



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

TO: TCC Members
FROM: Nicholas Landa
MUMPO Principal Planner
DATE: January 31, 2013

**SUBJECT: Technical Coordinating Committee (TCC) Agenda
February 2013 TCC Meeting—February 7, 2013**

The February TCC meeting is scheduled for **Thursday, February 7 at 10:00 AM** in **Room 267** of the Charlotte-Mecklenburg Government Center (600 East Fourth Street). Attached is a copy of the agenda.

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

MUMPO TCC AGENDA

February 7, 2013

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

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

3. **Congestion Management Process Update** (5 minutes) Scott Kaufhold
ACTION REQUESTED: Recommend that the MPO endorse the CMP by approving the goals, objectives and performance measures outlined in the attached memorandum.

BACKGROUND: A draft version of the Goals, Objectives and Performance Measures was presented to the TCC and MPO in January for information. Action is now being requested by the TCC. See the attached memorandum for more information.

ATTACHMENT: CMP Memorandum

4. **Prosperity Church Road NW Arc TIP Amendment (TIP #U-5507)** (10 minutes) Dan Leaver
ACTION REQUESTED: Recommend that the MPO amend the 2012-2018 TIP to 1) Change the allocation of STP-DA funds from \$4.8 million for construction to \$3.1 million for construction and \$1.7 million for right-of-way acquisition, and 2) Move the funds from FY 2015 to FY 2014.

BACKGROUND: TIP project U-5507 – to construct the northwest arc of Prosperity Church Road associated with the construction of the remaining portion of the I-485 loop – is being administered by the City of Charlotte, and is programmed for construction in the 2012-2018 TIP in FY 2015. Construction costs on the project have decreased from original estimates and real estate costs have increased significantly due to the fact that the project impacts an Environmental Justice (EJ) community. As a result, the City would like to request a TIP amendment to reallocate some of the funds from construction to R-O-W acquisition.

5. **FY 2013 Unified Planning Work Program (UPWP) Amendments** (10 minutes) Robert Cook
ACTION REQUESTED: Recommend to the MPO that it amend the FY 2013 UPWP as outlined in the attached document.

BACKGROUND: Several projects programmed for funding when the FY 13 UPWP was originally prepared will not take place this year. Staff proposes to shift funds from those projects to support additional work associated with the development of the Congestion Management Process (CMP) and revisions to the project ranking criteria (the ranking criteria work is being implemented under Task Code V-1, Congestion Management Strategies). In addition, funds are proposed to be allocated to Phase III of the Fast Lanes study. The proposed changes were discussed at the January 23, 2013 transportation staff meeting.

ATTACHMENT: Recommended Amendments

6. **2040 Long Range Transportation Plan (LRTP)**
 - a. **Plan Update** (5 minutes) Nicholas Landa
ACTION REQUESTED: FYI

BACKGROUND: Information will be provided about the LRTP update process.

b. Highway Ranking Methodology (20 minutes)

Radha Swayampakala

ACTION REQUESTED: FYI

BACKGROUND: A consultant has been contracted to assist the MPO with the evaluation of its highway ranking methodology. Several meetings have been conducted with the LRTP Advisory Committee, as well as a workshop with several MPO members, in which proposed ideas have been presented and feedback has been provided. The proposed criterion is now being presented to the TCC for review and comment.

ATTACHMENT: LRTP Project Ranking Criteria Memorandum

7. MPO Census-Related Activities (20 minutes)

Robert Cook

a. Memorandum of Understanding (MOU) Revisions

ACTION REQUESTED: FYI

BACKGROUND: Update on the work of the MOU subcommittee.

8 Managed Lanes Study – Phase III Update (15 minutes)

Lynn Purnell

ACTION REQUESTED: FYI

BACKGROUND: The consultant working on Phase 3 of the Managed Lanes Study will share information on their general and public opinion findings. Specific corridor recommendations will also be presented.

9. I-77 HOT Lanes Project (15 minutes)

Bill Coxe

ACTION REQUESTED: Recommend that the MPO permit the TCC to initiate a public comment period for proposed improvements to I-77 North upon receipt of relevant documents and information, and to endorse comments on the Environmental Assessment being prepared for the project. (See memo for more details)

BACKGROUND: An update on the status of the proposed I-77 HOT Lanes project will be presented and the TCC will be asked to make specific recommendations associated with the project.

ATTACHMENT: I-77 Memorandum

10. Comprehensive Transportation Plan (CTP) (15 minutes)

Robert Cook

ACTION REQUESTED: The TCC is being asked to 1) Release the draft CTP maps to be sent to NCDOT for review and comment; 2) Request that NCDOT turn over the GIS-related maintenance of the maps to the MPO-designated GIS database work group, to include the NCDOT Planning Coordinator; and 3) Schedule a meeting with NCDOT Planning Coordinator to discuss next steps related to the CTP report.

BACKGROUND: The draft CTP maps have been completed by NCDOT staff and are ready to be reviewed by the NCDOT Transportation Planning Branch. In addition, a database work group has been created to begin looking at ways in which a GIS database can improve the functionality of the CTP maps, and an executive summary report is being developed to help guide future public involvement efforts related to the CTP maps.

11. Upcoming Issues

12. Adjourn

MECKLENBURG - UNION TECHNICAL COORDINATING COMMITTEE
Summary Meeting Minutes
Charlotte-Mecklenburg Government Center
Room 267
January 10, 2013

Voting Members: *TCC Chair* – Bill Coxe (Huntersville), *TCC Vice Chair* – Danny Pleasant (CDOT), George Berger (Charlotte Engineering & Property Management), Ken Tippet (CDOT Bicycle Coordinator), Jonathan Wells – alt for Debra Campbell (C-M Planning), Jason Rayfield (LUESA-Air Quality), David McDonald (CATS), Louis Mitchell (NCDOT-Div. 10), Anil Panicker (NCDOT-TPB), Andrew Grant (Cornelius), Scott Kaufhold (Indian Trail), Ralph Messera (Matthews), Lisa Stiwinter (Monroe), Travis Morgan (Pineville), Shannon Martel – alt for Brian Matthews (Stallings), Greg Mahar (Waxhaw), Jordan Cook (Weddington), Joshua Langen (Wesley Chapel), Joe Lesch (Union County)

Staff: Robert Cook (MUMPO), Nick Landa (MUMPO), Stuart Basham (MUMPO), Norm Steinman (CDOT), Anna Gallup (CDOT), Tim Gibbs (CDOT), David Meachum (Charlotte E&PM), Adam McLamb (Indian Trail), Elinor Hiltz (Iredell County), Andrew Bryant (Lincoln County), Lisa Thompson (Marvin), David Nelson (Matthews), Jim Loyd (Monroe), Neil Burke (Mooresville), Phil Collins (Statesville), Dana Stoogenke (Rocky River RPO), David Keilson (NCDOT-Div. 12), John Underwood (NCDOT)

Guests: Bill Thunberg (LNTC), Radha Swayampakala (RS&H), Todd Steiss (PB), John Johnson (STV), Nikki Honeycutt (STV)

Bill Coxe opened the meeting at 10:00 AM.

1. Election of Officers

Summary/Action Requested:

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

Chair Nominations

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

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

Mr. Bill Coxe was elected Chair of the TCC for 2013 by acclamation.

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

Vice-Chair Nominations

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

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

Mr. Danny Pleasant was elected Vice-Chair of the TCC for 2013 by acclamation.

2. Adoption of the Agenda

Mr. Coxe asked if any modifications to the agenda are necessary. Hearing none, he asked for a motion to adopt the agenda. Greg Mahar made a motion to adopt the agenda. Jonathan Wells seconded the motion. The agenda was adopted unanimously.

3. Consideration of December Meeting Minutes

Mr. Coxe asked if any changes to the minutes are necessary. Hearing none, he asked for a motion to approve the minutes. Mr. Lesch made a motion to approve the December TCC minutes. Anil Panicker seconded the motion. Upon being put to a vote, the motion passed unanimously.

4. MPO Census-Related Activities

a. County Level Population and Employment Projections

Presenter: Anna Gallup, Charlotte DOT

Summary/Action Requested:

Ms. Gallup reminded the TCC that the population and employment projections are updated after each census, and are used for many of the MPO's activities, including the long range transportation plan (LRTP) update. She noted that the numbers for Mecklenburg County in the agenda packet are incorrect, and provided a handout with the correct numbers. She also indicated that she worked closely with Mr. Lesch to develop the Union County numbers, and Ruchi Agarwal to develop the Mecklenburg County numbers, and that the relevant agencies in those counties are comfortable with the proposed projections. Mr. Coxe asked if it would be necessary to adopt the projections produced for Iredell and Lincoln County. Ms. Gallup responded that the MPO could adopt them when they are available, after they are adopted by the Lake Norman Rural Planning Organization, which has not yet taken place.

Motion:

Mr. McDonald made a motion to recommend that the MPO approve the county level population and employment projections as presented. Mr. Lesch seconded the motion. Upon being put to a vote, the motion passed unanimously.

b. Memorandum of Understanding (MOU) Revisions

Presenter: Robert Cook

Summary/FYI:

Mr. Cook provided an overview of the outstanding MOU issues discussed at the most recent MOU subcommittee meeting, including the following:

- TCC membership
 - Unanimous support given for including a greenway planner on the TCC, either from the County Park & Recreation Department or from the Carolina Thread Trail;
 - Discussion followed by the TCC in which consensus was provided for including a county greenway planner on the TCC.
- MPO voting structure
 - Mr. Landa highlighted information presented to the MOU subcommittee, as well as the discussion that took place at the meeting, which resulted in the MOU subcommittee taking a straw vote (which passed unanimously) that the City of Charlotte retain its

current percentage of the total weighted vote (~41%), each county continue to receive 2 votes, each BOT member to receive 1 vote, and each member jurisdiction receive an additional one vote for every 20,000 people in its jurisdiction;

- The weighted voting issue discussed and voted upon at the MOU subcommittee assumed a hybrid voting system in which a weighted vote would only be used if invoked, otherwise each voting member of the MPO would receive one vote;
- Mr. Coxe noted that two potential issues associated with invoking a weighted vote include the time in advance that would be required for it to be invoked, and whether the weighted vote, if invoked, would apply to the entire agenda or just a particular item.

Mr. Cook noted that the issues of how to establish a quorum, and the naming of the MPO, were on the MOU subcommittee agenda but were not discussed in detail by the subcommittee. It was decided that further discussion by the TCC will be required in order to provide guidance to the MOU subcommittee on the remaining outstanding issues.

5. Transportation Improvement Program (TIP)

a. 2012-2018 TIP Amendments

Presenter: Robert Cook

Summary/Action Requested:

Mr. Cook outlined the proposed TIP amendments, which can be viewed by clicking [here](#). He noted that the proposed amendments do not impact TIP funding, and are administrative in nature, but require the MPO's action.

Motion:

Mr. McDonald made a motion to recommend that the MPO approve the proposed 2012-2018 TIP amendments as presented. Mr. Lesch seconded the motion. Upon being put to a vote, the motion passed unanimously.

b. Draft 2015-2021 TIP

Presenter: Robert Cook

Summary/Action Requested:

Mr. Cook reminded the TCC that a draft TIP was released late last year, but due to the fact that new transportation legislation was passed last year (MAP-21), there is a new administration in Raleigh, and based on public comments received, the NCDOT made the decision to withdraw the draft TIP. He stated that a new draft 2015-2021 TIP is anticipated to be released later this year. He also indicated that the MPO will be required to prepare a fiscal plan for the TIP, a plan that had previously been prepared by NCDOT but which will now be the responsibility of the MPOs throughout the state. Finally, he noted that locally administered projects funded in the current TIP will also need to be reviewed. Mr. Coxe asked if amendments to the current TIP should consider fiscal constraint. Mr. Cook indicated that they would, but suggested that further guidance from NCDOT and FHWA will be necessary. He also noted that the amendments on this agenda do not change any funding amounts, so they do not apply.

6. Bicycle & Pedestrian Ranking Methodology

Presenter: Adam McLamb, Town of Indian Trail

Summary/FYI:

Mr. McLamb stated that the TCC is being asked to recommend that the MPO approve revisions to MUMPO's bicycle and pedestrian ranking methodology, which was originally approved in May 2011. He noted that there have been several opportunities for review and comment of the proposed revisions to the criteria, and the revisions have been made based on those comments in order to make improvements. Mr. Landa highlighted one change in particular, regarding points in the criteria associated with bus stops. He explained that it is recommended that bus stops that have more boardings and alightings, as well as more buses that pass by those stops, should receive more points than lower activity bus stops.

Motion:

Mr. Messera made a motion to recommend that the MPO approve the amendments to the bicycle and pedestrian ranking methodology as presented, and adopt the accompanying project application form. Mr. Pleasant seconded the motion. The motion passed unanimously.

7. Congestion Management Process (CMP)

Presenter: Radha Swayampakala, RS&H

Summary/FYI:

Mr. Swayampakala provided information to the TCC via a Power Point presentation, the contents of which are incorporated into the minutes [here](#). After outlining what the CMP is and how it is applied, he reminded the TCC that the task force has been working on developing CMP goals, objectives and performance measures. He noted that after further discussion of the task forces, and based on comments received, the goals and objectives have been streamlined as follows:

- o Goal – Manage Congestion
- o Objectives
 - 1) Develop congestion management measures
 - 2) Reduce non-recurring congestion duration
 - 3) Consider full range of congestion management strategies
 - 4) Improve the resiliency, redundancy and reliability of the transportation network

Mr. Swayampakala also presented information about Travel Time Index (TTI), Level of Service (LOS) and crash rates. He then highlighted four congestion management strategies identified, which include Demand Management, Alternative Mode Promotion, Traffic Operations and Land Use. He stated that the MPO is anticipated to approve the CMP in March 2013, followed by a review of capacity adding MPO projects identified in the TIP and LRTP using the CMP filter(s). The CMP will also be reviewed and updated every few years as necessary, as recommended by the FHWA.

8. Unified Planning Work Program (UPWP)

a. FY 2013 UPWP Amendments

Presenter: Robert Cook

Summary/FYI:

Mr. Cook noted that several amendments to the FY 2013 UPWP are necessary due to funds becoming available that will need to be reallocated to other MPO tasks. He highlighted the proposed amendments,

which can be found by clicking [here](#). He concluded by stating that the proposed UPWP amendments will be on a future TCC agenda for action.

b. FY 2014 UPWP

Presenter: Robert Cook

Summary/FYI:

Mr. Cook provided information to the TCC via a Power Point presentation, the contents of which are incorporated into the minutes [here](#). He stated that the MPO will receive an approximate \$1.9 million UPWP allocation for fiscal year 2014. He then noted the local planning projects that are proposed, including traffic count programs in Indian Trail and Huntersville, along with a downtown multi-modal plan proposed for Huntersville. He indicated that the next steps for getting the FY 2014 UPWP adopted include reviewing the local projects, and working with CDOT and CATS regarding funding in the UPWP associated with tasks carried out by each respective department. He concluded by stating that the approval of the UPWP is anticipated in May 2013.

9. I-277/I-77 Loop Study

Presenter: Norm Steinman, Charlotte DOT

Summary/FYI:

Mr. Steinman provided information to the TCC via a Power Point presentation, the contents of which are incorporated into the minutes [here](#). He outlined the background and reasons for conducting the loop study, including that the loop was constructed over 30 years ago and portions of the loop are not adequate for today's traffic conditions. In addition, he noted that a comprehensive study of the loop has not been accomplished in over 50 years. He also indicated that one purpose of the study is a way to identify which projects are appropriate to nominate for inclusion in the 2040 LRTP, noting that projects identified could still take 10-20 years to complete. After highlighting some proposed project locations along the loop, as well as recommendations for gateways around the loop, he concluded by reiterating that the next steps are to identify projects for inclusion in the 2040 LRTP by January 18, and to develop implementation strategies for incorporating managed lanes. He stated that more information can be found on the MUMPO and CDOT websites.

10. I-77 HOT Lanes Project

Presenter: Bill Coxe, Town of Huntersville

Summary/FYI:

Mr. Coxe provided information to the TCC via a Power Point presentation, the contents of which are incorporated into the minutes [here](#). He began with an overview of the managed lanes, public-private partnership (P3) project objectives, including that it will address current congestion while minimizing the public's financial contribution by using private financing. He also reminded the TCC that an I-77 technical team of TCC members and staff is working with NCDOT to deal with the many complexities of the proposed project. He then described the project limits, including the breakdown of the three proposed sections in the north, middle and south ends of the project limits, from the I-277 loop in Charlotte to NC 150 in Mooresville. Mr. Coxe then outlined the following aspects of the project to date:

- o A 50 year financing contract with a private concessionaire, yet to be determined, is proposed;

- A P3 project allows the state to accelerate project delivery substantially, which includes a proposed construction start date of March 2014;
- One Environmental Assessment is proposed for the entirety of the project (which evaluates only mainline operations), opposed to the three Categorical Exclusions previously considered;
- Federal requirements include a long range transportation plan amendment that is found to be in conformity, which must be approved by the MPO; and
- The project will require some amount of equity dollars, the exact amount of which is not yet known.

He went on to note that several managed lanes projects are being discussed throughout the region, so it is important that the concept is embraced in order for individual managed lanes projects to be successful. He stated that an activist group based in Cornelius was recently formed to advocate for general purpose lanes only on I-77 north. He also stated that the Lake Norman Transportation Commission is involved with the I-77 HOT lanes project by providing education, and is contemplating performing a study. Mr. Cox suggested that if a study is undertaken, the MPO would be the appropriate agency to lead the effort. He concluded by noting that the next I-77 technical team meeting will be held later in January.

11. 2040 LRTP Update

Presenter: Nicholas Landa

Summary/FYI:

Mr. Landa provided the TCC with an update of the 2040 LRTP process by highlighting the following:

- The LRTP Advisory Committee met on Monday, January 7 and continued its discussion of the proposed LRTP highway ranking criteria;
- Additional meetings of the Advisory Committee are scheduled in January and February in order to complete the process of developing an appropriate highway ranking criteria;
- A workshop will be held on Tuesday, January 15 for TCC and MPO members to introduce the highway ranking criteria and solicit feedback;
- A presentation outlining the proposed criteria will be provided to the TCC and MPO in February, and approval of the criteria is anticipated in March;
- The draft LRTP Goals & Objectives were sent to identified stakeholders for review, and their comments are due January 11; and
- The Goals & Objectives, as well as the stakeholder comments, will be discussed further by the Advisory Committee and then presented to the TCC and MPO.

12. Upcoming Issues

Mr. Panicker announced that NCDOT would be hosting a Complete Streets training workshop in Charlotte on February 13-14, 2013. Mr. Landa noted that he would forward the workshop information to the TCC via email.

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

Memorandum

RS&H Architects-Engineers-Planners, Inc.

To: Technical Coordinating Committee Members, MUMPO
From: Scott Kaufold, CMP Task Force Chairman
Subject: Congestion Management Process (CMP)
Date: January 31, 2013

Action Requested

Recommend that the MPO endorse the Congestion Management Process by approving the CMP Goals, Objectives and Performance Measures as presented below.

Background

Pursuant to federal regulations, Mecklenburg-Union Metropolitan Planning Organization (MUMPO) has developed a Congestion Management Process (CMP), and is currently seeking TCC and MPO adoption of the CMP in order to meet the FHWA's required approval deadline of February 28, 2013.

Federal regulations require that MPOs with a population of over 200,000 have a process for managing congestion within the area. This process must provide recommendations for the effective management of congested facilities and efficient mobility and ensure that all potential alternatives to address congestion have been examined for identified projects that include additional roadway capacity. The CMP is required to be developed, established and implemented as part of the metropolitan transportation planning process.

In April 2012, MUMPO initiated a process to develop the CMP. RS&H was retained to complete the CMP and a special Task Force was formed to oversee this process. The Task Force, created by MUMPO's TCC, was chaired by Scott Kaufold. This Task Force has met four times since the initiation of the project, during the months of April through December 2012. Key components of MUMPO's proposed CMP are described in the following sections of this memorandum.

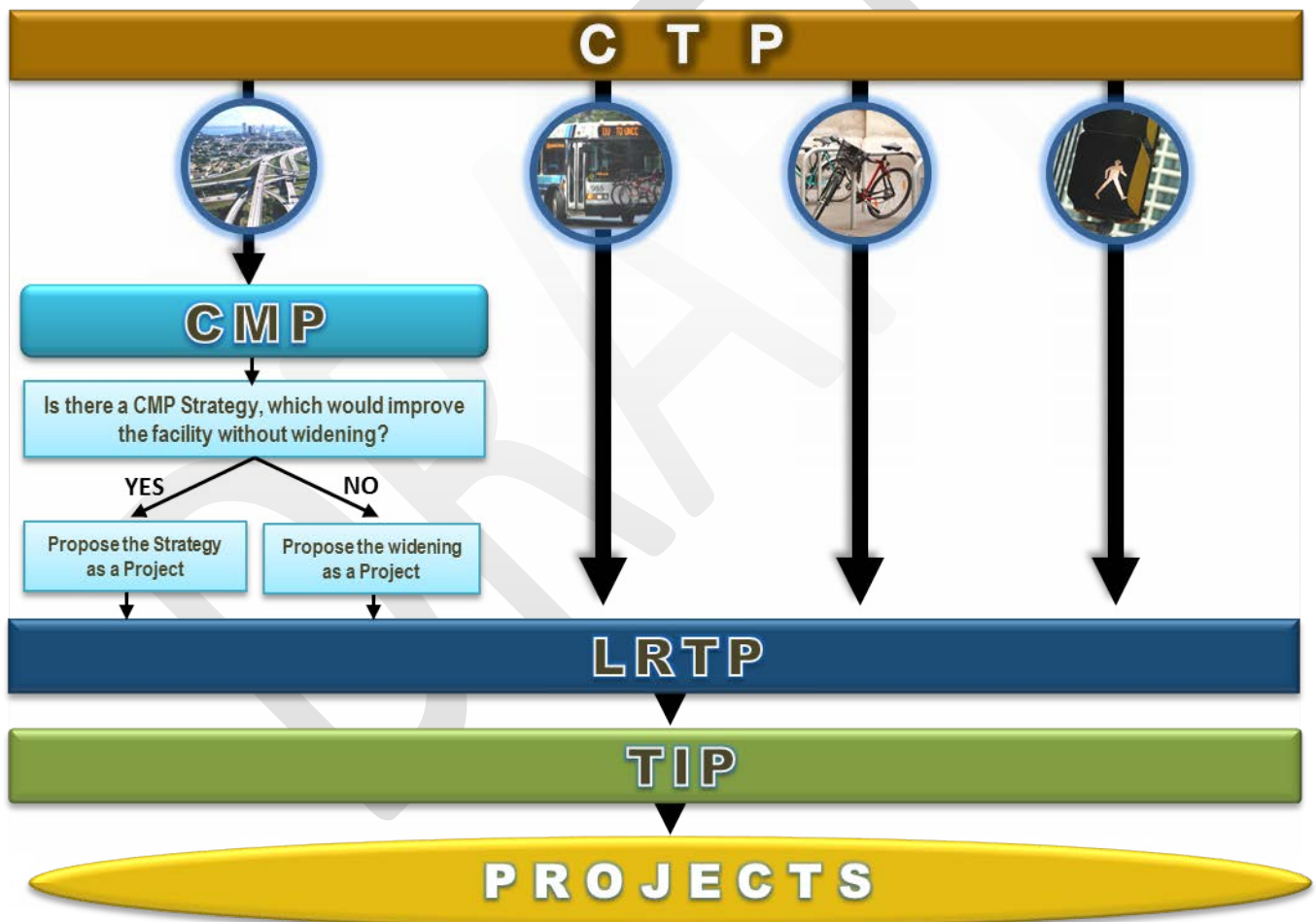
MUMPO CMP Study Area

In consultation with the Federal Highway Administration (FHWA), the proposed MUMPO CMP study area is the existing MUMPO planning area, in addition to Mooresville, located in Iredell County, and the portion of Gaston County in the Charlotte urbanized area (UZA). Mooresville will be part of the MUMPO planning area as a result of the 2010 US Census and is also part of the air quality nonattainment area. Therefore, the proposed CMP study area is consistent with the 2035 LRTP study area, and also able to adjust to MUMPO's anticipated expanded area.

Congestion Management Process

MUMPO's proposed CMP features a process to filter congestion management strategies in relation to the highway improvement needs identified in MUMPO's Comprehensive Transportation Plan (CTP), and confirm if widening is needed. Before potential single occupancy vehicle (SOV) widening projects are recommended for inclusion in the LRTP and ultimately the TIP, these projects are assessed for any other congestion management strategies that might improve the roadway facilities, in lieu of widening. This assessment of reasonable congestion management strategies as alternatives to widening meets the federal requirement for project funding. Federal funds may not be programmed for capacity-adding single occupancy vehicle (SOV) projects unless the projects are included in a CMP that provides an analysis of reasonable travel demand reduction and operational management strategies. The CMP process is shown in the graphic below.

Figure 1: Congestion Management Process



CMP Goals, Objectives and Performance Measures

A draft version of CMP Goals, Objectives and Performance Measures was presented to the TCC and MPO in November 2012 for information. Based on comments received from various

members of the CMP Task Force, TCC, and MPO, these Goals, Objectives and Performance Measures were streamlined and presented to the TCC and the MPO in January 2013.

The goal of the MUMPO CMP is managing congestion within the MUMPO region. This goal is supported by four CMP objectives and performance measures established to quantify these objectives. The Goals, Objectives and Performance Measures are presented in Table 1.

These objectives may evolve over time to address the changing national, statewide, regional and/or local context of congestion. Because of this dynamic landscape, the CMP Task Force will continue to meet periodically, review the process, and if needed, propose other possible objective and/or performance measures for potential inclusion into the CMP.

Table 1: Goals, Objectives, and Performance Measures, MUMPO CMP

Goal and Objectives	Performance Measures
➤ Goal: Manage Congestion	
Develop congestion management measures	% of Roadway Miles at a Travel Time Index (TTI)/Level of Service (1.2 to 1.49 TTI/Level of Service E - Moderate Congestion; 1.5 or more TTI/Level of Service F - Heavy Congestion)
Reduce non-recurring congestion duration	No. of Crashes per 100 MVMT , related to the statewide average
Consider full range of Congestion Management Strategies	Were all reasonable techniques and strategies considered --- Yes / No?
Improve the resiliency, redundancy, and reliability of the transportation network	Extract data from Inrix – Use Buffer, or other indices

Performance Evaluation

The use of performance measures is critical in the analysis and assessment of congestion within the study area. The GPS based INRIX travel time data acquired by North Carolina Department of Transportation and the Charlotte Department of Transportation was identified as the most appropriate dataset to use to measure and identify the facilities with existing congestion. Based on the INRIX data, a travel time index was calculated. Facilities with a travel time index of 1.0 to 1.2 were identified as minimally congested; 1.21 to 1.5 as moderately congested; and greater than 1.5 as heavily congested. To identify future congested conditions, the traditional Level of Service (LOS) analysis was used, with LOS A through D identified as minimally congested; LOS E as moderately congested; and LOS F as heavily congested. Tables 2 and 3 below depict the levels of existing and future congestion conditions in the MUMPO area. The above mentioned congestion criteria definition were developed by the Task Force and results of the performance evaluation were presented to the TCC and MUMPO at their November, 2012 and January 2013 for information.

Table 2: Existing Conditions Congestion Levels – Travel Time Index

Congestion Level	No. of Miles (%)
Minimal Congestion (TTI 1-1.20)	971 (49%)
Moderate Congestion (TTI 1.21-1.50)	793 (40%)
Heavy Congestion (TTI>1.5)	213 (11%)

Source: Inrix travel time data, City of Charlotte. Total length – 1,977 miles, bi-directional measure

Table 3: Existing and Future Conditions Congestion Levels – Level of Service

Congestion Level	2010 No. of Miles (%)	2035 No. of Miles (%)
Minimal Congestion (LOS A ~ D)	1,355 (73%)	924 (50%)
Moderate Congestion (LOS E)	115 (6%)	115 (6%)
Heavy Congestion (LOS F)	382 (21%)	808 (44%)

Source: Metrolina Regional Travel Demand Model. Total length – approx. 1,850 miles, bi-directional measure

Congestion Management Strategies

Using USDOT¹ guidance, a full range of potential congestion management strategies were identified for MUMPO freeways, non-freeways and the overall region. These strategies were grouped into four major categories: Demand Management; Alternative Mode Promotion; Traffic Operations; and Land Use. Additionally, these strategies were summarized as related to term effectiveness (short, mid, long); congestion type (recurring, non-recurring or both); and public acceptance (low, medium, high).

Next Steps - Implementation of CMP Strategies

As part of the CMP, federal regulations require the periodic assessment of the effectiveness of congestion management strategies over time. Therefore, it is recommended that the MUMPO CMP implementation process incorporate the following:

- Apply the CMP Process to TIP and LRPT Projects – Review the roadway capacity projects included in 2014-22 TIP (for years up to 2017) and/or 2040 LRTP (for years up to 2030), and apply the CMP process identified in this study.
- Conduct the first update of the CMP in two to three years - Assess how the process worked and if there were any unforeseen problems.
- Perform subsequent updates every four to five years - Verify that the CMP continues to be applicable to MUMPO’s vision, goals and objectives.
- Hold periodic meetings of the CMP Task Force - Schedule regular meetings throughout the year, such as quarterly or semi-annually to identify and address changing conditions or requirements.

¹ Congestion Management Process: A Guidebook, USDOT, FHWA, April 2011

MUMPO FY 2013 UPWP Amendment

January 31, 2013

Task Code	Task Description	Original Funding Amount	Proposed Funding Amount	Proposed Reduction	Reason for Change
II-10	GIS Analysis & Mapping	\$80,000	\$30,000	\$50,000	Delay in hiring temporary employee
IV-1	Community Goals & Objectives	\$125,000	\$25,000	\$100,000	Decision made not to pursue operational scenario assessment tool
IV-8	Freight Element of LRTP	\$50,000	\$15,000	\$35,000	Regional freight study will not be pursued this year; remaining funds needed for freight-related analysis
IV-2	Highway Element of LRTP	\$100,000	\$50,000	\$50,000	Delay CTP ordinance review until FY 14
		\$355,000	\$120,000	\$235,000	
Task Code	Task Description	Original Funding Amount	Proposed Funding Amount	Proposed Additional Funding	Reason for Change
V-1	Congestion Management Strategies	\$225,000	\$426,656	\$200,000	Additional funding needed for CMP and ranking methodology
VI-10	Corridor Protection & Special Studies	\$228,000	\$261,344	\$35,000	Ensure adequate funding for on-call services
				\$235,000	

Memorandum

To: Technical Coordinating Committee Members, MUMPO
From: Nick Landa, MUMPO
Radha Krishna Swayampakala, RS&H
Subject: 2040 LRTP Project Prioritization Criteria
Date: January 31, 2013

Action Requested: Presented for information only

Background

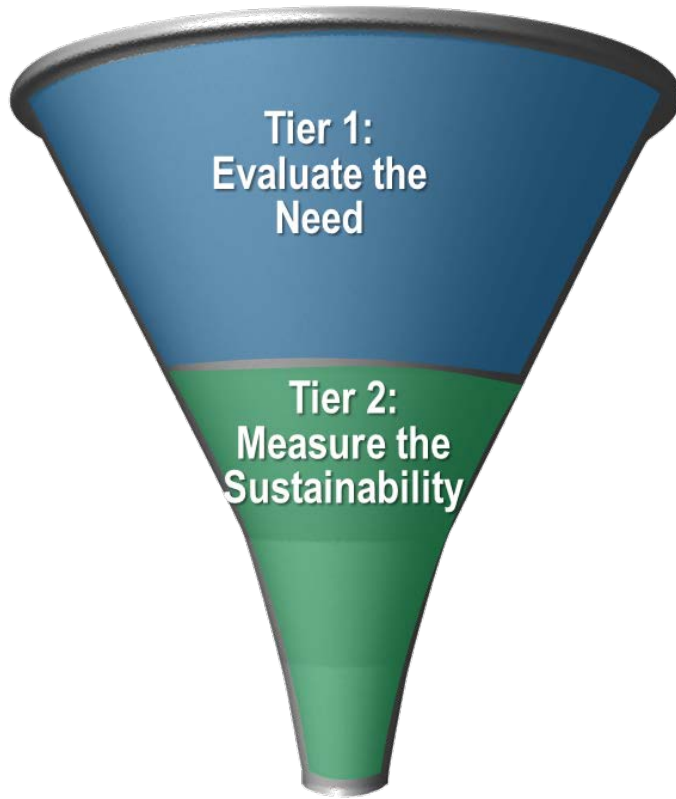
Currently, MUMPO is in the process of developing its 2040 Long Range Transportation Plan. As part of this process, each potential project must be evaluated for the development of the final prioritized project list. To effectively manage this process, the TCC formed two committees, a Steering Committee and a broader Advisory Committee. These two committees have been meeting regularly over the last 6 months to develop a quantifiable process for Roadway Project Prioritization (also known as Roadway Project Ranking Criteria). The following are the major tasks involved in this effort:

- Peer MPO research to identify the best practices
- Survey of the TCC members and key stakeholders regarding various ranking criteria
- Evaluation of each potential ranking criteria
- Development of potential Project Prioritization Criteria and recommendations for the TCC

Using the information from these tasks, the Steering and Advisory Committees have developed a two-tiered Project Prioritization Criteria approach. This approach is being presented to the TCC and MPO in February 2013 for information. Based on the feedback received from the TCC and MPO at the February meetings, the Steering Committee and Advisory Committee expects to address any comments and seek approval for the prioritization process in March 2013.

The graphic on the following page outlines the two tiered process and the associated criteria in each tier.

Potential Project Prioritization Criteria, 2040 LRTP, MUMPO



Tier 1 Criteria

Congestion

Safety

Accessibility to Employment

Tier 2 Criteria

Environmental Justice Impacts

Natural Resource Impacts

Historic Resource Impacts

Community Resource Impacts

System Connectivity

Benefit Cost Ratio



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TO: Technical Coordinating Committee Members
 FROM: Robert Cook, AICP
 MUMPO Secretary
 DATE: January 31, 2013

SUBJECT: I-77 HOT Lanes Project

The North Carolina Department of Transportation (NCDOT) has been working with the MPO on a proposed project to improve I-77 North from I-277 in Charlotte to NC 150 in Mooresville. At its meeting on February 7, the TCC will be asked to consider the following:

1. ACTION REQUESTED

Recommend that the MPO permit the TCC to initiate a public comment period for modifications to the 2035 LRTP and 2012-2018 TIP and a conformity determination on both to allow for proposed improvements to I-77 North. The comment period would begin upon receipt and approval of relevant documents and information and will be coordinated with the comment period on the Environmental Assessment for the proposed project.

BACKGROUND

NCDOT is proposing to utilize a public/private partnership to implement HOT lanes on I-77 as listed below:

Section	HOT Lanes	Section Limits
South	2	2.5 miles on I-77 and 1.5 miles on I-277 with direct HOT lane connector to I-277
Central	2	15 miles from I-85 to Exit 28 (Catawba Avenue)
North	2	8 miles from Exit 28 to Exit 36 (NC 150)

The current TIP includes project I-5405 which would convert the existing HOV lanes on I-77 North to HOT lanes and extend one lane in each direction to Catawba Ave. in Cornelius. On June 20, 2012, the MUMPO amended the 2035 LRTP to add a second HOT lane in each direction for the limits of the I-5405 project. Programming the current NCDOT proposal requires amending both the 2012-2018 TIP and 2035 LRTP, and making a conformity determination. The following documents and/or information are deemed necessary to adequately inform the public of the requested action:

- LRTP and TIP amendment reports
- Draft air quality conformity determination report
- Information related to transportation performance of the options for widening

- Financial feasibility information on the proposed action
- Key assumptions on tolling
- Draft Environmental Assessment (EA)

2. **ACTION REQUESTED**

Endorse a set of comments on the Environmental Assessment being prepared for the widening of I-77 from Brookshire Freeway to NC 150.

BACKGROUND

NCDOT has sent scoping letters to various public agencies requesting comments on issues that should be addressed in the Environmental Assessment being prepared for the project described in the preceding item. Comments have previously been submitted on the Categorical Exclusion prepared for the central section. This CE will be folded into the larger project's Environmental Assessment. Information will be sent to the TCC members prior to Feb. 7.