



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

TO: TCC Members
FROM: Nicholas Polimeni
MUMPO Principal Planner
DATE: June 1, 2012
**SUBJECT: Technical Coordinating Committee (TCC) Agenda
June 2012 TCC Meeting—June 7, 2012**

The June TCC meeting is scheduled for **Thursday, June 7 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

June 7, 2012

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

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

3. **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 the 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 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 \$132,000,000.*
 - b. *Amend the LRTP to eliminate the remaining 2025 horizon year projects for I-485, and replace them with an I-485 project that would widen I-485 to 8 lanes (6 general purpose and 2 express lanes) from Rea Rd to Independence Blvd with a cost estimate inflated from the current NCDOT estimate to the anticipated year of expenditure.*
 - c. *Amend the LRTP to modify the I-485 2035 horizon year project 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 \$132,000,000. Acknowledge that equity dollars may be needed to keep this project on schedule which could delay other TIP projects. (More information about this to be provided prior to the June 7 TCC meeting)*
 - 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 (TIP project #I-5405) 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 3+ occupant vehicles using the lane for free and add HOT 3+ lanes (one each direction) north to Catawba Ave. An additional HOT 3+ lane will be added in each direction from I-85 to Catawba Ave. This creates a total of 2 HOT 3+ lanes in each direction between I-85 and Catawba Ave. This is Scenario 4 under the public involvement notice.*
 - 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 and at this time, sufficient information is available for the task force to recommend Scenario 4 for project I-5405. 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

- 4. Transportation Improvement Program (TIP) Amendments** (10 minutes) Robert Cook
ACTION REQUESTED: Recommend that the MPO approve the attached TIP amendments as presented.

BACKGROUND: See attached memorandum

ATTACHMENTS: Memorandum; Resolution

- 5. Planning Area Boundary Expansion** (15 minutes) Robert Cook
ACTION REQUESTED: Provide guidance to the MPO on issues affecting the expansion of MUMPO's planning area.

BACKGROUND: The increase in the size of the Charlotte urbanized area (UZA) requires an expansion of the MPO's planning area.

ATTACHMENTS: Memorandum; Map

- 6. Congestion Mitigation & Air Quality (CMAQ)** (15 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 convened during the month of May to rank the projects that were submitted. Results and next steps will be presented.

ATTACHMENTS: CMAQ Memorandum; List of proposed CMAQ projects

- 7. MUMPO Bicycle & Pedestrian Ranking Methodology Revisions** (10 minutes) Adam McLamb
ACTION REQUESTED: FYI

BACKGROUND: In May 2011, the MPO approved a bicycle and pedestrian ranking criteria for MUMPO. The criterion was used to rank the Prioritization 2.0 bicycle and pedestrian projects. Throughout the ranking process, the TCC bicycle and pedestrian subcommittee noted possible revisions that could improve the process. In addition, a project application has been developed. The proposed changes to the criteria, and the new application, are being presented to the TCC and MPO for comment.

ATTACHMENTS: Revised Bicycle & Pedestrian Ranking Criteria; Draft Application

8. Upcoming Issues

9. Adjourn

MECKLENBURG - UNION TECHNICAL COORDINATING COMMITTEE
Summary Meeting Minutes
Charlotte-Mecklenburg Government Center
Room 280
May 10, 2012

Voting Members: *TCC Chair* – Bill Coxe (Huntersville), Danny Pleasant (CDOT), George Berger (Charlotte Engineering & Property Management), Ken Tippet (CDOT Bicycle Coordinator), Jonathan Wells – alt for Debra Campbell (C-M Planning), Lisa Stiwinter (Monroe), Alan Giles – alt for Jason Rayfield (LUESA-Air Quality), David McDonald (CATS), Tim Boland – alt for Barry Moose (NCDOT-Div. 10), Anil Panicker (NCDOT-TPB), Andrew Grant (Cornelius), Ben McCrary (Davidson), Adam McLamb – alt for Scott Kaufhold (Indian Trail), Ralph Messera (Matthews), Shannon Martel (Stallings), Jordan Cook (Weddington), Joshua Langen (Wesley Chapel), Amy Helms (Union County)

Staff: Robert Cook (MUMPO), Stuart Basham (MUMPO), Nick Polimeni (MUMPO), Norm Steinman (CDOT), Tim Gibbs (CDOT), Brandon Watson (Cornelius), Loretta Barren (FHWA), Pate Butler (NCDOT), Reid Simons (NCDOT), Lauren Blackburn (NCDOT Bicycle & Pedestrian Division) – phone

Guests: Mayor Lynda Paxton (Stallings), Todd Steiss (PB), Greg Boulanger (HNTB), Carl Gibilaro (Atkins), Steve Blakley (Kimley-Horn), Rebecca Yarbrough (Centralina COG), Bill Thunberg (LNTC)

Bill Coxe opened the meeting at 10:00 AM.

1. Adoption of the Agenda

Mr. Coxe stated that Item 4 on the agenda needs to be modified so that the only action necessary will be to request that the MPO hold a special meeting in June in order to take action on the proposed item at that time, instead of at its May meeting. The agenda was adopted with no other changes proposed.

2. Consideration of April 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 April TCC minutes. Mr. Panicker seconded the motion. Upon being put to a vote, the motion passed unanimously.

3. MUMPO Self-Certification

Presenter: Robert Cook

Summary/Requested Action:

Mr. Cook stated that MUMPO is required to certify itself annually. He indicated that a checklist of the duties and responsibilities of the MPO was sent out and no comments were received. He also noted that MUMPO was recently certified by the Federal Highway Administration.

Motion:

Mr. Messera made a motion to recommend that the MPO approve MUMPO's certification. Mr. Wells

seconded the motion. Upon being put to a vote, the motion passed unanimously.

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

Presenter: Bill Coxe, Town of Huntersville

Summary/Requested Action:

Mr. Coxe stated that this item is on the agenda for amendments to the LRTP and TIP, and for an air quality conformity determination for both of those documents. He then indicated that several subcommittee meetings have been conducted, and the consensus is that no action is ready to be taken at this time; however, it is recommended that the MPO hold a special meeting in June to act on this item. He emphasized that the I-77 and I-485 projects are very innovative for this region.

Mr. Coxe also noted that the I-485 project is anticipated to be let in July, but that it could be delayed due to the delay of the conformity determination being approved by the MPO. He indicated that the TCC subcommittee and NCDOT are working together to come up with the best solution possible in a timely manner for moving forward with I-485 and I-77. He reminded the TCC that the I-77 project, I-5405 in MUMPO's TIP, is one of three projects that make up a much larger project that could potential be funded through a public-private partnership, and that a corridor vision study for I-77 north is desired. He announced the members of the subcommittee and suggested that if TCC members have comments or questions that they contact a member of the subcommittee. He then asked if others had comments.

Mr. Steinman made the following statement on behalf of NCDOT:

After an extensive discussion with local, regional, state and federal staff, NCDOT requests that the TCC remove agenda Item #4 from the May 10 TCC agenda. NCDOT projects that this schedule will not materially affect the construction schedule for the widening of I-485 in south Charlotte. NCDOT expects to proceed with the construction contract for I-485 this summer. New information has been developed for both I-485 and I-77, with extensive additional information expected in the upcoming weeks.

Ms. Simons, with NCDOT, stated that the request made by Mr. Steinman is the request of the NCDOT.

Mr. Langen asked if the Weddington Road interchange will be included as part of the I-485 project being discussed? Mr. Coxe noted that the I-485 project only deals with the widening of the interstate, not the interchanges. Mr. Langen requested that the interchange be studied, specifically the environmental issues, as part of the I-485 project. Mr. Messera, from the Town of Matthews, supported that idea. Mr. Steinman indicated that the section of I-485 being widened from Rea Road to US 74, which includes the Weddington Road interchange, will be part of the next LRTP update. Ms. Barren asked if the Weddington Road interchange is included in the current LRTP, in which case it will be included in the environmental review. It was determined that it is in the LRTP and it could be included as part of a future LRTP amendment, but not part of the current amendment proposed.

Mr. Langen then asked if any public comments have impacted the decision making process? Mr. Coxe noted that many of the comments have been, and continue to be, a concern. He also stated that a Fast Lanes study is being conducted that deals with many of the issues. Mr. Pleasant stated his support for working together, and expeditiously, with the NCDOT to accomplish the I-77 and I-485 projects, and commended NCDOT for its work thus far.

Motion:

Mr. Pleasant made a motion to recommend that the MPO hold a special meeting in June to discuss, and take action, on the I-77/I-485 LRTP and TIP amendments, and the associated conformity determination. Mr. Grant seconded the motion. Upon being put to a vote, the motion passed unanimously.

5. Transportation Improvement Program Amendments

a. Miscellaneous TIP Amendments

Presenter: Robert Cook

Summary/Requested Action:

Mr. Cook stated that five TIP amendments are being requested – three of statewide concern, and two specific to MUMPO. The two MUMPO TIP amendments are as follows:

- U-209B, to widen and improve Independence Boulevard – to be delayed from FY 12 to FY 13, which equates to about a 6 month delay;
- U-3850, to add a westbound lane to I-277 through the I-77 interchange – to be removed from the TIP due to a lack of funding to complete the project.

Motion:

Ms. Martel made a motion to recommend that the MPO approve the amendments to the TIP as presented. Mr. Pleasant seconded the motion. The motion passed unanimously.

b. Bearskin Creek Greenway TIP Amendment (EB-5011)

Presenter: Lisa Stiwinter, City of Monroe

Summary/FYI:

Ms. Stiwinter stated that the City of Monroe, in consultation with NCDOT, is requesting that the Bearskin Creek Greenway project be added to the TIP in FY 2015. She described the project, and its location, and noted that part of the greenway has already been constructed. She indicated that the project is in the City of Monroe master plan and connects many uses. Ms. Stiwinter also noted that if the project is programmed the City will not be required to pay the matching funds, but will have to meet other NCDOT requirements and acquire the necessary right-of-way.

Mr. Tippette asked which parts of the project do not meet NCDOT standards, and Ms. Stiwinter responded that portions of the existing greenway are gravel and other sections are not wide enough. Mr. Pleasant asked what source of funding is being used for the project. Ms. Blackburn, with NCDOT, stated that state enhancement bicycle funds are being used, which are different than traditional enhancement funds. She also indicated that the Monroe project is a priority project because of the quality of destinations that it links, plus the willingness of the City to work with NCDOT to complete the project. Mr. Coxe asked what the impact to equity funds will be. Ms. Blackburn advised amending the TIP now, or waiting until the draft STIP is released and program it then. Mr. Pleasant stated that he thinks it is a great project and would like more information about the funding prior to the July TCC meeting in order to potentially program it at that time. It was recommended that the item be placed on a transportation staff meeting agenda for further discussion prior to the July TCC meeting.

6. CONNECT Consortium Agreement

Presenter: Rebecca Yarbrough, Centralina COG

Summary/Requested Action:

Ms. Yarbrough stated that the final CONNECT Consortium Agreement is ready to be approved by MUMPO, and that it is requested to be approved at the MPO's May 16 meeting. Mr. Coxe asked if it is also necessary to appoint MUMPO representation to the program and policy forums as part of the action. Ms. Yarbrough suggested that it is not necessary now, but should be done in June. Mr. Coxe asked for an explanation about the responsibilities of appointed members to the two forums. Ms. Yarbrough indicated that the staff representative would be assigned to the Program Forum, which meets several times a year to discuss the results of other groups working on the project, such as the blueprinting group, and determining how to integrate all the working parts together, along with the impacts each will have. She noted that the MPO board member would be assigned to the Policy Forum, which would meet less frequently and discuss the bigger picture issues.

Motion:

Mr. McDonald made a motion to recommend that the MPO approve the CONNECT Consortium Agreement. Mr. Berger seconded the motion. The motion passed unanimously.

7. Unified Planning Work Program (UPWP)

Presenter: Robert Cook

Summary/Requested Action:

Mr. Cook stated that the FY 2013 UPWP needs to be approved, but asked if the TCC could conditionally recommend its approval to the MPO while a few outstanding issues are resolved prior to the MPO's May 16 meeting. He identified two specific issues that need to be resolved, as follows:

- Section 5303 Funds, used for transit planning – the final numbers were released this week and need to be discussed with CATS and CDOT to determine how the funds will be split up;
- Planning (PL) Funds – the PL funds for the Congestion Management Process are higher than expected, so it needs to be determined where the extra funds will come from.

Mr. Cook stated that he and the TCC Chair will work to resolve those issues prior to the May 16 MPO meeting. Mr. Panicker, with NCDOT, reminded the TCC to make sure all of the funds budgeted for local projects are being used so that the billing works out and is justified.

Motion:

Mr. McDonald made a motion to recommend that the MPO approve the FY 2013 UPWP, contingent upon adjustments to the Section 5303 and Planning (PL) funds as presented. Mr. Messera seconded the motion. Upon being put to a vote, the motion passed unanimously.

8. Congestion Management & Air Quality

Presenter: Nicholas Polimeni

Summary/FYI:

Mr. Polimeni reminded the TCC that four CMAQ project development meetings have taken place, led by Bjorn Hansen of Centralina COG, who was contracted by MUMPO to lead the current CMAQ call for projects. He indicated that project applications were due April 27, and that 28 projects – totaling approximately \$51 million – were submitted. He stated that the next steps are to convene a selection

committee to rank the projects received, and that the TCC and MPO are anticipated to take action to endorse a ranked list of CMAQ projects in July 2012. Mr. Berger asked if another call would be necessary prior to FY 2016, to which Mr. Polimeni responded that the list currently being developed should suffice.

9. Urbanized Area (UZA) Boundary Expansion

Presenter: Robert Cook

Summary/FYI:

Mr. Cook began by stating that this item was discussed at a recent Charlotte Regional Alliance for Transportation (CRAFT) meeting. He indicated that the deadline for determining a new MPO planning area boundary is March 2013. Some of the issues highlighted included the following:

- Marshville, in Union County, is now part of the Charlotte UZA; therefore, considerations need to be made about whether MUMPO should take in all of Union County and what would be the impacts to the existing Rocky River RPO;
- A meeting is scheduled near the end of May to discuss the impacts of expansion into Iredell County with staff from various towns affected;
- Other impacts related to counties surrounding Mecklenburg County in which the Charlotte UZA is now located.

Mr. Cook also noted that he would like the MPO board to form a small committee to provide input, and contribute to the decision making process regarding MUMPO's new planning area boundary. Mr. Coxe reminded the TCC members to take good notes as they present to individual Town Boards in order to maintain a record for future use. Mr. Panicker asked if any discussions had taken place with the impacted areas in South Carolina. Mr. Cook responded that South Carolina would be comfortable with the arrangement that followed the 2000 census, in which the Rock Hill-Fort Mill Area Transportation Study assumed the planning responsibilities for the areas in South Carolina.

10. Upcoming Issues

Mr. Coxe made the following announcements:

- The Wednesday, May 16 transportation staff meeting will include a CTP discussion, as well as a discussion about the NCDOT 2040 Statewide Plan;
- The annual NC Association of MPOs Conference was held in Asheville from May 2-4, and included several sessions of interest, as well as some presentations about future funding and legislation.

Ms. Simons, with NCDOT, announced that the appeal in the lawsuit associated with the Monroe Bypass project was lost and that the case has been remanded back to the judge in Raleigh who made the initial decision in order to work out the pending legal and environmental issues. The project will move forward with design and right-of-way acquisition; however, construction will be delayed. She also noted that the way in which the project is financed allows for flexibility, and that more information will be provided soon.

11. Adjourn: The meeting was adjourned at 11:30 AM.

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
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TO: TCC Members
 FROM: Robert Cook, AICP
 MUMPO Secretary
 DATE: May 31, 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.

TIP Project	Description	Proposed Amendment	Reason
B-5109	NC 218, Replace bridge #29 over Goose Creek	Accelerate ROW from FY 14 to FY 13; accelerate Construction from FY 16 to FY 14	Bridge program funding availability permitted the project to be advanced
B-5134	NC 200, Replace bridge #72 over Chinkapin Creek	Accelerate ROW from FY 14 to FY 13; accelerate Construction from FY 15 to FY 14	Bridge program funding availability permitted the project to be advanced
EB-4714	Irwin Creek Bikeway, Bruns Avenue Elementary School to Cedar Yard	Delay Construction from FY 12 to FY 13	Delay will permit additional time for project design
U-2507A	Graham St. Extension/Mallard Creek Road Relocation	Delay Construction from FY 12 to FY 13	Additional time needed to address utility conflicts- previously unknown fiber optic cable discovered
K-4704 Statewide Project <i>(MUMPO's TIP affected only if funds are</i>	Rest Area System Preservation	Modify description to allow for improvements to non-Interstate rest areas	Current description permits funds to be spent on Interstate rest

<i>programmed in the planning area)</i>			areas only
Y-5500 Statewide (MUMPO's TIP affected only if funds are programmed in the planning area)	Traffic Separation Studies	Add ROW and Construction in FY 13	Not previously programmed
Z-5400 Statewide (MUMPO's TIP affected only if funds are programmed in the planning area)	Highway-Rail Grade Crossing Safety Improvements	Add ROW and Construction in FY 13	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
B-5109	NC 218, Replace bridge #29 over Goose Creek	Accelerate ROW from FY 14 to FY 13; accelerate Construction from FY 16 to FY 14	Funding availability permitted the project to be advanced
B-5134	NC 200, Replace bridge #72 over Chinkapin Creek	Accelerate ROW from FY 14 to FY 13; accelerate Construction from FY 15 to FY 14	Funding availability permitted the project to be advanced
EB-4714	Irwin Creek Bikeway, Bruns Avenue Elementary School to Cedar Yard	Delay Construction from FY 12 to FY 13	Delay will permit additional time for project design
U-2507A	Graham St. Extension/Mallard Creek Road Relocation	Delay Construction from FY 12 to FY 13	Additional time needed to address utility conflicts- previously unknown fiber optic cable discovered
K-4704 Statewide Project <i>(MUMPO's TIP affected only if funds are programmed in the planning area)</i>	Rest Area System Preservation	Modify description to allow for improvements to non-Interstate rest areas	Current description permits funds to be spent on Interstate rest areas only
Y-5500 Statewide <i>(MUMPO's TIP affected only if funds are programmed in the planning area)</i>	Traffic Separation Studies	Add ROW and Construction in FY 13	Not previously programmed
Z-5400 Statewide <i>(MUMPO's TIP affected only if funds are programmed in the planning area)</i>	Highway-Rail Grade Crossing Safety Improvements	Add ROW and Construction in FY 13	Not previously programmed

<i>affected only if funds are programmed in the planning area)</i>			
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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 20th day of June, 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 20th day of June, 2012.

Ted Biggers, Chairman

Robert W. Cook, Secretary



600 East Fourth Street
Charlotte, NC 28202
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TO: TCC Members
FROM: Robert Cook, AICP
MUMPO Secretary
DATE: May 31, 2012
SUBJECT: **MPO Expansion-Guidance on Planning Area Boundaries**

REQUEST

The TCC is requested to provide guidance to the MPO on issues related to the expansion of MUMPO's planning area.

BACKGROUND

The Census Bureau released 2010 Census urbanized area information in March 2012. The size of the Charlotte urbanized area (UZA) increased substantially, which will require an expansion of the MPO's planning area to include the entire UZA, as well as adjoining areas expected to be urban in 20 years. The various tasks associated with finalizing the boundary, incorporating new members, etc. must be complete by March 2013.

GUIDANCE REQUESTED

Guidance on two key topics is being sought at this time.

1. Regional Planning Agreements

The Charlotte UZA extends into adjoining counties served by existing MPOs. It must be determined if MUMPO will cede its planning responsibilities for those areas to the adjoining MPOs.

a. Cabarrus County

The Charlotte UZA encroaches into Cabarrus County along the county line from a point just north of I-85 to approximately where E. Rocky River Road crosses into Cabarrus County and becomes E. Davidson Road. The Cabarrus-Rowan MPO implements the metropolitan planning process in this area.

b. York County

There are substantial encroachments into York County, mainly in the Ft. Mill and River Hills areas. Parts of the areas of encroachment had been in the Rock Hill UZA, but are now considered part of the Charlotte UZA. The Rock Hill-Ft. Mill Area Transportation Study (RFATS) implements the metropolitan planning process in this area.

c. Gaston County

There is a very small encroachment of the Charlotte UZA into Gaston County in the vicinity of NC 16 immediately after it crosses Mountain Island Lake. Much of the area is part of the Stonewater subdivision. Currently, the Gaston MPO implements the metropolitan planning process in this area; however, their staff has expressed some concern about continuing to do. Their concern is based upon the fact that

since the area is in the Charlotte UZA, and MUMPO is classified as a Transportation Management Area (TMA), then the Gaston MPO will be required to take on the responsibilities of a TMA if it continues to plan for this area in question.

The Charlotte UZA also extends into adjoining counties **not** served by an existing MPO. It must be determined if MUMPO will cede its planning responsibilities for those areas to the existing MPOs.

a. Catawba County

There is a very small encroachment of the Charlotte UZA into Catawba County in the vicinity of NC 150 immediately after it crosses the Catawba River. The area is less than one square mile. While no MPO currently implements the metropolitan planning process in this area, the Hickory MPO has expressed a desire to expand its planning area to include all of Catawba County.

b. Lancaster County

The Charlotte UZA encroaches upon Lancaster County in the panhandle area. As with the encroachment into Catawba County, no MPO currently implements the metropolitan planning process in the affected area. The Rock Hill-Ft. Mill Area Transportation Study (RFATS) has been in discussions with Lancaster County officials and indications appear that an invitation will be extended to Lancaster County to become a member of RFATS.

2. Boundary

MUMPO's boundary must be expanded to take in portions of Iredell and Lincoln counties, and expanded further into Union County.

a. Iredell County

The UZA extends north of I-40. The South Yadkin River appears to be a logical northern boundary for the expanded MPO. County and municipal staff members have indicated that the river appears to be a reasonable boundary.

b. Lincoln County

The UZA is limited to areas along Lake Norman. Discussions have taken place with the Lincoln County Planning Department staff regarding a logical western boundary.

c. Union County

The UZA now includes the town of Marshville; therefore, the town will become part of MUMPO's planning area. Boundary discussions are taking place with Union County and Rocky River RPO staff.




Guidance provided by the TCC and MPO in June will be used to assist staff as it continues its discussions with the adjoining communities. Staff anticipates that action on a final boundary will be presented to the TCC and MPO at the September meetings.

ATTACHMENTS

A map of the Charlotte UZA is attached.

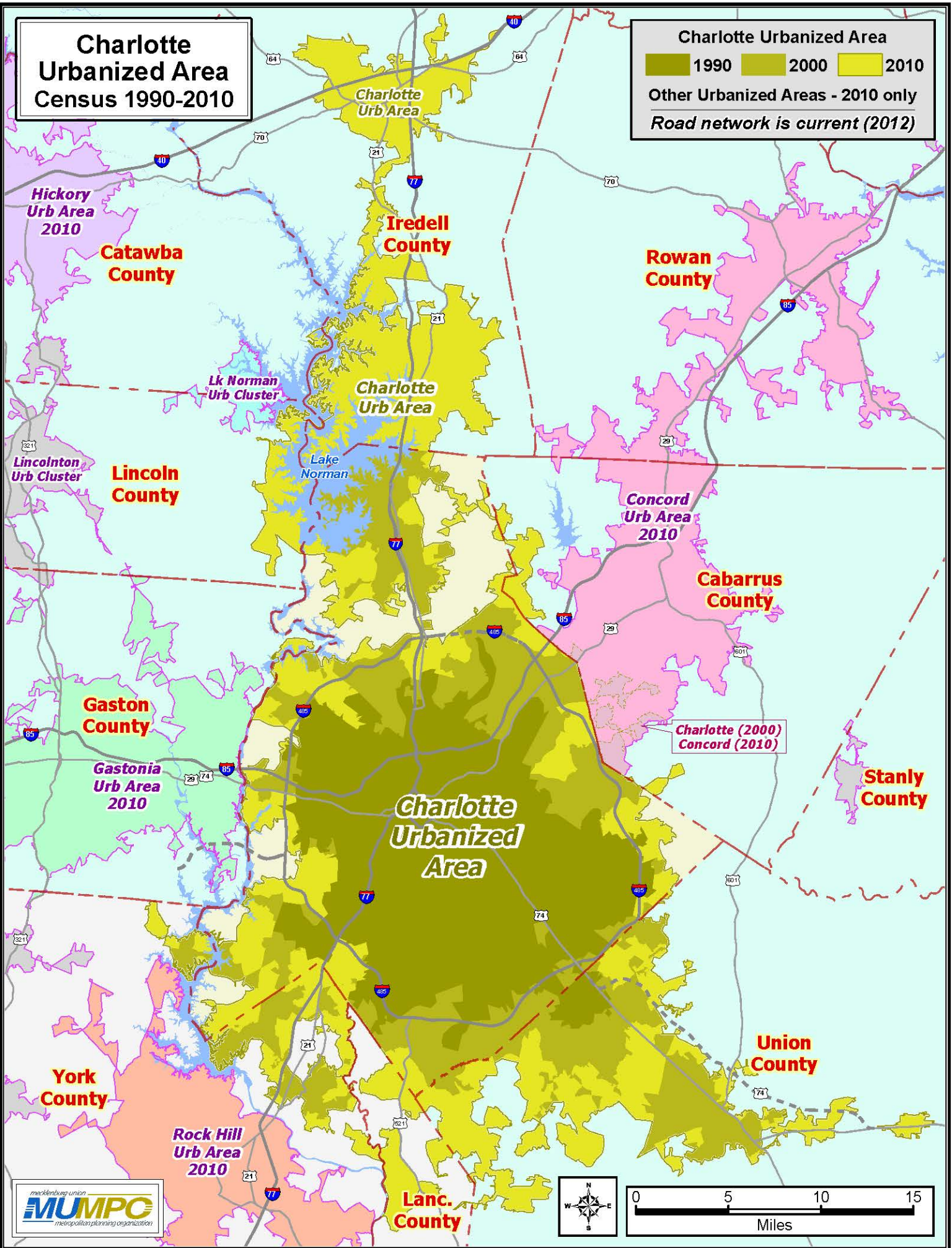
Charlotte Urbanized Area Census 1990-2010

Charlotte Urbanized Area

	1990		2000		2010
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Other Urbanized Areas - 2010 only

Road network is current (2012)



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 25, 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 were 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. A project evaluation committee met on May 14 and 24 to review the projects and make recommendations. The members are listed below.

Staff Person	Agency
David McDonald	CATS
Gwen Cook	Mecklenburg County Parks and Recreation
Brandon Watson	Town of Cornelius
Tim Boland	NCDOT- Division 10
Jason Rayfield	Mecklenburg County Air Quality
Alan Giles	Mecklenburg County Air Quality
Adam McLamb	Town of Indian Trail

The committee assumed \$10 million would be available per year, or \$20 million total over the two years. The NCDOT is currently updating funding allocations, but the above figure was considered at the low end of future allocations. The committee recommended seven projects for funding. The projects, including the funding amounts, fiscal year assigned, and overall score, are listed below.

Project	Score (out of 100)	Recommended CMAQ Funding	Fiscal Year Assigned
GRADE-Grants to Reduce Aging Diesel Engines	75	\$500,000	FY 16
Catawba Avenue Roundabout	72	\$2,006,000	FY 16
CATS Bus Replacements	70	\$7,728,000	FY 16 and FY 17
Orr Road/North Carolina Railroad intersection improvement	66	\$750,000	FY 16
NC 51 and Fullwood Intersection	63	\$414,000	FY 16
CDOT Intelligent Transportation System	61	\$1,580,000	FY 16
CATS Blue Line Extension Start Up Operations Support	60	\$7,022,000	FY 16 and FY 17

The full list of projects, in rank order, not recommended for funding is below:

Applicant	Project	Requested
Town of Cornelius	Torrence Chapel/ West Catawba Avenue Intersection	\$288,200
City of Charlotte	Harris Blvd/ Statesville Road Intersection	\$395,000
NCDOT Division 10	US 21 and Stumptown Intersection	\$1,472,000
City of Charlotte	Charlotte Bike Share	\$1,400,000
NCDOT Division 10	US 74 and Secrest Short Cut Intersection	\$303,200
City of Charlotte	Ardrey Kell/ US 521 Intersection	\$395,000
Mecklenburg County	South Prong Rocky River Greenway	\$344,000
CATS	CATS Park and Ride Lot	\$4,740,000
City of Charlotte	9th Street Bridge	\$2,250,000
Mecklenburg County	McAlpine Creek Greenway	\$1,635,900
Mecklenburg County	Little Sugar Creek Greenway	\$1,730,400
Mecklenburg County	McDowell Creek Greenway	\$2,280,600
Mecklenburg County	Stewart Creek Greenway	\$554,000
Mecklenburg County	Walker Branch Greenway	\$1,152,720
City of Charlotte	25th Street Connection	\$1,500,000
City of Charlotte	Eastway Drive/ The Plaza Intersection	\$1,580,000
City of Charlotte	Sidewalk Bundle 1	\$839,770
City of Charlotte	Sidewalk Bundle 2	\$1,224,500
City of Charlotte	Ashley Road/ Tuckaseegee Road Intersection	\$1,185,000
Mecklenburg County	Irvins Creek Greenway	\$1,194,900
NCDOT Division 10	NC 51 and Sam Newell Intersection	\$552,000
Town of Cornelius	Torrence Chapel/ West Catawba Avenue Intersection	\$288,200
City of Charlotte	Harris Blvd/ Statesville Road Intersection	\$395,000
NCDOT Division 10	US 21 and Stumptown Intersection	\$1,472,000
City of Charlotte	Charlotte Bike Share	\$1,400,000
NCDOT Division 10	US 74 and Secrest Short Cut Intersection	\$303,200
City of Charlotte	Ardrey Kell/ US 521 Intersection	\$395,000
Mecklenburg County	South Prong Rocky River Greenway	\$344,000
	Totals	\$31,095,190

Next Steps: The TCC is asked to review this list and ranking as information only and provide feedback to MUMPO and Centralina staff in order to answer any questions before the July TCC meeting, where the group will be asked to recommend a project list to the MUMPO Board for approval at their July meeting.

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



MUMPO Bicycle & Pedestrian Ranking Process: Review and Recommendations

The purpose of this memorandum is to provide general information regarding the MUMPO Bicycle and Pedestrian subcommittee’s first use of the Bicycle and Pedestrian Ranking Criteria, adopted in May 2011 by the MPO. Having concluded the first round of ranking bicycle and pedestrian projects, this document attempts to outline what went well throughout the process, what changes could be made to enhance the process, and recommendations for revising the criteria and process in order to improve it going forward. The contents of the memo will be broken down into three categories: 1) Overall Process – What worked and what did not work; 2) Ranking Criteria – suggested changes; 3) Recommended Criteria and Process Changes.

2011 Bicycle & Pedestrian Subcommittee Members	
Lauren Blackburn (co-chair)	Town of Davidson
Adam McLamb (co-chair)	Town of Indian Trail
Gwen Cook	Mecklenburg County Park & Recreation
Scott Correll	CDOT
Lindsey Dunevant	Carolina Thread Trail
Shannon Martel	Town of Stallings
Nick Polimeni	MUMPO Staff
Ken Tippet	CDOT

The subcommittee held a total of 4 meetings, on the following dates:

- 1) June 16, 2011; 2) June 23, 2011; 3) August 24, 2011; 4) September 29, 2011

Overall Process

Application

- Creating an application template would help instruct project sponsors what to provide, which would greatly assist with, and expedite, the subcommittee’s review time
- Included in the application should be a detailed project description; a map; pictures that would help illustrate the project location, constraints, etc; and, how the project scores in each respective category (see Project Scoring for more information)
- The application can be posted on the MUMPO website, when appropriate

Ranking Criteria

PROJECT RANKING CRITERIA

Minimum Requirement

Project **application and statement of justification**: Provide a **written MUMPO bicycle and pedestrian project application, to include a transportation purpose** statement for the project. **Appropriate map exhibits and photographs must be submitted to that describe the proposed facility, destinations, and surrounding land uses, as well as project scores for each category. (The application can be found on the MUMPO website)**

1. Connectivity and Access (50 points possible): Points will be awarded based on described strengths in design, location and function of facility per the following attributes:

- a. **Length to destination**: For this category determine if your project’s greater need is bike or pedestrian. If the project serves both modes of travel, then the applicant may choose either category (i.e. greenways and multi-modal paths). If the specific project is not directly adjacent to the noted destination, the project must be part of a greater bicycle or pedestrian system which connects to the destination, then the applicant may count that already built portion of the length to destination. Distance should be measured from the shortest distance of the un-built facility to the described destination. (Only use one category pedestrian or bike)

Pedestrian (miles to destination)	Bike (mile to destination)	Points
0.0-.25	0.0-1.0	10
0.26-0.5	1.01-3.0	8
0.51-1.0	3.01-5.0	6
1.01-3.0	5.01-7.5	4
3.01-5.0	7.51-10.0	2
5.01>	10.01>	0

- b. **Directness of facility**: Is the path of the facility the most direct feasible route from **origin to destination** (i.e.-shortest distance from origin to destination)?
 - i. Yes = 5 points
 - ii. No = 0 points
- c. **Accessibility of facility design**: Is the facility designed above a minimum accessible manner (slope, materials, ADA, etc)? *Applicant must detail and show references to be granted points.*
 - i. Yes = 5 points
 - ii. No = 0 points
- d. **Quality and perceived interest in getting to existing destination**: The following are examples of destinations of high interest: town center, transit stations, major

Comment [n1]: Define origin and destination

Comment [n2]: Revisit this criteria – either revise, or remove (if removed, points must be reallocated to another category)

Comment [n3]: Revisit this category to consider the following:

- Make it strict when awarding points
- Where does a transit stop fit in? Such as a bus stop? Are there other exceptions that need to be considered?
- 5 point category only applies to town centers – should be proportionate based on community size
- Should schools get 5 points?
- Some destinations could be 2 uses – ex: School that has a public ball park
- Add greenway to list of moderate interest destinations
- Each destination in this category should be called out in the application, along with the appropriate points associated with each destination

employment center and mixed use commercial. Each high interest location is worth five (5) points. The following are examples of destinations of moderate interest: multi-family residential developments, schools, parks, bus stops and park-n-rides. Each moderate interest location is worth three (3) points. The following are examples of destinations of lower interest: low-density residential or privately accessible property. Each low interest location is worth one (1) point. A maximum of **20 points** can be earned for this section. This total is accumulated by adding each item of interest that is a destination for the project.

- e. **Regional nature of facility and destinations:** Has the proposed project been identified through a previous planning effort or policy?
 - i. Identified in current adopted plan = 5 points
 - o Transportation (LRTP, TIP, CTP, Bicycle Plan, Pedestrian Plan or other locally adopted transportation plan or list for community)
 - o Land Use or Comprehensive Plan
 - o Recreation Plan
 - o Economic Development Plan
 - ii. Not identified in current adopted plan = 0 points
- f. **Shown path:** A shown path illustrates a known need. This can be an actual shown path on the side of the road, a high volume of observed cyclists along a roadway, etc.
 - i. Yes = 5 points
 - ii. No = 0 points

Comment [n4]: This category needs more specific language, such as quantifying what constitutes "observed cyclists." Also, should evidence be required to earn 5 points?

2. Feasibility and Cost of Implementation (25 points possible): Points will be awarded based on described cost/benefit balance and progress made to date on part of applicant based on the following attributes:

- a. **Right of Way or easement acquired or dedicated:**
 - i. 100%-76% = 10 points
 - ii. 75%-51% = 5 points
 - iii. 50% or less = 0 points
- b. **Preliminary construction plans in hand:** Has design work taken place for the proposed project?
 - i. Completed = 5 points
 - ii. Partial = 3 points
 - iii. No Work = 0 points
- c. **Limited environmental impacts:** To what extent does the proposed project impact the environment?
 - i. CE Type I & II = 5 points
 - ii. EA = 2 points
 - iii. EIS = 0 points
- d. **Applicant Financial Commitment:** Does the applicant have a significant financial stake in the project? Are they contributing a significant amount of their own resources

Comment [n5]: Define this category better – more specific language?

Comment [n6]: Define commitment – ex: Irwin Creek bond match? What should be the cut off for commitment?

towards the total project cost? If so, then they will receive more points than those who may only contribute the minimum amount necessary. The range of percent match of total project cost, and corresponding points, are as follows:

- i. 50-% or more = 5 points
- ii. 21-49% = 2 points
- iii. 0-20% = 0 points

3. Safety (25 points possible): Project must demonstrate a safer condition for bicyclists and/or pedestrians traveling between origins and destinations in the same general corridor or planning area. Qualities of a project improving bicycle/pedestrian safety including the following attributes:

- a. Existing conditions:** Conditions must demonstrate a safety hazard to cyclists and/or pedestrians as currently designed. Examples of demonstrated safety hazards may include recorded crash data or a posted speed limit over 30 miles per hour.
 - i. Yes = 10 points
 - ii. No = 0 points
- b. Vehicular speed:** Proposed project design encourages a reduction in vehicular speeds (i.e. - traffic calming devices, narrowed travel lanes, or lower speed limits).
 - i. Yes = 5 points
 - ii. No = 0 points
- c. Reduced exposure:** Proposed project reduces the exposure between the motor vehicles, bicyclists and/or pedestrians. Examples of a physical barrier may include an off-road greenway, pedestrian refuge island, or a bike boulevard separated by a vertical structure. Examples of a defined space include striped bike lanes, sidewalks adjacent to the curb, crosswalks, and signed bike routes. The applicant should recognize any new safety risks introduced by the project design, such as placing a multi-modal side-path separate from the roadway but crossing multiple driveways or conflict points.
 - i. Physical barrier = 10 points
 - ii. Defined space = 5 points
 - iii. No reduced exposure = 0 points

Recommended Criteria and Process Changes

- Reconvene subcommittee to discuss possible changes (Spring 2012)
- Present changes to TCC and MPO for input and adoption (along with new application)

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Mecklenburg-Union Metropolitan Planning Organization

Bicycle & Pedestrian Projects Application Form

Please use this form to submit your request for Bicycle & Pedestrian candidate projects. In addition to the application, appropriate map exhibits and photographs must be submitted to describe proposed facility, destinations, and surrounding land uses.

Project Sponsor Information	
Agency:	
Contact Name :	
Address:	
Telephone :	
E-Mail:	
Project Type (check the appropriate box)	
<input type="checkbox"/> Bicycle Facility	<input type="checkbox"/> Pedestrian Facility
<input checked="" type="checkbox"/> Greenway?	
Project Information	
Title:	
Description – provide a written transportation purpose statement for the project:	

Mecklenburg-Union Metropolitan Planning Organization

1. Connectivity and Access (50 points possible)

- a. Length to destination:** If the specific project is not directly adjacent to the noted destination, the project must be part of a greater bicycle or pedestrian system which connects to the destination, then the applicant may count that already built portion of the length to destination. Distance should be measured from the shortest distance of the un-built facility to the described destination. *Only use one category pedestrian or bike*

Pedestrian (miles to destination)	Bike (mile to destination)	Points
0.0-.25	0.0-1.0	10
0.26-0.5	1.01-3.0	8
0.51-1.0	3.01-5.0	6
1.01-3.0	5.01-7.5	4
3.01-5.0	7.51-10.0	2
5.01>	10.01>	0

Miles to Destination:

Points:

- b. Directness of facility:** Is the path to the facility the most direct feasible route from origin to destination (i.e. shortest route from origin to destination)?

Yes = 5 points
No = 0 points

Origin:

Destination:

Points:

- c. Accessibility of facility design:** Is the facility designed above a minimum accessible manner (slope, materials, ADA, etc)? *Applicant must detail and show references to be granted points*

Yes = 5 points
No = 0 points

Points:

Mecklenburg-Union Metropolitan Planning Organization

d. Quality and perceived interest in getting to existing destination: *See ranking criteria for examples of high interest, moderate interest and low interest locations*

High interest location = 5 points each
Moderate interest location = 3 points each
Low interest location = 1 point each

List each location, and its associated points

Total Points (maximum of 20 points possible):

e. Regional nature of facility and destination: Has the proposed project been identified through a previous planning effort or policy?

Identified in current adopted plan = 5 points

- Transportation (LRTP, TIP, CTP, Bicycle Plan, Pedestrian Plan or other locally adopted transportation plan or list for community)
- Land Use Plan or Comprehensive Plan
- Recreation Plan
- Economic Development Plan

Not identified in current adopted plan = 0 points

Plan:

Points:

f. Shown path: A shown path illustrates a known need. This can be an actual shown path on the side of the road, a high volume of observed cyclists along a roadway, etc. *Provide evidence of shown path – visual, pedestrian counts, etc.*

Yes = 5 points

No = 0 points

Points:

2. Feasibility and Cost of Implementation (25 points possible)

a. Right of Way or easement acquired or dedicated:

100-76% = 10 points

75-51% = 5 points

50% or less = 0 points

Percentage of right of way:

Points:

Mecklenburg-Union Metropolitan Planning Organization

b. Preliminary construction plans in hand: Has design work taken place for the proposed project?

Completed = 5 points
Partial = 3 points
No work = 0 points

Points:

c. Limited environmental impacts: To what extent does the proposed project impact the environment?

CE Type I & II = 5 points
Environmental Assessment = 2 points
Environmental Impact Statement = 0 points

Type of environmental document:

Points:

d. Applicant financial commitment: Does the applicant have a significant financial stake in the project? Are they contributing a significant amount of their own resources towards the total project cost? The range of percent match of total project cost, and corresponding points, are as follows:

50% or more = 5 points
21-59% = 2 points
0-20% = 0 points

Percentage of contribution:

Points:

3. Safety (25 points possible)

a. Existing conditions: Conditions must demonstrate a safety hazard to cyclists and/or pedestrians as currently designed. *Examples of demonstrated safety hazards may include recorded crash data or a posted speed limit over 30 miles per hour*

Yes = 10 points
No = 0 points

Safety hazard:

Points:

Mecklenburg-Union Metropolitan Planning Organization

b. Vehicular speed: Proposed project design encourages a reduction in vehicular speeds (i.e. traffic calming devices, narrowed travel lanes or lower speeds).

Yes = 10 points

No = 0 points

Design feature:

Points:

c. Reduced exposure: Proposed project reduces the exposure between the motor vehicles, bicyclists and/or pedestrians with the use of a physical barrier or a defined space. *The applicant should recognize any new safety risks introduced by the project design, such as placing a multi-modal side path separate from the roadway but crossing multiple driveways or conflict points.*

Physical barrier = 10 points

Defined space = 5 points

No reduced exposure = 0 points

Device or design feature reducing exposure:

Points: