



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: July 12, 2013

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

The July 2013 meeting of the Mecklenburg-Union Metropolitan Planning Organization (MUMPO) is scheduled for Wednesday, July 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: Strategic Mobility Formula

An education session will be held at 6:00 PM in Room 267 to update the MPO on the Strategic Mobility Formula. The SMF was signed into law on June 26, and will bring substantial changes to the way transportation projects are funded. Two NCDOT-produced documents are attached that provide more information on the SMF.

A light meal will be provided.

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

July 17, 2013

Room 267-Charlotte-Mecklenburg Government Center

6:00 PM Education Session

Topic

Strategic Mobility Formula

The Strategic Mobility Formula (SMF) is now law, and significantly changes the methods by which transportation projects are funded. The purpose of the education session is to provide background on the SMF and what it will mean to the MPO. Two documents providing additional information on the SMF are attached.

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 June 2013 meeting minutes as presented.
6. **Transportation Improvement Program (TIP) Amendments**
 - a. **Bearskin Creek Greenway (TIP #EB-5011)** Lisa Stiwinter
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.

ATTACHMENTS: Memorandum; Bearskin Creek Greenway map; draft resolution.
 - b. **Toby Creek II & Little Sugar Creek Greenways** Jay Higginbotham
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.

ATTACHMENTS: Memorandum; draft resolution.
 - c. **Miscellaneous TIP Amendments** Robert Cook
ACTION REQUESTED: Approve the amendments 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.

ATTACHMENTS: Memorandum; draft resolution.

- 7. 2040 Metropolitan Transportation Plan** Nicholas Landa
a. Plan Development Update
ACTION REQUESTED: FYI

BACKGROUND: An update on Plan progress will be provided.

- b. Tier 1 Roadway Project Scores – Division 10**
ACTION REQUESTED: FYI

BACKGROUND: Using the roadway ranking criteria approved by the MPO, the projects in NCDOT's Division 10 (Mecklenburg and Union counties) have been scored using the Tier 1 criteria. The MTP Ranking Committee has reviewed the scores and made a determination about a cutoff point for which projects will be evaluated using the Tier 2 criteria. (Work is still underway for Division 12 projects.)

ATTACHMENT: Tier 1 scores-Division 10.

- 8. MPO Expansion & Memorandum of Understanding** Robert Cook
a. Planning Area Boundary
ACTION REQUESTED: Endorse a revised planning area boundary.

TCC RECOMMENDATION: The TCC unanimously recommended that the MPO endorse the revised boundary.

BACKGROUND: See memorandum for more information.

ATTACHMENT: Memorandum (an updated map will be sent under separate cover).

- b. Memorandum of Understanding**
ACTION REQUESTED:

- *Endorse final changes to the draft MOU as recommended by the MOU Subcommittee*
- *Endorse the draft MOU and release it for approval by member agencies*

TCC RECOMMENDATION: The TCC unanimously recommended that the MPO endorse the revised MOU, including the final changes recommended by the MOU Subcommittee.

BACKGROUND: See attached memorandum.

ATTACHMENTS: Memorandum; draft MOU; MOU Subcommittee Recommendations.

- 9. Adjourn**

FACT SHEET

Strategic Mobility Formula

Governor McCrory and the N.C. Department of Transportation are committed to improving the quality of life for citizens in North Carolina. Together, we want to find more efficient ways to better connect all North Carolinians to jobs, health care, education and recreational experiences. The Strategic Mobility Formula, will help make that possible by better leveraging existing funds to enhance the state's infrastructure, providing greater opportunity for economic growth.

What is it?

The Strategic Mobility Formula is a new way to fund and prioritize transportation projects to ensure they provide the maximum benefit to our state. It allows NCDOT to use its existing revenues more efficiently to fund more investments that improve North Carolina's transportation infrastructure, create jobs and help boost the economy.

Why do we need it?

North Carolina is the fourth fastest-growing state in the country. However, at the same time that our state's population is increasing, NCDOT's revenue stream is decreasing. The state gas tax, the Highway Use Tax and DMV fees no longer provide enough funding to make all the transportation improvements North Carolina needs to attract new industry, connect people to greater opportunities and reduce congestion.

Over the next ten years our state expects to see a population of increase of 1.3 million and a \$1.7 billion decrease in transportation revenue.

The Strategic Mobility Formula will allow us to use our existing resources more efficiently and effectively and help us move forward more quickly with important projects that will enhance mobility and revitalize communities. It will benefit metro areas that need projects focused on easing congestion and enhancing safety, while allowing small towns to invest in projects that help improve access to medical services, economic centers, education and recreation.

How does it work?

The Strategic Mobility Formula is driven by data and local input. All modes compete for funding. The proposed formula breaks down projects into three categories: statewide, regional and division level.

Statewide Level

- Projects of statewide significance will receive 40% of the available revenue, totaling \$6 billion over 10 years.
- The project selection process will be 100% data-driven, meaning the department will base its decisions on hard facts such as crash statistics and traffic volumes. Factors such as economic competitiveness and freight movement will be taken into consideration to help support and enhance logistics and economic development opportunities throughout the state.

Regional Level

- Projects of regional significance will receive 30% of the available revenue, equaling \$4.5 billion over a decade based on regional population. Projects on this level compete within specific

FREQUENTLY ASKED QUESTIONS

Strategic Mobility Formula

Question: Why is this new formula being implemented?

Answer: Over the next 10 years, North Carolina expects a population increase of more than 1.3 million, greatly increasing the infrastructure need. During that same period, the state faces a projected \$1.7 billion decrease in funding. The resulting infrastructure gap necessitates more efficient investment of available resources. The previous formula for funding transportation improvements was developed in 1989 and needed to be updated to adapt to the changes that have occurred in the state since that time. The old system could lead to under-investing in some areas and investing in other areas that don't produce results. We lack alignment with commerce in economic development activity and the policy structures to prioritize our investments. This formula will better allow data-driven decisions about which project priorities advance.

Question: What will this formula do for me?

Answer: The Strategic Mobility Formula connects and invests in people. It allows us to maximize the benefits derived from our transportation investments. It uses infrastructure to promote economic development. It focuses on connecting people to products, services and education and helps grow and create new economic centers. It will transform communities because it focuses on improving drive times between places of residence and employment centers.

Question: How is this formula different from previous funding formulas?

Answer: The previous formulas, for the most part, began in 1989 when economic conditions and needs of North Carolinians were different than today. The program was largely designed to develop a legislatively mandated set of projects. While many of those projects were excellent, the point has been reached where those goals need to be revisited in light of today's challenges, which include expanding population, high unemployment rates, increased traffic and worsening congestion. This initiative will redirect how we fund, distribute and prioritize our projects to meet these challenges.

Question: When will this become effective? What about projects already in the pipeline?

Answer: The new formula is scheduled to be fully implemented by July 1, 2015. Projects funded for construction before then will proceed as scheduled; projects slated for after that time will be ranked and programmed according to the new formula.

Question: Why is the equity formula being eliminated?

Answer: The 1989 Distribution Formula or equity formula will be repealed because this new initiative will distribute funds on a needs basis. Under the new formula, the best scoring projects will be funded rather than letting the funding drive the selection of projects as sometimes happened under the equity formula. Specific distributions to each region within the regional category will be based on population while distributions within the division category will be equal share.



Question: What happened to the Intrastate system projects?

Answer: The Intrastate system as defined in the 1989 Highway Trust fund law will be repealed. It will be replaced with a Statewide Mobility program of projects that include interstate highways, major U.S. and N.C. highways, Strategic Defense highways, airports with international passenger service or large numbers of passengers, and key freight service rail lines. Intrastate system projects that were identified in 1989 and have not been completed are eligible for funding under the new initiative.

Question: What happened to the Urban Loop Program?

Answer: The Urban Loop Program has already been repealed. However, Urban Loop Program projects scheduled for construction until July 1, 2015 will continue as committed projects, as will those urban loop projects already committed by the N.C. General Assembly. The rest of the urban loop projects will still be eligible for funding under this new initiative.

Question: What happened to the N.C. Mobility Fund projects and the prioritization formula?

Answer: The N.C. Mobility Fund projects scheduled for construction until July 1, 2015 will continue as committed projects. The rest of the N.C. Mobility Fund projects will still be eligible for funding under this new initiative.

Question: How does this initiative increase the number of projects and boost anticipated employment?

Answer: NCDOT's current 10-year plan includes 175 projects and creates 174,000 jobs. Through a reallocation of resources within the department using no additional funding, the new formula would fund at least 260 projects and create more than 240,000 jobs over the next 10 years.

Question: Will programs like the recent increased emphasis on Interstate Maintenance and the Bridge Program be affected?

Answer: No, there is a specific provision in the initiative to continue to fund those activities under the new program.

Question: Does this proposal favor urban areas over rural areas?

Answer: This proposal has sufficient flexibility that neither big cities nor small towns will be favored. The statewide category will address projects to reduce congestion and decrease interstate and intrastate travel times. The regional category will allow local officials to provide their input on intrastate and regional projects, and since regional needs vary from one area of the state to another, there is flexibility to allow urban areas to address urban needs and rural areas to address rural needs. The division category will allow local officials to provide at least 50 percent of the project score, which will allow them to greatly influence which projects get funded in their areas.

Question: I do not see local input in the statewide category. How can local officials influence whether those projects get constructed?

Answer: Projects in the statewide category are selected wholly on a data-driven process. However, local officials can have an influence by submitting good candidate projects for consideration or by agreeing to help fund those projects by supplementing the state funds that will be required to construct their priority projects.

Question: Is this new money or just a redistribution of the existing funds?

Answer: This initiative spells out that capital improvements will be funded from the Highway Trust Fund and operational and maintenance funds should be funded from the Highway Fund. This initiative does not create more money overall. However, operations and maintenance funds will now be allocated based on whether the department meets certain performance measures such as how many miles of road will be resurfaced and how many signs or pavement markings will be replaced. In other words, it does require the department to more effectively spend its limited operations and maintenance funds based on targeted performance measures.

Question: How is NCDOT expected to increase the number of projects to be constructed when there is no new funding becoming available?

Answer: The overall budget of the department is not changing. However, the funds for capital expenditures will now come solely from the Highway Trust Fund instead of from both the Highway Trust Fund and the Highway Fund. Operations and maintenance funds will now come from the Highway Fund. In effect, this reallocation of dollars allows about \$1.5 billion in additional funds to be spent on capital projects over a 10-year period. This shift will result in less funding for the paving of unpaved secondary roads, but will not reduce secondary road maintenance. With a more focused data-driven process that emphasizes benefit-cost, reducing congestion, increasing travel time, increasing economic competitiveness (jobs), providing better connectivity to employment centers and getting local input, the result will be more projects and more jobs being created.

Question: How will the funds be distributed under this new initiative?

Answer: The amount of funds to be allocated to each of the three categories will be set by the legislation. Projects in the statewide category compete across the state for funding. These projects will have the greatest impact on state or regional transportation and economic development. Projects in the regional category will compete within paired regions. These projects will have a great impact on regional travel and economic significance. Each paired region is actually made up of two of the 14 Transportation Divisions, which are currently paired together for equity formula purposes. Funds will be allocated to each region based on the population of that region compared to the other regions. Projects in the division category will compete within each of the current 14 Transportation Divisions, with each division getting an equal share of funds. These projects will address local travel and economic needs.

Question: What specific projects will be funded from this new formula? In other words, how will I know if my project will be funded?

Answer: Until the legislation is passed and the ranking criteria is finalized, specific projects cannot be identified. The legislation will identify the eligible routes for all modes of transportation that can be funded from the statewide, region and division categories. Existing projects that are scheduled for construction after July 1, 2015 on those routes will be evaluated. The opportunity to submit new candidate projects will also be provided to public and local officials. Then, all eligible projects will be ranked and final priorities determined.

Question: Are there any tax increases or changes planned under this program?

Answer: At this time there is no discussion of any changes to the current tax and fee structure. The only changes proposed are how current revenues are distributed to the Highway Fund and the Highway Trust Fund.

Question: Will Powell Bill funds (funding to local municipalities) be affected?

Answer: While the Powell Bill supplement from the Highway Trust Fund will be discontinued, the appropriation to provide state-aid for municipal streets will continue as it currently exists. The amounts going to local municipalities will be held harmless under the new initiative compared to the existing funding.

Question: I have been waiting for my secondary road to be paved and it is still not paved. Will this initiative affect the paving program schedule?

Answer: The secondary roads paving program is still active. Projects will now be prioritized on a statewide basis instead of a county-wide basis. The new initiative sets aside some funds to continue this paving program.

Question: How can candidate projects be submitted for consideration?

Answer: Anyone can submit projects but they need to be submitted through the Metropolitan Planning Organization (MPO), Rural Planning Organization (RPO) or the NCDOT Transportation Division that represents their geographical area. Projects will need to be on the MPO- or RPO-adopted transportation plan, meet other eligibility requirements and then be ranked by the appropriate organization for submission to NCDOT.

MECKLENBURG-UNION METROPOLITAN PLANNING ORGANIZATION
Charlotte-Mecklenburg Government Center, Room 267
June 19, 2013 Meeting
Summary Minutes

Members Attending:

David Howard (Charlotte), Lynette Rinker (Cornelius), Sarah McAulay (Huntersville), Jim Taylor (Matthews), Dumont Clarke (Mecklenburg County), Ted Biggers (Mint Hill), Lynda Paxton (Stallings), Barbara Harrison (Weddington), Brad Horvath (Wesley Chapel), John Collett (NC Board of Transportation-Division 10)

Non-Voting Members Attending:

Greg Phipps (Charlotte-Mecklenburg Planning Commission)

1. Call to Order

MPO Chairwoman Sarah McAulay called the June 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 Jim Taylor made a motion to adopt the agenda as presented. David Howard seconded the motion. Upon being put to a vote, the motion was unanimously approved and the agenda was adopted.

3. Citizen Comment Period

There were no citizen comments.

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 May 2013 meeting minutes.

Motion:

Mayor Ted Biggers made a motion to approve the May 2013 meeting minutes as presented. Mayor Lynette Rinker seconded the motion. Upon being put to a vote, the May 2013 minutes were unanimously approved.

6. Transportation Improvement Program (TIP) Amendments

a. NC 51/Idlewild Road Roundabout (TIP #U-5115)

Presenter:

Louis Mitchell, NCDOT-Division 10

Summary:

Mr. Mitchell stated that project funds are currently allocated for construction only, and that 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. The presentation concluded by noting that the TCC unanimously recommended adoption of the TIP amendment.

Motion:

Mayor Taylor made a motion to amend the TIP as presented. David Howard seconded the motion. Upon being put to a vote, the motion passed unanimously.

b. Mallard Creek/IBM Drive Connector (TIP #U-2507AA)

Presenter:

Louis Mitchell, NCDOT-Division 10

Summary:

Prior to the meeting, it was determined that an air quality conformity determination was needed in order for the project to advance as a TIP amendment, and that the best course of action would be to fold the project into the 2040 Metropolitan Transportation Plan (MTP) development process. The MPO decided that it would support including the project in the 2040 MTP's Existing & Committed project list when it is adopted in early 2014. The Existing & Committed project list includes projects that have funding committed to them.

Motion:

Mr. Howard made a motion to endorse including U-2507AA in the MTP's Existing & Committed project list. Mayor Horvath seconded the motion. Upon being put to a vote, the motion passed unanimously.

7. Hambright Road, Everette Keith Road, Verhoeff Drive Alignment Studies

Presenter:

Zac Gordon, Town of Huntersville

Summary:

Mr. Gordon presented information to the MPO via a Power Point presentation, the contents of which are incorporated into the minutes. He began by explaining that the request for action on the agenda was an error and that the presentation was for the MPO's information. A request to endorse the alignments is likely to be presented to the MPO in September. Mr. Gordon provided an overview of the project, details on the three proposed alignments, and the process by which the Town is developing them. He thanked Stuart Basham of MUMPO staff for his work on the alignments.

8. MPO Self-Certification

Presenter:

Robert Cook

Summary:

Mr. Cook stated that federal regulations require MPOs to annually certify that their transportation planning process is being conducted in accord with applicable requirements. He referred the MPO members to the self-certification checklist and resolution in the agenda packet and requested they adopt the resolution. The TCC unanimously recommended that the MPO adopt the resolution.

Motion:

Mayor Biggers made a motion to adopt the resolution certifying MUMPO's transportation planning process for FY 2013 as presented. Mayor Taylor seconded the motion. Upon being put to a vote, the motion passed unanimously.

9. TIP Amendment Guidelines

Presenter:

Robert Cook

Summary:

Mr. Cook stated that the guidelines were developed from similar guidelines prepared for the NC Board of Transportation, but were modified for MPO purposes. The guidelines' purpose is to provide clarity by clearly defining amendments and modifications. Another purpose is to help streamline meeting agendas by allowing minor items to be considered as part of consent agenda. Bill Coxe was recognized by the chairwoman, and mentioned that he saw a need for a change in the text: item e. under the Amendments section needs to be changed to replace "less than" with "greater than." Mr. Cook concluded by stating that the MPO had unanimously recommended approval, but that because the guidelines will be added to the MPO's Public Involvement Plan

(PIP), they will be subject to additional public review because changes to PIPs require a 45 day comment period. Since other PIP changes are needed, all changes will be handled at once later in the year.

Motion:

Mr. Howard made a motion to adopt the TIP amendment guidelines as presented. Mayor Taylor seconded the motion. Upon being put to a vote, the motion passed unanimously.

10. Memorandum of Understanding Subcommittee Update

Presenter:

Robert Cook

Summary:

Local Match & Voting

Mr. Cook reported that the MOU Subcommittee met earlier in the day. He stated that Mr. Howard presented a proposal for the Subcommittee's consideration. The proposal consisted of the following components:

1. Local Match
The share of the local match of federal funds will be apportioned by population.

2. Voting Structure
Charlotte will hold 45% of the total votes on the governing body.
At least four votes, in addition to Charlotte's, will be needed for a motion to pass.

The proposal was identified as Option 3 on material distributed to the Subcommittee. Mr. Cook stated that the Subcommittee voted unanimously to recommend the proposal to the MPO, and that it further recommended that the arrangement be reviewed in 18 months.

Motion:

Dumont Clarke made a motion to endorse the Subcommittee's recommendations on how to share the local match of federal funds and a voting structure, including the 18 month review provision. Mr. Howard seconded the motion. Upon being put to a vote, the motion passed unanimously.

Other Subcommittee Recommendations

Five other Subcommittee recommendations were presented to the MPO for its consideration. The following details the MPO's action on the recommendations.

Issue	TCC Recommendation	MOU Subcommittee Recommendation	MPO Action
Municipalities Exceeding 20,000 in Population	Limit municipalities exceeding 20,000 in population number of votes to 2	Endorsed TCC recommendation	Voted unanimously to limit municipalities exceeding 20,000 in population to 2 votes on the policy board. Motion: Howard Second: Harrison
Weighted Voting	Continue to use a weighted voting system	Endorsed TCC recommendation	Voted unanimously to continue to use a weighted voting system. Motion: Howard Second: Collett
Minimum Vote	Every jurisdiction/agency should have at least 1 vote	Endorsed TCC recommendation, but added provision that the jurisdiction/agency should be a member in good standing	Voted unanimously to endorse the MOU Subcommittee's recommendation, and added that voting privilege is contingent upon being a member in good standing, which is

			defined as making local match contribution. Motion: Taylor Second: Biggers
MTC & Division 12 BOT Representation	The Metropolitan Transit Commission and the Division 12 Board of Transportation shall have 1 vote each	Endorsed TCC recommendation	Voted unanimously to provide one vote each to the MTC and Division 12 BOT members. Motion: Howard Second: Biggers
County Votes	Each county shall have 2 votes each on the policy board	Endorsed TCC recommendation	Voted unanimously to provide 2 votes each to each county. Motion: Biggers Second: Howard

MPO Boundary

Mr. Cook reported that Gaston MPO staff contacted him during the meeting informing him that that body had voted to incorporate all of Lincoln County into its planning area; therefore Lincoln County will not be part of MUMPO. He stated that the MPO will be asked to revise its boundary at the July meeting.

Other

The MPO decided that, since the quorum is defined in the bylaws, it will take up that matter when the bylaws are debated. (Note: early in the process to implement changes resulting from the expanded urbanized area, the MPO decided that bylaws changes should take place after the new jurisdictions become voting members.)

11. 2040 Long Range Transportation Plan

a. Plan Development Update

Presenter:

Nicholas Landa

Summary:

Mr. Landa informed the MPO that federal transportation legislation refers to a MPO’s long range plan as the Metropolitan Transportation Plan (MTP); therefore, the next long range plan of the MPO will be called the 2040 MTP instead of the 2040 Long Range Transportation Plan. Doing so will result in a consistent approach to how documents are identified. He then provided the MPO with an update of the progress of the Plan update, as follows:

- Tier 1 roadway project ranking is underway;
- Three public meetings have been scheduled for June 24, 26 & 27, and MPO members are encouraged to attend;
- Chapter development is underway, with the help of the Advisory Committee; and

A consultant has been selected to assist with the production of the Plan and public involvement associated with the Plan’s development.

b. Plan Horizon Year Update

Presenter:

Anna Gallup, Charlotte Department of Transportation

Summary:

Ms. Gallup stated that 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, she informed the MPO that the horizon year arrangement must be modified. The new horizon years will be 2015, 2025, 2030 and 2040.

12. Adjourn

The meeting adjourned at 8:22 PM.



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

TO: Mecklenburg-Union MPO Members
FROM: Robert W. Cook, AICP, MUMPO Secretary, on behalf of
 Lisa Stiwinter, Director of Planning & Development, City of Monroe
DATE: July 11, 2013
SUBJECT: **Bearskin Creek Greenway TIP Amendment (EB-5011)**

REQUEST

Amend the 2012-2018 Transportation Improvement Program to fund the planning and design and construction of the Bearskin Creek Greenway in Monroe.

TCC RECOMMENDATION

At its July 11, 2013 meeting, the TCC unanimously recommended that the MPO approve the requested TIP amendment as presented.

BACKGROUND

The Bearskin Creek Greenway project (EB-5011) is programmed in the 2012-2018 TIP as a feasibility study. The request is to program the project for planning and design and construction.

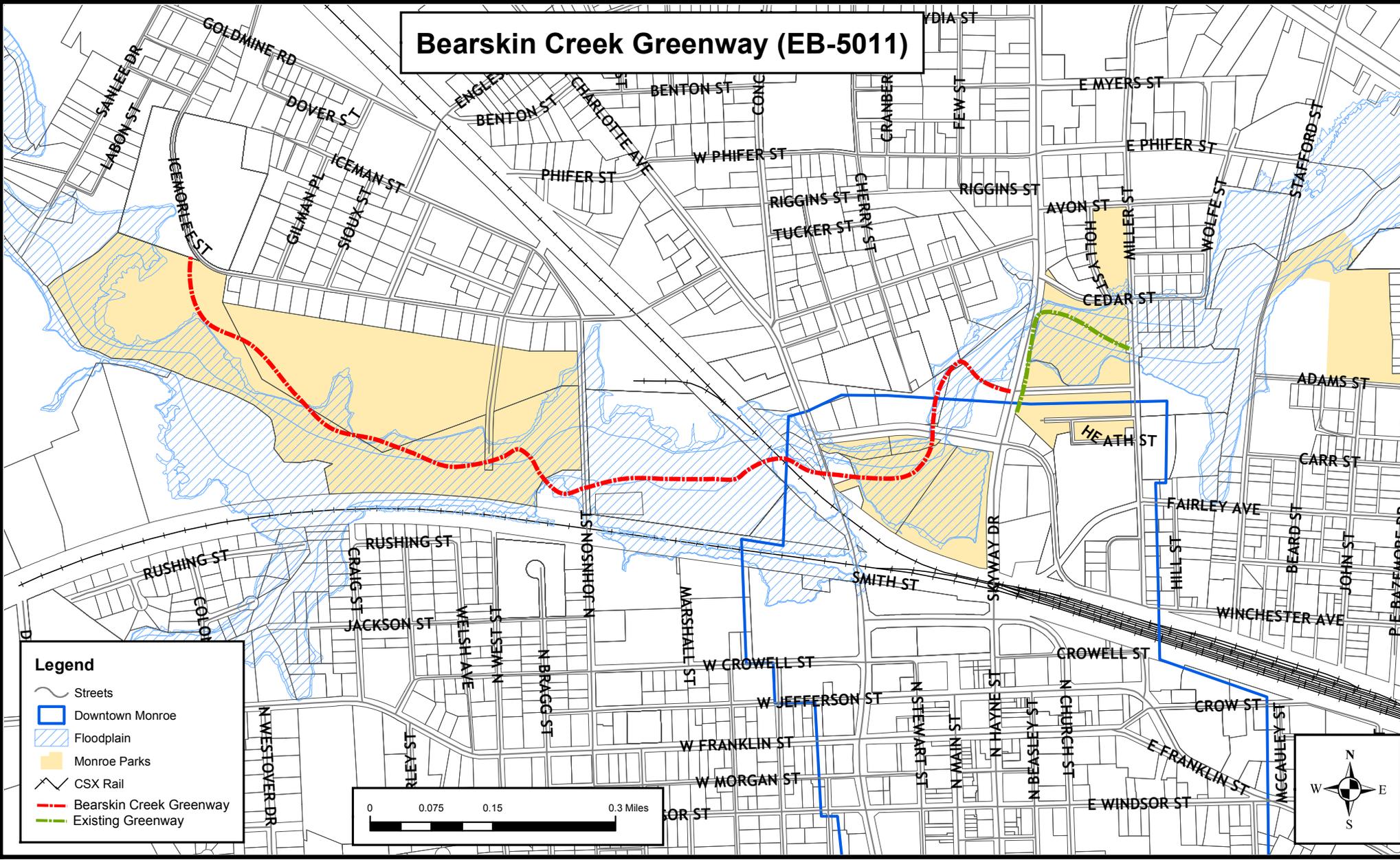
Bearskin Creek Greenway	Planning & Design	Construction	Total
Project Cost	\$220,000	\$1,420,000	\$1,640,000
Proposed Fiscal Year	2014	2015	n/a

Project funding is from Enhancement Bike Funds (80%) and State funds (20%). The City of Monroe will be responsible for all ROW acquisition.

ATTACHMENTS

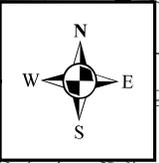
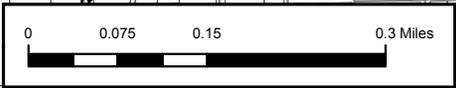
A draft resolution and map are included in the agenda packet.

Bearskin Creek Greenway (EB-5011)



Legend

- Streets
- Downtown Monroe
- Floodplain
- Monroe Parks
- CSX Rail
- Bearskin Creek Greenway
- Existing Greenway



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

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

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

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

TIP #	Project Name	Proposed Amendment
EB-5011	Bearskin Creek Greenway in Monroe	Fund planning & design in FY 2014: \$220,000 Fund construction in FY 2015: \$1,640,000

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

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

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

NOW THEREFORE BE IT RESOLVED by the Mecklenburg-Union Metropolitan Planning Organization that the FY 2012-FY 2018 Metropolitan Transportation Improvement Program for the Mecklenburg-Union Urban Area be amended as listed above on this the 17th day of July, 2013.

I, Sarah McAulay, Chairwoman of the Mecklenburg-Union Metropolitan Planning Organization, do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the Mecklenburg-Union Metropolitan Planning Organization, duly held on this the 22nd 17th day of July, 2013.

Sarah McAulay, Chairman

Robert W. Cook, Secretary



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

TO: Mecklenburg-Union MPO Members
FROM: Robert W. Cook, AICP, MUMPO Secretary, on behalf of
Jay Higginbotham, Mecklenburg County Asset & Facility Management
Gwen Cook, Mecklenburg County Park & Recreation

DATE: July 11, 2013

SUBJECT: **Mecklenburg County Greenway Projects TIP Amendments**

REQUEST

Amend the 2012-2018 Transportation Improvement Program to:

- delete funding from Toby Creek Greenway Phase II, TIP #EB-5524 and remove the project from the TIP; and
- reallocate EB-5524 funding to another component of Toby Creek Greenway Phase II, TIP #C-5225 and to Little Sugar Creek Greenway Phase E, TIP #EB-4715E.

TCC RECOMMENDATION

At its July 11, 2013 meeting, the TCC unanimously recommended that the MPO approve the requested TIP amendment as presented.

BACKGROUND

Currently Toby Creek Greenway Phase II, EB-5524 has a fund allocation of \$1.5 million (80% fed, 20% state, 0% local). Since this project was a duplicate of C-5225, we are requesting that funds be reallocated as follows:

Toby Phase II (C-5225) budget shortfall:

\$700,000 to be moved from EB-5524 to C-5225 to cover added construction costs. Toby Phase II, currently funded through CMAQ grant C-5225, is running over budget. The additional funds from EB-5524 will help us cover added costs associated with several scope items that would otherwise need to be significantly reduced and/or deleted from the project.

LSC Greenway Phase E (EB-4715E) additional construction dollars:

\$1,100,000 to be added to construction funds for LSC Phase E (EB-4715E). We currently have \$495,000 in existing design and engineering funds and \$1,000,000 in existing construction funds from EB-4715E. However, this amount will not be enough to build the full 5 mile section which is currently funded for design. The additional funds, plus additional county funding we anticipate being available, will allow the County to significantly increase the amount of trail we can build immediately, and will likely allow us to build the entire 5 mile project.

Note that the above two amounts (\$700,000 and \$1,100,000) equal \$1.8 million in additional funds. This is a \$300,000 increase to the original \$1.5 million programmed to EB-5524. NCDOT Bike/Ped Division has indicated that the additional \$300,000 is available from federal enhancement dollars and/or new federal transportation alternatives dollars that can be programmed on more projects than previously programmed in the TIP for FY 14 and 15. There is more federal funding available for bicycle and pedestrian projects than anticipated when the TIP was originally prepared.

Per this request, EB-5524 would not be activated at all. We propose to revise Toby Creek C-5225, increasing it by \$700,000; then revise LSC EB-4715E, increasing it by \$1.1 million. See table below.

	Toby Creek Phase II (EB-5524)	Little Sugar Creek Phase E (EB-4715E)	Toby Creek Phase II (C-5225)
Existing Funding Allocation	\$1,500,000 in federal funding and state funding.	<ul style="list-style-type: none"> \$495,000 programmed and agreement executed for Design & Engineering. \$1,000,000 programmed for construction. 	<ul style="list-style-type: none"> \$1,448,000 in CMAQ funding \$100,000 in Carolina Thread Trail grant funds \$285,000 in City funds. Total: \$1,810,000
Proposed Funding Allocation	No funding remaining-shift funding to: <ul style="list-style-type: none"> Little Sugar Creek Phase E (EB-4715E); and Toby Creek Phase II (C-5225) 	<ul style="list-style-type: none"> \$495,000 programmed and agreement executed for Design & Engineering. \$1,000,000 programmed for construction. <p>Plus:</p> <ul style="list-style-type: none"> \$800,000 for construction re-programmed from EB-5524. \$300,000 additional to be programmed from NCDOT (federal alternative transportation dollars). <p>Total amount funded for construction: \$2,100,000, with additional funding (amount TBD) to come from Mecklenburg County.</p>	<ul style="list-style-type: none"> \$1,448,000 in CMAQ funding \$100,000 in Carolina Thread Trail grant funds \$285,000 in City funds. Total: \$1,810,000 <p>Plus: \$700,000 addition funds, reallocated from EB 5524.</p> <p>Total new amount: \$2,510,000</p>

ATTACHMENTS

A draft resolution is included in the agenda packet.

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

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

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

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

TIP #	Project Name	Proposed Amendment
EB-5524	Toby Creek Greenway, Phase II	<ul style="list-style-type: none"> • Shift project funding to EB-4715E and C-5225 • Delete project from TIP
EB-4715E	Little Sugar Creek Greenway, Phase E	<ul style="list-style-type: none"> • Add \$800,000 from EB-5524 • Program additional \$300,000 from NCDOT
C-5225	Toby Creek Greenway, Phase II	<ul style="list-style-type: none"> • Add \$700,000 from EB-5524

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

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

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

NOW THEREFORE BE IT RESOLVED by the Mecklenburg-Union Metropolitan Planning Organization that the FY 2012-FY 2018 Metropolitan Transportation Improvement Program for the Mecklenburg-Union Urban Area be amended as listed above on this the 17th day of July, 2013.

I, Sarah McAulay, Chairwoman of the Mecklenburg-Union Metropolitan Planning Organization, do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the Mecklenburg-Union Metropolitan Planning Organization, duly held on this the 22nd 17th day of July, 2013.

Sarah McAulay, Chairman

Robert W. Cook, Secretary



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

TO: Mecklenburg-Union MPO Members
FROM: Robert W. Cook, AICP
 MUMPO Secretary
DATE: July 11, 2013
SUBJECT: **2012-2018 TIP Amendments**

REQUEST

Amend the 2012-2018 Transportation Improvement Program as noted in the table below.

TCC RECOMMENDATION

At its July 11, 2013 meeting, the TCC unanimously recommended that the MPO approve the requested TIP amendments as presented.

BACKGROUND

NCDOT's Program Development Branch has requested that MUMPO amend its TIP for the projects listed below.

TIP #	Description	Proposed Amendment	Reason
B-4651	Poplin Road (Monroe), replace bridge over South Fork Crooked Creek	Delay construction from FY 13 to FY 14.	Project was to be let by Division; due to cost it will be let from Raleigh
EB-4714	Irwin Creek Bikeway (Charlotte). Bruns Avenue Elementary School to Cedar Yard	Delay construction from FY 13 to FY 14	Allow additional time for ROW acquisition

ATTACHMENTS

A draft resolution is included in the agenda packet.

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

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

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

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

TIP #	Description	Proposed Amendment	Reason
B-4651	Poplin Road (Monroe), replace bridge over South Fork Crooked Creek	Delay construction from FY 13 to FY 14.	Project was to be let by Division; due to cost it will be let from Raleigh
EB-4714	Irwin Creek Bikeway (Charlotte). Bruns Avenue Elementary School to Cedar Yard	Delay construction from FY 13 to FY 14	Allow additional time for ROW acquisition

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

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

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

NOW THEREFORE BE IT RESOLVED by the Mecklenburg-Union Metropolitan Planning Organization that the FY 2012-FY 2018 Metropolitan Transportation Improvement Program for the Mecklenburg-Union Urban Area be amended as listed above on this the 17th day of July, 2013.

I, Sarah McAulay, Chairwoman of the Mecklenburg-Union Metropolitan Planning Organization, do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the Mecklenburg-Union Metropolitan Planning Organization, duly held on this the 22nd 17th day of July, 2013.

Sarah McAulay, Chairman

Robert W. Cook, Secretary

Project ID	Project Name	From	To	Jurisdiction	Route No.	Improvement Type	Tier 1 Score	Tier 1 Rank
145	I-77	Woodlawn Rd (Exit 6)	I-277 (Belk Fwy) (Exit 9)	Charlotte	I-77	Widening	165	1
143	I-77	I-277 (Belk Frwy) (Exit 9)	I-277 (Brookshire Fwy) (Exit 11)	Charlotte	I-77	Widening	160	2
144	I-77	I-485 (Exit 1)	Woodlawn Rd (Exit 6)	Charlotte	I-77	Widening	160	2
228	Old Monroe Rd	I-485	Waxhaw - Indian Trail Rd (SR 1008)	Indian Trail	SR 1009	Widening	152	4
134	I-277 (Brookshire Frwy)	I-77	Independence Blvd	Charlotte	I-277	Widening	150	5
106	I-77	I-277/Brookshire Frwy (Exit 11)	NC 150 (Exit 36)	Charlotte	I-77	Widening (HOT)	149	6
96	NC 73	Vance Rd Ext	West Catawba Ave (SR 5544)	Huntersville	NC 73	Widening	142	7
194	South Trade St	Fullwood Ln	Weddington Rd	Matthews	SR 3448	Widening	137	8
132	I-277 (Belk Frwy)/I-77			Charlotte	I-277/I-77	Improve Existing Interchange	136	9
163	Old Concord Rd	WT Harris Blvd East	University City Blvd	Charlotte		Widening	135	10
135	I-277 (Brookshire Frwy)/I-77			Charlotte	I-277/I-77	Improve Existing Interchange	133	11
199	East John St	Trade St	I-485	Matthews	SR 1010	Widening	132	12
167	Pineville-Matthews Rd	I-485	Rea Rd	Charlotte	NC 51	Widening	130	13
136	Independence Blvd	Sharon Amity Rd	I-277 (Brookshire Fwy)	Charlotte	US 74	Widening (HOT)	128	14
81	Sam Furr Rd	West Catawba Ave (SR 5544)	Northcross Dr (SR 2316)	Huntersville	NC 73	Widening	125	15
138	I-485	I-77	Independence Blvd	Charlotte	I-485	Widening (HOT)	125	15
152	Mallard Creek Rd	Mallard Creek Church Rd	Breezewood Dr	Charlotte		Widening	125	15
78	Statesville Rd	Gilead Rd (SR 2136)	Holly Point Dr	Huntersville	US 21	Widening	122	18
147	University Pointe Blvd	IBM Dr	University Pointe Blvd	Charlotte		New Location	122	18
263	Charlotte Ave	Concord Ave	Church St	Monroe	SR 1009	Widening	122	18
169	South Tryon St	I-485	Steele Creek Rd	Charlotte	NC 49	Widening	121	21
213	Idlewild Rd	I-485	Stevens Mill Rd (SR 1524)	Matthews	SR 1501	Widening	120	22
262	Old Charlotte Hwy	Dickerson Blvd	Airport Rd	Monroe	SR 1009	Widening	120	22
70	Statesville Rd	Northcross Center Court	Westmoreland Rd (SR 2147)	Cornelius	US 21	Widening	119	24
72	I-77	West Catawba Ave (Exit 28)	NC 150 (Exit 36)	Cornelius	I-77	widening	119	24
109	Ballantyne Commons Pkwy	Annalexa Ln	Williams Pond Ln	Charlotte		Widening	119	24
161	North Univ. Research Park Bridge	Louis Rose Pl	Doug Mayes Pl	Charlotte		New Grade Separation	119	24
158	Mount Holly-Huntersville Rd	Oakdale Rd	Beatties Ford Rd	Charlotte		Widening	117	28
148	Independence Blvd	Conference Dr	Sardis Rd North	Charlotte	US 74	Widening (HOT)	116	29
151	Krefeld Dr Ext	Krefeld Dr	Sardis Rd North	Charlotte		New Location	116	29
186	Arequipa Dr/Northeast Pkwy	Margaret Wallace Rd	Sam Newell Rd	Charlotte		New Location	116	29
133	I-277 (Belk Frwy)	McDowell St	Independence Blvd (US 74)	Charlotte	I-277	Widening	115	32
122	Eastfield Rd	Independence Hill Rd	Prosperity Church Rd	Charlotte		Widening	114	33
125	Garden Pkwy	I-485	Gaston County Line	Charlotte		New Location	114	33
76	Gilead Rd	Statesville Rd (US 21)	Old Statesville Rd (NC115)	Huntersville	SR 2136	Widening	113	35
97	I-77/Gilead Rd			Huntersville	I-77	Improve Existing Interchange	112	36
103	Statesville Rd	WT Harris Blvd (NC 24)	Gilead Rd (SR 2136)	Charlotte	US 21	Widening	112	36
172	Steele Creek Rd	Shopton Rd West	S Tryon St (NC 49)	Charlotte	NC 160	Widening	112	36
175	University City Blvd	John Kirk Dr	I-485	Charlotte	NC 49	Widening	112	36
201	Eastern Circumferential Road	Lawyers Rd	Idlewild Rd	Mint Hill		Widening	112	36
237	Idlewild Rd	Stevens Mill Rd	Faith Church Rd	Indian Trail	SR 1501	Widening	112	36
266	Roosevelt Blvd	Hanover Dr	Rocky River Rd (SR 1914/SR 1007)	Monroe	US 74	Widening	110	42
190	Old Monroe Rd	Waxhaw-Indian Trail Rd	Wesley Chapel Rd	Indian Trail	SR 1957	Widening	110	42
65	Northcross Dr	Westmoreland Rd	W Catawba Ave	Cornelius		New Location	108	44
68	Catawba Ave	Jetton Rd	NC 73	Cornelius	SR 5544	Widening	108	44
128	Harris Blvd	University City Blvd (NC 49)	The Plaza	Charlotte	NC 24	Widening	108	44

**CRTPO 2040 MTP Candidate Projects
Draft - Division 10 Only**

Project ID	Project Name	From	To	Jurisdiction	Route No.	Improvement Type	Tier 1 Score	Tier 1 Rank
173	Steele Creek Rd	S Tryon St (NC 49)	South Carolina State Line	Charlotte	NC 160	Widening	108	44
198	Matthews Township Pkwy	Sardis Rd	Monroe Rd/E John St	Matthews	NC 51	Widening	107	48
210	Matthews Mint Hill Rd	Matthews Township Pkwy	Lawyers Rd	Matthews	NC 51	Widening	107	48
253	Providence Rd S	Cuthbertson Rd	Waxhaw Pkwy	Waxhaw	NC 16	Widening	107	48
113	Brookshire Blvd	Idaho Dr	I-85	Charlotte	NC 16	Widening	106	51
129	Harris Blvd	Reames Rd	I-485	Charlotte	NC 24	Widening	106	51
156	Mount Holly-Huntersville Rd	Mt. Holly Rd	Couloak Dr	Charlotte		Widening	106	51
165	Old Statesville Rd	Harris Blvd	I-485	Charlotte	NC 115	Widening	106	51
174	University City Blvd	N Tryon St (US 29)	John Kirk Dr	Charlotte	NC 49	Widening	105	55
249	Providence Rd S	Rea Rd Ext	New Town Rd	Marvin	NC 16	Widening	105	55
95	NC 73	Lincoln County Line/Catawba River	Vance Rd Ext	Huntersville	NC 73	Widening	104	57
60	Zion St Ext	NC 115	Mayes Rd	Cornelius		New Location	103	58
71	Old Statesville Rd	Washam Potts Rd (SR 2600)	Sam Furr Rd (NC 73)	Cornelius	NC 115	Widening	103	58
79	Church St Ext	McCord Rd (SR 2427)	Mayes Rd (SR 2433)	Huntersville		New Location	103	58
107	Airport Entrance Rd	Scott Futrell Dr	Wilkinson Blvd	Charlotte		New Location	103	58
110	Billy Graham Pkwy	Josh Birmingham Pkwy	I-85	Charlotte		Widening	103	58
114	Brookshire Frwy	I-77	Beatties Ford Rd	Charlotte	NC 16	Widening	103	58
208	Idlewild Rd	NC 51	I-485	Matthews	SR 3174	Widening	103	58
247	Rea Rd/Marvin School Rd	NC 16	Twelve Mile Creek Rd	Weddington	NC 84	New Location	103	58
244	Weddington Rd	Twelve Mile Creek Rd	Waxhaw - Indian Trail Rd	Union County	NC 84	Widening	101	66
261	Charlotte Ave	Seymour St	Dickerson Blvd (NC 200)	Monroe	SR 1009	Widening	101	66
74	Davidson-Concord Rd	Davidson-Concord Rd (SR 2693)	Poplar Tent Rd (SR2424)	Davidson	NC 73	Widening	100	68
188	Krefeld Dr/Independence Pointe Pkwy	Crownpoint Executive Dr	Sam Newell Rd	Charlotte		New Location	100	68
189	Independence Blvd	Sardis Rd North	I-485	Charlotte	US 74	Widening (HOT)	100	68
193	Northeast Pkwy	Overcash Dr	Matthews Mint Hill Rd	Matthews		New Location	100	68
195	Independence Pointe Pkwy	Sam Newell Rd	Matthews-Mint Hill Rd	Matthews		New Location	100	68
196	Independence Pointe Pkwy	Matthews Mint Hill Rd	Campus Ridge Rd	Matthews		New Location	100	68
130	Harrisburg Rd	Misenheimer Rd	I-485	Charlotte		Widening	99	74
58	S Main St	Washam Potts Rd	Potts St	Cornelius	NC 115	Widening	98	75
235	Chestnut Pkwy	Gribble Rd	Matthews-Indian Trial Rd	Indian Trail		New Location	98	75
269	Monroe Rd Loop	US 74	Morgan Mill Rd (NC200)	Monroe		New Location	97	77
270	Monroe Rd Loop	US 74	Morgan Mill Rd (NC200)	Monroe		New Location	97	77
117	Eastern Circumferential Road	University City Blvd (NC 49)	Rocky River Rd	Charlotte		New Location	96	79
119	Eastern Circumferential Road	Rocky River Rd	Harrisburg Rd	Charlotte		New Location	96	79
222	Potters Rd	Old Monroe Rd	Pleasant Plains Rd	Stallings	SR 1357	Widening	96	79
126	Harris Blvd	I-485	Mt Holly-Huntersville Rd	Charlotte		Widening	95	82
170	South Tryon St	I-77	Yorkmont Rd	Charlotte	NC 49	Widening	95	82
209	Idlewild Rd	Margaret Wallace Rd	NC 51	Matthews	SR 3143	Widening	95	82
218	Lawyers Rd	I-485	Stevens Mill Rd (SR 1524)	Stallings	SR 1004	Widening	95	82
73	Sam Furr Rd	Old Statesville Rd (NC115)	Davidson-Concord Rd (SR 2693)	Cornelius	NC 73	Widening	94	86
121	Eastfield Rd	Prosperity Church Rd	Cabarrus County Line	Charlotte		Widening	94	86
92	I-77/NC 73			Huntersville	I-77/NC 73	Improve Existing Interchange	93	88
153	Mount Holly Loop	Mt. Holly-Huntersville Rd	Gaston County Line	Charlotte	NC 27	New Location	92	89
154	Mount Holly Rd	Rhyne Rd	Belmeade Dr	Charlotte	NC 27	Widening	92	89
178	West Boulevard	Airport Dr	Steele Creek Rd	Charlotte	NC 160	New Location	92	89
231	Indian Trail Rd	US 74	Old Monroe Rd	Indian Trail	SR 1008	Widening	92	89

Project ID	Project Name	From	To	Jurisdiction	Route No.	Improvement Type	Tier 1 Score	Tier 1 Rank
192	Old Charlotte Hwy	Wesley Chapel Rd	Airport Rd	Union County	SR 1957	Widening	92	89
62	I-77/Westmoreland Rd			Cornelius	I-77/SR 2147	New Interchange Location	91	94
146	I-85 / Billy Graham Pkwy			Charlotte	I-85	Improve Existing Interchange	91	94
177	West Boulevard	Steele Creek Rd	I-485	Charlotte		Widening	91	94
67	Westmoreland Rd	W Catawba Ave	US 21	Cornelius	SR 2147	Widening	90	97
69	Statesville Rd	Westmoreland Rd	Catawba Ave	Cornelius	US 21	Widening	90	97
80	Old Statesville Rd	Main St	Sam Furr Rd (NC 73)	Huntersville	NC 115	Widening	90	97
85	Church St	Ramah Church Rd (SR 2439)	McCord Rd (SR 2427)	Huntersville		New Location	90	97
141	I-485/I-77			Charlotte	I-485/I-77	Improve Existing Interchange	90	97
226	Potters Rd	Pleasant Plains Rd	Chestnut Ln	Indian Trail	SR 1357	Widening	90	97
53	I-77/Griffith St			Davidson	I-77	Improve Existing Interchange	89	103
251	North Broome St	Waxhaw Bypass North	Main St (NC 75)	Waxhaw	NC 16	Widening	89	103
257	Morgan Mill Rd	Monroe Connector	US 74	Monroe	NC 200	Widening	89	103
239	Waxhaw - Indian Trail Rd	Potter Rd	Old Monroe Rd	Indian Trail	SR 1008	Widening	88	106
240	Potter Rd	Waxhaw - Indian Trail Rd	NC 84	Wesley Chape	SR 1162	Widening	88	106
56	Bailey Rd	NC 115	Poole Place Dr	Cornelius	SR 2415	Widening	86	108
61	Jim Cooke Rd	Bailey Rd/Poole Place Dr	Northcross Dr Ext	Cornelius		New Location	86	108
230	Unionville - Indian Trail Rd	Sardis Rd	Younts Rd	Indian Trail	SR 1367	Widening	86	108
116	Eastern Circumferential Road	Idlewild Rd	Independence Blvd	Charlotte		New Location	84	111
245	Weddington Rd	Waxhaw - Indian Trail Rd	Airport Rd	Union County	NC 84	Widening	84	111
83	Poplar Tent Church Rd	NC 73	Huntersville-Concord Rd (SR 2448)	Huntersville	SR 2424	Widening	83	113
112	Billy Graham Pkwy/West Blvd			Charlotte		New Interchange Location	83	113
217	Lawyers Rd	Stevens Mill Rd (SR 1524)	Mill Grove Rd (SR 1525)	Stallings	SR 1004	Widening	83	113
260	Rocky River Rd	Old Charlotte Hwy (SR 1009)	US 74	Monroe	SR 1007	Widening	83	113
127	Harris Blvd	N Tryon St (US 29)	University City Blvd (NC 49)	Charlotte	NC 24	Widening	82	117
246	New Town Rd	Twelve Mile Creek Rd	Waxhaw - Indian Trail Rd	Union County	SR 1315	Widening	82	117
243	Waxhaw - Indian Trail Rd	NC 84	New Town Rd	Union County	SR 1008	Widening	81	119
111	Billy Graham Pkwy/Morris Field Dr			Charlotte		New Grade Separation	80	120
191	Weddington Rd/ I-485			Charlotte	I-485	New Interchange Location	80	120
200	Fairview Rd	Brief Rd	US 601	Mint Hill	NC 218	Widening	80	120
205	Wilgrove-Mint Hill Rd	NC 51	Albermarle Rd (NC 24)	Mint Hill	SR 1004	Widening	80	120
124	Freedom Dr	Toddville Rd	Mt Holly Rd	Charlotte	NC 27	Widening	79	124
259	Andrew Jackson Hwy	US 74	Monroe Connector	Monroe	US 601	Widening	79	124
115	Clanton Rd Ext	West Blvd	Wilkinson Blvd (US 29/74)	Charlotte		New Location	78	126
264	Charlotte Ave	Concord Ave	Seymour St	Monroe	SR 1009	Widening	78	126
159	North Tryon St	Dalton Ave	23rd St	Charlotte	US 29	Widening	77	128
179	Whitehall Park Dr/Arrowood Rd	Whitehall Park Dr	W Arrowood Rd	Charlotte		New Location	77	128
252	Waxhaw Pkwy	NC 75 E	NC 75 W	Waxhaw		New Location	77	128
187	McKee Rd	Weddington Rd	Pleasant Plains Rd	Charlotte		Widening	76	131
197	McKee Rd	Pleasant Plains Rd	E John St	Matthews		New Location	76	131
93	Mount Holly-Huntersville Rd	Statesville Rd (US 21)	Hambright Rd (SR 2117)	Huntersville	SR 2004	Widening	75	133
162	Odell School Rd	I-485	Cabarrus County Line	Charlotte		Widening	75	133
123	Fred D. Alexander Blvd	Brookshire Blvd (NC 16)	Sunset Rd	Charlotte		New Location	74	135
236	Pleasant Plains Rd	McKee Rd	Old Monroe Rd	Indian Trail	SR 1364	Widening	74	135
75	Main St	Mt. Holly-Huntersville Rd (SR 2004)	Main St	Huntersville	NC 115	New Location	73	137
202	Blair Rd	NC 218	Albermarle Rd (NC 27)	Mint Hill	NC 51	Widening	73	137

Project ID	Project Name	From	To	Jurisdiction	Route No.	Improvement Type	Tier 1 Score	Tier 1 Rank
212	McKee Rd	Campus Ridge Rd	US 74	Matthews		New Location	73	137
225	Stallings Rd	US 74	Old Monroe Rd	Stallings	SR 1365	Widening	73	137
52	Potts St/Sloan St	NC 115	Griffith St	Davidson		New Location	72	141
57	Main St	Potts St	Beaty St	Cornelius	NC 115	Widening	72	141
155	Brookshire Blvd/Mount Holly-Huntersville Rd			Charlotte		New Interchange Location	72	141
180	Wilkinson Blvd/Billy Graham Pkwy			Charlotte	US 74	New Interchange Location	72	141
232	Faith Church Rd	US 74	Old Monroe Rd	Indian Trail		New Location	72	141
234	Wesley Chapel Rd	US 74	Old Monroe Rd	Indian Trail		Widening	72	141
258	Old Charlotte Hwy Grade Separation	Near Rocky River Rd		Monroe	SR 1009	New Grade Separation	72	141
82	Huntersville-Concord Rd	Old Statesville Rd (NC 115)	Relocated Asbury Chapel Rd (SR 2442)	Huntersville	SR 2448	Widening	71	148
84	Old Statesville Rd	Hambright Rd (SR 2117)	Mt. Holly-Huntersville Rd (SR 2004)	Huntersville	NC 115	Widening	71	148
91	Church St/Meacham Farm Rd	Hambright Rd (SR 2118)	Verhoeff Dr (SR 2695)	Huntersville		New Location	71	148
94	Church St Ext	Verhoeff Dr (SR 2695)	Huntersville-Concord Rd (SR 2448)	Huntersville		New Location	71	148
182	Wilkinson Blvd	Little Rock Rd	I-485	Charlotte	US 74	Widening	71	148
233	Sardis Rd	Unionville - Indian Trail Rd	US 74	Indian Trail	SR 1515	Widening	71	148
268	Rocky River Rd	US 74	Monroe Connector	Monroe	SR 1914	Widening	71	148
99	Gilead Rd	McCoy Rd (SR 2138)	Vance Rd	Huntersville	SR 2136	Widening	70	155
241	Waxhaw - Indian Trail Rd	NC 84	Potter Rd	Union County	SR 1008	Widening	70	155
256	Airport Rd	Goldmine Rd (SR 1162)	Weddington Rd (NC 84)	Monroe	SR 1349	Widening	70	155
171	Statesville Rd	Sunset Rd	Harris Blvd	Charlotte	US 21	Widening	68	158
181	Wilkinson Blvd	Moore's Chapel Rd	Gaston County Line	Charlotte	US 74	Widening	68	158
185	Carolina Place Pkwy/Dorman Rd Ext	Lancaster Hwy	South Carolina State Line	Pineville		Widening	67	160
255	Twelve Mile Creek Rd	Beulah Church Rd	New Town Rd	Union County	SR 1341	Widening	66	161
204	Fairview Rd	NC 51	Jefferson Colony Dr	Mint Hill	NC 218	Widening	64	162
90	Mount Holly-Huntersville Rd	Hambright Rd (SR 2117)	Alexanderana Rd (SR 2116)	Huntersville	SR 2004	Widening	63	163
131	Harrisburg Rd	I-485	Cabarrus County Line	Charlotte		Widening	62	164
206	Lebanon Rd	Margaret Wallace Rd	NC 51	Mint Hill		Widening	62	164
220	Stevens Mill Rd	Idlewild Rd (SR 1501)	Lawyers Rd (SR 1004)	Stallings	SR 1524	Widening	62	164
248	New Town Rd	NC 16	Twelve Mile Creek Rd	Marvin	SR 1315	Widening	62	164
89	Church St Ext	Huntersville-Concord Rd (SR2448)	Ramah Church Rd (SR 2439)	Huntersville		Widening	61	168
102	McCoy Rd	Gilead Rd (SR 2136)	Hambright Rd (SR 2117)	Huntersville	SR 2138	Widening	60	169
216	Stallings Rd/Stevens Mill Rd	Stevens Mill Rd (SR 1524)	Stallings Rd (SR 1365)	Stallings		New Location	59	170
271	North Main St	US 74	Monroe Connector	Wingate	SR 1758	Widening	59	170
265	Charles St	Franklin St (SR 2100)	Sunset Dr (SR 2181)	Monroe	SR 2188	Widening	58	172
211	Pleasant Plains Rd	Weddington Rd	McKee Rd	Charlotte	SR 3448	Widening	57	173
101	Ramah Church Rd	Stumptown Rd (SR 2140)	NC 73	Huntersville	SR 2439	Widening	56	174
166	Orr Rd	General Commerce Dr	Newell-Hickory Grove Rd	Charlotte		Widening	56	174
176	University East Dr	Back Creek Dr	Newell-Hickory Grove Rd	Charlotte		New Location	56	174
215	Stallings Rd/Idlewild Rd	Stallings Rd (SR 1365)	Idlewild Rd (SR 1501)	Stallings		New Location	56	174
219	McKee Rd	US 74	Stevens Mill Rd	Stallings		New Location	56	174
221	Stevens Mill Rd	New Route McKee Rd Ext	Idlewild Rd (SR 1501)	Stallings	SR 1524	Widening	56	174
224	Stallings Rd	US 74	Idlewild Rd	Stallings	SR 1365	Widening	56	174
238	Chestnut Pkwy	Stinson Hartis Rd	Idlewild Rd	Indian Trail		New Location	56	174
118	Eastern Circumferential Road	Harrisburg Rd	Albemarle Rd	Charlotte		New Location	55	182
120	Eastern Circumferential Road	Albemarle Rd	Lawyers Rd	Charlotte		New Location	55	182
142	I-485/Oakdale Rd			Charlotte	I-485	New Interchange Location	55	182

**CRTPO 2040 MTP Candidate Projects
Draft - Division 10 Only**

Project ID	Project Name	From	To	Jurisdiction	Route No.	Improvement Type	Tier 1 Score	Tier 1 Rank
157	Mount Holly-Huntersville Rd	Beatties Ford Rd	Northlake Centre Pkwy	Charlotte		Widening	55	182
139	I-485 Crossing	Johnston-Oehler Rd	Jimmy Oehler Rd	Charlotte	I-485	New Grade Separation	54	186
140	I-485 Crossing	Breezewood Dr	Ridge Rd	Charlotte	I-485	New Grade Separation	54	186
242	New Town Rd	Waxhaw - Indian Trail Rd	Potter Rd	Union County	SR 1315	Widening	54	186
183	Nations Ford Rd	Westinghouse Blvd	South Carolina State Line	Charlotte		Widening	53	189
77	Hambright Rd	Everette Keith Rd (SR 2458)	Eastfield Rd (SR 2459)	Huntersville	SR 2177	New Location	52	190
87	Hambright Rd	Mt. Holly-Huntersville Rd (SR 2004)	Old Statesville Rd (NC 115)	Huntersville	SR 2178	Widening	52	190
88	Huntersville-Concord Rd	Relocated Asbury Chapel Rd (SR 2442)	Cabarrus County Line	Huntersville	SR 2448	Widening	52	190
214	Matthews-Indian Trail Rd	Stallings Rd	McKee Rd Ext	Matthews	SR 1367	Widening	51	193
59	Washam Potts Rd	NC 115	Bailey Rd	Cornelius	SR 2600	Widening	49	194
105	Alexanderana Rd	Mt. Holly-Huntersville Rd	Old Statesville Rd (NC 115)	Charlotte	SR 2116	Widening	49	194
164	Old Dowd Rd/Norfolk Southern RR	West of I-485		Charlotte		New Grade Separation	49	194
229	Chestnut Ln	Potter Rd	Old Monroe Rd	Indian Trail	SR 1362	Widening	46	197
203	Brief Rd	NC 218	Union County Line, US601	Mint Hill	SR 3106	Widening	44	198
207	Arlington Church Rd	Brief Rd	NC 218	Mint Hill		New Location	44	198
250	Waxhaw-Marvin Rd	Kensington Rd	New Town Rd	Marvin	SR 1307	Widening	44	198
64	Nantz Rd	Nantz Rd	Rosalyn Glen Rd	Cornelius	SR 2148	Widening	42	201
98	Bud Henderson Rd	Beatties Ford Rd	Vance Rd	Huntersville	SR 2131	Widening	40	202
272	Stegall Rd	Marshville-Olive Branch Rd	Old Peachland Rd	Marshville		New Location	36	203
273	Lawyers Rd	Old Lawyers Rd	Lawyers Rd	Marshville		New Location	36	203
274	Lawyers Rd	NC 205	Old Lawyers Rd	Marshville		New Location	36	203
267	Secrest Ave	Walkup Ave (SR1751)	Olive Branch Rd	Monroe		New Location	33	206
86	Hambright Rd Ext	McCoy Rd (SR 2138)	Mt. Holly-Huntersville Rd (SR 2004)	Huntersville	SR 2177	Widening	32	207
223	Matthews-Indian Trail Rd	Stallings Rd	Smith Farm Rd	Stallings	SR 1367	Widening	31	208
54	Shearer Rd	NC73	East Rocky River Rd	Davidson		New Location	28	209
55	Shearer Rd	East Rocky River Rd	Greystone Rd	Davidson		Widening	28	209
254	Waxhaw-Marvin Rd	Helms Rd	Kensington Dr	Waxhaw	SR 1301	Widening	26	211
100	Mount Holly-Huntersville Rd	Statesville Rd (US 21)	Old Statesville Rd (NC 115)	Huntersville	SR 2004	Widening	25	212
227	Gribble Rd	Stallings Rd	Indian Trail Rd	Indian Trail	SR 1368	Widening	24	213
184	Park Rd* (Pending Traffic Counts)	Johnston Rd	Pineville-Matthews Rd (NC 51)	Pineville		Widening	--	--



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

TO: Mecklenburg-Union MPO Members
FROM: Robert W. Cook, AICP, MUMPO Secretary
DATE: July 11, 2013
SUBJECT: **Planning Area Boundary**

REQUEST

Endorse an updated planning area boundary that:

- eliminates Lincoln County from the MPO's future planning area; and
- confirms the boundary in eastern Iredell County.

An updated map will be sent under separate cover.

TCC RECOMMENDATION

At its July 11, 2013 meeting, the TCC unanimously recommended that the MPO endorse the updated planning area boundary as presented.

BACKGROUND

Lincoln County

Portions of eastern Lincoln County are located in the Charlotte urbanized area (UZA) and were originally included in a draft planning area boundary endorsed by the MPO in September 2012. Lincoln County has since determined that the implementation of the metropolitan planning process in its jurisdiction is best provided by the Gaston Urban Area MPO. On June 19, 2013, the Gaston Urban Area MPO voted to include Lincoln County in its planning area.

The MPO was informed of the Gaston Urban Area MPO's action at its June 19, 2013 meeting, and raised no objections to eliminating Lincoln County from the planning area. This action will formally remove Lincoln County from the MPO's future planning area.

Iredell County

Shortly after the release of updated UZA information in early 2013, the S. Yadkin River was identified as the logical northern boundary for the MPO's planning area. However, one problem with using the river as the boundary quickly became evident. The river curves to the south near the Davie County line, and using it as the boundary to the county line would result in portions of I-40 and US 64 (Mocksville Highway) being located in the RPO's jurisdiction. All parties believed the entirety of both facilities needed to be located in one transportation planning organization in the county.

The proposed boundary achieves that goal without extending the MPO's planning area unreasonably beyond the limits of the UZA.



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

TO: Mecklenburg-Union MPO Members
FROM: Robert W. Cook, AICP, MUMPO Secretary
DATE: July 11, 2013
SUBJECT: **Memorandum of Understanding**

REQUEST

- Endorse final changes to the draft MOU as recommended by the MOU Subcommittee
- Endorse the draft MOU and release it for approval by member agencies

TCC RECOMMENDATION

At its July 11, 2013 meeting, the TCC unanimously recommended that the MPO endorse the draft MOU and release it for approval by member agencies.

BACKGROUND

The MPO's action on June 19 to endorse a voting structure and method of sharing the local match of federal funds was the final action needed on major policy matters to be addressed in the revised MOU. However, there are six additional issues that need to be formally addressed by the MPO. The six issues are listed on an attachment entitled "MOU Subcommittee Recommendations," and were endorsed by the Subcommittee at its June meeting. The attached draft MOU includes the six recommendations. Formal endorsement of the six changes will be requested.

Please note that the Subcommittee is scheduled to meet at 4:00 PM on June 19. Additional changes could result from that meeting.

ATTACHMENTS

- MOU Subcommittee Recommendations
- Draft Memorandum of Understanding

MOU Subcommittee Recommendations

The MOU Subcommittee discussed the issues noted below at its June 19, 2013 meeting. The recommendations will be presented to the MPO at its July 17, 2013 meeting.

	Issue	TCC Recommendation	Subcommittee Action
1.	<p>Duties & Responsibilities: Transportation Project Alignments Section I-E-11 (page 5)</p>	<p>Keep opening paragraph in MOU and modify as noted by underlining: The CRTPO is responsible for conducting public involvement and technical analyses to determine the preliminary alignments for transportation projects (both road and transitway) included in the Comprehensive Transportation Plan and Long Range Transportation Plan. These alignments will be used by local jurisdictions through their land development ordinances for right-of-way protection purposes. Once the CRTPO has adopted an official thoroughfare alignment, the alignment can only be modified <u>by official CRTPO action or as outlined in bylaws of the governing body and TCC.</u></p> <p>Shift the following to the MPO and TCC bylaws, make the necessary text changes to fit the changed context, and add subsection v: Action of the CRTPO's Technical Coordinating Committee (TCC), (which is described in Section I.H of this Memorandum of Understanding) under the following criteria: An officially adopted alignment may be modified by the TCC if the following criteria are met:</p> <ul style="list-style-type: none"> i. The TCC finds the proposed alignment to be technically reasonable; and, ii. The proposed alignment enters and exits the affected property at the officially approved location and angle or curvature; and iii. The TCC finds that the proposed alignment's centerline does not move closer than 500 <u>400</u> feet to an adjacent land owner's property boundary; or iv. If the proposed alignment's <u>centerline</u> is already within 500 <u>400</u> feet of an adjacent property, the shift in the 	<p>Unanimously recommended to the MPO as presented.</p>

MOU Subcommittee Recommendations

	Issue	TCC Recommendation	Subcommittee Action
		alignment is away from the property.; <u>or</u> <u>v. If the shift moves the proposed alignment's centerline no more than 25% closer to the adjacent property.</u>	
2.	Duties & Responsibilities: Section I-E-14 (page 6), Bylaws	Strike the TCC from the following language: The CRTPO shall adopt a set of Bylaws for the CRTPO and the TCC . Amendments to either set of the Bylaws shall occur by a 3/4 vote of the CRTPO. **	Unanimously recommended to the MPO as presented.
3.	TCC: Membership Section I-H Page 8	Endorse adding the following positions to the TCC: <ul style="list-style-type: none"> • greenway planner* • public health planner • pedestrian planner 	Unanimously recommended to the MPO as presented.
4.	TCC: Membership Section I-H Page 8	Endorse eliminating agency-specific references to the following TCC members (existing and future) and permit the full TCC to annually determine who will fill these positions. <ul style="list-style-type: none"> • bicycle planner • pedestrian planner • greenway planner • public health planner 	Unanimously recommended to the MPO as presented.
5.	TCC: Membership Approval Section I-H Page 8	Eliminate MOU provision requiring MPO approval of TCC membership. The TCC membership list currently found in the MOU will be transferred to the TCC's bylaws.	Unanimously recommended to the MPO as presented.
6.	Voting Policy: Road Projects Not Carrying an Interstate, US, or NC Designation Section I-G	Keep the following items in the MOU. 2. When any project is on a road that does not carry an I, U.S., or N.C. route designation, and is totally contained within a single municipality's corporate limits or sphere of influence, its location shall be determined only with the consent of that municipality. The proposed text (<u>underlined</u>) is a clarification of the text noted with the strikethrough format; no change to intent is intended. 3. The MUMPO cannot override the position of any individual local	Unanimously recommended to the MPO as presented.

MOU Subcommittee Recommendations

	Issue	TCC Recommendation	Subcommittee Action
		<p>municipality on a project for a road that does not carry an I, U.S., or N.C. route designation when any portion of the project is within that municipality's corporate limits or sphere of influence except by 3/4 majority vote of all votes eligible to be cast. <u>When any project is on a road that does not carry an I, U.S. or N.C route designation, the CRTPO cannot override the position of any individual local municipality when any portion of the project is within the municipality's corporate limits or sphere of influence, except by 3/4 majority vote of all votes eligible to be cast.</u></p>	

~~Mecklenburg-Union Metropolitan Planning
Organization~~ Charlotte Regional Transportation Planning
Organization

Memorandum of Understanding

~~September 2003~~
Draft VI-V
July 5-24, 2013

MEMORANDUM OF UNDERSTANDING
FOR

COOPERATIVE, COMPREHENSIVE, AND CONTINUING TRANSPORTATION PLANNING

AMONG

THE GOVERNOR OF THE STATE OF NORTH CAROLINA,
THE NORTH CAROLINA BOARD OF TRANSPORTATION,
THE CITY OF CHARLOTTE, TOWN OF CORNELIUS, TOWN OF DAVIDSON, TOWN OF FAIRVIEW,
TOWN OF HUNTERSVILLE, TOWN OF INDIAN TRAIL, IREDELL COUNTY, VILLAGE OF LAKE PARK, TOWN
OF MARSHVILLE, VILLAGE OF MARVIN, TOWN OF MATTHEWS,
MECKLENBURG COUNTY, TOWN OF MINERAL SPRINGS, TOWN OF MINT HILL, CITY OF MONROE,
TOWN OF MOORESVILLE, TOWN OF PINEVILLE,
TOWN OF STALLINGS, CITY OF STATESVILLE, TOWN OF TROUTMAN, UNION COUNTY, TOWN OF
UNIONVILLE, TOWN OF WAXHAW, TOWN OF WEDDINGTON, VILLAGE OF WESLEY CHAPEL and TOWN
OF WINGATE, IN COOPERATION WITH THE UNITED STATES DEPARTMENT OF TRANSPORTATION

Comment [rc1]: This section was revised to add new members.

Comment [rc2]: Unionville has indicated it will not participate in the MPO.

WITNESSETH THAT:

WHEREAS, Section 134(a) of Title 23 of the United States Code states:

Comment [rc3]: This section moved to this location as per FHWA comment.

"It is in the national interest to encourage and promote the development of transportation systems embracing various modes of transportation in a manner which will efficiently maximize mobility of people and goods within and through urbanized areas and minimize transportation-related fuel consumption and air pollution. To accomplish this objective, metropolitan planning organizations, in cooperation with the State, shall develop transportation plans and programs for urbanized areas of the State. Such plans and programs shall provide for the development of transportation facilities (including pedestrian walkways and bicycle transportation facilities), which will function as an intermodal transportation system for the State, the metropolitan areas, and the Nation. The process for developing such plans and programs shall provide for consideration of all modes of transportation and shall be continuing, cooperative, and comprehensive to the degree appropriate, based on the complexity of the transportation problems"; and,

WHEREAS, a transportation planning process includes the operational procedures and working arrangements by which short and long-range transportation plans are soundly conceived and developed and continuously evaluated in a manner that will;

1. Assist governing bodies and official agencies in determining courses of action and in formulating attainable capital improvement programs in anticipation of community needs; and,
2. Guide private individuals and groups in planning their decisions which can be important factors in the pattern of future development and redevelopment of the area; and,

WHEREAS, Chapter 136, Article 3A, Section 136-66.2(a) of the General Statutes of North Carolina requires that:

Comment [rc4]: This section was revised to update the language with revised text from GS 136-22 addressing Comprehensive Transportation Plans.

~~Each municipality, not located within a metropolitan planning organization (MPO) as recognized in G.S. 136-200.1, with the cooperation of the Department of Transportation, shall develop a comprehensive transportation plan that will serve present and anticipated travel demand in and around the municipality. The plan shall be based on the best information available including, but not limited to, population growth, economic conditions and prospects, and patterns of land development in and around the municipality, and shall provide for the safe and effective use of the transportation system. In the development of the plan, consideration shall be given to all transportation modes including, but not limited to, the street system, transit alternatives, bicycle, pedestrian, and operating strategies. The Department of Transportation may provide financial and technical assistance in the preparation of such plans. Each MPO, with cooperation of the Department of Transportation,~~

shall develop a comprehensive transportation plan in accordance with 23 U.S.C. § 134. In addition, an MPO may include projects in its transportation plan that are not included in a financially constrained plan or are anticipated to be needed beyond the horizon year as required by 23 U.S.C. § 134. For municipalities located within an MPO, the development of a comprehensive transportation plan will take place through the metropolitan planning organization. For purposes of transportation planning and programming, the MPO shall represent the municipality's interests to the Department of Transportation.

~~“Each municipality with the cooperation of the Department of Transportation shall develop a comprehensive plan for a street system that will serve present and anticipated volumes of vehicular traffic in and around the municipality. The plan shall be based on the best information available including, but not limited to, population growth, economic conditions and prospects, and patterns of land development in and around the municipality and shall provide for the safe and effective use of streets and highways through such means as parking regulations, signal systems and traffic signs, markings, and other devices. The Department of Transportation may provide financial and technical assistance in the preparation of such plans”; and,~~

WHEREAS, Chapter 136, Article 3A, Section 136-66.2(b1-4) provides that:

After completion and analysis of the plan, the plan shall be adopted by both the governing body of the municipality or MPO and the Department of Transportation as the basis for future transportation improvements in and around the municipality or within the MPO. The governing body of the municipality and the Department of Transportation shall reach agreement as to which of the existing and proposed streets and highways included in the adopted plan will be a part of the State highway system and which streets will be a part of the municipal street system. As used in this Article, the State highway system shall mean both the primary highway system of the State and the secondary road system of the State within municipalities.

The municipality or the MPO shall provide opportunity for public comments prior to adoption of the transportation plan.

For portions of a county located within an MPO, the development of a comprehensive transportation plan shall take place through the metropolitan planning organization.

To complement the roadway element of the transportation plan, municipalities and MPOs may develop a collector street plan to assist in developing the roadway network. The Department of Transportation may review and provide comments but is not required to provide approval of the collector street plan.

~~“After completion and analysis of the plan, the plan may be adopted by both the governing body of the municipality and the Department of Transportation as the basis for future street and highway improvements in and around the municipality. As a part of the plan, the governing body of the municipality and the Department of Transportation shall reach an agreement as to which of the existing and proposed streets and highways included in the plan will be part of the State Highway System and which streets will be part of the Municipal street system. As used in this article, the State Highway System shall mean both the primary highway system of the State and the secondary road system of the State within municipalities”; and,~~

WHEREAS, Chapter 136, Article 3A, Section 136-66.2(d) provides that:

For MPOs, either the MPO or the Department of Transportation may propose changes in the plan at any time by giving notice to the other party, but no change shall be effective until it is adopted by both the Department of Transportation and the MPO. Either the municipality or the Department of Transportation may propose changes in the plan at any time by giving notice to the other party, but no change shall be effective until it is adopted by both the Department of Transportation and the municipal governing board”; and,

~~**WHEREAS**, Section 134(a) of Title 23 of the United States Code states:~~

~~“It is in the national interest to encourage and promote the development of transportation systems embracing various modes of transportation in a manner which will efficiently maximize mobility of people and goods within and through urbanized areas and minimize transportation related fuel consumption and air pollution. To accomplish this objective, metropolitan planning organizations, in cooperation with the State, shall develop transportation plans and programs for urbanized areas of the State. Such plans and programs shall provide for the development of transportation facilities (including pedestrian walkways and bicycle transportation facilities), which will function as an intermodal transportation system for the State, the metropolitan areas, and the Nation.~~

Comment [rc5]: Shifted to above as per FHWA comment. (See comment rc3)

~~The process for developing such plans and programs shall provide for consideration of all modes of transportation and shall be continuing, cooperative, and comprehensive to the degree appropriate, based on the complexity of the transportation problems"; and,~~

~~WHEREAS, a transportation planning process includes the operational procedures and working arrangements by which short and long range transportation plans are soundly conceived and developed and continuously evaluated in a manner that will:~~

~~1. Assist governing bodies and official agencies in determining courses of action and in formulating attainable capital improvement programs in anticipation of community needs; and,~~

~~2. Guide private individuals and groups in planning their decisions which can be important factors in the pattern of future development and redevelopment of the area; and,~~

~~WHEREAS, various sections of the Transportation Efficiency Act of the 21st Century (TEA 21) of 1998 provide for new transportation programs and modifies some existing programs; and,~~

WHEREAS, it is the desire of these agencies that the previously established continuing, cooperative, comprehensive, cooperative transportation planning process, as set forth in the Memoranda of Understanding dated June 24, 1965, April 8, 1975, ~~and~~ December 21, 1981 ~~and~~ September 2003 be revised and updated to comply with 23 U.S.C. subsections 134, as amended (Federal Highway Administration); ~~the Urban Mass Transportation Act of 1964, as amended;~~ and 49 U.S.C. 5303, 5305, 5306 and 5307 (Federal Transit Administration). ~~the Transportation Efficiency Act of the 21st Century (TEA 21) of 1998.~~

Comment [rwc6]: Possibly eliminate references to specific legislation; use language such as "currently adopted federal transportation legislation."
UPDATE: eliminate this section.

Comment [rc7]: Updated references and removed references to specific legislation.

NOW THEREFORE the Memorandum of Understanding is amended to read as follows:

Comment [rc8]: This section was revised to add the new members.

SECTION I. It is hereby agreed that the CITY OF CHARLOTTE, TOWN OF CORNELIUS, TOWN OF DAVIDSON, ~~TOWN OF FAIRVIEW,~~ TOWN OF HUNTERSVILLE, TOWN OF INDIAN TRAIL, ~~IREDELL COUNTY, VILLAGE OF LAKE PARK, TOWN OF MARSHVILLE, VILLAGE OF MARVIN,~~ TOWN OF MATTHEWS, MECKLENBURG COUNTY, ~~TOWN OF MINERAL SPRINGS,~~ TOWN OF MINT HILL, CITY OF MONROE, ~~TOWN OF MOORESVILLE,~~ TOWN OF PINEVILLE, TOWN OF STALLINGS, ~~CITY OF STATESVILLE, TOWN OF TROUTMAN,~~ UNION COUNTY, ~~TOWN OF UNIONVILLE,~~ TOWN OF WAXHAW, TOWN OF WEDDINGTON, VILLAGE OF WESLEY CHAPEL, TOWN OF WINGATE, AND THE NORTH CAROLINA BOARD OF TRANSPORTATION in cooperation with THE UNITED STATES DEPARTMENT OF TRANSPORTATION, will participate in a continuing transportation planning process with responsibilities and undertakings as related in the following paragraphs:

Comment [rc9]: Unionville had indicated it will not participate in the MPO.

A. The area involved ~~the Charlotte Transportation Study Planning Area~~ will consist of the Charlotte Urbanized Area as defined by the United States Department of Commerce, Bureau of the Census ~~and the remainder of Mecklenburg County,~~ in addition to that area beyond the existing urbanized area boundary ~~and Mecklenburg County~~ that is expected to become urban within a twenty-year planning period. This area is hereinafter referred to as the Planning Area.

Portions of the Charlotte Urbanized Area located in the following counties are by agreement with adjacent metropolitan planning organizations (MPO) not part of the planning area of the Charlotte Regional Transportation Planning Organization (CRTPO): Cabarrus, Catawba, Gaston, Lancaster, Lincoln and York. The responsibility for implementing a continuing transportation planning process shall be the responsibility of those MPOs, as noted in the mutually adopted agreements between CRTPO and the adjacent MPOs.

Comment [rc10]: This text is proposed in order to clarify that some portion of the Charlotte urbanized area will not be in the CRTPO's jurisdiction.

B. The continuing transportation planning process will be a cooperative one and all planning discussions will be reflective of and responsible to the comprehensive plans for growth and development of the Planning Area.

C. The continuing transportation planning process will be conducted in accordance with the intent, procedures, and programs of Title VI of the Civil Rights Act of 1964, as amended.

D. The ~~Mecklenburg Union Metropolitan~~Charlotte Regional Transportation Planning Organization, hereinafter referred to as the ~~MUMPO~~CRTPO, is hereby established with responsibility for coordinating transportation policy of member local governments within the Planning Area and will consist of the Chief Elected Official or a single representative appointed by the Chief Elected Official from the following Boards of General Purpose Local Government as well as two members from ~~a member of~~ the North Carolina Board of Transportation and one member representing the Metropolitan Transit Commission:

Comment [rwc11]: Possibly shift this section to new paragraph B.

1. Charlotte City Council
2. Cornelius Board of Commissioners
- ~~3.~~ Davidson Board of Commissioners
- ~~3-4.~~ Fairview Town Council
- ~~4-5.~~ Huntersville Board of Commissioners
- ~~6.~~ Indian Trail Town Council
- ~~7.~~ Iredell County Board of Commissioners
- ~~8.~~ Lake Park Village Council
- ~~9.~~ Marshville Town Council
- ~~5-10.~~ Marvin Village Council
- ~~6-11.~~ Matthews Board of Commissioners
- ~~12.~~ Mecklenburg County Board of Commissioners
- ~~13.~~ Metropolitan Transit Commission
- ~~7-14.~~ Mineral Springs Town Council
- ~~8-15.~~ Mint Hill Board of Commissioners
- ~~16.~~ Monroe City Council
- ~~9-17.~~ Mooresville ~~Town~~ Board of Commissioners
- ~~10-18.~~ Pineville Town Council
- ~~19.~~ Stallings Town Council
- ~~20.~~ Statesville City Council
- ~~11-21.~~ Troutman Board of Aldermen
- ~~12-22.~~ Union County Board of Commissioners
- ~~13.~~ Unionville Board of ~~Commissioners~~
- ~~14-23.~~ Waxhaw Board of Commissioners
- ~~15-24.~~ Weddington Town Council
- ~~16-25.~~ Wesley Chapel Village Council
- ~~17-26.~~ Wingate Board of Commissioners
- ~~27.~~ North Carolina Board of Transportation-Division 10
- ~~18-28.~~ North Carolina Board of Transportation-Division 12

Comment [rc12]: Added "Town" as per N. Burke's comment

Comment [rc13]: Unionville had indicated it will not participate in the MPO.

~~Each~~The Chief Elected Official of the above member agencies ~~may~~ is strongly encouraged also to appoint an alternate, in accordance with the rules contained within the ~~MUMPO-CRTPO~~ Bylaws.

Comment [rc14]: Should member jurisdictions be required to appoint an alternate? This poses a potential problem for the MTC and BOT. UPDATE: Staff group recommends that "shall" be used, but that the BOT and MTC be excluded from the alternate requirement. UPDATE 2: The MOU Subcommittee did not agree with the staff group recommendation and suggested that instead of alternates being required, all member agencies should be encouraged to appoint an alternate. (5/22/13 meeting)

E. The duties and responsibilities of the ~~MUMPO-CRTPO~~ are as follow:

1. The ~~MUMPO-CRTPO~~ in cooperation with the State, and in cooperation with publicly owned operators of mass transportation services, shall be responsible for carrying out the urban transportation planning process specified ~~in~~ by the U. S. Department of Transportation ~~Program Manuals~~ and shall develop the ~~planning work programs~~Unified Planning Work Program, the ~~Metropolitan~~Transportation Plan, and ~~the~~ Transportation Improvement Program, ~~specified in such manuals.~~
2. The ~~MUMPO-CRTPO~~ shall be the forum for cooperative decision-making by elected officials of General Purpose Local Government, ~~and therefore shall function as a Transportation Advisory~~

Comment [rc15]: Unclear regarding references to "manuals."

~~Committed in conformance with the North Carolina Highway Action Plan.~~ However, this shall not limit the ~~MUMPO's~~ CRTPO's local responsibility for (1) insuring that the transportation planning process and the plans and improvement projects which emerge from that process are consistent with the policies and desires of local government; nor, (2) serving as a forum for the resolution of conflicts which arise during the course of developing the Metropolitan Transportation Plan and the Transportation Improvement Programs.

Comment [rc16]: Deleted outdated reference to Transportation Advisory Committee.

~~3. The MUMPO shall establish goals and objectives for the transportation planning process reflective of and responsive to comprehensive plans for growth and development in the Planning Area adopted by Boards of General Purpose Local Government.~~

Comment [rc17]: This change reflects the transition from "Long Range Transportation Plan" to "Metropolitan Transportation Plan" in an attempt to be consistent with federal language.

4.3. The ~~MUMPO~~ CRTPO shall ~~annually~~ review and approve the Unified Planning Work Program, Metropolitan Transportation Plan and Transportation Improvement Program.

Comment [rwc18]: The MPO has never adopted goals and objectives independent of those in the LRTP. Do other MPOs do so?
UPDATE: The MOU Subcommittee supported deleting this reference. It saw no need for the MPO to adopt goals and objectives beyond what has been adopted for inclusion in the LRTP. (5/22/13 meeting)

5.4. The ~~MUMPO~~ CRTPO as required shall review, approve, and endorse amendments to the Unified Planning Work Program, the Metropolitan Transportation Plan and the Transportation Improvement Program.

6.5. The ~~MUMPO~~ CRTPO shall be responsible for adopting and amending the ~~Thoroughfare Plan~~ Comprehensive Transportation Plan component of the Long Range Transportation Plan. Action of the ~~MUMPO~~ CRTPO in this regard (and this regard only) shall be construed as definitive action of any and all affected municipalities and shall meet the statutory requirement of G.S. 136-66.2(b) without further action of the local municipality(ies).

7.6. The ~~MUMPO~~ CRTPO shall have the responsibility for keeping the Boards of General Purpose Local Government informed of the status and requirements of the transportation planning process; assisting in the dissemination and clarification of the decisions, inclinations, and policies of these Boards; and ensuring meaningful citizen participation in the transportation planning process.

8.7. The ~~MUMPO~~ CRTPO shall review, approve and endorse changes to the Federal-Aid Urban Area System and Boundary, in conformance with Federal regulations.

9.8. The ~~MUMPO~~ CRTPO shall review, approve, and endorse a Prospectus for transportation planning which defines work tasks and responsibilities for the various agencies participating in the transportation planning process; and

10.9. The ~~MUMPO~~ CRTPO shall ~~review and approve related air quality~~ conduct the transportation planning process in conformance with ~~Federal regulations~~ Clean Air Act, as amended.

Comment [rc19]: Unclear about reference to "air quality planning"? MUMPO's air quality activities have been limited to conformity determinations.

~~11. The MUMPO shall review and approve energy conservation planning and energy contingency planning for the transportation system in conformance with Federal regulations.~~

12.10. The ~~MUMPO~~ CRTPO is responsible for conducting public involvement and technical analyses to determine the preliminary alignments for transportation projects (both road and transitway) included in the Comprehensive Transportation Plan and Long Range Metropolitan Transportation Plan. These alignments will be used by local jurisdictions through their land development ordinances for right-of-way protection purposes. Once the MUMPO-CRTPO has adopted an official thoroughfare alignment, the alignment it can only be modified only by official CRTPO action as outlined in the bylaws of the governing body and Technical Coordinating Committee.

Comment [rc20]: Issue #1 on TCC Recommendations Matrix from June 2013 MOU Subcommittee meeting

a. ~~Official MUMPO action; or~~

Comment [rc21]: From this point, the remainder of the text in this section should be shifted to the bylaws.

- b. Action of the MUMPO-CRTPO's Technical Coordinating Committee (TCC), (which is described in Section I.H of this Memorandum of Understanding) under the following criteria:
 - i. The TCC finds the proposed alignment to be technically reasonable; and,
 - ii. The proposed alignment enters and exits the affected property at the officially approved location and angle or curvature; and
 - iii. The TCC finds that the proposed alignment's centerline does not move closer than ~~500-400~~ feet to an adjacent land owner's property boundary; or
 - iv. If the proposed alignment's centerline is already within ~~500-400~~ feet of an adjacent property, the shift in the alignment is away from the property; ~~or~~
 - v. ~~If the shift moves the proposed alignment's centerline no more than 25% closer to the adjacent property.~~

The MUMPO-CRTPO adopts the alignment for right-of-way purposes even if the alternatives are produced through a State or locally funded environmental study process. MUMPO-CRTPO decisions are subject to the voting guidelines contained in Section I.G of this Memorandum of Understanding.

Comment [rc22]: The proposed changes to this section were developed at the 12/12/12 Transportation Staff meeting. Additional changes added at 5-8-13 Transportation Staff meeting.

~~13-11.~~ The representatives from each General Purpose Local Government on the MUMPO-CRTPO shall be responsible for instructing the clerk of his/her local government to submit certified and sealed copies of minutes or resolutions to the secretary of the MUMPO-CRTPO when formal action involving the Transportation Plan is taken by his/her local government.

Comment [rc23]: Background needed on this. Was the "Transportation Plan" referred to the LRTP, or some other, no longer relevant document? (The CTP was not a factor when the MOU was prepared.)

~~14-12.~~ The MUMPO-CRTPO is responsible for the distribution of funds distributed to MUMPO's CRTPO's under the provisions of ~~TEA 21 MAP 21~~.

Comment [rwc24]: Consider not listing specific legislation. Use language such as "current federal transportation legislation."

~~15-13.~~ The MUMPO-CRTPO shall adopt a set of Bylaws. ~~for the MUMPO and the TCC.~~ Amendments to ~~either set of the~~ Bylaws shall occur by a 3/4 vote of the MUMPO-CRTPO.

Comment [rc25]: Issue #2 on TCC Recommendations Matrix from June 2013 MOU Subcommittee meeting

~~16-14.~~ The MUMPO-CRTPO shall maintain a centralized information repository including but not limited to the Long Range Metropolitan Transportation Plan ~~including the Thoroughfare Plan Comprehensive Transportation Plan~~; the Unified Planning Work Program (UPWP); air quality conformity analysis; MUMPO-CRTPO and TCC Bylaws and membership lists; copies of all ~~draft and final~~ environmental studies, public hearing maps, roadway corridor official maps, and noise reports on projects within the MUMPO-CRTPO boundaries; copies of adopted transportation project alignments; the Transportation Improvement Program (TIP) (local and state); and any other appropriate archival information. The MUMPO-CRTPO shall endeavor through the affected local governments and appropriate technological means to make this information easily available to local governments, citizens, and individuals involved in land development and real estate transactions.

Comment [rc26]: The TCC has indicated its support for eliminating the provision that gives the governing body authority over its bylaws.

UPDATE: The MOU Subcommittee supported deleting the requirement that the MPO have approval authority over the TCC's bylaws. (5/22/13 meeting)

Comment [rc27]: Is it necessary to retain draft environmental documents once a final, signed version is complete?

~~17-15.~~ The MUMPO-CRTPO shall have the primary responsibility for citizen input into the continuing transportation planning process. ~~During transportation plan reevaluation, citizen involvement in the planning process shall be encouraged for reanalysis of goals and objectives and plan formation. This citizen involvement will be obtained through goals and objectives surveys, neighborhood forums, and public hearings in accordance with procedures outlined in the "North Carolina Highway Action Plan."~~

Comment [rc28]: Deleted text is more appropriate for the Public Involvement Plan.

18. Any other duties identified as necessary to further facilitate the transportation planning process.

F. MUMPO-CRTPO shall consist of both voting and non-voting members.

Voting membership in MUMPO-CRTPO will consist of representatives of the following General Purpose Local Government units, the Metropolitan Transit Commission and the North Carolina Board of Transportation (~~as of May 17, 2000~~), which shall have the indicated number of votes:

Comment [rc29]: Need updated date.

Unit	number of votes	
City of Charlotte	16	
Town of Cornelius	2	
Town of Davidson	1	
Town of Fairview	1	
Town of Huntersville	2	
Town of Indian Trail	2	
Iredell County	2	
Village of Lake Park	1	
Town of Marshville	1	
Village of Marvin	1	
Town of Matthews	2	
Mecklenburg County	2	
Town of Mineral Springs	1	
Town of Mint Hill	2	
City of Monroe	2	
Town of Mooresville	2	
Town of Pineville	1	
Town of Stallings	1	
City of Statesville	2	
Town of Troutman	1	
Union County	2	
Town of Unionville	1	
Town of Waxhaw	1	
Town of Weddington	1	
Village of Wesley Chapel	1	
Town of Wingate	1	
N.C. Board of Transportation (NCBOT Division 10)	1	1
N.C. Board of Transportation (Division 12)	1	
Metropolitan Transit Commission	1	
Total	39	

Comment [rc30]: Voting will be updated when upon final direction from MOU Subcommittee and MPO board.

Comment [rc31]: Unionville has indicated it will not participate in the MPO.

~~The NCBOT shall have one voting member.~~

Comment [rc32]: This line can be deleted since the BOT representation is clearly noted in the above list.

Cities/Towns within the Planning Area must have ~~at least 5,000 population and must also have~~ local land use plans and development ordinances in place in order to be voting members. A county other than ~~Iredell~~-Mecklenburg, ~~Iredell~~ and Union that becomes part of the Planning Area in whole or in part with at least 5,000 persons in the unincorporated area will also be eligible for voting membership. (For the purpose of establishing membership and voting privileges, jurisdictional population figures shall be calculated based on the latest ~~decennial~~ Census reports of the population of each jurisdiction including, in Mecklenburg County, their Spheres of Influence, ~~in Iredell, the area including their extra-territorial jurisdiction, and in Union County the area including their~~ ~~Extraextra-territorial Jurisdictionjurisdiction~~).

Comment [rc33]: Must determine the geography by which population figures are calculated.

Members will vote on matters pursuant to the authority granted by their respective governmental bodies.

Non-voting membership. One representative from each of the following bodies will serve as a non-voting member:

- Charlotte-Mecklenburg Planning Commission
- ~~Iredell County Planning Board~~
- Union County Planning Board
- U.S. Department of Transportation – FHWA, FTA

Other local, State, or Federal agencies impacting transportation in the Planning Area, as well as

cities/towns in the Planning Area that do not otherwise qualify for voting membership can become non-voting members upon invitation by the [MUMPO-CRTPO](#).

The term of any designated representative shall be one calendar year from the date of appointment. The [MUMPO-CRTPO](#) shall have a Chairperson and Vice-Chairperson and shall meet in accordance with the rules contained within the [MUMPO-CRTPO](#) Bylaws.

Comment [rc34]: Is this section better suited to the MPO bylaws?

G. [MUMPO-CRTPO](#) Voting Policy

Comment [rc35]: Consideration should be given to moving this section to the MPO bylaws.

1. A simple majority (weighted) vote shall determine all issues except as provided in 2, 3 and 4 below.

2. When any project is on a road that does not carry an I., U.S., or N.C. route designation, and is totally contained within a single municipality's corporate limits or sphere of influence, its location shall be determined only with the consent of that municipality.

Comment [rc36]: Issue #6 on TCC Recommendations Matrix from June 2013 MOU Subcommittee meeting

3. ~~The MUMPO cannot override the position of any individual local municipality on a project for a road that does not carry an I., U.S., or N.C. route designation when any portion of the project is within that municipality's corporate limits or sphere of influence except by 3/4 majority vote of all votes eligible to be cast. When any project is on a road that does not carry an I, U.S. or N.C route designation, the CRTPO cannot override the position of any individual local municipality when any portion of the project is within the municipality's corporate limits or sphere of influence, except by 3/4 majority vote of all votes eligible to be cast.~~

Comment [rc37]: The intent of the proposed change is not to alter intent, but to rephrase for the purpose of clarity. The change was discussed at the 12/12/12 Transportation Staff meeting.

4. Amendments to the MOU or the [MPO-CRTPO](#) and [TCC](#) Bylaws require a 3/4 majority vote of all votes eligible to be cast

5. Quorum shall be established in accordance with rules contained within the MUMPO Bylaws.

~~5-6. Eligibility to vote on the CRTPO shall be limited to members in good standing. A member in good standing shall be defined as having paid its share of funding as defined in Section J of this chapter.~~

H. A Technical Coordinating Committee, hereinafter referred to as the TCC, shall be established with the responsibility of general review, guidance, and coordination of the transportation planning process for the Planning Area and with the responsibility for making recommendations to the respective local and State governmental agencies and the [MUMPO-CRTPO](#) regarding any necessary actions relating to the continuing transportation planning process. The TCC shall be responsible for development, review, and recommendation for approval of the Prospectus, Unified Planning Work Program (UPWP), [Comprehensive Transportation Plan](#), Transportation Improvement Program, Federal-Aid Urban System and Boundary, ~~revisions to the Metropolitan~~-Transportation Plan, planning citizen participation, and documentation reports on the transportation study.

Membership of the TCC [shall be defined in its bylaws and](#) shall include technical representation from all local, [county](#) and State governmental agencies directly related to and concerned with the transportation planning process for the planning area. ~~MUMPO approval of TCC membership changes shall be required.~~

Comment [rc38]: Delete reference to MUMPO approval of TCC membership.

[TCC members representing bicycle, pedestrian, greenway and public health interests shall be appointed for 3-year terms in accordance with procedures in established in the TCC's bylaws.](#)

Comment [rc39]: Issue #3, 4 & 5 on TCC Recommendations Matrix from June 2013 MOU Subcommittee meeting

[TCC Membership:](#)

1. Charlotte Department of Transportation ~~Key Business Executive Director~~
2. Charlotte-Douglas International Airport Aviation Director

Comment [rc40]: Shift TCC membership list to TCC bylaws.

3. Charlotte Engineering and Property Management ~~Key Business Executive~~ Director
4. ~~Charlotte Mecklenburg~~ Bicycle ~~Coordinator~~ transportation planning
- 4-5. ~~Charlotte Department of Transportation Department~~ Pedestrian transportation planning ~~Planner~~
- 5-6. Charlotte-Mecklenburg Planning ~~Commission Key Business Executive~~ Department Director
7. City of Monroe
- 6-8. City of Statesville
- 7-9. Mecklenburg County Engineering and Building Standards Department Director
10. Mecklenburg County Department of Environmental Protection Director
11. Mecklenburg County Air Quality Director
12. Greenway planner
- 8-13. ~~Mecklenburg County Health Department Safe Routes to Schools/Built Environment~~
~~Coordinator~~ Public health planner
- 9-14. The Metropolitan Transit Commission's Chief Transit Officer
15. N.C. Department of Transportation (NCDOT) Division 10 - Division Engineer
- 10-16. ~~N.C. Department of Transportation (NCDOT) Division 12~~-Division Engineer
- 11-17. NCDOT Public Transportation Division Director
- 12-18. NCDOT ~~Statewide Transportation~~ Planning Branch Manager
13. ~~Town of Davidson~~
19. Town of Cornelius
20. Town of Davidson
- 14-21. Town of Fairview
- 15-22. Town of Huntersville
23. Town of Indian Trail
24. Iredell County Director of Planning, Development and Transportation
- 16-25. Town of Marshville
- 17-26. Town of Matthews
27. Town of Mint Hill
28. Town of Mineral Springs
- 18-29. Town of Mooresville
- 19-30. Town of Pineville
31. Town of Stallings
- 20-32. Town of Troutman
21. ~~Town of Unionville~~
- 22-33. Town of Waxhaw
34. Town of Weddington
35. Town of Wingate
36. Union County
37. Village of Lake Park
- 23-38. Village of Marvin
- 24-39. Village of Wesley Chapel
25. ~~Town of Wingate~~
26. ~~Union County~~

Comment [rwc41]: Addition recommended at 5-8-13 Transportation Staff meeting.

Comment [rwc42]: Addition recommended at 5-8-13 Transportation Staff meeting.

Comment [rc43]: Unionville will not participate as per an email from the Town Clerk dated 5-20-13.

Formatted: Indent: Left: 1", No bullets or numbering, Tab stops: Not at 1.5"

A TCC member (or alternate) cannot be an elected official holding office in any ~~MUMPO-CRTPO~~ member Town/City Council or County Commission. Representatives of the municipalities shall be the chief administrative officers (town managers) or their designees. Other entities may be represented by their chief administrative officers or their designees. ~~TCC members must be employees of the jurisdiction they represent.~~ Each TCC member shall have one vote.

If the chief administrative officer of a TCC member entity wishes to be represented on the TCC by an individual previously designated to represent another entity on the TCC, the requesting entity's ~~MUMPO CRTPO~~ representative or chief administrative officer must seek and obtain written approval of such an arrangement from the TCC Chair. If a single individual is the designated representative or alternate for more than one of the above entities, the designated representative shall cast one vote for each entity represented.

Other local agencies, organizations, and individuals, upon filing a request with the TCC Secretary, will be informed of the time, date, and location of all meetings of the TCC and may attend meetings. Such agencies would include (but not be limited to):

Comment [rc44]: Is this section necessary?

1. Cabarrus/S. Rowan Metropolitan Planning Organization (MPO) Coordinator
2. Centralina Council of Governments
3. Charlotte Center City Partners
4. Charlotte-Mecklenburg Schools
5. City of Charlotte departments/offices
6. City of Monroe departments/offices
7. Federal Highway Administration (FHWA) NC Administrator
8. Federal Transportation Administration (FTA) Region IV Planning Assistance Director
9. Gaston MPO Coordinator
10. Mecklenburg County departments/offices
11. Monroe Regional Airport
12. NCDOT District Engineers
13. NCDOT Division and Area Traffic Engineers
14. Rock Hill Fort Mill Area Transportation Study MPO Coordinator
15. Union County Schools
16. Union County departments/offices
17. Union County local municipalities' departments/offices

Notification will also be furnished to any private transportation operator, upon receipt of a request.

The TCC shall meet in accordance with schedules set forth in the TCC Bylaws. The Chairperson may cancel a regular meeting if there is insufficient business on the TCC's tentative agenda.

- I. Administrative coordination for the MUMPO-CRTPO and for the TCC will be performed by the Charlotte-Mecklenburg Planning Commission's Department's Transportation Program Planning Manager, who shall report to the Chair of the MUMPO-CRTPO. Administrative support shall be furnished by the Charlotte-Mecklenburg Planning Commission's Key Business Executive Department's Director. The Program-Transportation Planning Manager shall supervise additional MUMPO-CRTPO staff as necessary and approved in the annual work program. The Program-Transportation Planning Manager will serve as the Secretary for the MUMPO-CRTPO and TCC with the responsibility for such functions as follows:

Comment [rc45]: Change reflects Planning's transition away from Program areas, also, City Human Resources and Budget no longer has the Program Manager job title/description .

1. Arranging meetings and agendas
2. Maintaining minutes and records
3. ~~Maintaining Policy Manual~~
- 4.3. Preparing a Prospectus and Unified Planning Work Program (UPWP)
- 5.4. Assembling and publishing the Transportation Improvement Program
- 6.5. Serving as custodian of the Long Range Metropolitan Transportation Plan
- 7.6. Collecting from local governments certified and sealed minutes and resolutions that document transportation plan revisions and submitting these for mutual adoption by the North Carolina Department of Transportation annually or more often if deemed necessary by the MUMPO CRTPO or local governments involved.
- 8.7. Monitoring the transportation planning process to insure its execution is in accordance with goals and objectives
- 9.8. Performing other coordinating functions as assigned by the MUMPO-CRTPO from time to time
- 10.9. Taking lead responsibility for structuring public involvement in the transportation planning process
- 11.10. Preparing the annual PL Expenditure Report
- 12.11. Supervising MPO-CRTPO staff

Comment [rwc46]: See note regarding goals and objectives in Section I-E. This function should be removed if it is agreed that general (i.e., non-LRTP goals and objectives) are not needed.

The ~~Program Transportation Planning~~ Manager shall be hired by the Charlotte-Mecklenburg Planning Commission's ~~Key Business Executive Department's Director~~ with the concurrence of the Chairs of the ~~MUMPO-CRTPO~~ and TCC. The ~~Program Transportation Planning~~ Manager shall regularly report to the TCC and ~~MUMPO-CRTPO~~ on coordination activities and shall electronically or in writing inform interested parties of actions scheduled for consideration by the TCC and ~~MUMPO-CRTPO~~.

J. Federal Aid Planning Grant Funds

1. ~~All transportation and related Federal Aid planning grant funds available to promote the cooperative transportation planning process will be expended in accordance with the Unified Planning Work Program adopted by MUMPO. The MUMPO agrees to raise additional funds necessary through an annual fee paid by Union County and Mecklenburg County. This fee shall be sufficient to cover the cost of staffing of two full-time engineers. The fee shall be apportioned between the two counties based on the dollar amount allocated in the seven-year NC TIP to the MUMPO planning area in each county. During the first quarter of every even-numbered year as part of the development of the Unified Planning Work program, the MPO shall review the process for sharing the funding of MPO activities and establish funding responsibility for each county. For Mecklenburg County, the share required for each voting member will be proportional to the number of votes for that Mecklenburg County member. Similarly, for Union County, the share required for each voting member will be proportional to the number of votes for that Union County member. Any member not providing their share of the funding by the beginning of the next Federal Fiscal Year shall forfeit their right to be a voting member during the next two Federal Fiscal Years.~~
2. ~~The required local match of the Federal Aid planning grant funds shall be shared among all municipal and county voting members of the CRTPO on a per capita basis. The population totals used to calculate a municipal or county share shall be based upon the most recent decennial Census. The method used to determine the total population shall be as follows:~~
 - ~~Iredell County: a municipality's share shall be based upon the total population contained within its corporate limits and _____, and the County share shall be based upon the total population outside the _____ areas in the CRTPO's planning area.~~
 - ~~Mecklenburg County: a municipality's share shall be based upon the total population contained within its corporate limits and Sphere of Influence, and the County share shall be based upon the total population of all areas not within a municipal Sphere of Influence.~~
 - ~~Union County: a municipality's share shall be based upon the total population contained within its corporate limits and extra-territorial jurisdiction, and the County share shall be based upon the total population outside municipal corporate limits and extra-territorial jurisdictions in the CRTPO's planning area.~~
3. ~~A member providing its share of the funding shall be considered a member in good standing. Any member not providing its share of the funding by the beginning of the next Federal Fiscal Year shall forfeit its right to be a voting member during the next two Federal Fiscal Years.~~

~~**RESERVE FOR TEXT RELATED TO METHOD BY WHICH LOCAL MATCH WILL BE SHARED BY MEMBER JURISDICTIONS**~~

Administration of funding in support of the transportation planning process on behalf of the ~~MUMPO CRTPO~~ will be conducted by the City of Charlotte which will execute appropriate agreements with funding agencies as provided by the Unified Planning Work Program.

SECTION II. Subscribing agencies to this Memorandum of Understanding may terminate their participation in the continuing transportation planning process by giving 30 calendar days written notice to the ~~MUMPO-CRTPO~~ Chairperson prior to the date of termination. When annexation occurs and member municipality boundaries extend beyond the adopted urbanized area boundary, the new boundaries will automatically become part of the urbanized area and will be so designated on the ~~Thoroughfare Plan~~ Comprehensive Transportation Plan within 60

Formatted: Font: 11 pt
Formatted: List Paragraph, Numbered + Level: 1 + Numbering Style: 1, 2, 3, ... + Start at: 1 + Alignment: Left + Aligned at: 0.75" + Indent at: 1"

Formatted: Font: 11 pt

Formatted: Font: 11 pt

Formatted: Font: 11 pt

Formatted: List Paragraph, Bulleted + Level: 1 + Aligned at: 1.25" + Indent at: 1.5"

Formatted: Font: 11 pt

Formatted: Indent: First line: 0"

Formatted: List Paragraph, Numbered + Level: 1 + Numbering Style: 1, 2, 3, ... + Start at: 1 + Alignment: Left + Aligned at: 0.75" + Indent at: 1"

Formatted: Font: 11 pt

Formatted: Font: 11 pt

Formatted: Font: Bold

Formatted: Indent: Left: 1"

Formatted: Indent: Left: 0"

calendar days of the annexation. ~~After two (2) years~~18 months from the date of adoption of this document, the terms of this agreement will be evaluated by the participating members. It is further agreed that these agencies will assist in the transportation planning process by providing planning assistance, data, and inventories in accordance with the Prospectus. Additionally, these agencies shall coordinate zoning and subdivision approval in accordance with the adopted ~~Transportation Plan~~Comprehensive Transportation Plan.

Comment [rc47]: Should this be retained? If so, is two years appropriate?

SECTION III. In witness whereof, the Division Administrator (Federal Highway Administration) on behalf of the United States Department of Transportation, and the Secretary of Transportation on behalf of the Governor of the State of North Carolina have signed this Memorandum of Agreement and the other parties to this Memorandum of Understanding have authorized appropriate officials to sign the same, the City of Charlotte by its Mayor, the Town of Cornelius by its Mayor, the Town of Davidson by its Mayor, ~~the Town of Fairview by its Mayor,~~ the Town of Huntersville by its Mayor, the Town of Indian Trail by its Mayor, ~~Iredell County by the Chair of its Board of Commissioners, the Village of Lake Park by its Mayor, the Town of Marshville by its Mayor, the Village of Marvin by its Mayor,~~ the Town of Matthews by its Mayor, Mecklenburg County by the Chair of its Board of Commissioners, ~~the Town of Mineral Springs by its Mayor,~~ the Town of Mint Hill by its Mayor, the City of Monroe by its Mayor, ~~the Town of Mooresville by its Mayor,~~ the Town of Pineville by its Mayor, the Town of Stallings by its Mayor, ~~the City of Statesville by its Mayor, the Town of Troutman by its Mayor,~~ Union County by the Chair of its Board of Commissioners, ~~The the Town of Unionville~~ by its Mayor, the Town of Waxhaw by its Mayor, the Town of Weddington by its Mayor, the Village of Wesley Chapel by its Mayor, and the Town of Wingate by its Mayor.

Comment [rc48]: Unionville has indicated it will not participate in the MPO.