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TO: Mecklenburg-Union MPO Delegates & Alternates
FROM: Robert W. Cook, AICP
MUMPO Secretary
DATE: February 13, 2013

**SUBJECT: February 2013 Mecklenburg-Union MPO Special Meeting
Wednesday, February 20, 7:00 PM**

A special February meeting of the Mecklenburg-Union Metropolitan Planning Organization (MUMPO) is scheduled for Wednesday, February 20, 2013. The meeting will begin at 7:00 PM and will be held in **Room 267** of the Charlotte-Mecklenburg Government Center, 600 E. Fourth St., Charlotte.

An education session will not be held before the meeting. When the MPO scheduled the special meeting during its January 20 meeting, it delayed the start of the February MOU Subcommittee meeting to 5:00 PM.

PLEASE NOTE: Charlotte-Mecklenburg Government Center Access Changes*

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.

**There are two ways to enter the Government Center. Enter via the large staircase on the Davidson St. side or through the plaza entrance facing E. Fourth St. (This is a handicapped accessible entrance.) Once inside the building, security staff will assist you to Room 267. Security measures have been improved recently, so please allow more time for entering the building.*

Mecklenburg-Union Metropolitan Planning Organization

February 20, 2013

7:00 PM

Room 267-Charlotte-Mecklenburg Government Center

Meeting Agenda

1. **Call to Order** Sarah McAulay
2. **Ethics Awareness & Conflict of Interest Reminder** Sarah McAulay
3. **Approval of Minutes** Sarah McAulay
ACTION REQUESTED: Approve the January 2013 meeting minutes as presented.
4. **Citizen Comment Period**
5. **Congestion Management Process** Scott Kaufhold
ACTION REQUESTED: Endorse the Congestion Management Process (CMP) by approving the goals, objectives and performance measures outlined in the attached memorandum.

BACKGROUND: A draft version of the Goals, Objectives and Performance Measures was presented to the TCC and MPO in January for information. Action is now being requested to endorse the CMP. See the attached memorandum for more information.

TCC RECOMMENDATION: The TCC unanimously recommended that the MPO endorse the CMP and approve the goals, objective and performance measures.

ATTACHMENT: CMP memorandum.
6. **2040 Long Range Transportation Plan**
 - a. **Plan Preparation Update** Nicholas Landa
ACTION REQUESTED: FYI

BACKGROUND: Information will be provided about the LRTP update process.
 - b. **Roadway Project Ranking Methodology** Radha Swayampakala
ACTION REQUESTED: FYI

BACKGROUND: Work is progressing on revisions to the roadway project ranking methodology. Several meetings have been conducted with the LRTP Advisory Committee, as well as a workshop with MPO members. The proposed methodology is now being presented to the MPO for review and comment. Approval of the methodology will be requested at the March MPO meeting.

ATTACHMENT: Ranking methodology memorandum.

- 7. Memorandum of Understanding Subcommittee** Robert Cook
ACTION REQUESTED: FYI

BACKGROUND: A report from the Subcommittee's February meeting will be provided, along with information from a staff meeting scheduled for February 18. The staff meeting's purpose is to develop recommendations on key issues for the Subcommittee's consideration.

- 8. I-77 HOT Lanes Project** Bill Coxe
ACTION REQUESTED: Permit the Technical Coordinating Committee to initiate a public comment period for proposed improvements to I-77 North, upon receipt of relevant documents and information.

BACKGROUND: A public comment period is required due to the need to amend MUMPO's 2012-2018 THIP and 2035 Long Range Transportation Plan and to make an air quality conformity determination. See the attached memorandum for more information.

ATTACHMENT: I-77 memorandum; public involvement schedule.

- 9. New Ozone Standard Conformity Determination** Eldewins Haynes
ACTION REQUESTED: Approve the start of a public comment period to receive input on the draft Conformity Determination Report (CDR).

BACKGROUND: See attached memorandum.

ATTACHMENT: Ozone conformity determination memorandum.

- 10. 2013 Meeting Schedule** Robert Cook
ACTION REQUESTED: Discuss meeting frequency.

BACKGROUND: The MPO will face several challenging tasks in 2013: expansion of the planning area and the integration of new members; updating the Long Range Transportation Plan; decisions on HOT lanes; consideration of a draft TIP; etc. Doing so is likely to require a meeting frequency that exceeds the six meetings required by the bylaws. Staff requests that the MPO members discuss the meeting schedule to determine if a change to the bylaws (in conjunction with other changes being considered due to the MPO's expansion) is necessary.

- 11. Adjourn**

MECKLENBURG-UNION METROPOLITAN PLANNING ORGANIZATION
Charlotte-Mecklenburg Government Center, Room 267
January 16, 2013 Meeting
Summary Minutes

Members Attending:

David Howard (Charlotte), Chuck Travis (Cornelius), Brian Jenest (Davidson), Sarah McAulay (Huntersville), Chris King (Indian Trail), James Taylor (Matthews), Dumont Clarke (Mecklenburg County), Ted Biggers (Mint Hill), Margaret Desio (Monroe), Lynda Paxton (Stallings), Frank Aikmus (Union County), Daune Gardner (Waxhaw), Barbara Harrison (Weddington), Brad Horvath (Wesley Chapel)

Non-Voting Members Attending:

Greg Phipps (Charlotte-Mecklenburg Planning Commission)

1. Call to Order

MPO Chairman Mayor Ted Biggers called the January 2013 MUMPO meeting to order at 7:10 PM. At Mayor Biggers' request, Mr. Cook read the ethics awareness and conflict of interest reminder to the MPO.

2. Approval of Minutes

Chairman Biggers requested action on the November 2012 meeting minutes.

Motion:

Sarah McAulay made a motion to approve the November 2012 meeting minutes as presented. Mayor Taylor seconded the motion. Upon being put to a vote, the November 2012 minutes were unanimously approved.

3. Election of Officers

Chairman:

Mayor Taylor nominated Sarah McAulay for MPO chairman; Mayor Gardner seconded the nomination. A motion was made by David Howard to close the nominations. Mayor Paxton seconded the motion which passed unanimously. Upon being put to a vote, Sarah McAulay was unanimously elected MPO chairman for 2013.

Vice-Chairman:

Mayor Paxton nominated Brad Horvath for MPO vice-chairman; Mayor Taylor seconded the nomination. A motion was made by Mayor Taylor to close the nominations. Mr. Howard seconded the motion which passed unanimously. Upon being put to a vote, Brad Horvath was unanimously elected MPO vice-chairman for 2013.

Following the elections, Mr. Howard thanked Mayor Biggers and Mayor Paxton for their leadership of the MPO.

4. Citizen Comment Period

There were no citizen comments.

5. February Special Meeting

Presenter:

Robert Cook

Summary:

Mr. Cook stated that a special meeting was necessary due to the need to meet the FHWA's deadline to finalize the Congestion Management Process (CMP) by February 28, 2013. Meeting in February will also allow for the MPO to receive updates, and if necessary, to take action on two time-sensitive matters: MOU revisions and the I-77 HOT lanes project.

Motion:

Mayor Taylor made a motion to schedule a special February MPO meeting on Wednesday, February 20 at 7:00 PM and to shift the start time of the MOU Subcommittee meeting scheduled for that day to 5:00 PM. Frank Aikmus seconded the motion. Upon being put to a vote, the motion passed unanimously.

6. 2040 Long Range Transportation Plan

a. County-Level Population & Employment Projections

Presenter:

Anna Gallup, CDOT

Summary:

Ms. Gallup presented information to the MPO via a Power Point presentation, the contents of which are incorporated into the minutes. She stated that the request of the MPO was to endorse county-level population and employment projections. The projections are used as an input to the regional travel demand model, which will support the development of the 2040 Long Range Transportation Plan. Ms. Gallup reviewed the projections for Mecklenburg and Union counties. Projections for the portions of Lincoln and Iredell counties that will be part of the MPO later in 2013 are being addressed by the Lake Norman RPO. It was stated that the Technical Coordinating Committee (TCC) unanimously recommended that the MPO endorse the projections.

Motion:

Mayor Gardner made a motion to endorse the county-level population and employment projections as presented. Mr. Howard seconded the motion. Upon being put to a vote, the motion passed unanimously.

b. LRTP Development Update

Presenter:

Nicholas Landa

Summary:

Mr. Landa presented information to the MPO via a Power Point presentation, the contents of which are incorporated into the minutes. He stated that work on the 2040 LRTP was underway and is supported by a Steering Committee made up of staff members, and a TCC-appointed Advisory Committee made up of TCC members and others who will be important to the LRTP's preparation.

In addition to the development of the population and employment projections, work is progressing on three key tasks that Mr. Landa described:

Goals & Objectives

The current goals and object have not been examined for several LRTP update cycles. This process is thoroughly reviewing the goals and objectives with the Advisory Committee, and comments from other stakeholders have been solicited. Additional public involvement will be pursued. The MPO will be asked to adopt updated goals and objectives at the March meeting.

Roadway Project Ranking Methodology

The MPO's current methodology is a largely qualitative process; however, its effectiveness is limited due by large numbers of candidate projects because and the significant amount of staff and TCC time necessary for project ranking. Development of the revised methodology is being guided by the Advisory Committee with consultant assistance. Constructive input and guidance was received through responses to a survey sent to MPO and TCC members, and four MPO members participated in a workshop on January 15, 2013 designed to seek comment on the emerging methodology. The MPO will be asked to adopt a revised methodology at the March meeting.

Candidate Project Submittals

Mr. Landa stated that the window for submitting candidate projects for potential inclusion in the 2040 LRTP opened in November 2012, and that the deadline for submittals was January 18, 2013. A project submitted must be included in the MPO's Comprehensive Transportation Plan (CTP). Project ranking will begin in the spring,

following the adoption of the revised methodology, and the TCC and MPO are tentatively scheduled to adopt a ranked list in July 2013.

7. Transportation Improvement Program

a. Potter Road TIP Amendment (TIP# U-5112)

Presenter:

Robert Cook

Summary:

Mr. Cook stated that project U-5112 is being administered by the Town of Stallings and will result in improvements at the Pleasant Plains Road/Potter Road intersection. Stallings is pursuing the TIP amendment in order to use funds now allocated only for construction, for ROW acquisition and utility relocation. No additional funds are being requested. The TCC unanimously recommended that the MPO approve the amendment.

Motion:

Mayor Biggers made a motion to amend the 2012-2018 TIP as presented. Mayor Taylor seconded the motion. Upon being put to a vote, the motion passed unanimously.

b. Miscellaneous 2012-2018 TIP Amendments

Presenter:

Robert Cook

Summary:

Mr. Cook stated that the amendments were for minor changes to the projects listed in the agenda packet. The TCC unanimously recommended that the MPO approve the amendments. The complete project list is as follows:

| TIP # | Description | Proposed Amendment | Reason |
|--------------|----------------------------------------------------------------------------------------------|------------------------------------------------------------------------|----------------------------------|
| C-4957A | Construct sidewalks at Sun Valley HS and Sun Valley MS | Delay Construction from FY 12 to FY 13. | Allow additional time for design |
| C-4957B | Construct sidewalks on Unionville-Indian Trail Road and Sardis Road | Delay Construction from FY 12 to FY 13. | Allow additional time for design |
| C-5537 | Barton Creek Greenway; construct connector between Clark's Creek and Mallard Creek greenways | Delay Construction from FY 12 to FY 13. | Allow additional time for design |
| P-5002A | N. Church St. railroad crossing grade crossing closure | Split project P-5002 into separate projects; add Construction in FY 13 | Not previously programmed |
| P-5002B | NC Music Factory Boulevard and Maxwell Court extension | Split project P-5002 into separate projects; add Construction in FY 13 | Not previously programmed |
| P-5002C | CSX Railroad detour (related to CSX/NS grade separation project) | Split project P-5002 into separate projects; add Construction in FY 14 | Not previously programmed |
| P-5002D | Norfolk Southern bridges, track and signals | Split project P-5002 into separate projects; add Construction in FY 14 | Not previously programmed |
| P-5002E | CSX Railroad signals | Split project P-5002 into separate projects; add Construction in FY 14 | Not previously programmed |

Motion:

Mayor Taylor made a motion to amend the 2012-2018 TIP as presented. Mayor Biggers seconded the motion. Upon being put to a vote, the motion passed unanimously.

c. Draft 2015-2021 TIP

Presenter:

Robert Cook

Summary:

Mr. Cook stated that NCDOT announced in December that it was withdrawing the draft 2014-2020 TIP released in September 2012, and that a new draft would be released in Fall 2013. NCDOT's reasons for withdrawing the TIP related to a) uncertainties related to the implementation of MAP-21, b) lower revenue forecasts, and c) major project uncertainties. He went on to state that the delay in the TIP process would affect an ongoing staff process to determine the viability of locally-administered projects (LAP), since it was timed to coordinate with the original TIP schedule. The revised schedule will permit some additional time to work on the project; however it will be important to continue with reasonable progress to ensure timely completion of the assessment process. Mr. Cook also discussed fiscal constraint requirements for the TIP. The state's MPOs previously relied upon NCDOT to determine that their TIPs were fiscally constrained; however, the FHWA is now requiring the MPOs to do so. The delay in the release of the draft TIP will allow for additional time to work with NCDOT staff on fiscal restraint matters.

8. Bicycle & Pedestrian Ranking Methodology

Presenter:

Adam McLamb, Town of Indian Trail

Summary:

Mr. McLamb stated that the request before the MPO was to approve the revised Bicycle & Pedestrian Ranking Methodology. One addition to the criteria was made since a draft methodology was presented to the MPO at its November 2012 meeting. The addition related to the assignment of points for bus stops based upon the number of trips and boardings and alightings. Mr. McLamb noted that the TCC unanimously recommended that the MPO approve the revised methodology.

Motion:

Mayor Taylor made a motion to approve the Bicycle & Pedestrian Ranking Methodology as presented and to adopt the project application form as presented. Dumont Clarke seconded the motion. Upon being put to a vote, the motion passed unanimously.

9. Congestion Management Process

Presenter:

Scott Kaufold, Town of Indian Trail & Radha Swayampakala, RS&H

Summary:

Mr. Kaufold and Mr. Swayampakala presented information to the MPO via a Power Point presentation, the contents of which are incorporated into the minutes. Mr. Kaufold chairs the TCC's Congestion Management Process Task Force and opened the presentation by providing the basics of the CMP, stating that it is a federally-mandated process that seeks to ensure that less costly methods of managing congestion are analyzed for their potential effectiveness before implementing expensive widening and/or new location projects.

Mr. Swayampakala then discussed the goals and objectives and performance measures that have been developed by the Task Force. The goal of the CMP will be simply to manage congestion through four primary means (objectives): develop various management measures; reduce non-recurring congestion (e.g., congestion related to traffic accidents) duration; consider a range of strategies; improve the resiliency, redundancy and reliability of the transportation network. As to performance measures, they will include observing the percentage of roadway miles performing at no/minimal congestion levels, moderate congestion levels, and heavy congestion levels, as well as evaluating the number of crashes per 100 M miles of overall vehicle miles traveled (VMT).

Several examples of the possible techniques/strategies to manage congestion before the implementation of a road widening include:

- Demand Management

- Managed lanes
- Compressed/flexible workweeks
- Alternative Mode Promotion
 - Transit improvements
 - Use of shoulders for transit vehicles
- Traffic Operations
 - Traffic signal timing
 - Freeway ramp metering
- Land Use
 - Encourage regional activity centers

The presentation concluded with a discussion of the next steps in the process. Proposed roadway projects will be analyzed to determine if any proposed strategies will be sufficient to manage existing or anticipated congestion. The MPO will be asked to endorse the goals and objectives and performance measures at its February special meeting.

10. Unified Planning Work Program

a. FY 2013 UPWP Amendments

Presenter:

Robert Cook

Summary:

Mr. Cook stated that several projects programmed in the current UPWP, affecting approximately \$235,000, will not proceed as planned. Staff and the TCC are considering shifting a majority of the funds to support efforts to finalize the Congestion Management Process (CMP) and project ranking methodology. After the CMP's scope of work was completed, the need for additional work was identified by the FHWA. Regarding the project ranking methodology, work to complete the project is taking more time than originally anticipated. Final action an amendment will be presented to the MPO in March 2013.

b. FY 2014 UPWP

Presenter:

Robert Cook

Summary:

Mr. Cook presented information to the MPO via a Power Point presentation, the contents of which are incorporated into the minutes. He stated that the UPWP is the MPO's annual listing of project, priorities and works tasks and reflects its short-range planning needs. It describes what is planned for the fiscal year, the anticipated costs of the various projects and the source of funds, of which there are three:

| Source | Amount |
|---------------------------------------------------------------------|---------------|
| • Planning (PL) funds | \$836,448 |
| ○ distributed annually based upon urban area population | |
| • Surface Transportation Program-Direct Attributable (STP-DA) funds | \$800,000 |
| ○ PL funds supplement in the Transportation Improvement Program | |
| • Section 5303 funds | \$345,969 |
| ○ used primarily to support transit planning | |

Also discussed were proposed allocations to support local transportation planning projects. A total of \$88,000 was requested to support three projects: one project in Indian Trail and two projects in Huntersville. A draft UPWP will be presented to the MPO in March and adoption is expected in May.

11. I-77 HOT Lanes Project

Presenter:

Bill Coxe, TCC Chairman

Summary:

Mr. Coxe presented information to the MPO via a Power Point presentation and distributed a project timeline; the contents of both are incorporated into the minutes. The presentation covered the objectives of the project, its scope and aspects of the public-private partnership that is being pursued. Two of the principal project objectives noted were the use of HOT lanes and variable tolling to facilitate long term congestion management, and minimizing public contributions and using private financing. Mr. Coxe discussed opposition to the project, and emphasized that tolling lanes are not unique to north Mecklenburg—the Monroe and Garden parkways are fully tolled and HOT lanes are being considered for the widening of I-485 from I-77 to Rea Road, and on Independence Boulevard.

Following the presentation, the MPO members asked Mr. Coxe a series of questions about the project and about the concerns of residents opposed to the implementation of HOT lanes.

12. Memorandum of Understanding Subcommittee

Presenter:

Robert Cook

Summary:

Mr. Cook stated that the MOU Subcommittee met earlier and discussed four topics: TCC membership; a new MPO name; voting issues; the dues methodology and the local match for federal funds. He stated that the subcommittee made a formal recommendation on the TCC membership issue by formally stating that new voting members should have seats on the TCC along with a representative of greenway interests. The matter of Mecklenburg County representation on the TCC was deferred. “Charlotte Regional Transportation Planning Organization” was recommended as the new MPO name. Formal recommendations will be presented at the MPO’s February meeting.

13. Adjourn

The meeting adjourned at 8:50 PM.

Memorandum

To: Mecklenburg-Union MPO Members, MUMPO
From: Scott Kaufhold, PE, CMP Task Force Chairman
Subject: Congestion Management Process (CMP), Agenda Item #5
Date: February 13, 2013

Action Requested

Endorse the Congestion Management Process by approving the CMP Goals, Objectives and Performance Measures as presented below.

Technical Coordinating Committee Recommendation

At its February 7, 2013 meeting, the Technical Coordinating Committee unanimously recommended that the MPO endorse the Congestion Management Process by approving the CMP Goals, Objectives and Performance Measures.

Background

Pursuant to federal regulations, Mecklenburg-Union Metropolitan Planning Organization (MUMPO) has developed a Congestion Management Process (CMP), and is currently seeking TCC and MPO adoption of the CMP in order to meet the FHWA's required approval deadline of February 28, 2013.

Federal regulations require that MPOs with a population of over 200,000 have a process for managing congestion within the area. This process must provide recommendations for the effective management of congested facilities and efficient mobility and ensure that all potential alternatives to address congestion have been examined for identified projects that include additional roadway capacity. The CMP is required to be developed, established and implemented as part of the metropolitan transportation planning process.

In April 2012, MUMPO initiated a process to develop the CMP. RS&H was retained to complete the CMP and a special Task Force was formed to oversee this process. The Task Force, created by MUMPO's TCC, was chaired by Scott Kaufhold. This Task Force has met four times since the initiation of the project, during the months of April through December 2012. Key components of MUMPO's proposed CMP are described in the following sections of this memorandum.

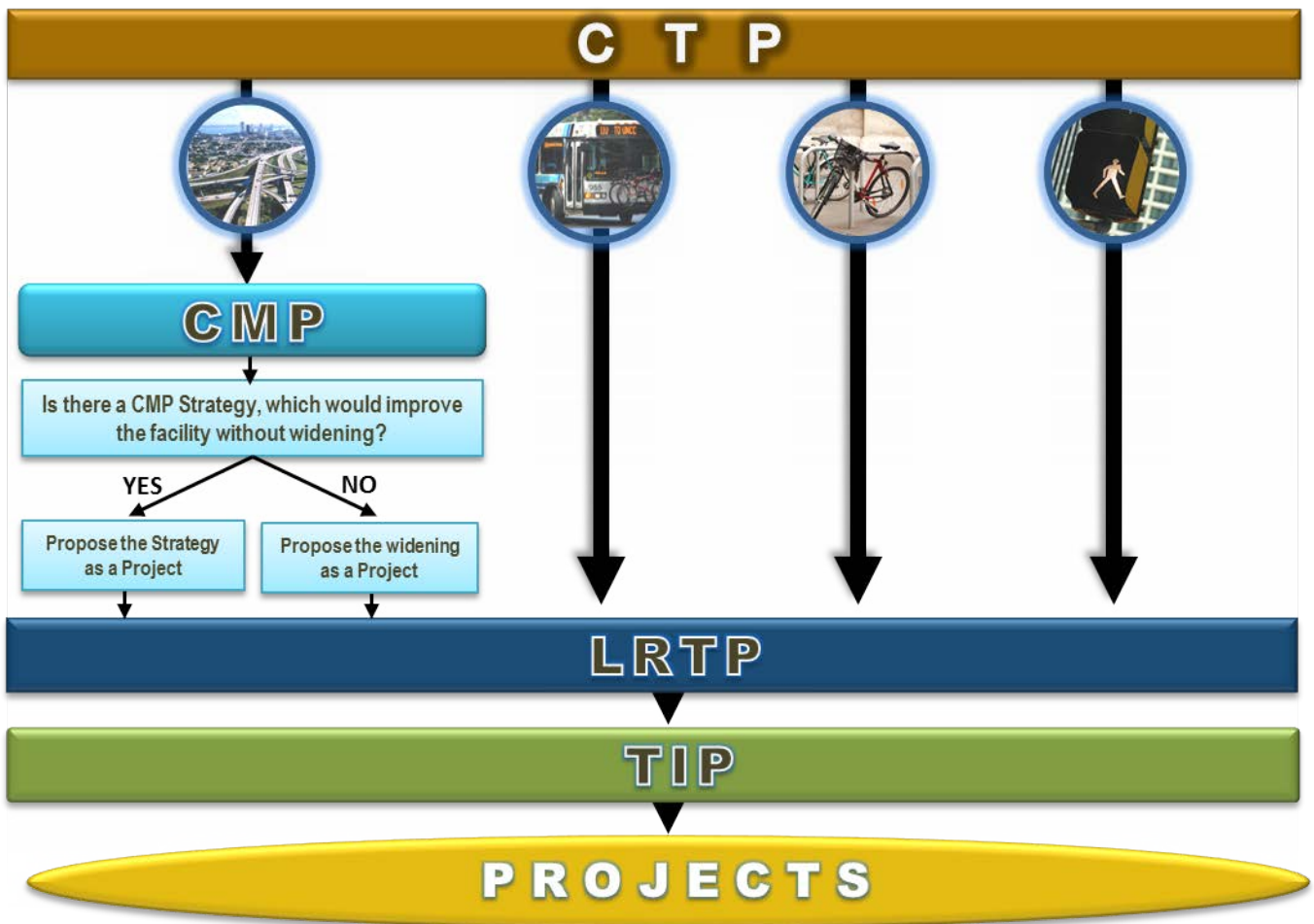
MUMPO CMP Study Area

In consultation with the Federal Highway Administration (FHWA), the proposed MUMPO CMP study area is the existing MUMPO planning area, in addition to Mooresville, located in Iredell County, and the portion of Gaston County in the Charlotte urbanized area (UZA). Mooresville will be part of the MUMPO planning area as a result of the 2010 US Census and is also part of the air quality nonattainment area. Therefore, the proposed CMP study area is consistent with the 2035 LRTP study area, and also able to adjust to MUMPO's anticipated expanded area.

Congestion Management Process

MUMPO's proposed CMP features a process to filter congestion management strategies in relation to the highway improvement needs identified in MUMPO's Comprehensive Transportation Plan (CTP), and confirm if widening is needed. Before potential single occupancy vehicle (SOV) widening projects are recommended for inclusion in the LRTP and ultimately the TIP, these projects are assessed for any other congestion management strategies that might improve the roadway facilities, in lieu of widening. This assessment of reasonable congestion management strategies as alternatives to widening meets the federal requirement for project funding. Federal funds may not be programmed for capacity-adding single occupancy vehicle (SOV) projects unless the projects are included in a CMP that provides an analysis of reasonable travel demand reduction and operational management strategies. The CMP process is shown in the graphic below.

Figure 1: Congestion Management Process



CMP Goals, Objectives and Performance Measures

A draft version of CMP Goals, Objectives and Performance Measures was presented to the TCC and MPO in November 2012 for information. Based on comments received from various members of the CMP Task Force, TCC, and MPO, these Goals, Objectives and Performance Measures were streamlined and presented to the TCC and the MPO in January 2013.

The goal of the MUMPO CMP is managing congestion within the MUMPO region. This goal is supported by four CMP objectives and performance measures established to quantify these objectives. The Goals, Objectives and Performance Measures are presented in Table 1.

These objectives may evolve over time to address the changing national, statewide, regional and/or local context of congestion. Because of this dynamic landscape, the CMP Task Force will continue to meet periodically, review the process, and if needed, propose other possible objective and/or performance measures for potential inclusion into the CMP.

Table 1: Goals, Objectives, and Performance Measures, MUMPO CMP

| Goal and Objectives | Performance Measures |
|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| ➤ Goal: Manage Congestion | |
| Develop congestion management measures | % of Roadway Miles at a Travel Time Index (TTI)/Level of Service (1.2 to 1.49 TTI/Level of Service E - Moderate Congestion; 1.5 or more TTI/Level of Service F - Heavy Congestion) |
| Reduce non-recurring congestion duration | No. of Crashes per 100 MVMT , related to the statewide average |
| Consider full range of Congestion Management Strategies | Were all reasonable techniques and strategies considered --- Yes / No? |
| Improve the resiliency, redundancy, and reliability of the transportation network | Extract data from Inrix – Use Buffer, or other indices |

Performance Evaluation

The use of performance measures is critical in the analysis and assessment of congestion within the study area. The GPS based INRIX travel time data acquired by North Carolina Department of Transportation and the Charlotte Department of Transportation was identified as the most appropriate dataset to use to measure and identify the facilities with existing congestion. Based on the INRIX data, a travel time index was calculated. Facilities with a travel time index of 1.0 to 1.2 were identified as minimally congested; 1.21 to 1.5 as moderately congested; and greater than 1.5 as heavily congested. To identify future congested conditions, the traditional Level of Service (LOS) analysis was used, with LOS A through D identified as minimally congested; LOS E as moderately congested; and LOS F as heavily congested. Tables 2 and 3 below depict the levels of existing and future congestion conditions in the MUMPO area. The above mentioned congestion criteria definition were developed by the Task Force and results of

the performance evaluation were presented to the TCC and MUMPO at their November, 2012 and January 2013 for information.

Table 2: Existing Conditions Congestion Levels – Travel Time Index

| Congestion Level | No. of Miles (%) |
|-------------------------------------|------------------|
| Minimal Congestion (TTI 1-1.20) | 971 (49%) |
| Moderate Congestion (TTI 1.21-1.50) | 793 (40%) |
| Heavy Congestion)(TTI>1.5 | 213 (11%) |

Source: Inrix travel time data, City of Charlotte. Total length – 1,977 miles, bi-directional measure

Table 3: Existing and Future Conditions Congestion Levels – Level of Service

| Congestion Level | 2010 No. of Miles (%) | 2035 No. of Miles (%) |
|--------------------------------|-----------------------|-----------------------|
| Minimal Congestion (LOS A ~ D) | 1,355 (73%) | 924 (50%) |
| Moderate Congestion (LOS E) | 115 (6%) | 115 (6%) |
| Heavy Congestion (LOS F) | 382 (21%) | 808 (44%) |

Source: Metrolina Regional Travel Demand Model. Total length – approx. 1,850 miles, bi-directional measure

Congestion Management Strategies

Using USDOT¹ guidance, a full range of potential congestion management strategies were identified for MUMPO freeways, non-freeways and the overall region. These strategies were grouped into four major categories: Demand Management; Alternative Mode Promotion; Traffic Operations; and Land Use. Additionally, these strategies were summarized as related to term effectiveness (short, mid, long); congestion type (recurring, non-recurring or both); and public acceptance (low, medium, high).

Next Steps - Implementation of CMP Strategies

As part of the CMP, federal regulations require the periodic assessment of the effectiveness of congestion management strategies over time. Therefore, it is recommended that the MUMPO CMP implementation process incorporate the following:

- Apply the CMP Process to TIP and LRPT Projects – Review the roadway capacity projects included in 2014-22 TIP (for years up to 2017) and/or 2040 LRTP (for years up to 2030), and apply the CMP process identified in this study.
- Conduct the first update of the CMP in two to three years - Assess how the process worked and if there were any unforeseen problems.
- Perform subsequent updates every four to five years - Verify that the CMP continues to be applicable to MUMPO’s vision, goals and objectives.
- Hold periodic meetings of the CMP Task Force - Schedule regular meetings throughout the year, such as quarterly or semi-annually to identify and address changing conditions or requirements.

¹ Congestion Management Process: A Guidebook, USDOT, FHWA, April 2011

Memorandum

To: MUMPO Board Members
From: Nick Landa, MUMPO
Radha Krishna Swayampakala, RS&H
Subject: 2040 LRTP Project Prioritization Criteria, Agenda Item #6b
Date: February 13, 2013

Action Requested: Presented for information only

Background

Currently, MUMPO is in the process of developing its 2040 Long Range Transportation Plan. As part of this process, each potential project must be evaluated for the development of the final prioritized project list. To effectively manage this process, the TCC formed two committees, a Steering Committee and a broader Advisory Committee. These two committees have been meeting regularly over the last 6 months to develop a quantifiable process for Roadway Project Prioritization (also known as Roadway Project Ranking Criteria). The following are the major tasks involved in this effort:

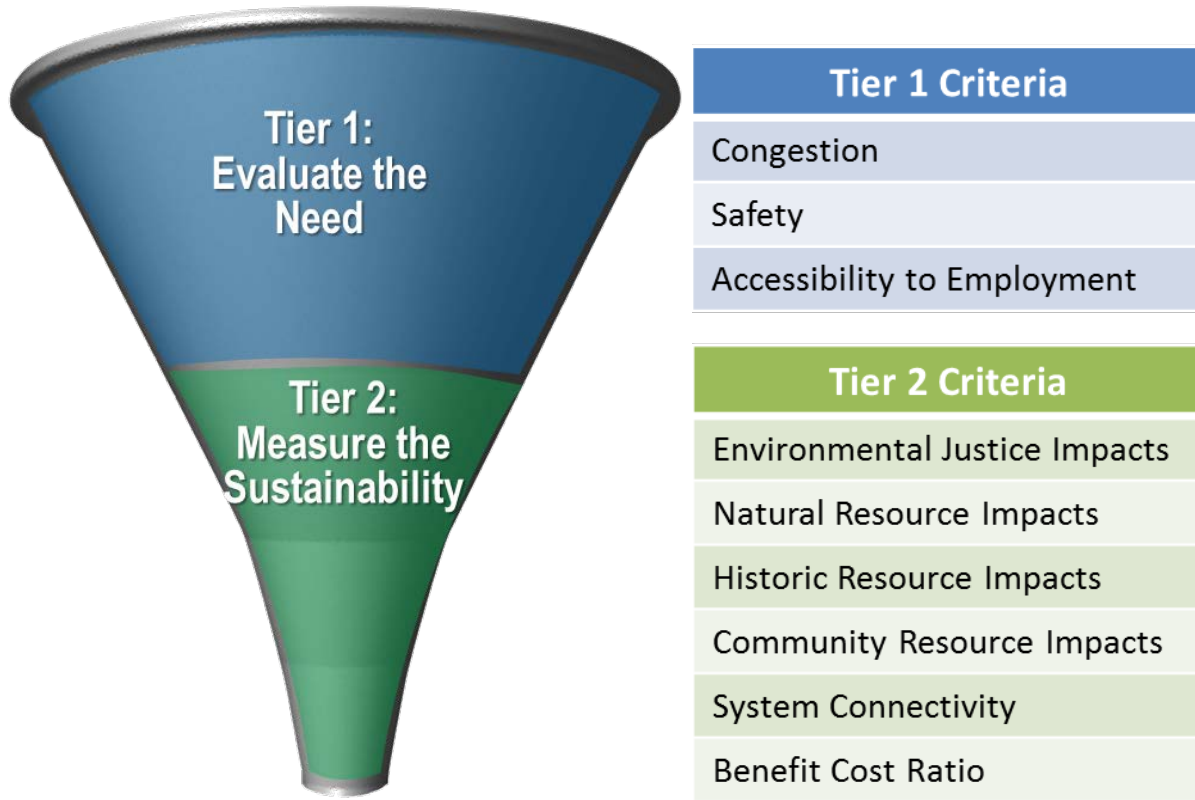
- Peer MPO research to identify the best practices
- Survey of the TCC members and key stakeholders regarding various ranking criteria
- Evaluation of each potential ranking criteria
- Workshop held with MPO board members and TCC members
- Development of potential Project Prioritization Criteria and recommendations for the TCC and MPO board

Using the information from these tasks, the Steering and Advisory Committees have developed a two-tiered Project Prioritization Criteria approach. This approach is being presented to the TCC and MPO in February 2013 for information. Based on the feedback received from the TCC and MPO at the February meetings, the Steering Committee and Advisory Committee expects to address any comments and seek approval for the prioritization process in March 2013.

The graphic on the following page outlines the two tiered process and the associated criteria in each tier.

Advisory Committee Recommendation

At its February 11 meeting, the LRTP Advisory Committee continued its discussion of the proposed highway ranking methodology, which concluded with a recommendation to endorse the following criteria for evaluating candidate projects for the 2040 LRTP:





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TO: Mecklenburg-Union MPO Delegates & Alternates
 FROM: Robert Cook, AICP
 MUMPO Secretary
 DATE: February 13, 2013
**SUBJECT: I-77 HOT Lanes Project
 Agenda Item #8**

The North Carolina Department of Transportation (NCDOT) has been working with the MPO on a proposed project to improve I-77 North from I-277 in Charlotte to NC 150 in Mooresville. At its meeting on February 13, the MPO will be asked to consider the following:

ACTION REQUESTED

Permit the Technical Coordinating Committee (TCC) to initiate a public comment period for modifications to the 2035 LRTP and 2012-2018 TIP and a conformity determination on both to allow for proposed improvements to I-77 North.

The comment period would begin upon receipt and approval of relevant documents and information and will be coordinated with the comment period on the Environmental Assessment for the proposed project.

TECHNICAL COORDINATING COMMITTEE RECOMMENDATION

At its February 7, 2013 meeting, the TCC unanimously recommended that the MPO take the action specified above.

BACKGROUND

NCDOT is proposing to utilize a public/private partnership to implement HOT lanes on I-77 as listed below:

| Section | HOT Lanes | Section Limits |
|---------|-----------|----------------------------------------------------------------------------------|
| South | 2 | 2.5 miles on I-77 and 1.5 miles on I-277 with direct HOT lane connector to I-277 |
| Central | 2 | 15 miles from I-85 to Exit 28 (Catawba Avenue) |
| North | 2 | 8 miles from Exit 28 to Exit 36 (NC 150) |

The current TIP includes project I-5405 which would convert the existing HOV lanes on I-77 North to HOT lanes and extend one lane in each direction to Catawba Ave. in Cornelius. On June 20, 2012, the MUMPO amended the 2035 LRTP to add a second HOT lane in each direction for the limits of

the I-5405 project. Programming the current NCDOT proposal requires amending both the 2012-2018 TIP and 2035 LRTP, and making a conformity determination. The following documents and/or information are deemed necessary to adequately inform the public of the requested action:

- LRTP and TIP amendment reports
- Draft air quality conformity determination report
- Information related to transportation performance of the options for widening
- Financial feasibility information on the proposed action
- Key assumptions on tolling
- Draft Environmental Assessment (EA)

I-77 P3 Public Involvement Schedule

February 7

a) TCC endorses sending comments to NCDOT on the EA for the consolidated project.

b) TCC adopts request that MPO authorize a public involvement process for the LRTP and TIP amendments to begin once the TCC's I-77 tech team is comfortable that all needed information (defined below) is available and ready for public release.

February 13

LNTC hosts a public information session at Cornelius Town Hall on HOT lanes as a tool for adding sustainable capacity on freeways. NOT specific to current project HOWEVER, it is an opportunity to inform public of MUMPO and its responsibilities and its upcoming formal involvement opportunities, pending MUMPO approval of the schedule on Feb. 20th.

February 20

MUMPO receives update on project and considers the TCC's request to authorize public involvement under the Feb. 7th criteria.

March 7

TCC receives update on public involvement information and schedule. Assuming receipt and acceptance of needed information, TCC authorizes beginning date of public involvement as March 11. Public involvement is open until close of business April 11. MUMPO is notified of the official schedule.

March 13

LNTC hosts public information session on P3 process, both general and specific to the current project. This is probably not appropriate as the public meeting for the MPO public involvement since a) we will only have had our information in circulation for 2 days and b) we are unlikely to have the EA in hand. This is another good opportunity for distribution of information on upcoming dates and how to be involved for the MPO process.

March 20

Assuming public involvement has commenced, MUMPO receives full update on schedule along with complete information packages.

Sometime in late March

MUMPO co-hosts public workshops with NCDOT & Atkins on the environmental document, the TIP and LRTP amendments, and the air quality conformity determination. Suggest 2 workshops geographically separated on consecutive nights. Public information should be available to interested parties at least one week prior to the workshops.

April 4

TCC receives an update on public involvement.

April 11

Potential close of public comment period on TIP and LRTP amendments and air quality conformity.

April 17

Potential MPO meeting necessary for MPO expansion and MOU. Give MPO an update on process.

Late April?

Close of NCDOT comment period on EA? Atkins and NCDOT must share all comments & responses with TCC staff for review and incorporation into possible May 2 TCC action.

May 2

Possible TCC recommendation on amendments.

May 15

Possible MPO action on amendments.

Required Information

- 1) An analysis of the transportation system performance for the HOT and GP lanes under design (2017) and future horizon year (perhaps only 2035, TBD) conditions. This analysis will occur on the 5 scenarios modeled by the consultants working for NCDOT and be supplemented by an additional analysis on adding GP lanes only without HOT lanes.
- 2) Financial feasibility of proposed amendments and changes to both TIP and LRTP necessitated to achieve the publicized NCDOT \$170M infusion.
- 3) The environmental assessment.
- 4) An LRTP amendment report
- 5) A TIP amendment report
- 6) Appropriate graphics and information packages

Under this scenario, all materials will be mutually reviewed by MUMPO's TCC I-77 tech team and NCDOT with support from any appropriate consultants. MUMPO and NCDOT staff will be jointly responsible for ensuring the posting of adequate public notices to exceed the requirements of federal and state regulations and MUMPO's public involvement process.

The review and compilation times mandated by the above schedule are aggressive. It is acknowledged that if significant relevant comments are submitted, the schedule may be adjusted.



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TO: Mecklenburg-Union MPO Delegates & Alternates
FROM: Robert Cook, AICP
MUMPO Secretary
DATE: February 13, 2013

**SUBJECT: New Ozone Standard Conformity Determination
Agenda Item #9**

ACTION REQUESTED

Approve the start of a public comment period to receive input on the draft Conformity Determination Report (CDR) related to the new ozone standard.

TECHNICAL COORDINATING COMMITTEE RECOMMENDATION

At its February 7, 2013 meeting, the TCC unanimously recommended that the MPO permit the start of a public involvement period.

BACKGROUND

- In 2012 the National Ambient Air Quality Standard (NAAQS) for 8-hour ozone was revised to reflect improved scientific understanding of the health impacts of this pollutant. This is known as the 2008 8-hour ozone NAAQS.
- Effective July 20, 2012, the Environmental Protection Agency (EPA) declared the entire Metrolina area as being "marginal nonattainment" for the 8-hour ozone NAAQS.
- Under the Federal Conformity rules, the new ozone NAAQS triggered a 12-month clock in which MPOs must demonstrate that their plans and programs conform to the new standard.
- MUMPO's conformity determination will be made on the current 2012-2018 Transportation Improvement Program and 2035 Long Range Transportation Plan.
- Following the public comment period, the CDR will be made final, and a Federal Finding of Conformity by USDOT is likely by early May. The 12-month clock expires July 20, 2013.