 28078**

Wednesday, April 25, 2012

Robert W. Cook, Secretary
Mecklenburg-Union Metropolitan Planning Organization
600 East Fourth Street
Charlotte, NC 28202

Re: I-77 Proposed Improvements HOV-HOT
Public Workshop April 18, 2012
Huntersville Town Hall

The following is in response to your request for for comments on the Proposal to Amend the 2012-2018 Transportation Improvement Program (TIP) and the Long Range Transportation Plan (LRTP) for Proposed Improvements to I-77.

Scenario 1 & 2 versus Scenario 3 & 4

It is difficult to compare these Scenarios since cost estimates were available for only Scenarios 1 & 2 (\$ 64 million)

HOV versus HOT lanes

It is difficult to compare these alternatives since there were no revenue figures available for the HOT lanes. What is the cost to convert HOV lanes to HOT lanes? What is the projected revenue from the HOT lanes (i.e. how many vehicles per day are projected to use the HOT lanes, and what would be the charge per use).

1HOT2+ versus 1HOT3+

Personal observation is that current HOV2+ lanes are underutilized. Converting existing HOV2+ to HOT2+ would seem to be the cheapest and most prudent way to test the viability of HOT lanes. If HOV2+ are currently underutilized, converting them to HOT3+ rather than HOT2+ doesn't seem to make much sense.

Exit 28

Plans displayed at the Public Workshop didn't show the 2013 planned DDI at Exit 28. Also, there doesn't seem to be any consideration of how to deal with the potential backup south of Exit 28 due to the constriction of 3 lanes to 2 lanes north of Exit 28. This is currently a significant problem for northbound I-77 traffic afternoon commuter traffic south of Exit 23.

1HOT versus 2HOT

Without existing and projected traffic count data available for public review, it is not possible to compare these options, especially without any cost data. During afternoon rush hour, some I-77 northbound traffic will exit at Exit 23, some at Exit 25, some at Exit 28, and the remainder continue northbound across the Lake Norman causeway. How much volume currently departs at each Exit ? What are the projected Scenarios for extending HOT lanes north of Exit 28 ? If P3 funding is envisioned for 2HOT (Scenarios 3 & 4) , then there are many other questions that need to be addressed.

Comments of the April 18, 2012 Huntersville Public Workshop

The Workshop would have been more helpful and informative if there had been a formal presentation of the various Scenarios and an opportunity to collectively discuss and compare them. On site Document Review was not available until just before the start of the Workshop, and the documentation (with the exception of the Air Quality data) lacked specificity.

Additional Information and Comment

Our respective Commissioners and the TCC of MUMPO will undoubtedly require more complete information than what was presented at the Huntersville “Workshop”.

Dr. Ken Holtje
ken.holtje@gmail.com

cc: Bill Coxe, Town of Huntersville, MUMPO TCC Chairperson
Sarah McAulay, Huntersville Commissioner and MUMPO Board Member
Ron Julian, Huntersville Commissioner
Karen Bentley, Mecklenburg BOCC - District 1



PUBLIC COMMENT FORM
I-77 & I-485 Proposed Improvements

April 18, 2012
Huntersville

Please use this form to provide comments on the proposed improvements to I-77 & I-485.

NAME: KURT NAAS

ADDRESS: 19431 SCHOOVER DR CORNELIUS

E-MAIL ADDRESS: krnaas92@hotmail.com

COMMENT: SEE ATTACHED

Why NO general purpose lanes?

- Add additional pages as necessary -

All public comments should be sent to

MUMPO Secretary
Regular mail: 600 E. Fourth St
Charlotte-Mecklenburg Government Center-8th floor
Charlotte, NC 28202

E-mail: rwcook@charlottenc.gov

FAX: 704-336-5123



Facts and Questions about the Toll Lane

A few facts regarding I-77 through Lake Norman:

Fact: when I-77 was built in 1978, the combined population of the LKN towns, including Mooresville, was less than 15,000. Today it is over 120,000.

Fact: since its construction there has not been a single improvement to any north-south corridor through the LKN area. I-77 has never been widened. 115 is still two lanes, and US 21 remains a cul de sac.

Fact: I-77 through LKN is the only stretch of interstate in Mecklenburg County that is four lanes. All others are at least six.

Fact: The current service level on I-77 is an "F".

Fact: In terms of vehicles per lane, I-77 remains the most congested stretch of four lane interstate in North Carolina.

Fact: To mitigate this, we have a choice between a toll lane and a toll lane.

Fact: NC gas tax increase 4 cents last year to 39 cents per gallon, the sixth highest in the country

Fact: There is presently \$54B worth of highway projects competing for \$11B worth of public funding.

Fact: Completing I485 and widening 85 cost \$130M less than originally planned.

A few questions:

How can the widening of a major transportation artery that has never been improved in 30+ years, that has a failing service level, that serves a fast-growing region, *not* qualify for the top 20% of public projects?

Why are the citizens of Lake Norman once again being asked to pay taxes... twice?

Why are we not pursuing sources of public funding such as CMAQ or the governor's Mobility Fund, the savings from the I-85 project or the half cent transportation tax?

A few more facts:

Since the beginning of the year, the leadership of the LKN towns have held 56 separate meetings devoted to the Red Line.

Since the beginning of the year, the leadership of the LKN towns- until today- have held zero meetings devoted to widening I-77.

And a conclusion:

~~General tax~~

~~General tax~~

General purpose lanes

Serve the public best!



PUBLIC COMMENT FORM
I-77 & I-485 Proposed Improvements

April 18, 2012
Huntersville

Please use this form to provide comments on the proposed improvements to I-77 & I-485.

NAME: CLAY FURCHES

ADDRESS: 19800 CALLAWAY HILLS LANE, DAVIDSON NC 28036

E-MAIL ADDRESS: Furchesh@bellsouth.net

COMMENT: _____

AN INFORMATIVE DISPLAY. MAPS ARE GREAT.

① MY PREFERENCE IS SCENARIO 3 OR 4.

I SEE THE ADVANTAGES OF 4 (HOV 3+), BY TAKING AN ADDITIONAL CAR OFF THE ROAD. HOWEVER, I BELIEVE THE GENERAL PUBLIC WILL RAIL AGAINST THAT INITIALLY. WE SEEM TO HAVE A MINDSET ~~OF~~ OF MORE ROADS, MORE LANES ~~BEHOLD~~ AT 65 MPH ALL THE TIME WITHOUT PAYING FOR IT. THOSE DAYS ARE OVER; SOME SACRIFICE HAS TO BE MADE BY THE MOTORING PUBLIC, EITHER IN TIME OR MONEY.

② ALSO, I STRONGLY SUPPORT THE RED LINE. SOONER OR LATER WE WILL NEED IT.

③ ANYTHING WE CAN ACCOMPLISH THAT MOVES FORWARD THE WIDENING OF I-77 TO 8 LANES FROM CLT TO I-40 IS - Add additional pages as necessary - A DEFINITE PLUS FOR THIS REGION

THANKS FOR THE FORM

All public comments should be sent to

MUMPO Secretary

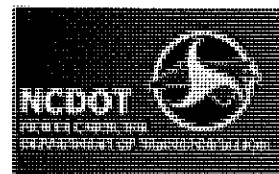
Regular mail: 600 E. Fourth St

Charlotte-Mecklenburg Government Center-8th floor

Charlotte, NC 28202

E-mail: rwcook@charlottenc.gov

FAX: 704-336-5123





PUBLIC COMMENT FORM
I-77 & I-485 Proposed Improvements

April 18, 2012
Huntersville

Please use this form to provide comments on the proposed improvements to I-77 & I-485.

NAME: KEVIN WALSH

ADDRESS: 8914 McDIARMID LANE.

E-MAIL ADDRESS: kwalsh@hntb.com

COMMENT: I WOULD LIKE TO EXPRESS THE NEED FOR A GREENWAY CROSSING TO BE CONSIDERED FOR THIS PROJECT. AS YOU ARE AWARE, THERE ARE MULTIPLE PROPOSED GREENWAY CROSSINGS OF I-77. THESE ARE INCLUDED IN THE MECK. CNTY GWY. MASTER PLAN, TOWN OF HUNTERSVILLE GWY. PLAN AND THE CAROLINA THREAD TRAIL PLAN. I WOULD LIKE TO SEE IF THERE'S A WAY TO ~~REPLACE~~ REPLACE/IMPROVE THE EXISTING CULVERT UNDER I-77 JUST NORTH OF I-77 TO ACCOMODATE A GREENWAY. IF WE ~~DON'T~~ DON'T CONSIDER THIS NOW, IT WILL BE A LOST OPPORTUNITY. ~~NEED~~ WE TURN OUR BACK ON THESE TYPES OF CONNECTIONS B/C IT IS EASY TO DO SO, AND I THINK WE OWE IT TO THE GENERAL PUBLIC TO THINK OUTSIDE THE BOX AND FIND A WAY TO MAKE THIS WORK. - FEEL FREE TO CALL ME @

704.208.5358

- Add additional pages as necessary -

All public comments should be sent to

MUMPO Secretary

Regular mail: 600 E. Fourth St

Charlotte-Mecklenburg Government Center-8th floor

Charlotte, NC 28202

E-mail: rwcook@charlottenc.gov

FAX: 704-336-5123



Mecklenburg-Union Technical Coordinating Committee
I-77 North Corridor Statement of Principles Guidance Document
May 10, 2012

The Mecklenburg-Union Technical Coordinating Committee (TCC) hereby commits itself to active, ongoing, and meaningful participation in the development and implementation of projects in the I-77 corridor between central Charlotte and Mooresville. To guide this collaboration the TCC is preparing a statement of principles. This statement of principles is intended to be an evolving document that can be modified as additional issues arise and information is developed.

The development should include:

- 1) A strategic vision for the corridor between Charlotte and Mooresville, with the potential extension to Statesville of this vision
- 2) A mechanism for examining the environmental issues that would affect project development throughout the corridor
- 3) The development of the types of information and a schedule that could lead to a public/private partnership (P3) project moving forward in 2012
- 4) A framework for the amount and source of any public subsidy to a P3 project
- 5) A meaningful mechanism for stakeholder participation in the development of terms and conditions of a P3 project
- 6) Defining how to ensure the physical and financial viability of other projects that penetrate the envelope of the corridor (both those currently envisioned and how do deal with subsequent proposals)
- 7) Actions to ensure long term support for transit and shared ride modes of travel
- 8) Actions to ensure the operational viability and characteristics of any interim project



600 East Fourth Street
Charlotte, NC 28202
704-336-2205
www.mumpo.org

TO: Mecklenburg-Union MPO Members
FROM: Robert Cook, AICP
MUMPO Secretary
DATE: May 10, 2012

SUBJECT: FY 2013 Unified Planning Work Program

REQUEST

Adopt the FY 2013 Unified Planning Work Program (UPWP).

TCC RECOMMENDATION

The TCC unanimously recommended that the MPO adopt the UPWP provided that staff:

- a. revise allocations for the Section 5303 transit planning funds; the final FY 2013 figure was not provided until May 8; and
- b. revise allocations for Planning (PL) funds to reflect a higher estimate for the required Congestion Management Process (CMP); a revised scope was received on April 26.

The TCC further required that staff work with the TCC chairman to prepare the revised allocations.

BACKGROUND

The Unified Planning Work Program (UPWP) is the MPO’s annual listing of planning priorities and work tasks for the fiscal year. The UPWP includes a description of planning work and resulting products, the agency responsible for the listed work, time frames for completing identified tasks, project costs and funding sources.

FUNDING LEVELS

As has been the case the last few years, staff is developing the UPWP without knowing the full amount of Planning (PL) funds that will be available to carry out the MPO’s responsibilities. Therefore, staff is assuming that PL funding levels for FY 2013 will be the same as FY 2011.

MUMPO’s three funding sources and their FY 2013 funding amounts are listed below:

- Planning (PL) funds \$725,000
- STP-DA PL funds supplement \$800,000*
- Section 5303 funds \$335,584
- Total \$1,860,584**

ATTACHMENTS

1. A Task Descriptions chart is provided. The information provided to show the types of projects necessary to be undertaken during the fiscal year in order to implement the metropolitan planning process.
PLEASE NOTE: the funding levels are subject to change.
2. The Local Projects list shows the projects to be undertaken by MUMPO member jurisdictions using PL funds.
3. More detailed financial information will be provided as soon as the allocations are revised to reflect the recently arrived data.

MECKLENBURG-UNION METROPOLITAN PLANNING ORGANIZATION

FY 2013 Unified Planning Work Program Task Descriptions

NOTE: The information provided below was prepared before the need to amend the funding levels was identified. The funding levels will change to reflect the receipt of updated Section 5303 funds and to account for higher costs of the Congestion Management Process (Task Code V-1).

| Task Code | Description | Funding Level | Funding Source | Agency | Expected Product |
|---|-----------------------------------|----------------------|-------------------|----------|---|
| Continuing Transportation Planning | | | | | |
| II-1 | Traffic Volume Counts | \$150,000 | PL Funds (STP-DA) | CDOT | Support collecting, processing and analyzing traffic volume count data to support the travel demand model |
| II-4 | Traffic Accidents | \$70,000 | PL Funds (STP-DA) | CDOT | <ul style="list-style-type: none"> • Process and analyze crash reports • Data will be used to analyze streets and intersections to support project development (long range projects and spot safety improvements) |
| II-10 | GIS Analysis & Mapping | \$80,000 | PL Funds (STP-DA) | Planning | Data analysis and mapping to support planning area expansion |
| Travel Demand Model | | | | | |
| III-2 | Collection of Network Data | \$28,000 \$28,000 | PL Funds 5303 | CDOT | Collection of travel time information |
| III-3 | Travel Model Updates | \$77,284 \$70,574 | PL 5303 | CDOT | <ul style="list-style-type: none"> • Model maintenance • External station survey • Technical model services (Allen & McLelland) • Model-related software and hardware purchases and fees |
| III-4 | Travel Surveys | \$30,000 \$30,000 | PL Funds 5303 | CDOT | Small sample update of household travel survey |
| III-5 | Forecast of Data to Horizon Years | \$40,000 \$40,000 | PL Funds 5303 | CDOT | Funding will be used to update the 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 |

MECKLENBURG-UNION METROPOLITAN PLANNING ORGANIZATION

FY 2013 Unified Planning Work Program Task Descriptions

NOTE: The information provided below was prepared before the need to amend the funding levels was identified. The funding levels will change to reflect the receipt of updated Section 5303 funds and to account for higher costs of the Congestion Management Process (Task Code V-1).

| Task Code | Description | Funding Level | Funding Source | Agency | Expected Product |
|---|---|-----------------------|----------------------|--|--|
| | | | | | contractor. |
| III-6 | Forecasts of Future Travel Patterns | \$100,000 \$40,920 | PL Funds 5303 | CDOT CATS | <ul style="list-style-type: none"> 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. Forecast travel ridership for LRTP, Independence Corridor Study and general corridor analysis (as needed) |
| Long Range Transportation Planning | | | | | |
| IV-1 | Community Goals & Objectives | \$125,000 | PL Funds | CDOT | <ul style="list-style-type: none"> Extend the geographic reach of an existing operational scenario assessment tool for Mecklenburg County in to Union and Iredell (portion) counties |
| IV-2 | Highway Element of the LRTP | \$100,000 | PL Funds | <ul style="list-style-type: none"> Planning CDOT | <ul style="list-style-type: none"> CTP ordinance review (\$50,000) 2040 LRTP development |
| IV-3 | Transit Element of the LRTP | \$44,460 | 5303 | CATS | Update transit element of the LRTP |
| IV-8 | Freight Movement/Mobility Element of the LRTP | \$50,000 | PL Funds | Planning | Support of regional freight mobility plan |
| IV-9 | Financial Planning | \$100,000 | PL Funds (STP-DA) | CDOT | <ul style="list-style-type: none"> LRTP revenue analysis (\$50,000) 2040 LRTP financial plan preparation |
| Continuing Programs | | | | | |
| V-1 | Congestion Management Strategies | \$200,000 | PL Funds (STP-DA) | <ul style="list-style-type: none"> Planning CDOT | <ul style="list-style-type: none"> Develop Congestion Management Process (CMP)-adopt CMP: January 2013 Implement CMP |
| V-2 | Air Quality/Conformity Analysis | \$20,000 | PL Funds | <ul style="list-style-type: none"> CDOT Planning | <ul style="list-style-type: none"> Participation in interagency consultation process Conduct analyses related to air quality |

MECKLENBURG-UNION METROPOLITAN PLANNING ORGANIZATION

FY 2013 Unified Planning Work Program Task Descriptions

NOTE: The information provided below was prepared before the need to amend the funding levels was identified. The funding levels will change to reflect the receipt of updated Section 5303 funds and to account for higher costs of the Congestion Management Process (Task Code V-1).

| Task Code | Description | Funding Level | Funding Source | Agency | Expected Product |
|-----------------------|---------------------------------------|------------------------------------|---------------------------------------|---|--|
| | | | | | conformity process; two conformity processes are anticipated in FY 13 |
| V-3 | Planning Work Program | \$5,000 | PL Funds | <ul style="list-style-type: none"> • Planning • CDOT | <ul style="list-style-type: none"> • Preparation of annual work program • Preparation of annual report |
| V-4 | Transportation Improvement Program | \$50,000 \$22,320 | PL Funds 5303 | <ul style="list-style-type: none"> • Planning • CDOT • CATS | <ul style="list-style-type: none"> • 2012-2018 TIP amendments • 2014-2020 TIP development • Prioritization 3.0 process • Transit TIP amendments & management |
| Administration | | | | | |
| VI-2 | Environmental Justice | \$10,000 | PL Funds | <ul style="list-style-type: none"> • Planning | <ul style="list-style-type: none"> • Implementation of Degree of Impact analysis and Title VI Update • Implementation of NCDOT Title VI compliance efforts |
| VI-6 | Public Involvement | \$5,000 | PL Funds | Planning | Public involvement associated with: <ul style="list-style-type: none"> • LRTP preparation • TIP development |
| VI-10 | Corridor Protection & Special Studies | \$28,000 \$200,000 \$106,020 | PL Funds PL Funds (STP-DA) 5303 | <ul style="list-style-type: none"> • Planning • CDOT • CATS | <ul style="list-style-type: none"> • Local transportation planning projects (see attachment) • Various projects to define conceptual alignments of proposed thoroughfares • Assessment of urbanized area boundary changes • Assessment of the MOU due to urbanized area boundary changes • Other projects as recommended by TCC or MPO • Independence Boulevard corridor planning |

MECKLENBURG-UNION METROPOLITAN PLANNING ORGANIZATION

FY 2013 Unified Planning Work Program Task Descriptions

NOTE: The information provided below was prepared before the need to amend the funding levels was identified. The funding levels will change to reflect the receipt of updated Section 5303 funds and to account for higher costs of the Congestion Management Process (Task Code V-1).

| Task Code | Description | Funding Level | Funding Source | Agency | Expected Product |
|-----------|--------------------------------|---------------|----------------|--|---|
| | | | | | <ul style="list-style-type: none"> • Coordinate with developers to achieve Transit Oriented Development in transit corridors |
| VI-11 | Regional or Statewide Planning | \$10,000 | PL Funds | <ul style="list-style-type: none"> • Planning • CDOT | <ul style="list-style-type: none"> • Activities associated with the Charlotte Regional Alliance for Transportation (CRAFT) and the NC Association of MPOs (NCAMPO) • Participation in the Centralina COG Freight Mobility Study • Ongoing coordination with regional MPO and RPO partners |
| VI-12 | Management & Operations | \$122,880 | PL Funds | <ul style="list-style-type: none"> • Planning • CDOT | <ul style="list-style-type: none"> • Attending MPO, TCC and Transportation Staff meetings • Preparation of MPO and TCC agenda packets • Updates to MUMPO's website • Overall management of the MPO's functions |

**FY 2013 Unified Planning Work Program
Proposed Local Projects**

| Project | Lead Agency | Status | Funding Requested (for Local Project) |
|---|--------------------|---|--|
| 1. SYNCHRO Analysis Model-data collection for input into model (SYNCHRO is used to evaluate transportation impacts of development projects) | Cornelius | FHWA has deemed the project eligible for PL funds | \$25,000 |
| 2. Pedestrian Safety Plan | Davidson | No change | \$22,000 |
| 3. Various Projects | Huntersville | No change | \$28,000 |
| 4. Traffic Count Program | Indian Trail | Town requested funding reduction | \$12,000 |
| 5. US 74 Corridor Study | Union County | No change | \$80,000 |
| 6. Red Line Trail Study | Mecklenburg County | Funds to be carried over from FY 2012 UPWP | \$28,000 |
| TOTAL | | | \$195,000 |

RESOLUTION

APPROVING THE FY 2013 UNIFIED PLANNING WORK PROGRAM OF 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 City of Charlotte has been designated as the recipient of Federal Transit Administration Metropolitan Planning Program funds; and

WHEREAS, members of the Mecklenburg-Union Metropolitan Planning Organization agree that the Unified Planning Work Program will effectively advance transportation planning for FY 2013.

NOW, THEREFORE BE IT RESOLVED that the Mecklenburg-Union Metropolitan Planning Organization hereby endorses the FY 2013 Unified Planning Work Program for the Mecklenburg-Union Metropolitan Planning Organization.

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 May, 2012.

Ted Biggers, Chairman

Robert W. Cook, Secretary



600 East Fourth Street
Charlotte, NC 28202
704-336-2205
www.mumpo.org

TO: Mecklenburg-Union MPO Members
FROM: Robert Cook, AICP
MUMPO Secretary
DATE: May 10, 2012

SUBJECT: FY 2012 MPO Self-Certification

REQUEST

Adopt a resolution certifying MUMPO's compliance with all federal statutes, laws, regulations, etc. associated with the transportation planning process.

TCC RECOMMENDATION

The TCC unanimously recommended that the MPO adopt the resolution.

ATTACHMENTS

Included in the agenda packet is

- a. a checklist provided by the Federal Highway Administration (FHWA) that asks questions pertinent to the self-certification process; staff responses are provided in green; and
- b. a draft resolution.

BACKGROUND

The Code of Federal Regulations (23 CFR 450.334) requires MPOs to annually certify to the FHWA and Federal Transit Administration (FTA) that the transportation planning process addresses all major issues facing the MPO and is being conducted in accordance with all applicable requirements of the following:

- Section 134 of Title 23, United States Code (USC), section 8 of the Federal Transit Act (49 USC app. 1607)
- Section 174 and 176(c) and (d) of the Clean Air Act (42 USC 7504, 7506 (c) and (d))
- Title VI of the Civil Rights Act of 1964 and the Title VI assurance executed by North Carolina under 23 USC 324 and 29 USC 794
- Section 103(b) of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 regarding the involvement of disadvantaged business enterprises in the FHWA and FTA funding planning projects
- Provisions of the Americans with Disabilities Act (ADA) of 1990 and US Department of Transportation regulations "Transportation for Individuals with Disabilities" (49 CFR parts 27, 37 and 38)

**Mecklenburg-Union MPO
FY 2012 Self-Certification Checklist**

23 CFR* 450.334 requires MUMPO to annually certify to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) that its planning process is addressing the major issues facing the urban area and is being conducted in accordance with all applicable requirements of various federal regulations, statutes, etc.

The following checklist assists staff as it conducts the self-certification process. Each question is followed by staff's response, and if necessary, additional explanation.

1. Is the MPO properly designated by agreement between the Governor and 75% of the urbanized area, including the central city, and in accordance in procedures set forth in state and local law (if applicable)? [23 U.S.C. 134 (b); 49 U.S.C. 5303 (c); 23 CFR 450.306 (a)]

YES

2. Does the policy board include elected officials, major modes of transportation providers and appropriate state officials? [23 U.S.C. 134 (b); 49 U.S.C. 5303 (c); 23 CFR 450.306 (i)]

YES

3. Does the MPO boundary encompass the existing urbanized area and the contiguous area expected to become urbanized within the 20-yr forecast period? [23 U.S.C. 134 (c), 49 U.S.C. 5303 (d); 23 CFR 450.308 (a)]

YES.

Staff is now working with its regional partners to determine the MPO's new boundaries in response to the expansion of the Charlotte urbanized area.

4. Is there a currently adopted Unified Planning Work Program (UPWP)? 23 CFR 450.314
- a. Is there an adopted prospectus?
 - b. Are tasks and products clearly outlined?
 - c. Is the UPWP consistent with the LRTP?
 - d. Is the work identified in the UPWP completed in a timely fashion?

YES to all of the above.

5. Does the area have a valid transportation planning process?
23 U.S.C. 134; 23 CFR 450

- a. Is the transportation planning process continuous, cooperative and comprehensive?
- b. Is there a valid LRTP?
- c. Did the LRTP have at least a 20-year horizon at the time of adoption?
- d. Does it address the 8-planning factors?
- e. Does it cover all modes applicable to the area?
- f. Is it financially constrained?
- g. Does it include funding for the maintenance and operation of the system?
- h. Does it conform to the State Implementation Plan (SIP) (if applicable)?
- i. Is it updated/reevaluated in a timely fashion (at least every 4 or 5 years)?

YES to all of the above.

6. Is there a valid TIP? 23 CFR 450.324, 326, 328, 330, 332
 - a. Is it consistent with the LRTP?
 - b. Is it fiscally constrained?
 - c. Is it developed cooperatively with the state and local transit operators?
 - d. Is it updated at least every 4 years and adopted by the MPO and the Governor?

YES to all of the above.

7. Does the area have a valid CMP? (TMA only) 23 CFR 450.320
 - a. Is it consistent with the LRTP?
 - b. Was it used for the development of the TIP?
 - c. Is it monitored and reevaluated to meet the needs of the area?

The 2012 Certification Review includes a Corrective Action related to the preparation of a Congestion Management Process (CMP). The following actions have been taken in order to ensure that a valid CMP is completed by the March 2013 deadline established by the FHWA:

A Congestion Management Framework Guide was finalized in early 2012 to help staff and the TCC in its efforts to produce a valid CMP.

The TCC established a Task Force to guide the CMP development process.

A consultant has been retained to assist with the development of the CMP.

- **A Letter of Intent has been provided to the consultant.**
- **Contract execution is tentatively scheduled for May 29.**
- **The scope of work is being finalized.**

8. Does the area have a process for including environmental mitigation discussions in the planning process?
 - a. How?

MUMPO's 2035 LRTP includes a thorough discussion of environmental mitigation in section 8.4.

MUMPO's project ranking criteria includes a component that assesses a project's impact on the natural environment.

9. Does the planning process meet the following requirements:
 - a. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
 - b. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
 - c. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
 - d. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
 - e. Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
 - f. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
 - g. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;

- h. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- i. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- j. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.
- k. All other applicable provisions of Federal law. (i.e. Executive Order 12898)

YES to all of the above.

10. Does the area have an adopted PIP/Public Participation Plan? 23 CRR 450.316 (b)(1)
- a. Did the public participate in the development of the PIP?
 - b. Was the PIP made available for public review for at least 45-days prior to adoption?
 - c. Is adequate notice provided for public meetings?
 - d. Are meetings held at convenient times and at accessible locations?
 - e. Is the public given an opportunity to provide oral and/or written comments on the planning process?
 - f. Is the PIP periodically reviewed and updated to ensure its effectiveness?
 - g. Are plans/program documents available in an electronic accessible format, i.e. MPO website?

YES to all of the above.

The PIP is currently being reviewed in order to update the document to include elements related to enhanced outreach to environmental justice communities and a Limited English Proficiency (LEP) plan. A public comment period is currently underway and is scheduled to end on June 13.

11. Does the area have a process for including environmental, state, other transportation, historical, local land use and economic development agencies in the planning process? SAFETEA-LU

- a. How?

MUMPO maintains a database that includes all pertinent federal, state and local agencies involved in the above-mentioned endeavors in its planning process. The agencies receive all MPO agenda packets and other public meeting notifications (e.g., public comment period notifications).

Also, MUMPO created a Resource Agency Consultation process at the start of the development of the 2035 LRTP to ensure that all appropriate agencies were provided the opportunity to become involved in the LRTP's preparation. This information will be updated for the development of the 2040 LRTP.

** Code of Federal Regulations*

RESOLUTION

**CERTIFYING THE TRANSPORTATION PLANNING PROCESS OF THE
MECKLENBURG-UNION METROPOLITAN PLANNING ORGANIZATION
FOR FY 2012**

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 16th day of May, 2012.

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 16th day of May, 2012.

Ted Biggers, Chairman

Robert W. Cook, Secretary

MEMORANDUM

TO: MECKLENBURG-UNION MPO MEMBERS
FROM: BJORN E. HANSEN, CENTRALINA COUNCIL OF GOVERNMENTS
SUBJECT: FFY 16-17 CONGESTION MITIGATION AND AIR QUALITY (CMAQ) PROJECT SOLICITATION UPDATE
DATE: MAY 1, 2012

MUMPO has contracted with Centralina COG to administer the project selection process for the MUMPO's 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. Centralina hosted four monthly project development meetings to help member communities and interested parties develop CMAQ applications in advance of the April 27 deadline for project application submittals.

A total of 28 projects have been received from the following MUMPO members:

1. NCDOT Division 10
2. Mecklenburg County Parks and Recreation
3. Mecklenburg County Land Use and Environmental Services Agency
4. City of Charlotte
5. Town of Cornelius
6. Charlotte Area Transit System

These projects together are requesting \$51.1 million in CMAQ funding, which is more than double the available funding. The list of projects is below:

| Applicant | Project | CMAQ Amount Requested |
|--------------------|--|------------------------------|
| Mecklenburg County | GRADE-Grants to Reduce Aging Diesel Engines | \$500,000 |
| City of Charlotte | 25th Street Connection | \$1,500,000 |
| CATS | CATS Blue Line Extension Start Up Operations Support | \$11,100,000 |
| CATS | CATS Bus Replacements | \$7,728,000 |
| CATS | CATS Park and Ride Lot | \$4,740,000 |
| City of Charlotte | Orr Road Connection | \$750,000 |
| City of Charlotte | Charlotte Bike Share | \$1,400,000 |
| City of Charlotte | Sidewalk Bundle 1 | \$839,770 |
| City of Charlotte | Sidewalk Bundle 2 | \$1,224,500 |
| City of Charlotte | 9th Street Bridge | \$2,250,000 |
| City of Charlotte | Ashley Road/Tuckaseegee Road Intersection | \$1,185,000 |
| City of Charlotte | Eastway Drive/ The Plaza Intersection | \$1,580,000 |
| City of Charlotte | Harris Blvd/ Statesville Road Intersection | \$395,000 |
| City of Charlotte | Ardrey Kell/ US 521 Intersection | \$395,000 |

| | | |
|--------------------|---|---------------------|
| City of Charlotte | CDOT Intelligent Transportation System | \$1,580,000 |
| Town of Cornelius | Catawba Avenue Roundabout | \$2,006,000 |
| Town of Cornelius | Torrence Chapel/ West Catawba Avenue Intersection | \$288,200 |
| Mecklenburg County | McAlpine Creek Greenway | \$1,635,900 |
| Mecklenburg County | Irving Creek Greenway | \$1,194,900 |
| Mecklenburg County | Little Sugar Creek Greenway | \$1,730,400 |
| Mecklenburg County | McDowell Creek Greenway | \$2,280,600 |
| Mecklenburg County | South Prong Rocky River Greenway | \$344,000 |
| Mecklenburg County | Stewart Creek Greenway | \$554,000 |
| Mecklenburg County | Walker Branch Greenway | \$1,152,720 |
| NCDOT Division 10 | NC 51 and Smallwood Intersection | \$414,000 |
| NCDOT Division 10 | NC 51and Sam Newell Intersection | \$552,000 |
| NCDOT Division 10 | US 21 and Stumptown Intersection | \$1,472,000 |
| NCDOT Division 10 | US 74 and Secrest Short Cut Intersection | \$303,200 |
| | Totals | \$51,095,190 |

Next Steps: The project ranking subcommittee will meet twice later this month where they will evaluate the projects and assign scores using the adopted MUMPO methodology. The group's review and recommended rankings will be presented to the TCC at their June meeting for information only. MUMPO and Centralina staff will answer any questions and prepare the final recommendations for the July TCC meeting, where the TCC will be asked to recommend a list to the MUMPO for approval. The MUMPO will consider approval of the project list at their July meeting.

Feel free to contact me at 704-688-6501 or bhansen@centralina.org if you have any questions.

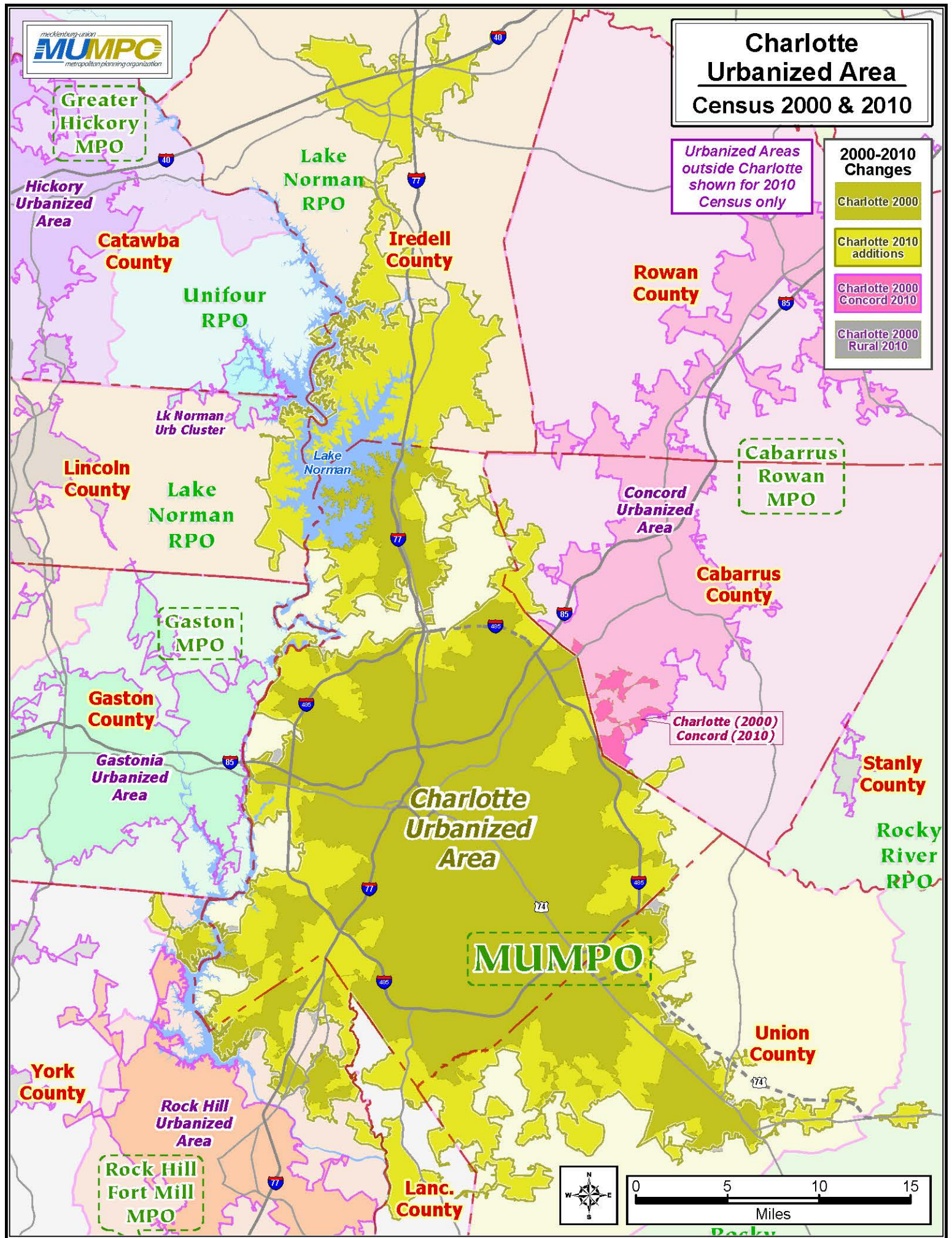


Charlotte Urbanized Area Census 2000 & 2010

Urbanized Areas outside Charlotte shown for 2010 Census only

2000-2010 Changes

- Charlotte 2000
- Charlotte 2010 additions
- Charlotte 2000 Concord 2010
- Charlotte 2000 Rural 2010



MUMPO

