



600 East Fourth Street
Charlotte, NC 28202
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www.mumpo.org

TO: Mecklenburg-Union MPO Delegates & Alternates
FROM: Robert W. Cook, AICP
MUMPO Secretary
DATE: April 12, 2013

**SUBJECT: April 2013 Mecklenburg-Union MPO Special Meeting
Wednesday, April 17, 7:00 PM**

The April 2013 meeting of the Mecklenburg-Union Metropolitan Planning Organization (MUMPO) is scheduled for Wednesday, April 17, 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.

6:00 PM Education Session: Phase 3-Managed Lanes Study

An education session will be held at 6:00 PM in Room 267 to update the MPO on Phase 3 of the Managed Lanes Study. A light meal will be provided.

During Phase 3, area roadways were analyzed to determine where High Occupancy Toll (HOT) lanes or other types of managed lanes should be implemented in the Charlotte region to help manage congestion during peak travel periods. The study objectives were to help familiarize the public with the concept of congestion pricing, develop a better understanding of policy and technical issues associated with the use of congestion pricing, to determine community acceptance for the next managed lane project(s), and define the preferred managed lanes project(s) for those corridors.

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

April 17, 2013

Room 267-Charlotte-Mecklenburg Government Center

6:00 PM Education Session

Topic

Phase 3 Managed Lanes Study

7:00 PM Meeting Agenda

1. **Call to Order** Sarah McAulay
2. **Adoption of the Agenda** Sarah McAulay
3. **Citizen Comment Period**
 - a. 10 minutes will be devoted to a presentation from a representative of a group opposed to the implementation of high occupancy toll (HOT) lanes on I-77.
 - b. 10 minutes will be devoted to a presentation from a representative of a group opposed to the Monroe Bypass project.
4. **Ethics Awareness & Conflict of Interest Reminder** Sarah McAulay
5. **Approval of Minutes** Sarah McAulay
ACTION REQUESTED: Approve the March 2013 meeting minutes as presented.
6. **2040 Long Range Transportation Plan**
 - a. **Goals & Objectives** Nicholas Landa
ACTION REQUESTED: Endorse the Goals & Objectives for the 2040 LRTP.

BACKGROUND: See attached memorandum.

TCC RECOMMENDATION: The TCC unanimously recommended that the MPO endorse the Goals & Objectives as presented.

ATTACHMENTS: Goals & Objectives memorandum; draft 2040 Goals & Objectives; stakeholder and public comments, with responses.
 - b. **Plan Update** Nicholas Landa
ACTION REQUESTED: FYI

BACKGROUND: Information will be provided about the LRTP update process.
 - c. **Financial Plan Assumptions** Andy Grzymiski
ACTION REQUESTED: FYI

BACKGROUND: Information about potential financial assumptions for the fiscally constrained 2040 LRTP will be provided.

- 7. Transportation Improvement Program (TIP) Amendments** Robert Cook
ACTION REQUESTED: Approve amendments to the 2012-2018 TIP to reallocate Direct Attributable (DA) and Congestion Mitigation & Air Quality (CMAQ) funds, as presented.
- BACKGROUND: See attached memorandum and detailed project list for more information.*
- TCC RECOMMENDATION: The TCC unanimously recommended that the MPO amend the TIP as presented.*
- ATTACHMENTS: Memorandum and project list.*
- 8. New Ozone Standard Conformity Determination** Eldewins Haynes
ACTION REQUESTED: Find that the 2035 Long-Range Transportation Plan and the 2012-2018 Transportation Improvement Program conform to the purpose of the North Carolina State Implementation Plan, in accordance with Clean Air Act as Amended (CAAA), and the Moving Ahead for Progress in the 21st Century Act (MAP-21).
- BACKGROUND: See attached memorandum.*
- ATTACHMENT: Memorandum; draft resolution; public comments (Southern Environmental Law Center).*
- 9. Draft FY 2014 Unified Planning Work Program (UPWP)** Robert Cook
ACTION REQUESTED: FYI
- BACKGROUND: An update on the status of the draft 2014 UPWP will be provided. See the attached memorandum for more information.*
- ATTACHMENT: Proposed PL fund allocation spreadsheet.*
- 10. I-77 HOT Lanes Project** Bill Coxe
ACTION REQUESTED: FYI
- BACKGROUND: Issues to be addressed include (but are not limited to): discussion of P3 project delivery and financial and schedule changes needed to make the P3 project feasible; update on public meetings held on April 10 and 11.*
- 11. Memorandum of Understanding Subcommittee** Robert Cook
ACTION REQUESTED: FYI
- BACKGROUND: A report on the Subcommittee's activities will be provided.*
- 12. Adjourn**



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TO: Mecklenburg-Union MPO Board Members
FROM: Nicholas Landa
MUMPO Principal Planner
DATE: April 10, 2013
SUBJECT: **2040 LRTP Goals & Objectives**

REQUESTED ACTION

The MPO is requested to endorse the attached Goals & Objectives for the 2040 Long Range Transportation Plan.

BACKGROUND

The MPO is currently in the process of updating its LRTP. One of the first tasks undertaken by the LRTP Steering and Advisory Committees was to review the MPO's goals and objectives from the existing 2035 LRTP. The goals and objectives will provide the vision and framework for what ultimately goes into the Plan. The following outlines the process by which the attached Draft 2040 LRTP Goals & Objectives were developed:

- 1) Steering Committee and Advisory Committee review and comment (October-November 2012)
 - Advisory Committee consensus on first draft of revised goals and objectives
 - Advisory Committee identified appropriate stakeholders to send draft goals and objective to for comment
- 2) Goals and objectives sent out for stakeholder review and comment (Dec. 21, 2012 – Jan. 11, 2013)
 - Three stakeholders responded (comments attached)
 - Advisory Committee reviewed stakeholder comments
- 3) 21-day public comment period for review of draft goals and objectives (Feb. 11 – Mar. 4, 2013)
 - Media release issued, goals and objectives posted on the MUMPO website (with comment form) and the Town of Huntersville website, email sent out to regional transportation planning agencies
 - Two agencies provided a joint set of public comments (comments attached)
- 4) Steering Committee and Advisory Committee reviewed all comments received from the TCC, stakeholders and the public, and made adjustments to the goals and objectives based on those comments, which the Advisory Committee endorsed at its meeting on March 18
 - Final draft goals and objectives are attached based on the above process

TCC RECOMMENDATION

At its meeting on April 4, the TCC unanimously recommended that the MPO endorse the attached draft 2040 LRTP Goals & Objectives.

ATTACHMENTS

Draft 2040 LRTP Goals & Objectives
Stakeholder Comments (with responses)
Public Comments (with responses)

2040 LRTP GOALS & OBJECTIVES

- 1. Provide, manage and maintain a safe, efficient and sustainable transportation system for all modes, intended to serve all segments of the population.**
 - Designate resources to maintain the existing transportation system.
 - Minimize congestion on the existing transportation system.
 - Develop an efficient street and highway network capable of providing an appropriate level of service for a variety of transportation modes.
 - Encourage design features that minimize crash potential, severity and frequency.
 - Enable all users to choose a convenient and comfortable way to reach their destination, regardless of location, personal mobility level, age or economic status.
 - Promote future opportunities for inter-regional mobility through enhancements to inter-city rail service and the provision of high-speed rail service.

- 2. Encourage walking, bicycling and transit options, integrated with motor vehicle transportation, by providing a transportation system that serves the public with mobility choices.**
 - Increase the connectivity of the existing street network, including minimizing barriers and disconnections of the existing roadways, and improving access to activity centers.
 - Improve the transportation system by developing streets and highways that are accessible to, or compatible with, multiple modes of transportation by utilizing design standards consistent with NCDOT's Complete Streets policy.
 - Include sidewalks and bicycle facilities in the design of roadways to accommodate and encourage pedestrian and bicycle travel, and maximize linkages to off-road facilities and transit services.
 - Support the operation of safe and efficient scheduled transit services that minimize travel times and distances.
 - Encourage programs and incentives that encourage ridesharing (or eliminate barriers to ridesharing).
 - Facilitate pedestrian and bicycle safety through public awareness programs.
 - Support the implementation of the Charlotte Area Transit System's currently adopted Corridor System Plan.

- 3. Provide a sustainable transportation system that improves the quality of life for residents, promotes healthy living and is sensitive to significant features of the natural and human environments.**
 - Encourage the designation of truck routes that minimize exposure to neighborhoods and to historic and cultural resources.
 - Plan transportation facilities that protect natural, cultural and historic resources.
 - Develop transportation systems and programs that maintain or improve air quality, water quality, safety, and health outcomes.
 - Promote transportation facility designs that minimize the impact of traffic noise on surrounding properties.
 - Emphasize designing transportation systems and facilities that preserve and complement the area's natural features.
 - Plan transportation facilities that minimize neighborhood disruption and related impacts.

- 4. Promote equitable transportation options for low income and minority neighborhoods, as well as the aging population.**
 - Support opportunities to serve the elderly and transportation-disadvantaged populations with convenient transportation to needed services.
 - Provide meaningful opportunities for public involvement in the transportation planning process.

- 5. Encourage regional collaboration and linkages between transportation and land use planning.**
 - Develop streets and highways in a manner consistent with adopted land use plans.
 - Support context sensitive design standards in order to encourage a transportation system that is compatible with the natural and built environment.
 - Encourage land use strategies that maximize the potential for transit patronage and coverage.
 - Encourage land use and density criteria for transit centers and corridors.
 - Provide linkages for pedestrians and/or bicyclists with neighborhoods, employment centers, services, commercial areas and other business districts, parks, greenways and cultural facilities such as schools and churches.

- 6. Support economic competitiveness by making investment decisions for transportation modes that make the most efficient use of limited public resources, as well as by pursuing sustainable funding possibilities.**
 - Develop a transportation system supporting Charlotte's position as a major distribution center, improving and maintaining access for freight to other markets via a network of highways, railroads and airports.
 - Explore opportunities to minimize implementation and operation costs of transportation projects.
 - Encourage the development of transportation projects that enhance the local and regional economies.
 - Foster innovative financing and partnership opportunities for project development and implementation.

- 7. Maximize travel and transportation opportunities for the movement of people and goods.**
 - Promote a freight transportation system that supports the movement of goods.
 - Develop regionally significant streets and highways in a manner which manages congestion and minimizes travel times and distances.
 - Promote the integration of, or coordination among, different transportation modes by supporting intermodal terminals that facilitate the movement of goods.
 - Reserve designated rail and transit corridors for future needs, and identify opportunities to share rail corridors with transit and active transportation.
 - Encourage regional efforts to maximize the region's competitiveness in freight and logistics.
 - Support initiatives at international and regional airports that increase the attractiveness of the airport as a major passenger and cargo facility.
 - Establish measures to enhance the inter-city, inter-regional and intra-regional capacities of major transportation corridors.
 - Encourage land use planning that supports and promotes the movement of freight by railroad.

MUMPO's draft LRTP Goals & Objectives were sent to the stakeholders identified in the attached 2040 LRTP Stakeholder List in order to solicit comments. The stakeholders were given approximately 3 weeks to respond to this request. Comments were received from 3 of the identified stakeholders. The following represents the comments received from the Catawba Indian Nation, ACWR and the SELC, and responses provided:

Aberdeen, Carolina & Western Railway Company (received January 15, 2013)

I believe that generally the goals outlined conform to how we see rail effecting transportation and logistics in the Mecklenburg market place with one exception:

- Either the county or the region as a whole needs to maintain sites where new industry can be located and obviously it needs to be done on both short-lines as well as Class I railroads.
- The second piece of this is to take areas (industrial parks) that have buildings that don't meet current market needs and perhaps create public private partnerships to take down buildings that no longer suit modern logistic needs so that the region can continue to attract new industry and sustainable jobs.
 - Much like Eastland Mall received millions to revitalize it for the community, doesn't it make sense to look at sites that don't serve to attract viable and sustainable jobs and a new tax base?

Response – The following objective was added to Goal 7 of the draft goals and objectives:
Encourage land use planning that supports and promotes the movement of freight by railroad.

Catawba Indian Nation (received January 16, 2013)

General Comments:

- Make a brief comment to explain "Complete Streets."
- While all major transportation planning issues seem to be addressed well, I think there needs to be a keen awareness that the general public focuses on motor vehicle transportation.
- I believe intermodal initiatives are of primary importance; I also believe public transportation, including light rail, is very important.
 - These are longer term initiatives and they will have huge benefits.
 - While these important segments of transportation are being developed, citizens need to hear more and more often, how roads are being maintained and routes are being improved.
- There is a lot of opportunity to improve freight movement by use of more intermodal routing.
 - The main obstacle to routing long haul freight through railroads is the time it takes to have products delivered when rail is involved; expediting rail freight could take a lot of pressure off our highways.
- MUMPO has considered a monetary contribution to the regional Freight Movement Study; I encourage MUMPO's participation in this project and would encourage you to use your influence to have other planning organizations and private industry to support this study.
 - Other metro areas like Dallas Fort Worth have benefited through these studies, and Charlotte needs this more thorough freight planning work.

Response – Good comments, but other than the reference to Complete Streets, not appropriate to incorporate into goals and objectives. Complete Streets are referenced in the objectives for Goal 2 of the draft goals and objectives.

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January 11, 2013

VIA E-MAIL AND U.S. MAIL

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RE: 2040 Long Range Transportation Plan-Draft Goals & Objectives

Dear Mr. Landa,

Thank you for the opportunity to comment on the Mecklenburg-Union Metropolitan Planning Organization's ("MUMPO") draft Goals & Objectives ("the Draft"), for its 2040 Long Range Transportation Plan ("LRTP"). The Southern Environmental Law Center ("SELC") submits these comments for your consideration as MUMPO moves forward with preparation of this important roadmap.

We recognize that North Carolina, and the MUMPO region in particular, will experience considerable changes over the next thirty years. The State is expected to experience dramatic population growth, but traditional transportation revenue streams are likely to fail to keep up with this growth, resulting in significant changes to the overall financial landscape. Further, demographics are changing as North Carolina's population continues to age and diversify, resulting in a significant shift in transportation needs and preferences. At the same time, the State and the MUMPO region continue to urbanize at a dramatic pace.

The MUMPO region will continue to be a major driver of the State's projected population increase and future economic opportunity, with Charlotte's 2040 population expected to grow to an excess of 2 million.¹ In addition, the population makeup is expected to change as well, with the aging population increasing² and employment increasingly shifting from manufacturing to service-providing industries.³

The Draft does an admirable job of responding to these shifting demographics and identifying many of the Mecklenburg-Union area's transportation policy challenges and opportunities over the next thirty years. MUMPO recommends seven laudable goals and objectives that can be implemented to help address some of these challenges. For example, MUMPO's decision to prioritize investments on our pressing safety and infrastructure health needs is commendable goal. Similarly, the focus on logistics needs and the goal to increase transportation access for all of the region's citizens are two important focus areas. Further, the priority placed on sustainability and the suggestion to integrate transportation and land use planning are highly commendable. These will serve as important goals and benchmarks to foster livable and economically competitive communities in the 21st Century. Below we detail how each of these goals could be further strengthened to meet the evolving transportation needs of the MUMPO region.

In addition to strengthening the goals and objectives stated in the Draft, we also suggest the inclusion of an additional goal articulating a commitment to environmental stewardship principles. This goal would include a commitment to conserving and protecting environmentally-sensitive areas, enhancing stewardship of water resources, promoting energy-efficient land development and infrastructure investments, encouraging infill and adaptive reuse of the built environment, and reducing VMT. Many of the transportation and development challenges facing the MUMPO region now and in the future stem from unsustainable growth that is de-coupled from land-use planning. In our comments below we include suggested language for an additional goal that would tackle these challenges head on.

I. MUMPO's Proposed Goals

1. "Provide, manage and maintain a safe, efficient and sustainable transportation system for all modes, intended to serve all segments of the population."

Maintenance and Repair

We commend MUMPO's first proposed goal. We agree that one of the greatest challenges facing North Carolina's transportation system is the massive backlog of unmet maintenance and repair needs for our roads and bridges, which has earned us a "D-" grade from the American Society of Civil Engineers (ASCE).⁴ The ASCE also found that 27% of North Carolina's roads are in poor or mediocre condition,⁵ and 30% of North Carolina's bridges are structurally deficient or functionally obsolete.⁶ The Federal Highway Administration ("FHWA") estimates that inadequate maintenance and repair of bridges and roads factors into 30% of all fatal highway accidents,⁷ and the ASCE found that North Carolina experiences 10% more fatalities than the US average.⁸ Poor roads also cost North Carolina drivers an estimated \$1.7 billion each year in extra vehicle repairs and operating costs —far more than would be spent for an adequate highway maintenance budget.⁹ And by failing to address our critical safety needs, North Carolina runs the risk of a true infrastructure catastrophe, as occurred in Minneapolis in 2007.

We encourage MUMPO to implement this goal by supporting a "Fix-It-First" approach to transportation spending. This strategy has been employed by at least 17 other states to date, which

have reprioritized transportation dollars to ensure allocation of sufficient funds over time to protect transportation infrastructure investments.¹⁰ Notably, a "Fix-It-First" policy does not prohibit no new capacity until the state's entire maintenance backlog is eliminated; instead, it simply calls for a reprioritization of transportation dollars such that we can provide for the adequate maintenance and repair of our existing transportation framework.

Nor does "Fix-It-First" mean sacrificing local economic benefits that flow from transportation spending. Dollar for dollar, maintenance and repair fuels more job creation than new road construction.¹¹ Maintaining and repairing existing roads and bridges creates 16% more jobs per dollar spent than building new highways, in part because less money is spent on right-of-way purchases and impact studies. In addition, a Fix-It-First approach creates local jobs faster because less money has to be spent upfront on equipment and planning.¹² And a Fix-It-First policy would provide considerable savings for future generations; the American Association of State Highway and Transportation Officials ("AASHTO") estimates that every dollar spent on road maintenance saves \$6 to \$14 that would be spent to rebuild the road if it were allowed to deteriorate.¹³

Response – The first objective for Goal 1 of the draft goals and objectives states: *Designate resources to maintain the existing transportation system.* In addition, the NC Department of Transportation designates resources to the maintenance of the existing highway network, of which many of the roads are the State's responsibility. Note that the amount of state-maintained roads in North Carolina is unique, as it has one of the two largest state-owned and maintained highway systems in the country.

Enhanced Multi-modal Transportation

We also support MUMPO's focus on multi-modal transportation, particularly its commitment to enabling pedestrian-, bicyclist-, and rail-based transportation. North Carolina's shifting demographics provide an important opportunity to look to new approaches for moving people and goods more efficiently and safely. In this rapidly changing landscape, it is time to rethink our practice of relying almost exclusively on highways and automobiles for our transportation needs. As such, we agree that North Carolina should dramatically increase its investment in expanded opportunities for inter-regional mobility, including intercity passenger rail and high-speed rail options as a means to improve quality of life and ensure the economic vitality of the MUMPO region.

In addition, we encourage MUMPO to include a commitment to continue exploring bus rapid transit ("BRT") as an objective under this goal. BRT is a permanent, integrated system of buses or specialized vehicles on roadways and dedicated lanes that quickly and efficiently transports passengers to their destinations. In addition to high-speed rail, expanded BRT can be a flexible, high-capacity, lower-cost public transit solution with the ability to significantly decrease congestion and improve urban mobility. We urge MUMPO to expressly include expanded BRT as an aspect of its long term transportation planning.

Response – It should be noted that the Charlotte Area Transit System (CATS) and Metropolitan Transit Commission (MTC) are responsible for transit planning in the region; therefore, asking the MPO to make a "commitment" to BRT or to "expressly include" it in the LRTP goals and objectives would be inappropriate, especially if doing so ran counter to established MTC policy. However, the following objective was added to Goal 2 of the draft goals and objectives: *Support the implementation of the*

Charlotte Area Transit System's currently adopted Corridor System Plan. In addition, there are references in the draft goals and objectives to *provide mobility choices* (Goal 2) and to *reserve designated transit corridors for future needs* (objective for Goal 7).

2. "Encourage walking, bicycling and transit options, integrated with motor vehicle transportation, by providing a transportation system that serves the public with mobility choices."

As explained above, we are highly supportive of MUMPO's prioritization of expanded transportation options and the integration of these options with motor vehicle transportation. In particular, we commend MUMPO's inclusion of a commitment to utilizing Complete Streets design standards. Incorporating these design standards as a matter of course will help the MUMPO region's transportation system to safely and comfortably accommodate all users, including bicyclists, pedestrians, and transit users.

A commitment to these standards also fits in with other goals in this draft, particularly MUMPO's goals to encourage "healthy living" and promote equitable transportation options for low-income communities. The region's shifting demographics, described above, favor a transportation system with expanded transportation options. Lack of transit options in both urban and rural areas has a disproportionate impact on many of our elderly, disabled, and low-income citizens. The percentage of the population that consists of these "needs-based riders" far exceeds the percentage of transportation funds we currently spend on transit, and these demographics continue to grow.

Similarly, the new generation of younger adults also favors expanded pedestrian, bicycle, and public transportation options. A recent study showed that by 2011 the average American was driving 6 percent fewer miles per year than in 2004, a trend which is being led primarily by young people (16-34 year olds), whose annual VMT dropped by an impressive 23% in the last decade.¹⁴ During the same time period the number of passenger miles traveled by young people increased by 40%, demonstrating that young people are not any less mobile. Reasons behind this shift include a conscious choice by many young people to favor transit options and reduce their environmental footprint, the rising cost of driving, the compatibility of transit options with a peer-to-peer life style, and the choice by many of American's youth to live in areas characterized by "nearby shopping, restaurants, schools, and public transportation as opposed to sprawl."¹⁵

The growth of the sectors of North Carolina's population with a need or preference for expanded multi-modal transportation options makes it clear that the State needs to designate substantially more resources to and increase its planning capacity for alternative modes of transportation. We applaud MUMPO for its recognition of this pressing need.

3. "Provide a transportation system that improves the quality of life for residents, promotes healthy living and is sensitive to significant features of the natural and human environments."

We also support MUMPO's goal to promote healthy living and quality of life through transportation planning. This objective is in keeping with the recent focus in North Carolina on the connection between public health and transportation. For example, the N.C. Board of Transportation recently approved the NCDOT's commendable "Public Health Policy," which

acknowledges the strong connection between the built environment and public health. The Policy acknowledges the importance of increased physical activity, noting its impacts on healthcare costs, workforce productivity, and economic growth.¹⁶ The policy encourages NCDOT employees to develop transportation solutions that address the health and well-being of North Carolina residents and notes specific considerations such as expanding multi-modal transportation options and cognizance of "the potential for the transportation system to support human health."¹⁷

We encourage MUMPO to pursue this goal by incorporating a Health Impact Assessment ("HIA") into the transportation planning process. In a HIA transportation planners draw from a range of data sources, analytic methods and stakeholder input to determine the potential effects of a proposed policy, plan, program, or project on a population's health and the distribution of those effects within the population.¹⁸

Several states and localities have relied on HIA as a mechanism to incorporate health considerations into planning,¹⁹ and North Carolina is poised to become an HIA leader in the Southeast. At least two HIAs have been completed in North Carolina, one in association with the comprehensive bicycle plan for Haywood County (November 2011), and another with regard to the Aberdeen pedestrian transportation plan (December 2011).²⁰ In Raleigh, two HIA efforts have been under way since early 2012, one regarding the Blue Ridge Road District study and the other, the New Bern Avenue Corridor study, and several other HIAs are planned for a variety of projects throughout the state.²¹ MUMPO should capitalize on this growing trend in transportation planning as a tool to meet its goal to be sensitive to various projects' health impacts and to develop a transportation system that promotes healthy living and quality of life throughout the region.

A continued commitment to promoting alternative modes of transportation such as walking and biking, rather than automobile-centric transportation, is also an important aspect of planning a transportation system with "healthy living" and quality of life as a core guiding principles. We note that inactivity contributes to higher rates of chronic diseases, as well as lower levels of overall health and well-being, and therefore higher health care costs.²² Increased physical activity has been shown to improve health outcomes and decrease healthcare costs, and the benefits of a healthier population include a more productive workforce, a more robust economy and a more globally competitive region and state. By providing more facilities for walking, biking, and active transportation, MUMPO will be helping to combat a major public health crisis. As such, we again praise MUMPO's incorporation of this goal.

Response – The MPO is discussing how a Health Impact Assessment (HIA) can be incorporated into the transportation planning process for the region. Due to the current expansion of the MPO, and the lack of resources and experience to conduct a HIA, it will likely be more appropriate to carry this task out prior to the next LRTP update. Health impacts are being addressed in the 2040 LRTP in other ways, and it is recognized that this issue is important in the transportation planning process. A representative of the Mecklenburg County Health Department is engaged in the process as a member of the LRTP Advisory Committee to provide the "health" perspective and contribute to the Plan's development.

4. "Promote equitable transportation options for low income and minority neighborhoods, as well as the aging population."

We applaud MUMPO's recognition of the significant transportation issues faced by low-

income, minority, and elderly communities. We agree that to serve these communities, it is necessary to expand transportation options beyond policies centered solely on automobiles.

As discussed above, public transit options are essential to aging individuals, which includes many who can no longer drive, bike, or walk due to loss of senses or personal mobility?³ Without such options, older adults are often left without access to important services such as grocery stores, doctor's offices, the library, and social or religious organizations, and with limited ability to participate in their community or visit friends and family?⁴ Addressing the transportation needs of this demographic will become increasingly critical as the Baby Boomer generation continues to age.

Similarly, expanded transportation options are essential for low-income communities, which can be highly affected by limited access to reliable automotive transportation and the high cost of automobile ownership, gasoline, and automobile insurance. The average low-income family spends fifteen percent of its household budget on transportation, typically its greatest cost after housing?⁵ For families living on a thin margin, any cost increase in such a major budget item can have significant effects. And these costs are higher for low- and moderate-income families who live in low-density, suburban-fringe neighborhoods, as those families often must rely on private automobiles and drive long distances to access needed destinations?⁶ Such transportation barriers can serve to limit access to employment opportunities, health care, schools, and other needed services. As such, we support MUMPO's efforts to ensure that transportation is not a prohibitive obstacle to self-sufficiency for low-income individuals.

5. "Practice quality growth management by encouraging regional coordination and linkages between transportation and land use planning."

Integrating Transportation and Land Use Planning

We also commend MUMPO for its decision to encourage linkages between transportation and land use planning. This integration will be important to meet many of MUMPO's stated goals, and is a federally required aspect of transportation planning?⁷

The disconnect between transportation and land use planning across North Carolina, and the Charlotte region in particular, has encouraged pervasive low-density, auto-dependent development. A new highway, typically on the fringes of a growing metro area, spurs an avalanche of new development and puts overwhelming pressure on local officials to revise land use plans and zoning. This sprawl results in "induced traffic" that often absorbs new highway capacity investments within only a few years. Integrated transportation and land use planning is thus an important tool for achieving livable communities, and reducing VMT.

MUMPO should be encouraged by the many other states that have made local land use plans an explicit and important part of their criteria for allocating state transportation funding.²⁸ These states likewise understand that scarce transportation dollars should support land use outcomes that are consistent with local needs, not undermine them. Infrastructure investments should instead focus on areas that desire more intensive development, and funding should be prohibited for projects that are inconsistent with local land use plans.

A great example of this type of integration is Charlotte's work towards focusing growth in "Growth Corridors" and in "Activity Centers" that support high-density mixed use development and rapid transit. Similarly the Centralina Council of Governments current multi-jurisdictional planning effort to integrate land use, economic, and workforce development, transportation, and infrastructure investments provides another example of this type of integration?⁹ An additional example is the Atlanta Regional Commission's ("ARC") Statewide Transportation Plan for 2040, PLAN 2040, which adopts the policy to concentrate on filling in the regional footprint, rather than continuing to sprawl outward.³⁰ Under the plan, projects that are recommended through the region's successful Livable Centers Initiative would be given higher priority for funding.³¹

6. Support economic competitiveness by making investment decisions for transportation modes that make the most efficient use of limited public resources, as well as by pursuing alternative funding possibilities.

We strongly support MUMPO's commitment to explore options that efficiently utilize limited transportation dollars. We agree that shrinking transportation funding sources require that transportation planning must increasingly rely on more innovation solutions to address local needs. We have several comments and recommendations to address MUMPO's objectives for meeting this goal.

Freight Rail

In its effort to develop Charlotte's position as a major distribution center, we urge MUMPO to focus on improving and maintaining freight rail. With our ports and major metro area transportation hubs, North Carolina has tremendous untapped potential to move more freight from trucks to rail, and rail freight is less expensive for longer trips and far better for the environment. Every ton-mile of freight that moves by rail instead of long-haul truck reduces greenhouse gas emissions by at least two-thirds.³² Because large trucks cause the vast majority of wear and tear on our highways, such an effort would also dramatically reduce the amount spent on maintenance and repair, not to mention making highways safer, less congested, and more enjoyable to use. And, because North Carolina's rail freight system is largely privately owned, strategic public investment here can pay especially large dividends. Further, moving freight to rail keeps trucks off the road network, reduces congestion, and returns the road network for use by local communities.

Response – Several of the objectives under Goal 7 of the draft goals and objectives speak to the issues and concerns raised about freight movement and rail.

Minimization of Implementation and Operation Costs

We support MUMPO's efforts to seek ways to minimize the implementation and operation costs of transportation projects in general, but encourage MUMPO to reexamine the need for costly projects in the first place. Many projects slated for construction in the Charlotte region come from a list of projects was signed into law in 1989 when gas prices and construction costs were a fraction of what they are today. No comprehensive study has even been completed to justify from a traffic engineering or economic development perspective the construction of this extremely expensive highway capacity investment.

While we agree that some increased capacity may be needed — such as those in areas of high density and that align with the existing transportation spines along the interstates — much is not. Instead, much of the increased highway capacity planned in the region is primarily geared towards serving a cycle of congestion by encouraging increased VMT and longer commute times. Accordingly, it no longer makes sense to assume the construction of these increased-capacity projects; instead, increased-capacity projects should be reconsidered based on logistics needs, financial realities, density projections and environmental factors.

Response – The MPO is responsible for transportation planning within the MPO planning area boundary, which is based on the 2010 census-designated Urbanized Area for the City of Charlotte. A significant part of updating the LRTP is deciding upon a fiscally constrained project list. In the hope of identifying a mix of projects that will best address the needs of the region, with the funding forecasted to be available within the 2040 horizon year, the MPO has undertaken a process to revise its ranking criteria to align better with the goals and objectives developed. In addition, all current and future member jurisdictions were requested to submit candidate projects based on the needs and desires of each respective community. All candidate projects will be evaluated using the MPO-approved ranking criteria, and then fiscal constraint will be applied. There will also be public involvement opportunities during the project evaluation process.

Exploration of New Revenue Sources

Similarly, we agree that some alternative methods of funding will be necessary to meet the transportation needs of the growing State. But before embarking on alternative funding mechanisms, we urge MUMPO to first establish a true picture of the region's transportation needs. Once this picture of actual identified needs is established, appropriate policies can be directed at how best to meet them. New funding streams can be tailored to reinforce these objectives.

We also emphasize that when considering alternative transportation revenue strategies and pursuing "innovative partnership opportunities for project development and implementation," it is most essential that transportation policies and objectives be the driver behind the selection of new financing schemes. In the context of exploring new funding opportunities, MUMPO must ensure that the reverse does not occur — the financial strategy must not become the tail wagging the transportation policy dog.

For example, many of the choices associated with the toll road projects currently being pursued are driven primarily by the ability to generate toll revenue. The ability to generate tolls has become the primary motivation of such projects, setting realistic assessments of need, alternative approaches, and calculations as to societal and environmental harms, aside. As such, rather than consider upgrades to existing infrastructure, focus shifts to the construction of projects that can generate tolls to help pay part of the project cost. Not only does this approach result in outcomes that are inconsistent with MUMPO's other transportation goals—such as promoting equitable transportation option, practicing quality growth management by encouraging linkages between transportation and land use planning, or maximizing travel and transportation opportunities—but such an approach also not cost-effective.

Additionally, we encourage MUMPO to ensure that this goal is implemented in a way that is consistent with the other articulated goals. In particular, we are concerned that financing solutions centered on tolling conflict with MUMPO's fourth articulated goal to promote equitable transportation options for low income communities. Low-income individuals already spend a disproportionate share of their income on transportation costs, and instituting toll roads

would impose an even greater financial burden. Additionally, tolling can result in commuting inequities, providing a faster route for drivers of means but a slower, more congested road for lower-income drivers. This issue may be exacerbated where tolling relies on cashless, electronic technology, as drivers lacking credit cards and bank accounts or who cannot afford large deposits may be unable use tolled roads at all. If MUMPO chooses to explore tolling, we urge a focus on using the toll revenue to provide ancillary benefits to address these inequities, such as through coordinated transit investments and providing benefits to existing congested corridors.

Response – The proposed 2040 LRTP goals and objectives do not specifically identify, nor recommend, tolling as a funding tool or solution; but instead, simply encourage exploring options that will make the most of the funds available and also create a sustainable transportation network.

"Encourage the development of transportation projects that enhance the local and regional economies"

We strongly support the goal to enhance local and regional economies, and encourage MUMPO to examine development-driving capabilities of a variety of different modes. In particular, we urge MUMPO to emphasize its support of transit-oriented development ("TOD"). TODs, or high-density, mixed-use commercial and residential areas designed to maximize public transport access, have been shown to have strong economic benefits such as linking workers to employment centers, creating construction and maintenance jobs, encouraging investment in areas that have suffered neglect and economic depression, and reducing overall VMTs.³³

For example, the Charlotte region's Blue Lynx line is transit-oriented project that has been hugely successful and exemplifies this goal. The Blue Lynx line, which opened in November 2007, carries over 15,000 passengers a day³⁴ and has helped to increased land values within Charlotte's core and increased tax revenues.³⁵ The Blue Lynx line underscores the opportunities in the Charlotte region to use smart transportation planning to explore economic expansion and encourage in-fill development, rather than sprawl.

We also encourage MUMPO to consider Community Transportation Enhancements, or transportation projects including, but not limited to, biking and walking facilities, acquiring scenic or historic sites, historic preservation and rehabilitation or operation of historic transportation buildings, structures or facilities.³⁶ These projects, designed to maximize the potential of transportation to enhance communities, can often efficiently move people, improve local economies and tourism, enhance the environment and create community gathering places.³⁷ For more information, please see our report entitled "Beyond the Bypass: Addressing Rural North Carolina's Most Important Transportation Needs."³⁸

Response – Several of the objectives under Goal 2 and Goal 5 of the draft goals and objectives speak to linkages, and compatibility between land use and transportation; and, more specifically, accessibility to transit (e.g. *Encourage land use strategies that maximize the potential for transit patronage and coverage*). With regard to Community Transportation Enhancements, Goal 2 and Goal 3, and the objectives listed for both, identify several ways in which the MPO strives to promote and encourage a transportation system that includes multiple modes, preserves the existing character of neighborhoods and considers historic and cultural resources. Also, the MPO recently approved a TIP amendment to fund the relocation of the historic Thrift Depot along the P&N rail line using Enhancement funds, illustrating its commitment to the spirit and intent of these proposed objectives.

7. Maximize travel and transportation opportunities for the movement of people and goods.

As outlined above, we are generally supportive of MUMPO's efforts to expand transportation choices in the region in a way that serves the whole community.

II. Suggested Additional Goal: Commitment to Environmental Stewardship

In addition to the seven goals outlined above, we suggest that MUMPO include an additional goal demonstrating an overall commitment to environmental stewardship. Federal law states that MPOs must engage in transportation planning that "minimize[es] transportation-related fuel consumption and air pollution."³⁹ And this planning process must also address the needs of non-motorized users,⁴⁰ "[p]rotect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns."⁴¹

As an example of incorporating environmental stewardship in transportation planning, we point to the ARC's PLAN 2040, which highlights "sustainability" as a key influence overarching its plan development.⁴² The ARC's sustainability focus mirrors other agencies' and organizations' efforts to integrate a balanced approach to community development, design and long range planning. The ARC notes that its approach was based in part on the U.S. Department of Housing and Urban Development, U.S. Department of Transportation, and U.S. Environmental Protection Agency's Partnership for Sustainable Communities, which has outlined six "Principles of Livability" promoting planning decisions that incorporate principles such as expanded transportation options, transit-oriented development, and integration of transportation and land use planning.⁴³

The ARC accompanied this overarching sustainability focus by including a commitment to "[i]mprove energy efficiency while preserving the region's environment" as one of PLAN 2040's five objectives.⁴⁴ PLAN 2040 outlines four principles to support meeting this objective:

- Conserving and protecting environmentally-sensitive areas and increasing the amount and connectivity of greenspace.
- Continuing to enhance stewardship of water resources throughout the region.
- Promoting energy-efficient land development and infrastructure investments that foster the sustainable use of resources and minimize impacts to air quality.
- Encouraging appropriate infill, redevelopment and adaptive reuse of the built environment to maintain the regional footprint and optimize the use of existing investments.^[45]

We encourage MUMPO to incorporate similar concepts into the next draft of its Goals and Objectives. As the region grows, preservation and expansion of greenspaces, protection of water quality and future sources, and attention to air quality protection measures are critical for

the health of the MUMPO region's residents and economy. The region must continue to plan for growth while better coordinating transportation planning with management of environmental resources, recognizing that attracting, creating, and retaining dynamic and robust communities requires that transportation planning proceed with a focus on environmental stewardship. Further, incorporating this goal would support MUMPO's federal duty to "consult . . . with State and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation concerning the development of a long-range transportation plan,"⁴⁶ including "comparison of transportation plans with State conservation plans or maps [and] inventories of natural or historic resources."⁴⁷

Reduced Vehicle Miles Traveled

We also urge MUMPO to incorporate a commitment to reduce overall regional vehicle-miles-traveled ("VMT") as an additional objective under this goal. Many of the transportation challenges currently facing the Charlotte region stem from the low density, single-use land development plans that are prevalent in area, which are designed with automobile needs in mind and with little regard for other transportation modes. Decades of investment in a single-occupancy-vehicle-oriented transportation system have created a system which is costly to maintain and fails to meet the transportation needs of the Charlotte region. Each investment in roadway expansion doubles down on a strategy that has failed to improve air or water quality, coordinate with land use planning, address climate change concerns, or reduce congestion. A decrease in VMT puts less wear on existing facilities, decreases automobile-caused pollution, and alleviates congestion, among other benefits. As such, a policy shift towards reducing VMT —rather than rewarding congestion with more capacity that is quickly filled from latent demand— is necessary to achieve the goals and objectives outlined in the Plan.

Response – There are a lot of good suggestions in these comments, and the proposed goal and objectives are certainly valid. See specific responses to the proposed new goal and objectives below.

Draft Language

We suggest the following language for the new goal and associated objectives:

8. Develop a sustainable, environmentally sensitive transportation system incorporating environment stewardship principles

Goal 3 of the draft 2040 LRTP Goals & Objectives states:

Provide a transportation system that improves the quality of life for residents, promotes healthy living and is sensitive to significant features of the natural and human environments.

Proposed change to the wording of the draft goal is: *sustainable transportation system.*

- o Conserve and protect environmentally-sensitive areas and increasing the amount and connectivity of greenspace.

Objective under Goal 3 of the draft goals and objectives states:

Emphasize designing transportation systems and facilities that preserve and complement the area's natural features.

- o Enhance stewardship of water resources throughout the region.

Objective under Goal 3 of the draft goals and objectives states:

Develop transportation systems and programs that maintain or improve air quality, water quality, safety, and health outcomes.

- o Promote energy-efficient land development and infrastructure investments that foster the sustainable use of resources and minimize impacts to air quality.

See previous response.

- o Encourage appropriate infill, redevelopment and adaptive reuse of the built environment to maintain the regional footprint and optimize the use of existing investments.

As a transportation planning agency, the MPO recognizes linkages between land use and transportation as being vitally important, but it is not within the purview of the MPO to make land use policy decisions. Goal 5 and the accompanying objectives of the draft goals and objectives speak to the MPO's ongoing efforts to encourage linkages between land use and transportation. Also, we propose changing the second objective under Goal 5 to:

Support context sensitive design standards in order to encourage a transportation system that is compatible with the natural and built environment.

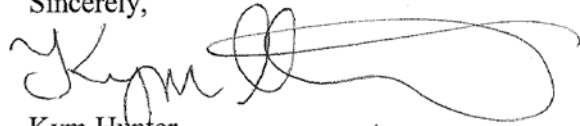
- o Emphasize designing transportation systems and facilities that reduce regional Vehicle Miles Traveled (VMT).

It is unclear what could be defined as "regional" VMT. The MPO is responsible for planning for the area within the MPO's planning area boundary. In addition, performance-based and/or measurable goals and objectives are something that the MPO would like to consider in the future, but based on the current uncertainty about what the new transportation legislation (MAP-21) guidelines will be, it is something that will need to be considered for a future Plan update.

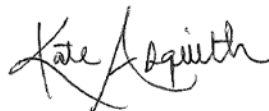
III. Conclusion

We commend MUMPO on their hard work in preparing these draft goals. We hope these comments provide valuable input as the plan is finalized. We look forward to continuing to work with MUMPO to see that the entire 2040 LRTP is successfully developed and implemented.

Sincerely,



Kym Hunter
Staff Attorney



Kate Asquith
Associate Attorney

¹ NCDOT, *2040 NC Statewide Transportation Plan: Challenges and Opportunities*, at 19 (September 2011).

² NCDOT projects that the number of seniors (defined as 65 years and older) will experience a 108% increase in the 2010-2040 time period, while the 85 and older bracket is expected to show a 165% increase. *Id.* at 20.

³ *Id.* at 22-23.

⁴ American Society of Civil Engineers, *North Carolina Infrastructure Report Card 2009*, available at <http://www.infrastructurereportcard.org/state-page/north-carolina>.

⁵ *Id.*

⁶ *Id.*

⁷ *Id.*

⁸ American Society of Civil Engineers, *Report Card for North Carolina's Infrastructure-2009 Update: Roads*, available at http://sections.asce.org/n_carolina/ReportCard.html.

⁹ American Society of Civil Engineers, *North Carolina Infrastructure Report Card 2009*, available at <http://www.infrastructurereportcard.org/state-page/north-carolina>.

¹⁰ These states include: California, Delaware, Illinois, Maine, Maryland, Massachusetts; Michigan, New Jersey, Oregon, Pennsylvania, South Carolina, Tennessee, Utah, Vermont, Virginia, Washington, and Wisconsin.

¹¹ See Surface Transportation Policy Partnership, *An Analysis of the Federal Highways Administration JOBMOD Computer Model*, developed in conjunction with Boston University and Battelle Memorial Institute (2004).

¹² Arthur C. Nelson et al., *The Best Stimulus for the Money: Briefing Papers on the Economics of Transportation Spending*, University of Utah's Metropolitan Research Center and Smart Growth America (2009).

¹³ The American Association of State Highway and Transportation Officials, *Rough Roads Ahead, Fix Them Now or Pay for It Later* (2009), available at http://www.roughroads.transportation.org/RoughRoads_Ful!Report.pdf

¹⁴ U.S. PIRG, *Transportation and the New Generation, Why Young People Are Driving Less and What It Means for Transportation Policy* (April 2012), available at <http://www.uspirg.org/reports/luspltransportation-and-newgeneration>.

¹⁵ *Id.* at 2-3.

¹⁶ NCDOT, *NCDOT's Transportation- Public Health Policy* (adopted Oct. 4, 2012).

¹⁷ *Id.*

¹⁸ Katherine A. Hebert, *Health Impact Assessments in North Carolina: Promoting Public Health Through Informed Decisions*, NORTH CAROLINA MEDICAL JOURNAL, vol. 73 no. 4 at 297-300 (August 10, 2012).

¹⁹ For example, both Massachusetts and Washington have legislation requiring an HIA for transportation projects.

²⁰ Hebert, at 298.

²¹ *Id.*

²² For example, in 2009, the Centers for Disease Control and Prevention noted that over 100 recent studies have shown a connection between obesity and automobile dependence. Center for Disease Control, *Recommended Community Strategies and Measurements to Prevent Obesity in the United States*, RECOMMENDATIONS AND REPORTS 58, at 1-26 (July 24, 2009).

²³ Transportation for America, *Aging in Place: Stuck Without Options* (2011), available at www.t4america.org/docs/SeniorsMobilityCrisis.pdf.

²⁴ *Id.* at 12.

²⁵ The Mineta Transportation Institute, *Getting Around When You're Just Getting By: The Travel Behavior and Transportation Expenditures of Low-Income Adults*, at 11 (January 2011).

²⁶ *Id.* at 13.

²⁷ 23 C.F.R. 450.306(a)(5) ("The metropolitan transportation planning process shall be continuous, cooperative, and comprehensive, and provide for consideration and implementation of projects, strategies, and services that will address the following factors, [including] promot[ing] consistency between transportation improvements and State and local planned growth and economic development patterns.").

²⁸ See, e.g., N.J. STAT. § 27:IB-21.19 (mandating "planning technique that embraces a collaborative, interdisciplinary process and recognizes the uniqueness of the community in planning transportation projects."); MD. STATE FINANCE AND PROCUREMENT CODE ANN. § 5-7A-02 (designating areas that are protected from development by the regulation of funding for any federal or state funded project); Wrs. STAT. § 1.13(2)(b) (providing incentives for "neighborhood designs that support a range of transportation choices").

²⁹ Centralina Council of Governments, Request for Proposals, HUD Sustainable Communities Regional Planning Grant, available at http://www.onencnaturally.org/pages/SC_NC_Regional_Planning_Groups.html.

³⁰ Atlanta Region Commission, *PLAN 2040* at 2-20-24 available at http://documents.atlantaregional.com/plan2040/docs/tp_PLAN2040RTP_ch2_072711.pdf

³¹ *Id.*

³² American Public Transportation Association, *Advocates For Environment, Freight And Passenger Rail And Transportation Reform Unite To Promote Rail Investment-OneRail Coalition Encourages Transportation Policies that Increase Mobility, Reduce Emissions, Promote Economic Growth*, press release (January 15, 2009).

³³ Federal Reserve Bank of San Francisco, *Community Investments: Transit-Oriented Development* (Summer 2010), available at <http://www.frbsf.org/publications/community/investments/1008/index.html>.

³⁴ American Public Transportation Association, *Transit Ridership Report: Third Quarter 2012*.

³⁵ Peter Zeiler, City of Charlotte, NC, *Charlotte LYNX Blue Line Economic Development Impacts and Land Use Patterns*, presentation to the National Governors Association (Nov. 2010), available at <http://www.nga.org/cms/home/nga-center-for-best-practices/meeting--webcast-materials/page-eet-meetings-webcasts/col2-content/main-content-list/policy-academy-on-shaping-a-new.html>.

³⁶ US Department of Transportation, Federal Highway Administration, *FHWA Guidance: Transportation Enhancement Activities*, at 4 (March 2010).

³⁷ See Billy Fields, *ENHANCING AMERICA'S COMMUNITIES: A GUIDE TO TRANSPORTATION ENHANCEMENTS* (March 2007, 3rd ed.).

³⁸ See Southern Environmental Law Center, *Beyond the Bypass: Addressing Rural North Carolina's Most Important Transportation Needs*, at 9 (2012), available at <http://www.southernenvironment.org/publications/>.

³⁹ 23 C.F.R. 450.300(a).

⁴⁰ *Id.* at § 450.306(a)(2)-(4), (6).

⁴¹ *Id.* at § 450.306(a)(5).

⁴² See, e.g., Atlanta Regional Commission, VOLUME I: PLAN 2040 REGIONAL TRANSPORTATION PLAN, at 1-5 (June 2011); Atlanta Regional Commission, *PLAN 2040 Framework*, at 5.

⁴³ Atlanta Regional Commission, *PLAN 2040 Framework*, at 16; see also Partnership for Sustainable Communities, *Livability Principles*, available at <http://www.sustainablecommunities.gov/aboutUs.html>.

⁴⁴ Atlanta Regional Commission, *PLAN 2040 Framework*, at 17.

⁴⁵ *Id.* at 19.

⁴⁶ 49 U.S.C. 5303(i)(5)(A).

⁴⁷ *Id.* at § 5303(i)(5)(B).

MUMPO's draft LRTP Goals & Objectives were distributed and posted on the MUMPO website for 21 days in order to solicit public comments. Comments were received from 2 agencies. The following represents the comments received from the Natural Resources Defense Council and Sustain Charlotte, and responses provided:



NATURAL RESOURCES DEFENSE COUNCIL



Nicholas Landa
Senior Principal Planner
Charlotte-Mecklenburg Government Center
600 E. Fourth Street
8th Floor
Charlotte, NC 28202

Dear Mr. Landa,

The Natural Resources Defense Council ("NRDC") and Sustain Charlotte are grateful for the opportunity to submit comments on the 2040 LRTP Goals & Objectives, and is committed to acting as a resource to MUMPO throughout this process. Through the co-authorship and ongoing implementation effort of California's Sustainable Communities and Climate Protection Act (SB 375), NRDC's staff has experience in working with MPOs to link land use and transportation planning and create cleaner, healthier and more efficient communities. Locally, and in partnership with NRDC, Sustain Charlotte works to achieve these same outcomes for the greater Charlotte region.

We believes that the 2040 LRTP can achieve its goal of an efficient, sustainable, and accessible transportation system by setting overarching, measurable goals and investing in a balanced mix of transportation choices. This mix can be achieved by fostering walking, biking, and improved transit service. Additionally, MUMPO should emphasize smart growth patterns by focusing new development inwards. With a balanced transportation mix and good growth patterns, MUMPO can improve the region's economic competitiveness by improving mobility, creating a variety of choices for prospective businesses and residents, and reducing the societal costs of pollution and traffic congestion.

According to public opinion research conducted for NRDC in June 2012, residents of Mecklenburg County strongly favor investing in public transportation rather than new roads as a solution to worsening traffic problems congestion. The polling revealed that:

- 61 percent of respondents in Mecklenburg County said improving public transportation (39 percent) and developing communities where people don't have to drive as much (22 percent) are the best "long term solutions to reducing traffic" in their area.
- In contrast, only 25 percent favored building new roads
- 72 percent said they have no alternative but to drive while 56 percent regarded the transportation

infrastructure as “outdated, unreliable and inefficient”

- 58 percent said they would prefer to use public transportation if it were convenient
- 71 percent support increased local government spending to expand public transportation options

Setting Measurable Goals

Measurable goals for the LRTP will help unify the region’s planning and decision-making, as well as monitor its progress in implementing the new plan. Broader regional goals include VMT reductions, greenhouse gas emissions, and oil savings. More specific goals can help to achieve individual objectives outlined by MUMPO in the 2040 LRTP Goals & Objectives.

For the first goal, a quantifiable objective would be to achieve as close to 100% state of good repair (SOGR) as possible for roads and transit lines. For the second goal, the county could aim to achieve a 10% mode share for biking and walking, as well as 10% for transit. These goals could even be set higher given the time period.

For the third goal, there are various metrics that are self-evident given the individual objectives such as having 100% of neighborhoods not being subject to pollution from trucks and other mobile sources; the region meeting all national air quality standards; reducing loss of valuable habitat and open spaces from fringe and leapfrog development to zero; stormwater runoff pollution reduced to 50% of current level. There is also the opportunity for a climate preparedness objective. Please see the attached fact sheet based on the new draft of the National Climate Assessment.

For the fifth goal, the first objective should be re-stated so as to be about consistency between road development and land-use plans since it’s a two-way street and management of land use is as important as that of transportation facilities. For example, if you build a new highway that is meant to serve as an expressway to other settlements, access management should be a priority so that sprawl is not encouraged along the route, generating traffic that clogs the highway. The language used in the fourth bullet point should also be strengthened. Every center and corridor should mix land uses and density in order for load factor to be high enough to be 1) cost-effective and 2) environmentally beneficial. A potential measurable goal is that every transit center and corridor will benefit from development, or at least development planning, that will boost ridership and make the service viable, while 100% of them are also easily accessible to pedestrians and bicyclists.

For the sixth goal, the language needs to be strengthened as well. 100% of new transportation projects should enhance local and regional economies, and the region should develop new sources of revenue for transportation. Additionally, the plan should acknowledge that young people (millennials) seek out attributes such as walkability, transit accessibility, and online connectivity when choosing which metro area to live and work in. To attract and retain an impressive workforce, Charlotte should design as high a percentage as possible of new residential and commercial development so it meets these criteria (i.e., walkability, transit accessibility and online connectivity).

In California, SB 375 utilizes greenhouse gas emissions targets as its overarching goals, while each region can individually adopt performance measures to guide their planning and decision-making. The Sacramento region in particular (SACOG) took a performance-based approach to its existing RTP process and created a world-class plan to 2035 that reduces congested VMT per capita despite adding 870,000 new residents, focuses growth into downtown areas and near job centers, and accommodates strong population growth with little increase in urbanized footprint. This plan set the bar high for California’s

other regions by providing new transportation choices to residents that didn't have them, while concentrating new growth around existing transit areas. MUMPO can follow SACOG's example in performance-based goal setting to create a successful and influential plan.

Response – Due to the current changes and uncertainty with regard to the Federal transportation legislation (MAP-21), and the impacts of MAP-21 to State legislation, the MPO is hesitant to implement performance based/measurable goals at this time. Federal and State legislation require that the MPO's long range plan complies with specific guidelines laid out, so it is important that when the MPO's performance measures are established they are consistent with those guidelines. The LRTP is updated every four years, and the MPO will be considering a more performance based approach in the future.

Balancing Investments

A November study conducted by NRDC found that Mecklenburg County has the fourth highest level of per capita oil consumption in the nation. Continued investment in roadway widening and expansion projects will only propagate this problem. A balanced portfolio of investments that provides stronger support for public transit and alternative forms of transportation will allow the region to decrease its dependence on oil and tackle many of its objectives for the 2040 LRTP, particularly with regards to a safe and efficient transportation system and the encouragement of walking and biking. Additionally, balanced investments will help the county reduce congestion and pollution, save families money at the pump, and provide a foundation for long-term economic viability.

Response – The MPO receives Direct Attributable funds for being a Transportation Management Area (TMA – MPO population over 200,000), CMAQ funds for being a non-attainment area, as well as other types of enhancement funds. Many of those funds are spent at the discretion of the MPO and go towards funding non-roadway projects. Other funding that the MPO receives must be spent on highway projects. In other words, appropriate funding is spread among multiple modes as it is available. As the draft goals and objectives state (specifically Goal 2 and Goal 5), the LRTP does strive to address the needs of the community through a multi-modal transportation network with appropriate linkages and coordination with land use, thereby balancing its investment where possible.

Sincerely,

Amanda Eaken
Deputy Director, Sustainable Communities, NRDC

Shannon Binns,
Executive Director, Sustain Charlotte



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

TO: Mecklenburg-Union MPO Delegates & Alternates
FROM: Robert Cook, AICP
MUMPO Secretary
DATE: April 9, 2013
SUBJECT: **2012-2018 TIP Amendments**
Locally-Administered Projects

ACTION REQUESTED

Approve amendments to the 2012-2018 TIP to reallocate Surface Transportation Program-Direct Attributable (STP-DA) and Congestion Mitigation & Air Quality (CMAQ) funds.

TECHNICAL COORDINATING COMMITTEE RECOMMENDATION

At its April 4, 2013 meeting, the TCC unanimously recommended that the MPO approve the TIP amendments as presented.

BACKGROUND

Staff and the TCC began a process in October 2012 to assess the viability of locally-administered projects funded with Surface Transportation Program-Direct Attributable (STP-DA) and Congestion Mitigation & Air Quality (CMAQ) funds. The process began with asking project sponsors to complete a project status form. Following the November 16 status form submittal deadline, a series of Wednesday Transportation Staff meeting discussions was held to further examine the status of individual projects and to determine if they should remain funded projects or be removed from the TIP. The following determinations were made at the March 13, 2013 meeting:

Increase Project Funding Due to Cost Increases

- U-5108: Northcross Drive Extension
This project is currently funded for construction only. Cornelius has requested that the TIP amendment allow for funding to be allocated for right-of-way (ROW) acquisition also.
- U-5114: US 21/Gilead Road intersection improvements
- U-5115: NC 51/Idlewild Road intersection improvements
This project is currently funded for construction only. Matthews has requested that the TIP amendment allow for funding to be allocated for right-of-way (ROW) acquisition also.
- C-4957: Indian Trail Sidewalk Projects

Fully Fund Projects

- C-5538: Construct roundabout at Tuckaseegee & Berryhill Roads

This project was only partially funded during the 2010 Congestion Mitigation & Air Quality (CMAQ) funding cycle. The recommendation is to fully fund the project using funds from CMAQ project C-5535 (listed below) that is proposed to be deleted from the TIP.

Remove Project from TIP Due to Lack of Sponsor Support or Lack of Immediate Need

- U-5113: Multi-use parking deck
- U-5110: Construct new road, US 74 to Stevens Mill Road
This project has been incorporated into the design of the Monroe Parkway.
- U-5111: Widen Wilgrove-Mint Hill Road, NC 51 to Nelson Road
- C-5535: Intersection improvements, Brookshire Blvd and Lawton Road
- C-5109: Clean School Bus Initiative

The attached spreadsheet provides additional information.

ATTACHMENTS

Recommended TIP amendments.

Proposed TIP Amendments
Locally-Administered Projects
Recommended for MPO by the TCC, April 4, 2013

TIP #	Project Description	Jurisdiction	Funding Source	Recommended Action	Current Funding	Proposed Additional Funding	Proposed Total Funding
U-5113	Multi-use parking deck	Davidson	STP-DA	Remove from TIP, project no longer supported by town	\$2,000,000	\$0	\$0
U-5108	Northcross Drive Extension	Cornelius	STP-DA	Increase funding; allow funds to be used for ROW and construction	\$3,600,000	\$2,120,000	\$5,720,000
U-5114	US 21/Gilead Road intersection improvements	Huntersville	STP-DA	Increase funding	\$2,500,000	\$1,100,000	\$3,600,000
U-5110	Construct new road, US 74 to Stevens Mill Road	Stallings	STP-DA	Remove from TIP, project no longer needed as separate project	\$1,600,000	\$0	\$0
U-5115	NC 51/Idlewild Road intersection improvements	Matthews & Mint Hill	STP-DA	Increase funding; allow funds to be used for ROW and construction	\$400,000	\$900,000	\$1,300,000
U-5111	Widen Wilgrove-Mint Hill Road, NC 51 to Nelson Road	Mint Hill	STP-DA	Remove from TIP, project no longer supported by town	\$520,000	\$0	\$0
C-5538	Construct roundabout, Tuckasegee & Berryhill Roads	Charlotte	CMAQ	Increase funding	\$729,000	\$1,118,000	\$1,847,000
C-5535	Intersection improvements, Brookshire Blvd and Lawton Road	Charlotte	CMAQ	Remove from TIP, project no longer supported by city	\$1,118,000	\$0	\$0
C-5109*	Clean School Bus Initiative	CMS & Union County	CMAQ	Remove from TIP, project not supported by CMS	\$286,666	\$0	\$0
C-4957	Indian Trail Sidewalk Projects	Indian Trail	CMAQ	Increase funding	\$1,327,000	\$286,666	\$1,613,666
*The original funding level was \$436,666, of which only \$150,000 was used for the original project.							



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Charlotte, NC 28202
704-336-2205
www.mumpo.org

TO: Mecklenburg-Union MPO Delegates & Alternates
FROM: Eldewins Haynes
Air Quality Specialist, Charlotte Department of Transportation
DATE: April 8, 2013
SUBJECT: **2008 Ozone Standard Conformity Determination**

ACTION REQUESTED

The MPO is requested to find that the 2035 LRTP and 2012-2018 TIP conform to the purpose of the North Carolina State Implementation Plan, in accordance with Clean Air Act as Amended (CAAA), and the Moving Ahead for Progress in the 21st Century Act (MAP-21).

TECHNICAL COORDINATING COMMITTEE RECOMMENDATION

At its April 4, 2013 meeting, the TCC unanimously recommended that the MPO that it make the air quality conformity finding as noted above.

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 Charlotte area as being "marginal nonattainment" for the 2008 8-hour NAAQS. Federal regulations require MUMPO to demonstrate that its 2012-2018 Transportation Improvement Program (TIP) and 2035 Long Range Transportation Plan (LRTP) conform to the new standard. There are no TIP or LRTP amendments associated with this conformity determination.

COMMENT PERIOD EXTENSION

A 30-day comment period ending March 29, 2013 was established to receive the public's input on the proposed action. However, typographical errors affecting numerical values of the Mecklenburg County projected emissions of volatile organic compounds (VOC) in years 2025 and 2035 were discovered. Revising the draft with the intended values called for a 10-day extension of the public comment period in Mecklenburg County only. The extended comment period ends April 8, 2013.

COMMENTS RECEIVED

The only comments received during the public comment period were from the Southern Environmental Law Center (SELC). The comments are attached. A draft response to the SELC will be provided under separate cover.

Resolution Finding the Mecklenburg-Union Metropolitan Planning Organization 2035 Long-Range Transportation Plan and the 2012-2018 Transportation Improvement Program in Compliance with the Provisions of the Clean Air Act Amendments of 1990 and the Moving Ahead for Progress in the 21st Century Act

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

WHEREAS, the Mecklenburg-Union MPO is the duly recognized decision making body of the 3-C transportation planning process for the Mecklenburg-Union Urban Area; and

WHEREAS, the Mecklenburg-Union MPO 2035 Long-Range Transportation Plan meets the planning requirements of 23 CFR Part 450.322; and

WHEREAS, the 2012-2018 Transportation Improvement Program is a direct subset of the 2035 Long-Range Transportation plan; and

WHEREAS, Federal regulations require MUMPO to demonstrate that its 2012-2018 Transportation Improvement Program (TIP) and 2035 Long Range Transportation Plan (LRTP) conform to the 2008 8-hr Ozone NAAQS.

WHEREAS, the United States Environmental Protection Agency (USEPA) designated the Mecklenburg-Union MPO as nonattainment for ozone on July 20, 2012; and

WHEREAS, in 2008 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.

WHEREAS, the transportation conformity analysis of the Mecklenburg-Union MPO 2035 Long-Range Transportation Plan is based on the most recent estimates of population, employment, travel, and congestion; and

WHEREAS, the Mecklenburg-Union MPO 2035 Long-Range Transportation Plan is financially constrained; and

WHEREAS, there are no transportation control measures in the North Carolina State Implementation Plan (SIP) that pertain to the Mecklenburg-Union MPO; and

WHEREAS, the most recent vehicle emissions model was used to prepare the quantitative emissions analysis; and

WHEREAS, those projects and programs included in the Mecklenburg-Union MPO 2035 Long Range Transportation Plan contribute to annual emissions reductions as shown by the quantitative emissions analysis.

NOW, THEREFORE BE IT RESOLVED, that the Mecklenburg-Union Metropolitan Planning Organization finds that the 2035 Long-Range Transportation Plan and the 2012-2018 Transportation Improvement Program conform to the purpose of the North Carolina State Implementation Plan (or interim emissions tests, in areas where no State Implementation Plan is approved or found adequate by USEPA) in accordance with Clean Air Act as Amended (CAAA), and the Moving Ahead for Progress in the 21st Century Act.

I, Sarah McAulay, MUMPO Chairwoman, 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 17th day of April 2013.

Sarah McAulay, Chairwoman

Robert W. Cook, Secretary

DRAFT

SOUTHERN ENVIRONMENTAL LAW CENTER

Telephone 919-967-1450

601 WEST ROSEMARY STREET, SUITE 220
CHAPEL HILL, NC 27516-2356

Facsimile 919-929-9421

April 5, 2013

VIA E-MAIL AND U.S. MAIL

Robert W. Cook
Mecklenburg-Union Metropolitan Planning Organization
600 East Fourth Street
Charlotte NC, 28202-2853
rwcook@charlottenc.gov

RE: MUMPO Conformity Determination: Ozone

Dear Mr. Cook:

Thank you for the opportunity to comment on the Mecklenburg-Union Metropolitan Planning Organization's ("MUMPO") draft zone conformity determination. On behalf of our client Clean Air Carolina, the Southern Environmental Law Center ("SELC") submits these brief comments for your consideration.

As you know, MUMPO is required to undergo a conformity analysis to demonstrate that its Long Range Transportation Plan ("LRTP") and Transportation Improvement Program ("TIP") conform to North Carolina's State Implementation Plan ("SIP"). 42 U.S.C. 7506. The conformity determination "must be based upon the most recent planning assumptions in force at the time the conformity analysis begins." 40 CFR 93.110(a); *see also* 42 U.S.C. § 7506(c)(1)(b) (providing "[t]he determination of conformity shall be based on the most recent estimates of emissions," which must consider the most recent "travel and congestion estimates"). The draft conformity determination indicates that MUMPO has relied upon the Metrolina Regional Travel Demand Model ("MRM") as the basis for its conformity determination.¹

We are concerned that this model does not accurately represent planned transportation improvements in the region as required. In particular, it is unclear whether the MRM accurately

¹ MUMPO, Draft Metrolina Conformity Analysis and Determination Report Appendix, at 40 (March 2013) ("Emission analysis source: The VMT and speeds for the regional emissions analysis (REA) will be derived from the MRM.").

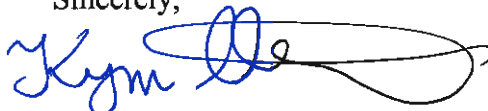
reflects the emissions that will be attributable to the Monroe Connector/Bypass — a project currently included in MUMPO’s 2035 LRTP Project List² — as is purported in the draft report.³

As you know, the North Carolina Turnpike Authority (“NCTA”) has used the MRM in its study of the Monroe Connector/Bypass to simulate a “No Build scenario,” a decision which was at the heart of a recent opinion by the United States Court of Appeals for the Fourth Circuit. *See N.C. Wildlife Fed’n v. N.C. DOT*, 677 F.3d 596 (4th Cir. 2012). Despite the Fourth Circuit’s ruling, NCTA has stated its intent to continue to use the MRM to simulate a future without the toll road.

In their review of the MRM data since the Fourth Circuit’s decision, analysts have been adamant that the Monroe Connector/Bypass plays very little role in the model’s outputs. For example, Baker Engineering, a consulting firm working with the NCTA, found that under the MRM the Monroe Connector/Bypass reduces travel time to employment in the region by an average of only 18 seconds.⁴ This is in direct contrast to NCTA’s expectation that the Monroe Connector/Bypass will significantly improve travel times, saving drivers between 30-50 minutes.⁵

As such, we are concerned that the MRM may not accurately reflect a future with the Monroe Connector/Bypass, and moreover, that the same may be true for other planned transportation projects in the Metrolina region. We request clarification regarding the legality of using the MRM to simulate a future *without* the road in one analysis (the NEPA analysis), and then using the same model to simulate a future *with* the road in another analysis (the conformity determination). As you know, accurate accounting of all planned projects is essential, as MUMPO cannot “give its approval to any project, program, or plan which does not conform” to the SIP. 42 U.S.C. 7506(c)(1). We would appreciate an explanation from MUMPO regarding this situation.

Sincerely,



Kym Hunter
Staff Attorney

² MUMPO, 2035 LRTP Project List (Nov. 18, 2009), available at http://mumpo.org/PDFs/2035_LRTP/2035_LRTP_MPO_Endorsed_ProjectList.pdf.

³ MUMPO, Draft Metrolina Conformity Analysis and Determination Report, at 6 (March 2013) (providing that “the MUMPO, the CRMPO and the GUAMPO 2035 LRTPs and their respective FY 2012-2018 TIPs conform to the purpose of the North Carolina SIP”).

⁴ Baker Engineering, Presentation before the Monroe Connector Bypass Agencies, *Monroe Connector/Bypass Agency Update: Indirect and Cumulative Analysis Review*, at slide 16 (October 17, 2012), see attached.

⁵ Monroe Connector/Bypass DEIS, Community Impact Assessment for the Monroe Connector/Bypass (Feb. 2009), at 62.

CC (via e-mail and U.S. mail):

June Blotnick, Clean Air Carolina

Eldewins Haynes, Charlotte Department of Transportation

Dianna Smith, Environmental Protection Agency

Eddie Dancausse, Federal Highway Administration

Todd Pasley, North Carolina Department of Natural Resources, Division of Air Quality

Encl.

**MECKLENBURG - UNION
METROPOLITAN PLANNING ORGANIZATION
FY 14 UPWP PL FUNDS-Annual Allocation and STP-DA (80% portion)**

TASK CODE	TASK DESCRIPTION	AGENCY OR JURISDICTION								TOTAL		
		CDOT		Planning		Huntersville		Indian Trail				
		Proposed Amount	Proposed Work	Proposed Amount	Proposed Work	Proposed Amount	Proposed Work	Proposed Amount	Proposed Work			
II. Continuing Transportation		\$315,000		\$90,000		\$0		\$0		\$405,000		
II-1	Traffic Volume Counts	\$122,500	Browser based traffic data management system that allows administrators to upload validate, and manage the data; users will have access to view, produce reports and download traffic data (tube counts, turning movement counts, permanent count station data, and travel time data) using interactive GIS maps and databases.	\$0						\$122,500		
II-4	Traffic Accidents	\$70,000	TBD	\$0						\$70,000		
II-6	Dweling Unit, Pop. & Emplmnt Change			\$0						\$0		
II-9	Travel Time Studies	\$122,500	See II-1 above	\$0						\$122,500		
II-10	GIS Analysis & Mapping	\$0		\$90,000	Support the addition of a GIS analyst position dedicated to MPO work					\$90,000		
III. Travel Demand Model		\$225,100		\$8,000		\$0		\$0		\$233,100		
III-1	Collection Base Year Data	\$32,000	Annual updates of household & employment data	\$0						\$32,000		
III-2	Collection of Network Data	\$12,500	Collection of travel time information	\$0						\$12,500		
III-3	Travel Model Updates	\$55,600	Model maintenance; external station survey; technical model services (consultant assistance); model-related software and hardware purchases and fees	\$8,000	Participation in model network review					\$63,600		
III-4	Travel Surveys	\$0		\$0						\$0		
III-5	Forecast of Data to Horizon Years	\$0		\$0						\$0		
III-6	Forecast of Future Travel Patterns	\$125,000	Various applications of the regional travel demand model including (but not limited to) traditional highway travel, managed lanes and transit corridor forecasts	\$0						\$125,000		
IV. Long-Range Transportation Plan		\$73,800		\$170,000		\$0		\$0		\$243,800		
IV-1	Community Goals & Objectives	\$0		\$40,000						\$40,000		
IV-2	Highway Element of the LRTP	\$40,000	Roadway project ranking process	\$80,000	Roadway project ranking process					\$120,000		
IV-3	Transit Element of the LRTP	\$0		\$0						\$0		
IV-4	Bicycle & Pedestrian Element	\$4,800	Bike & pedestrian element preparation	\$5,000	Lake Norman Bike Route administration					\$9,800		

**MECKLENBURG - UNION
METROPOLITAN PLANNING ORGANIZATION
FY 14 UPWP PL FUNDS-Annual Allocation and STP-DA (80% portion)**

IV-7	Rail Element of the LRTP	\$4,000	Rail element preparation; involvement in local rail improvements projects (CRISP)	\$0						\$4,000		
IV-8	Freight Movement/Mobility Elem of LRTP	\$0		\$40,000	Preparation of LRTP freight element; possible contribution to regional freight mobility plan					\$40,000		
IV-9	Financial Planning	\$25,000	Development of LRTP financial element	\$5,000	Development of LRTP financial element					\$30,000		
V. Continuing Programs		\$122,500		\$165,000		\$0		\$0		\$287,500		
V-1	Congestion Management Strategies	\$50,000	Support CMP implementation	\$125,000	CMP implementation & incorporation into LRTP					\$175,000		
V-2	Air Quality/Conformity Analysis	\$17,500	Preparation of conformity reports (2040 LRTP, TIP, potential LRTP and TIP amendments); implementation of MOVES (emissions model)	\$5,000	Participation in the conformity process					\$22,500		
V-3	Planning Work Program	\$30,000	UPWP preparation; implementation of new procedures due to MPO expansion and possible local match sharing	\$10,000	UPWP preparation; implementation of new procedures due to MPO expansion; possible development of 2-5 year work program					\$40,000		
V-4	TIP	\$25,000	Work associated with preparation of 2015-2021 TIP	\$25,000	Work associated with preparation of 2015-2021 TIP					\$50,000		
VI. Administration		\$39,000		\$276,000		\$61,200		\$24,000		\$400,200		
VI-2	Environmental Justice	\$0		\$8,000	Outreach to EJ communities; Title VI adherence					\$8,000		
VI-6	Public Involvement	\$0		\$20,000	LRTP public involvement; general public outreach					\$20,000		
VI-10	Corridor Protection & Special Studies	\$0		\$140,000	Local transportation planning efforts; CTP ordinance review; MPO capacity planning	\$61,200	Traffic count program; downtown Huntersville multimodal plan	\$24,000	Traffic count program; Chestnut Parkway/CSX grade separation analysis	\$225,200		
VI-11	Regional or Statewide Planning	\$4,000	Participation in the NCAMPO and CRAFT processes	\$8,000	Participation in the NCAMPO and CRAFT processes					\$12,000		-\$66,848
VI-12	Management and Operations	\$35,000	Grant management and budget support	\$100,000	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					\$135,000		
TOTALS		\$775,400		\$709,000		\$61,200		\$24,000		\$1,569,600		