



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

TO: TCC Members
FROM: Nicholas Polimeni
MUMPO Principal Planner
DATE: January 26, 2012

**SUBJECT: Technical Coordinating Committee (TCC) Agenda
February 2012 TCC Meeting—February 2, 2012**

The February TCC meeting is scheduled for **Thursday, February 2 at 10:00 AM** in **Room CH-14** 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

February 2, 2012

- 1. Consideration of January Meeting Minutes** Bill Coxe
ACTION REQUESTED: Approve as presented, or with amendments.

- 2. Mobility Fund Candidate Projects** (5 minutes) Nicholas Polimeni
ACTION REQUESTED: Endorse Mobility Fund candidate project(s) for submittal to NCDOT.

BACKGROUND: The NCDOT has issued a call for Mobility Fund candidate projects, and has posted an application on its website for project submissions. The deadline for submitting projects to be considered for funding is February 29, 2012. The MPO, at its January meeting, took action to allow the TCC to endorse Mobility Fund candidate projects on behalf of MUMPO.

ATTACHMENT: Mobility Fund Memorandum

- 3. Transit TIP Amendments** (15 minutes) David McDonald
ACTION REQUESTED: Recommend that the MPO approve the attached TIP amendments as presented.

BACKGROUND: In consultation with NCDOT's Public Transportation Division, CATS has determined that the FY12-18 TIP needs to be amended in order to complete the grant applications for several projects. A list of the proposed amendments and a sample resolution is attached.

ATTACHMENTS: List of Amendments; Draft Resolution

- 4. Proposed Nonattainment Boundary for New Ozone Standard** (15 minutes) Eldewins Haynes
ACTION REQUESTED: Recommend that the TCC endorse the comments to be sent to NCDAQ prior to the February 10, 2012 deadline.

*BACKGROUND: The U.S. Environmental Protection Agency is requiring states to implement a new 75 ppb ozone standard. Part of the implementation process for a new standard is to designate areas as nonattainment (i.e. violating the standard.). NCDAQ is soliciting comments on either of the following: **maintaining** the current nonattainment boundary for the new (75 ppb) ozone standard; or, **reducing the size of** the current nonattainment boundary. Proposed reductions impacting MUMPO include removal of five townships in eastern Union County from the nonattainment area. A draft comment letter on this issue is attached for TCC endorsement.*

ATTACHMENT: Draft Comment Letter

- 5. Congestion Management Process (CMP)** (15 minutes) Scott Lane
ACTION REQUESTED: Appoint a CMP Task Force.

BACKGROUND: MPOs with populations larger than 200,000 are required to develop a Congestion Management Process (CMP). MUMPO retained the services of the J.S. Lane Company to prepare a framework that would guide the development of a valid CMP. The presentation will review the framework's content and discuss its major findings. The TCC will be asked to appoint a task force to ensure the CMP's timely completion. [Click here](#) to view the CMP framework.

- 6. Long Range Transportation Plan Update** (10 minutes) Robert Cook
ACTION REQUESTED: Appoint an LRTP working group.
- BACKGROUND: Action on a full update to the current LRTP must be taken by the MPO by March 2014. The TCC is requested to appoint a working group to guide the preparation of an updated LRTP.*
- 7. Eastfield Road/I-485 Development Proposal** (15 minutes) Stuart Basham
ACTION REQUESTED: Recommend that the MPO approve a proposed amendment to the Thoroughfare Plan to realign Eastfield Road.
- BACKGROUND: Gandy Communities proposes to develop approximately 75 acres along Eastfield Road near the NC 115 interchange with I-485. As part of this project, the developer has proposed to realign the western end of Eastfield Road through the project area. A public meeting on this project was held on Thursday, January 19 and was attended by 75-80 people. There was no public opposition expressed toward the proposed Thoroughfare Plan Amendment.*
- 8. Lawyers Road TIP Amendment** (10 minutes) Robert Cook
ACTION REQUESTED: Refer this item to the Transportation Staff meeting for discussion and a recommendation.
- BACKGROUND: The 2011-2013 biennial budget bill adopted by the General Assembly includes \$2 million for improvements to Lawyers Road between NC 51 and I-485. The TIP must be amended in order to program the funds; it may also be necessary to amend the 2035 LRTP and make an air quality conformity determination.*
- ATTACHMENT: NCDOT Letter; Budget Bill*
- 9. I-77 North Project Update (I-5405)** (15 minutes) Bill Coxe
ACTION REQUESTED: FYI
- BACKGROUND: The 2035 LRTP and 2012-2018 TIP both include a project (I-5405) to convert the existing I-77 HOV lanes to high occupancy toll (HOT) lanes and to extend them to exit 28. The project's scope may be expanded and the possibility of executing a public-private partnership (P3) agreement to complete the work is being explored by NCDOT. In addition, a request for comments was recently released by NCDOT for a Categorical Exclusion for the proposed project. The project status will be discussed.*
- 10. I-485 Widening Project Update (R-4902)** (5 minutes) Barry Moose
ACTION REQUESTED: FYI
- BACKGROUND: The scope of this project may be expanded from the current TIP project that proposes to add one lane in each direction from I-77 to Johnston Road. Any deviation from what is described in the TIP and LRTP will require the MPO to amend both documents, as well as to make an air quality conformity determination.*
- 11. FY 13 Unified Planning Work Program** (10 minutes) Robert Cook
ACTION REQUESTED: FYI
- BACKGROUND: The Unified Planning Work Program (UPWP) is adopted annually in accordance with joint Federal Highway Administration/Federal Transit Administration (FHWA/FTA) transportation planning*

guidelines. The UPWP describes the planning activities that are anticipated for the coming fiscal year and documents the allocation of state and federal funds associated with each planning activity.

12. Comprehensive Transportation Plan (CTP) (5 minutes)

Anil Panicker

ACTION REQUESTED: FYI

BACKGROUND: Update on the status of the CTP process.

13. Upcoming Issues

14. Adjourn

MECKLENBURG - UNION TECHNICAL COORDINATING COMMITTEE
Summary Meeting Minutes
Charlotte-Mecklenburg Government Center
Room 267
January 5, 2012

Voting Members: *TCC Chair* – Bill Coxe (Huntersville), *TCC Vice-Chair* – Danny Pleasant (CDOT), George Berger (Charlotte Engineering & Property Management), Ken Tippet (CDOT Bicycle Coordinator), Jonathan Wells – alt for Debra Campbell (C-M Planning), Lisa Stiwinter (Monroe), Leslie Rhodes (LUESA-Air Quality), David McDonald (CATS), Barry Moose (NCDOT-Div. 10), Jack Flaherty (NCDOT-Public Transportation), Anil Panicker (NCDOT-TPB), Andrew Grant (Cornelius), Lauren Blackburn (Davidson), Adam McLamb – alt for Scott Kaufhold (Indian Trail), Ralph Messera (Matthews), Kevin Icard (Pineville), Greg Mahar (Waxhaw), Jordan Cook (Weddington), Joshua Langen (Wesley Chapel), Amy Helms (Union County)

Staff: Robert Cook (MUMPO), Stuart Basham (MUMPO), Nick Polimeni (MUMPO), Tracy Newsome (CDOT), Eldewins Haynes (CDOT), Andy Grzymiski (CDOT), Norm Steinman (CDOT), Tim Gibbs (CDOT), Jim Loyd (Monroe), Brandon Watson (Cornelius), Lee Bailey (Mint Hill), Richard Hancock (NCDOT-Div. 10), Pate Butler (NCDOT), Loretta Barren (FHWA)

Guests: Todd Steiss (PB), Carl Gibilaro (Atkins), Bjorn Hansen (Centralina COG), Rebecca Yarbrough (Centralina COG), Padam Singh (HNTB), Steve Blakley (Kimley-Horn)

Bill Coxe opened the meeting at 10:05 AM.

1. Election of Officers

Summary/Action Requested:

Mr. Coxe stated that it is the responsibility of the TCC to annually elect new officers as the first action item of the first meeting of the year. Mr. Coxe opened the nominations for Chair of the TCC.

Chair Nominations

Mr. Pleasant nominated Bill Coxe for Chair of the TCC; Mr. Messera seconded the nomination. No other nominations were put forth.

Mr. McDonald made a motion to close the nominations; Mr. Wells seconded the motion.

Upon being put to a vote, Mr. Bill Coxe was unanimously elected Chair of the TCC for 2012.

Mr. Coxe then opened the nominations for Vice-Chair of the TCC.

Vice-Chair Nominations

Ms. Blackburn nominated Danny Pleasant for Vice-Chair of the TCC; Mr. McDonald seconded the motion. No other nominations were put forth.

Mr. McDonald made a motion to close the nominations; Mr. Wells seconded the motion.

Upon being put to a vote, Mr. Danny Pleasant was unanimously elected Vice-Chair of the TCC for 2012.

2. Consideration of December Meeting Minutes

Mr. Coxe asked if there were any changes to the minutes needed. He also reminded TCC members to check the attendance section of the minutes to ensure it is accurate. Mr. Wells noted that he did not attend the December 2011 TCC meeting, and that the minutes should be changed to reflect his absence. Mr. Coxe suggested a minor clarification to the Upcoming Issues item in the December 2011 minutes. Hearing no other changes, the minutes were unanimously approved by acclamation.

3. Congestion Mitigation & Air Quality (CMAQ)

Presenter: Bjorn Hansen, Centralina COG

Summary/FYI:

Mr. Hansen reminded the TCC that a CMAQ call for projects is open. He then outlined the proposed process and timeline, including that there will be a total of four meetings (one each month until April) in which projects will be developed and discussed. He noted one significant change to the CMAQ process, which is that candidate projects on state maintained facilities need to be submitted to NCDOT for review to ensure compatibility with what is intended for those facilities. Mr. Steinman pointed out that the meeting dedicated to emissions calculations was scheduled near the end of the project development process and asked if it could be discussed sooner in the process. Mr. Hansen responded that it could be discussed at each meeting since it is an important factor. Mr. Moose noted that it would be beneficial to submit candidate CMAQ projects to NCDOT as soon as possible.

4. Red Line Trail

Presenter: Ken Tippette, CDOT

Summary/Requested Action:

Mr. Tippette stated that a resolution of support for the Red Line Trail project had been prepared which the TCC is being asked to endorse. He reminded the TCC that Gwen Cook, with Mecklenburg County Park & Recreation, had presented the details of the project at the December TCC meeting. He reiterated that the project would be beneficial to the region and asked for the TCC's support.

Motion:

Mr. McDonald made a motion to recommend that the MPO adopt the Red Line Trail resolution of support. Mr. Moose seconded the motion. Upon being put to a vote, the motion passed unanimously.

5. Sustainable Communities Regional Planning Grant

Presenter: Rebecca Yarbrough, Centralina COG

Summary/Requested Action:

Ms. Yarbrough noted that the TCC and MPO previously endorsed a resolution in May 2011 for a smaller scale sustainability grant, and that they are now being asked to endorse a similar Consortium Agreement specific to the \$4.9 million HUD grant that was recently awarded, along with appointing a MUMPO representative for consortium meetings, and for the CONNECT Council. Mr. Berger asked if the appointed MUMPO representative needs to be a MPO board member or a TCC member. Ms. Yarbrough clarified that the representative for the consortium meetings would be a TCC member, while the CONNECT Council representative would be a MPO board member (elected official). She also stated that

this process is a work in progress, and the COG wants to make sure that MUMPO has a voice in the process and is participating. Mr. Coxe emphasized how important this effort is, that it is truly regional in nature, and that it is an opportunity to provide a feedback loop that will connect the land use forecasts that have been developed with the transportation projects that end up receiving funding, to ensure the region is achieving the long term goals that have been set forth. Mr. Berger made a motion (see below), seconded by Mr. Pleasant.

Mr. Pleasant then echoed how important this undertaking is, and suggested that staff's role is to provide the most factually correct information possible in order for the political decisions to be well informed. He also noted that some type of blueprinting process, historically, has been important in other cities to ensure healthy growth. Mr. Coxe asked if the MUMPO representatives for the consortium and CONNECT Council need to be appointed at this time. Ms. Yarbrough responded that they do not need to be appointed yet.

Motion:

Mr. Berger made a motion to recommend that the MPO adopt the Consortium Agreement Amendment as presented. Mr. Pleasant seconded the motion. The motion passed unanimously.

6. Transportation Improvement Program (TIP) Amendments

a. Miscellaneous Amendments

Presenter: Robert Cook

Summary/Requested Action:

Mr. Cook outlined the proposed TIP amendments. He noted that the proposed statewide TIP amendments will only impact regions in which the projects are located, and that the funds outside of the MUMPO region can be spent whether or not MUMPO approves those TIP amendments. He also stated that local jurisdictions in which specific TIP amendments are proposed should already be informed about proposed TIP amendments, including project delays.

Motion:

Mr. McDonald made a motion to recommend that the MPO approve the proposed TIP amendments. Mr. Pleasant seconded the motion. Upon being put to a vote, the motion passed unanimously.

b. McKee Road TIP Amendment (TIP# 4713B)

Presenter: Ralph Messera, Town of Matthews

Summary/Requested Action:

Mr. Messera introduced the proposed McKee Road TIP Amendment, and stated that the only action requested is to change the name of the project from McKee Road to Campus Ridge Road Extension. He noted that the name change came about during the environmental review because this specific project is one section of a larger project, and because only this section currently has funding, the new name will more accurately describe the work being done. He stated that the FHWA and NCDOT support the name change. Mr. Coxe suggested that MUMPO might want to consider a more productive way in which to handle minor TIP amendments like the ones included for action on the January TCC agenda.

Motion:

Mr. McDonald made a motion to recommend that the MPO amend the TIP to reflect the name change of

TIP project U-4713B from McKee Road to Campus Ridge Road Extension. Mr. Berger seconded the motion. Upon being put to a vote, the motion passed unanimously.

7. NCDOT Title VI Assurances

Presenter: Robert Cook

Summary/Requested Action:

Mr. Cook explained that an audit has been conducted by the Civil Rights officer of the state regarding the Title VI practices of MPO's statewide. He noted specific concerns about inserting required language into local contracts that is being requested as a result of the audit. Mr. McDonald, with CATS, and Mr. Moose, with NCDOT, both stated that this is already being done in certain instances. Mr. Cook suggested that it might be in the best interest of MUMPO to invite the Civil Rights officer to attend a TCC meeting and explain what the audit is about, and what the state is requesting regarding Title VI practices. Mr. Pleasant stated that most agencies probably are inserting specific Title VI related language in contracts, but that it would still be nice to hear why it is necessary. Mr. Coxe asked if it would be okay for the TCC to defer action on the item until the February TCC meeting, at which time the Civil Rights officer will be invited to provide more information. Mr. Cook concluded by noting that other Title VI activities, such as a public meeting, will continue. He clarified that those other activities are separate from the audit, but complimentary to MUMPO's Title VI activities, so it will be okay if they continue on a parallel timeline.

8. Functional Classification Changes

Presenter: Robert Cook

Summary/Requested Action:

Mr. Cook stated that a functional classification is the process by which streets and highways are grouped according to the character of service they are intended to provide. He noted that it is used primarily for assessing the extent, conditions and performance of the highway system, as a planning tool, for appropriation of funds and to establish jurisdictional responsibility and design criteria. He indicated that a change to the functional classification of a recently completed project in the City of Monroe is being requested – TIP project U-3412, for Martin Luther King, Jr. Boulevard, from Charlotte Avenue to Lancaster Avenue (Highway 200). The request is to change the functional classification of the roadway to Minor Arterial.

Motion:

Mr. Panicker made a motion to recommend that the MPO approve the functional classification change to Martin Luther King Jr. Boulevard in Monroe to Minor Arterial, as presented. Mr. McDonald seconded the motion. Upon being put to a vote, the motion passed unanimously.

9. Prosperity Church Road – alignment north of Eastfield Road

Presenter: Stuart Basham

Summary/Requested Action:

Mr. Basham provided information to the TCC via a Power Point presentation, the contents of which are incorporated into the minutes [here](#). He explained the history and location of the proposed realignment, including why the realignment is being requested. He noted that concerns were raised by affected

homeowners at a public meeting, but that the Town of Huntersville Planning Board, at its December 20 meeting, recommended allowing the alignment proposed by the developer. Mr. Coxe asked that the TCC recommend the alignment that is approved by the Huntersville Town Board at its January 17 meeting, assuming it is reasonable and feasible. Ms. Blackburn stated that she is hesitant to support a specific alignment without having knowledge about what the land use in the area will be in the future. Mr. Pleasant stated that it is not within the purview of the TCC to make minor alignment adjustments, such as the one proposed, and suggested that when the MOU is reviewed that this issue be part of that discussion. Several other TCC members echoed his sentiment.

Motion:

Mr. Messera made a motion to recommend that the MPO support the alignment chosen by the Huntersville Town Board that is reasonable and feasible. Mr. McDonald seconded the motion. The motion passed unanimously.

10. I-485 & I-77 Project Updates

a. I-485 Widening, R-4902

Presenter: Barry Moose

Summary/FYI:

Mr. Moose started by stating that he had recently met with NCDOT's Chief Operating Officer, Jim Trogdon, to discuss the widening of I-485 in south Charlotte. He outlined some of the issues, as follows:

- There is concern from FHWA that MUMPO's congestion management process did not evaluate the specific improvements that NCDOT is considering, which is to widen I-485 from I-77 all the way to US 74 – the current TIP project (R-4902) will widen I-485 from Johnston Road to I-77, and add an auxiliary lane and a flyover;
- NCDOT would like to look at the feasibility of widening I-485 to either three lanes or four lanes, including some combination of general purpose and high occupancy toll lanes, from I-77 to US 74;
- NCDOT would like the feasibility study to also consider the possibility of a public-private partnership (P3) as an option for completing the widening;
- Currently, the expanded scope proposed to be studied is not included on MUMPO's draft CTP, or in the Prioritization 2.0 database, so NCDOT suggests that MUMPO write a letter to the state requesting that the feasibility of expanding the scope of TIP project R-4902 be considered;

Mr. Langen asked if the I-485/Weddington Road interchange would be included in the feasibility study. Mr. Moose responded that it will be considered, and that it could possibly be included if a P3 arrangement is pursued. Mr. Coxe asked that Mr. Steinman assist with the letter to be drafted and sent to NCDOT, and that the MPO board be advised that the letter is being sent.

b. I-77 High Occupancy Toll Lanes

Presenter: Barry Moose

Summary/FYI:

Mr. Moose stated that project I-5405, to widen I-77, is still listed in the currently adopted TIP, but that NCDOT has been pursuing a public-private partnership (P3) to expand the scope of the project. He noted that a meeting has been scheduled to meet with P3 advisors on Wednesday, January 11. Mr. Cook asked if it would be possible for Mr. Moose to discuss the P3 concept, and how it would relate to I-77, at the January 18 education session prior to the MPO meeting. Mr. Moose indicated that he could attend, and

that it might be possible for the chosen P3 advisor to attend as well. Mr. Coxe announced that a P3 workshop is also scheduled on Friday, January 27 at 8:00 AM.

11. Mobility Fund Candidate Projects

Presenter: Nicholas Polimeni

Summary/FYI:

Mr. Polimeni provided a summary of the Mobility Fund, and stated that the deadline for submitting Mobility Fund candidate projects to NCDOT is Wednesday, February 29. He noted that he has not received any requests from the TCC for which projects it would like to endorse for submission to NCDOT. Mr. Moose noted that a project that currently has equity funds programmed could be considered as a candidate project for the Mobility Fund. He indicated that project I-3802A, to widen I-85 in Cabarrus County, is an example of a project that is currently in the TIP with programmed equity funds that the Division would consider submitting as a candidate project. Mr. McLamb suggested that the MPO be asked to allow the TCC to endorse Mobility Fund candidate projects, on its behalf, due to the imposed timeline and the fact that the MPO does not meet in February. Mr. Coxe, with the consent of the TCC, asked for the item to be placed on a staff meeting agenda for further discussion.

12. NCDOT Complete Streets Planning and Design Guidelines

Presenter: Tracy Newsome, CDOT

Summary/FYI:

Ms. Newsome provided an update on NCDOT's Complete Streets initiative, indicating that the first four chapters of the Planning and Design Guidelines were released in the summer for public comment and that the public comments have been received and are currently under review. She stated that the next five chapters that make up the rest of the document are anticipated to be released in January 2012. After they are released, there will be a 30 day public comment period for those chapters. She noted that all the comments received for the first four chapters have not yet been incorporated for the release of the entire draft document. She also reminded the TCC that NCDOT would like to test some pilot projects to determine how the guidelines will be applied, and that any jurisdiction that would like to nominate a pilot project needs to submit it to the Division Engineer as soon as possible for consideration.

Mr. Coxe asked if the TCC would like to reconvene a small group, as was done for the release of the first four chapters, to develop collective comments on the remaining five chapters. There was consensus from the TCC and several members volunteered to participate, including Bill Coxe, David McDonald, Jack Flaherty, Ralph Messera, Greg Mahar and Lauren Blackburn. Ms. Newsome agreed to provide support to the subcommittee as they develop comments. Mr. Moose noted that the Board of Transportation will hold its February meeting in Charlotte, and that complete streets will be on the agenda, which will include a tour of examples of complete street design concepts that have been implemented in the Charlotte area.

13. Comprehensive Transportation Plan (CTP)

Presenter: Anil Panicker, NCDOT

Summary/FYI:

Mr. Panicker provided an update on the status of the CTP, stating that he has received several comments

regarding the draft highway maps. He also noted that he has received the information he requested from CATS to finish the transit/rail map, and that a draft of the map has been completed and was sent out to the TCC for comments. He noted that he has not yet received the heavy rail information he requested from the NCDOT Rail Division, but as soon as he does, he will update the transit/rail map to include that information. Mr. Coxe requested that a schedule update be provided at the February TCC meeting.

14. Upcoming Issues

Mr. Coxe made the following announcements:

- The MPO Orientation will be held on Wednesday, January 11 at 5:00 PM in Room 267 of the Government Center, and reminded the TCC members to RSVP;
- The NCDOT Board of Transportation will hold a meeting in Charlotte on February 1st and 2nd;
- Future TCC meeting dates will be impacted by conflicting meetings, or holidays, as follows:
 - The May TCC meeting is scheduled at the same time as the annual NCAMPO conference, so the TCC agreed to move the TCC meeting to the second Thursday in May
 - The July TCC meeting is scheduled the day after the Fourth of July holiday, so the TCC agreed to move the TCC meeting to the second Thursday in July
 - The September TCC meeting is scheduled the same week that the Democratic National Convention will be held in Charlotte, so the TCC agreed that it would discuss possible options for moving the September TCC meeting date.

Mr. Moose announced that a NCDOT Strategic Planning Office of Transportation (SPOT) investment summit would take place on February 28 in Albemarle. He noted that everyone is encouraged to participate, and that the main focus of the event will be to discuss projects of all modes of transportation submitted through the P2.0 process, and how funds should be allocated to those project modes. He also stated that equity funding will be discussed at the investment summit.

15. Adjourn: The meeting was adjourned at 12:20 PM.



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Charlotte, NC 28202
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TO: TCC Members
FROM: Nicholas Polimeni
MUMPO Principal Planner
DATE: January 26, 2012

SUBJECT: Mobility Fund Candidate Projects

OVERVIEW

The North Carolina DOT has issued a call for Mobility Fund candidate projects. The deadline for project submittal is February 29, 2012. At its January meeting, the TCC discussed endorsing potential candidate projects for submission to NCDOT, and the MPO, at its January meeting, took action to allow the TCC to make a recommendation for endorsing Mobility Fund candidate projects on its behalf.

Staff has requested that potential projects be submitted for discussion, and potential endorsement at the February TCC meeting. The following projects have been submitted:

1) Independence Boulevard (TIP project U-209B)

City of Charlotte (CDOT)

Independence Boulevard from Albemarle Road to Idlewild Road. Add additional lanes and construct interchanges with Sharon Amity Road and Idlewild Road, and safety improvements.

2) Old Monroe Road (TIP project U-4714A, B & C)

Towns of Matthews, Stallings and Indian Trail

John Street-Old Monroe Road from Trade Street in Matthews to Wesley Chapel-Stouts in Indian Trail. Widen to multi-lanes.

NEXT STEPS

The TCC will be asked to take action to endorse one, or more, Mobility Fund candidate projects to be submitted to NCDOT by the February 29 deadline.

This item will also be placed on the Wednesday, February 1 transportation staff meeting agenda for discussion.

FY12-18 Transportation Improvement Program
Summary of Transit Project Amendments

Amendment 1

Existing								
<u>IDNUM</u>	<u>SYSTEM</u>	<u>DESCRIPTION</u>	<u>FUNDING</u>	<u>FY12</u>	<u>FY13</u>	<u>FY14</u>	<u>FY15</u>	<u>FY16</u>
TD-4704B	CHARLOTTE	Facility - Park & Ride (C4952)	CMAQ US	2600				
			CMAQ S	325				
			CMAQ L	325				
Modified								
<u>IDNUM</u>	<u>SYSTEM</u>	<u>DESCRIPTION</u>	<u>FUNDING</u>	<u>FY12</u>	<u>FY13</u>	<u>FY14</u>	<u>FY15</u>	<u>FY16</u>
TD-4704B	CHARLOTTE	Facility - Park & Ride (C4952)	CMAQ US	3750				
			CMAQ S	469				
			CMAQ L	469				

Amendment 2

Existing								
<u>IDNUM</u>	<u>SYSTEM</u>	<u>DESCRIPTION</u>	<u>FUNDING</u>	<u>FY12</u>	<u>FY13</u>	<u>FY14</u>	<u>FY15</u>	<u>FY16</u>
TA-4785A	CHARLOTTE	Replacement Bus - (C-4954)	CMAQ US	920				
			CMAQ S	115				
			CMAQ L	115				
Modified								
<u>IDNUM</u>	<u>SYSTEM</u>	<u>DESCRIPTION</u>	<u>FUNDING</u>	<u>FY12</u>	<u>FY13</u>	<u>FY14</u>	<u>FY15</u>	<u>FY16</u>
TA-4785A	CHARLOTTE	Replacement Bus - (C-4954)	CMAQ US	2760				
			CMAQ S	345				
			CMAQ L	345				

Amendment 3

Existing								
<u>IDNUM</u>	<u>SYSTEM</u>	<u>DESCRIPTION</u>	<u>FUNDING</u>	<u>FY12</u>	<u>FY13</u>	<u>FY14</u>	<u>FY15</u>	<u>FY16</u>
TT-4906D	CHARLOTTE	Technology - Providence Rd. signal priority						
Modified								
<u>IDNUM</u>	<u>SYSTEM</u>	<u>DESCRIPTION</u>	<u>FUNDING</u>	<u>FY12</u>	<u>FY13</u>	<u>FY14</u>	<u>FY15</u>	<u>FY16</u>
TT-4906D	CHARLOTTE	Technology - Providence Rd. signal priority	CMAQ US	203				

FY12-18 Transportation Improvement Program
Summary of Transit Project Amendments

Amendment 4

Existing								
<u>IDNUM</u>	<u>SYSTEM</u>	<u>DESCRIPTION</u>	<u>FUNDING</u>	<u>FY12</u>	<u>FY13</u>	<u>FY14</u>	<u>FY15</u>	<u>FY16</u>
TA-5121	CHARLOTTE	Replacement Buses	FUZ US	19415	5893	7052	9360	10529
			FUZ S	2427	737	882	1170	1316
			FUZ L	2427	737	882	1170	1316
Modified								
<u>IDNUM</u>	<u>SYSTEM</u>	<u>DESCRIPTION</u>	<u>FUNDING</u>	<u>FY12</u>	<u>FY13</u>	<u>FY14</u>	<u>FY15</u>	<u>FY16</u>
TA-5121	CHARLOTTE	Replacement Buses	FUZ US	19415	5893	7052	9360	10529
		CMAQ from Lake Norman RPO	FUZ S	2427	737	882	1170	1316
			FUZ L	2427	737	882	1170	1316
			CMAQ US	1738				
			CMAQ S	217				
			CMAQ L	217				

Amendment 5

Existing								
<u>IDNUM</u>	<u>SYSTEM</u>	<u>DESCRIPTION</u>	<u>FUNDING</u>	<u>FY12</u>	<u>FY13</u>	<u>FY14</u>	<u>FY15</u>	<u>FY16</u>
TO-4796	CHARLOTTE	Operating Assistance - downtown shuttle (C-5107)	CMAQ US					
			CMAQ L					
Modified								
<u>IDNUM</u>	<u>SYSTEM</u>	<u>DESCRIPTION</u>	<u>FUNDING</u>	<u>FY12</u>	<u>FY13</u>	<u>FY14</u>	<u>FY15</u>	<u>FY16</u>
TO-4796	CHARLOTTE	Operating Assistance - downtown shuttle (C-5107)	CMAQ US	650				
			CMAQ L	650				

Amendment 6

Existing								
<u>IDNUM</u>	<u>SYSTEM</u>	<u>DESCRIPTION</u>	<u>FUNDING</u>	<u>FY12</u>	<u>FY13</u>	<u>FY14</u>	<u>FY15</u>	<u>FY16</u>
TA-4785B	CHARLOTTE	Replacement Bus (C-5106)	CMAQ US					
			CMAQ S					
			CMAQ L					
Modified								
<u>IDNUM</u>	<u>SYSTEM</u>	<u>DESCRIPTION</u>	<u>FUNDING</u>	<u>FY12</u>	<u>FY13</u>	<u>FY14</u>	<u>FY15</u>	<u>FY16</u>
TA-4785B	CHARLOTTE	Replacement Bus (C-5106)	CMAQ US	800				
			CMAQ S	100				
			CMAQ L	100				

FY12-18 Transportation Improvement Program
Summary of Transit Project Amendments

Amendment 7

Existing								
<u>IDNUM</u>	<u>SYSTEM</u>	<u>DESCRIPTION</u>	<u>FUNDING</u>	<u>FY12</u>	<u>FY13</u>	<u>FY14</u>	<u>FY15</u>	<u>FY16</u>
TA-4710	CHARLOTTE	Expansion Bus	CMAQ US	460				
			FUZ S	861				
			FUZ L	861				
			FUZ US	6885				
Modified								
<u>IDNUM</u>	<u>SYSTEM</u>	<u>DESCRIPTION</u>	<u>FUNDING</u>	<u>FY12</u>	<u>FY13</u>	<u>FY14</u>	<u>FY15</u>	<u>FY16</u>
TA-4710	CHARLOTTE	Expansion Bus	FUZ US	6885				
			FUZ S	861				
			FUZ L	861				
			CMAQ US		1064			
			CMAQ S		133			
			CMAQ L		133			

Amendment 8

Addition								
<u>IDNUM</u>	<u>SYSTEM</u>	<u>DESCRIPTION</u>	<u>FUNDING</u>	<u>FY12</u>	<u>FY13</u>	<u>FY14</u>	<u>FY15</u>	<u>FY16</u>
TT-4906D	CHARLOTTE	Charlotte Area Transit TDM Program	CMAQ US	200				
		Outreach Programs (C-4953)	CMAQ L	50				

Amendment 9

Addition								
<u>IDNUM</u>	<u>SYSTEM</u>	<u>DESCRIPTION</u>	<u>FUNDING</u>	<u>FY12</u>	<u>FY13</u>	<u>FY14</u>	<u>FY15</u>	<u>FY16</u>
TA-4716	CHARLOTTE	Vanpool - Purchase up to 5 new vans	CMAQ US	120				
		(C-4953)	CMAQ S	15				
			CMAQ L	15				

FY12-18 Transportation Improvement Program
Summary of Transit Project Amendments

Amendment 10

Existing								
<u>IDNUM</u>	<u>SYSTEM</u>	<u>DESCRIPTION</u>	<u>FUNDING</u>	<u>FY12</u>	<u>FY13</u>	<u>FY14</u>	<u>FY15</u>	<u>FY16</u>
TG-4726	CHARLOTTE	Routine Capital - Bus stops, shelters, benches, shop equip., spare parts, engines, farebox, etc.	FUZ US	4333	1165	1082	1094	1122
			FUZ L	1083	291	270	274	280
Modified								
<u>IDNUM</u>	<u>SYSTEM</u>	<u>DESCRIPTION</u>	<u>FUNDING</u>	<u>FY12</u>	<u>FY13</u>	<u>FY14</u>	<u>FY15</u>	<u>FY16</u>
TG-4726	CHARLOTTE	Routine Capital - Bus stops, shelters, benches, shop equip., spare parts, engines, farebox, etc. Solar Panels (TIGGER II)	FUZ US	4333	1165	1082	1094	1122
			FUZ L	1083	291	270	274	280
			FMOD US	1000				
			FMOD L	250				

Amendment 11

Addition								
<u>IDNUM</u>	<u>SYSTEM</u>	<u>DESCRIPTION</u>	<u>FUNDING</u>	<u>FY12</u>	<u>FY13</u>	<u>FY14</u>	<u>FY15</u>	<u>FY16</u>
TD-4703B	CHARLOTTE	Installation of Fuel Tanks at N. Davidson St. Bus Garage	STP	1500				
			LOCAL	375				

RESOLUTION

**ADOPTING AN AMENDMENT TO THE MECKLENBURG-UNION URBAN AREA
METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR
FY2012-FY2018**

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

WHEREAS, the Mecklenburg-Union Metropolitan Planning Organization has approved the 2030 Corridor System Plan previously adopted by the Metropolitan Transit Commission; and

WHEREAS, the Mecklenburg-Union Metropolitan Planning Organization has reviewed the FY2012-2018 Transportation Improvement Program and found the need to amend it to be consistent with the 2030 Corridor System Plan; and

WHEREAS, previously approved funding was included in the FY09-15 State Transportation Improvement Program; and

WHEREAS, an amendment is needed in order to add these funds to the FY12-18 State Transportation Improvement Program; and

WHEREAS, a list of these projects to be amended is attached; and

WHEREAS, the Metropolitan Planning Organization finds that the proposed amendment is for a projects that are exempt from the requirements to determine air quality conformity; and

WHEREAS, the proposed projects are included in the *2035 Long Range Transportation Plan* (which has a planning horizon year of 2035), and meets all the requirements in 23 CFR 450.

NOW THEREFORE BE IT RESOLVED by the Mecklenburg-Union Urban Area Metropolitan Planning Organization that the FY2012-FY2018 Metropolitan Transportation Improvement Program dated December 16, 2011, for the Mecklenburg-Union Urban Area is amended as listed above on this the 21 day of March, 2012.

Signature of MPO Chairman

MPO Secretary Signature

DRAFT – DRAFT – DRAFT – DRAFT – DRAFT – DRAFT – DRAFT

[Email comments to: daq.publiccomments@ncdenr.gov]

January 30, 2012

Laura Boothe, Attainment Planning Branch Supervisor
1641 Mail Service Center
Raleigh, NC 27699-1641

Subject: “Comments on ozone boundary recommendations”

Dear Ms. Boothe:

On behalf of The Mecklenburg-Union Metropolitan Planning Organization (MUMPO) I want to thank the Division of Air Quality for allowing this opportunity to comment on the ozone nonattainment boundary options presented in Charlotte and Cornelius on January 18, 2012.

The effectiveness of the boundary for the 1997 standard.

The current nonattainment boundary, established for the 1997 standard, includes the North Carolina counties of: Mecklenburg, Union, Cabarrus, Rowan, Gaston, Lincoln, and the southern portion of Iredell. Ozone air quality has improved much in the Metrolina nonattainment region since implementation of the 1997 air quality standard of (effectively) 84 ppb.

The ozone air quality, and the emissions of anthropogenic precursors to ozone, have all trended downward since 2000. MUMPO believes the mechanism has been – and should remain -- in place to continue those trends. Of particular note, decreasing emissions of NO_x from the transportation sector have been the result of technological advances mandated on the federal level. NO_x and VOC emissions have been projected to decrease in every county in the region, including Mecklenburg County, in spite of projected increases in population and vehicle miles traveled (VMT). This has been documented not only in all of MUMPO’s Transportation Conformity Documents since 2002. Furthermore, the air quality data over the past three years shows the 1997 standard is being met. NCDAQ documented all the required information and submitted it to U.S. EPA in November, 2011. The Metrolina nonattainment region is now waiting for the U.S. EPA to publish its finding of “attainment” of the 1997 standard in the Federal Register.

Comments on the boundary for the 2008 standard.

Now the U.S. EPA is requiring the states to implement the 2008 ozone air quality standard of 75 ppb. That NCDAQ is seriously discussing shrinking that boundary at all for the new air quality standard is a testament to the success of the regional approach to air quality. Industries, municipalities, and regional planning organizations worked toward a common goal of cleaner air based on the SIP.

MUMPO believes the process and data analyses NCDAQ used to develop a list of candidate Townships to exclude from the nonattainment boundary for the 75ppb was reasonable.

However justifiable the removal of certain townships from the proposed nonattainment area may be, MUMPO has reservations concerning the value added by removing those Townships at this time. Those reservations are due to:

1. Likelihood of a revision to ozone standard in 2013-14
2. Fate of the 1997 standard

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3. Conformity

Another revision to ozone standard likely in 2013-14

The U.S. EPA headquarters released a memo dated September 22, 2011, announcing its intention to fully implement the 2008 ozone standard. That announcement put in motion a process which has resulted in NCDAQ proposing to shrink the nonattainment boundary. That memo also clearly states, “EPA will propose any appropriate revisions in the fall of 2013 and finalize any revisions to the standard in 2014.” By law, EPA is required to re-assess air quality standards every five years, and 2013 would be the fifth year. The implication is that EPA anticipates proposing a new ozone air quality standard in the 2013-14 timeframe which will be more strict than the 2008 standard, probably somewhere between 60-70 ppb. The resulting nonattainment boundary for a 2013-14 standard could be expanded back to the 1997 boundary, or perhaps made even larger. For that reason it may be very confusing and non-productive to shrink the boundary at this time.

Fate of the 1997 standard

NCDAQ has expressed a reason to exclude certain Townships from the nonattainment boundary is that if EPA revokes the 1997 ozone air quality standard, those Townships would become unencumbered by nonattainment restrictions. As a result, those Townships would be more attractive to industries since new source review on new major industrial sources and major modification on existing sources would no longer be required. However, to date, revocation of the 1997 standard in the next couple of years appears to be very speculative.

Conformity

Townships within the existing nonattainment boundary, but excluded from the boundary for the 2008 standard, will be in “attainment” of the 1997 standard, but those Townships will also have to show continued maintenance of the 1997 standard. Thus, those townships would still be subject to Transportation Conformity analysis when there is a change in the LRTP or TIP, whether they remain inside the nonattainment area or not.

Concluding remarks.

MUMPO applauds NCDAQ for considering the possibility of reducing the size of the Metrolina nonattainment area boundary for the 2008 ozone air quality standard. MUMPO has no reason to doubt the validity of the analyses which led to NCDAQ recommending certain Townships could be excluded from the new nonattainment boundary. MUMPO believes the timing of this boundary reduction is premature, for reasons expressed above.

However, we believe that the Metrolina region is on the right track because we have all but officially met the 1997 standard. If we can continue on this track, we will also see timely attainment of the 2008 standard of 75 ppb, and any other ozone standard which may be promulgated in the future.



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

BEVERLY EAVES PERDUE
GOVERNOR

1534 MAIL SERVICE CENTER, RALEIGH, N.C. 27699-1534

EUGENE A. CONTI, JR.
SECRETARY

November 1, 2011

The Honorable Ted H. Biggers
Chairman, Mecklenburg-Union MPO
600 East Fourth Street, 8th Floor
Charlotte, North Carolina 28202-2853

Dear Mayor Biggers:

In North Carolina's recently enacted budget bill (Session Law 2011-145), Section 28.38 provides up to \$2 million for road improvements to Lawyers Road between NC 51 and I-485.

We plan to make these funds available through the Transportation Improvement Program. To do this, an amendment of the State Transportation Improvement Program (STIP) is necessary. If the project is deemed to be a regionally significant project by the Mecklenburg-Union MPO (MUMPO), then action by the MPO will also be required.

In the coming weeks, staff from the North Carolina Department of Transportation will make contact with MUMPO staff to discuss details of this funding and determine the most appropriate course of action.

If you need additional information, please let me know.

Sincerely,

A handwritten signature in black ink, appearing to read "C. W. Leggett".

Calvin W. Leggett, PE
Manager, Program Development Branch

CWL/va

cc: John Collett, Member, Board of Transportation
Barry Moose, Division Engineer

~~the State Board of Education; provided, however, driver education instructors shall not be required to hold teacher certificates.~~

(c) ~~All expenses~~Expenses incurred by the State in carrying out the provisions of ~~this section~~the driver education program administered by the Department of Public Instruction in accordance with G.S. 115C-215 shall be paid out of the Highway ~~Fund~~Fund based on an annual appropriation by the General Assembly.

(d) The Division shall prepare a driver license handbook that explains the traffic laws of the State and shall periodically revise the handbook to reflect changes in these laws. At the request of the Department of ~~Education~~, Public Instruction, the Division shall provide free copies of the handbook to that Department for use in the program of driver education offered at public high schools."

SECTION 28.37.(d) G.S. 20-11(b) reads as rewritten:

"(b) Level 1. – A person who is at least 15 years old but less than 18 years old may obtain a limited learner's permit if the person meets all of the following requirements:

- (1) Passes a course of driver education prescribed in ~~G.S. 20-88.1~~ G.S. 115C-215 or a course of driver instruction at a licensed commercial driver training school.
- (2) Passes a written test administered by the Division.
- (3) Has a driving eligibility certificate or a high school diploma or its equivalent."

SECTION 28.37.(e) G.S. 20-322(b) reads as rewritten:

"(b) Regulations adopted by the Commissioner shall state the requirements for a school license, including requirements concerning location, equipment, courses of instruction, instructors, financial statements, schedule of fees and charges, character and reputation of the operators, insurance, bond or other security in such sum and with such provisions as the Commissioner deems necessary to protect adequately the interests of the public, and such other matters as the Commissioner may prescribe. A driver education course offered to prepare an individual for a limited learner's permit or another provisional license must meet the requirements set in ~~G.S. 20-88.1~~ G.S. 115C-215 for the program of driver education offered in the public schools."

SECTION 28.37.(f) The State Board of Education shall report to the Joint Legislative Program Evaluation Oversight Committee by July 15, 2011, on the status of the implementation of Section 7.12 of S.L. 2010-31, which mandates the creation of a standard curriculum to be used for the driver education program in the Department of Public Instruction.

SECTION 28.37.(g) For the 2011-2012 school year, no State funds shall be used for driver education programs that do not use the standard driver education curriculum created in accordance with Section 7.12 of S.L. 2010-31.

SECTION 28.37.(h) The State Board of Education shall establish a pilot program to deliver driver education by electronic means. At least five local school administrative units shall participate in the pilot program. Funds appropriated for driver education shall be used to implement the pilot program. The State Board shall report on the implementation of the pilot program to the Joint Legislative Education Oversight Committee and the Joint Legislative Program Evaluation Oversight Committee by June 15, 2012. The report shall include the cost per student of delivering the instruction and the success rate of program participants in receiving a drivers license.

SECTION 28.37.(i) The State Board of Education shall report to the Joint Legislative Education Oversight Committee and to the Joint Legislative Program Evaluation Oversight Committee by June 15, 2012, on the following:

- (1) The most cost-effective method of delivering driver education in the short- and long-term. In making this determination, the State Board of Education shall consider the results of the pilot program implemented pursuant to Section 5 of this act.
- (2) The strategic plan adopted by the State Board of Education in accordance with G.S. 115C-215.

ROAD IMPROVEMENTS FOR LAWYERS ROAD IN MECKLENBURG AND UNION COUNTIES

SECTION 28.38. Of the funds appropriated to the Department of Transportation, except for funds for maintenance of highways, up to two million dollars (\$2,000,000) shall be

used for road improvements for Lawyers Road located in Mecklenburg and Union Counties between NC Highway 51 and Interstate 485.

PART XXIX. SALARIES AND BENEFITS

GOVERNOR AND COUNCIL OF STATE

SECTION 29.1.(a) Effective for the 2011-2013 fiscal biennium, the salary of the Governor set by G.S. 147-11(a) in the amount of one hundred thirty-nine thousand five hundred ninety dollars (\$139,590) annually, payable monthly, shall remain unchanged.

SECTION 29.1.(b) Effective for the 2011-2013 fiscal biennium, the annual salaries for the members of the Council of State, payable monthly, for the 2011-2013 fiscal biennium shall remain unchanged as follows:

<u>Council of State</u>	<u>Annual Salary</u>
Lieutenant Governor	\$123,198
Attorney General	123,198
Secretary of State	123,198
State Treasurer	123,198
State Auditor	123,198
Superintendent of Public Instruction	123,198
Agriculture Commissioner	123,198
Insurance Commissioner	123,198
Labor Commissioner	123,198

NONELECTED DEPARTMENT HEAD

SECTION 29.2.(a) Effective for the 2011-2013 fiscal biennium, the salaries set by G.S. 143B-9, the maximum annual salaries, payable monthly, for the nonelected heads of the principal State departments remain unchanged as follows:

<u>Nonelected Department Heads</u>	<u>Annual Salary</u>
Secretary of Administration	\$120,363
Secretary of Correction	120,363
Secretary of Crime Control and Public Safety	120,363
Secretary of Cultural Resources	120,363
Secretary of Commerce	120,363
Secretary of Environment and Natural Resources	120,363
Secretary of Health and Human Services	120,363
Secretary of Juvenile Justice and Delinquency Prevention	120,363
Secretary of Revenue	120,363
Secretary of Transportation	120,363.

SECTION 29.2.(b) Effective January 1, 2012, subsection (a) of this section reads as rewritten:

"SECTION 29.2.(a) Effective for the 2011-2013 fiscal biennium, the salaries set by G.S. 143B-9, the maximum annual salaries, payable monthly, for the nonelected heads of the principal State departments remain unchanged as follows:

<u>Nonelected Department Heads</u>	<u>Annual Salary</u>
Secretary of Administration	\$120,363
Secretary of Correction	120,363
Secretary of Crime Control and Public Safety	120,363
Secretary of Cultural Resources	120,363
Secretary of Commerce	120,363
Secretary of Environment and Natural Resources	120,363
Secretary of Health and Human Services	120,363
Secretary of Juvenile Justice and Delinquency Prevention	120,363
<u>Secretary of Public Safety</u>	<u>120,363</u>
Secretary of Revenue	120,363