



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

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

**SUBJECT: June 2013 Mecklenburg-Union MPO Meeting  
Wednesday, June 19, 7:00 PM**

The June 2013 meeting of the Mecklenburg-Union Metropolitan Planning Organization (MUMPO) is scheduled for Wednesday, June 19, 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.

#### **Meeting Location**

The Charlotte-Mecklenburg Government Center is located at 600 E. Fourth St. (corner of Fourth and Davidson streets) in uptown Charlotte. Parking is available in the Government Center parking deck located on Davidson St. between Third and Fourth streets; on-street parking is also available.

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.

*It is the policy of the Mecklenburg-Union Metropolitan Planning Organization to ensure that no person shall, on the ground of race, color, sex, age, national origin, or disability, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity as provided by Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, and any other related non-discrimination Civil Rights laws and authorities.*

# Mecklenburg-Union Metropolitan Planning Organization

June 19, 2013

Room 267-Charlotte-Mecklenburg Government Center

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## 7:00 PM Meeting Agenda

1. **Call to Order** Sarah McAulay
2. **Adoption of the Agenda** Sarah McAulay
3. **Citizen Comment Period**
4. **Ethics Awareness & Conflict of Interest Reminder** Sarah McAulay
5. **Approval of Minutes** Sarah McAulay  
*ACTION REQUESTED: Approve the May 2013 meeting minutes as presented.*
6. **Transportation Improvement Program (TIP) Amendments** Scott Cole
  - a. **NC 51/Idlewild Road Roundabout (TIP #U-5115)**  
*ACTION REQUESTED: Approve the amendment to the 2012-2018 TIP as presented.*  
  
*TCC RECOMMENDATION: The TCC unanimously recommended that the MPO adopt the amendment as presented.*  
  
*BACKGROUND: See attached memorandum.*  
  
*ATTACHMENT: Memorandum.*
  - b. **Mallard Creek/IBM Drive Connector (TIP #U-2507AA)**  
*ACTION REQUESTED: Approve the amendment to the 2012-2018 TIP as presented.*  
  
*TCC RECOMMENDATION: The TCC unanimously recommended that the MPO adopt the amendment as presented.*  
  
*BACKGROUND: The requested amendment is to add a component to TIP project U-2507A to construct a new collector road and multi-use path from Mallard Creek Road to IBM Drive. TIP project U-2507A is known as the Graham St. Extension/Mallard Creek Road realignment. See the attached amendment application for more information.*  
  
*ATTACHMENT: Amendment application; aerial photo showing new alignment.*
7. **Hambright Road, Everette Keith Road, Verhoeff Dr. Alignment Studies** Zac Gordon  
*ACTION REQUESTED: Endorse the proposed alignments.*  
  
*TCC RECOMMENDATION: The TCC unanimously recommended that the MPO endorse the alignments as presented.*  
  
*BACKGROUND: The Town of Huntersville has been working cooperatively with MUMPO staff since August 2012 to finalize thoroughfare alignments for Hambright Road (from Everette Keith*

Road to Eastfield Road), Everette Keith Road (from Eastfield Road to Verhoeff Drive) and Verhoeff Drive (from Asbury Chapel Road to Prosperity Church Road). An overview of the study process and final recommendations will be presented.

ATTACHMENT: June 2013 TCC meeting presentation.

**8. MPO Self-Certification** Robert Cook

*ACTION REQUESTED:* Adopt the attached resolution certifying MUMPO's compliance with all federal transportation planning laws, statutes and regulations during FY 2013.

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

*BACKGROUND:* Federal regulations require MPOs to self-certify that they comply with all laws, statutes and regulations governing the transportation planning process. See the attachments for more information.

*ATTACHMENTS:* Memorandum; checklist; draft resolution.

**9. TIP Amendment Guidelines** Robert Cook

*ACTION REQUESTED:* Endorse the draft TIP amendment guidelines for inclusion in the updated MPO and TCC bylaws, as well as the Public Involvement Plan.

*TCC RECOMMENDATION:* The TCC unanimously recommended that the MPO adopt the amendment guidelines.

*BACKGROUND:* See attached memorandum.

*ATTACHMENTS:* Memorandum; draft amendment guidelines.

**10. Memorandum of Understanding Subcommittee** Robert Cook

*ACTION REQUESTED:* Endorse the MOU Subcommittee recommendations for modifications to the draft Memorandum of Understanding.

*BACKGROUND:* The MOU Subcommittee met on May 22 and took action on two issues: a method by which the local match of federal should be shared, and an MPO voting structure.

*ATTACHMENTS:* Memorandum.

**11. 2040 Long Range Transportation Plan/Metropolitan Transportation Plan**  
**a. Plan Development Update** Nicholas Landa

*ACTION REQUESTED:* FYI

*BACKGROUND:* Federal legislation refers to the long range transportation plan as the Metropolitan Transportation Plan (MTP). In order to be consistent, it is recommended that the MPO transition to the MTP terminology for the 2040 Plan. An update on Plan progress will also be provided.

**b. Plan Horizon Year Updates** Anna Gallup  
*ACTION REQUESTED:* FYI

*BACKGROUND:* The 2040 LRTP/MTP was originally planned to have three horizon years: 2020, 2030 and 2040. Based on new information related to the modeling efforts associated with

*air quality, the MPO will need to modify the horizon years to the following: 2015, 2025, 2030 and 2040.*

**12. Adjourn**

**MECKLENBURG-UNION METROPOLITAN PLANNING ORGANIZATION**  
**Charlotte-Mecklenburg Government Center, Room 267**  
**May 22, 2013 Meeting**  
**Summary Minutes**

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**Members Attending:**

David Howard (Charlotte), Chuck Travis (Cornelius), Brian Jenest (Davidson), Sarah McAulay (Huntersville), Chris King (Indian Trail), Paul Bailey (Matthews), Dumont Clarke (Mecklenburg County), Carl Ellington (Mint Hill), Margaret Desio (Monroe), Lynda Paxton (Stallings), Frank Aikmus (Union County), Barbara Harrison (Weddington), Brad Horvath (Wesley Chapel)

**Non-Voting Members Attending:**

Greg Phipps (Charlotte-Mecklenburg Planning Commission)

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**1. Call to Order**

MPO Chairwoman Sarah McAulay called the May 2013 MUMPO meeting to order at 7:00 PM.

**2. Adoption of the Agenda**

Summary:

Chairwoman McAulay asked if there were any changes to the agenda.

Motion:

Mayor Lynda Paxton made a motion to add an item to the agenda regarding the Strategic Mobility Formula as item #12. Paul Bailey seconded the motion. Upon being put to a vote, the motion was unanimously approved and the agenda was amended to include the requested item.

**3. Citizen Comment Period**

Monroe Connector-Bypass: Three speakers addressed the MPO on the subject of the Monroe Connector-Bypass: Karen Thomas, Kate Asquith and Kym Hunter. Ms. Asquith and Ms. Hunter represented the Southern Environmental Law Center. Ten minutes were allocated for the topic. Ms. Thomas noted that the project would not alleviate local traffic problems. Ms. Asquith discussed the US 74 study being conducted by Union County, Stallings, Indian Trail and Monroe, and urged implementation of the study's recommendations. Ms. Hunter stated that the SELC supported the staff recommendations on the Strategic Mobility Formula discussed during the education session. She also noted that bonds sold for the Monroe Connector-Bypass could be used on other projects, and stated that a report her organization has prepared on the project will be available soon.

I-77 HOT Lanes:

17 speakers filled out speaker cards to address the MPO on the topic of I-77 HOT lanes. Ten minutes were allocated for the topic. Audience members became disorderly after being informed of the time allocation. In response, Chairwoman McAulay decided to close the comment period. Space was provided outside the meeting room for audience members to meet.

**4. Ethics Awareness & Conflict of Interest Reminder**

Mr. Cook read the ethics awareness and conflict of interest reminder to the MPO.

**5. Approval of Minutes**

Chairwoman McAulay requested action on the April 2013 meeting minutes.

Motion:

Margaret Desio made a motion to approve the April 2013 meeting minutes as presented. Frank Aikmus seconded the motion. Upon being put to a vote, the April 2013 minutes were unanimously approved.

## 6. **25 Year State Transportation Infrastructure Plan**

### Presenter:

Nick Tennyson, Chief Deputy for Support, NCDOT

### Summary:

Mr. Tennyson presented information to the MPO via a Power Point presentation, the contents of which are incorporated into the minutes. The purpose of the presentation was to discuss NCDOT's 25 Year Strategic Plan. He stated that the Plan will not replace, but will build on, previously prepared plans. The next year will be spent gathering input from the public and all levels of government. MPO members provided comments to Mr. Tennyson. Dumont Clarke stated that the I-77 HOT lanes proposal originated with NCDOT, and asked if the department stood behind the project. Mr. Tennyson replied that NCDOT fully supported constructing HOT lanes on I-77.

## 7. **I-77 HOT Lanes Project**

### Presenter:

Bill Coxe, Town of Huntersville

### Summary:

Mr. Coxe presented information to the MPO via a Power Point presentation, the contents of which are incorporated into the minutes. He stated that the presentation's purpose was to request the MPO to amend the 2035 Long Range Transportation Plan and the 2012-2018 Transportation Improvement Program and to make a finding of air quality conformity on the two amended documents in order to advance the implementation of high occupancy toll (HOT) lanes on I-77 from the Brookshire Freeway in Charlotte to NC 150 in Mooresville. The presentation covered the following points:

- a review of both current conditions on I-77 and what is being proposed by the amendments
- public involvement efforts and the comments received during that process
- project benefits and shortfalls were reviewed
- financial matters were discussed, including the public-private partnership funding mechanism that is being pursued

Three findings that the MPO needed to make were reviewed. The first finding was: will the proposed actions allow MUMPO to continue to meet its air quality goals? It was explained that all scenarios considered would allow for a conformity determination to be made. The second finding was: are the proposed actions financially feasible? Mr. Coxe stated that the proposal is financially feasible if the public contribution is capped at \$170 million. The final finding was: are the proposed actions in the best interests of the region? Mr. Coxe stated that this was a policy determination that the MPO would have to make.

Mr. Coxe then reviewed the three actions that were requested of the MPO, as noted in the presentation and described in detail in a memorandum dated May 13, 2013 from Mr. Coxe on behalf of the TCC's I-77 Technical Team:

#### a. Air Quality Conformity Determination

Find that the 2035 Long-Range Transportation Plan and 2012-2018 Transportation Improvement Program conform to the purpose of the North Carolina State Implementation Plan.

#### b. 2035 Long Range Transportation Plan Amendment

Amend the 2035 Long Range Transportation Plan to include a project shown in the amendment report and other public documents as "Scenario 5" to widen I-77 from Charlotte to Mooresville with HOT lanes under a public/private partnership with a condition that no more than \$170 million in public dollars provide early years funding. No more than \$150 million should come from funds that are otherwise eligible for expenditure in the MUMPO planning area. The project will be placed in LRTP's 2025 horizon year.

#### c. 2012-2018 Transportation Improvement Program Amendment

Amend the 2012-2018 Transportation Improvement Program to include a project shown in the amendment report and other public documents as "Scenario 5" to widen I-77 from Charlotte to Mooresville with HOT lanes under a public/private partnership with a condition that no more than \$170 million in public dollars provide early years

funding. No more than \$150 million should come from funds that are otherwise eligible for expenditure in the MUMPO planning area. Subsequent to the TCC's recommendation, NCDOT requested that the project be placed in FY 14 of the TIP.

In addition, Mr. Coxe reviewed the following eight recommendations made by the TCC. The TCC recommended that they be endorsed by the MPO.

1. The MPO acknowledges that under current NCDOT financial structure, approximately \$40M in project delays would need to occur to accomplish the project.
2. MUMPO acknowledges that these actions only allow the project to move further into procurement.
3. The TCC should develop additional I-77 North projects, including General Purpose lanes north of Cornelius, and evaluate them in the LRTP update.
4. The MPO recommends that a strategic study of all travel corridors (including I-77) from Charlotte to Statesville begin as soon as possible.
5. The MPO recommends that NCDOT continue its high level of coordination with MUMPO and local staff through procurement, implementation and operation.
6. The MPO recommends that NCDOT and MUMPO convene a joint task force to coordinate this project with other area managed lanes projects.
7. The MPO recommends that NCDOT should appoint a project manager to coordinate all activities associated with the project.
8. No action should be taken by NCDOT or any other party to discourage informal (i.e. non-prearranged) carpooling.

It was noted that the TCC unanimously recommended to the MPO that it amend the 2035 LRTP and 2012-2018 TIP and make a conformity determination on the two documents, as well as endorse the eight recommendations listed above.

Motion-Air Quality Conformity Determination:

David Howard made a motion to find that the amended 2035 Long Range Transportation Plan and the amended 2012-2018 Transportation Improvement Program conform to the NC State Implementation Plan (SIP) in accordance with the Clean Air Act as Amended (CAAA) and MAP-21. Chuck Travis seconded the motion. Upon being put to a vote, the motion passed unanimously.

Motion-2035 Long Range Transportation Plan Amendment:

Mr. Howard made a motion to amend the 2035 Long Range Transportation Plan to include the proposed I-77 HOT lanes project as presented. Mr. Travis seconded the motion. Upon being put to a vote, the motion passed unanimously.

Motion-2012-2018 Transportation Improvement Program Amendment:

Mr. Howard made a motion to amend the 2012-2018 Transportation Improvement Program to include the proposed I-77 HOT lanes project as presented. Mr. Travis seconded the motion. Upon being put to a vote, the motion passed unanimously.

Motion-TCC Recommendations:

Mr. Howard made a motion to endorse the eight TCC recommendations (listed above) and to incorporate them into its overall actions to approve the I-77 HOT lanes project. Mr. Travis seconded the motion. Upon being put to a vote, the motion passed unanimously.

**8. 2040 Long Range Transportation Plan**

a. Financial Plan Assumptions

Presenter:

Andy Grzynski, CDOT

Summary:

Mr. Grzymski presented information to the MPO via a Power Point presentation, the contents of which are incorporated into the minutes. The following points were discussed as potential assumptions for the 2040 LRTP, and were recommended for adoption by the TCC at its May 2013 meeting.

- Mobility Fund: assume an average of \$5 million a year for the entire LRTP timeframe.
- STP-DA: assume that STP-DA funds will be used to fund small-scale projects.
- Bridge replacements: based upon NCDOT guidance, \$4.7 million in Division 10 will be subtracted from Equity Fund revenues, and \$1.3 million in Division 12 will be subtracted from Equity Fund revenues, to fund bridge replacement projects in the planning area.
- Grant Anticipation Revenue Vehicle (“GARVEE”) funds: GARVEE funds have been used on several projects in the planning area, and constitute a loan based upon anticipated future revenue. The MPO’s direction was to subtract the necessary GARVEE repayments from funds available to program in the LRTP.
- Growth Rate: the MPO supported applying the following Equity Fund growth rates to the LRTP:
  - 2.5% annual growth from 2016-2025;
  - 2.0% annual growth from 2026-2040.

Mr. Grzymski concluded by noting that the proposed Strategic Mobility Formula may require the MPO to revisit the assumptions.

Motion:

Mayor Paxton made a motion to approve the 2040 LRTP financial assumptions as presented. Mr. Bailey seconded the motion. Upon being put to a vote, the motion passed unanimously.

b. Plan Development Update

Presenter:

Nicholas Landa

Summary:

Mr. Landa updated the MPO on 2040 LRTP development efforts. The following issues were addressed:

- project ranking is underway
- staff is preparing a request for qualifications for document preparation and public involvement
- the Advisory Committee continues its work on chapter development
- cost estimate work for projects in Iredell County is being finalized

**9. Miscellaneous Transportation Improvement Program (TIP) Amendments**

Presenter:

Robert Cook

Summary:

Mr. Cook stated that NCDOT’s Program Development Branch requested that MUMPO amend its TIP for the projects listed below. He added that the TCC had unanimously recommended that the MPO adopt the amendments.

TIP #	Description	Proposed Amendment	Reason
U-5008	Sugar Creek Road-construct grade-separation of NCR	Delay construction from FY 14 to FY 15	Allow additional time for planning
U-5008	Sugar Creek Road-construct grade-separation of NCR	Revise project description at the request of the NCDOT Rail Division	Add closure of the Craighead Road NCR crossing to the project
U-5325B	Construct roundabout at NC 84 and Matthews-Weddington Road	Delay construction from FY 12 to FY 13	Allow additional time to acquire ROW
BP-5500	Bridge preservation issues at selected sites (this is a Statewide project)	Add construction in FY 13 through FY 23	New STIP project



Motion:

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

**10. Draft FY 2014 Unified Planning Work Program (UPWP)**

Presenter:

Robert Cook

Summary:

Mr. Cook stated that the request was for the MPO to adopt the FY 2014 Unified Planning Work Program (UPWP). He reviewed two spreadsheets included in the agenda packet. The first showed how Planning (PL) funds were proposed to be allocated; the second showed how Section 5303 funds were proposed to be allocated to transit planning-related tasks. Mr. Cook reviewed some key projects proposed for funding, including local projects proposed by Huntersville and Indian Trail. Of particular note was increased funding for UPWP-related tasks. It was noted that the reason for the increase was due to new and expanded procedures precipitated by the MPO's expansion. A proposal to initiate a study to evaluate the expanded MPO's resource needs was also discussed. The presentation concluded by noting that the TCC unanimously recommended that the MPO adopt the FY 14 UPWP as presented.

Motion:

Mr. Aikmus made a motion to approve the FY 2014 UPWP as presented. Ms. Desio seconded the motion. Upon being put to a vote, the motion passed unanimously.

**11. Memorandum of Understanding Subcommittee Update**

Presenter:

Robert Cook

Summary:

The MOU Subcommittee met earlier in the day. Mr. Cook reviewed what was discussed at the meeting.

- The MPO will likely not expand into Lincoln County. Lincoln County has determined that it prefers to become a part of the Gaston MPO. A decision by the Gaston MPO to incorporate Lincoln County into its organization is scheduled for later in May;
- The Subcommittee made recommendations on two key topics at its meeting that concluded earlier in the day:
  - sharing the local match of federal funds: the Subcommittee recommended using population as the basis for allocating the share of the local match
  - voting structure: the Subcommittee took six actions on matters related to an MPO voting structure; the action essentially endorsed an earlier (December 2012) Subcommittee recommendation

Mr. Cook stated that a summary of the Subcommittee's actions would be provided to the MPO members.

**12. Strategic Mobility Formula**

Presenter:

Nicholas Landa

Summary:

Mr. Landa requested that the MPO endorse staff recommendations for changes to the proposed Strategic Mobility Formula that were discussed during the education session that preceded the meeting. The recommendations were as follows:

1. STP-DA and Transportation Alternatives (TA) funds should be exempt from the Strategic Mobility Formula
2. Regional Impact highways should include all urban principal arterials

3. The NCDOT Division funds should be allocated as follows: 50% equal share and 50% population
4. Statewide Mobility criteria should include a minimum of 10% local input
5. Do not put project selection criteria in state statute
6. Powell Bill funds should be held harmless at current levels for 5 years
7. Make regional bicycle/pedestrian projects eligible for Regional Impact category, and keep non-regional bicycle/pedestrian projects eligible for Division Needs category
8. Add Public Transportation back to Regional Impacts category and include projects that serve more than one municipality
9. Extend the exclusion for funds obligated for projects scheduled in the State Transportation Improvement Program that are scheduled for construction as of April 1, 2013 to include State fiscal years 2015-2016 and 2016-2017

Motion:

Mr. Howard made a motion to endorse the staff recommendations for proposed changes to the Strategic Mobility Formula. Ms. Desio seconded the motion. Upon being put to a vote, the motion passed unanimously.

**13. Adjourn**

The meeting adjourned at 8:30 PM.



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**TO:** Mecklenburg-Union MPO Members  
**FROM:** Robert Cook, AICP  
MUMPO Secretary  
**DATE:** June 11, 2013  
**SUBJECT:** **TIP Project U-5115, NC 51/Idlewild Road Roundabout TIP Amendment**

**REQUEST**

The MPO is requested to amend the TIP as noted below.

**BACKGROUND**

Funds for the subject project are currently allocated for construction only. The Town of Matthews and NCDOT-Division 10 have requested that MUMPO amend its TIP to reallocate funds in order to allow for the funding of preliminary engineering, utilities and right-of-way acquisition. In addition, it is requested that the project be advanced in the TIP from FY 2015 to FY 2013 and FY 2014 as noted below.

**PROPOSED FUNDING ALLOCATION**

Preliminary Engineering:	\$75,000	June 2013 (FFY 13)
Right-of-Way & Utilities	\$200,000	January 2014 (FFY 14)
Construction	\$1,350,000	June 2014 (FFY 14)

The above figures include the STP-DA federal funds and the local match.

**TCC RECOMMENDATION**

At its June 6, 2013 meeting, the Technical Coordinating Committee unanimously recommended that the MPO approve the TIP amendment as presented.

# TIP AMENDMENT APPLICATION

Date: 5/16/2013

Sponsor Name (Division, Group, Agency, etc.):  
Division 10

Responsible Person/Title: Louis L. Mitchell, PE, Division Engineer

Telephone Number: 704 983-4400

**PROJECT LOCATION AND DESCRIPTION** (If not in current program)

If in current program, TIP: N/A

Division: 10 County: Mecklenburg

Project Location (attach site location map):

Mallard Creek Road to IBM Drive, west of Old Mallard Creek Road

Project Description (attach additional pages/documentation as needed):

New Connector Road and Multi-Use path from Mallard Creek Road to IBM Drive

**PROJECT JUSTIFICATION** (attach additional pages as needed):

Collector to provide better access to local street network, improve bicycle and pedestrian connectivity, and Relieve left turning movements at IBM/Harris Blvd and at Harris Blvd/Mallard Creek Church Road, Proposing TIP# U-2507AA

Project has Board of Transportation Member(s) support/endorsement? Yes  No  N/A

Does project require MPO support/endorsement? Yes  No

If yes, enclose copy of MPO resolution.

Is an agreement required for this project? Yes  No

**DESIRED PROJECT CONSTRUCTION/IMPLEMENTATION SCHEDULE**

Requested Right of Way Acquisition: April 2014

Requested Construction/Implementation: July 2014

**PROJECT COSTS**

Right of Way Cost Estimate: \$100,000

Construction Cost Estimate: \$1,700,000

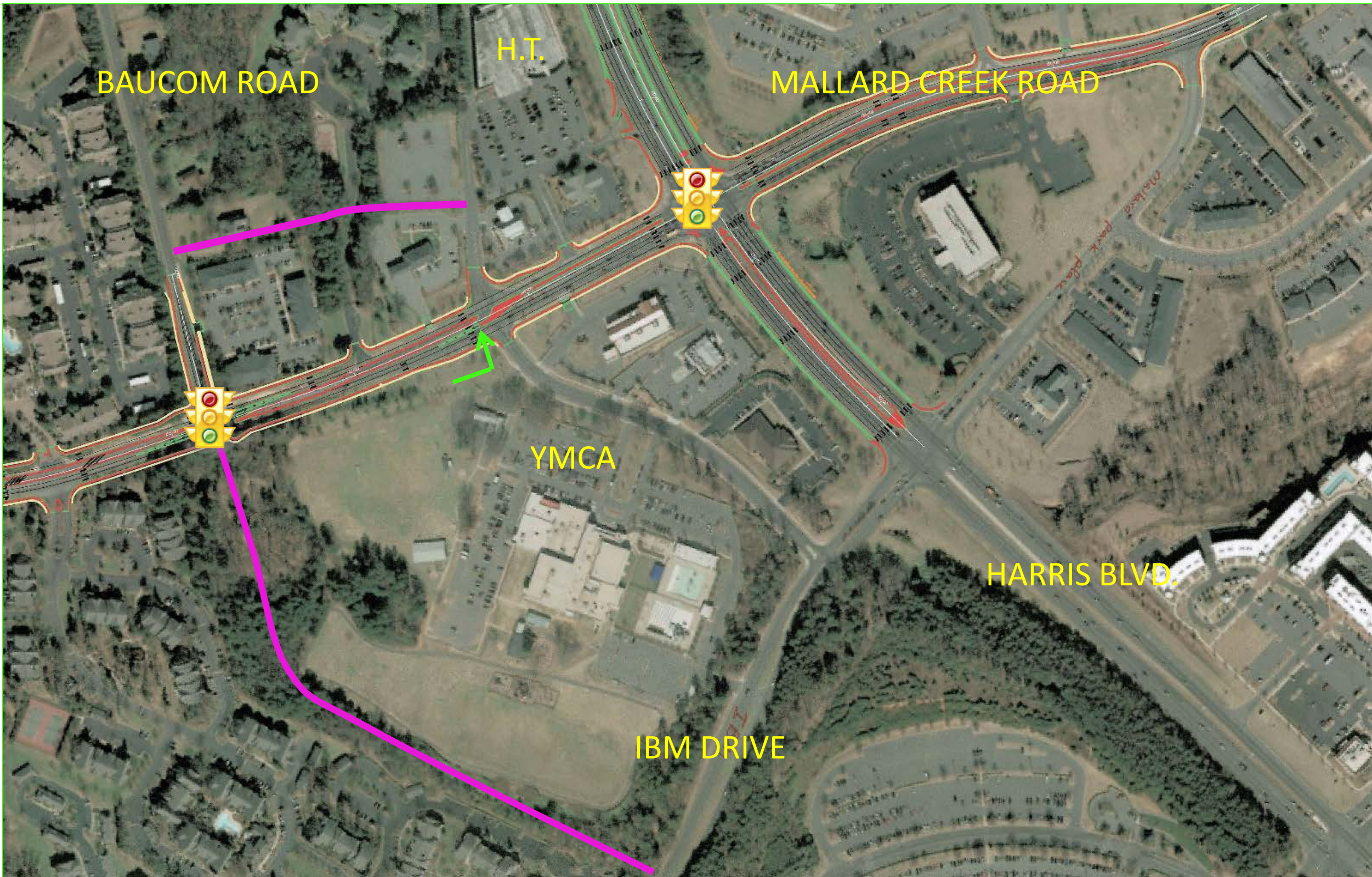
**COMMITTEE RECOMMENDATIONS:**


How will project be funded? Federal  State  Local Participation

Approved:

\_\_\_\_\_  
Tony Tata  
Secretary of Transportation

U-2507A: Harris Teeter and YMCA Access Issues: Option 2-  
IBM Drive to Baucom Connector and Harris Teeter Driveway Extended to Baucom



# **Hambright Road, Everette Keith Road & Verhoeff Drive Alignment Studies**

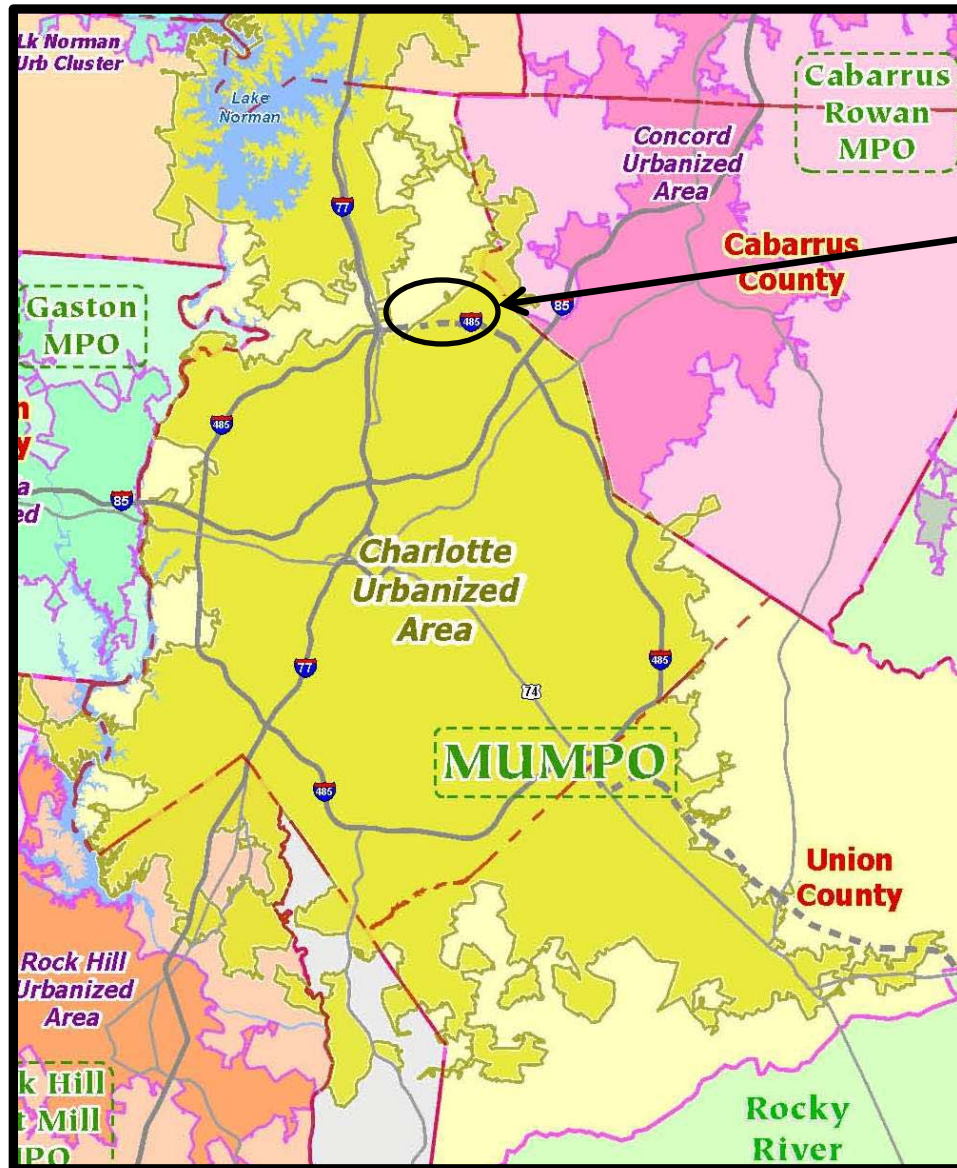


**Presentation to:**

**MUMPO – Technical Coordinating  
Committee**

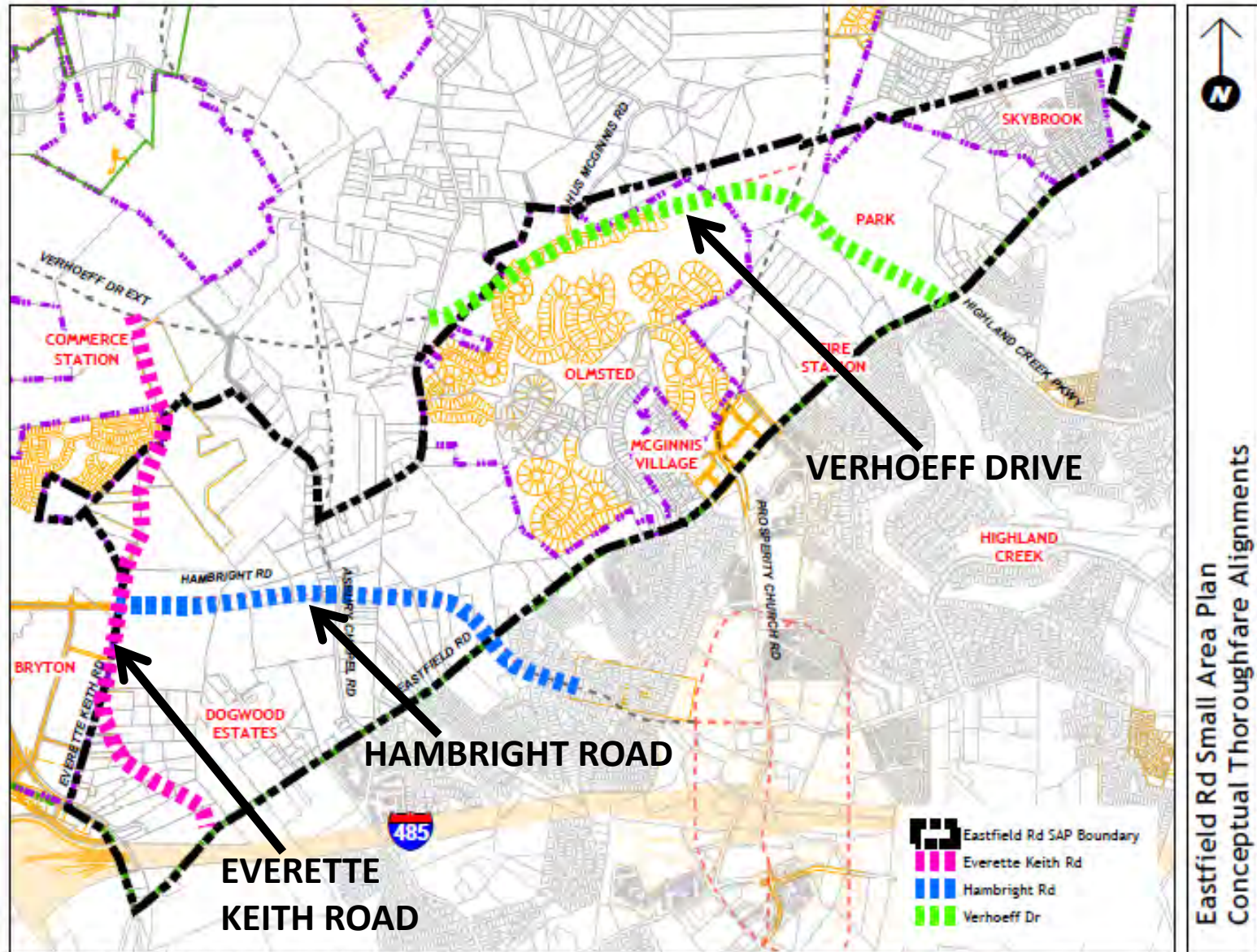
**June 6, 2013**

# MUMPO Region



Study Area

# Alignment Locations

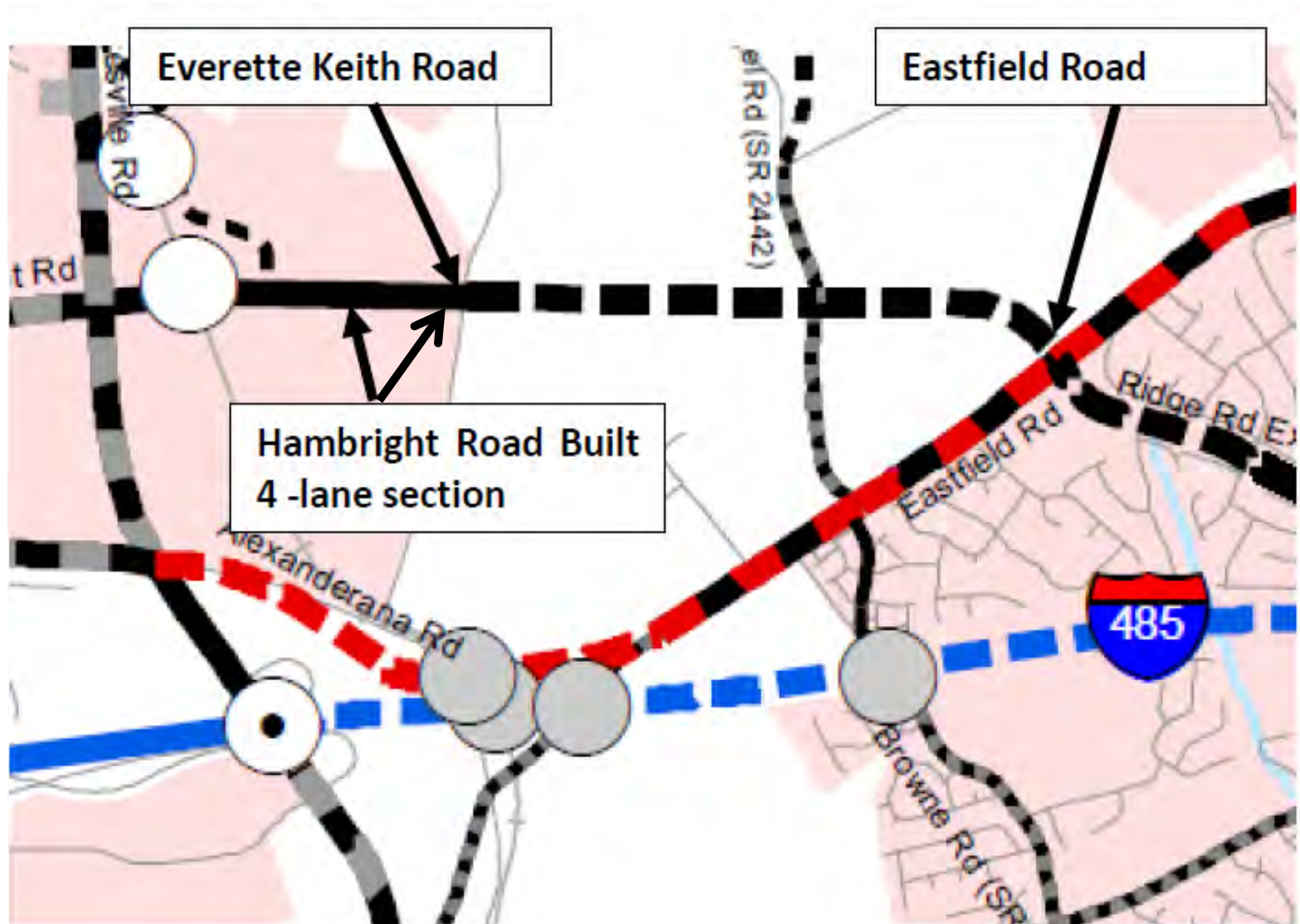




# Overview

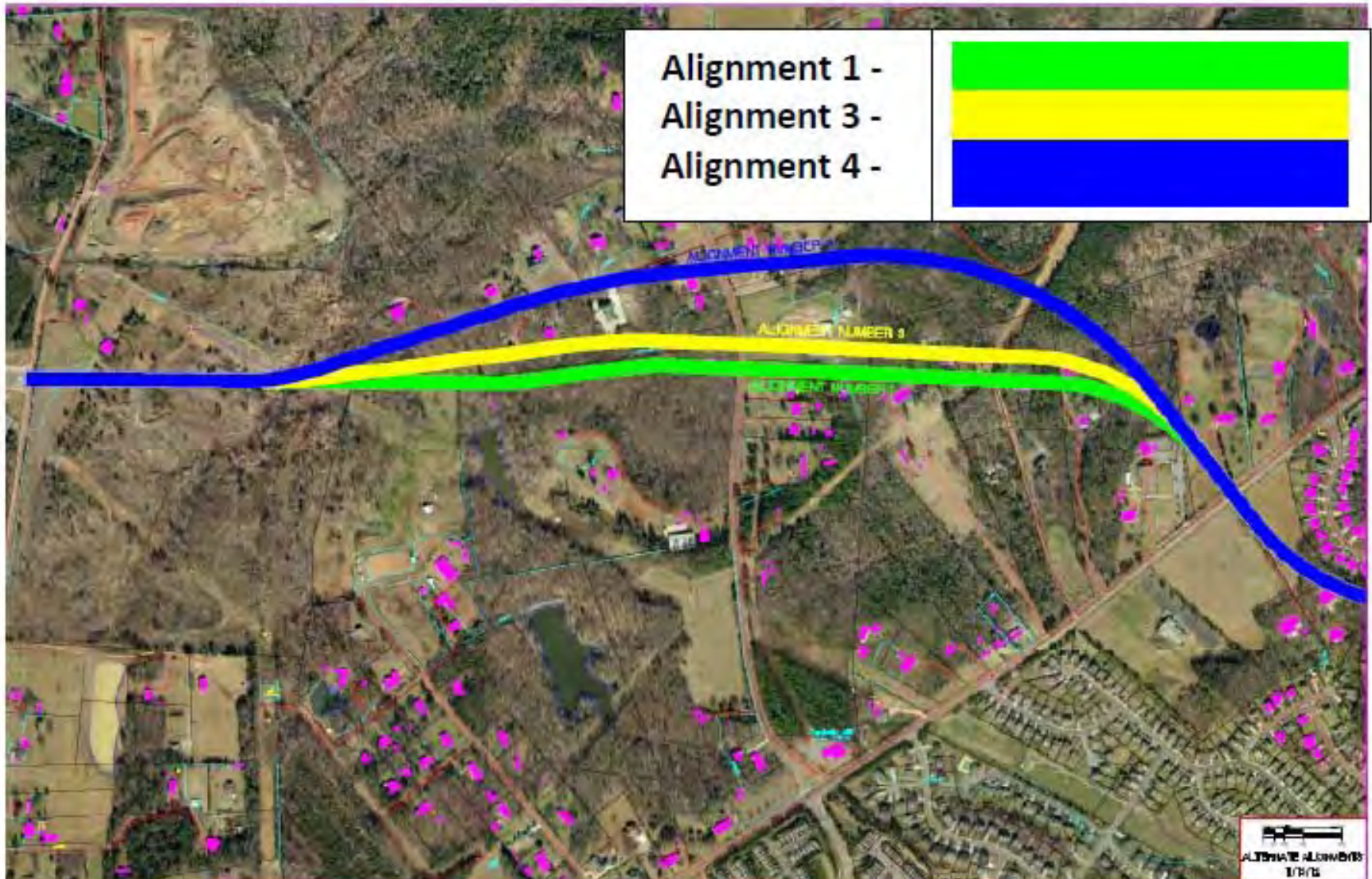
- Alignment studies initiated in August 2012 for Hambright Road and Everette Keith Road
- Study to define Verhoeff alignment (East of Asbury Chapel Road) begun in September 2012
- Public input to date – 2 meetings (11/15/12; 1/17/13)
- Alignments options developed for Hambright Road, Everette Keith Road and Verhoeff Drive
- Joint effort by Town of Huntersville and MUMPO staff

# HAMBRIGHT ROAD ALIGNMENT



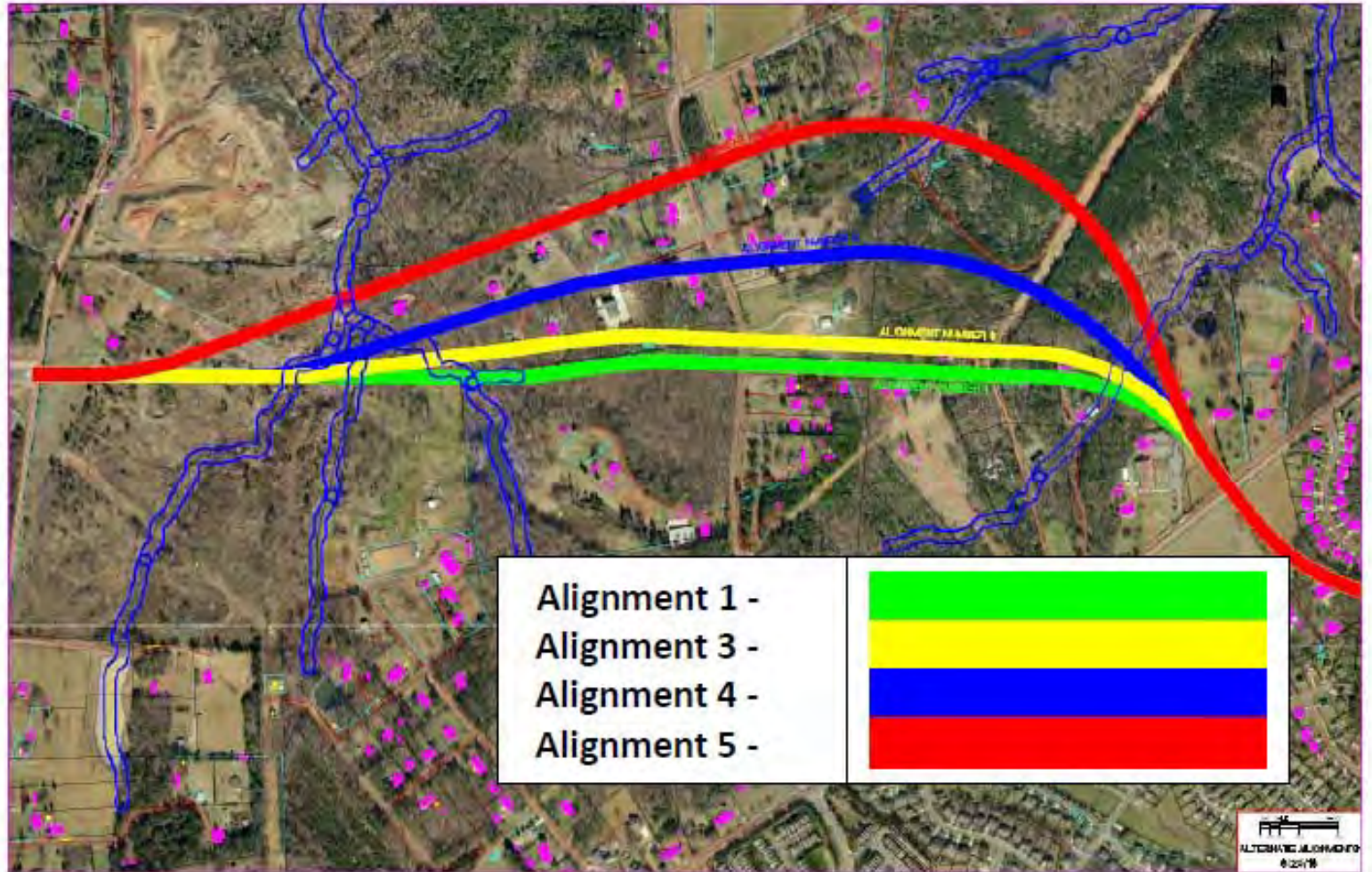
Hambright Road

# ALIGNMENTS PRESENTED AT NOVEMBER 15, 2012 PUBLIC MEETING



Initial Alignment Options Presented at November 15, 2012 Meeting




# ALIGNMENTS PRESENTED AT JANUARY 17, 2013 PUBLIC MEETING



Alignments Presented at January 17, 2013 meeting – **New Alignment 5 in Red**

# HAMBRIGHT ALTERNATIVES MATRIX FOR ALIGNMENTS (1, 3, 4 & 5)

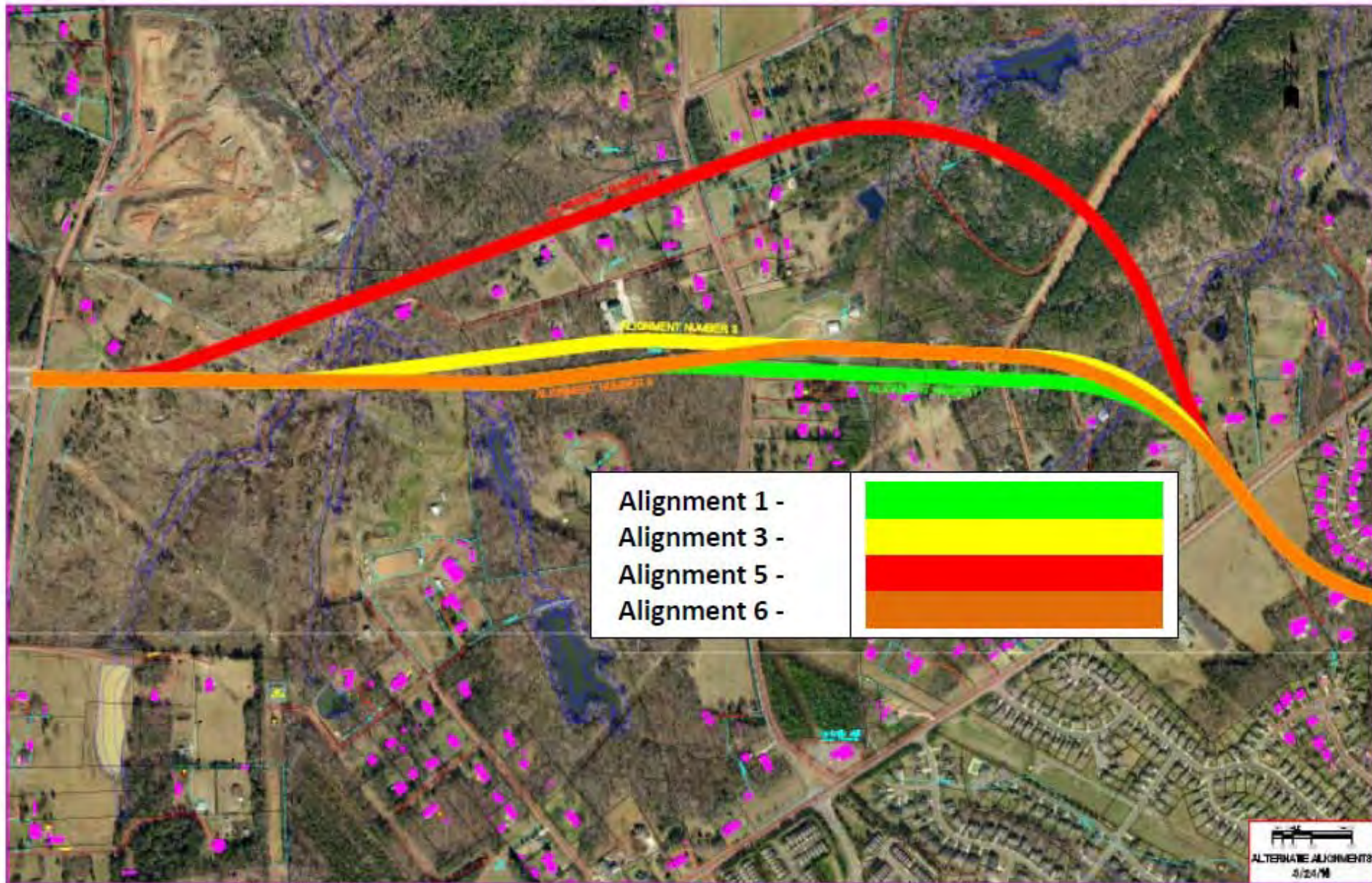
HAMBRIGHT ROAD ALIGNMENT STUDY ALTERNATIVES MATRIX  
(Everette Keith Road to Eastfield Road)

	Alignment Number 1 	Alignment Number 3 	Alignment Number 4 	Alignment Number 5 
Length (Feet)	6397	6469	6739	7388
Number of homes taken	5	4	2	4
Number of Bridges Bridge Square Footage	2 112,000	1 68,000	3 188,800	3 150,800
Environmental Impact (Square Feet)	60,340	43,473	0	0
Total Earthwork (Cubic Yards)	97,515	129,897	53,370	144,791
Cost Estimate	\$33,166,986	\$25,534,530	\$45,297,760	\$40,824,525

Earthwork cost is calculated at \$5.50 per Cu yd.

Base estimate is calculated in 2008 dollars. Earthwork is added in and total cost is inflated by 4% to adjust pricing from 2008 dollars to 2012 dollars.

Values of homes taken is not included in the cost estimate.



**Alignment Options 1, 3, 5 and 6 (Hybrid)**

# HAMBRIGHT ALTERNATIVES MATRIX FOR ALIGNMENTS (1, 3, 4 & 6)

HAMBRIGHT ROAD ALIGNMENT STUDY ALTERNATIVES MATRIX  
(Everette Keith Road to Eastfield Road)

	Alignment Number 1	Alignment Number 3	Alignment Number 5	Alignment Number 6
Length (Feet)	6397	6469	7388	6642
Number of Homes Taken	6	4	5	4
Number of Bridges Bridge Square Footage	2 54,560	1 68,000	3 70,000	1 64,000
Environmental Impact (Square Feet)	60,250	48,473	0	60,250
Total Earthwork (Cubic Yards)	150,600	129,900	353,100	140,300
Cost Estimate	\$24,707,000	\$25,954,800	\$31,423,900	\$26,251,700

Earthwork cost is calculated at \$5.50 per Cu yd.

Base estimate is calculated in 2008 dollars. Earthwork is added in and total cost is inflated by 4% to adjust pricing from 2008 dollars to 2012 construction dollars.

Cost estimate shown above is reflective of 2012 construction dollars.

Current value of homes proposed to be acquired is included in the cost estimate.

# Alignment 6 – RECOMMENDED ALIGNMENT

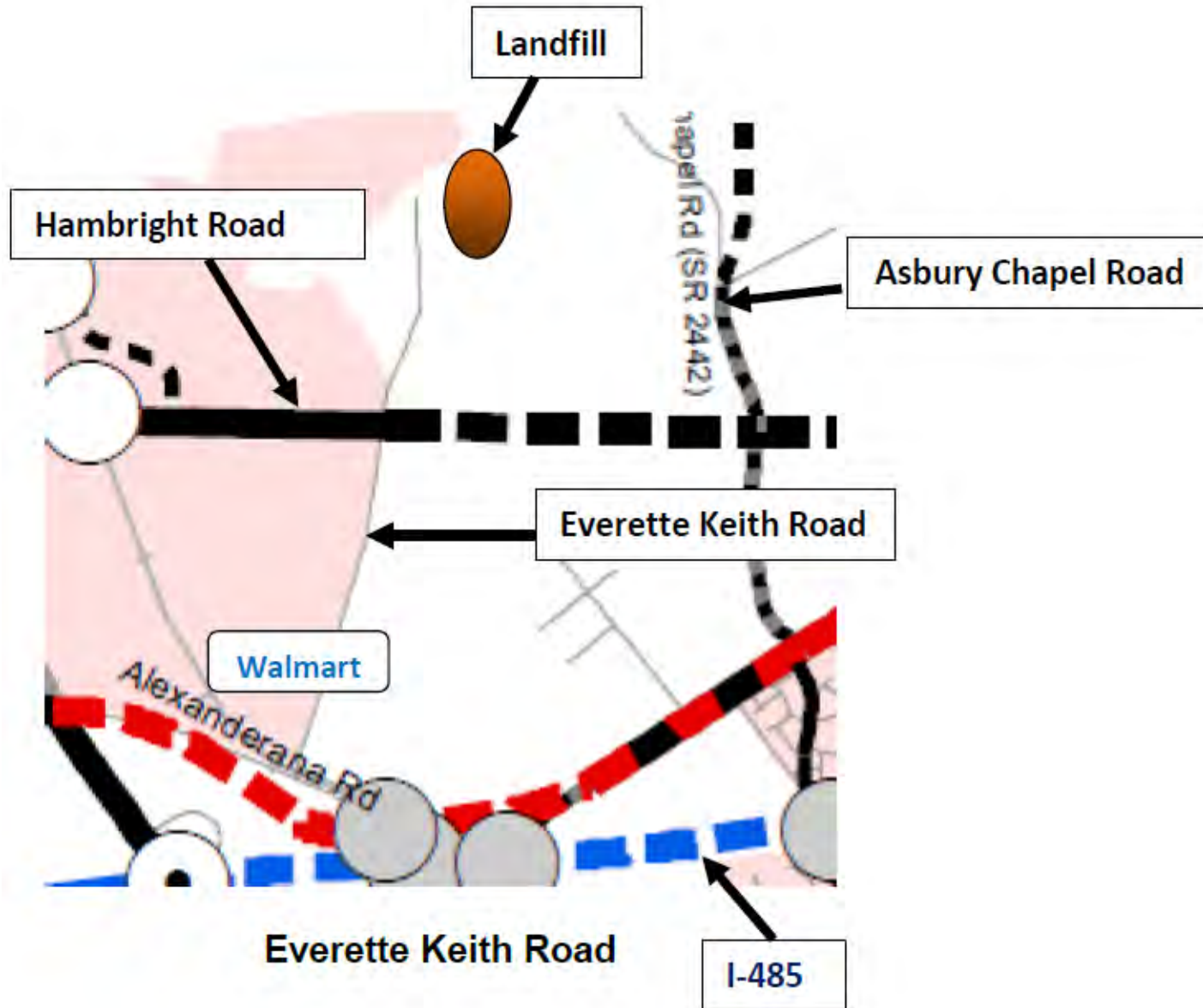




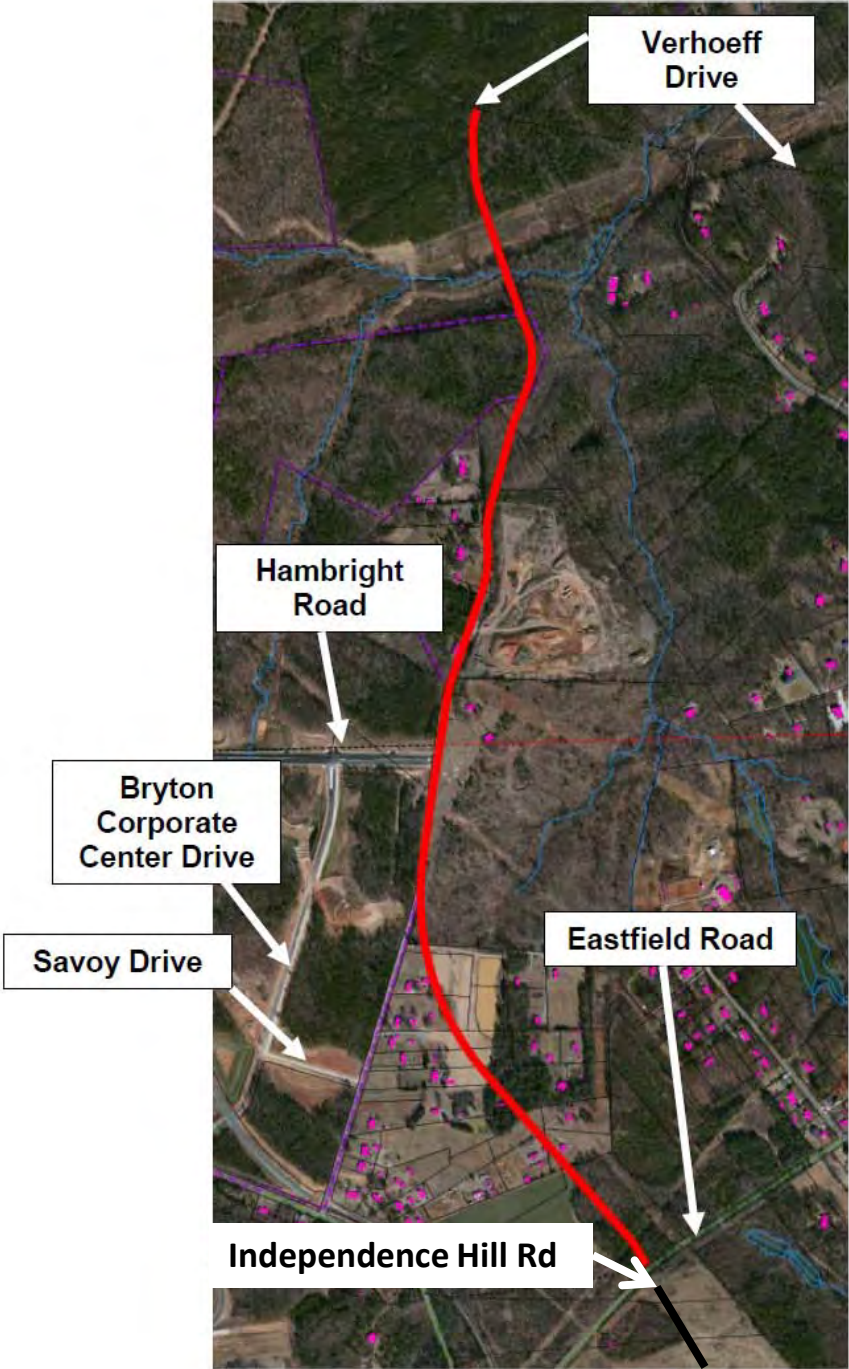
# Alignment 6 (w/topography)



# EVERETTE KEITH ROAD ALIGNMENT

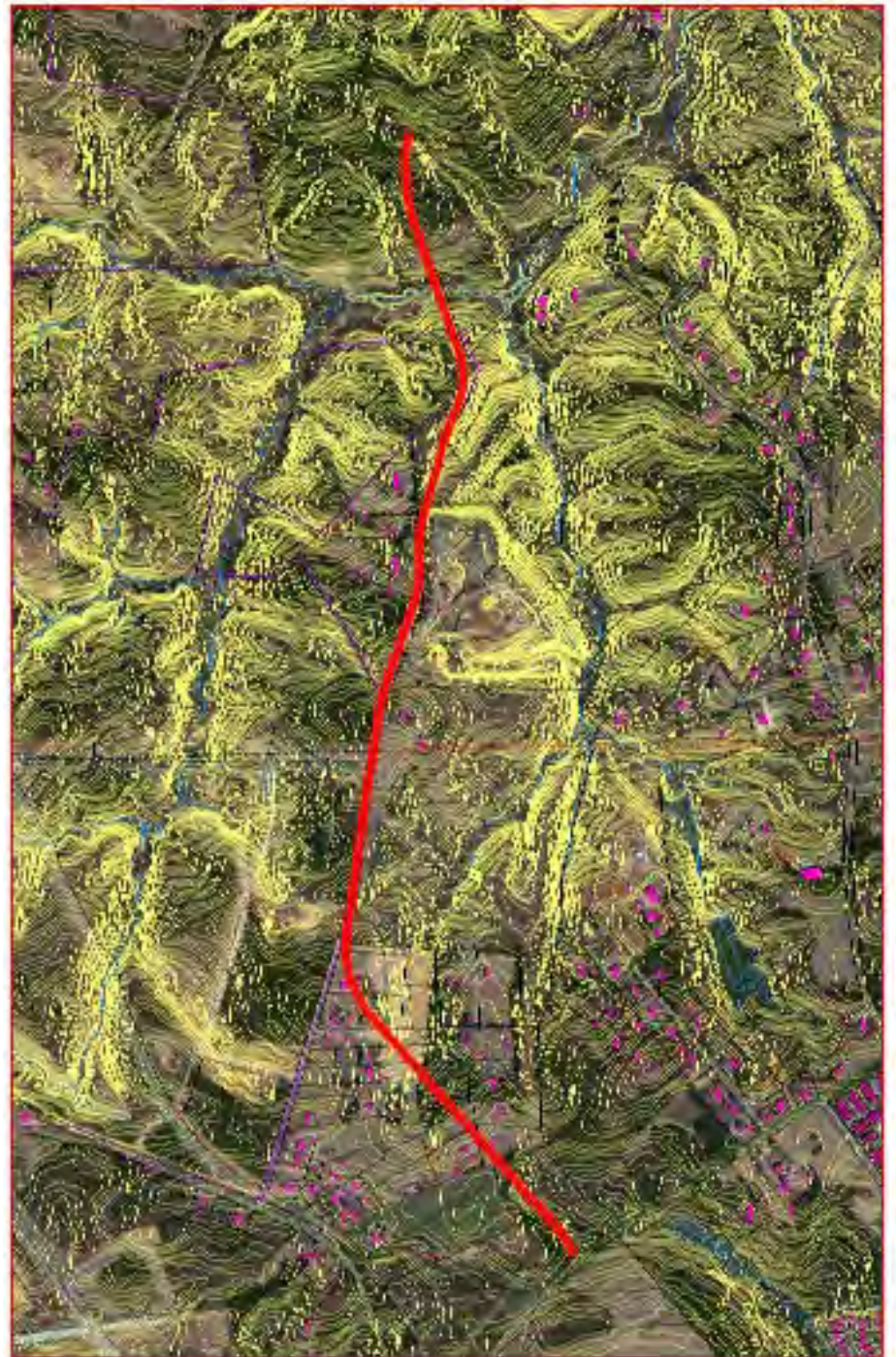


# EVERETTE KEITH ROAD RECOMMENDED ALIGNMENT

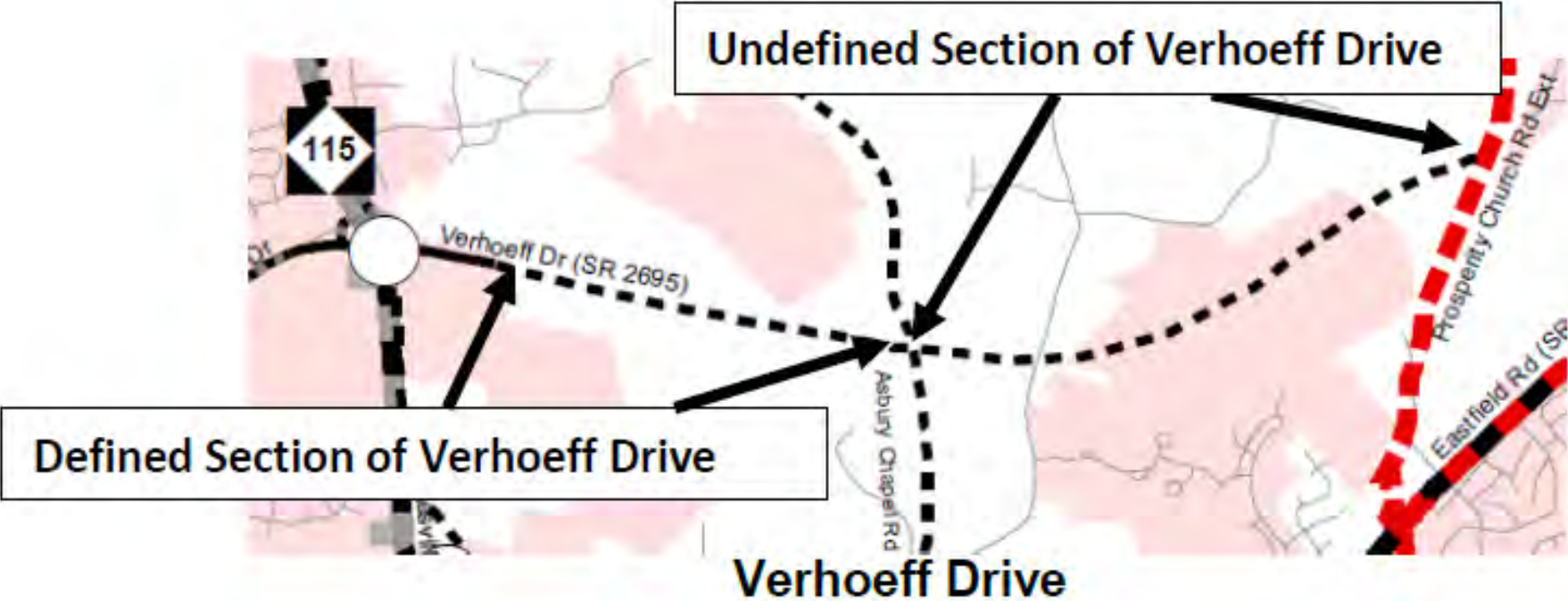


Proposed Everett Keith Road Alignment

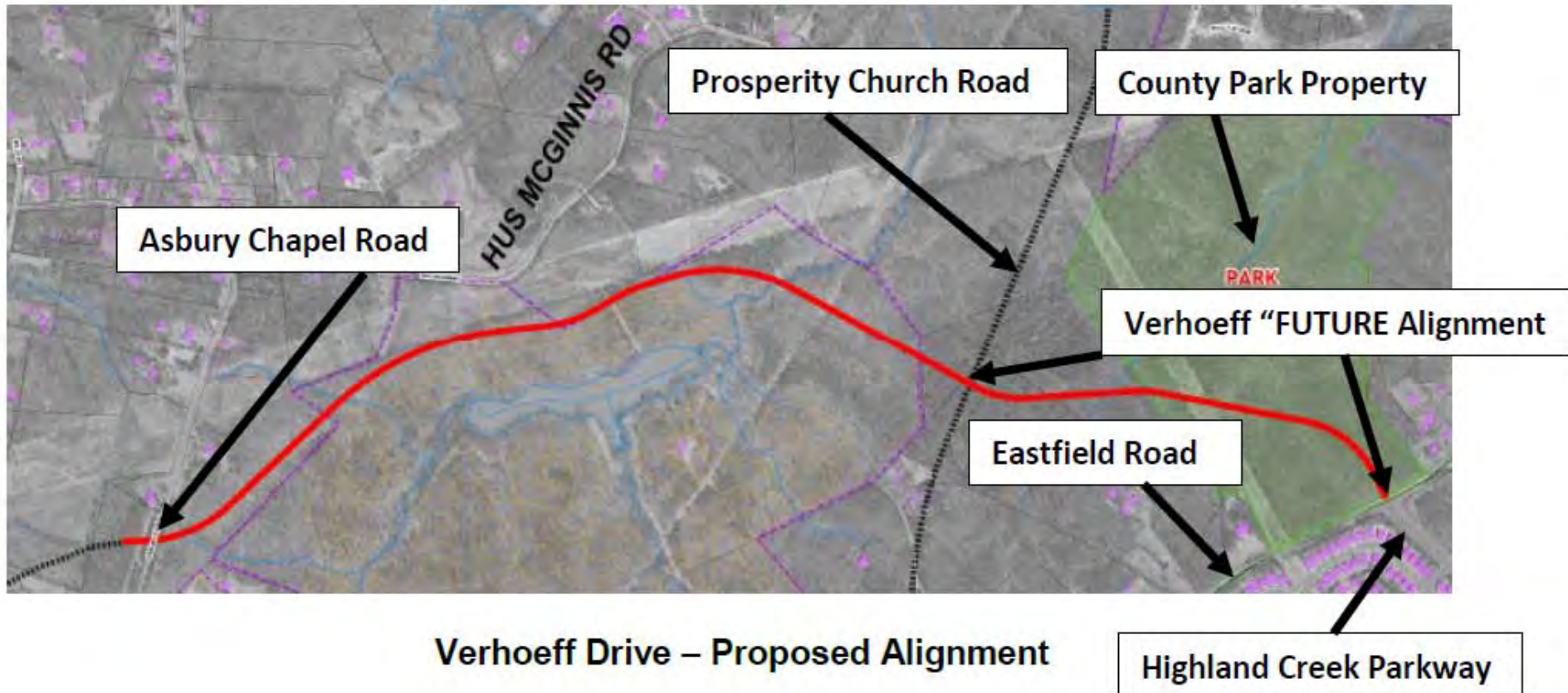
# EVERETTE KEITH ROAD (w/TOPOGRAPHY



# VERHOEFF DRIVE ALIGNMENT



# VERHOEFF DRIVE RECOMMENDED ALIGNMENT



# NEXT STEPS

- **June 17<sup>th</sup>** – Presentation to Huntersville Town Board (public input opportunity)
- **June 25<sup>th</sup>** – Huntersville Planning Board consider recommendation to Town Board
- **August 5<sup>th</sup>** – Town Board consider final decision on alignments
- **August/September** – MUMPO Approval

# TCC Requested Action

*Consideration of the following proposed alignments, in order to recommend endorsement by the MPO:*

- Hambright Road (Everette Keith Road to Eastfield Road)
- Everette Keith Road (Eastfield Road to Verhoeff Drive) & Adding to “DRAFT” Comprehensive Transportation Plan (CTP).
- Verhoeff Drive (Asbury Chapel Road to Prosperity Church Road)





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TO: Mecklenburg-Union MPO Delegates & Alternates  
FROM: Robert W. Cook, AICP  
MUMPO Secretary  
DATE: June 7, 2013

**SUBJECT: FY 2013 MPO Self-Certification**

**REQUEST**

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

**TCC RECOMMENDATION**

At its June 6, 2013 meeting, the TCC unanimously recommended that the MPO endorse the attached resolution and thereby self-certify MUMPO's transportation planning process.

**ATTACHMENTS**

Included in the agenda packet is

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

**BACKGROUND**

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

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

## **Mecklenburg-Union MPO FY 2013 Self-Certification Checklist**

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

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

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

**YES**

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

**YES**

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

**Finalizing the MPO's new boundary in response to the expansion of the Charlotte urbanized area is largely complete. Formal agreements with adjacent MPOs will be executed in the near future.**

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

**YES to all of the above.**

5. Does the area have a valid transportation planning process?

23 U.S.C. 134; 23 CFR 450

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

**YES to all of the above.**

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

**YES to all of the above.**

7. Does the area have a valid Congestion Management Process (CMP)? 23 CFR 450.320
  - a. Is it consistent with the LRTP?
  - b. Was it used for the development of the TIP?
  - c. Is it monitored and reevaluated to meet the needs of the area?
  - **The MPO adopted CMP goals and objectives in February 2013.**
  - **The CMP will be used to analyze LRTP projects after the Tier 1 project ranking process is complete.**
  - **The process to analyze TIP projects is underway.**

8. Does the area have a process for including environmental mitigation discussions in the planning process?
  - a. How?
  - **MUMPO's 2035 LRTP includes a thorough discussion of environmental mitigation in section 8.4. The 2040 LRTP will include a similar element.**
  - **MUMPO's project ranking methodology includes a component that assesses a project's impact on the natural environment.**

9. Does the planning process meet the following requirements:
  - a. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
  - b. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
  - c. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
  - d. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
  - e. Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
  - f. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
  - g. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
  - h. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
  - i. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
  - j. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.
  - k. All other applicable provisions of Federal law. (i.e. Executive Order 12898)

**YES to all of the above.**

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

**YES to all of the above.**

**The PIP was updated in September 2012 to include an expanded Title VI component and a limited English proficiency plan (LEP).**

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

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

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

*\* Code of Federal Regulations*

**RESOLUTION**

**CERTIFYING THE TRANSPORTATION PLANNING PROCESS OF THE  
MECKLENBURG-UNION METROPOLITAN PLANNING ORGANIZATION  
FOR FY 2013**

WHEREAS, the Mecklenburg-Union Metropolitan Planning Organization has found that it is conducting transportation planning in a continuous, cooperative, and comprehensive manner in accordance with 23 USC 134 and 49 USC 1607; and

WHEREAS, the Mecklenburg-Union Metropolitan Planning Organization has found the transportation planning process to be in compliance with Sections 174 and 176 (c) and (d) of the Clean Air Act (42 USC 7504, 7506 (c) and (d)); and

WHEREAS, the Mecklenburg-Union Metropolitan Planning Organization has found the transportation planning process to be in full compliance with Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by each State under 23 USC 324 and 29 USC 794; and

WHEREAS, the Mecklenburg-Union Metropolitan Planning Organization has considered how the transportation planning process will affect the involvement of Disadvantaged Business Enterprises in FHWA and FTA funded planning projects (Section 105(f), Pub. L. 97-424, 96 Stat. 2100, 49 CFR part 23); and

WHEREAS, the Mecklenburg-Union Metropolitan Planning Organization has considered how the transportation planning process will affect the elderly and disabled per the provision of the Americans With Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat. 327, as amended) and the US DOT implementing regulations; and

WHEREAS, the Mecklenburg-Union Metropolitan Transportation Improvement Program is a subset of the currently conforming 2035 Long-Range Transportation Plan; and

WHEREAS, the 2035 Long-Range Transportation Plan has a planning horizon year of 2035 and meets all the requirements of an adequate Transportation Plan.

NOW THEREFORE BE IT RESOLVED that the Mecklenburg-Union Metropolitan Planning Organization certifies its transportation planning process on this the 19<sup>th</sup> day of June, 2013.

\*\*\*\*\*

I, Sarah McAulay, MUMPO Chairman, do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the Mecklenburg-Union Metropolitan Planning Organization duly held on the 19th day of June, 2013.

\_\_\_\_\_  
Sarah McAulay, Chairman

\_\_\_\_\_  
Robert W. Cook, Secretary



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TO: Mecklenburg-Union MPO Delegates & Alternates  
FROM: Robert W. Cook, AICP  
MUMPO Secretary  
DATE: June 11, 2013

**SUBJECT: TIP Amendment & Modification Guidelines**

**ACTION REQUESTED**

Endorse the attached TIP amendment and modification guidelines for inclusion in updated MPO and TCC bylaws, as well as the Public Involvement Plan (PIP).\*

**BACKGROUND**

The Board of Transportation adopted State TIP amendment and modification guidelines in April 2012. Due to new FHWA procedures that have resulted in a large number of TIP amendments, the guidelines may serve as a model for an updated MPO process to streamline amending the TIP.

**MOU SUBCOMMITTEE ACTION**

This issue was identified as a potential component of the MOU revision process when the process began in the summer of 2012. The amendment and modification guidelines topic was removed from the revision process by the MOU Subcommittee in September 2012, based upon a staff recommendation that the task was not truly an MOU issue.

**TCC RECOMMENDATION**

At its June 6, 2013 meeting, the TCC unanimously recommended that the MPO endorse the TIP amendment and modification guidelines. The TCC slightly modified the document by revising the phrasing of item c. under Administrative Modifications to read as follows:

*c. the project utilizes State or local funds only and is not deemed to be regionally significant;*

**ADDITIONAL ACTION**

\*Implementation of the TIP amendment guidelines will require an amendment to the Public Involvement Plan.

## TIP AMENDMENT AND MODIFICATION GUIDELINES

Revised 6-6-12

Changes may be made to the Transportation Improvement Program (TIP) by either formal amendment or administrative modification.

### **Amendments**

Amendments to the Transportation Improvement Program must be approved by the MPO and must appear on the regular agenda as an action item. Two or more requests for amendments may be addressed by the MPO as a single agenda item.

The amendment process is required when changes:

- a. cause the addition or deletion of a project;
- b. cause the addition or deletion of a state-funded regionally significant project;
- c. trigger the need for an air quality conformity determination;
- d. shift a project across horizon years of the Long Range Transportation Plan;
- e. result in project cost increases in TIP projects less than 25% of the original project cost, not to exceed \$2 million
- f. to project phase initiation dates move a project into or out of the TIP;
- g. result from changes in funding sources involving non-traditional funding sources\*; or
- h. in design concept or scope significantly change the project termini or type, number of through lanes on a non-exempt project, or significantly alters the proposed transit coverage area.

Traditional sources of revenue include federal, state, or local government tax revenues; non-traditional sources include state bonding and/or private participation.

### **Administrative Modifications**

Administrative modifications to the Transportation Improvement Program must be made by the MPO, however the required action can be taken as part of a Consent Agenda. Administrative modifications must be consistent with the definition of Administrative Modification as found in 23 CFR 450.104.

Changes to the TIP can be made through the administrative modification process when:

- a. the project in question is not being added to or deleted from the TIP;
- b. a change in project costs are below the predetermined thresholds (as noted in the Amendment section);
- c. the project utilizes State or local funds only and is not deemed to be regionally significant;
- d. the proposed changes are deemed to be minor changes (as determined by the Technical Coordinating Committee) to project scope or description and do not significantly diminish the ability to achieve the original project intent; and
- e. changes in traditional funding sources occur.

### Examples of Administrative Modifications:

- Minor cost increases in TIP projects less than 25% of the original project cost, not to exceed \$2 million

- Funding source changes between traditional funding sources (e.g. substituting available Congestion Mitigation Air Quality (CMAQ) funds for FTA section 5307 formula transit funds);
- Projects approved for Emergency Relief funds do not generally have to be included in the STIP, so any changes made for emergency projects may be considered minor modifications.

#### **Federal Definitions according to 23 CFR 450.104**

*Administrative modification* means a minor revision to a long-range statewide or, metropolitan transportation plan, Transportation Improvement Program (TIP); or Statewide Transportation Improvement Program (STIP) that includes minor changes to project/project phase costs, minor changes to funding sources of previously-included projects, and minor changes to project/project phase initiation dates. An administrative modification is a revision that does not require public review and comment, re-demonstration of fiscal constraint, or a conformity determination (in nonattainment and maintenance areas).

*Amendment* means a revision to a long-range statewide or metropolitan transportation plan, TIP, or STIP that involves a major change to a project included in a metropolitan transportation plan, TIP, or STIP, including the addition or deletion of a project or a major change in project cost, project/project phase initiation dates, or a major change in design concept or design scope (e.g., changing project termini or the number of through traffic lanes). Change to projects that are included only for illustrative purposes do not require an amendment. An amendment is a revision that requires public review and comment, re-demonstration of fiscal constraint, or a conformity determination (for metropolitan transportation plans and TIPs involving "non-exempt" projects in nonattainment and maintenance areas). In the context of a long-range statewide transportation plan, an amendment is a revision approved by the State in accordance with its public involvement process.





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TO: Mecklenburg-Union MPO Members  
FROM: Robert W. Cook, AICP  
MUMPO Secretary  
DATE: June 7, 2013  
SUBJECT: **MOU Subcommittee Recommendations:**

- **Federal Funds Local Match Sharing**
- **MPO Voting Structure**

The Memorandum of Understanding (MOU) Subcommittee met on May 22, 2013 and made recommendations to the MPO on two key topics: sharing the local match of federal funds and an MPO voting structure.

## 1. Local Match

### Background

- The funding necessary to implement the transportation planning process is provided by federal funds.
- As with most federal funds, a local match is required.
- The local match of MPO funds has historically been supplied by the City of Charlotte.
- MOU revision deliberations have indicated support for changing that arrangement by sharing the local match among the municipal and county jurisdictions that elect (or are eligible) to participate as an MPO voting member.
- Two options were presented:
  - Population: based upon a per capita calculation; or
  - Voting: based upon the number of votes assigned on the MPO policy board.
- A poll of municipalities and counties in the MPO's future planning area found that most supported using the population option. (Charlotte, Statesville and Iredell County supported the voting option; several municipalities indicated no preference.)

### MOU Subcommittee Recommendation

Motion: use population as the basis for sharing the required match of federal funds.

Vote tally: 5 yea; 4 nay.

Yeas: Davidson, Mecklenburg County, Stallings, Union County, Wesley Chapel

Nays: Charlotte, Huntersville, Iredell County, Iredell municipalities

## 2. MPO Voting Structure

### Background

The MOU Subcommittee took six separate actions based upon two proposed voting structures. The first proposed structure was approved by the Subcommittee at its December 2012 meeting; its components were as follows:

- Use a weighted voting system.

- Charlotte to keep approximate vote percentage (42%) as under current structure.
- Every jurisdiction will have at least one vote.
- Municipalities other than Charlotte will have one vote for every 20,000 population increment (i.e. 1 vote < 20K; 2 vote > 20K; 3 vote > 40K; etc.).

The second proposed voting structure was developed by a working group of the TCC at a meeting held on February 18, 2013. The proposed structure was similar to the Subcommittee's with the exception that it eliminated the provision that provided one vote per 20,000 population increment. Thus, any municipality exceeding a population of 20,000 will receive two votes as under the current structure.

### **MOU Subcommittee Recommendations**

#### **1<sup>st</sup> Action: Municipalities Exceeding 20,000 in Population**

Motion: Accept TCC working group recommendation to limit municipalities exceeding 20,000 in population to two votes each.

Subcommittee vote tally: Unanimous

#### **2<sup>nd</sup> Action: Weighted Voting**

Motion: Accept TCC working group recommendation to use a weighted voting system.

Subcommittee vote tally: Unanimous

#### **3<sup>rd</sup> Action: Charlotte Vote Percentage**

Motion: Accept TCC working group recommendation to keep the Charlotte vote percentage at 42%.

Subcommittee vote tally: 8 yea; 1 nay

Yeas: Davidson, Huntersville, Iredell County, Iredell municipalities, Mecklenburg County, Stallings, Union County, Wesley Chapel

Nays: Charlotte

#### **4<sup>th</sup> Action: Minimum Vote**

Motion: Accept TCC working group recommendation to give at least one vote to all jurisdictions.

Subcommittee vote tally: Unanimous

#### **5<sup>th</sup> Action: Metropolitan Transit Commission & Division 12 Board of Transportation Representation**

Motion: Accept TCC working group recommendation that the MTC and the Division 12 BOT member shall have one vote each on the MPO.

Subcommittee vote tally: Unanimous

#### **6<sup>th</sup> Action: County Votes**

Motion: Accept TCC working group recommendation that each county shall have two votes each on the MPO.

Subcommittee vote tally: Unanimous