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TO: TCC Members
FROM: Nicholas Polimeni
MUMPO Principal Planner
DATE: May 1, 2012
**SUBJECT: Technical Coordinating Committee (TCC) Agenda
May 2012 TCC Meeting—May 10, 2012**

The May TCC meeting is scheduled for **Thursday, May 10** at **10:00 AM** in **Room 280** 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

May 10, 2012

1. **Adoption of the Agenda** Bill Coxe

2. **Consideration of April Meeting Minutes** Bill Coxe
ACTION REQUESTED: Approve as presented, or with amendments.

3. **MUMPO Self Certification** (5 minutes) Robert Cook
ACTION REQUESTED: Recommend to the MPO that it adopt the attached resolution certifying MUMPO's compliance with all federal transportation planning laws, statutes, etc. during FY 12.

BACKGROUND: Federal regulations require MPOs to self-certify that they comply with all laws, statutes, etc. governing the transportation planning process.

ATTACHMENTS: Memorandum; Checklist; Draft Resolution

4. **I-77 & I-485 TIP & LRTP Amendments & Conformity Determination** (45 minutes) Bill Coxe
ACTIONS REQUESTED:
 - 1) *Recommend that the MUMPO adopt a statement concerning I-77 North that*
 - a. *Endorses HOT lanes as the preferred technique for providing additional capacity on I-77*
 - b. *Endorses the appropriate use of a public/private partnership in delivering HOT lanes*
 - c. *Expresses the expectation that planning and environmental studies occur within the framework of a corridor that stretches from central Charlotte to Mooresville*
 - 2) *Recommend that the MUMPO amend the LRTP and the TIP as follows and recommend that the MUMPO make a determination that the amendments allow our region to meet its air quality conformity requirements. (Note: the following actions must all occur for the air quality conformity determination to be valid)*
 - a. *Amend the LRTP to modify the I-485 South project shown in the 2025 horizon year (index # 3118) to include the Johnston Road flyover and an extension of the project eastward to Rea Rd. The project remains a 6 lane widening with auxiliary lanes. Show the NCDOT estimate of \$114,650,000 as the anticipated cost with funding type as Loop funds.*
 - b. *Amend the LRTP to eliminate the remaining 2025 horizon year projects for I-485, index numbers 3120 and 3116, and replace them with an I-485 project that would widen I-485 to 8 lanes (6 general purpose and 2 express) from Rea Rd to Independence Bv. with a cost estimate inflated from the current NCDOT estimate to the anticipated year of expenditure and showing the funding type as Loop funds.*
 - c. *Amend the LRTP to modify the I-485 2035 horizon year project, index # 3119, to delete the Johnston Rd flyover (having accomplished it in 2025.) Adjust the project cost estimate accordingly.*
 - d. *Amend the TIP, project # R-4902, to incorporate the project description contained in # 2a above, include the NCDOT cost estimate of \$114,650,000, and show all funding coming from Loop sources. Acknowledge that equity dollars may be needed to keep this project on schedule but recommend that this can occur only if those dollars can be found without impacting the LRTP financial constraints.*
 - e. *Request that NCDOT amend the typical section for project R-4902 between I-77 and Johnston Rd to construct four additional feet of full depth paved shoulder on the median side of the travel lanes in each direction. This portion of roadway would be restriped and used in a later project to separate the general purpose lanes from managed lanes. The decision to implement*

managed lanes, the selection of type of managed lane, and the operational plan for those lanes will be based on a study of I-485 between I-77 and US 74.

- f. Amend the LRTP I-77 project shown in the 2015 horizon year (index # 3132) to alter the southern boundary to I-277, acknowledge that from I-277 to Hambright Road the current HOV lanes would be converted to HOT lanes with 2+ occupant vehicles using the lane for free and add HOT 2+ lanes (one each direction) north to Catawba Ave. This is Scenario 1 under the public involvement notice. *Because this scenario is currently contained in the TIP, no TIP amendment is necessary at this time.* As part of this amendment, the TCC recommends a statement that this action is not intended to prejudice additional effort on behalf of Scenarios 2, 3, or 4 and that as sufficient information is made available, the MUMPO may approve the modification of the LRTP and the TIP to include Scenario 2, 3, or 4.
- 3) Commit the TCC to an active, ongoing, and meaningful participation in the creation and maintenance of a statement of principles that will guide the development of the I-77 North project or projects. This statement is to be an evolutionary document that shall include but not be limited to the topics contained in the attached draft.

BACKGROUND: NCDOT has requested modifications to the LRTP and the TIP to accommodate significant changes in projects for I-485 South and I-77 North. Air quality modeling occurred for several options for the I-77 North project concurrent with a single option for I-485 South. Thus, for any project to move forward, it is essential that one air quality conformity determination be adopted for appropriate projects for both roadways. A task force of the TCC has worked diligently with NCDOT and consultants on the options for I-77 North but at this time, insufficient information is available for the task force to recommend something other than what is currently in the TIP under project I-5405. To keep the letting of the I-485 project on schedule, it is necessary to make the described changes and findings above with the caveat that as the team continues to work on the I-77 issues, it is entirely possible that Scenarios 2, 3, or 4 can emerge as preferred strategies. To that end, the task force is formulating the attached draft statement of principles to guide success in the corridor.

ATTACHMENT: I-77 North Corridor Statement of Principles

5. Transportation Improvement Program Amendments (10 minutes)

Robert Cook

a. Miscellaneous TIP Amendments

ACTION REQUESTED: Recommend that the MPO approve the attached TIP amendments as presented.

BACKGROUND: See attached memorandum

ATTACHMENTS: Memorandum; Resolution

b. Bearskin Creek Greenway (EB-5011) (10 minutes)

Lisa Stiwinter

ACTION REQUESTED: FYI

BACKGROUND: The Bicycle and Pedestrian Division of NCDOT has requested that MUMPO amend the TIP to fund the Bearskin Creek Greenway project (EB-5011) in the amount of \$1,636,000 in FY 2015. The Bearskin Creek Greenway is approximately 1.6 miles beginning at Stafford Street Ext. and ending at Icemorlee Street. The project is an important component of Monroe's Greenway Master Plan connecting four parks, the Union County Farmers Market and Historic Downtown Monroe. The Bearskin Creek Greenway also serves as a portion of the Carolina Thread Trail that will link municipalities' greenway and trail networks throughout Union County as well as provide a link to adjacent towns, cities and counties.

ATTACHMENTS: Feasibility Study Information; Maps; Letter of Support

6. CONNECT Consortium Agreement (10 minutes)

Rebecca Yarbrough

ACTION REQUESTED: Recommend that the MPO approve the CONNECT Consortium Agreement.

BACKGROUND: In the summer of 2011, MUMPO endorsed submission of Centralina COG's application for HUD Sustainable Communities Regional Planning funds, on behalf of the region. MUMPO also indicated at that time its intent to become a member of the CONNECT Consortium, a collaborative of over 100 local governments, non-profits, businesses and business groups, and organizations such as MPOs and RPOs, who will guide the process of creating a regional plan for sustainable development, the Regional Strategic Framework. CCOG now has a Consortium Agreement prepared. The TCC is being requested to review, comment, and recommend approval to the MPO at its May 16, 2012 meeting.

ATTACHMENTS: Invitation Letter; Resolution & Proposed Consortium Agreement; Q&A; Appointment Form

- 7. Unified Planning Work Program (UPWP)** (10 minutes) Robert Cook
ACTION REQUESTED: Recommend that the MPO approve the FY 2013 UPWP as presented.

BACKGROUND: The UPWP is adopted annually and identifies the major transportation planning activities to be undertaken during the fiscal year. See the attached memorandum for more information.

ATTACHMENTS: Memorandum; Task Descriptions; Funding Sources & Task Codes spreadsheet

- 8. Congestion Mitigation & Air Quality (CMAQ)** (10 minutes) Bjorn Hansen
ACTION REQUESTED: FYI

BACKGROUND: Centralina COG staff has been contracted to assist with MUMPO's project selection for potential FY 2016 & 2017 CMAQ funds. Four project development meetings were held earlier this year and project applications were due April 27. A project ranking subcommittee will convene during the month of May to rank the projects that were submitted. Action by the TCC and MPO is anticipated in July.

ATTACHMENTS: CMAQ Memorandum; List of proposed CMAQ projects

- 9. Urbanized Area Boundary Expansion** (10 minutes) Robert Cook
ACTION REQUESTED: FYI

BACKGROUND: Update on matters related to the MPO's expansion due to the growth of the Charlotte urbanized area.

10. Upcoming Issues

11. Adjourn

MECKLENBURG - UNION TECHNICAL COORDINATING COMMITTEE
Summary Meeting Minutes
Charlotte-Mecklenburg Government Center
Room CH-14
April 5, 2012

Voting Members: *TCC Chair* – Bill Coxe (Huntersville), Norm Steinman – alt for Danny Pleasant (CDOT), George Berger (Charlotte Engineering & Property Management), Ken Tippet (CDOT Bicycle Coordinator), Jonathan Wells – alt for Debra Campbell (C-M Planning), Jim Loyd – alt for Lisa Stiwinter (Monroe), Jason Rayfield (LUESA-Air Quality), David McDonald (CATS), Barry Moose (NCDOT-Div. 10), Anil Panicker (NCDOT-TPB), Andrew Grant (Cornelius), Lauren Blackburn (Davidson), Adam McLamb – alt for Scott Kaufhold (Indian Trail), Ralph Messera (Matthews), Travis Morgan – alt Kevin Icard (Pineville), Shannon Martel (Stallings), Jordan Cook (Weddington), Joshua Langen (Wesley Chapel)

Staff: Robert Cook (MUMPO), Stuart Basham (MUMPO), Nick Polimeni (MUMPO), Eldewins Haynes (CDOT), Andy Grzynski (CDOT), Gwen Cook (Mecklenburg County-Park & Recreation), Brandon Watson (Cornelius), Lee Bailey (Mint Hill), Loretta Barren (FHWA), Tim Boland (NCDOT), Reid Simons (NCTA)

Guests: Steve Blakley (Kimley-Horn), Rebecca Yarbrough (Centralina COG), Bjorn Hansen (Centralina COG), Bill Thunberg (LNTC)

Bill Coxe opened the meeting at 10:05 AM.

1. Adoption of the Agenda

Mr. Coxe stated that Item 6 on the agenda needs to be removed. He also asked if there was a specific discussion topic planned for Item 10 on the agenda, regarding the CTP. Mr. Panicker responded that it will simply be a quick update, to which Mr. Coxe asked that if a specific discussion topic is not identified in the future, the item should be taken up at a staff meeting instead of the TCC meeting. Hearing no other changes, Mr. Berger made a motion to adopt the agenda as modified. Mr. Panicker seconded the motion. Upon being put to a vote, the motion passed unanimously.

2. Consideration of March Meeting Minutes

Mr. Coxe asked if any changes to the minutes were necessary. Hearing none, he asked for a motion to approve the minutes. Mr. Wells made a motion to approve the March TCC minutes. Mr. McDonald seconded the motion. Upon being put to a vote, the motion passed unanimously.

3. Barton Creek Greenway TIP Amendment (C-5537)

Presenter: Gwen Cook, Mecklenburg County Park & Recreation

Summary/Requested Action:

Ms. Cook began by describing where the Barton Creek Greenway is located, and highlighted some of the existing greenway projects in the area. She also described two major projects – a CATS bridge project for the future Blue Line extension, and a North Tryon bridge project – that will impact the existing pedestrian

network around the University area. She stated that Barton Creek Greenway currently has CMAQ funding for FY 2015 in the 2012-2018 TIP, but that by accelerating the project it could serve as a solution to the pedestrian connectivity problem that will be created by the CATS and North Tryon bridge projects. She indicated that Barton Creek Greenway could be completed in 2014 if the funds are moved to the current fiscal year in the TIP.

Mr. Coxe stated that the project was discussed at the April 4 staff meeting, and that two primary concerns were raised: 1) Would other CMAQ projects in the TIP be impacted, and 2) Can bridge funds be used for the project instead of CMAQ funds. Mr. Moose indicated that NCDOT is still looking into using bridge funds for a portion of the project cost, but that little leeway has been made. Ms. Cook stated that other alternatives have been discussed, but that most were not feasible because the costs were too high.

Motion:

Mr. Tippetts made a motion to recommend that the MPO approve an amendment to the 2012-2018 TIP to fund project C-5537 (Barton Creek Greenway) in FY 2012, as presented. Mr. Berger seconded the motion. Upon being put to a vote, the motion passed unanimously.

4. CONNECT Consortium Agreement

Presenter: Rebecca Yarbrough, Centralina COG

Summary/Requested Action:

Ms. Yarbrough provided information to the TCC via a Power Point presentation, the contents of which are incorporated into the minutes [here](#). She indicated that the final version of the CONNECT Consortium agreement is ready, aside from a few minor non-substantive changes. She then provided a presentation that outlined the following:

- Challenges facing the community, and the purpose and need of the CONNECT Consortium effort;
- The Charlotte bi-state region received a HUD grant for \$4.9 million to create a framework and develop a plan that addresses the sustainability needs of the region;
- The importance of participation, notably from elected officials throughout the region;
- The geographic region, which includes 14 counties, as well as other organizations involved; and
- Responsibilities of the Consortium members.

Ms. Yarbrough also noted that members of the Consortium will be asked to appoint a staff representative and an elected official representative to participate, and she reminded the TCC that this will be a three-year process. Mr. Steinman asked what the venue will be for the modeling staff to become involved with the initiative, to which Ms. Yarbrough stated she thought the Blue Printing team meetings would be a good place to start that discussion. Mr. Messera asked how this process will impact MPO staff time, to which Mr. Cook stated that it is important enough that staff will find a way to be involved. Mr. Coxe suggested that the TCC would be more comfortable recommending endorsement of the Consortium at its May meeting, but in the meantime candidates who will participate as representatives for MUMPO should be considered.

5. I-77 & I-485 TIP and LRTP Amendments & Conformity Determination

Presenter: Barry Moose, NCDOT-Division 10 Office

Summary/FYI:

Mr. Moose informed the TCC that a public comment period for a conformity determination for the I-77 North HOT project and the I-485 South widening project is in progress, and two public meetings are scheduled – April 17 in Pineville and April 18 in Huntersville. He also stated that he has discussed the I-77 project with NCDOT's Strategic Planning Office of Transportation and with the Federal Highway Administration regarding additional funding possibilities for the project.

Ms. Reid Simons stated that a staff meeting is scheduled for Wednesday, April 11, in which a lot of information will be provided, and that draft FAQs will be sent to the task force later today. Mr. Coxe noted that a public workshop for the Categorical Exclusion for the I-77 project is being scheduled concurrently with the conformity process, but that no date has been set. He suggested that it would be a good idea to allow citizens to comment on both conformity and the environmental document at the same meeting, if possible.

Mr. Steinman indicated that the City of Charlotte would likely need a directed vote, which involves several meetings and would not be possible in April due to the fact that the public comment period for conformity does not end until May 2. He proposed a revised schedule in which the MPO holds a special meeting on June 20 to take final action. Ms. Barren stated that the MPO's action will trigger a 30-day clock for FHWA approval, to which Mr. Moose responded that the change in schedule would, at a minimum, delay the I-485 project approximately one month. Mr. Moose also stated that NCDOT would be ready to make a recommendation to the TCC and MPO in May, and suggested that NCDOT and the TCC review the public comments together in order to have a recommendation ready by the May 10 TCC meeting. Further discussion followed, concluding with Mr. Coxe suggesting that the April 11 staff meeting be held at 3:30 to allow more time for discussion.

Mr. Moose introduced Mr. Tim Boland, with the Division 10 Office, as the replacement for Richard Hancock, who left Division 10 to take over as the Division 8 engineer.

6. Item 6 was removed from the agenda.

7. Charlotte Urbanized Area Expansion & MUMPO Impacts

Presenter: Robert Cook

Summary/FYI:

Mr. Cook informed the TCC that the Urbanized Area Boundaries (UZA) for the 2010 census have officially been released by the Census Bureau. He stated that the population of MUMPO's urbanized area has increased, and that it now contains approximately 1.2 million people. He clarified that the UZA is designated by the Census Bureau and cannot be appealed, but that the MPO planning area boundary can be negotiated and will be a process involving all affected parties in the region. Mr. Cook noted some of the major changes from the 2000 UZA, including the additions of Statesville, West Port, Marshville and Lancaster County in South Carolina. He also noted that MUMPO's UZA now encroaches into the following counties: Gaston, Lincoln, Catawba, Cabarrus and Iredell in North Carolina, and York and Lancaster in South Carolina. He outlined some next steps as follows:

- The Metrolina Travel Demand Model will have to be expanded to incorporate new urbanized areas that are not currently included in the model;
- A work plan will need to be developed to determine all the steps necessary to finalize MUMPO's new planning area boundary; and
- A CRAFT meeting will be held on Tuesday, April 17 to begin discussing how the region will proceed to determine new MPO boundaries.

Mr. Coxé requested that TCC members take good notes as they present this information to the Boards in their respective jurisdictions, in order to maintain a record of the process.

8. Certification Review

Presenter: Loretta Barren, FHWA

Summary/FYI:

Ms. Barren explained that a certification review is required every four years for a MPO that also qualifies as a Transportation Management Area (TMA) – meaning its population exceeds 200,000. Since MUMPO is considered a TMA, a certification review is required, and was held on December 5th and 6th of 2011. Ms. Barren stated that the official report was released and contains one corrective action – that MUMPO complete a Congestion Management Process by March 2013. She indicated that if the CMP is not complete by the deadline, MUMPO will not be able to construct any capacity adding projects. Mr. Coxé asked if a toll only lane could be constructed without a completed CMP, to which Ms. Barren replied that it could. She also noted that both CATS and the CDOT Modeling team received excellent reviews for the work they have accomplished.

9. Congestion Management Process (CMP)

Presenter: Robert Cook

Summary/FYI:

Mr. Cook stated that a consultant has been selected to assist MUMPO with the development of its CMP. He noted that a TCC task force has been constituted to help with the process and that the task force will hold its next meeting on April 13. He stated that the Federal Highway Administration will be represented at the April 13 meeting. Mr. Cook concluded by indicating that the consultant that was chosen is fully aware of the implications of completing the CMP by the March 2013 deadline.

10. Comprehensive Transportation Plan (CTP)

Presenter: Anil Panicker, NCDOT-Transportation Planning Branch

Summary/FYI:

Mr. Panicker informed the TCC that the second draft of the CTP highway map was sent out for review earlier in the week. He also indicated that the second draft of the transit map is currently being prepared, along with the second draft of the bicycle and pedestrian maps. Mr. Steinman urged that a CTP staff meeting be held as soon as possible to discuss the status of the process.

11. Upcoming Issues

Mr. Coxe made the following announcements:

- MUMPO is currently soliciting projects for potential CMAQ funding in FY 2016 & 2017. Project submittals are due Friday, April 27;
- The annual NC Association of MPOs Conference will be held in Asheville from May 2-4, 2012;
- NCDOT is concluding work on its 2040 Plan. At a future staff meeting, a project update will be provided and this topic will be discussed in more detail;
- MUMPO will begin the update of its LRTP very soon. Several TCC members have been identified to participate in a working group that will be tasked with leading the plan update process.

Mr. Moose announced that Tim Boland, with NCDOT's Division 10 office, would be taking over the duties of Richard Hancock.

12. Adjourn: The meeting was adjourned at 12:00 PM.

DRAFT



600 East Fourth Street
Charlotte, NC 28202
704-336-2205
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TO: TCC Members
FROM: Robert Cook, AICP
MUMPO Secretary
DATE: April 30, 2012

SUBJECT: FY 2012 MPO Self-Certification

REQUEST

The TCC is requested to recommend to the MPO that it adopt a resolution certifying MUMPO's compliance with all federal statutes, laws, regulations, etc. associated with the transportation planning process.

ATTACHMENTS

Included in the agenda packet is

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

BACKGROUND

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

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

**Mecklenburg-Union MPO
FY 2012 Self-Certification Checklist**

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

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

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

YES

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

YES

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

YES.

Staff is now working with its regional partners to determine the MPO's new boundaries in response to the expansion of the Charlotte urbanized area.

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

YES to all of the above.

5. Does the area have a valid transportation planning process?
23 U.S.C. 134; 23 CFR 450

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

YES to all of the above.

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

YES to all of the above.

7. Does the area have a valid CMP? (TMA only) 23 CFR 450.320
 - a. Is it consistent with the LRTP?
 - b. Was it used for the development of the TIP?
 - c. Is it monitored and reevaluated to meet the needs of the area?

The 2012 Certification Review includes a Corrective Action related to the preparation of a Congestion Management Process (CMP). The following actions have been taken in order to ensure that a valid CMP is completed by the March 2013 deadline established by the FHWA:

A Congestion Management Framework Guide was finalized in early 2012 to help staff and the TCC in its efforts to produce a valid CMP.

The TCC established a Task Force to guide the CMP development process.

A consultant has been retained to assist with the development of the CMP.

- **A Letter of Intent has been provided to the consultant.**
- **Contract execution is tentatively scheduled for May 29.**
- **The scope of work is being finalized.**

8. Does the area have a process for including environmental mitigation discussions in the planning process?
 - a. How?

MUMPO's 2035 LRTP includes a thorough discussion of environmental mitigation in section 8.4.

MUMPO's project ranking criteria includes a component that assesses a project's impact on the natural environment.

9. Does the planning process meet the following requirements:
 - a. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
 - b. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
 - c. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
 - d. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
 - e. Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
 - f. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
 - g. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;

- h. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- i. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- j. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.
- k. All other applicable provisions of Federal law. (i.e. Executive Order 12898)

YES to all of the above.

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

YES to all of the above.

The PIP is currently being reviewed in order to update the document to include elements related to enhanced outreach to environmental justice communities and a Limited English Proficiency (LEP) plan. A public comment period is currently underway and is scheduled to end on June 13.

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

- a. How?

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

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

** Code of Federal Regulations*

RESOLUTION

**CERTIFYING THE TRANSPORTATION PLANNING PROCESS OF THE
MECKLENBURG-UNION METROPOLITAN PLANNING ORGANIZATION
FOR FY 2012**

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

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

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

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

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

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

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

NOW THEREFORE BE IT RESOLVED that the Mecklenburg-Union Metropolitan Planning Organization certifies its transportation planning process on this the 16th day of May, 2012.

I, Ted Biggers, MUMPO Chairman, do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the Mecklenburg-Union Metropolitan Planning Organization duly held on the 16th day of May, 2012.

Ted Biggers, Chairman

Robert W. Cook, Secretary

Mecklenburg-Union Technical Coordinating Committee
I-77 North Corridor Statement of Principles Guidance Document
May 10, 2012

The Mecklenburg-Union Technical Coordinating Committee (TCC) hereby commits itself to active, ongoing, and meaningful participation in the development and implementation of projects in the I-77 corridor between central Charlotte and Mooresville. To guide this collaboration the TCC is preparing a statement of principles. This statement of principles is intended to be an evolving document that can be modified as additional issues arise and information is developed.

The development should include:

- 1) A strategic vision for the corridor between Charlotte and Mooresville, with the potential extension to Statesville of this vision
- 2) A mechanism for examining the environmental issues that would affect project development throughout the corridor
- 3) The development of the types of information and a schedule that could lead to a public/private partnership (P3) project moving forward in 2012
- 4) A framework for the amount and source of any public subsidy to a P3 project
- 5) A meaningful mechanism for stakeholder participation in the development of terms and conditions of a P3 project
- 6) Defining how to ensure the physical and financial viability of other projects that penetrate the envelope of the corridor (both those currently envisioned and how do deal with subsequent proposals)
- 7) Actions to ensure long term support for transit and shared ride modes of travel
- 8) Actions to ensure the operational viability and characteristics of any interim project



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

TO: TCC Members
FROM: Robert Cook, AICP
 MUMPO Secretary
DATE: April 30, 2012
SUBJECT: 2012-2018 TIP Amendments

REQUEST

The TCC is requested to recommend to the MPO that it amend the TIP as noted in the table below.

BACKGROUND

NCDOT's Program Development Branch has requested that MUMPO amend its TIP for the projects listed below. Projects U-209B and U-3850 were discussed at the April 11 Transportation Staff meeting, and those present concurred with the recommended action.

TIP Project	Description	Proposed Amendment	Reason
U-209B	Independence Blvd-widen from Albemarle Road to Idlewild Road	Delay Construction from FY 12 to FY 13	Allow time for redesign requested by City
U-3850	Belk Freeway-add westbound lane through I-77 interchange	Remove from TIP	Funding allocated for the project (\$3.65M) is not adequate to construct the needed improvements
K-5500C (Statewide project)	Rest area renovations	Add Construction in FY 13	Funds not previously programmed
M-0451 (Statewide project)	Statewide landscape plans for TIP construction projects	Add Preliminary Engineering in FY 12 through FY 18	Funds not previously programmed
W-5210 (Division project)	Rumble strips, guardrail safety & lighting improvements at selected locations	Add ROW and Construction in FY 13 through FY 15	Funds not previously programmed

ATTACHMENTS

A draft resolution is included in the agenda packet.

RESOLUTION

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

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

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

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

TIP Project	Description	Proposed Amendment	Reason
U-209B	Independence Blvd-widen from Albemarle Road to Idlewild Road	Delay Construction from FY 12 to FY 13	Allow time for redesign requested by City
U-3850	Belk Freeway-add westbound lane though I-77 interchange	Remove from TIP	Funding allocated for the project (\$3.65M) is not adequate to construct the needed improvements
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M-0451 (Statewide project)	Statewide landscape plans for TIP construction projects	Add Preliminary Engineering in FY 12 through FY 18	Funds not previously programmed
W-5210 (Division project)	Rumble strips, guardrail safety & lighting improvements at selected locations	Add ROW and Construction in FY 13 through FY 15	Funds not previously programmed

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

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

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

NOW THEREFORE BE IT RESOLVED by the Mecklenburg-Union Metropolitan Planning Organization that the FY 2012-FY 2018 Metropolitan Transportation Improvement Program for the Mecklenburg-Union Urban Area be amended as listed above on this the 16th day of May, 2012.

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 this the 16th day of May, 2012.

Ted Biggers, Chairman

Robert W. Cook, Secretary

DRAFT

FEASIBILITY STUDY INFORMATION

Project Request: *Bearskin Creek Greenway*

Agency/Organization: *Monroe Parks & Recreation*

Contact Person: *Mike Courtney*

Address: *PO Box 69, Monroe NC 28111-0069*

Telephone: *704-282-4569*

Please respond to the following as completely as possible. Attach vicinity maps, photographs, project reports, or master plans whenever possible.

Project Description

On attached sheets of paper, please provide the following information:

1. Describe the type of bicycle facility you envision, the location (for example, along Broad Street from the intersection at Elm Street to the intersection with Main Street), and the approximate length (in feet or miles) of the project requested. Is the proposed greenway within an abandoned railroad corridor? Is there a cost estimate?

Bearskin Creek Greenway is envisioned to be a predominately off-road facility, with 10' wide paved surfacing. The eastern segment from Don Griffin Park to Creft Park is approximately 2100 LF. It will be on-road along Miller Street for 360 LF and then follow Bearskin Creek and city owned sewer line corridors to the parking area at Creft Park with one small pedestrian/bicycle stream crossing and an on-grade crossing of Stafford Street.

The western segment from Belk-Tonawanda Park through Dickerson Park is approximately 5160 LF. It will be off-road and follows Bearskin Creek between the parks. From Belk-Tonawanda Park, the greenway will go under the Charlotte Ave. bridge (city owned), along the edge of a commercial tract, crosses under a railroad trestle and through the center of an industrial property, along the creek to Johnson Street. There would be at least two stream crossings needed along this segment. There would be an on-grade crossing on Johnson St. adjacent to or combined with an existing flashing signalized pedestrian crossing for the industrial property. The greenway then extends through the park and terminates at residential neighborhoods on Icemorlee Street.

2. Explain how the project requested will improve bicycle transportation or bicycle safety in your area. Please include a list of the types of places (for example, schools, colleges, commercial shopping areas, residential developments, points-of-interest, or parks) which would become more accessible for bicyclists as a result of the installation of the project you are requesting. How will it fit with an existing greenway? Health and recreation? Will it be good for the local economy, i.e., attract tourism or businesses?

The greenway will connect an existing 1560 LF segment around Don Griffin Park and an additional 1500 LF segment from Don Griffin to Belk-Tonawanda Park slated to be constructed in early 2009. Streets in this area are narrow and can be congested at times for bicycle use. Sidewalks are narrow and adjacent to the edge of pavement creating an uncomfortable feeling for users and the need to leave the sidewalks to access the parks.

With the entire greenway complete, the trail will connect residential neighborhoods at each end with four city owned parks (Creft, Don Griffin, Belk-Tonawanda, and Dickerson) as well as the Union County Farmers Market along the greenway. The city is also looking at developing a fifth park across from Don Griffin that would also be on the greenway. Short existing sidewalk connections link the greenway to Downtown Monroe and to the redevelopment of some old textile buildings. Residents are already using the Don Griffin segment to access the Farmers Market. Belk-Tonawanda Park is home to the city's Fourth of July fireworks and Easter egg hunt as well as other festivals and activities. The greenway would help minimize automobile traffic and parking congestion for residents living within a mile of the park. Dickerson Park features a disc golf course and indoor recreation center that might be more reachable through the greenway. This greenway will provide a safe connectivity route that is off the roadways and along the creek and wildlife corridors. The greenway connects to a soon to be constructed paved loop trail (0.5 mile) at Belk-Tonawanda Park. This greenway and its ability to connect to these parks, without being on road networks, will provide additional recreation opportunities for downtown workers and the industrial employees to the west during the weekday hours, a definite health benefit. Additionally, the corridor should improve wildlife and aviary habitat along the creek.

3. Are there any environmental considerations? Is it in a floodway? Wetlands? Endangered plants or animals? Will it be preserving a waterway?

The greenway is being located above the top of bank along Bearskin Creek. The existing segment at Don Griffin Park has not flooded since it was installed in 2005 even during the heavy rains of Hurricane Gustav in August 2008. No wetlands have been indicated along the greenway corridor to date nor have any endangered plants or animals been identified in this stretch. The greenway construction will help to improve and stabilize streambank conditions and improve the stream habitat along the route.

4. Are there highway or street crossings? Describe any special bicycle crossing structures (underpasses, overpasses, bridges or culverts).

As mentioned in item #1 above, the greenway will have three on-grade street crossings (one signalized with a crosswalk) and two with crosswalks and signage), two underpasses (one road and one railroad), and three to four potential stream non-vehicular bridge crossings. It appears that one barrel on the high side of the stream bed can be used for the trail underpass under Charlotte Avenue. There is plenty of clearance under the railroad trestle as it crosses Bearskin Creek.

5. Describe any utilities located within the project corridor.

The only utilities known to be within the greenway corridor are sanitary sewer facilities.

6. What is the right-of-way ownership? Describe the proposed method for obtaining any non-public right-of-way needed for your project. If the proposed greenway is within an abandoned railroad right-of-way, has the city acquired the railroad right-of-way?

For the eastern portion, the 360 LF segment along Miller Street is intended to be within the city's street ROW. The remainder of the eastern portion will be within city owned property.

For the western portion, the city will need to obtain easements for a 240 LF segment adjacent to a commercial property, a 200 LF underpass from CSX railroad and 1150 LF segment through an industrial property. The industrial property owner has already fenced both sides of the creek through their property beyond the top of the bank well outside of the proposed trail location. The city has begun talks with all three entities. All remaining property along the western portion is city owned park land.

7. Is it adjacent to a road? If a portion of the project is on street, will it be bike-lane paint striped?

The segments along roads will be adjacent to the roads, but not on street. No striped bike lanes are planned. Crossings would be striped as crosswalks.

8. Describe any local bicycle plan, surveys of bicycle users, or local transportation plan including bicycles, which may be available for your community. Please attach copies of any of the above items if available.

A Greenway/Bikeway Master Plan was prepared for the city of Monroe and adopted in April 2005 by the city council. A total of 67 miles of greenway and bikeway linkages were proposed throughout the city within this plan. Bearskin Creek Greenway was identified within the greenway/bikeway master plan. A citizen survey was distributed during the preparation of the greenway/bikeway master plan.

9. List who has endorsed or lent their support to the proposed project (e.g., local businesses or Chamber of Commerce, city government staff, city council, universities, colleges, schools, PTA, local bicyclists, NCDOT Board of Transportation members, etc.). Please be specific (letters of support may be attached).

A Greenway/Bikeway Master Plan was prepared for the city of Monroe and unanimously approved and adopted in April 2005 by the city council who garnered their support. In addition, the plan was endorsed by the Parks and Recreation Commission and directors of the parks and recreation, planning and development and the water resources departments within the city. The plan was also presented to the Union County Parks & Recreation Commission where it was presented for information only and greeted with a favorable attitude.

10. To the best of your knowledge, have all necessary permits and approvals been obtained for this project (e.g., Transportation Advisory Committee or County Commissioners)? Please explain.

Since the remaining segments described above are still in the master planning stage permits have not been applied for at this time. It would be the intent of the city to prepare detailed design documents for the remaining phases and obtain permits and approvals with the detailed design documents..

Local Participation

11. If the agency or organization making this request could participate in the project (e.g., via a direct dollar share, right-of-way acquisition or design services, etc.), please explain on an attached sheet of paper.

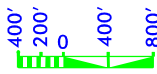
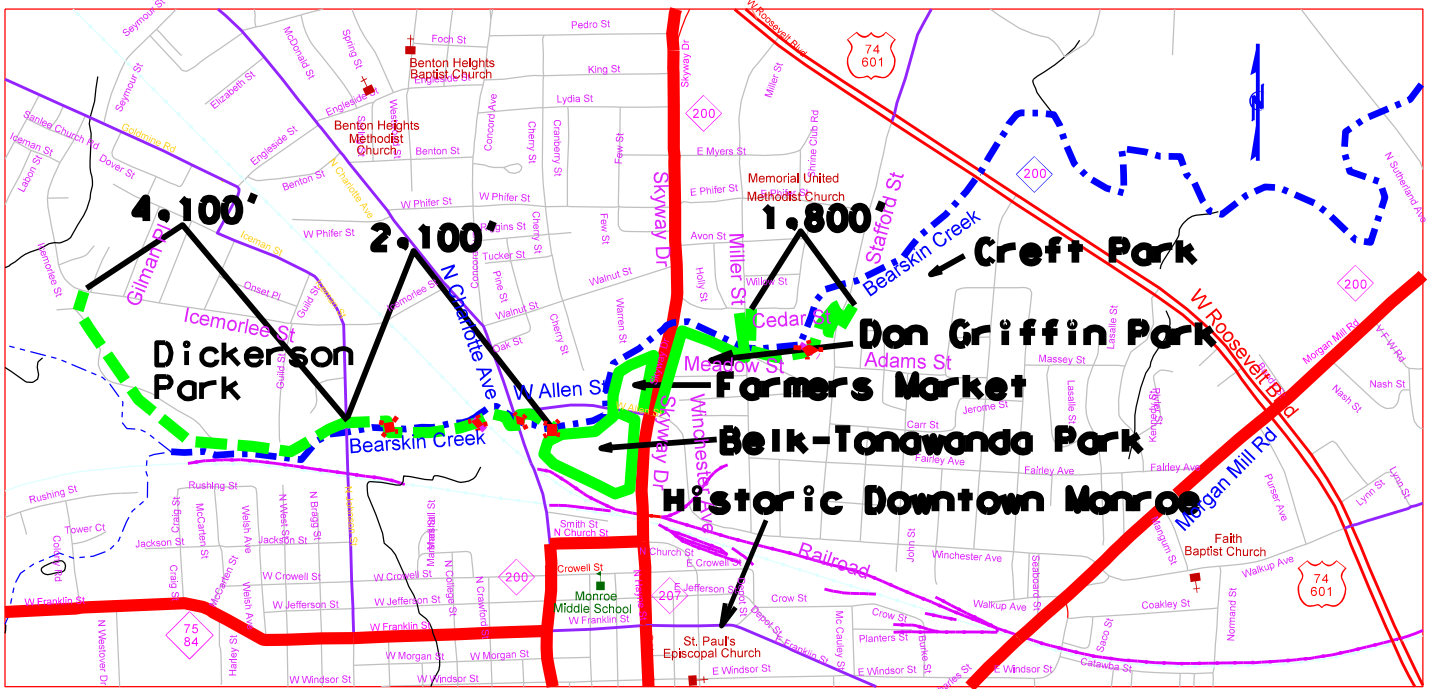
The city of Monroe would obtain all easements and if needed, acquire land, to be able to move forward with this project. Likewise, all design services would be paid for by the city of Monroe. Once TIP funding was determined, the city would then determine the need for any other funding sources or matching funds that would be required to complete the construction of the greenway.

If you feel that this survey has not allowed you to adequately explain the need for the proposed project, please feel free to attach extra pages for your comments.

Please return this survey to:
North Carolina Department of Transportation
Division of Bicycle and Pedestrian Transportation
1552 Mail Service Center
Raleigh, NC 27699-1552

Or

Via e-mail to:
Rrhayes@ncdot.gov



- Legend**
- Prop. Bridge
 - Bearskin Creek
 - Prop. Greenway
 - Exist. Greenway
 - Railroad

Vicinity Map Bearskin Creek Greenway City of Monroe



**BEARSKIN CREEK GREENWAY
MASTER PLAN**
MONROE, NC DECEMBER 5, 2008

PREPARED FOR: MONROE PARKS AND RECREATION DEPARTMENT

PREPARED BY: **HadenStanziale**
planning
landscape architecture
civil engineering

LEGEND

- - - CONSTRUCTION COMPLETED - PHASE I
- - - CONSTRUCTION DOCUMENTS COMPLETED - PHASE II
- - - PRELIMINARY DESIGN - PHASE III
- CITY PARK



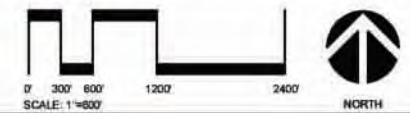
LEGEND

- CONSTRUCTION COMPLETED - PHASE I
- CONSTRUCTION DOCUMENTS COMPLETED - PHASE II
- PRELIMINARY DESIGN - PHASE II
- CITY OWNED
- COUNTY OWNED
- OWNED BY OTHERS

BEARSKIN CREEK GREENWAY OWNERSHIP MAP
 DECEMBER 5, 2008

PREPARED FOR: MONROE PARKS AND RECREATION DEPARTMENT

PREPARED BY: **HadenStanziale**
 planning
 landscape architecture
 civil engineering



August 17, 2011

Robert Hayes
Assistant Facilities Engineer
NCDOT-Division of Bicycle and Pedestrian Transportation
1 S. Wilmington Street
Raleigh, NC 27601
MSC 1552



Re: Bearskin Creek Greenway, EB-5011

Dear Robert Hayes,

The NCDOT, Division of Bicycle and Pedestrian Transportation's proposal regarding the Bearskin Creek Greenway was discussed at the August 16th Monroe City Council meeting. The City Council is very excited about the opportunity to receive funding to expand Monroe's greenway system and agree to the following proposal:

Bearskin Creek Greenway (EB-5011) from Skyway Drive (including crossing) west to Ice Morlee Street.

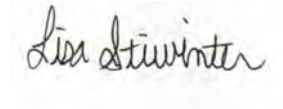
1. NCDOT's responsibility would be to provide \$220,000 for design and administration and \$1,416,000 for construction including furnishings or relocating disc golf.
2. The Division of Bicycle and Pedestrian Transportation is not requiring the City to provide the required 20% match.
3. Monroe would be responsible for acquiring the right-of-way, acquiring any permits (to include encroachment and environmental), and advertise for and acquire the design engineer and construction company.

City staff will begin working on the advertising and acquiring a design engineer, acquiring any permits, receiving permission from CSX, and acquiring the right-of-way. Staff believes we can accomplish these steps within a two year timeframe and be ready to let the project by 2013.

The Monroe City Council would like to thank NCDOT, Division of Bicycle and Pedestrian Transportation for supporting and offering to fund the Bearskin Creek Greenway. The greenway will be a great asset to our community and serve to link four parks within the City of Monroe.

If you have any questions, please feel free to contact me at 704-282-4569 or lstiwinter@monroenc.org.

Sincerely,

A handwritten signature in cursive script that reads "Lisa Stiwinter". The signature is written in black ink on a light-colored background.

Lisa Stiwinter
Director of Planning

CC:
Wayne Herron, City Manager
Mike Courtney, Park and Recreation Director



April 24, 2012

The Honorable Ted Biggers, Chairman
Mecklenburg-Union Metropolitan Planning Organization
600 East Fourth Street
Charlotte, North Carolina 28202

Dear Chairman Biggers,

In the spring of 2011, the Mecklenburg-Union MPO (MUMPO) provided its endorsement to Centralina Council of Governments' application, on behalf of the 14-county bi-state region, for HUD Sustainable Communities Regional Planning Grant funds to undertake the next steps of the CONNECT vision. Your endorsement, and your willingness to become part of the leadership of this grant through the CONNECT Consortium, helped us to secure funding in the amount of \$4.9 million from HUD.

We now invite the MUMPO to formalize your membership in the CONNECT Consortium through adoption of the attached Consortium Agreement. This Agreement formalizes discussions we shared during the grant application process concerning data-sharing and participation in helping to shape the work of the grant. It also formalizes the benefits that will accrue to the MUMPO as a member of the Consortium (and we're learning about additional benefits for Consortium members from HUD on a regular basis). Finally, the Agreement's Exhibit A explains how the Consortium will do its work to produce the deliverables we need to ensure vibrant communities in a robust region—what CONNECT Our Future is all about.

To formalize your membership in the Consortium, we ask that the MUMPO's Policy Board adopt the Agreement, and make appointments to the Consortium. These appointments include:

- A senior staff member or department head, to the Consortium's Program Forum, and
- An elected official, to the Consortium's Policy Forum

You may also appoint named alternates for the Consortium positions. Your representatives will work with others representing our over 100 partners to develop a Regional Strategic Framework that integrates extensive public engagement about regional needs and the region's future with expert content provided by Program Teams. Furthermore, as a Consortium member, you're also invited to participate in the Program Teams of your choice, which also are included in the Agreement's Exhibit A and in the attachments to this letter.

Page 2

The Honorable Ted Biggers, Chairman

April 24, 2012

We look forward to the opportunity to discuss this invitation, and the Agreement, further with your Board at their meeting in May. We hope you'll confirm your willingness to become part of this unprecedented collaboration to enhance our region's ability to compete globally as we strive to efficiently use scarce public resources and grow jobs and quality of life at home.

Sincerely yours,



Martha Sue Hall

Chairperson, Centralina Council of Governments

Cc: Mr. Bill Coxe, TCC Chairman
Mr. Robert W. Cook, MUMPO Secretary
Mr. Jim Prosser, Centralina Executive Director

Attachments: Consortium Agreement
Consortium Q & A
Appointment Form

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



Vibrant Communities – Robust Region

Memorandum of Understanding

For CONNECT Consortium Membership for The Mecklenburg-Union Metropolitan Planning Organization

WHEREAS, over 50 jurisdictions serving 70% of the CONNECT region’s (as defined on page A-4 of the attached Exhibit A) population have adopted the CONNECT Regional Vision (as defined on page A-4 of the attached Exhibit A), based on a set of Core Values (as defined on page A-4 of the attached Exhibit A) compiled from adopted local policies, plans and programs, and

WHEREAS, those jurisdictions and other non-profit and private sector partners identified the development of a strategic regional framework for implementing these Core Values as the “next step” to achieve this community-based vision; and

WHEREAS, the federal Sustainable Communities Regional Planning Grant Program (the Program) operated by the US Department of Housing and Urban Development (HUD) on behalf of the US Department of Transportation, US Environmental Protection Agency, and HUD, incorporates Livability Principles (as defined in the Program documents) that align closely with CONNECT’s Core Values, and provides a funding source for development of CONNECT’s needed regional strategic framework for effectively and efficiently addressing growth and community economic revitalization; and

WHEREAS, the Centralina Council of Governments (CCOG) and the Catawba Regional Council of Governments (CRCOG) established the CONNECT Consortium, as defined on page A-3 of the attached Exhibit A, as a representative body to develop a grant application based on the CONNECT Vision to HUD for Program funds, and to support local governments, non-profits, academic institutions and other groups representing the region’s diversity, in their work to further sound growth, regional and local economies built to last, vibrant communities, and inclusive public engagement and decision-making; and

WHEREAS, CCOG as Lead Applicant submitted the application to the Program on behalf of the Consortium on October 5th, 2011, was notified of grant approval on November 21, 2011, and entered into a Cooperative Agreement with HUD to carry out the work of the application with an effective date of February 1, 2012; and

WHEREAS, CCOG, CRCOG, and the Consortium will continue this collaborative approach to carry out the work funded in the application to move the CONNECT Core Values into a community-based, regionally-inclusive strategic framework for action to help communities address economic growth, quality of life, and fiscal stability now, and to create better prospects for our children and grandchildren;

NOW, THEREFORE, the MECKLENBURG-UNION METROPOLITAN PLANNING ORGANIZATION (the MUMPO) agrees to the following by signing this memorandum of understanding:

1. To participate as a member of the CONNECT Consortium in the development of the “CONNECT Our Future” Regional Strategic Framework (the Framework) incorporating regional and local plans to support vital communities, economic growth, improved quality of life and environment, and efficient public investments, with funding provided in part from a Program grant (the Grant);
2. As a Consortium member, to engage in review of work products, reports, data, proposed strategies and implementation approaches, and to actively engage with fellow Consortium members in collaborative approaches to problem-solving the challenges, barriers, and opportunities faced by the region and by communities within the region;
3. To affirm the goals, principles, and participatory and functional structure for accomplishing the work of “CONNECT Our Future” as outlined in Exhibit A, attached and incorporated herein by reference;
4. To appoint one policy-level representative (elected official/CEO/board member) and named alternate(s) to the Consortium’s Policy Forum, and one staff representative and named alternate(s) empowered to speak at the staff level to the Consortium’s Program Forum (as defined on Page A-3 of Exhibit A) to represent the perspective of the MUMPO at meetings of the Consortium, ensuring that the interests, needs, and plans of the MUMPO are included; and to notify the CCOG of any changes in representation;
5. If requested, to appoint a policy-level representative to the CONNECT Council (as defined on Page A-3 of Exhibit A).
6. To have representation and participation in Consortium Program and Support Teams (as defined on pages A-2 and A-3 of Exhibit A) appropriate to the MUMPO’s mission;
7. To communicate with the MUMPO’s staff/residents/members the work of the Consortium, and to assist the Consortium with outreach to them and to persons who typically do not participate in community planning processes, so that they may be included in public and community engagement activities for community problem-solving and to develop the Framework;
8. To provide any staff support, meeting space, or other in-kind or cash assistance as outlined in MUMPO’s resolution of support for the Grant dated May 18, 2011, included as Exhibit B and incorporated herein by reference, it being understood that participation as a Consortium member does not preclude the MUMPO from potential eligibility as a subgrantee or subcontractor to the Consortium pursuant to the Grant;
9. To share relevant data, maps, plans, and successes with other Consortium members to promote mutual understanding of the issues and capacity-building among all Consortium members;
10. To recognize CCOG as a CONNECT Consortium member with full voice at all Consortium meetings; and
11. To recognize CCOG as Lead Applicant and Project Manager, and CRCOG as Lead Partner for the Grant solely as a benefit and convenience to the MUMPO and not to hold either CCOG or CRCOG liable in any manner in such capacity.

AND FURTHERMORE, the CCOG agrees, on its own behalf, as a member of the CONNECT Consortium, to abide by the immediately preceding 11 membership obligations.

AND FURTHERMORE, the CCOG agrees to confer, either directly for entities in North Carolina, or through its Lead Partner CRCOG in South Carolina, the following benefits of participation in the CONNECT Consortium:

1. Recognize the MUMPO as a CONNECT Consortium member with full voice at all Consortium meetings;
2. Notify the MUMPO of all Consortium activities and opportunities for participation;

3. Provide the MUMPO with access to information and data collected by the Consortium pursuant to this project;
4. Work with the MUMPO to provide multiple opportunities for public engagement in the development of the Framework;
5. Notify the MUMPO of opportunities for webinars, conferences, and other national best-practice learning opportunities for staff and policy-maker capacity-building through the National Sustainable Communities Learning Network (as defined on page A-5 of the attached Exhibit A);
6. Provide educational and informational opportunities to the MUMPO that support and assist the organization's participation in development of the Framework or build its capacity for ongoing regional work;
7. The CCOG will assist the MUMPO in identifying potential funding opportunities to support implementation of projects emerging from or supportive of the Framework;
8. Recognize the MUMPO's Consortium membership as meeting a prerequisite for eligibility for Preferred Sustainability Status Bonus Points (as defined on page A-5 of the attached Exhibit A) or other consideration by Federal funding agencies, which may assist the MUMPO in obtaining federal support for planning or implementation projects aligned with the goals of the Program; and
9. Notify the MUMPO of Requests for Proposals for work related to the performance of the Grant.

THIS AGREEMENT shall be in effect from the date of adoption through March 31, 2015, and may be renewed by mutual written agreement among the parties. This agreement may be amended by the mutual written consent of both parties, provided that approval for such amendment is given as was given for the initial agreement.

Either party may elect to terminate this Agreement by providing 30 days' written notification to the other party's Chief Executive Officer. Organizations withdrawing from the Consortium will be accountable for any data or maps promised due prior to the date of their withdrawal.

Adopted this _____ day of _____, 2012.

MECKLENBURG-UNION MPO:

CCOG:

Authorized Signature

Martha Sue Hall, Chairperson

Witness

Jim Prosser, Executive Director

Approved as to Form:

Steve Meckler, CCOG Legal Counsel

Exhibit A

CONNECT Consortium

GOALS, FUNCTIONAL ORGANIZATION AND OPERATING PRINCIPLES

The CONNECT Consortium, and the development of the “CONNECT Our Future” Regional Strategic Framework are designed to be inclusive, publicly- and community-driven, and designed to produce strong and vibrant communities that, working together, produce a strong and vibrant region. This was the approach used in the development of the CONNECT Core Values and Vision, and is the approach that will be continued with this work. The Goals and Principles under which the Consortium will work, and its Functional Organization, each as defined below, are based on this underlying approach.

GOALS:

The overarching goals of the Consortium are to:

- Create the “CONNECT Our Future” Regional Strategic Framework as a platform to help communities and the region reaching economic and quality of life goals; and
- Develop a forum and process for ongoing collaborative problem-solving to address emerging regional and community issues in the future.

Specific deliverables for the Consortium include:

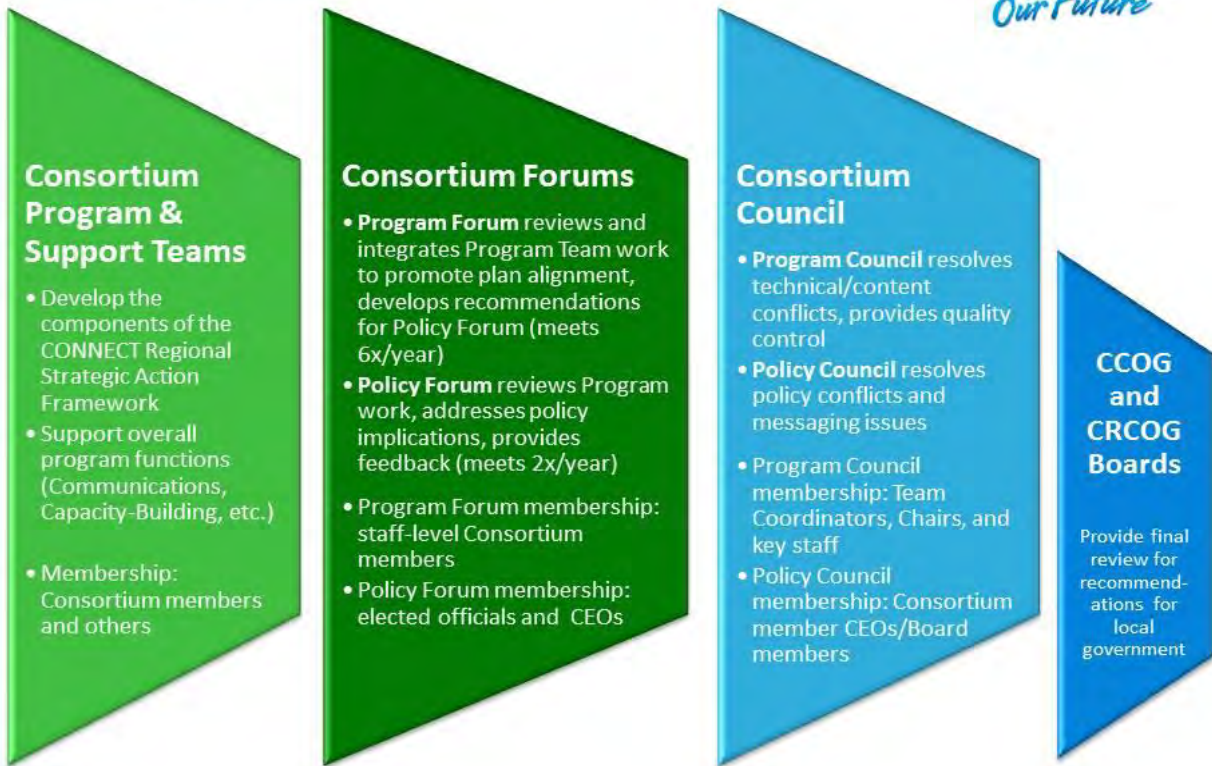
1. The “CONNECT Our Future” Regional Strategic Framework that includes:
 - a. A Regional Preferred Development Scenario (as defined on page A-5 of this Exhibit A) developed through extensive public engagement process and data analysis that informs long-range planning for the region’s future growth;
 - b. An effective place-based economic development strategy that focuses on job creation, workforce readiness, and community revitalization, including strategies to address the most opportunity-poor neighborhoods;
 - c. Assessments and strategies for housing that meets community needs, both now and in the future;
 - d. Assessments and strategies to reduce emissions and enhance the region’s air quality;
 - e. Assessments and strategies that help grow the local food industry while providing healthy foods in areas of need; and
 - f. Assessments and strategies for energy conservation and job growth in the energy field.
2. A functional framework and process for ongoing communication, collaboration, and problem-solving that engages public, non-profit, and private organizations across boundaries.

FUNCTIONAL ORGANIZATION:

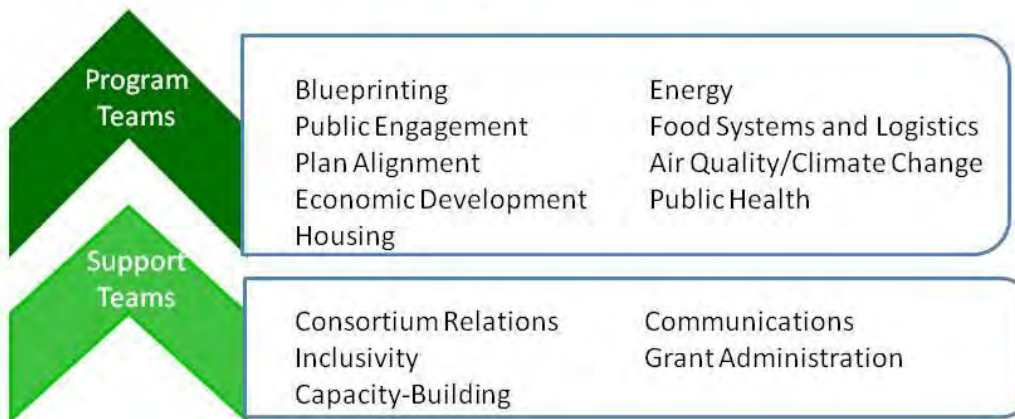
The CONNECT Consortium is being organized as a vehicle to successfully accomplish the work required to meet the goals, not to serve as another governmental structure. As such, its organization is designed to produce the “CONNECT Our Future” Regional Strategic Framework, and its component elements, and to assist communities and the region with a broad range of problem-solving around growth, economic development, natural resources, and infrastructure planning. The following charts outline the functional

process and structures that will be used to accomplish this work:

How the CONNECT Sustainable Communities Grant Work Gets Done...



CONNECT Teams



Program Teams will develop the content for the “CONNECT Our Future” Regional Strategic Framework, including the identification of a Regional Preferred Development Scenario through the Blueprinting process (as defined on page A-5 of this Exhibit A), as well as the development and integration of place-based economic development strategies, housing, energy, food access and other plans. Program teams are open to Consortium members and non-members based on expertise and interest.

Support Teams will provide services, resources, and overall project management needed by all work groups, such as communications materials and strategies, and financial and contract processing. Each team will have a CCOG Team Coordinator who will serve as project manager for that team, with CRCOG liaisons for each team. Each program team (and some support teams) will be led by a non-CCOG or CRCOG Team Chair selected by the team. Both Program and Support Teams may be reconfigured as needed to accomplish the work of the Program.

The Consortium will include all members who have signed a Consortium Agreement in the form of that agreement to which this **Exhibit A** is attached, and is open to any interested organization, local government, or private entity willing to do so. The Consortium will integrate the content produced by the Program Teams to create the Framework, working at two levels. They are:

The Program Forum: Senior staff, department heads, content experts, and other Consortium representatives who review and integrate Program Team components of the Framework, identify potential policy questions, resolve content or technical conflicts to the extent possible, and ensure that Framework elements work in sync. The Program Forum will meet bi-monthly.

The Policy Forum: Elected officials, private and non-profit sector CEOs and/or Board members who examine policy implications and messaging issues, identify needed policy or regulatory changes, provide feedback to the Program Forum, and resolve policy-related conflicts to the extent possible. The Policy Forum will meet semi-annually.

The Consortium also is the body that endorses the final Framework, through both Forums and with heavy stakeholder engagement.

The CONNECT Council will provide oversight in the sense of quality control and conflict resolution when the Consortium cannot reach a consensus position. The Council, like the Consortium, will be organized in the two divisions below to address technical/programmatic/content issues, and to resolve important policy conflicts.

The Program Council will be composed of key staff, Team Coordinators, and Team Chairs.

The Policy Council will be composed of members appointed from the Consortium by, and including members of, the Executive Boards of both CCOG and CRCOG, supplemented by CEOs/Board members from non-profit organizations and the private sector.

The Boards of CCOG and CRCOG will serve as the final vetting group for review of recommendations or policy matters affecting local governments or suggesting state or federal policy change. This is a role they have undertaken in the past and that will enhance the acceptance of Consortium recommendations. They will have the opportunity to review, but, except to the extent that individual members of those Boards serve on the Policy Forum or Policy Council, will not be involved in decision-making regarding, any recommendations aimed primarily at the non-profit or private sectors. Those recommendations will be published through professional associations and Consortium members representing those entities on the Consortium. Each Consortium member understands and acknowledges that CCOG and CRCOG are assuming these roles solely for the benefit and convenience of all Consortium members and therefore, each Consortium member agrees not to hold either CCOG or CRCOG liable in any manner in such capacity.

The Consortium is expected to be a growing, evolving group, and it is hoped that additional organizations will wish to join and participate. Organizations requesting membership will be required to sign this

Consortium Agreement, and to participate in an orientation that addresses goals, operating principles (including the basics of collaborative process), functional organization, and the progress of the Consortium to date.

OPERATING PRINCIPLES:

The Consortium will strive to:

Include all the diverse perspectives and populations in the region in its processes, including active public engagement in developing its deliverables;

Operate in a collaborative manner, holding each other accountable for participation, outreach, and timely engagement;

Be fully transparent and share the work of the Consortium with all parties to the Consortium Agreement and with the public using a variety of communications tools;

Be open to all interested organizations, local governments, and private entities that are willing to adopt the Consortium Agreement and participate in orientation as described above, including by the following:

- State agency representatives will have voice; and
- Private-sector representatives will have voice on matters in which they have no financial interest; and

Operate by consensus using best-practice collaborative process, with the option of seeking conflict resolution through the CONNECT Council.

To facilitate the success of these operating principles, Consortium members at both the Program and Policy Forums will be expected to participate in 80% of the their group's meetings.

DEFINITIONS:

CONNECT Region: 14 Counties in North and South Carolina, including Anson, Cabarrus, Cleveland, Gaston, Iredell, Lincoln, Mecklenburg, Rowan, Stanly and Union in North Carolina, and Chester, Lancaster, Union, and York in South Carolina.

CONNECT Vision: A definition of the values and exploration of potential policies that the CONNECT Region has selected to guide its future through adoption by local resolution. The Vision, including CONNECT Core Values and a proposed Action Agenda, were adopted by local governments representing over 70% of the region's population in the period 2008 through 2010.

CONNECT Core Values: Six values selected by the CONNECT Vision Task Force from among over 100 goals and values identified by an independent consultant as being shared by local governments in the CONNECT region, based on a review of their adopted public policy documents in 2006-2007. The Core Values are:

A Strong, Diverse Economy that supports a wide variety of businesses and enterprises throughout the region;

Sustainable, Well-Managed Growth that maintains quality of life, protects open space and environmental quality, retains the natural character of the region, and maximizes the efficiency of infrastructure investments;

A Safe and Healthy Environment with good air and water quality;

High-Quality Educational Opportunities that are available to all residents;

Enhanced Social Equity through community leadership and cooperative volunteerism; and

Increased Collaboration Among Jurisdictions on issues that transcend boundaries, including growth management, transportation, and environmental concerns, in a manner that recognizes both regional and local needs.

National Sustainable Communities Learning Network: The National Sustainable Communities Learning Network is a collaboration of HUD with multiple national organizations engaged in all aspects of regional and local planning and under contract with HUD to help regional and local grantees and their Consortium members build their capacity for using “best practices” for any aspects of work in which they are interested through webinars, publications, and workshops.

Preferred Sustainability Status Bonus Points: Preferred Sustainability Status (PSS) is recognition conferred on HUD Program grantees and other non-grantees who have met certain thresholds, based on their work. As a PSS-recognized grantee, CCOG is allowed to certify that those who are applying for certain HUD grants are eligible for 2 PSS Bonus Points provided that: They are members of the CONNECT Consortium, they have completed a HUD Form 2995 and submitted a synopsis of their project, and that the synopsis demonstrates consistency with HUD’s Livability Principles as found in Program guidance and the CONNECT project’s objectives. In highly-competitive application processes, 2 points can make the difference between a grant being awarded or not. Other Federal agencies have indicated that Consortium membership may be considered in their grant review process.

Regional Preferred Development Scenario: A generalized pattern for accommodating projected growth in population and jobs, selected by consensus through extensive public and leadership engagement, that produces consensus desired performance outcomes (such as, potentially vibrant downtowns or close job access).

Blueprinting Process: A process by which alternative scenarios for growth are explored by the public and evaluated through modeling to determine which development patterns produce the long-term results that communities want and a foundation for community and regional efficiencies in infrastructure planning.

Exhibit B

Memorandum of Understanding
For CONNECT Consortium Membership
In Support of the
Sustainable Communities Regional Planning Program

WHEREAS, the Sustainable Communities Regional Planning Program (Program), a partnership of the U.S. Department of Housing & Urban Development, U.S. Environmental Protection Agency, and the U.S. Department of Transportation, is designed to promote greater regional sustainability, livability and efficiencies by breaking down barriers to governmental and private/non-profit collaboration among regional jurisdictions, linking housing, transportation, economic development, and the environment; and

WHEREAS, the Program's foundation is based on six Livability Principles intended to promote sustainability and are closely linked to the CONNECT Regional Vision Core Values and Action Agenda developed by the Centralina Council of Governments (CCOG), Catawba Regional COG, and the Charlotte Regional Partnership, and adopted by 50+ jurisdictions in the region; and

WHEREAS, the State of North Carolina has created the North Carolina Sustainable Communities Task Force and a related program of Planning Grants to support the Federal efforts and promote the Livability Principles from a North Carolina perspective; and

WHEREAS, CCOG is the lead for facilitating this joint effort for the Charlotte metropolitan region for federal and State funds under the Program, establishing the CONNECT Consortium as a fully-representative body to develop and guide the program and to support local governments, non-profits, academic institutions and other groups in their work to further sustainable growth, environmental enhancement, and inclusive public engagement and decision-making; and

WHEREAS, in doing so, the Consortium will provide a strong platform for the Mecklenburg-Union Metropolitan Planning Organization's (MUMPO's) interest in creating a sound regional multi-modal transportation system well-integrated with land use plans, and supportive of reinvestment in older industrial or abandoned commercial properties; and will directly benefit the MUMPO in these and related efforts; and

WHEREAS, the MUMPO's participation in Sustainable Communities Regional Planning Grants from Federal or State governments will afford the MUMPO benefits including Federal "Preferred Sustainability Status" and potentially increased likelihood of funding for related projects;

NOW, THEREFORE, BE IT RESOLVED, that the MUMPO agrees to the following by signing this memorandum of agreement:

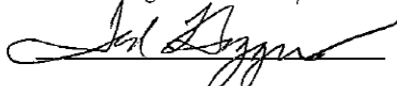
1. To participate as a member of the CONNECT Consortium in development and governance of regional efforts supporting the State and Federal Sustainable Communities programs;
2. To recognize CCOG as Lead Applicant for the HUD Sustainable Communities Regional Planning Grant program, and the NC Sustainable Communities Task Force Grants;
3. To assist with reaching out to traditionally-underrepresented groups to engage them in providing input on matters related to sustainable development and transportation options, and related sustainable communities matters;

4. To participate as appropriate in activities related to the MUMPO's expertise, it being understood that participation as a Consortium member does not preclude the MUMPO from serving as a paid consultant or contractor to the Consortium;
5. To share relevant data with other Consortium members; and
6. To participate as mutually agreed below in the activities of the North Carolina Sustainable Communities Planning Grant entitled "Catalytic Projects for Sustainable Regional Reinvestment:"

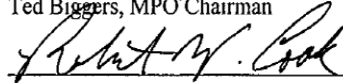
Activity	Role
Stakeholder Committee (Regional)	Appoint a representative to a Regional Stakeholder Committee to help guide the project
Share Relevant Data	Share data and studies regarding transportation infrastructure and improvements proposed within target corridors and project areas
Community Engagement	Assist with coordinating and advertising community engagement activities within corridors and recruiting participants for public open houses and focus groups
Catalytic Project Identification	Participate in identifying potential catalytic neighborhoods and projects for redevelopment focus within target corridors, from a transportation perspective
Strategy Identification	Participate in identifying any transportation needs in to support the development of implementation strategies for identified catalytic neighborhoods/projects

Adopted the 18th day of May, 2011.

Mecklenburg-Union MPO:

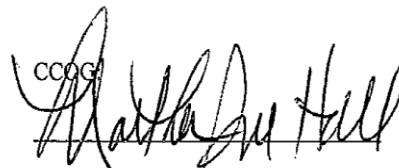


Ted Biggers, MPO Chairman

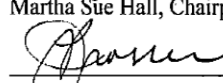


Robert W. Cook, Secretary

CCOG

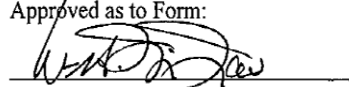


Martha Sue Hall, Chairperson



Jim Prosser, Executive Director

Approved as to Form:



William H. McNair, CCOG Legal Counsel



Vibrant Communities – Robust Region

Consortium Membership Q&A

Q. What is the Consortium?

A. The Consortium is composed of more than 100 public, private, and non-profit member organizations. It guides the process to develop a regional strategic framework, including public engagement and the blueprinting process to develop a consensus-based preferred development scenario for the future. The Consortium conducts some of its work in teams that focus on specific program and support areas such as: economic development, housing, energy, air quality, public health, food access and logistics, public engagement, blueprinting and inclusivity.

Q. How will our community benefit from Consortium membership?

A. Joining the Consortium will benefit your community by:

- Enabling you to work with other communities that share your challenges to identify strategies for success;
- Ensuring your community's needs and current/future plans are incorporated into the strategic framework;
- Allowing you to participate in shaping tools resulting from technical studies in areas such as housing that will be useful to your community, and accessing those tools for use in your own community;
- Allowing you to participate in a national Learning Network for HUD grantees and their Consortium members that provides access to best practice educational opportunities;
- Qualifying you for Preferred Sustainability Status bonus points on some federal applications, and receiving consideration as a Sustainable Communities Consortium member on others; and,
- Enabling you to become part of an ongoing system of communities that problem solves issues and works locally, regionally, and on a state and federal level for solutions.

Q. What is the national Learning Network for HUD grantees?

A. The National Sustainable Communities Learning Network provides members of the Consortium with the opportunity to build their planning capacity using "best practices" they learn about through webinars, publications and workshops. The Learning Network is a collaboration of HUD with multiple national organizations under contract and engaged in all aspects of regional and local planning.

Q. What is the value of "Preferred Sustainability Status" bonus points to my community?

A. In close grant competitions, every point counts. Preferred Sustainability Status points are two bonus points for which Consortium members can become eligible through CCOG for grant applications for projects that are supportive of the goals of the HUD Sustainable Communities Program. It is a simple process with a single form and the points are available for a number of HUD grants.

Q. What does it cost to join the Consortium?

A. There is no direct financial cost. The only costs are the time of your staff and representatives to participate in providing planning documents and planning activities.

Q. What is our commitment as Consortium members?

- A. As Consortium members you will be asked to do the following:
- Share data on existing conditions and future plans (e.g. land use, transportation, utilities);
 - Appoint representatives to come to meetings and help guide and shape the CONNECT Our Future process;
 - Help shape a future framework and tools your community needs, based on your community’s challenges, needs, and desired future; and,
 - Help involve members of your community or organization to participate in public engagement throughout the process.

Q. What are the Connect Program Teams and what do they do?

- A. There are nine CONNECT Program Team that are involved in the work of developing individual components of the Regional Strategic Framework. The Program Teams are: Economic Development, Housing, Energy, Air Quality/Climate Changes, Food Access and Logistics, Public Health, Blueprinting, Public Engagement and Plan Alignment. The teams include representatives with the technical expertise in program areas from throughout the region, both Consortium and non-Consortium members.

Q. How many representatives must we assign to the Consortium and what will they do?

- A. Each Consortium member is asked to appoint two Consortium representatives:
- A senior staff member or department head to participate in the Consortium’s Program Forum, which will work directly with the components of the Framework developed by the Program Teams, and,
 - An elected official (or, if a non-profit or for-profit entity, someone at the CEO or Board level) to serve on the Consortium Policy Forum that will review program work and address policy implications.
- For those organizations that may not have the capacity to appoint two members, a different arrangement may be negotiated. You may also appoint named alternates, and remember that all Consortium meetings are open meetings.

Q. How does the Consortium's work get done?

- A. The work gets done by the Consortium and its component work groups, forums and council, the public and the CCOG and CRCOG boards.
- **The Consortium** – plans and directs public engagement at the beginning, end, and throughout the process.
 - **Consortium Program Teams** – with local government, non-profit, business representation, develop components of the strategic framework based on public engagement, information provided by Consortium partners, data collected, computer modeling and best practices.
 - **The Public** – participates from the very start of the process to completion, to identify a regional strategic framework and a consensus-based growth alternative for the future. The public will be engaged in ways that include public forums throughout the region, survey tools, website feedback, small group meetings with community organizations and a large regional summit.
 - **Consortium Forums** — review and integrate the Program Teams’ work:
 - The Program Forum provides technical review;
 - The Policy Forum of elected officials and CEOs provides policy review;
 - The full Consortium produces final consensus recommendations.
 - **Council and CCOG & CRCOG Boards** — provide quality control.

Q. What is the process for "CONNECT Our Future?"

A. The schedule includes:

- Spring/Summer – Start-up, public engagement;
- Fall/Winter 2012 – Public engagement, identifying measures of what's important to the people of the region;
- 2013-2014 – Public engagement, modeling and evaluating alternative futures, preferred scenario, final regional framework, and next steps.

Q. If we join the Consortium but choose to opt out, can we?

- A.** Yes, you may opt out. You will be asked to provide data that's needed up front to enable a regional strategic framework to be produced for other members that rely on some regional information. But hopefully you will find this process so beneficial in helping address the issues that matter to your community, you will want to continue to have your voice represented in the Consortium.

Q. How is this effort different from other regional efforts to date?

- A.** This region is one of few large regions in the U.S. that has not come together to develop a strategic framework and action plan for vibrant communities and a robust region. However, the region has a vision – the CONNECT regional vision – and development of a regional strategic framework that can be put into action, is the next step. This regionwide process will:

- Provide resources so that as communities bring their specific issues forward, common needs can be identified and effective tools developed to address them;
- Involve extensive public engagement over a 3-year process with more than 80 events held on a sub-regional level to ensure all communities and organizations can participate in problem-solving around issues important to them and the region;
- Use state-of-the-art modeling tools to help identify the long-term outcomes of proposed policies for growth and economic development. In short, it will use projection data for decision-making in the same way businesses have been using that kind of data for years;
- Link our region with other regions nationally so that we can adapt their best practices, and study their “lessons learned.”
- Give us a strategic action framework that supports revitalized communities and provides us a common voice on issues we share.

Q. How will we find out more about "next steps" once we join the Consortium?

- A.** When you join the Consortium, you will receive an information packet and will be asked to provide your contact persons and representatives for the Consortium mailing list. You'll receive information about the Program Teams and how to participate on them, as well as the chance to identify organizations and groups in your community that you would like included in public outreach events. Staff also will contact you to answer any questions and provide further schedule information.

For more information contact:

- Vicki Bott, Grants Development Director & CONNECT Interim Project Director,**
Centralina Council of Governments, (704) 372-2416, vbott@centralina.org
- Rebecca Yarbrough, CONNECT Senior Program Advisor**
Centralina Council of Governments, (704) 372-2416, ryarbrough@centralina.org

CONNECT Consortium Appointments

Name of Organization/Jurisdiction: MECKLENBURG-UNION MPO

Date of Appointments:

Consortium Program Forum (Senior Staff or TCC Appointee):

Primary Appointee:

Last Name	First Name	Title	E-mail	Phone	Address	City	Zip

Named Alternate(s):

Last Name	First Name	Title	E-mail	Phone	Address	City	Zip

Consortium Policy Forum (Elected Official or TAC Appointee):

Primary Appointee:

Last Name	First Name	Title	E-mail	Phone	Address	City	Zip

Named Alternate(s):

Last Name	First Name	Title	E-mail	Phone	Address	City	Zip

Please return ONE ORIGINAL of your SIGNED Consortium Agreement and this form to Ms. Barbie Blackwell, Centralina Council of Governments, 525 North Tryon Street, 12th Floor, Charlotte, NC 28202. You may also supply a PDF of this form to bblackwell@centralina.org, or contact Ms. Blackwell at 704-348-2728 if you have any questions.



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

TO: TCC Members
FROM: Robert Cook, AICP
MUMPO Secretary
DATE: May 1, 2012

SUBJECT: FY 2013 Unified Planning Work Program

REQUEST

Recommend that the MPO adopt the FY 2013 Unified Planning Work Program (UPWP).

BACKGROUND

The Unified Planning Work Program (UPWP) is the MPO’s annual listing of planning priorities and work tasks for the fiscal year. The UPWP includes a description of planning work and resulting products, the agency responsible for the listed work, time frames for completing identified tasks, project costs and funding sources.

FUNDING LEVELS

As has been the case the last few years, staff is developing the UPWP without knowing the full amount of funds that will be available to carry out the MPO’s responsibilities. Therefore, staff is assuming that funding levels for FY 2013 will be the same as FY 2011.

MUMPO’s three funding sources and their FY 2013 funding amounts are listed below:

Planning (PL) funds	\$725,000
STP-DA PL funds supplement	\$800,000*
Section 5303 funds	\$345,969
Total	\$1,870,969

Note

*The amounts shown in the attached spreadsheet for PL and Section 5303 funds exceed the amounts shown above due to the inclusion of funds carried over from FY 2012.
The Section 5303 funds allocation shown in the attached spreadsheet is subject to change pending further discussion with CATS and CDOT staff.*

MECKLENBURG-UNION METROPOLITAN PLANNING ORGANIZATION

FY 2013 Unified Planning Work Program Task Descriptions

Task Code	Description	Funding Level	Funding Source	Agency	Expected Product
Continuing Transportation Planning					
II-1	Traffic Volume Counts	\$150,000	PL Funds (STP-DA)	CDOT	Support collecting, processing and analyzing traffic volume count data to support the travel demand model
II-4	Traffic Accidents	\$70,000	PL Funds (STP-DA)	CDOT	Process and analyze crash reports Data will be used to analyze streets and intersections to support project development (long range projects and spot safety improvements)
II-10	GIS Analysis & Mapping	\$80,000	PL Funds (STP-DA)	Planning	Data analysis and mapping to support planning area expansion
Travel Demand Model					
III-2	Collection of Network Data	\$28,000 \$28,000	PL Funds 5303	CDOT	Collection of travel time information
III-3	Travel Model Updates	\$77,284 \$70,574	PL 5303	CDOT	Model maintenance External station survey Technical model services (Allen & McLelland) Model-related software and hardware purchases and fees
III-4	Travel Surveys	\$30,000 \$30,000	PL Funds 5303	CDOT	Small sample update of household travel survey
III-5	Forecast of Data to Horizon Years	\$40,000 \$40,000	PL Funds 5303	CDOT	Funding will be used to update the county level economic and demographic totals. This will provide needed information for verifying the aggregated TAZ level base year data and developing TAZ level future year projections. This task will be performed by an outside contractor.
III-6	Forecasts of Future Travel Patterns	\$100,000 \$40,920	PL Funds 5303	CDOT CATS	This task covers the various applications of the regional travel demand model

MECKLENBURG-UNION METROPOLITAN PLANNING ORGANIZATION

FY 2013 Unified Planning Work Program Task Descriptions

Task Code	Description	Funding Level	Funding Source	Agency	Expected Product
					including but not limited to traditional highway travel forecasts, managed lanes forecasts, and transit corridor forecasts. Forecast travel ridership for LRTP, Independence Corridor Study and general corridor analysis (as needed)
Long Range Transportation Planning					
IV-1	Community Goals & Objectives	\$125,000	PL Funds	CDOT	Extend the geographic reach of an existing operational scenario assessment tool for Mecklenburg County in to Union and Iredell (portion) counties
IV-2	Highway Element of the LRTP	\$100,000	PL Funds	Planning CDOT	CTP ordinance review (\$50,000) 2040 LRTP development
IV-3	Transit Element of the LRTP	\$44,460	5303	CATS	Update transit element of the LRTP
IV-8	Freight Movement/Mobility Element of the LRTP	\$50,000	PL Funds	Planning	Support of regional freight mobility plan
IV-9	Financial Planning	\$100,000	PL Funds (STP-DA)	CDOT	LRTP revenue analysis (\$50,000) 2040 LRTP financial plan preparation
Continuing Programs					
V-1	Congestion Management Strategies	\$200,000	PL Funds (STP-DA)	Planning CDOT	Develop Congestion Management Process (CMP)-adopt CMP: January 2013 Implement CMP
V-2	Air Quality/Conformity Analysis	\$20,000	PL Funds	CDOT Planning	Participation in interagency consultation process Conduct analyses related to air quality conformity process; two conformity processes are anticipated in FY 13
V-3	Planning Work Program	\$5,000	PL Funds	Planning CDOT	Preparation of annual work program Preparation of annual report
V-4	Transportation Improvement	\$50,000	PL Funds	Planning	2012-2018 TIP amendments

MECKLENBURG-UNION METROPOLITAN PLANNING ORGANIZATION

FY 2013 Unified Planning Work Program Task Descriptions

Task Code	Description	Funding Level	Funding Source	Agency	Expected Product
	Program	\$22,320	5303	CDOT CATS	2014-2020 TIP development Prioritization 3.0 process Transit TIP amendments & management
Administration					
VI-2	Environmental Justice	\$10,000	PL Funds	Planning	Implementation of Degree of Impact analysis and Title VI Update Implementation of NCDOT Title VI compliance efforts
VI-6	Public Involvement	\$5,000	PL Funds	Planning	Public involvement associated with: LRTP preparation TIP development
VI-10	Corridor Protection & Special Studies	\$28,000 \$200,000 \$106,020	PL Funds PL Funds (STP-DA) 5303	Planning CDOT CATS	Local transportation planning projects (see attachment) Various projects to define conceptual alignments of proposed thoroughfares Assessment of urbanized area boundary changes Assessment of the MOU due to urbanized area boundary changes Other projects as recommended by TCC or MPO Independence Boulevard corridor planning Coordinate with developers to achieve Transit Oriented Development in transit corridors
VI-11	Regional or Statewide Planning	\$10,000	PL Funds	Planning CDOT	Activities associated with the Charlotte Regional Alliance for Transportation (CRAFT) and the NC Association of MPOs (NCAMPO)

MECKLENBURG-UNION METROPOLITAN PLANNING ORGANIZATION

FY 2013 Unified Planning Work Program
Task Descriptions

Task Code	Description	Funding Level	Funding Source	Agency	Expected Product
					Participation in the Centralina COG Freight Mobility Study Ongoing coordination with regional MPO and RPO partners
VI-12	Management & Operations	\$122,880	PL Funds	Planning CDOT	Attending MPO, TCC and Transportation Staff meetings Preparation of MPO and TCC agenda packets Updates to MUMPO's website Overall management of the MPO's functions

Mecklenburg-Union Urban Area
 FY 2013 Unified Planning Work Program
 Funding Sources and Projects

TASK CODE	TASK DESCRIPTION	SPR		SEC. 104(f) PL		SECTION 5303			STP-DA		LOCAL	TASK FUNDING SUMMARY			TOTAL
		Highway		Highway/Transit		Transit/Highway			LOCAL	FHWA	LOCAL	STATE	FEDERAL		
		NCDOT 20%	FHWA 80%	LOCAL 20%	FHWA 80%	LOCAL 10%	NCDOT 10%	FTA 80%	LOCAL 20%	FHWA 80%					
II. CONTINUING TRANSPORTATION PLANNING		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$75,000	\$300,000	\$0	\$75,000	\$0	\$300,000	\$375,000
II-1	Traffic Volume Counts	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$37,500	\$150,000	\$0	\$37,500	\$0	\$150,000	\$187,500
II-4	Traffic Accidents	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$17,500	\$70,000	\$0	\$17,500	\$0	\$70,000	\$87,500
II-6	Dwelling Unit, Population & Employment Change	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
II-9	Travel Time Studies	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
II-10	GIS Analysis & Mapping	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$80,000	\$0	\$20,000	\$0	\$80,000	\$100,000
II-12	Bicycle & Pedestrian Facilities Inventory	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III. TRAVEL DEMAND MODEL		\$0	\$0	\$68,821	\$275,284	\$26,187	\$26,187	\$209,494	\$0	\$0	\$0	\$95,008	\$26,187	\$484,778	\$605,973
III-1	Collection of Base Year Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-2	Collection of Network Data	\$0	\$0	\$7,000	\$28,000	\$3,500	\$3,500	\$28,000	\$0	\$0	\$0	\$10,500	\$3,500	\$56,000	\$70,000
III-3	Travel Model Updates	\$0	\$0	\$19,321	\$77,284	\$8,822	\$8,822	\$70,574	\$0	\$0	\$0	\$28,143	\$8,822	\$147,858	\$184,823
III-4	Travel Surveys	\$0	\$0	\$7,500	\$30,000	\$3,750	\$3,750	\$30,000	\$0	\$0	\$0	\$11,250	\$3,750	\$60,000	\$75,000
III-5	Forecast of Data to Horizon Years	\$0	\$0	\$10,000	\$40,000	\$5,000	\$5,000	\$40,000	\$0	\$0	\$0	\$15,000	\$5,000	\$80,000	\$100,000
III-6	Forecasts of Future Travel Patterns	\$0	\$0	\$25,000	\$100,000	\$5,115	\$5,115	\$40,920	\$0	\$0	\$0	\$30,115	\$5,115	\$140,920	\$176,150
IV. LONG-RANGE TRANSPORTATION PLANNING		\$0	\$0	\$68,750	\$275,000	\$5,580	\$5,580	\$44,640	\$25,000	\$100,000	\$0	\$99,330	\$5,580	\$419,640	\$524,550
IV-1	Community Goals & Objectives	\$0	\$0	\$31,250	\$125,000	\$0	\$0	\$0	\$0	\$0	\$0	\$31,250	\$0	\$125,000	\$156,250
IV-2	Highway Element of LRTP	\$0	\$0	\$25,000	\$100,000	\$0	\$0	\$0	\$0	\$0	\$0	\$25,000	\$0	\$100,000	\$125,000
IV-3	Transit Element of LRTP	\$0	\$0	\$0	\$0	\$5,580	\$5,580	\$44,640	\$0	\$0	\$0	\$5,580	\$5,580	\$44,640	\$55,800
IV-7	Rail Element of LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IV-8	Freight Movement/Mobility Element of LRTP	\$0	\$0	\$12,500	\$50,000	\$0	\$0	\$0	\$0	\$0	\$0	\$12,500	\$0	\$50,000	\$62,500
IV-9	Financial Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$25,000	\$100,000	\$0	\$25,000	\$0	\$100,000	\$125,000
V. CONTINUING PROGRAMS		\$0	\$0	\$18,750	\$75,000	\$2,790	\$2,790	\$22,320	\$50,000	\$200,000	\$0	\$71,540	\$2,790	\$297,320	\$371,650
V-1	Congestion Management Strategies	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000	\$200,000	\$0	\$50,000	\$0	\$200,000	\$250,000
V-2	Air Quality/Conformity Analysis	\$0	\$0	\$5,000	\$20,000	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000	\$0	\$20,000	\$25,000
V-3	Planning Work Program	\$0	\$0	\$1,250	\$5,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,250	\$0	\$5,000	\$6,250
V-4	Transportation Improvement Program	\$0	\$0	\$12,500	\$50,000	\$2,790	\$2,790	\$22,320	\$0	\$0	\$0	\$15,290	\$2,790	\$72,320	\$90,400
VI. ADMINISTRATION		\$0	\$0	\$43,970	\$175,880	\$13,253	\$13,253	\$106,020	\$50,000	\$200,000	\$0	\$107,223	\$13,253	\$453,900	\$602,375
VI-2	Environmental Justice	\$0	\$0	\$2,500	\$10,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,500	\$0	\$10,000	\$12,500
VI-6	Public Involvement	\$0	\$0	\$1,250	\$5,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,250	\$0	\$5,000	\$6,250
VI-9	Environ. Analysis & Pre-TIP Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
VI-10	Corridor Protection and Special Studies	\$0	\$0	\$7,000	\$28,000	\$13,253	\$13,253	\$106,020	\$50,000	\$200,000	\$0	\$70,253	\$13,253	\$306,020	\$417,525
VI-11	Regional or Statewide Planning	\$0	\$0	\$2,500	\$10,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,500	\$0	\$10,000	\$12,500
VI-12	Management and Operations	\$0	\$0	\$30,720	\$122,880	\$0	\$0	\$0	\$0	\$0	\$0	\$30,720	\$0	\$122,880	\$153,600
TOTALS		\$0	\$0	\$200,291	\$801,164	\$47,809	\$47,809	\$382,474	\$200,000	\$800,000	\$0	\$448,100	\$47,809	\$1,955,638	\$2,479,548

MEMORANDUM

TO: MECKLENBURG-UNION MPO TCC MEMBERS AND INTERESTED PERSONS
FROM: BJORN E. HANSEN, CENTRALINA COUNCIL OF GOVERNMENTS
SUBJECT: FFY 16-17 CONGESTION MITIGATION AND AIR QUALITY (CMAQ) PROJECT SOLICITATION UPDATE
DATE: MAY 1, 2012

MUMPO has contracted with Centralina COG to administer the project selection process for the MUMPO's FFY 16-17 CMAQ funds. The MUMPO tentatively has nearly \$20 million to program for these two fiscal years, although the NCDOT is updating its estimates for the future years of the program. Centralina hosted four monthly project development meetings to help member communities and interested parties develop CMAQ applications in advance of the April 27 deadline for project application submittals.

A total of 28 projects have been received from the following MUMPO members:

1. NCDOT Division 10
2. Mecklenburg County Parks and Recreation
3. Mecklenburg County Land Use and Environmental Services Agency
4. City of Charlotte
5. Town of Cornelius
6. Charlotte Area Transit System

These projects together are requesting \$51.1 million in CMAQ funding, which is more than double the available funding. The list of projects is below:

Applicant	Project	CMAQ Amount Requested
Mecklenburg County	GRADE-Grants to Reduce Aging Diesel Engines	\$500,000
City of Charlotte	25th Street Connection	\$1,500,000
CATS	CATS Blue Line Extension Start Up Operations Support	\$11,100,000
CATS	CATS Bus Replacements	\$7,728,000
CATS	CATS Park and Ride Lot	\$4,740,000
City of Charlotte	Orr Road Connection	\$750,000
City of Charlotte	Charlotte Bike Share	\$1,400,000
City of Charlotte	Sidewalk Bundle 1	\$839,770
City of Charlotte	Sidewalk Bundle 2	\$1,224,500
City of Charlotte	9th Street Bridge	\$2,250,000
City of Charlotte	Ashley Road/Tuckaseegee Road Intersection	\$1,185,000
City of Charlotte	Eastway Drive/ The Plaza Intersection	\$1,580,000
City of Charlotte	Harris Blvd/ Statesville Road Intersection	\$395,000
City of Charlotte	Ardrey Kell/ US 521 Intersection	\$395,000

City of Charlotte	CDOT Intelligent Transportation System	\$1,580,000
Town of Cornelius	Catawba Avenue Roundabout	\$2,006,000
Town of Cornelius	Torrence Chapel/ West Catawba Avenue Intersection	\$288,200
Mecklenburg County	McAlpine Creek Greenway	\$1,635,900
Mecklenburg County	Irving Creek Greenway	\$1,194,900
Mecklenburg County	Little Sugar Creek Greenway	\$1,730,400
Mecklenburg County	McDowell Creek Greenway	\$2,280,600
Mecklenburg County	South Prong Rocky River Greenway	\$344,000
Mecklenburg County	Stewart Creek Greenway	\$554,000
Mecklenburg County	Walker Branch Greenway	\$1,152,720
NCDOT Division 10	NC 51 and Smallwood Intersection	\$414,000
NCDOT Division 10	NC 51and Sam Newell Intersection	\$552,000
NCDOT Division 10	US 21 and Stumptown Intersection	\$1,472,000
NCDOT Division 10	US 74 and Secrest Short Cut Intersection	\$303,200
	Totals	\$51,095,190

Next Steps: The project ranking subcommittee will meet twice later this month where they will evaluate the projects and assign scores using the adopted MUMPO methodology. The group’s review and recommended rankings will be presented to the TCC at their June meeting for information only. MUMPO and Centralina staff will answer any questions and prepare the final recommendations for the July TCC meeting, where the TCC will be asked to recommend a list to the MUMPO for approval. The MUMPO will consider approval of the project list at their July meeting.

Feel free to contact me at 704-688-6501 or bhansen@centralina.org if you have any questions.