



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

600 East Fourth Street
Charlotte, North Carolina 28202-2853
704-336-2205
www.mumpo.org

CHARLOTTE

CORNELIUS

DAVIDSON

HUNTERSVILLE

INDIAN TRAIL

MATTHEWS

MECKLENBURG
COUNTY

MINT HILL

MONROE

NCDOT

PINEVILLE

STALLINGS

UNION
COUNTY

WAXHAW

WEDDINGTON

WESLEY CHAPEL

WINGATE

TO: TCC Members
FROM: Nicholas Polimeni
MUMPO Principal Planner
DATE: August 27, 2010
**SUBJECT: Technical Coordinating Committee (TCC) Agenda
September 2010 TCC Meeting—September 2, 2010**

The September 2010 TCC meeting is scheduled for **Thursday, September 2 at 10:00 AM** in **Room 267** of the Charlotte-Mecklenburg Government Center (600 East Fourth Street). Attached is a copy of the agenda.

Please call me at (704) 336-8309 if you have any questions.

MUMPO TCC
AGENDA
September 2, 2010

1. Consideration of August Meeting Minutes

Wayne Herron

ACTION REQUESTED: Approve as presented or with amendments.

2. JARC & New Freedom Project Selection (15 minutes)

Angela Schlottman

ACTION REQUESTED: Select projects for funding based upon the recommendation of the subcommittee.

BACKGROUND: CATS subcontracted with Centralina Council of Governments to facilitate the selection process for FY 09-10 New Freedom and JARC grant funds. The selection committee, made up of 10 community members, has reviewed all proposals and has made recommendations on which projects to support and how much funding should be approved. The process and recommendations will be presented to the TCC for its approval of the grantees selected for these funds.

ATTACHMENTS: Memorandum to TCC, links to JARC & New Freedom Applications and sample score sheet

3. Lake Norman Bike Plan (10 minutes)

Blair Israel

ACTION: Recommend to the MPO that it adopt the project's MUMPO components and authorize the chairman to execute the memorandum of understanding.

BACKGROUND: MUMPO was asked to endorse the bike plan earlier this year and did so as noted in the attached resolution from January. Since that time, NCDOT notified Centralina COG that the action must be an "adoption" and not merely an endorsement. The proposed language in the new resolution will reflect that change. In addition, MUMPO is also being requested to execute the attached memorandum of understanding (MOU). The MOU sets forth the commitments of each participating agency, including participation in the Lake Norman Bicycle Route Task Force.

ATTACHMENTS: Resolution and MOU for Lake Norman Bike Plan

4. Mobility Fund Comments (10 minutes)

Nicholas Polimeni

ACTION REQUESTED: Endorse comments to be sent to NCDOT regarding project evaluation criteria for the newly created Mobility Fund.

BACKGROUND: As part of the 2010 Appropriations Act, the North Carolina General Assembly created the Mobility Fund. The purpose of the Mobility Fund is to fund transportation projects "of statewide and regional significance that relieve congestion and enhance mobility across all modes of transportation." NCDOT is requesting comments regarding project selection criteria for the Mobility Fund.

ATTACHMENT: MUMPO Mobility Fund Criteria Comments

5. Centralina COG Project Updates (20 minutes)

Rebecca Yarbrough

a. Sustainable Communities Planning Grant

ACTION REQUESTED: FYI

BACKGROUND: Update on the status of this project.

b. Regional Transportation Planning Study

ACTION REQUESTED: FYI

BACKGROUND: Update on the status of this study.

6. Draft Transportation Improvement Program (TIP) (15 minutes)

Robert Cook

ACTION REQUESTED: FYI

BACKGROUND: NCDOT released the draft 2012-2018 Transportation Improvement Program (TIP) in early August. A review of the major issues, as well as an overview of the ongoing process will be provided. More information regarding the draft TIP can be found on MUMPO's website:

[http://mumpo.org/2012-2018 Transportation Improvement Program.htm](http://mumpo.org/2012-2018_Transportation_Improvement_Program.htm)

7. Monroe Parkway Status Update (5 minutes)

Jennifer Harris

ACTION REQUESTED: FYI

BACKGROUND: Update on the status of this project.

8. Comprehensive Transportation Plan (5 minutes)

Anil Panicker

ACTION REQUESTED: FYI

BACKGROUND: Update on the status of this project.

9. Adjourn

MECKLENBURG - UNION TECHNICAL COORDINATING COMMITTEE
Summary Meeting Minutes
Charlotte-Mecklenburg Government Center
Room 267
August 5, 2010

Voting Members: Wayne Herron-Chair (Monroe), Bill Coxe-Vice-Chair (Huntersville), Danny Pleasant (CDOT), Jim Keenan (E&PM), Ken Tippet (CDOT Bicycle Coordinator), Jonathan Wells – alt. for Debra Campbell (C-M Planning), Leslie Rhodes (LUESA-Air Quality), Richard Hancock-alt. for Barry Moose (NCDOT-Div. 10), Jack Flaherty (NCDOT-PTD), Anil Panicker (NCDOT-TPB), Andrew Grant (Cornelius), Lauren Blackburn (Davidson), Adam McLamb – alt. for Scott Kaufhold (Indian Trail), Ralph Messera (Matthews), Kevin Icard (Pineville), Shannon Martel- alt. for Brian Matthews (Stallings), Amy Helms (Union County), Greg Mahar (Waxhaw), Joshua Langen (Wesley Chapel)

Staff: Stuart Basham (MUMPO), Robert Cook (MUMPO), Nick Polimeni (MUMPO), Crissy Huffstickler (Planning), Andy Grzymyski (CDOT), Norm Steinman (CDOT), Tom Tasselli (Cornelius), Craig Thomas (Indian Trail), Gwen Cook (Mecklenburg County Park & Recreation), Reid Simons (NCTA), Kate Butler (NCDOT), Loretta Barren – via phone (FHWA)

Guests: Carl Gibilaro (PBS&J), Lindsey Dunevant (Carolina Thread Trail)

TCC Chairman Wayne Herron opened the meeting at 10:00 AM.

1. Consideration of July Meeting Minutes

Mr. Coxe asked if there were any changes needed to the July minutes. Jonathan Wells made a motion to approve the July minutes as presented. Danny Pleasant seconded the motion. The motion passed unanimously.

2. FY 11 Unified Planning Work Program (UPWP) Amendment

Presenter: Robert Cook

Summary/Action:

Mr. Cook stated that the following amendments were proposed:

1. Reallocate \$50,000 in Planning (PL) funds from Task Code VI-12, Management & Operations to Task Code VI-10, Corridor Protection Studies. The towns of Matthews and Stallings will each receive \$25,000 and use the funds to participate in the preparation of a transportation plan with the Town of Indian Trail.
2. Reallocate \$6,624 in Planning (PL) funds from Task Code VI-12, Management & Operations to Task Code III-3, Travel Model Updates.
3. Change the project description of the Town of Davidson's Planning (PL) funds transportation planning project.

He stated that the reason for the amendment was that the final amount of the FY 2011 PL funds was not provided to MUMPO until May 5, one day before the TCC was scheduled to take final action on the UPWP and the final amount was \$99,836 more than assumed during UPWP development. Therefore, the TCC's recommendation in May was to use \$43,212 of the additional funds to make up for a shortfall in FY 2011 Section 5303 funds, and to program the remaining \$56,624 in Task Code VI-12,

Management & Operations until it could be determined how to allocate the funds. Mr. Coxe stated that he wanted to ensure that work on the Matthews, Indian Trail and Stallings project was integrated into larger regional efforts, such as the preparation of the CTP.

Motion:

Mr. Coxe made a motion to amend the FY11 UPWP as presented. Danny Pleasant seconded the motion. Upon being put to a vote, the motion passed unanimously.

3. Congestion Mitigation & Air Quality (CMAQ) Update

Presenter: Robert Cook

Summary/FYI:

Mr. Cook stated that the MPO approved the TCC-endorsed CMAQ project list at its July meeting. The next step in the process is for all successful project sponsors to complete NCDOT CMAQ applications and return them to him by August 18. He stated that the project sponsors had been notified of this deadline.

4. Small Project Ranking

Presenter: Lauren Blackburn, Town of Davidson

Summary/FYI:

Ms. Blackburn provided a summary of what was presented to the MPO at its July 21 meeting. She also discussed some of the concerns of the MPO members, including that some members were unclear how to direct the TCC to proceed. In conclusion, Ms. Blackburn indicated that although the MPO had some apprehension about developing a small project ranking, it was determined to pursue the effort, perhaps by designating funds from an existing source. It was also stated that the next step will be to provide more education to the MPO prior to its September meeting in order to help guide the process. Mr. Herron stated that he thought the process, even without a clear outcome, is a helpful exercise in that it creates a dialogue with the MPO.

5. Monroe Parkway Status Update

Presenter: Reid Simons, NCTA

Summary/FYI:

Ms. Simons reported on the following:

- The findings of Fish and Wildlife are that the project concurs with all regulations, meaning the Record of Decision (ROD) is expected soon
- Design/Build is moving forward
- It is anticipated that bids for construction will be open in October
- A name has been selected for the transponder that will be used: NC Quick Pass

Mr. Coxe stated that JJ Eden, of the NCTA, would be leaving and asked if a replacement has been found. Ms. Simons responded that a search is currently underway. Mr. Messera asked if the NC Quick Pass will be compatible with toll facilities in other states, and if so, which states. Ms. Simons responded that customers will have a choice between a sticker pass and a transponder. The sticker will only work in this region, but the transponder will be compatible in other states, such as South Carolina, Georgia, Texas and New York.

6. Comprehensive Transportation Plan (CTP)

Presenter: Anil Panicker, NCDOT

Summary / FYI:

Mr. Panicker provided a summary of the July 21 CTP subcommittee meeting, stating that its main focus was the public involvement portion of the CTP process. He indicated that when the base maps have been completed and reviewed by all jurisdictions, then a timeline for public meetings will be set. Several comments were made regarding the various planning processes and studies that are taking place throughout the region and that coordination among all processes is very important in order to engage the public in a meaningful way, and also to produce results that are consistent, collaborative and yield value.

Miscellaneous Announcements

Mr. Cook provided announcements about the Centralina COG Regional Study and the release of the Draft State Transportation Improvement Program, indicating that more information regarding both items would be provided in the coming months.

Mr. Norm Steinman, of CDOT, announced that the Complete Streets Advisory Group had met and that when information from the meeting is available, an update will be provided to the TCC. He also announced that Charlotte is submitting four Tiger II applications. One application is for a construction project on Shopping Center Drive, and three are for the following planning related activities: The Community House Road bridge over I-485, Independence Area Plan and an evaluation of four shopping centers throughout the region to devise “park once” plans.

Mr. Coxe announced that funding was finally awarded for Phase 3 of the Fast Lanes Study. Ms. Loretta Barren, of the FHWA, provided some background information regarding the funding of the study.

Ms. Leslie Rhodes, with LUESA, provided an update regarding air quality requirements.

7. Adjourn: The meeting was adjourned at 11:00 AM.



TO: Members of MUMPO TCC Committee
FROM: Angela Schlottman, Centralina Council of Governments
SUBJECT: FY 09-10 JARC & New Freedom Review Process
DATE: August 26, 2010

Job Access and Reverse Commute & New Freedom Grant Funds

JARC and New Freedom funds are formula based programs that were created in 2005 by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) legislation. The legislation requires that all designated recipients be selected competitively and that all projects be derived from a locally developed [coordinated human service transportation plan](#).

The primary function of JARC funds is to support employment transportation for low income individuals and families. According to the Community Transportation Association of America, “lack of access to affordable and reliable transportation has been cited as one of the biggest hurdles to finding and keeping a job, particularly for individuals with limited income, single parents, and others transitioning to work.” JARC funds address these issues by “providing funds to support the development of new transportation services, services that fill gaps in existing services, or the promotion of transportation use to employment related destinations.” The allocation of these funds is based on the number of eligible low income and welfare recipients living in each state. Since Charlotte is one of the urbanized areas, they receive a direct allocation from the FTA.

New Freedom funds serve to support capital and operating costs of services and facility improvements, over and above the requirements of the Americans with Disabilities Act (1990). The funds should be used to “reduce barriers to transportation services and expand the transportation mobility options available to people with disabilities.” These funds are directly allocated to the City of Charlotte from FTA and the allocation is based upon the population of persons with disabilities.

Centralina to Facilitate Grant Selection Process

In June of 2010, CATS personnel contacted Centralina staff to see if they were interested in facilitating the selection process for the FY 09-10 Job Access Reverse Commute and New Freedom funds. After meeting with CATS staff to discuss the process, Centralina staff submitted a proposal to CATS to begin the process in July 2010 with work to be completed by September 2010. A contract was subsequently executed and work began shortly thereafter. Since Centralina has facilitated this process in prior years,

many of the steps involved were already pre-determined. Angela Schlottman, of Centralina's aging staff, was selected to lead the process. She has been involved with human service transportation programs and services for several years and was a part of the selection committee for JARC and New Freedom funds in 2008 and 2009.

Distribution of RFP

Centralina staff collaborated with CATS staff to develop the application form for the funds. The application and instructions were finalized in mid July and on July 22nd, the RFP was released publically via the Centralina website, the Charlotte Post, Charlotte Observer and a blast email to eligible human service and transit providers. On July 30, CATS and Centralina staff co-facilitated a pre-proposal meeting. The meeting, held at the Charlotte Mecklenburg Government Center, was attended by 9 potential applicants. During the meeting the application, selection process, and reporting guidelines were reviewed and general questions from potential applicants were answered. All applications were due to Centralina by August 13th, allowing applicants 3 weeks from the time of initial release, to complete the application. Seven applications were received; 3 for New Freedom and 4 for JARC.

Selection Committee

It was pre-determined by CATS and Centralina staff that a selection committee be established to review and score all of the proposals, as well as make recommendations on funding. Although we had a pool of agencies and individuals that had participated on the selection committee in the past, it was determined that the best course of action would be to reach out to new selection committee members. The human service transportation field is relatively small, and in order to limit potential conflicts of interest, we searched for some additional members not necessarily familiar with transportation. The chosen committee consisted of the following individuals:

Heather Parusel, Director of Grants Development & Performance, CPCC

April Elam, Vocational Evaluator, Goodwill Industries

Arlanda Rouse, Civil Rights Officer, CATS

Burhan Al-Shaik, Passenger Vehicles for Hire Manager, Charlotte Mecklenburg Police Department

Deborah Gibson, Executive Director, Mecklenburg County Workforce Development Board

Donna Lovill, Charlotte Independent Living Unit Manager, Vocational Rehabilitation

Masie Justice, Transportation Manager, Mecklenburg County Department of Social Services

Raquel Lynch, Director of IT and Advocacy, Crisis Assistance Ministries

Sandra Peake, Director Transportation Services, Red Cross

Once all of the applications were received on August 13th, packets were assembled for each selection committee member. By Wednesday August 18th, all selection committee members received a copy of

each application, score sheets, instructions, and a conflict of interest/ confidentiality form to sign. Since all projects are to be derived directly from a strategy in the updated Charlotte Mecklenburg Human Services Coordination Transportation Plan, the committee was also instructed to review this document.

The selection committee convened at Centralina Council of Governments on August 23, 2010. The meeting was facilitated by Angela Schlottman and minutes were taken by Jana McMakin, also with Centralina. The group was expected to have already read and scored each application prior to this meeting. This allowed the group to discuss areas of strength and concern for each application. The group reviewed the applications and developed a list of additional questions for 5 of the 7 proposals. One proposal was deemed ineligible because it did not meet the requirements of New Freedom funds. According to the FTA, “The New Freedom formula grant program seeks to reduce barriers to transportation services and expand the transportation mobility options available to people with disabilities beyond the requirements of the Americans with Disabilities Act (ADA) of 1990”. The project that was denied did not go beyond the requirements of the ADA. The committee voted unanimously to exclude this application from further consideration.

Following the meeting, Ms. Schlottman contacted each of the primary contacts on the grant application to inform them of the additional information requested. Applicants were given until Thursday, August 26 to submit all requested information. The updated information was distributed via email to all of the selection committee members for their review. A conference call was convened the following morning to finalize the selections. All final score sheets were submitted to Ms. Schlottman via email or mail. Since the total of the funds requested were less than the funds available, there is a sufficient amount of money to award all eligible projects at their requested funds. The six eligible applications and the additional information requested for those proposals are attached for your perusal. A memo including recommended funding amounts and projects will be presented to the TCC on September 2, for your approval.

If you have any additional questions or comments, please contact Angela Schlottman, Centralina Council of Governments, aschlottman@centralina.org or 704-348-2735.

JOB ACCESS REVERSE COMMUTE (JARC) & NEW FREEDOM APPLICATIONS

Due to the size of the JARC and New Freedom applications, rather than include them as part of the agenda packet, they have been posted online and can be accessed by clicking on the links below.

JARC Applications:

[CATS – Ballantyne Service Enhancement](#)

[CATS – Freedom Drive Service Enhancement](#)

[CATS – North Tryon Service Enhancement](#)

[Housing Authority – Moving Aside the Obstacles to Work](#)

New Freedom Applications:

[Disability Rights and Resources – Let's All Go](#)

[Metrolina Association for the Blind – Transportation for the Blind and Visually Impaired](#)

Also included for reference is a link to the sample score sheet that was used to evaluate the applications. The final, completed score sheets will be provided at the staff meeting on September 1 and at the TCC meeting on September 2.

[JARC & New Freedom Score Sheet](#)

A RESOLUTION FOR ENDORSEMENT OF THE LAKE NORMAN REGIONAL BICYCLE PLAN

WHEREAS, the Lake Norman Regional Bicycle Plan is the first plan of its kind in North Carolina, and was initiated by the NCDOT; and

WHEREAS, the North Carolina Department of Transportation chose the Lake Norman area for its first regional bicycle plan due to its history of coordination and collaboration on land use, transportation, and economic development issues; and

WHEREAS, the Mecklenburg-Union Metropolitan Planning Organization (MUMPO) recognizes a need to promote alternative modes of travel to reduce congestion, improve air quality, increase tourism, promote recreation, improve health, and increase safety for existing bicyclists and motorists; and

WHEREAS, the Lake Norman Regional Bicycle Plan and its supporting text were developed with input from a wide range of constituents and public input to reflect local conditions and preferences; and


WHEREAS, MUMPO will consider implementation of the Lake Norman Regional Bicycle Plan through the recommended implementation strategies as listed in the plan; and

WHEREAS, MUMPO will participate in the Lake Norman Regional Bicycle Route Task Force upon Plan approval by the NCDOT Board of Transportation. The Task Force was identified as the enduring organization to ensure visibility and implementation of the Route.

NOW THEREFORE BE IT RESOLVED by the Mecklenburg-Union Metropolitan Planning Organization that it endorses the Lake Norman Regional Bicycle Plan on this the 20th day of January, 2010.

.....

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 January 20, 2010.


Ted Biggers, Chairman


Robert W. Cook, Secretary



August 10, 2010

Bob Cook, Mecklenburg-Union Metropolitan Planning Organization
Charlotte Mecklenburg Planning Commission
8th Floor
600 E. Fourth Street
Charlotte, NC 28202

RE: The Lake Norman Regional Bicycle Plan Task Force Memorandum of Understanding (MOU)

Mr. Cook:

The Lake Norman Regional Bicycle Plan was officially approved by the North Carolina Department of Transportation Division of Bicycle and Pedestrian Transportation on June 16, 2010. (See attachment) The success of this plan is due in no small part to the efforts of representatives of your community, and your community's endorsement of the final document. (See attachment)

As part of your endorsement, the NCDOT Division of Bicycle and Pedestrian Transportation committed to participation in the Lake Norman Bicycle Route Task Force. The Task Force is intended to serve as an enduring organization to ensure visibility, implementation and sustainment of the Route, as it guides and coordinates its development. Due to the limited resources available for implementing Bicycle Route projects and the large number of stakeholders involved, the Task Force will play a key role in bringing the Route to fruition.

The Task Force will include stakeholders from throughout the Lake Norman region. It shall be comprised of at least one representative knowledgeable in regional planning issues from each community or organization involved. This person is typically a staff member familiar with the Plan and transportation and recreation planning, although it can also be an elected official. The Task Force shall meet periodically (typically twice a year) to review and discuss transportation planning, development trends, uses of the Route logo, and public investment opportunities. There will be no fees associated with participation on the Task Force.

Please sign and promptly return the attached MOU, as well as identify a primary and alternate representative, to formalize your participation in the Task Force. Once all Task Force signatures are received, they will be collected and distributed to each signer with a notice of the first meeting date.

Sincerely,

A handwritten signature in cursive script, appearing to read 'Blair Israel', is written over the typed name.

Blair Israel, RLA
Planner

Attachments

cc: Bill Duston, Planning Director

525 North Tryon Street, 12th Floor
Charlotte, North Carolina 28202
Phone: 704-372-2416 Fax: 704-347-4710
www.centralina.org

MEMORANDUM OF UNDERSTANDING

CONCERNING THE

LAKE NORMAN REGIONAL BICYCLE PLAN



Background

In January 2009, the North Carolina Department of Transportation ("NC DOT") engaged the Centralina Council of Governments ("COG") to develop a Regional Bicycle Plan ("Plan") for a bicycle route ("Route") around Lake Norman. Funds for this plan came from NC DOT.

The purpose and need for the regional bicycle plan are twofold: 1) identify a preferred on-road and off-road bicycle route around Lake Norman; and 2) create an implementation plan to improve the safety and comfort of bicyclists travelling in the vicinity of the Lake. Centralina COG has previously identified a desire to create a route that would be a resource to both local residents as well as to tourists who would travel to the region. This route would attract a wide range of users interested in travelling by bicycle for recreational and transportation purposes.

The plan was developed with significant public input. Public meetings were held in Iredell, Lincoln, and Mecklenburg Counties in May 2009 and again in October and November 2009. The planning team's work has been guided by a steering committee comprised of COG and representatives of all municipalities or counties having land use planning jurisdiction over property along the Corridor; North Carolina DOT; and the three transportation planning organizations with jurisdiction in the area. The planning team also held briefings for the planning and governing boards in each of those communities.

The resulting Plan consists of maps, drawings and other graphics that are incorporated within a Plan Report. In particular, maps corresponding to various Corridor segments show the recommended improvements for each segment.

Understanding

- 1. Parties to this Understanding:** The Parties are:
 - a. The municipalities and the counties having jurisdiction over land use ordinances.
 - b. The transportation planning organizations having jurisdiction for transportation planning for each of the four affected counties.
 - c. Centralina Council of Governments.
 - d. North Carolina DOT-Division of Bicycle and Pedestrian Transportation.

- 2. Inducements to Other Parties:** Each Party understands that its commitment to its respective component of the Plan has induced other Parties to make like commitments for its respective segments of the Plan insofar as that Party has jurisdiction over land use and transportation planning within its Plan segment. Based on this understanding, each Party commits its best efforts to implement its respective segment of the Plan, within the limits of its authority.

4. **Future Collaboration Among Parties:** The Plan references future planning efforts through the Carolina Thread Trail and other land use, transportation, and recreation planning efforts. At the conclusion of any such collaborative planning process, the Task Force will review the plans and any requests for addition or modification to the adopted plan. The comments will be forwarded to the NCDOT- Division of Bicycle and Pedestrian Transportation for their consideration in updating or otherwise amending the Plan. Each Party commits to consider adopting and abiding by the land use ordinances determined appropriate and consistent with the Plan.
5. **Task Force:** The Parties agree that periodic coordination of grant application and consultation regarding public investments along the Corridor will be required over time. In the spirit of effective collaboration and prudent long range planning, the Parties agree to establish a Task Force for the Plan and Route. This Task Force shall be comprised of at least one representative knowledgeable in regional planning issues from each Party. The Task Force shall meet periodically (typically twice a year) to review and discuss transportation planning, development trends, uses of the Route logo, and public investment opportunities. The Task Force will develop an annual meeting for elected officials, NCDOT officials, community leaders, and interested persons to sustain interest and awareness of the Route. This Task Force will be staffed by Centralina Council of Governments.
6. **Future Actions Affecting the Corridor:** All parties recognize that future governmental entities may not be contractually bound by the adoption of this Memorandum of Understanding. In recognition of this limitation, the Parties commit to review the status of transportation planning, development trends, uses of the Route logo, and public investment opportunities along the Route periodically. Furthermore, the Parties, in good faith, commit to: 1) review the recommendations of the Task Force; and 2) meet periodically with other Parties regarding emerging issues along the Route. The intent of this paragraph is to promote periodic discussions of transportation planning organization, municipal, and/or county goals, plans and strategies for maintaining effective transportation and recreation opportunities, economic development, public investment and utility for users along the Route.
7. **Obligations:** This MOU does not obligate the Parties to future financial commitment to implement the plan or participate in the Task Force. The Task Force does encourage members to consider partnership opportunities with the Carolina Thread Trail or other private entities to help implement the Plan's recommendations.

IN WITNESS WHEREOF, the Parties, through their duly authorized representatives, have approved and entered into this Memorandum of Understanding and have attached maps relating to their respective jurisdictions, effective this _____ day of _____, 2010.

Jurisdictional Party:

MECKLENBURG-UNION METROPOLITAN PLANNING ORGANIZATION

By

(Title)



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

600 East Fourth Street
Charlotte, North Carolina 28202-2853
704-336-2205
www.mumpo.org

CHARLOTTE
CORNELIUS
DAVIDSON
HUNTERSVILLE
INDIAN TRAIL
MATTHEWS
MECKLENBURG
COUNTY
MINT HILL
MONROE
NCDOT
PINEVILLE
STALLINGS
UNION
COUNTY
WAXHAW
WEDDINGTON
WESLEY CHAPEL
WINGATE

MEMORANDUM

TO: NCDOT's Strategic Planning Office of Transportation
FROM: Nicholas Polimeni
MUMPO Staff
DATE: August 30, 2010
SUBJECT: **North Carolina Department of Transportation
Mobility Fund Criteria Comments**

The purpose of this memo is to provide comments regarding the development of criteria for the Mobility Fund. These comments are being sent on behalf of the Mecklenburg-Union Metropolitan Planning Organization.

- 1) The Mobility Fund criteria should emphasize projects of statewide significance. SPOT recently created criteria for a strategic prioritization process which ranked projects throughout the state, categorized into three different tiers (Statewide, Regional and Subregional) and three different goals (Safety, Mobility and Infrastructure Health); projects from that process which received a high ranking for the Mobility Goal in the Statewide Tier should receive preference in the Mobility Fund rank.
- 2) The Mobility Fund criteria should emphasize multi-modal projects. For instance, a project that provides an alternative travel method (or mode) that relieves congestion on, or serves as an alternative route to, a major travel corridor or interstate.
- 3) Projects that are innovative or sustainable (i.e. have long-term value) should be considered over those that are not.