



600 East Fourth Street
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www.mumpo.org

TO: TCC Members
FROM: Nicholas Landa
MUMPO Principal Planner
DATE: March 28, 2013
**SUBJECT: Technical Coordinating Committee (TCC) Agenda
April 2013 TCC Meeting—April 4, 2013**

The next TCC meeting is scheduled for **Thursday, April 4** 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

April 4, 2013

1. **Ethics Awareness & Conflict of Interest Reminder** Bill Coxe
2. **Adoption of the Agenda** Bill Coxe
3. **Consideration of March Meeting Minutes** Bill Coxe
ACTION REQUESTED: Approve as presented, or with amendments.
4. **July TCC Meeting Date** (5 minutes) Nicholas Landa
ACTION REQUESTED: Recommend that the TCC change the July TCC meeting date to Thursday, July 11.

BACKGROUND: The regular meeting date for the July TCC meeting falls on a holiday. Due to this conflict, it is being requested that the meeting date be moved to the following Thursday – July 11, 2013.
5. **CONNECT Our Future Update** (20 minutes) Michelle Nance
ACTION REQUESTED: FYI

BACKGROUND: Residents, local governments, businesses and non-profit interests in a fourteen county area (including North and South Carolina) are working together to create a regional growth framework that will enable this region to promote growing jobs and the economy, improving quality of life, and controlling the cost of government. The CONNECT Our Future initiative includes a regional scenario planning study, which provides stakeholders the opportunity to explore and debate regional growth scenarios, their trade-offs, costs, and alternative futures. Among other uses, the scenario planning study is intended to add to the ongoing dialogue of growth, development, and transportation investments in the region and provide useful information for developing long range land use and transportation plans. This item is intended to provide the TCC with a process update, next steps, and how transportation planning ties into this effort.
6. **Transportation Improvement Program (TIP) Amendments** (10 minutes) Robert Cook
 - a. **Locally Administered Projects**
ACTION REQUESTED: Recommend that the MPO approve amendments to the 2012-2018 TIP to reallocate Direct Attributable (DA) and Congestion Mitigation & Air Quality (CMAQ) funds, as presented.

BACKGROUND: See attached memorandum and spreadsheet for more information.

ATTACHMENT: Locally Administered Projects Memorandum and Funding Allocation Table
7. **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. **Goals & Objectives** (5 minutes) Nicholas Landa
ACTION REQUESTED: Recommend that the MPO endorse Goals & Objectives for the 2040 LRTP.

***BACKGROUND:** The draft Goals & Objectives for the 2040 LRTP have been developed and reviewed by the LRTP Advisory Committee, identified stakeholders and the public. At its March meeting, the TCC reviewed the goals and objectives, and following a discussion, requested that the Advisory Committee make final adjustments. This was done at a meeting on Monday, March 18. See the attached memo for more information about the process, and to review the proposed changes to the goals and objectives.*

***ATTACHMENTS:** Goals & Objectives Memorandum; Draft 2040 LRTP Goals & Objectives; Stakeholder and Public Comments (and responses)*

c. Financial Plan Assumptions (10 minutes)

Andy Grzymiski

***ACTION REQUESTED:** FYI*

***BACKGROUND:** Information about potential financial assumptions for the fiscally constrained 2040 LRTP will be provided.*

8. New Ozone Standard Conformity Determination (5 minutes)

Eldewins Haynes

***ACTION REQUESTED:** Recommend that the MPO make a conformity determination on the 2008 ozone standard pending the close of the extended public comment period and response to all comments received.*

***BACKGROUND:** See attached memorandum for more information.*

***ATTACHMENT:** 2008 Ozone Standard Memorandum*

9. MPO Census-Related Activities (15 minutes)

Robert Cook

a. Planning Area Boundary Expansion – MOU Subcommittee

***ACTION REQUESTED:** FYI*

***BACKGROUND:** An update on the activities of the MOU subcommittee will be provided.*

10. Draft FY 2014 Unified Planning Work Program (UPWP) (10 minutes)

Robert Cook

***ACTION REQUESTED:** FYI*

***BACKGROUND:** An update on the status of the draft 2014 UPWP will be provided.*

11. I-77 HOT Lanes Project (20 minutes)

Bill Cox

***ACTION REQUESTED:** FYI*

***BACKGROUND:** Update on the status of this project.*

12. Upcoming Issues

13. Adjourn

MECKLENBURG - UNION TECHNICAL COORDINATING COMMITTEE
Summary Meeting Minutes
Charlotte-Mecklenburg Government Center
Room 280
March 7, 2013

Voting Members: *TCC Chair* – Bill Coxe (Huntersville), Danny Pleasant (CDOT), David Meachum (Charlotte Engineering & Property Management), Ken Tippet (CDOT Bicycle Coordinator), 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), Adam McLamb – alt for Scott Kaufhold (Indian Trail), Ralph Messera (Matthews), Dana Clukey (Mint Hill), Lisa Stiwinter (Monroe), Shannon Martel (Stallings), Jordan Cook (Weddington), Joshua Langen (Wesley Chapel), Joe Lesch (Union County)

Staff: Nick Landa (MUMPO), Stuart Basham (MUMPO), Jonathan Wells (C-M Planning), Andy Grzynski (CDOT), Anna Gallup (CDOT), Tracy Newsome (CDOT), Norm Steinman (CDOT), Eldewins Haynes (CDOT), Dan Leaver (Charlotte Engineering & Property Management), John Rose (CATS), Gwen Cook (Mecklenburg County Park & Recreation), Dick Winters (Mecklenburg County Health), Zac Gordon (Huntersville), Elinor Hiltz (Iredell County), Neil Burke (Mooresville), Erika Martin (Troutman), Scott Cole (NCDOT-Div. 10), David Keilson (NCDOT-Div. 12), Loretta Barren (FHWA)

Guests: Bjorn Hansen (Centralina COG), Bill Thunberg (LNTC), Beverly Davis (RS&H), Carl Gibilaro (Atkins), Steve Blakley (Kimley-Horn)

Bill Coxe opened the meeting at 10:00 AM.

1. Ethics Awareness & Conflict of Interest Reminder

Mr. Coxe read into the record the ethics awareness and conflict of interest reminder. No conflicts of interest were stated.

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. Danny Pleasant made a motion to adopt the agenda. David McDonald seconded the motion. The agenda was adopted unanimously.

3. Consideration of February Meeting Minutes

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

4. Transportation Improvement Program (TIP) Amendments

a. Prosperity Church Road NW Arc TIP Amendment (TIP #U-5507)

Presenter: Dan Leaver, Charlotte Engineering & Property Management

Summary/Action Requested:

Mr. Leaver provided information to the TCC via a Power Point presentation, the contents of which are incorporated into the minutes [here](#). He began by giving an overview of the project's location and informed the TCC about the funding history of the project. In addition, he provided an update on the status of the project, noting some of the upcoming tasks and associated schedule including a public hearing for the project to be held on March 26, and real estate acquisition to begin in June/July of 2013. He also indicated that the City would like to request that the project be split into two phases to account for the real estate acquisition in the Environmental Justice community, which the project will bisect. Mr. Coxe asked if two phases are necessary. Mr. Leaver noted that discussions with NCDOT resulted in the recommendation to phase the project in order to avoid construction delays.

Motion:

Mr. McDonald made a motion to recommend that the MPO approve the proposed amendment to the 2012-2018 TIP to: Reallocate \$1.7 million of the funds for project U-5507 for right-of-way; make funding available for right-of-way in FY 2013 and funding for construction in FY 2014; and, split the project into two phases (U-5507A & B). Mr. Pleasant seconded the motion. The motion passed unanimously.

b. US 74 TIP Amendment (TIP #U-5526)

Presenter: Scott Cole, NCDOT Division 10

Summary/Action Requested:

Mr. Cole provided information to the TCC via a Power Point presentation, the contents of which are incorporated into the minutes [here](#). He informed the TCC that the request from NCDOT is to amend the 2012-2018 TIP to add project U-5526 for planning and environmental studies on US 74, from I-277 to Wallace Lane, to determine the feasibility of converting the existing bus-way to managed lanes. He then highlighted three segments of US 74 that would be studied, which include: 1) I-277 to Albemarle Road, 2) Albemarle Road to Conference Drive, and 3) Conference Drive to I-485. It was also noted that NCDOT is entering into a contract to begin evaluating tolling and revenue and operations concepts, which would eventually lead to developing a concept for the corridor. He stated that the tolling and revenue information is necessary before the environmental review (Categorical Exclusion – CE) can be completed.

Mr. Coxe asked for clarification about the limit of the planning and environmental studies versus the limit of the CE that will be completed for the project. Louis Mitchell responded that the intent is to study how managed lanes would operate from I-277 all the way to I-485, and that NCDOT will have to work with Charlotte and Matthews to ensure operational issues are worked out for the entire corridor to I-485. He emphasized the importance of public involvement during the process. Mr. Cole recommended that the limits of the project be extended from I-277 to I-485, instead of Wallace Lane.

Motion:

Mr. Pleasant made a motion to recommend that the MPO approve the proposed amendment to the 2012-2018 TIP to program project U-5526 for planning and environmental studies only on US 74, from I-277 to I-485. Mr. McDonald seconded the motion. The motion passed unanimously.

5. 2040 Long Range Transportation Plan (LRTP)

a. Plan Update

Presenter: Nicholas Landa

Summary/FYI:

Mr. Landa introduced the LRTP item, and noted that he would like to start by providing an update on the activities of the committees. He indicated that the Advisory Committee met on February 25 and began discussing chapter content for the Plan. In addition, he noted that the next Advisory Committee meeting was moved to March 18 in order to allow more time between meetings. He also indicated that approximately 270 candidate projects have been submitted to be evaluated for potential inclusion in the LRTP. Mr. Landa then stated that there are a few action items related to the 2040 LRTP update for consideration by the TCC. He identified goals and objectives as the first action item to be considered, and indicated that action would also be requested on the proposed ranking criteria to be used to evaluate the candidate projects, as well as an endorsement of the membership of a ranking committee to assist with the evaluation of candidate projects.

b. Goals & Objectives

Presenter: Nicholas Landa

Summary/Action Requested:

Mr. Landa noted that an addendum to the TCC agenda packet was sent out on Tuesday, March 4 which contains the proposed draft 2040 LRTP Goals & Objectives, which can be viewed by clicking [here](#). He outlined the process for developing the goals and objectives as follows:

- Steering and Advisory Committees reviewed 2035 LRTP goals and objectives and made changes in order to improve formatting and content;
- Distributed draft goals and objectives to identified stakeholders in the region; and
- Provided a 21-day public comment period for review and comment.

Mr. Landa noted that all the stakeholder and public comments, as well as the draft goals and objectives, are contained in the addendum, and the TCC is requested to recommend that the MPO endorse the proposed 2040 LRTP Goals & Objectives. Debra Campbell asked for a clarification of the meaning of the language "Practice quality growth management" in Goal 5. Mr. Landa responded that it was carried over from the 2035 LRTP Goals & Objectives and asked if a TCC member who participated in the development of that plan could provide additional insight. Mr. Coxe stated that the language has to do with growth patterns which are more economically viable in the long run (e.g. multi-family use), and that the goal was intended to reward those intentional growth patterns with transportation investment. He also noted that perhaps the objectives listed do not particularly address that language, but that the stakeholder comments submitted by the Southern Environmental Law Center (SELC) also speak to that issue. It was recommended that language be added to better address quality growth management, or that the language be removed. Mr. Pleasant asked if there was time for the language to be modified prior to the March MPO meeting. Mr. Landa noted that the March action is a self-imposed deadline, and that if the TCC wishes to make a final recommendation then the action could be moved to the April MPO meeting.

Motion:

Mr. Pleasant made a motion to recommend that the goals and objectives be sent back to the Advisory Committee for final review, to be modified as appropriate, with consideration of the TCC discussion. Ms. Campbell seconded the motion. After being put to a vote, the motion passed unanimously.

c. Highway Ranking Methodology

Presenter: Beverly Davis, RS&H

Summary/Action Requested:

Mr. Landa noted that the LRTP Advisory Committee reached consensus on the proposed ranking criteria at its February 11 meeting. He also noted that the criteria was presented to the MPO for information at its February 20 meeting, and was well received. He then introduced Beverly Davis, with RS&H, to highlight a few minor changes to the point structure of the criteria. Ms. Davis provided information to the TCC via a Power Point presentation, the contents of which are incorporated into the minutes [here](#). Highlights of her presentation consist of the following:

- o Reminder that the proposed criteria is a two-tiered approach – Tier 1 evaluates need and Tier 2 evaluates sustainability;
- o Tier 1 was outlined as including congestion, safety and accessibility to employment criteria, for a total of 100 points;
- o Tier 2 was outlined as including environmental justice (EJ) impacts, impacts to natural, historic and community resources, connectivity and benefit/cost ratio, for a total of 200 points;
- o Changes to the Tier 2 point structure were noted, which includes up to 9 points each for EJ, natural, historic and community resources, and up to 14 points for connectivity (benefit/cost ratio remains unchanged at up to 50 points);
- o Examples of what types of impacts Tier 2 evaluates, and how they will be evaluated, was discussed;
- o Approximately 270 projects will be evaluated using the Tier 1 analysis, which will then be scaled down to approximately 70 or 80 projects based on financial forecasting and other factors.

Mr. Pleasant asked if the points are reset after the Tier 1 process, to which Ms. Davis responded that the Tier 1 and Tier 2 points will be cumulative. Bjorn Hansen asked if the project cost for the benefit/cost ratio criteria is calculated based on the total project cost, or the anticipated NCDOT project cost. Ms. Davis stated that it will be based on planning level cost estimates. Andy Grzymiski, with CDOT, clarified that it would only account for the anticipated amount of equity dollars for each project. Mr. Coxe noted that it needs to be made clear to the MPO that only the equity dollar cost of the project will be used to calculate the benefit/cost. The TCC further discussed how projects will be chosen to move from Tier 1 to Tier 2, what geography the list of 270 candidate projects includes, and concern was expressed that the majority of projects coming out of Tier 1 will be from the larger areas as opposed to the small communities. Mr. Landa reiterated that the ranking process is ongoing, that a ranking committee would be formed to evaluate the results of the Tier 1 quantitative scoring, and that the Advisory Committee endorsed the proposed criteria. He also provided an overview of the proposed timeline for evaluating the candidate projects.

Mr. Coxe stated his concern that the criterion is heavily weighted towards congestion. There was then further discussion by the TCC about the pros and cons of using total project cost versus only the equity project cost. Loretta Barren, with FHWA, noted that job creation and economic development could be more heavily weighted in future state evaluation criteria, which might impact how much weight is given to congestion. It was clarified that projects funded in the first years of the 2012-2018 TIP will not have to be ranked using the criteria. Ultimately, a motion was made by Mr. McDonald, and seconded by Andrew Grant, to recommend that the MPO approve the criteria as presented (see full motion below). Joe Lesch made a substitute motion, which was seconded by Shannon Martel, to recommend that the MPO approve the criteria using full project cost for the benefit/cost ratio criteria. Mr. Cole stated his concern that using full project cost would impact the State's ability to implement managed lanes projects. More discussion by the TCC resulted in Mr. Lesch withdrawing his substitute motion. The vote for the original motion, as stated below, was called.

Motion:

Mr. McDonald made a motion to recommend that the MPO approve the criteria as presented, clarifying that the benefit/cost criteria in Tier 2 is intended to account for only the portion of project cost anticipated to be funded with equity dollars. Mr. Grant seconded the motion. Upon being put to a vote, the motion passed unanimously.

Mr. Landa stated that there is one more action related to the LRTP that is requested by the TCC. He presented a matrix of proposed TCC members, and staff, to participate in a ranking committee to evaluate the LRTP candidate projects. The first meeting of the group is anticipated to take place in April. It was clarified that CDOT would be represented by either Tim Gibbs or Norm Steinman, not both. Mr. Landa suggested that approximately four or five meetings would be necessary, and that the identified members of the ranking committee are expected to attend all scheduled meetings. He also clarified that no MPO board members are being asked to be included on the committee, but rather MPO staff members.

Motion:

Mr. Pleasant made a motion to recommend that the TCC endorse the ranking committee membership, noting that only one TCC representative from CDOT will be included. Mr. Messera seconded the motion. Upon being put to a vote, the motion passed unanimously.

6. MPO Census-Related Activities

a. Planning Area Boundary Expansion – MOU Subcommittee

Presenter: Nick Landa

Summary/Action Requested and FYI:

Mr. Landa provided information to the TCC via a Power Point presentation, the contents of which are incorporated into the minutes [here](#). He stated that he will be highlighting some of the recent activities of the MOU subcommittee, which was formed by the MPO to work on revisions to MUMPO's MOU. The only action requested is to recommend that the MPO endorse a new name for the MPO, the Charlotte Regional Transportation Planning Organization (CRTPO). Mr. Landa outlined the process for how the preferred name was decided upon, and stated that ultimately the name was chosen because it better identifies the geography for which the MPO plans (Charlotte region), and it better identifies the purpose for the organization (transportation planning). He also indicated that a lot of work will need to be accomplished to transition from the current name to the new name, so the sooner there is certainty about the new name, the sooner that work can begin.

Mr. Landa stated that the TCC held a staff meeting to discuss MOU issues, at the request of the MOU subcommittee, on February 18, which was led by one of the MPO's on-call consultants, Scott Lane. He then summarized the recommendations from that meeting as follows:

- Weighted voting percentages of MPO membership would essential remain as is, with the City of Charlotte receiving approximately 42% of the total vote, each dues paying member agency with a population over 20,000 would receive 2 votes, and each dues paying member agency under 20,000 population would receive a minimum 1 vote;
- Quorum requirements for MPO meetings would change from the requirements currently outlined in the MOU to a quorum being established by 51% of the eligible voting members present, or 60% of the eligible weighted vote;
- In addition to the proposed new quorum requirements, a member agency missing two

consecutive meetings would not be counted towards meeting the quorum requirement (until the next meeting attended by that respective member agency);

Mr. Landa indicated that at its February 20 meeting, the MOU subcommittee heard the recommendations outlined above and did not come to a consensus on the voting issue; however, the MOU subcommittee did agree to the new quorum requirements proposed. The subcommittee also requested more information about member dues/fees from staff. Mr. Pleasant presented a summary of the information compiled to date about the MPO budget and costs of operation, which did not include the TCC members' time spent on MPO activities. Discussion followed about whether or not it would be appropriate to attempt to calculate the time spent by TCC members on MPO activities, with the understanding that it would be difficult to accurately compile that information. Mr. Pleasant indicated that the next step would be to outline a proposed FY 2014 budget to be discussed by the MOU subcommittee. It was announced that the next MOU subcommittee meeting is scheduled for Wednesday, March 20.

Motion:

Mr. Pleasant made a motion to recommend that the MPO adopt the new name of Charlotte Regional Transportation Planning Organization for the MPO. Mr. Messera seconded the motion. Upon being put to a vote, the motion passed unanimously.

7. Unified Planning Work Program (UPWP)

a. FY 2013 UPWP Amendments

Presenter: Nick Landa

Summary/Action Requested:

Mr. Landa provided information about proposed amendments to the FY 2013 UPWP, which can be seen by clicking [here](#). Specifically, he noted one change to the Plan, regarding funding previously proposed for the Fast Lanes Study – Phase III. He stated that the Charlotte DOT has indicated that there is no longer a need for those funds to be allocated to the Fast Lanes Study, so it is proposed that they be reallocated to on-call consulting services.

Motion:

Ms. Martel made a motion to recommend that the MPO approve the amendments to the FY 2013 UPWP, as presented. Mr. Messera seconded the motion. The motion passed unanimously.

b. FY 2014 UPWP

Presenter: Nick Landa

Summary/FYI:

Mr. Landa informed the TCC that staff is currently in the process of developing the FY 2014 UPWP, which will need to be approved prior to the beginning of the FY 2014 fiscal year. He noted that the amount of Section 5303 funds allocated to the MPO was provided after the agenda packet was distributed. The correct amount was stated as being \$324,024, and it was noted that the funds are currently split between CDOT and CATS, but that further discussion is necessary to determine how these funds will ultimately be divided. Mr. Landa concluded by indicating that the TCC and MPO will be updated as work continues to finalize the FY 2014 UPWP.

8. I-77 HOT Lanes Project

Presenter: Bill Coxe, Town of Huntersville

Summary/FYI:

Mr. Coxe began by describing the proposed project limits, and stated that amendments to the LRTP and TIP, as well as a conformity determination for both documents, will be required to move forward with the project. He then announced that a workshop is being held by the Lake Norman Transportation Commission (LNTC) on March 13, the intent of which is to provide general information about public-private partnership funding arrangements, and also specifically how it could be applied to the I-77 HOT lanes project. He continued by providing an update on the proposed schedule for public involvement and MPO action(s), which is subject to change. It was noted that an Environmental Assessment (EA) is being prepared concurrently with an anticipated release date in April. He concluded by indicating that the financial components of the I-77 project will be discussed at the April TCC meeting.

9. Hambright, Verhoeff & Everette Keith Road Alignment Studies

Presenter: Zac Gordon, Town of Huntersville

Summary/FYI:

Mr. Gordon provided information to the TCC via a PDF presentation, the contents of which are incorporated into the minutes [here](#). He indicated that Verhoeff Drive has been added to the study, and gave an overview of the area of study for the proposed changes to the Thoroughfare Plan. Proposed alignment options for Hambright Road, Verhoeff Drive and Everette Keith Road were presented. He concluded by outlining the next steps, including that future action is anticipated at the April TCC meeting.

10. Comprehensive Transportation Plan (CTP)

Presenter: Anil Panicker, NCDOT Transportation Planning Branch

Summary/FYI:

Mr. Panicker stated that staff level meetings have been ongoing to define all the categories on the CTP maps, and as soon as changes to the maps are completed, based on the discussions at those meetings, then the maps will be sent to NCDOT for review. Mr. Landa added that the CTP database team has been meeting to determine which fields are appropriate to be included in the database, as well as a format for presenting the CTP database information.

11. Upcoming Issues

No upcoming issues were presented.

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



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TO: TCC Members
FROM: Robert Cook, AICP
MUMPO Secretary
DATE: March 28, 2013
SUBJECT: **2012-2018 TIP Amendments
Locally-Administered Projects**

REQUEST

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

BACKGROUND

Staff and the TCC began a process in October 2012 to assess the viability of locally-administered projects funded with Surface Transportation Program-Direct Attributable (STP-DA) and Congestion Mitigation & Air Quality (CMAQ) funds. The process began with asking project sponsors to complete a project status form. Following the November 16 status form submittal deadline, a series of Wednesday Transportation Staff meeting discussions was held to further examine the status of individual projects and to determine if they should remain funded projects or be removed from the TIP. The following determinations were made at the March 13, 2013 meeting:

Increase Project Funding Due to Cost Increases

U-5108: Northcross Drive Extension
U-5114: US 21/Gilead Road intersection improvements
U-5115: NC 51/Idlewild Road intersection improvements
C-4957: Indian Trail Sidewalk Projects
C-5538: Construct roundabout at Tuckaseegee & Berryhill Roads

Remove Project from TIP Due to Lack of Sponsor Support or Lack of Need

U-5113: Multi-use parking deck
U-5110: Construct new road, US 74 to Stevens Mill Road
U-5111: Widen Wilgrove-Mint Hill Road, NC 51 to Nelson Road
C-5535: Intersection improvements, Brookshire Blvd and Lawton Road
C-5109: Clean School Bus Initiative

The attached spreadsheet provides additional information.

ATTACHMENTS

Recommended TIP amendments.

Proposed TIP Amendments
Locally-Administered Projects
April 2013 TCC Meeting

TIP #	Project Description	Jurisdiction	Funding Source	Recommended Action	Current Funding	Proposed Additional Funding	Proposed Total Funding
U-5113	Multi-use parking deck	Davidson	STP-DA	Remove from TIP, project no longer supported by town	\$2,000,000	\$0	\$0
U-5108	Northcross Drive Extension	Cornelius	STP-DA	Increase funding	\$3,600,000	\$2,120,000	\$5,720,000
U-5114	US 21/Gilead Road intersection improvements	Huntersville	STP-DA	Increase funding	\$2,500,000	\$1,100,000	\$3,600,000
U-5110	Construct new road, US 74 to Stevens Mill Road	Stallings	STP-DA	Remove from TIP, project no longer needed	\$1,600,000	\$0	\$0
U-5115	NC 51/Idlewild Road intersection improvements	Matthews & Mint Hill	STP-DA	Increase funding	\$400,000	\$900,000	\$1,300,000
U-5111	Widen Wilgrove-Mint Hill Road, NC 51 to Nelson Road	Mint Hill	STP-DA	Remove from TIP, project no longer supported by town	\$520,000	\$0	\$0
C-5538	Construct roundabout, Tuckaseegee & Berryhill Roads	Charlotte	CMAQ	Increase funding	\$729,000	\$1,118,000	\$1,847,000
C-5535	Intersection improvements, Brookshire Blvd and Lawton Road	Charlotte	CMAQ	Remove from TIP, project no longer supported by city	\$1,118,000	\$0	\$0
C-5109*	Clean School Bus Initiative	CMS & Union County	CMAQ	Remove from TIP, project not supported by CMS	\$286,666	\$0	\$0
C-4957	Indian Trail Sidewalk Projects	Indian Trail	CMAQ	Increase funding	\$1,327,000	\$286,666	\$1,613,666
*The original funding level was \$436,666, of which only \$150,000 was used for the original project.							



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TO: TCC Members
FROM: Nicholas Landa
MUMPO Principal Planner
DATE: March 28, 2013
SUBJECT: **2040 LRTP Goals & Objectives**

REQUESTED ACTION

The TCC is being requested to recommend that the MPO endorse the attached Goals & Objectives for the 2040 Long Range Transportation Plan.

BACKGROUND

The MPO is currently in the process of updating its LRTP. One of the first tasks undertaken by the LRTP Steering and Advisory Committees was to review the MPO's goals and objectives from the existing 2035 LRTP. The goals and objectives will provide the vision and framework for what ultimately goes into the Plan. The following outlines the process by which the attached Draft 2040 LRTP Goals & Objectives were developed:

- 1) Steering Committee and Advisory Committee review and comment (timeline)
 - Advisory Committee consensus on first draft of revised goals and objectives
 - Advisory Committee identified appropriate stakeholders to send draft goals and objective to for comment
- 2) Goals and objectives sent out for stakeholder review and comment (December 21, 2012 – January 11, 2013)
 - Three stakeholders responded (comments attached)
 - Advisory Committee reviewed stakeholder comments
- 3) 21-day public comment period for review of draft goals and objectives (February 11 – March 4, 2013)
 - Media release issued, goals and objectives posted on the MUMPO website (with comment form) and the Town of Huntersville website, email blast sent out to regional transportation planning agencies
 - Two agencies provided a joint set of public comments
- 4) TCC reviewed the draft goals and objectives at its March 7 meeting
 - Based on discussion at its March meeting, the TCC recommended that the goals and objectives be reviewed by the Advisory Committee to make final adjustments
- 5) Steering Committee and Advisory Committee reviewed all comments received from the TCC, stakeholders and the public, and made adjustments to the goals and objectives based on those comments
 - Final draft goals and objectives are attached based on the above process

ATTACHMENTS

Draft 2040 LRTP Goals & Objectives (with proposed changes noted)
Stakeholder Comments (with responses)
Public Comments (with responses)

2040 LRTP GOALS & OBJECTIVES

1. **Provide, manage and maintain a safe, efficient and sustainable transportation system for all modes, intended to serve all segments of the population.**
 - Designate resources to maintain the existing transportation system.
 - Minimize congestion on the existing transportation system.
 - Develop an efficient street and highway network capable of providing an appropriate level of service for a variety of transportation modes.
 - Encourage design features that minimize crash potential, severity and frequency.
 - Enable all users to choose a convenient and comfortable way to reach their destination, regardless of location, personal mobility level, age or economic status.
 - Promote future opportunities for inter-regional mobility through enhancements to inter-city rail service and the provision of high-speed rail service.

2. **Encourage walking, bicycling and transit options, integrated with motor vehicle transportation, by providing a transportation system that serves the public with mobility choices.**
 - Increase the connectivity of the existing street network, including minimizing barriers and disconnections of the existing roadways, and improving access to activity centers.
 - Improve the transportation system by developing streets and highways that are accessible to, or compatible with, multiple modes of transportation by utilizing design standards consistent with NCDOT's Complete Streets policy.
 - Include sidewalks and bicycle facilities in the design of roadways to accommodate and encourage pedestrian and bicycle travel, and maximize linkages to off-road facilities and transit services.
 - Support the operation of safe and efficient scheduled transit services that minimize travel times and distances.
 - Encourage programs and incentives that encourage ridesharing (or eliminate barriers to ridesharing).
 - Facilitate pedestrian and bicycle safety through public awareness programs.
 - Support the implementation of the Charlotte Area Transit System's currently adopted Corridor System Plan.

3. **Provide a sustainable transportation system that improves the quality of life for residents, promotes healthy living and is sensitive to significant features of the natural and human environments.**
 - Encourage the designation of truck routes that minimize exposure to neighborhoods and to historic and cultural resources.
 - Plan transportation facilities that protect natural, cultural and historic resources.
 - Develop transportation systems and programs that maintain or improve air quality, water quality, safety, and health outcomes.
 - Promote transportation facility designs that minimize the impact of traffic noise on surrounding properties.
 - Emphasize designing transportation systems and facilities that preserve and complement the area's natural features.
 - Plan transportation facilities that minimize neighborhood disruption and related impacts.

4. **Promote equitable transportation options for low income and minority neighborhoods, as well as the aging population.**
 - Support opportunities to serve the elderly and transportation-disadvantaged populations with convenient transportation to needed services.
 - Provide meaningful opportunities for public involvement in the transportation planning process.

5. **~~Practice quality growth management by encouraging~~Encourage regional ~~coordination~~ collaboration and linkages between transportation and land use planning.**
 - Develop streets and highways in a manner consistent with adopted land use plans.
 - Support ~~community standards of appearance~~context sensitive design standards in order to encourage a transportation system ~~design~~ that is compatible with the natural and built environment.
 - Encourage land use strategies that maximize the potential for transit patronage and coverage.
 - Encourage land use and density criteria for transit centers and corridors.
 - Provide linkages for pedestrians and/or bicyclists with neighborhoods, employment centers, services, commercial areas and other business districts, parks, greenways and cultural facilities such as schools and churches.

6. **Support economic competitiveness by making investment decisions for transportation modes that make the most efficient use of limited public resources, as well as by pursuing sustainable funding possibilities.**
 - Develop a transportation system supporting Charlotte's position as a major distribution center, improving and maintaining access for freight to other markets via a network of highways, railroads and airports.
 - Explore opportunities to minimize implementation and operation costs of transportation projects.
 - Encourage the development of transportation projects that enhance the local and regional economies.
 - Foster innovative financing and partnership opportunities for project development and implementation.

7. **Maximize travel and transportation opportunities for the movement of people and goods.**
 - Promote a freight transportation system that supports the movement of goods.
 - Develop regionally significant streets and highways in a manner which manages congestion and minimizes travel times and distances.
 - Promote the integration of, or coordination among, different transportation modes by supporting intermodal terminals that facilitate the movement of goods.
 - Reserve designated rail and transit corridors for future needs, and identify opportunities to share rail corridors with transit and active transportation.
 - Encourage regional efforts to maximize the region's competitiveness in freight and logistics.
 - Support initiatives at international and regional airports that increase the attractiveness of the airport as a major passenger and cargo facility.
 - Establish measures to enhance the inter-city, inter-regional and intra-regional capacities of major transportation corridors.
 - Encourage land use planning that supports and promotes the movement of freight by railroad.

MUMPO's draft LRTP Goals & Objectives were sent to the stakeholders identified in the attached 2040 LRTP Stakeholder List in order to solicit comments. The stakeholders were given approximately 3 weeks to respond to this request. Comments were received from 3 of the identified stakeholders. The following represents the comments received from the Catawba Indian Nation, ACWR and the SELC, and responses provided:

Aberdeen, Carolina & Western Railway Company (received January 15, 2013)

I believe that generally the goals outlined conform to how we see rail effecting transportation and logistics in the Mecklenburg market place with one exception:

- Either the county or the region as a whole needs to maintain sites where new industry can be located and obviously it needs to be done on both short-lines as well as Class I railroads.
- The second piece of this is to take areas (industrial parks) that have buildings that don't meet current market needs and perhaps create public private partnerships to take down buildings that no longer suit modern logistic needs so that the region can continue to attract new industry and sustainable jobs.
 - Much like Eastland Mall received millions to revitalize it for the community, doesn't it make sense to look at sites that don't serve to attract viable and sustainable jobs and a new tax base?

Response – The following objective was added to Goal 7 of the draft goals and objectives:
Encourage land use planning that supports and promotes the movement of freight by railroad.

Catawba Indian Nation (received January 16, 2013)

General Comments:

- Make a brief comment to explain "Complete Streets."
- While all major transportation planning issues seem to be addressed well, I think there needs to be a keen awareness that the general public focuses on motor vehicle transportation.
- I believe intermodal initiatives are of primary importance; I also believe public transportation, including light rail, is very important.
 - These are longer term initiatives and they will have huge benefits.
 - While these important segments of transportation are being developed, citizens need to hear more and more often, how roads are being maintained and routes are being improved.
- There is a lot of opportunity to improve freight movement by use of more intermodal routing.
 - The main obstacle to routing long haul freight through railroads is the time it takes to have products delivered when rail is involved; expediting rail freight could take a lot of pressure off our highways.
- MUMPO has considered a monetary contribution to the regional Freight Movement Study; I encourage MUMPO's participation in this project and would encourage you to use your influence to have other planning organizations and private industry to support this study.
 - Other metro areas like Dallas Fort Worth have benefited through these studies, and Charlotte needs this more thorough freight planning work.

Response – Good comments, but other than the reference to Complete Streets, not appropriate to incorporate into goals and objectives. Complete Streets are referenced in the objectives for Goal 2 of the draft goals and objectives.

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January 11, 2013

VIA E-MAIL AND U.S. MAIL

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RE: 2040 Long Range Transportation Plan-Draft Goals & Objectives

Dear Mr. Landa,

Thank you for the opportunity to comment on the Mecklenburg-Union Metropolitan Planning Organization's ("MUMPO") draft Goals & Objectives ("the Draft"), for its 2040 Long Range Transportation Plan ("LRTP"). The Southern Environmental Law Center ("SELC") submits these comments for your consideration as MUMPO moves forward with preparation of this important roadmap.

We recognize that North Carolina, and the MUMPO region in particular, will experience considerable changes over the next thirty years. The State is expected to experience dramatic population growth, but traditional transportation revenue streams are likely to fail to keep up with this growth, resulting in significant changes to the overall financial landscape. Further, demographics are changing as North Carolina's population continues to age and diversify, resulting in a significant shift in transportation needs and preferences. At the same time, the State and the MUMPO region continue to urbanize at a dramatic pace.

The MUMPO region will continue to be a major driver of the State's projected population increase and future economic opportunity, with Charlotte's 2040 population expected to grow to an excess of 2 million.¹ In addition, the population makeup is expected to change as well, with the aging population increasing² and employment increasingly shifting from manufacturing to service-providing industries.³

The Draft does an admirable job of responding to these shifting demographics and identifying many of the Mecklenburg-Union area's transportation policy challenges and opportunities over the next thirty years. MUMPO recommends seven laudable goals and objectives that can be implemented to help address some of these challenges. For example, MUMPO's decision to prioritize investments on our pressing safety and infrastructure health needs is commendable goal. Similarly, the focus on logistics needs and the goal to increase transportation access for all of the region's citizens are two important focus areas. Further, the priority placed on sustainability and the suggestion to integrate transportation and land use planning are highly commendable. These will serve as important goals and benchmarks to foster livable and economically competitive communities in the 21st Century. Below we detail how each of these goals could be further strengthened to meet the evolving transportation needs of the MUMPO region.

In addition to strengthening the goals and objectives stated in the Draft, we also suggest the inclusion of an additional goal articulating a commitment to environmental stewardship principles. This goal would include a commitment to conserving and protecting environmentally-sensitive areas, enhancing stewardship of water resources, promoting energy-efficient land development and infrastructure investments, encouraging infill and adaptive reuse of the built environment, and reducing VMT. Many of the transportation and development challenges facing the MUMPO region now and in the future stem from unsustainable growth that is de-coupled from land-use planning. In our comments below we include suggested language for an additional goal that would tackle these challenges head on.

I. MUMPO's Proposed Goals

- 1. "Provide, manage and maintain a safe, efficient and sustainable transportation system for all modes, intended to serve all segments of the population."**

Maintenance and Repair

We commend MUMPO's first proposed goal. We agree that one of the greatest challenges facing North Carolina's transportation system is the massive backlog of unmet maintenance and repair needs for our roads and bridges, which has earned us a "D-" grade from the American Society of Civil Engineers (ASCE).⁴ The ASCE also found that 27% of North Carolina's roads are in poor or mediocre condition,⁵ and 30% of North Carolina's bridges are structurally deficient or functionally obsolete.⁶ The Federal Highway Administration ("FHWA") estimates that inadequate maintenance and repair of bridges and roads factors into 30% of all fatal highway accidents,⁷ and the ASCE found that North Carolina experiences 10% more fatalities than the US average.⁸ Poor roads also cost North Carolina drivers an estimated \$1.7 billion each year in extra vehicle repairs and operating costs —far more than would be spent for an adequate highway maintenance budget.⁹ And by failing to address our critical safety needs, North Carolina runs the risk of a true infrastructure catastrophe, as occurred in Minneapolis in 2007.

We encourage MUMPO to implement this goal by supporting a "Fix-It-First" approach to transportation spending. This strategy has been employed by at least 17 other states to date, which

have reprioritized transportation dollars to ensure allocation of sufficient funds over time to protect transportation infrastructure investments.¹⁰ Notably, a "Fix-It-First" policy does not prohibit no new capacity until the state's entire maintenance backlog is eliminated; instead, it simply calls for a reprioritization of transportation dollars such that we can provide for the adequate maintenance and repair of our existing transportation framework.

Nor does "Fix-It-First" mean sacrificing local economic benefits that flow from transportation spending. Dollar for dollar, maintenance and repair fuels more job creation than new road construction.¹¹ Maintaining and repairing existing roads and bridges creates 16% more jobs per dollar spent than building new highways, in part because less money is spent on right-of-way purchases and impact studies. In addition, a Fix-It-First approach creates local jobs faster because less money has to be spent upfront on equipment and planning.¹² And a Fix-It-First policy would provide considerable savings for future generations; the American Association of State Highway and Transportation Officials ("AASHTO") estimates that every dollar spent on road maintenance saves \$6 to \$14 that would be spent to rebuild the road if it were allowed to deteriorate.¹³

Response – The first objective for Goal 1 of the draft goals and objectives states: *Designate resources to maintain the existing transportation system.* In addition, the NC Department of Transportation designates resources to the maintenance of the existing highway network, of which many of the roads are the State's responsibility. Note that the amount of state-maintained roads in North Carolina is unique, as it has one of the two largest state-owned and maintained highway systems in the country.

Enhanced Multi-modal Transportation

We also support MUMPO's focus on multi-modal transportation, particularly its commitment to enabling pedestrian-, bicyclist-, and rail-based transportation. North Carolina's shifting demographics provide an important opportunity to look to new approaches for moving people and goods more efficiently and safely. In this rapidly changing landscape, it is time to rethink our practice of relying almost exclusively on highways and automobiles for our transportation needs. As such, we agree that North Carolina should dramatically increase its investment in expanded opportunities for inter-regional mobility, including intercity passenger rail and high-speed rail options as a means to improve quality of life and ensure the economic vitality of the MUMPO region.

In addition, we encourage MUMPO to include a commitment to continue exploring bus rapid transit ("BRT") as an objective under this goal. BRT is a permanent, integrated system of buses or specialized vehicles on roadways and dedicated lanes that quickly and efficiently transports passengers to their destinations. In addition to high-speed rail, expanded BRT can be a flexible, high-capacity, lower-cost public transit solution with the ability to significantly decrease congestion and improve urban mobility. We urge MUMPO to expressly include expanded BRT as an aspect of its long term transportation planning.

Response – It should be noted that the Charlotte Area Transit System (CATS) and Metropolitan Transit Commission (MTC) are responsible for transit planning in the region; therefore, asking the MPO to make a "commitment" to BRT or to "expressly include" it in the LRTP goals and objectives would be inappropriate, especially if doing so ran counter to established MTC policy. However, the following objective was added to Goal 2 of the draft goals and objectives: *Support the implementation of the*

Charlotte Area Transit System's currently adopted Corridor System Plan. In addition, there are references in the draft goals and objectives to *provide mobility choices* (Goal 2) and to *reserve designated transit corridors for future needs* (objective for Goal 7).

2. "Encourage walking, bicycling and transit options, integrated with motor vehicle transportation, by providing a transportation system that serves the public with mobility choices."

As explained above, we are highly supportive of MUMPO's prioritization of expanded transportation options and the integration of these options with motor vehicle transportation. In particular, we commend MUMPO's inclusion of a commitment to utilizing Complete Streets design standards. Incorporating these design standards as a matter of course will help the MUMPO region's transportation system to safely and comfortably accommodate all users, including bicyclists, pedestrians, and transit users.

A commitment to these standards also fits in with other goals in this draft, particularly MUMPO's goals to encourage "healthy living" and promote equitable transportation options for low-income communities. The region's shifting demographics, described above, favor a transportation system with expanded transportation options. Lack of transit options in both urban and rural areas has a disproportionate impact on many of our elderly, disabled, and low-income citizens. The percentage of the population that consists of these "needs-based riders" far exceeds the percentage of transportation funds we currently spend on transit, and these demographics continue to grow.

Similarly, the new generation of younger adults also favors expanded pedestrian, bicycle, and public transportation options. A recent study showed that by 2011 the average American was driving 6 percent fewer miles per year than in 2004, a trend which is being led primarily by young people (16-34 year olds), whose annual VMT dropped by an impressive 23% in the last decade.¹⁴ During the same time period the number of passenger miles traveled by young people increased by 40%, demonstrating that young people are not any less mobile. Reasons behind this shift include a conscious choice by many young people to favor transit options and reduce their environmental footprint, the rising cost of driving, the compatibility of transit options with a peer-to-peer life style, and the choice by many of American's youth to live in areas characterized by "nearby shopping, restaurants, schools, and public transportation as opposed to sprawl."¹⁵

The growth of the sectors of North Carolina's population with a need or preference for expanded multi-modal transportation options makes it clear that the State needs to designate substantially more resources to and increase its planning capacity for alternative modes of transportation. We applaud MUMPO for its recognition of this pressing need.

3. "Provide a transportation system that improves the quality of life for residents, promotes healthy living and is sensitive to significant features of the natural and human environments."

We also support MUMPO's goal to promote healthy living and quality of life through transportation planning. This objective is in keeping with the recent focus in North Carolina on the connection between public health and transportation. For example, the N.C. Board of Transportation recently approved the NCDOT's commendable "Public Health Policy," which

acknowledges the strong connection between the built environment and public health. The Policy acknowledges the importance of increased physical activity, noting its impacts on healthcare costs, workforce productivity, and economic growth.¹⁶ The policy encourages NCDOT employees to develop transportation solutions that address the health and well-being of North Carolina residents and notes specific considerations such as expanding multi-modal transportation options and cognizance of "the potential for the transportation system to support human health."¹⁷

We encourage MUMPO to pursue this goal by incorporating a Health Impact Assessment ("HIA") into the transportation planning process. In a HIA transportation planners draw from a range of data sources, analytic methods and stakeholder input to determine the potential effects of a proposed policy, plan, program, or project on a population's health and the distribution of those effects within the population.¹⁸

Several states and localities have relied on HIA as a mechanism to incorporate health considerations into planning,¹⁹ and North Carolina is poised to become an HIA leader in the Southeast. At least two HIAs have been completed in North Carolina, one in association with the comprehensive bicycle plan for Haywood County (November 2011), and another with regard to the Aberdeen pedestrian transportation plan (December 2011).²⁰ In Raleigh, two HIA efforts have been under way since early 2012, one regarding the Blue Ridge Road District study and the other, the New Bern Avenue Corridor study, and several other HIAs are planned for a variety of projects throughout the state.²¹ MUMPO should capitalize on this growing trend in transportation planning as a tool to meet its goal to be sensitive to various projects' health impacts and to develop a transportation system that promotes healthy living and quality of life throughout the region.

A continued commitment to promoting alternative modes of transportation such as walking and biking, rather than automobile-centric transportation, is also an important aspect of planning a transportation system with "healthy living" and quality of life as a core guiding principles. We note that inactivity contributes to higher rates of chronic diseases, as well as lower levels of overall health and well-being, and therefore higher health care costs.²² Increased physical activity has been shown to improve health outcomes and decrease healthcare costs, and the benefits of a healthier population include a more productive workforce, a more robust economy and a more globally competitive region and state. By providing more facilities for walking, biking, and active transportation, MUMPO will be helping to combat a major public health crisis. As such, we again praise MUMPO's incorporation of this goal.

Response – The MPO is discussing how a Health Impact Assessment (HIA) can be incorporated into the transportation planning process for the region. Due to the current expansion of the MPO, and the lack of resources and experience to conduct a HIA, it will likely be more appropriate to carry this task out prior to the next LRTP update. Health impacts are being addressed in the 2040 LRTP in other ways, and it is recognized that this issue is important in the transportation planning process. A representative of the Mecklenburg County Health Department is engaged in the process as a member of the LRTP Advisory Committee to provide the "health" perspective and contribute to the Plan's development.

4. "Promote equitable transportation options for low income and minority neighborhoods, as well as the aging population."

We applaud MUMPO's recognition of the significant transportation issues faced by low-

income, minority, and elderly communities. We agree that to serve these communities, it is necessary to expand transportation options beyond policies centered solely on automobiles.

As discussed above, public transit options are essential to aging individuals, which includes many who can no longer drive, bike, or walk due to loss of senses or personal mobility?³ Without such options, older adults are often left without access to important services such as grocery stores, doctor's offices, the library, and social or religious organizations, and with limited ability to participate in their community or visit friends and family?⁴ Addressing the transportation needs of this demographic will become increasingly critical as the Baby Boomer generation continues to age.

Similarly, expanded transportation options are essential for low-income communities, which can be highly affected by limited access to reliable automotive transportation and the high cost of automobile ownership, gasoline, and automobile insurance. The average low-income family spends fifteen percent of its household budget on transportation, typically its greatest cost after housing?⁵ For families living on a thin margin, any cost increase in such a major budget item can have significant effects. And these costs are higher for low- and moderate-income families who live in low-density, suburban-fringe neighborhoods, as those families often must rely on private automobiles and drive long distances to access needed destinations?⁶ Such transportation barriers can serve to limit access to employment opportunities, health care, schools, and other needed services. As such, we support MUMPO's efforts to ensure that transportation is not a prohibitive obstacle to self-sufficiency for low-income individuals.

5. "Practice quality growth management by encouraging regional coordination and linkages between transportation and land use planning."

Integrating Transportation and Land Use Planning

We also commend MUMPO for its decision to encourage linkages between transportation and land use planning. This integration will be important to meet many of MUMPO's stated goals, and is a federally required aspect of transportation planning?⁷

The disconnect between transportation and land use planning across North Carolina, and the Charlotte region in particular, has encouraged pervasive low-density, auto-dependent development. A new highway, typically on the fringes of a growing metro area, spurs an avalanche of new development and puts overwhelming pressure on local officials to revise land use plans and zoning. This sprawl results in "induced traffic" that often absorbs new highway capacity investments within only a few years. Integrated transportation and land use planning is thus an important tool for achieving livable communities, and reducing VMT.

MUMPO should be encouraged by the many other states that have made local land use plans an explicit and important part of their criteria for allocating state transportation funding.²⁸ These states likewise understand that scarce transportation dollars should support land use outcomes that are consistent with local needs, not undermine them. Infrastructure investments should instead focus on areas that desire more intensive development, and funding should be prohibited for projects that are inconsistent with local land use plans.

A great example of this type of integration is Charlotte's work towards focusing growth in "Growth Corridors" and in "Activity Centers" that support high-density mixed use development and rapid transit. Similarly the Centralina Council of Governments current multi-jurisdictional planning effort to integrate land use, economic, and workforce development, transportation, and infrastructure investments provides another example of this type of integration?⁹ An additional example is the Atlanta Regional Commission's ("ARC") Statewide Transportation Plan for 2040, PLAN 2040, which adopts the policy to concentrate on filling in the regional footprint, rather than continuing to sprawl outward.³⁰ Under the plan, projects that are recommended through the region's successful Livable Centers Initiative would be given higher priority for funding.³¹

6. Support economic competitiveness by making investment decisions for transportation modes that make the most efficient use of limited public resources, as well as by pursuing alternative funding possibilities.

We strongly support MUMPO's commitment to explore options that efficiently utilize limited transportation dollars. We agree that shrinking transportation funding sources require that transportation planning must increasingly rely on more innovation solutions to address local needs. We have several comments and recommendations to address MUMPO's objectives for meeting this goal.

Freight Rail

In its effort to develop Charlotte's position as a major distribution center, we urge MUMPO to focus on improving and maintaining freight rail. With our ports and major metro area transportation hubs, North Carolina has tremendous untapped potential to move more freight from trucks to rail, and rail freight is less expensive for longer trips and far better for the environment. Every ton-mile of freight that moves by rail instead of long-haul truck reduces greenhouse gas emissions by at least two-thirds.³² Because large trucks cause the vast majority of wear and tear on our highways, such an effort would also dramatically reduce the amount spent on maintenance and repair, not to mention making highways safer, less congested, and more enjoyable to use. And, because North Carolina's rail freight system is largely privately owned, strategic public investment here can pay especially large dividends. Further, moving freight to rail keeps trucks off the road network, reduces congestion, and returns the road network for use by local communities.

Response – Several of the objectives under Goal 7 of the draft goals and objectives speak to the issues and concerns raised about freight movement and rail.

Minimization of Implementation and Operation Costs

We support MUMPO's efforts to seek ways to minimize the implementation and operation costs of transportation projects in general, but encourage MUMPO to reexamine the need for costly projects in the first place. Many projects slated for construction in the Charlotte region come from a list of projects was signed into law in 1989 when gas prices and construction costs were a fraction of what they are today. No comprehensive study has even been completed to justify from a traffic engineering or economic development perspective the construction of this extremely expensive highway capacity investment.

While we agree that some increased capacity may be needed — such as those in areas of high density and that align with the existing transportation spines along the interstates — much is not. Instead, much of the increased highway capacity planned in the region is primarily geared towards serving a cycle of congestion by encouraging increased VMT and longer commute times. Accordingly, it no longer makes sense to assume the construction of these increased-capacity projects; instead, increased-capacity projects should be reconsidered based on logistics needs, financial realities, density projections and environmental factors.

Response – The MPO is responsible for transportation planning within the MPO planning area boundary, which is based on the 2010 census-designated Urbanized Area for the City of Charlotte. A significant part of updating the LRTP is deciding upon a fiscally constrained project list. In the hope of identifying a mix of projects that will best address the needs of the region, with the funding forecasted to be available within the 2040 horizon year, the MPO has undertaken a process to revise its ranking criteria to align better with the goals and objectives developed. In addition, all current and future member jurisdictions were requested to submit candidate projects based on the needs and desires of each respective community. All candidate projects will be evaluated using the MPO-approved ranking criteria, and then fiscal constraint will be applied. There will also be public involvement opportunities during the project evaluation process.

Exploration of New Revenue Sources

Similarly, we agree that some alternative methods of funding will be necessary to meet the transportation needs of the growing State. But before embarking on alternative funding mechanisms, we urge MUMPO to first establish a true picture of the region's transportation needs. Once this picture of actual identified needs is established, appropriate policies can be directed at how best to meet them. New funding streams can be tailored to reinforce these objectives.

We also emphasize that when considering alternative transportation revenue strategies and pursuing "innovative partnership opportunities for project development and implementation," it is most essential that transportation policies and objectives be the driver behind the selection of new financing schemes. In the context of exploring new funding opportunities, MUMPO must ensure that the reverse does not occur — the financial strategy must not become the tail wagging the transportation policy dog.

For example, many of the choices associated with the toll road projects currently being pursued are driven primarily by the ability to generate toll revenue. The ability to generate tolls has become the primary motivation of such projects, setting realistic assessments of need, alternative approaches, and calculations as to societal and environmental harms, aside. As such, rather than consider upgrades to existing infrastructure, focus shifts to the construction of projects that can generate tolls to help pay part of the project cost. Not only does this approach result in outcomes that are inconsistent with MUMPO's other transportation goals—such as promoting equitable transportation option, practicing quality growth management by encouraging linkages between transportation and land use planning, or maximizing travel and transportation opportunities—but such an approach also not cost-effective.

Additionally, we encourage MUMPO to ensure that this goal is implemented in a way that is consistent with the other articulated goals. In particular, we are concerned that financing solutions centered on tolling conflict with MUMPO's fourth articulated goal to promote equitable transportation options for low income communities. Low-income individuals already spend a disproportionate share of their income on transportation costs, and instituting toll roads

would impose an even greater financial burden. Additionally, tolling can result in commuting inequities, providing a faster route for drivers of means but a slower, more congested road for lower-income drivers. This issue may be exacerbated where tolling relies on cashless, electronic technology, as drivers lacking credit cards and bank accounts or who cannot afford large deposits may be unable use tolled roads at all. If MUMPO chooses to explore tolling, we urge a focus on using the toll revenue to provide ancillary benefits to address these inequities, such as through coordinated transit investments and providing benefits to existing congested corridors.

Response – The proposed 2040 LRTP goals and objectives do not specifically identify, nor recommend, tolling as a funding tool or solution; but instead, simply encourage exploring options that will make the most of the funds available and also create a sustainable transportation network.

"Encourage the development of transportation projects that enhance the local and regional economies"

We strongly support the goal to enhance local and regional economies, and encourage MUMPO to examine development-driving capabilities of a variety of different modes. In particular, we urge MUMPO to emphasize its support of transit-oriented development ("TOD"). TODs, or high-density, mixed-use commercial and residential areas designed to maximize public transport access, have been shown to have strong economic benefits such as linking workers to employment centers, creating construction and maintenance jobs, encouraging investment in areas that have suffered neglect and economic depression, and reducing overall VMTs.³³

For example, the Charlotte region's Blue Lynx line is transit-oriented project that has been hugely successful and exemplifies this goal. The Blue Lynx line, which opened in November 2007, carries over 15,000 passengers a day³⁴ and has helped to increased land values within Charlotte's core and increased tax revenues.³⁵ The Blue Lynx line underscores the opportunities in the Charlotte region to use smart transportation planning to explore economic expansion and encourage in-fill development, rather than sprawl.

We also encourage MUMPO to consider Community Transportation Enhancements, or transportation projects including, but not limited to, biking and walking facilities, acquiring scenic or historic sites, historic preservation and rehabilitation or operation of historic transportation buildings, structures or facilities.³⁶ These projects, designed to maximize the potential of transportation to enhance communities, can often efficiently move people, improve local economies and tourism, enhance the environment and create community gathering places.³⁷ For more information, please see our report entitled "Beyond the Bypass: Addressing Rural North Carolina's Most Important Transportation Needs."³⁸

Response – Several of the objectives under Goal 2 and Goal 5 of the draft goals and objectives speak to linkages, and compatibility between land use and transportation; and, more specifically, accessibility to transit (e.g. *Encourage land use strategies that maximize the potential for transit patronage and coverage*). With regard to Community Transportation Enhancements, Goal 2 and Goal 3, and the objectives listed for both, identify several ways in which the MPO strives to promote and encourage a transportation system that includes multiple modes, preserves the existing character of neighborhoods and considers historic and cultural resources. Also, the MPO recently approved a TIP amendment to fund the relocation of the historic Thrift Depot along the P&N rail line using Enhancement funds, illustrating its commitment to the spirit and intent of these proposed objectives.

7. Maximize travel and transportation opportunities for the movement of people and goods.

As outlined above, we are generally supportive of MUMPO's efforts to expand transportation choices in the region in a way that serves the whole community.

II. Suggested Additional Goal: Commitment to Environmental Stewardship

In addition to the seven goals outlined above, we suggest that MUMPO include an additional goal demonstrating an overall commitment to environmental stewardship. Federal law states that MPOs must engage in transportation planning that "minimize[es] transportation-related fuel consumption and air pollution."³⁹ And this planning process must also address the needs of non-motorized users,⁴⁰ "[p]rotect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns."⁴¹

As an example of incorporating environmental stewardship in transportation planning, we point to the ARC's PLAN 2040, which highlights "sustainability" as a key influence overarching its plan development.⁴² The ARC's sustainability focus mirrors other agencies' and organizations' efforts to integrate a balanced approach to community development, design and long range planning. The ARC notes that its approach was based in part on the U.S. Department of Housing and Urban Development, U.S. Department of Transportation, and U.S. Environmental Protection Agency's Partnership for Sustainable Communities, which has outlined six "Principles of Livability" promoting planning decisions that incorporate principles such as expanded transportation options, transit-oriented development, and integration of transportation and land use planning.⁴³

The ARC accompanied this overarching sustainability focus by including a commitment to "[i]mprove energy efficiency while preserving the region's environment" as one of PLAN 2040's five objectives.⁴⁴ PLAN 2040 outlines four principles to support meeting this objective:

- Conserving and protecting environmentally-sensitive areas and increasing the amount and connectivity of greenspace.
- Continuing to enhance stewardship of water resources throughout the region.
- Promoting energy-efficient land development and infrastructure investments that foster the sustainable use of resources and minimize impacts to air quality.
- Encouraging appropriate infill, redevelopment and adaptive reuse of the built environment to maintain the regional footprint and optimize the use of existing investments.^[45]

We encourage MUMPO to incorporate similar concepts into the next draft of its Goals and Objectives. As the region grows, preservation and expansion of greenspaces, protection of water quality and future sources, and attention to air quality protection measures are critical for

the health of the MUMPO region's residents and economy. The region must continue to plan for growth while better coordinating transportation planning with management of environmental resources, recognizing that attracting, creating, and retaining dynamic and robust communities requires that transportation planning proceed with a focus on environmental stewardship. Further, incorporating this goal would support MUMPO's federal duty to "consult . . . with State and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation concerning the development of a long-range transportation plan,"⁴⁶ including "comparison of transportation plans with State conservation plans or maps [and] inventories of natural or historic resources."⁴⁷

Reduced Vehicle Miles Traveled

We also urge MUMPO to incorporate a commitment to reduce overall regional vehicle-miles-traveled ("VMT") as an additional objective under this goal. Many of the transportation challenges currently facing the Charlotte region stem from the low density, single-use land development plans that are prevalent in area, which are designed with automobile needs in mind and with little regard for other transportation modes. Decades of investment in a single-occupancy-vehicle-oriented transportation system have created a system which is costly to maintain and fails to meet the transportation needs of the Charlotte region. Each investment in roadway expansion doubles down on a strategy that has failed to improve air or water quality, coordinate with land use planning, address climate change concerns, or reduce congestion. A decrease in VMT puts less wear on existing facilities, decreases automobile-caused pollution, and alleviates congestion, among other benefits. As such, a policy shift towards reducing VMT —rather than rewarding congestion with more capacity that is quickly filled from latent demand —is necessary to achieve the goals and objectives outlined in the Plan.

Response – There are a lot of good suggestions in these comments, and the proposed goal and objectives are certainly valid. See specific responses to the proposed new goal and objectives below.

Draft Language

We suggest the following language for the new goal and associated objectives:

8. Develop a sustainable, environmentally sensitive transportation system incorporating environment stewardship principles

Goal 3 of the draft 2040 LRTP Goals & Objectives states:

Provide a transportation system that improves the quality of life for residents, promotes healthy living and is sensitive to significant features of the natural and human environments.

Proposed change to the wording of the draft goal is: *sustainable transportation system.*

- o Conserve and protect environmentally-sensitive areas and increasing the amount and connectivity of greenspace.

Objective under Goal 3 of the draft goals and objectives states:

Emphasize designing transportation systems and facilities that preserve and complement the area's natural features.

- o Enhance stewardship of water resources throughout the region.

Objective under Goal 3 of the draft goals and objectives states:

Develop transportation systems and programs that maintain or improve air quality, water quality, safety, and health outcomes.

- o Promote energy-efficient land development and infrastructure investments that foster the sustainable use of resources and minimize impacts to air quality.

See previous response.

- o Encourage appropriate infill, redevelopment and adaptive reuse of the built environment to maintain the regional footprint and optimize the use of existing investments.

As a transportation planning agency, the MPO recognizes linkages between land use and transportation as being vitally important, but it is not within the purview of the MPO to make land use policy decisions. Goal 5 and the accompanying objectives of the draft goals and objectives speak to the MPO's ongoing efforts to encourage linkages between land use and transportation. Also, we propose changing the second objective under Goal 5 to:

Support context sensitive design standards in order to encourage a transportation system that is compatible with the natural and built environment.

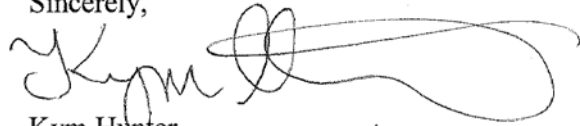
- o Emphasize designing transportation systems and facilities that reduce regional Vehicle Miles Traveled (VMT).

It is unclear what could be defined as "regional" VMT. The MPO is responsible for planning for the area within the MPO's planning area boundary. In addition, performance-based and/or measurable goals and objectives are something that the MPO would like to consider in the future, but based on the current uncertainty about what the new transportation legislation (MAP-21) guidelines will be, it is something that will need to be considered for a future Plan update.

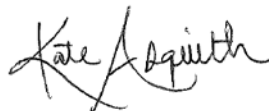
III. Conclusion

We commend MUMPO on their hard work in preparing these draft goals. We hope these comments provide valuable input as the plan is finalized. We look forward to continuing to work with MUMPO to see that the entire 2040 LRTP is successfully developed and implemented.

Sincerely,



Kym Hunter
Staff Attorney



Kate Asquith
Associate Attorney

¹ NCDOT, *2040 NC Statewide Transportation Plan: Challenges and Opportunities*, at 19 (September 2011).

² NCDOT projects that the number of seniors (defined as 65 years and older) will experience a 108% increase in the 2010-2040 time period, while the 85 and older bracket is expected to show a 165% increase. *Id.* at 20.

³ *Id.* at 22-23.

⁴ American Society of Civil Engineers, *North Carolina Infrastructure Report Card 2009*, available at <http://www.infrastructurereportcard.org/state-page/north-carolina>.

⁵ *Id.*

⁶ *Id.*

⁷ *Id.*

⁸ American Society of Civil Engineers, *Report Card for North Carolina's Infrastructure-2009 Update: Roads*, available at http://sections.asce.org/n_carolina/ReportCard.html.

⁹ American Society of Civil Engineers, *North Carolina Infrastructure Report Card 2009*, available at <http://www.infrastructurereportcard.org/state-page/north-carolina>.

¹⁰ These states include: California, Delaware, Illinois, Maine, Maryland, Massachusetts; Michigan, New Jersey, Oregon, Pennsylvania, South Carolina, Tennessee, Utah, Vermont, Virginia, Washington, and Wisconsin.

¹¹ See Surface Transportation Policy Partnership, *An Analysis of the Federal Highways Administration JOBMOD Computer Model*, developed in conjunction with Boston University and Battelle Memorial Institute (2004).

¹² Arthur C. Nelson et al., *The Best Stimulus for the Money: Briefing Papers on the Economics of Transportation Spending*, University of Utah's Metropolitan Research Center and Smart Growth America (2009).

¹³ The American Association of State Highway and Transportation Officials, *Rough Roads Ahead, Fix Them Now or Pay for It Later* (2009), available at http://www.roughroads.transportation.org/RoughRoads_Ful!Report.pdf

¹⁴ U.S. PIRG, *Transportation and the New Generation, Why Young People Are Driving Less and What It Means for Transportation Policy* (April 2012), available at <http://www.uspirg.org/reports/luspltransportation-and-newgeneration>.

¹⁵ *Id.* at 2-3.

¹⁶ NCDOT, *NCDOT's Transportation- Public Health Policy* (adopted Oct. 4, 2012).

¹⁷ *Id.*

¹⁸ Katherine A. Hebert, *Health Impact Assessments in North Carolina: Promoting Public Health Through Informed Decisions*, NORTH CAROLINA MEDICAL JOURNAL, vol. 73 no. 4 at 297-300 (August 10, 2012).

¹⁹ For example, both Massachusetts and Washington have legislation requiring an HIA for transportation projects.

²⁰ Hebert, at 298.

²¹ *Id.*

²² For example, in 2009, the Centers for Disease Control and Prevention noted that over 100 recent studies have shown a connection between obesity and automobile dependence. Center for Disease Control, *Recommended Community Strategies and Measurements to Prevent Obesity in the United States*, RECOMMENDATIONS AND REPORTS 58, at 1-26 (July 24, 2009).

²³ Transportation for America, *Aging in Place: Stuck Without Options* (2011), available at www.t4america.org/docs/SeniorsMobilityCrisis.pdf.

²⁴ *Id.* at 12.

²⁵ The Mineta Transportation Institute, *Getting Around When You're Just Getting By: The Travel Behavior and Transportation Expenditures of Low-Income Adults*, at 11 (January 2011).

²⁶ *Id.* at 13.

²⁷ 23 C.F.R. 450.306(a)(5) ("The metropolitan transportation planning process shall be continuous, cooperative, and comprehensive, and provide for consideration and implementation of projects, strategies, and services that will address the following factors, [including] promot[ing] consistency between transportation improvements and State and local planned growth and economic development patterns.").

²⁸ See, e.g., N.J. STAT. § 27:IB-21.19 (mandating "planning technique that embraces a collaborative, interdisciplinary process and recognizes the uniqueness of the community in planning transportation projects."); MD. STATE FINANCE AND PROCUREMENT CODE ANN. § 5-7A-02 (designating areas that are protected from development by the regulation of funding for any federal or state funded project); Wrs. STAT. § 1.13(2)(b) (providing incentives for "neighborhood designs that support a range of transportation choices").

²⁹ Centralina Council of Governments, Request for Proposals, HUD Sustainable Communities Regional Planning Grant, available at http://www.onencnaturally.org/pages/SC_NC_Regional_Planning_Groups.html.

³⁰ Atlanta Region Commission, *PLAN 2040* at 2-20-24 available at http://documents.atlantaregional.com/plan2040/docs/tp_PLAN2040RTP_ch2_072711.pdf

³¹ *Id.*

³² American Public Transportation Association, *Advocates For Environment, Freight And Passenger Rail And Transportation Reform Unite To Promote Rail Investment-OneRail Coalition Encourages Transportation Policies that Increase Mobility, Reduce Emissions, Promote Economic Growth*, press release (January 15, 2009).

³³ Federal Reserve Bank of San Francisco, *Community Investments: Transit-Oriented Development* (Summer 2010), available at <http://www.frbsf.org/publications/community/investments/1008/index.html>.

³⁴ American Public Transportation Association, *Transit Ridership Report: Third Quarter 2012*.

³⁵ Peter Zeiler, City of Charlotte, NC, *Charlotte LYNX Blue Line Economic Development Impacts and Land Use Patterns*, presentation to the National Governors Association (Nov. 2010), available at <http://www.nga.org/cms/home/nga-center-for-best-practices/meeting--webcast-materials/page-eet-meetings-webcasts/col2-content/main-content-list/policy-academy-on-shaping-a-new.html>.

³⁶ US Department of Transportation, Federal Highway Administration, *FHWA Guidance: Transportation Enhancement Activities*, at 4 (March 2010).

³⁷ See Billy Fields, *ENHANCING AMERICA'S COMMUNITIES: A GUIDE TO TRANSPORTATION ENHANCEMENTS* (March 2007, 3rd ed.).

³⁸ See Southern Environmental Law Center, *Beyond the Bypass: Addressing Rural North Carolina's Most Important Transportation Needs*, at 9 (2012), available at <http://www.southernenvironment.org/publications/>.

³⁹ 23 C.F.R. 450.300(a).

⁴⁰ *Id.* at § 450.306(a)(2)-(4), (6).

⁴¹ *Id.* at § 450.306(a)(5).

⁴² See, e.g., Atlanta Regional Commission, VOLUME I: PLAN 2040 REGIONAL TRANSPORTATION PLAN, at 1-5 (June 2011); Atlanta Regional Commission, *PLAN 2040 Framework*, at 5.

⁴³ Atlanta Regional Commission, *PLAN 2040 Framework*, at 16; see also Partnership for Sustainable Communities, *Livability Principles*, available at <http://www.sustainablecommunities.gov/aboutUs.html>.

⁴⁴ Atlanta Regional Commission, *PLAN 2040 Framework*, at 17.

⁴⁵ *Id.* at 19.

⁴⁶ 49 U.S.C. 5303(i)(5)(A).

⁴⁷ *Id.* at § 5303(i)(5)(B).

MUMPO's draft LRTP Goals & Objectives were distributed and posted on the MUMPO website for 21 days in order to solicit public comments. Comments were received from 2 agencies. The following represents the comments received from the Natural Resources Defense Council and Sustain Charlotte, and responses provided:



NATURAL RESOURCES DEFENSE COUNCIL



Nicholas Landa
Senior Principal Planner
Charlotte-Mecklenburg Government Center
600 E. Fourth Street
8th Floor
Charlotte, NC 28202

Dear Mr. Landa,

The Natural Resources Defense Council ("NRDC") and Sustain Charlotte are grateful for the opportunity to submit comments on the 2040 LRTP Goals & Objectives, and is committed to acting as a resource to MUMPO throughout this process. Through the co-authorship and ongoing implementation effort of California's Sustainable Communities and Climate Protection Act (SB 375), NRDC's staff has experience in working with MPOs to link land use and transportation planning and create cleaner, healthier and more efficient communities. Locally, and in partnership with NRDC, Sustain Charlotte works to achieve these same outcomes for the greater Charlotte region.

We believes that the 2040 LRTP can achieve its goal of an efficient, sustainable, and accessible transportation system by setting overarching, measurable goals and investing in a balanced mix of transportation choices. This mix can be achieved by fostering walking, biking, and improved transit service. Additionally, MUMPO should emphasize smart growth patterns by focusing new development inwards. With a balanced transportation mix and good growth patterns, MUMPO can improve the region's economic competitiveness by improving mobility, creating a variety of choices for prospective businesses and residents, and reducing the societal costs of pollution and traffic congestion.

According to public opinion research conducted for NRDC in June 2012, residents of Mecklenburg County strongly favor investing in public transportation rather than new roads as a solution to worsening traffic problems congestion. The polling revealed that:

- 61 percent of respondents in Mecklenburg County said improving public transportation (39 percent) and developing communities where people don't have to drive as much (22 percent) are the best "long term solutions to reducing traffic" in their area.
- In contrast, only 25 percent favored building new roads
- 72 percent said they have no alternative but to drive while 56 percent regarded the transportation

infrastructure as “outdated, unreliable and inefficient”

- 58 percent said they would prefer to use public transportation if it were convenient
- 71 percent support increased local government spending to expand public transportation options

Setting Measurable Goals

Measurable goals for the LRTP will help unify the region’s planning and decision-making, as well as monitor its progress in implementing the new plan. Broader regional goals include VMT reductions, greenhouse gas emissions, and oil savings. More specific goals can help to achieve individual objectives outlined by MUMPO in the 2040 LRTP Goals & Objectives.

For the first goal, a quantifiable objective would be to achieve as close to 100% state of good repair (SOGR) as possible for roads and transit lines. For the second goal, the county could aim to achieve a 10% mode share for biking and walking, as well as 10% for transit. These goals could even be set higher given the time period.

For the third goal, there are various metrics that are self-evident given the individual objectives such as having 100% of neighborhoods not being subject to pollution from trucks and other mobile sources; the region meeting all national air quality standards; reducing loss of valuable habitat and open spaces from fringe and leapfrog development to zero; stormwater runoff pollution reduced to 50% of current level. There is also the opportunity for a climate preparedness objective. Please see the attached fact sheet based on the new draft of the National Climate Assessment.

For the fifth goal, the first objective should be re-stated so as to be about consistency between road development and land-use plans since it’s a two-way street and management of land use is as important as that of transportation facilities. For example, if you build a new highway that is meant to serve as an expressway to other settlements, access management should be a priority so that sprawl is not encouraged along the route, generating traffic that clogs the highway. The language used in the fourth bullet point should also be strengthened. Every center and corridor should mix land uses and density in order for load factor to be high enough to be 1) cost-effective and 2) environmentally beneficial. A potential measurable goal is that every transit center and corridor will benefit from development, or at least development planning, that will boost ridership and make the service viable, while 100% of them are also easily accessible to pedestrians and bicyclists.

For the sixth goal, the language needs to be strengthened as well. 100% of new transportation projects should enhance local and regional economies, and the region should develop new sources of revenue for transportation. Additionally, the plan should acknowledge that young people (millennials) seek out attributes such as walkability, transit accessibility, and online connectivity when choosing which metro area to live and work in. To attract and retain an impressive workforce, Charlotte should design as high a percentage as possible of new residential and commercial development so it meets these criteria (i.e., walkability, transit accessibility and online connectivity).

In California, SB 375 utilizes greenhouse gas emissions targets as its overarching goals, while each region can individually adopt performance measures to guide their planning and decision-making. The Sacramento region in particular (SACOG) took a performance-based approach to its existing RTP process and created a world-class plan to 2035 that reduces congested VMT per capita despite adding 870,000 new residents, focuses growth into downtown areas and near job centers, and accommodates strong population growth with little increase in urbanized footprint. This plan set the bar high for California’s

other regions by providing new transportation choices to residents that didn't have them, while concentrating new growth around existing transit areas. MUMPO can follow SACOG's example in performance-based goal setting to create a successful and influential plan.

Response – Due to the current changes and uncertainty with regard to the Federal transportation legislation (MAP-21), and the impacts of MAP-21 to State legislation, the MPO is hesitant to implement performance based/measurable goals at this time. Federal and State legislation require that the MPO's long range plan complies with specific guidelines laid out, so it is important that when the MPO's performance measures are established they are consistent with those guidelines. The LRTP is updated every four years, and the MPO will be considering a more performance based approach in the future.

Balancing Investments

A November study conducted by NRDC found that Mecklenburg County has the fourth highest level of per capita oil consumption in the nation. Continued investment in roadway widening and expansion projects will only propagate this problem. A balanced portfolio of investments that provides stronger support for public transit and alternative forms of transportation will allow the region to decrease its dependence on oil and tackle many of its objectives for the 2040 LRTP, particularly with regards to a safe and efficient transportation system and the encouragement of walking and biking. Additionally, balanced investments will help the county reduce congestion and pollution, save families money at the pump, and provide a foundation for long-term economic viability.

Response – The MPO receives Direct Attributable funds for being a Transportation Management Area (TMA – MPO population over 200,000), CMAQ funds for being a non-attainment area, as well as other types of enhancement funds. Many of those funds are spent at the discretion of the MPO and go towards funding non-roadway projects. Other funding that the MPO receives must be spent on highway projects. In other words, appropriate funding is spread among multiple modes as it is available. As the draft goals and objectives state (specifically Goal 2 and Goal 5), the LRTP does strive to address the needs of the community through a multi-modal transportation network with appropriate linkages and coordination with land use, thereby balancing its investment where possible.

Sincerely,

Amanda Eaken
Deputy Director, Sustainable Communities, NRDC

Shannon Binns,
Executive Director, Sustain Charlotte



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

TO: TCC Members
FROM: Eldewins Haynes
Air Quality Specialist, Charlotte Department of Transportation
DATE: March 28, 2013
SUBJECT: **2008 Ozone Standard Conformity Determination**

REQUEST

The TCC is requested to recommend to the MPO that it make a conformity determination on the 2008 ozone standard, pending the close of the extended public comment period and a response to all comments received.

BACKGROUND

In 2012 the National Ambient Air Quality Standard (NAAQS) for 8-hour ozone was revised to reflect improved scientific understanding of the health impacts of this pollutant. This is known as the 2008 8-hour ozone NAAQS. Effective July 20, 2012, the Environmental Protection Agency (EPA) declared the Charlotte area as being "marginal nonattainment" for the 2008 8-hour NAAQS. Federal regulations require MUMPO to demonstrate that its 2012-2018 Transportation Improvement Program (TIP) and 2035 Long Range Transportation Plan (LRTP) conform to the new standard. There are no TIP or LRTP amendments associated with this conformity determination.

COMMENT PERIOD EXTENSION

A 30-day comment period ending March 29, 2013 was established to receive the public's input on the proposed action. However, typographical errors affecting numerical values of the Mecklenburg County projected emissions of volatile organic compounds (VOC) in years 2025 and 2035 were discovered. Revising the draft with the intended values called for a 10-day extension of the public comment period in Mecklenburg County only. The extended comment period ends April 8, 2013.