



M E C K L E N B U R G - U N I O N
METROPOLITAN PLANNING ORGANIZATION

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CHARLOTTE

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COUNTY

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MONROE

NCDOT

PINEVILLE

STALLINGS

UNION

COUNTY

WAXHAW

WEDDINGTON

WESLEY CHAPEL

WINGATE

TO: TCC Members
FROM: Robert W. Cook, AICP
MUMPO Secretary
DATE: January 29, 2010
SUBJECT: **Technical Coordinating Committee (TCC) Agenda
February 2010 TCC Meeting—February 4, 2010**

The February 2010 TCC meeting is scheduled for **Thursday, February 4, 2010 at 10:00 AM.**

Please note that the meeting will be held in Room 280 of the Charlotte-Mecklenburg Government Center (600 East Fourth Street).

You received an email earlier today with a link to the draft long-range transportation plan that is now posted on MUMPO's website. Please be sure to review the LRTP in advance of Thursday's meeting.

Attached is a copy of the agenda. Please call me at (704) 336-8643 if you have any questions.

MUMPO TCC
AGENDA
February 4, 2010

- 1. Consideration of February Meeting Minutes** Wayne Herron
ACTION REQUESTED: Approve as presented or with amendments.

- 2. LRTP & Conformity Determination Update** (20 minutes) Robert Cook
ACTION REQUESTED: a.) Determine technical sufficiency of the draft LRTP in order to release for public comment; b.) Change the date of the March TCC meeting from March 4 to March 11.

BACKGROUND: The public comment period is scheduled to begin on Friday, February 5. The timing of the release of the complete draft LRTP and draft air quality conformity report will require the MPO to meet one week later than usual.

- 3. EPA Proposal to Lower Federal Ozone Standard** (15 minutes) Leslie Rhodes
ACTION REQUESTED: FYI

BACKGROUND: Based on its reconsideration of the 2008 Ozone standard, the US Environmental Protection Agency proposes to lower (strengthen) the health-based standard from 75 ppb to a value in the range of 60ppb-70ppb. Air Quality modeling presented as a part of their announcement predicts that in 2020 Mecklenburg County would continue to be in violation of a standard anywhere in this range. More information can be accessed at the following website: <http://www.epa.gov/air/ozonepollution/actions.html#jan10s>.

- 4. Clean Fuel Advanced Technology** (10 minutes) Jason Wager
ACTION REQUESTED: FYI

BACKGROUND: The North Carolina Solar Center at North Carolina State University has been awarded \$1 million in federal funds from NCDOT for the Clean Fuel Advanced Technology (CFAT) Project. A primary purpose of the project is to provide funding assistance for transportation-related emission reduction projects in eligible counties. Information about this opportunity was sent to TCC members on January 13. Jason Wager, Centralina Clean Fuels Coalition coordinator, will provide information about the program.

ATTACHMENT: CFAT media release.

- 5. Upcoming Metrolina Regional Travel Demand Model Update** (10 minutes) Anna Gallup
ACTION REQUESTED: FYI

BACKGROUND: With the 2010 Census almost underway, it is time to complete additional survey and data collection tasks needed to update the Metrolina Regional Travel Demand Model to a 2010 base year and 2040 horizon year. The attachment describes the tasks and funding years under discussion by the Metrolina Regional Model Executive Committee. The Executive Committee will be asked to approve a funding schedule and budget by fiscal year on March 25.

ATTACHMENT: Metrolina Regional Travel Model Update: Task Descriptions and Recommendations.

- 6. Resolution Supporting the Fast Lanes Study** (10 minutes) Tim Gibbs
ACTION REQUESTED: Request that the MPO endorse the Fast Lanes study recommendations.

BACKGROUND: The Fast Lanes study examined the technical, financial and institutional feasibility of dedicating lanes on major highways in the Charlotte region for active traffic management. The study is now complete and a resolution of support from the MPO is being requested. The final report can be downloaded from www.fastlanes.org.

ATTACHMENT: Draft resolution.

- 7. Proposed Urban Loop Prioritization Criteria** (15 minutes) Nicholas Polimeni
ACTION REQUESTED: FYI

BACKGROUND: NCDOT is developing prioritization criteria for the state's urban loops. More information on this topic can be accessed at the following website: <http://www.ncdot.org/performance/reform/>.

- 8. FY 11 Unified Planning Work Program** (10 minutes) Robert Cook
ACTION REQUESTED: FYI

BACKGROUND: The UPWP is adopted annually and identifies the major transportation planning activities to be undertaken during the fiscal year.

- 9. Monroe Parkway Status Update** (10 minutes) Jennifer Harris
ACTION REQUESTED: FYI

BACKGROUND: Update on the status of this project.

- 10. Comprehensive Transportation Plan** (10 minutes) Anil Panicker
ACTION REQUESTED: FYI

BACKGROUND: Update on the status of this project.

11. Adjourn

MECKLENBURG - UNION TECHNICAL COORDINATING COMMITTEE
Summary Meeting Minutes
Charlotte-Mecklenburg Government Center
Room 267
January 7, 2010

Voting Members: Wayne Herron-Chairman (Monroe), Bill Coxe-Vice-chair (Huntersville), Norm Steinman – alt. for Danny Pleasant (CDOT), Jim Keenan (E&PM), Ken Tippet (CDOT), Jonathan Wells – alt. for Debra Campbell (C-M Planning), Leslie Rhodes (LUESA-Air Quality), John Rose (CATS/MTC), Anil Panicker (NCDOT-TPB), Andrew Grant (Cornelius), Lauren Blackburn (Davidson), Scott Kaufhold (Indian Trail), Ralph Messera (Matthews), Lee Bailey – via phone (Mint Hill), Kevin Icard (Pineville), Shannon Martel - alt. for Brian Matthews (Stallings), Amy Helms (Union County), Greg Mahar (Waxhaw), Jordan Cook (Weddington), Joshua Langen (Village of Wesley Chapel)

Staff: Stuart Basham (MUMPO), Robert Cook (MUMPO), Nick Polimeni (MUMPO), Crissy Huffstickler (C-M Planning), Andy Grzynski (CDOT), Eldewins Haynes (CDOT), Susan Habina (CDOT), Hemal Shah (Cornelius), Max Buchanan (Huntersville), Adam McLamb (Indian Trail), Craig Thomas (Indian Trail), Anna Whalen (Marvin), Bobbie Shields (Mecklenburg County), Lisa Stiwinter (Monroe), Jim Loyd (Monroe), Lisa Oakley (Waxhaw), Loretta Barren – via phone (FHWA), Jamal Alavi (NCDOT-TPB), John Underwood (NCDOT-Division 10), Jennifer Harris – via phone (NCTA), Rebecca Yarborough (Centralina COG), Blair Israel (Centralina COG), Carroll Gray (Lake Norman Transportation Commission),

Guests: Steve Blakley (Kimley-Horn), Carl Gibilaro (PBS&J), Adin McCann (HNTB), Brian Piascik – via phone (URS)

TCC Chairman Wayne Herron opened the meeting at 10:05 AM. He requested that the TCC add an agenda item to discuss a potential second economic stimulus.

1. Election of Officers

Presenter: Wayne Herron

Summary / Requested Action:

Mr. Herron noted that the TCC's bylaws require the annual election of officers as the first action of the first meeting of the year and opened the floor to nominations for Chairman.

Chairman nominations

Wayne Herron: nominated by Shannon Martel; seconded by Ralph Messera.

No other nominations were put forth.

Bill Coxe moved that nominations be closed; Jonathan Wells seconded the motion.

Upon being put to a vote, Mr. Herron was unanimously elected TCC Chairman for 2010.

Mr. Herron then opened the floor to nominations for the position of Vice-Chairman.

Vice-Chairman nominations

Bill Coxe: nominated by Mr. Herron; seconded by Scott Kaufhold.

No other nominations were put forth.

Mr. Herron moved that nominations be closed; seconded by Mr. Wells.

Upon being put to a vote, Mr. Coxe was unanimously elected TCC Vice-Chairman for 2010.

2. Potential Second Economic Stimulus

Presenter: Wayne Herron

Summary/Requested Action:

Mr. Herron reported that he spoke with Barry Moose earlier in the day and that Mr. Moose suggested this matter be placed on the agenda. There is the possibility that another stimulus package may be approved in the near future, and with a shorter turn around period for project implementation. The period may be as short as 90 days for project contracts to be executed. Loretta Barren stated that the short turnaround time means there will not be enough time to prepare environmental documents, so projects that move forward will have to be those already in the TIP. Mr. Coxe stated that a bill entitled "Jobs for Main Street" has passed in the House, but final action may be delayed until after the health care legislation is finalized. This matter will be discussed at the January 20 Transportation Staff meeting.

3. Consideration of November & December 2009 Meeting Minutes

Presenter: Wayne Herron

Summary/Requested Action:

Mr. Herron asked if everyone had had a chance to review the November and December 2009 minutes. Mr. Messera made a motion to approve both minutes as presented. Mr. Wells seconded the motion. The motion passed unanimously.

4. Regional Transportation Planning Initiatives

Presenter: Wayne Herron

Summary/FYI:

Mr. Herron stated that there are three studies underway, or about to begin, that impact MUMPO and that he invited the leaders of the three studies to attend the meeting to make the TCC aware of what was happening. He invited Rebecca Yarbrough of the Centralina COG to discuss her agency's project.

COG Regional Transportation Planning Study

Ms. Yarbrough stated that the study had its beginning in a COG board of delegates meeting where transportation funding was discussed. She noted that the study's purpose is to consider how the region can better plan for and fund its transportation needs, particularly in light of changes likely to occur as a result of the 2010 Census and federal transportation reauthorization. She also mentioned some misconceptions that exist, namely that a single regional MPO will result in the region achieving attainment of air quality standards. Ms. Yarbrough mentioned that she attended a meeting with NCDOT Secretary Conti along with the chairman and immediate past chairman of the COG board of delegates as well as Jennifer Roberts, chair of the Mecklenburg County Board of Commissioners. The meetings purpose was to solicit NCDOT's support for the study. Norm Steinman asked about the differences between the COG study and the study being conducted by the Charlotte Regional Partnership. Ms. Yarbrough replied that the Partnership's study is focused on the Regional Transportation Authorities bill (SB 910), whereas the COG study's focus is broader.

Charlotte Regional Partnership Study

No one from the Charlotte Regional Partnership attended the meeting. Mr. Herron stated he was concerned with an economic development agency moving into a transportation project, but that the COG is the one agency that represents the entire area and is the appropriate agency to take on a regional transportation planning study.

Lake Norman Transportation Commission (LNTC)

Carroll Gray, executive director of the LNTC, described his agency's study. A ULI study panel has been convened and will examine issues such as transportation, land use, infrastructure needs, marketing of the region, policies and procedures that might improved between jurisdictions, etc. The study area is roughly from exit 18 on I-77 (W.T. Harris Boulevard) to Mooresville. Mr. Herron stated that the study appeared to be similar to a small area plan, similar to the plan recently prepared by Marvin, Waxhaw, Weddington and Wesley Chapel.

5. Lake Norman Bike Route

Presenter: Blair Israel, Centralina COG (for Bjorn Hansen)

Summary/Requested Action:

Mr. Israel provided information to the TCC via a Power Point presentation, the contents of which are incorporated into the minutes. He requested that the TCC recommend to the MPO that it endorse the MUMPO components of this project, all of which are located in the towns of Cornelius, Davidson and Huntersville. It was also mentioned that all of the proposed routes are included in other projects, such as the Carolina Thread Trail and/or the Mecklenburg County greenway system.

Motion:

Kent Tippet made a motion to recommend to the MPO that it endorse the components of the project located in MUMPO's planning area. Lauren Blackburn seconded the motion. Upon being put to a vote, the motion passed unanimously.

6. Congestion Management Process

Presenter: Brian Piascik, URS

Summary/Requested Action:

Mr. Piascik noted that work on the congestion management process (CMP) is nearing completion and discussed the federal CMP requirements. He reviewed two matrices that were distributed to the TCC members. The appendices listed the "corridors of concern" that were identified early in the CMP's development, as well as potential strategies that could be implemented to alleviate congestion in those corridors. Questions and comments about certain aspects of the CMP were raised. It was requested that any further comments be submitted as soon as possible because the CMP needs to be incorporated into the LRTP.

7. LRTP Update

Presenter: Robert Cook

Summary / FYI:

Mr. Cook stated that preparation of the LRTP is largely complete, but that there were a few outstanding chapters. The Environment chapter was delivered to the consultant formatting the document on the morning of the TCC meeting, the CMP and Environmental Justice chapters would likely be delivered on January 11. The exact delivery date of the Streets & Highways chapter was not known, but would be before January 15. Mr. Cook indicated that this meant the following was the likely schedule for LRTP action:

- January 20: Authorization by MUMPO to TCC to release the plan text upon their endorsement of technical sufficiency
- February 4: TCC considers approving the plan text and document for technical sufficiency
- February 5: Plan released for 30-day comment period
- March 8: 30-day comment period ends

- March 11: TCC meets and addresses comments received
 - One week later than usual
- March 24: MUMPO meets to approve the plan with comments addressed
 - One week later than usual

Mr. Cook asked Mr. Steinman or Eldewins Haynes to comment on matters related to air quality conformity. Mr. Haynes replied that he had not seen a draft conformity report. The report is being prepared by staff of the Cabarrus-Rowan MPO.

8. Monroe Parkway Status Update

Presenter: Carl Gibilaro

Summary / FYI:

Mr. Gibilaro reported on the following:

- the NCTA had determined that Alternative D was its preferred alternative
- the final EIS has been completed and initial reviews are in progress
- design/build-related work is continuing
- work on the final aesthetic guidelines is continuing
- the NCTA continues to work with Stallings and Matthews on access issues
- the project name has not been determined; suggestions/comments are being solicited; the final name will be approved by the NCTA board.

9. Local Area Regional Transportation Plan

Presenter: Anna Whalen, Marvin (for Bjorn Hansen)

Summary / FYI:

Ms. Whalen provided information to the TCC via a Power Point presentation, the contents of which are incorporated into the minutes. She indicated that the LARTP has been endorsed by the four affected towns and that endorsement by Union County is being sought. She also discussed the possibility of eventually incorporating the LARTP into the CTP and LRTP.

Comments were made by Mr. Keenan, Mr. Coxe and Mr. Steinman regarding how the conclusions of the LARTP fit into the CTP. Specifically, the comments related to road widths and connectivity, and how those issues would be addressed as the LARTP is incorporated into the CTP. It was understood that these were important issues to be addressed as the process moves forward, but no further action was requested by the TCC at the meeting.

10. Comprehensive Transportation Plan

Presenter: Anil Panicker

Summary / FYI:

Mr. Panicker provided information to the TCC via a Power Point presentation, the contents of which are incorporated into the minutes. Included in the presentation was a recommendation that the TCC and MPO endorse a tentative schedule for approval of the CTP by September 2011. Mr. Grzyski suggested that #18 on the calendar, which calls for the MPO's approval of the CTP maps, also include the approval of the technical report. A discussion followed that concluded with a consensus that some type of explanation should accompany the maps and be adopted by the MPO along with the adoption of the maps.

Mr. Keenan indicated a need for a link between the adopted plan and implementation of the plan. Mr. Coxe inquired about revising the plan after it is approved, and NCDOT responded that the plan can be

changed by amendment and approval by the Board of Transportation after it is approved. Mr. Steinman asked if the timeline for compiling a project list should be longer and inquired about modeling and how it fits in. Ms. Blackburn asked about guidelines for adding projects to the CTP. These questions were all noted to be considered during the process of developing the CTP.

It was suggested that a subcommittee comprised of each MUMPO member jurisdiction be formed to work on developing the CTP. Times and locations were suggested for the subcommittee to meet. Nothing was finalized regarding the subcommittee, but Mr. Panicker and Mr. Cook were designated to organize the process. The power point and calendar were requested to be distributed.

11. MUMPO Orientation

Presenter: Nicholas Polimeni

Summary / FYI:

Mr. Polimeni reminded the TCC members about the MUMPO Orientation on January 13, 2010, and briefly stated its purpose. He also indicated which jurisdictions had not responded to the request for attendance and asked that they do so by Monday, January 11 at the latest. Mr. Coxe briefly discussed some of the points he intended to make during his presentation at the orientation in order to get feedback from the TCC.

12. Adjourn: The meeting was adjourned at 12:40 PM.

FOR IMMEDIATE RELEASE

January, 11 2010

Contact: Anne Tazewell 919-513-7831

FUNDING FOR CLEAN FUEL ADVANCED TECHNOLOGY Call for projects seeks to reduce transportation related emissions

Raleigh, N.C. – The North Carolina Solar Center at NC State University has announced a call for projects for \$700,000 to award to governments, business, and/or non-profit fleet and fuel providers for transportation related emission reduction projects. The Clean Fuel Advanced Technology (CFAT) Project is a one million dollar initiative of the NC Solar Center (NCSC) funded in part by federal dollars from the NC Department of Transportation (DOT). In addition to providing assistance for emission reduction projects such as purchasing alternative fuel vehicles, installing refueling infrastructure for cleaner burning alternative fuels, retrofits on older diesel vehicles and idle reduction technology, the CFAT project focuses on education and outreach to the twenty-four NC counties that do not meet national ambient air quality standards. Project proposals must be submitted to the NC Solar Center by March 15, 2010.

This is the second round of DOT funding available through the CFAT project. From 2006-2009 over \$1.4 million was distributed for 31 projects to a variety of entities including a national park, local governments, school systems, service station owners and a company providing electrified parking spaces at a truck stop to reduce idling in long haul trucks. The CFAT project operates in 24 counties that do not national air quality standards. More than 30% of North Carolinians live in counties that have unhealthy air and transportation related emissions are a primary contributor to the state's air quality problem. "We are pleased to have the opportunity to use federal Congestion Mitigation Air Quality funds for a program that offers such a wide variety of transportation technology solutions to our air quality problems," stated Secretary of Transportation Gene Conti. Project managers anticipate a wide range of applications including funding requests for neighborhood electric vehicles, hybrid electric vehicles, alternative fuel refueling infrastructure, such as natural gas, propane and electricity, retrofits for school buses and other heavy duty diesel vehicles. Funding assistance is allocated in the form of a reimbursement, which can cover up to 80% of the project cost. In order to be eligible, a project must reduce transportation related emissions within eligible NC Counties. In the Triangle and Charlotte regions the NC Solar Center has partnered with Triangle J and Centralina Council of Governments to provide education, outreach and technical assistance. ***Guidelines and applications available by clicking on Funding at: www.cleantransportation.org***

About the NC Solar Center: Based in the College of Engineering at N.C. State University, the NC Solar Center has operated since 1988 as a clearinghouse for information, demonstration, research, and training related to renewable and advanced technologies.

Metrolina Regional Travel Model Update

Task Descriptions and Recommendations

January 28, 2010

Household Travel Survey

One of the primary building blocks of travel demand model development is the survey of household travel characteristics. The objective of the data collection effort is to provide a statistically valid observation of the unique travel demand in the Metrolina Region for all modes of travel. This information will be the basis for the design, estimation, and calibration of a set of region-wide travel demand models used to project future demand for travel in the region. The survey gathers household- and person-level travel data, such as the number, length, and purpose of trips, as well as other trip details including mode of transportation and the time of day each trip. To date three household travel surveys have been conducted in the region. The first was conducted in Charlotte in the 1960s. The second was conducted within the Mecklenburg – Union MPO in 1987. The most recent was conducted in 2002 for the 11 county Metrolina Region. It is recommended that this survey be repeated on a 10 year cycle with the Census.

Funding Years: FY 11 and FY 12

External Travel Survey

External surveys are conducted at or near the boundaries of the modeled area. An external travel survey collects both the number and characteristics of vehicles traveling into, out of, and through the study area. This information will also be used for the estimation and calibration of a set of region-wide travel demand models used to project future demand for travel in the region. The first external travel survey in this region was conducted in 2000 for the 11 county Metrolina Region. It is recommended that this survey be repeated on a 10 year cycle with the Census.

Funding Years: FY 13

Travel Time Data

Travel time data provides the amount of time it takes to travel from point A to point B along a route. This data is needed to calculate average travel times and speeds along major corridors. The information is used to calibrate the modeled speeds which are an extremely important component of the air quality conformity analysis. This data is also needed for MUMPO's CMP. It is recommended that this data, as a minimum, be collected / purchased every two years.

Funding Year: FY 11

Freight Data

Given the increasing emphasis of SAFETEA-LU on goods movement, as well as the need to accurately model heavy vehicles for air quality analysis, the Metrolina Regional Model includes three trip purposes for these vehicles: Heavy Trucks, Medium Trucks, and Commercial. (*Heavy Trucks* include all trucks with more than three axles, including tractor- and semi-trailers, dual trailers, and buses. *Medium Trucks* include trucks with three axles and six tires, which is most single-unit trucks but also includes light-duty trucks with dual rear wheels. The *Commercial* category includes all light-duty vehicles -passenger cars, light trucks, vans, SUVs - used for delivery and other business purposes.) To date the Region has not budgeted for a truck origin/destination survey to be conducted. The Metrolina Regional Model's Truck and Commercial models were instead borrowed from other areas, the major source being the *Freight Planning Manual* developed by Cambridge Systematics for the US DOT's Travel Model Improvement Program. The model team has relied solely on vehicle classification count data to calibrate the borrowed truck and commercial models - data that should be used after calibration for validation purposes. It is recommended that, as a minimum, detailed freight data be purchased for the region and vehicle classification counts be conducted. An approximate quote of \$15,000 for a regional dataset from *In Sight* was reported to CRAFT in late July, 2007. Ideally, a truck origin/destination survey would be conducted on a 10 year cycle with the Census.

Funding Years: FY 11

Metrolina Regional Travel Model Update Task Descriptions and Recommendations January 28, 2010

Vehicle Classification Counts

Vehicle classification counts provide data necessary for model calibration and validation. Data provided includes number of vehicles by type and time of day as well as point location speed of each vehicle. Approximately 300 classification counts were taken in 2003 as part of the input data for the first Metrolina Regional Travel Demand Model (MRM05v1.0). Updates to this data will be needed for the 2010 base year model.

Funding Years: FY 11

Updated Regional Economic and Demographic Totals

Regional, county, and sub-county economic and demographic totals (2000, 2002, and 2005-2035 in 5-year increments) were developed using a top-down approach as part of the original regional model development process. The totals were developed using Census data, Bureau of Economic Activity (BEA), and Bureau of Labor Statistics (BLS) data, both current and historical. The county level totals provide needed information for verifying the aggregated TAZ level base year data and developing TAZ level future year projections. An update to this data is particularly imperative given the significant changes in housing and economic activity the Country, State, Region, and MPO has seen this decade.

Funding Years: FY 12

InfoUSA Employment Data

Transportation Analysis Zone (TAZ) level employment data is an important input into the trip generation step of the model. Although the 2010 Census will provide much of the data needed, it will not provide employment data. InfoUSA employment data was the basis of the 2000 employment data input in the first Metrolina Regional Travel Demand Model (MRM05v1.0), as well as the latest base year model update to 2005.

Funding Years: FY 11

Professional Services

This task is intended to provide the additional technical services needed to aid in the:

- development of the scope of services for the surveys, including but not limited to the household travel survey;
- analysis of survey data;
- updates to the trip generation program; and
- updates to the trip distribution program.

This role was filled by Bill Allen, PE during the development of the original regional model.

Funding Years: FY 11 and FY12

RESOLUTION
SUPPORTING THE CHARLOTTE REGION'S FAST LANES STUDY
RECOMMENDATIONS

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

WHEREAS, traffic volumes are increasing on the Charlotte Region's road network; and

WHEREAS, the widening and building of major highways has become more complicated due to environmental, financial and physical constraints; and

WHEREAS, the need to provide additional travel capacity through the use of innovative methods has become more compelling; and

WHEREAS, managed lanes provide a choice for users to pay for bypassing congested roadway segments; and

WHEREAS, transportation planning agencies within North Carolina and South Carolina joined together to complete a Study evaluate managed lanes on freeways and arterials region-wide; and

WHEREAS, the Study recommends further study of managed lanes facilities in the region on segments of I-77, I-85, I-485 and US 74.

NOW, THEREFORE, BE IT RESOLVED, that the Mecklenburg-Union Metropolitan Planning Organization endorses the Fast Lanes Study results and supports further evaluation of projects in suggested corridors for inclusion in area long-range transportation plans and future roadway project design.

I, Ted Biggers, Chairman of the Mecklenburg-Union Metropolitan Planning Organization, do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the Mecklenburg-Union Metropolitan Planning Organization, duly held on the 24th day of March, 2010.

Ted Biggers, Chairman

Robert W. Cook, Secretary