



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

TO: TCC Members  
FROM: Nicholas Landa  
MUMPO Principal Planner  
DATE: July 3, 2013

**SUBJECT: Technical Coordinating Committee (TCC) Agenda  
July 2013 TCC Meeting—July 11, 2013**

The next TCC meeting is scheduled for **Thursday, July 11 at 10:00 AM in Room CH-14** of the Charlotte-Mecklenburg Government Center (600 East Fourth Street). Attached is a copy of the agenda.

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

# MUMPO TCC AGENDA

July 11, 2013

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1. **Ethics Awareness & Conflict of Interest Reminder** Danny Pleasant
  
2. **Adoption of the Agenda** Danny Pleasant
  
3. **Consideration of June Meeting Minutes** Danny Pleasant  
*ACTION REQUESTED: Approve as presented, or with amendments.*
  
4. **Transportation Improvement Program (TIP) Amendments**
  - a. **Bearskin Creek Greenway** (10 minutes) Lisa Stiwinter  
*ACTION REQUESTED: Recommend that the MPO approve the amendment to the 2012-2018 TIP, as presented.*  
  
*BACKGROUND: The Bearskin Creek Greenway project (EB-5011) is programmed in the 2012-2018 TIP as a feasibility study; therefore, the request is to program it for construction. The project will cost \$220,000 for planning and design and \$1,420,000 for construction totaling \$1,640,000. Planning and design will occur in FY 2014 and construction in 2015. The funding for the project is proposed to come from Enhancement Bike Funds (80%) and State funds (20%). The City of Monroe will be responsible for all ROW acquisition.*  
  
*ATTACHMENT: Bearskin Creek Greenway Map*
  
  - b. **Toby Creek II & Little Sugar Creek Greenways** (15 minutes) Jay Higginbotham  
*ACTION REQUESTED: Recommend that the MPO approve the amendment to the 2012-2018 TIP, as presented.*  
  
*BACKGROUND: See attached memorandum for more information.*  
  
*ATTACHMENT: Toby Creek II & Little Sugar Creek TIP Amendment Memorandum*
  
  - c. **Miscellaneous TIP Amendments** (5 minutes) Robert Cook  
*ACTION REQUESTED: Recommend that the MPO approve the amendments to the 2012-2018 TIP, as presented.*  
  
*BACKGROUND: See attached memorandum for more information.*  
  
*ATTACHMENT: TIP Amendment Memorandum; Draft Amendment Resolution*
  
5. **MPO Census-Related Activities** (15 minutes) Robert Cook
  - a. **Planning Area Boundary Expansion – MOU Subcommittee**  
*ACTION REQUESTED: Recommend that the MPO endorse the draft MOU and release it for approval by member jurisdictions.*  
  
*BACKGROUND: The significant issues regarding the MOU's content have been resolved; therefore, a draft document can be distributed to be signed by the member jurisdictions/agencies. Information about the draft MOU will be provided under separate cover prior to the July TCC meeting.*  
  
*ATTACHMENTS: June MOU Subcommittee & MPO Meeting Summary*

- 6. Unified Planning Work Program (UPWP) Process** (10 minutes) Robert Cook

ACTION REQUESTED: FYI

BACKGROUND: Staff requested the J.S. Lane Company to examine current UPWP development procedures, and to recommend changes to improve both the process and the final document.

- 7. 2040 Metropolitan Transportation Plan (MTP)**

**a. Plan Update** (5 minutes) Nicholas Landa

ACTION REQUESTED: FYI

BACKGROUND: An update on Plan progress will be provided.

**b. Tier 1 Roadway Project Scores – Division 10** (10 minutes) Nicholas Landa

ACTION REQUESTED: FYI

BACKGROUND: Using the roadway ranking criteria approved by the MPO, the projects in the MPO planning area located in NCDOT's Division 10 (Mecklenburg and Union counties) have been scored using the Tier 1 criteria. The MTP Ranking Committee has reviewed the scores and made a determination about a cutoff point for which projects will be evaluated using the Tier 2 criteria.

- 8. Comprehensive Transportation Plan (CTP)** (15 minutes) Nicholas Landa

ACTION REQUESTED: FYI

BACKGROUND: The draft CTP maps have been sent to NCDOT's Transportation Planning Branch for review. In addition to the draft maps being completed, work has been ongoing to create a summary report and develop a database for the CTP. The summary report is intended to explain the purpose of the CTP and help describe its different components and what they mean. Several staff meetings were dedicated to receiving feedback from TCC members about the contents of the summary report. A CTP database committee was also established to determine how best to organize the underlying data for the CTP maps so that it is user friendly and compatible with other MPO plans (e.g. MTP and TIP).

The purpose of this item is to update the TCC on the status of the CTP development, which includes the draft maps, the summary report and the database, and to determine the next steps in the process toward adoption of the CTP.

- 9. Upcoming Issues**

- 10. Adjourn**

**MECKLENBURG - UNION TECHNICAL COORDINATING COMMITTEE**  
**Summary Meeting Minutes**  
**Charlotte-Mecklenburg Government Center**  
**Room 267**  
**June 6, 2013**

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**Voting Members:** *TCC Chair* – Danny Pleasant (CDOT), *TCC Vice-Chair* – Joe Lesch (Union County), David Meachum (Charlotte Engineering & Property Management), Ken Tippet (CDOT Bicycle Coordinator), Debra Campbell (C-M Planning), Eric Moore (LUESA-Air Quality), Louis Mitchell (NCDOT-Div. 10), Anil Panicker (NCDOT-TPB), Andrew Grant (Cornelius), Justin Carroll (Huntersville), 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)

**Staff:** Robert Cook (MUMPO), Nick Landa (MUMPO), Andy Grzyski (CDOT), Anna Gallup (CDOT), Tracy Newsome (CDOT), Norm Steinman (CDOT), Jonathan Wells (C-M Planning), Dick Winters (Mecklenburg County Health Department), Bill Coxe (Huntersville), Zac Gordon (Huntersville), Keith Sorensen (Indian Trail), Elinor Hiltz (Iredell County), Jim Loyd (Monroe), Neil Burke (Mooresville), Scott Cole (NCDOT-Div. 10), David Keilson (NCDOT), Jack Flaherty (NCDOT-Public Transportation Division)

**Guests:** Steve Blakley (Kimley-Horn), Todd Steiss (Parsons Brinkerhoff), Bill Thunberg (LNTC) – phone

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Danny Pleasant opened the meeting at 10:00 AM.

**1. Ethics Awareness & Conflict of Interest Reminder**

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

**2. Adoption of the Agenda**

Mr. Pleasant noted that one item needed to be added to the agenda regarding an update of the Comprehensive Transportation Plan (CTP). He then asked if any other changes to the agenda were necessary. Hearing none, he asked for a motion to adopt the June TCC agenda. Joe Lesch made a motion to adopt the agenda. Anil Panicker seconded the motion. The motion passed unanimously.

**3. Consideration of May Meeting Minutes**

Mr. Pleasant asked if any changes to the minutes are necessary. Hearing none, he asked for a motion to approve the minutes. Mr. Lesch made a motion to approve the May TCC minutes. David Meachum seconded the motion. Upon being put to a vote, the motion passed unanimously.

**4. MPO Self-Certification**

Presenter: Robert Cook

Summary/Action Requested:

Mr. Cook reminded the TCC that each year the MPO must certify its compliance with federal transportation planning laws and procedures. He provided an overview of the types of federal requirements to which the MPO must adhere, and confirmed that those requirements had been met for FY 2013. He requested that the TCC recommend that the MPO adopt a resolution of compliance.

Motion:

Mr. Meachum made a motion to recommend that the MPO adopt a resolution certifying its compliance with federal transportation planning regulations for FY 2013. Mr. Lesch seconded the motion. Upon being put to a vote, the motion passed unanimously.

**5. Transportation Improvement Program (TIP) Amendments**

**a. Mallard Creek/IBM Drive Connector (TIP #U-2507AA)**

Presenter: Scott Cole, NCDOT

Summary/Action Requested:

Mr. Cole began by showing a map of the project location, and explained that the proposed TIP amendment is to add a project to the TIP that would complement an existing TIP project to improve Mallard Creek Road. He stated that the Mallard Creek Road project would remove an existing traffic signal and add a median, restricting access to some of the businesses in the area. In response to those concerns, NCDOT met with business owners and considered several options to remedy the situation. The conclusion was to construct a connector road between Mallard Creek Road and IBM Drive, behind the existing YMCA, and also add a connector road to the north of Mallard Creek Road to provide access to the apartments and stores on the north side of the road. Mr. Cole noted that a separate environmental review would be necessary, which would require a noise wall evaluation, because the project is on new location. He also indicated that the right-of-way for the connector road would be donated by the YMCA. The project was being presented for the TCC to consider amending the TIP, but an outstanding air quality conformity issue was raised because the project is not currently in the MPO's 2035 long range transportation plan (LRTP).

Mr. Pleasant asked why a noise wall would be required for a residential road. Louis Mitchell, with NCDOT's Division 10, responded that new federal and state requirements call for a noise study for all projects on new location. Mr. Lesch asked where the \$1.7 million anticipated project cost would come from. Mr. Mitchell stated that it would come from the Division 10 fund, to which Mr. Lesch noted his concern that funding this project could possibly lead to other TIP projects being delayed. Justin Carroll asked what the consequences would be if a noise wall was required. Mr. Cole replied that the neighbors would have to vote to determine if they want the noise wall, which the NCDOT hoped would not be the case. Bill Coxe suggested issuing a letter from the MPO to discourage requiring noise walls for these types of residential road projects.

Motion:

Mr. Lesch made a motion to recommend that the MPO approve the proposed TIP amendment as presented, contingent upon the environmental and conformity issues being resolved. Mr. Carroll seconded the motion. Upon being put to a vote, the motion passed unanimously.

**b. I-485/Oakdale Road Interchange (TIP #R-2248G)**

Presenter: Scott Cole, NCDOT

Summary/Action Requested:

Mr. Cole informed the TCC that the proposed project is the result of repeated requests to pave ramps that have not been paved since their original construction. He indicated that loop funds would be utilized to complete the project, which would not impact the Division's equity funds. The project would improve the interchange and also include the construction of three roundabouts. Debra Campbell stated that the Planning Department has been involved with the project and is supportive. Ralph Messera asked if the project was evaluated using the loop prioritization process, to which Mr. Mitchell responded it has not. Joshua Langen stated that he would like a similar analysis to be done with regard to the I-485/Weddington Road interchange. Mr. Cole replied that a letter could be written from the Town to NCDOT to request such an analysis. He also noted that the proposed I-485/Oakdale Road interchange improvements have outstanding conformity and environmental issues.

Motion:

Ms. Campbell made a motion to recommend that the MPO approve the proposed TIP amendment as presented, contingent upon the environmental and conformity issues being resolved. Anil Panicker seconded the motion. Upon being put to a vote, the motion passed unanimously.

**6. TIP Amendment Guidelines**

Presenter: Robert Cook

Summary/Action Requested:

Mr. Cook informed the TCC that the TIP amendment guidelines were first introduced during the Memorandum of Understanding (MOU) subcommittee meetings, and that it was determined that the appropriate procedure for adopting the guidelines is to take them through the standard TCC/MPO approval process. He noted that the guidelines have been reviewed by staff and the MOU subcommittee, but that a formal recommendation to adopt them has not yet been made. Prior to requesting action, Mr. Cook highlighted the following proposed changes to the guidelines:

- Item c in the Administrative Modification section was changed to include "state and/or local funds";
- Item d was modified to state MTP instead of LRTP;
- Item e in the Amendments section, and the same language in the examples of Administrative Modification section, were changed to state "Minor cost increases in the TIP projects less than 25% of the original cost not to exceed \$2 million." (per a staff meeting discussion); and
- Due to the above language, item f was removed from the Amendments section, and the same language in the examples of Administrative Modifications section was also removed.

Motion:

Mr. Messera made a motion to recommend that the MPO endorse the TIP amendment guidelines as presented. Adam McLamb seconded the motion. The motion passed unanimously.

**7. MPO Census-Related Activities**

**a. Planning Area Boundary Expansion – MOU Subcommittee**

Presenter: Robert Cook

Summary/Action Requested:

Mr. Cook provided an overview of recent MOU subcommittee discussions and directed the TCC's attention to a matrix that highlights proposed MOU revisions, which can be viewed [here](#). He noted that several of the items have been discussed by staff, but that formal action by the TCC has not been taken. He then highlighted each item in the matrix and noted that general consensus on the items had been reached previously. Several actions were taken to recommend endorsement of the proposed changes (listed below). Mr. Cook concluded by stating that other changes will be required, but that a majority of the work to amend the MOU language has already been completed.

Motion:

Mr. Lesch made a motion to recommend that the MPO approve the first three items in the attached matrix regarding TCC membership. Mr. McLamb seconded the motion. Upon being put to a vote, the motion passed unanimously.

Mr. Carroll made a motion to recommend that the MPO approve the proposed changes to Section I-E-11 of the MOU, and to replace the Transportation Advisory Committee language on page 4 of the MOU. Lisa Stiwinter seconded the motion. Upon being put to a vote, the motion passed unanimously.

Ms. Stiwinter made a motion to recommend that the MPO approve the proposed changes to Section I-G of the MOU. Mr. Carroll seconded the motion. The motion passed unanimously.

Mr. Lesch made a motion to recommend that the MPO approve the proposed changes to Section I-E-14 of the MOU. Ms. Stiwinter seconded the motion. The motion passed unanimously.

**8. Hambright Rd, Everette Keith Rd, Verhoeff Dr Alignment Studies**

Presenter: Zac Gordon, Town of Huntersville

Summary/Action Requested:

Mr. Gordon provided information to the TCC via a Power Point presentation, the contents of which are incorporated into the minutes [here](#). He began by displaying a map of the study area and identifying the roadways being evaluated for new alignment. He gave an overview of the alignment study, including the purpose and timeline. Mr. Gordon then focused on each alignment individually. Hambright Road was described first. Several alignments were considered, including a hybrid alignment of two previously considered options. The hybrid alignment reduced the number of homes impacted, and was ultimately the staff recommended option. It was noted that each alignment would require stream crossings.

He then described Everette Keith Rd and Verhoeff Drive, each of which only had one alignment recommended. A timeline was presented that indicated the Town board would make its recommendation in early August, which would be followed by MPO action in either August or September. Mr. Langen expressed concern about cost increases for the Hambright alignment, due to the fact that it requires stream crossings. Mr. Coxe indicated that more work will need to be done on that alignment in order to determine a more accurate cost estimate. Mr. Pleasant asked if the request before the TCC involves a Thoroughfare Plan action or a Comprehensive Transportation Plan action. Mr. Coxe replied that it will require amendments to the Thoroughfare Plan.

Motion:

Mr. Carroll made a motion that the TCC find that all alignments are reasonable and feasible. Under the provisions of the MOU, the approved alignment for each of these thoroughfares must coincide with the wishes of the local jurisdiction; therefore, the TCC recommends that the MPO adopt these alignments as they are endorsed by the Town Commission of the Town of Huntersville. Mr. Meachum seconded the motion. Upon being put to a vote, the motion passed unanimously.

## **9. 2040 Long Range Transportation Plan (LRTP)/Metropolitan Transportation Plan (MTP)**

### **a. Plan Update**

Presenter: Nick Landa

#### Summary/FYI:

Mr. Landa informed the TCC that federal transportation legislation refers to a MPO's long range plan as the Metropolitan Transportation Plan (MTP); therefore, the next long range plan of the MPO will be called the 2040 MTP instead of the 2040 LRTP. He then provided the TCC with an update on the progress of the Plan development, as follows:

- Tier 1 roadway project ranking is underway;
- RFQs for prospective consultants to assist with the production of the Plan, and public involvement activities associated with Plan development, are due June 7;
- Three public meetings have been scheduled for the end of June to explain the purpose of the MTP, provide information about the different components of the Plan, and to discuss significant Plan milestones. TCC members are encouraged to inform Town boards and constituents about the public meetings; and
- The next MTP Advisory Committee meeting will be held on June 17.

### **b. Horizon Years**

Presenter: Anna Gallup, Charlotte DOT

#### Summary/FYI:

Ms. Gallup reminded the TCC that the long range plan is divided into horizon years, and that the originally intended horizon years for the 2040 MTP would have to be modified due to unforeseen air quality conformity issues. She stated that a CO limited maintenance plan has been submitted to the Environmental Protection Agency but has not yet been approved, which makes it necessary for a model run to be completed for the year 2015 – due to the fact that this region has previously been classified as a maintenance area for CO. A conformity run is also required for the year 2025 based on the fact that the out year budget for ozone in the State Implementation Plan (SIP) is 2025, and this region is classified as non-attainment for ozone, requiring emission data for that budget year. In addition, it is required that the horizon years for the MTP are not more than 10 years apart. Ms. Gallup indicated that since model runs are required for 2015 and 2025, that those years be used as the first two horizon years for the MTP, and suggested that since 2030 and 2040 were the original outer two horizon years identified for the Plan, that they not change, meaning the plan would have four horizon years – 2015, 2025, 2030 and 2040. It was clarified that no TCC action is necessary, but that the interagency consultation group has come to agreement on the proposed horizon year changes.

## **10. Comprehensive Transportation Plan (CTP) Update**

Presenter: Anil Panicker, NCDOT

#### Summary/FYI:

Mr. Panicker provided an update on the development of the CTP, stating that the draft maps are complete and are ready to be sent to NCDOT's Transportation Planning Branch for review.



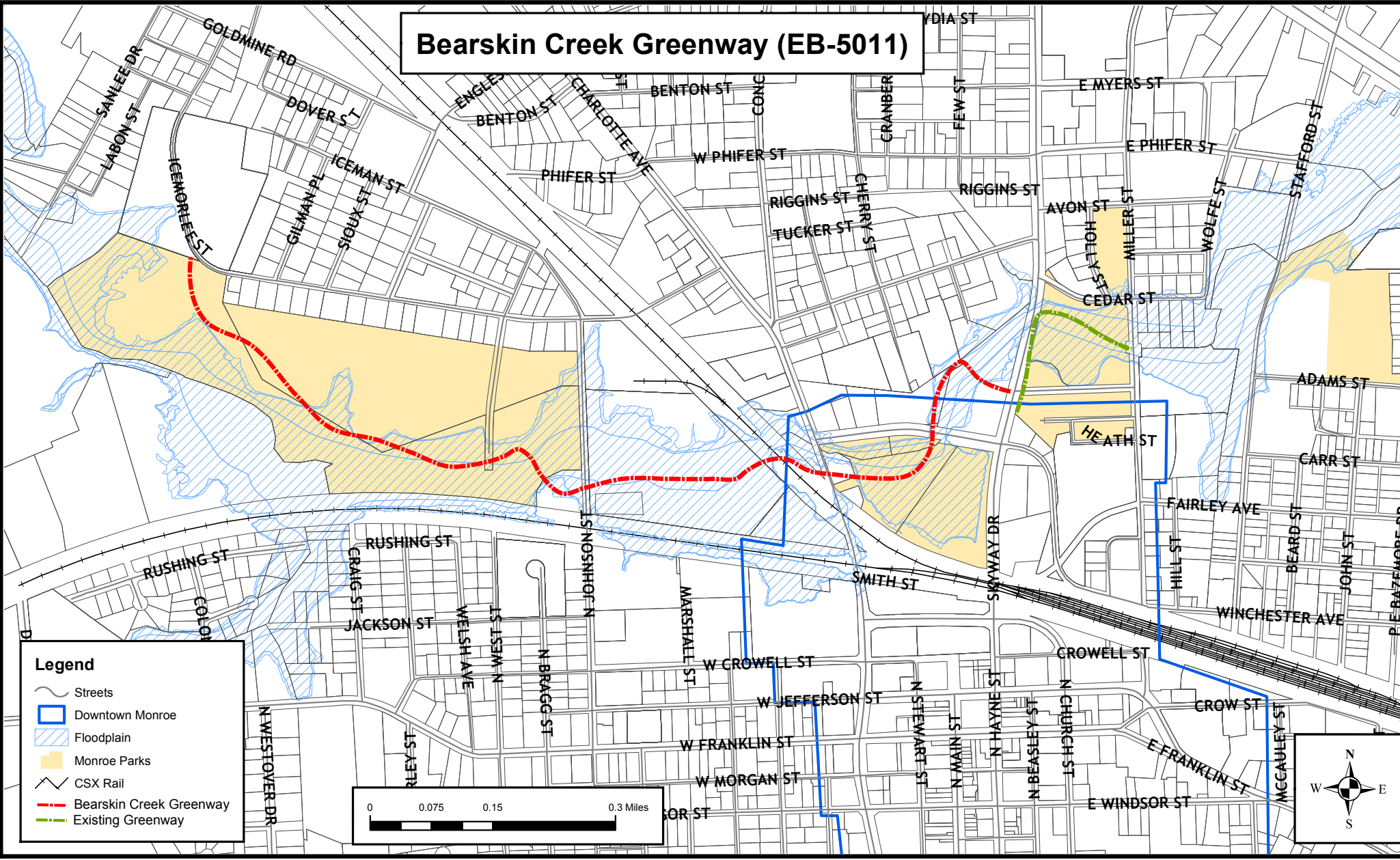
## **11. Upcoming Issues**

Mr. Landa provided an overview of the proposed new transportation legislation introduced by the NC House as HB 817 (Strategic Mobility Formula). He also noted that he has, and will continue to distribute notes of the Strategic Planning Office of Transportation (SPOT) workgroup, which is responsible for developing criteria to evaluate projects to be funded, based on the guidelines included in HB 817. It was also stated that if TCC members would like to provide input to the SPOT workgroup, comments can be sent to Mr. Landa to be forwarded to the workgroup. Mr. Panicker asked about how local input will be determined, to which Mr. Landa responded that it will be split between the NCDOT Division offices and the MPOs/RPOs. Mr. Pleasant noted that STP-DA funds would not be exempt from the Division Needs category, limiting the amount of funds that would be available to allocate to projects in that category.

Mr. Cole stated that TIP project U-5115, funded with STP-Direct Attributable funds in FY 2015, is programmed in the 2012-2018 TIP for construction only. He indicated that NCDOT would like to use some of that funding for planning and environmental work and for right-of-way acquisition, along with construction. He noted that the timing for spending the funds might need to change, but that the total dollar amount would remain the same. Mr. Lesch made a motion to recommend that the MPO amend the TIP in order to account for the requested funding changes to TIP project U-5115, as presented. Mr. Messera seconded the motion. Upon being put to a vote, the motion passed unanimously.

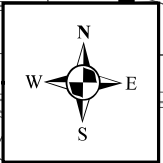
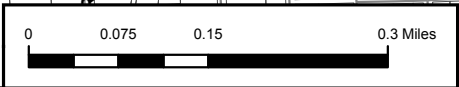
**12. Adjourn:** The meeting was adjourned at 11:50 AM.

# Bearskin Creek Greenway (EB-5011)



**Legend**

- Streets
- Downtown Monroe
- Floodplain
- Monroe Parks
- CSX Rail
- Bearskin Creek Greenway
- Existing Greenway



## **TCC/MUMPO Agenda Item Request:**

### **Title:**

Reallocation of funding from Toby Creek Greenway Phase II (EB-5524) to Toby Creek Greenway (C-5225) & Little Sugar Creek Greenway (EB 4715E)

### **Presenters:**

Jay Higginbotham, Sr. Project Manager, Meck County Asset & Facility Management  
Gwen Cook, Greenway Planner, Meck County Park & Recreation

### **Length of Presentation:**

15 minutes for presentation and discussion

### **Description:**

Currently Toby Creek Greenway Phase II, EB-5524 has a fund allocation of \$1.5 million (80% fed, 20% state, 0% local). Since this project was a duplicate of C-5225, we are requesting that funds be reallocated as follows:

#### **Toby Phase II (C-5225) budget shortfall:**

**\$700,000** to be moved from EB-5524 to C-5225 to cover added construction costs. Toby Phase II, currently funded through CMAQ grant C-5225, is running over budget. The additional funds from EB-5524 will help us cover added costs associated with several scope items that would otherwise need to be significantly reduced and/or deleted from the project.

#### **LSC Greenway Phase E (EB-4715E) additional construction dollars:**

**\$1,100,000** to be added to construction funds for LSC Phase E (EB-4715E). We currently have \$495,000 in existing design and engineering funds and \$1,000,000 in existing construction funds from EB-4715E. However, this amount will not be enough to build the full 5 mile section which is currently funded for design. The additional funds, plus additional county funding we anticipate being available, will allow the County to significantly increase the amount of trail we can build immediately, and will likely allow us to build the entire 5 mile project.

Note that the above two amounts (\$700,000 and \$1,100,000) equal \$1.8 million in additional funds. This is a \$300,000 increase to the original \$1.5 million programmed to EB-5524. NCDOT Bike/Ped Division has indicated that the additional \$300,000 is available from federal enhancement dollars and/or new federal transportation alternatives dollars that can be programmed on more projects than previously programmed in the TIP for FY 14 and 15. There

is more federal funding available for bike-ped than anticipated when the STIP was formed several years ago.

Per this request, EB-5524 would not be activated at all. We propose to revise Toby Creek C-5225, increasing it by \$700,000; then revise LSC EB-4715E, increasing it by \$1.1 million. See table below.

	<b><u>LSC Phase E (EB-4715E)</u></b>	<b><u>Toby Creek Phase II (C-5225)</u></b>	<b><u>Toby Creek Phase II (EB-5524)</u></b>
<b>Existing Funding Allocation</b>	<p>\$495,000 programmed and agreement executed for Design &amp; Engineering.</p> <p>\$1,000,000 programmed for construction.</p>	<p>\$1,448,000 in CMAQ funding            \$100,000 in CTT grant funds            \$285,000 in City funds.            Total: \$1,810,000</p>	<p>\$1,500,000 in federal funding and state funding.</p>
<b>Proposed Funding Allocation</b>	<p>\$495,000 programmed and agreement executed for Design &amp; Engineering.</p> <p>\$1,000,000 programmed for construction.</p> <p><b>Plus:</b>            \$800,000 for construction re-programmed from EB-5524.</p> <p>\$300,000 additional to be programmed from NCDOT (federal alternative transportation dollars).</p> <p>Total amount funded for construction: \$2,100,000, with additional funding (amount TBD) to come from Mecklenburg County.</p>	<p>\$1,448,000 in CMAQ funding            \$100,000 in CTT grant funds            \$285,000 in City funds.            Total: \$1,810,000</p> <p><b>Plus:</b>            \$700,000 addition funds, reallocated from EB 5524.</p> <p>Total new amount: \$2,510,000</p>	<p>No funding remaining.</p>

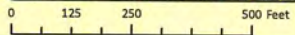
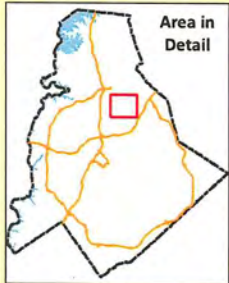


# Toby Creek Greenway

Phase II Concept

## Legend:

- Streets
- Existing Greenway
- Toby (Phase II)
- Streams
- Park Property
- Parcels



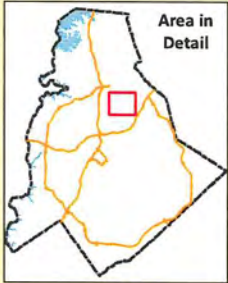


# Toby Creek Greenway

Phase II Concept

## Legend:

- Streets
- Existing Greenway
- Toby (Phase II)
- Streams
- Park Property
- Parcels



0 125 250 500 Feet



# Little Sugar Creek Greenway

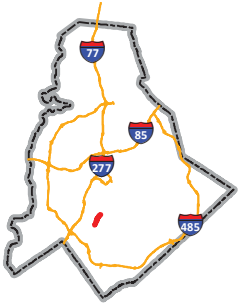
Park Rd to Huntingtowne Farms Community Park

## Legend:

### Greenway

- Proposed
- Existing
- ~ Streams
- Park Property

### Location Map



Aerial Photography: March 2011





# Little Sugar Creek Greenway

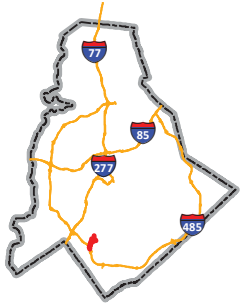
Sharon Rd W to Centrum Py and Cadillac Golf Driving Range

### Legend:

#### Greenway

- Proposed
- Existing
- ~ Streams
- Park Property

#### Location Map



Aerial Photography: March 2011







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 Charlotte, NC 28202  
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 www.mumpo.org

**TO:** TCC Members  
**FROM:** Robert W. Cook, AICP  
 MUMPO Secretary  
**DATE:** July 1, 2013  
**SUBJECT:** 2012-2018 TIP Amendments

**REQUEST**

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

**BACKGROUND**

NCDOT's Program Development Branch has requested that MUMPO amend its TIP for the projects listed below.

TIP #	Description	Proposed Amendment	Reason
B-4651	Poplin Road (Monroe), replace bridge over South Fork Crooked Creek	Delay construction from FY 13 to FY 14.	Project was to be let by Division; due to cost it will be let from Raleigh
EB-4714	Irwin Creek Bikeway (Charlotte). Bruns Avenue Elementary School to Cedar Yard	Delay construction from FY 13 to FY 14	Allow additional time for ROW acquisition

**ATTACHMENTS**

A draft resolution is included in the agenda packet.

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

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

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

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

<b>TIP #</b>	<b>Description</b>	<b>Proposed Amendment</b>	<b>Reason</b>
B-4651	Poplin Road (Monroe), replace bridge over South Fork Crooked Creek	Delay construction from FY 13 to FY 14.	Project was to be let by Division; due to cost it will be let from Raleigh
EB-4714	Irwin Creek Bikeway (Charlotte). Bruns Avenue Elementary School to Cedar Yard	Delay construction from FY 13 to FY 14	Allow additional time for ROW acquisition

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

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

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

**NOW THEREFORE BE IT RESOLVED** by the Mecklenburg-Union Metropolitan Planning Organization that the FY 2012-FY 2018 Metropolitan Transportation Improvement Program for the Mecklenburg-Union Urban Area be amended as listed above on this the 17<sup>th</sup> day of July, 2013.

\*\*\*\*\*

I, Sarah McAulay, Chairwoman of the Mecklenburg-Union Metropolitan Planning Organization, do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the Mecklenburg-Union Metropolitan Planning Organization, duly held on this the 22<sup>nd</sup> 17<sup>th</sup> day of July, 2013.

\_\_\_\_\_  
 Sarah McAulay, Chairman

\_\_\_\_\_  
 Robert W. Cook, Secretary



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

**TO:** TCC Members  
**FROM:** Robert W. Cook, AICP  
MUMPO Secretary  
**DATE:** July 2, 2013  
**SUBJECT:** **June 2013 MOU Subcommittee & MPO Meeting Action-MOU Revisions**

The Memorandum of Understanding (MOU) Subcommittee and MPO met on June 19, 2013. Decisions on two key topics were made at that time: sharing the local match of federal funds and an MPO voting structure.

## **I. Local Match & Voting Structure**

### **a. MOU Subcommittee**

The City of Charlotte's representative presented a proposal for the Subcommittee's consideration. The proposal consisted of the following components:

#### **i. Local Match**

The share of the local match of federal funds will be apportioned by population.

#### **ii. Voting Structure**

1. Charlotte will hold 45% of the total votes on the governing body.
2. At least four votes, in addition to Charlotte's, will be needed for a motion to pass.

#### **Action**

The Subcommittee voted unanimously to recommend the proposal to the MPO. It also recommended that the arrangement be reviewed in 18 months.

### **b. MPO**

The proposal was submitted to the MPO at its meeting later that evening.

#### **Action**

The MPO voted unanimously to endorse the Subcommittee's recommendation, including the 18 month review provision.

## II. Other MPO Action

The MPO took action on the following issues:

Issue	TCC Recommendation	MOU Subcommittee Recommendation	MPO Action
<b>Municipalities Exceeding 20,000 in Population</b>	Limit municipalities exceeding 20,000 in population number of votes to 2	Endorsed TCC recommendation	Voted unanimously to limit municipalities exceeding 20,000 in population to 2 votes on the policy board
<b>Weighted Voting</b>	Continue to use a weighted voting system	Endorsed TCC recommendation	Voted unanimously to continue to use a weighted voting system
<b>Minimum Vote</b>	Every jurisdiction/agency should have at least 1 vote	Endorsed TCC recommendation, but added provision that the jurisdiction/agency should be a member in good standing	Voted unanimously to endorse the MOU Subcommittee's recommendation
<b>MTC &amp; Division 12 BOT Representation</b>	The Metropolitan Transit Commission and the Division 12 Board of Transportation shall have 1 vote each	Endorsed TCC recommendation	Voted unanimously to provide one vote each to the MTC and Division 12 BOT members
<b>County Votes</b>	Each county shall have 2 votes each on the policy board	Endorsed TCC recommendation	Voted unanimously to provide 2 votes each to each county

## III. MOU Subcommittee Action

The Subcommittee took action on several issues based upon TCC recommendations. The issues presented to the Subcommittee, and the actions taken, are shown on the following pages. The recommendations will be presented to the MPO at its July 17, 2013 meeting.

## MOU Subcommittee Recommendations

The MOU Subcommittee discussed the issues noted below at its June 19, 2013 meeting. The recommendations will be presented to the MPO at its July 17, 2013 meeting.

	Issue	TCC Recommendation	Subcommittee Action
1.	<p><b>Duties &amp; Responsibilities: Transportation Project Alignments</b> Section I-E-11 (page 5)</p>	<p>Keep opening paragraph in MOU and modify as noted by underlining: The CRTPO is responsible for conducting public involvement and technical analyses to determine the preliminary alignments for transportation projects (both road and transitway) included in the Comprehensive Transportation Plan and Long Range Transportation Plan. These alignments will be used by local jurisdictions through their land development ordinances for right-of-way protection purposes. Once the CRTPO has adopted an official thoroughfare alignment, the alignment can only be modified <u>by official CRTPO action or as outlined in bylaws of the governing body and TCC.</u></p> <p>Shift the following to the MPO and TCC bylaws, make the necessary text changes to fit the changed context, and add subsection v: <del>Action of the CRTPO's Technical Coordinating Committee (TCC), (which is described in Section I.H of this Memorandum of Understanding) under the following criteria: An officially adopted alignment may be modified by the TCC if the following criteria are met:</del></p> <ul style="list-style-type: none"> <li>i. The TCC finds the proposed alignment to be technically reasonable; and,</li> <li>ii. The proposed alignment enters and exits the affected property at the officially approved location and angle or curvature; and</li> <li>iii. The TCC finds that the proposed alignment's centerline does not move closer than <del>500</del> <u>400</u> feet to an adjacent land owner's property boundary; or</li> <li>iv. If the proposed alignment's <u>centerline</u> is already within <del>500</del> <u>400</u> feet of an adjacent property, the shift in the</li> </ul>	<p>Unanimously recommended to the MPO as presented.</p>

## MOU Subcommittee Recommendations

	Issue	TCC Recommendation	Subcommittee Action
		alignment is away from the property.; <u>or</u> <u>v. If the shift moves the proposed alignment's centerline no more than 25% closer to the adjacent property.</u>	
2.	<b>Duties &amp; Responsibilities:</b> Section I-E-14 (page 6), Bylaws	Strike the TCC from the following language: The CRTPO shall adopt a set of Bylaws for the CRTPO <del>and the TCC</del> . Amendments to <del>either set of</del> the Bylaws shall occur by a 3/4 vote of the CRTPO. **	Unanimously recommended to the MPO as presented.
3.	<b>TCC: Membership</b> Section I-H Page 8	Endorse adding the following positions to the TCC: <ul style="list-style-type: none"> <li>• greenway planner*</li> <li>• public health planner</li> <li>• pedestrian planner</li> </ul>	Unanimously recommended to the MPO as presented.
4.	<b>TCC: Membership</b> Section I-H Page 8	Endorse eliminating agency-specific references to the following TCC members (existing and future) and permit the full TCC to annually determine who will fill these positions. <ul style="list-style-type: none"> <li>• bicycle planner</li> <li>• pedestrian planner</li> <li>• greenway planner</li> <li>• public health planner</li> </ul>	Unanimously recommended to the MPO as presented.
5.	<b>TCC: Membership Approval</b> Section I-H Page 8	Eliminate MOU provision requiring MPO approval of TCC membership.  The TCC membership list currently found in the MOU will be transferred to the TCC's bylaws.	Unanimously recommended to the MPO as presented.
6.	<b>Voting Policy: Road Projects Not Carrying an Interstate, US, or NC Designation</b> Section I-G	Keep the following items in the MOU.  2. When any project is on a road that does not carry an I, U.S., or N.C. route designation, and is totally contained within a single municipality's corporate limits or sphere of influence, its location shall be determined only with the consent of that municipality.  The proposed text ( <u>underlined</u> ) is a clarification of the text noted with the strikethrough format; no change to intent is intended.  3. <del>The MUMPO cannot override the position of any individual local</del>	Unanimously recommended to the MPO as presented.

## MOU Subcommittee Recommendations

	Issue	TCC Recommendation	Subcommittee Action
		<p><del>municipality on a project for a road that does not carry an I, U.S., or N.C. route designation when any portion of the project is within that municipality's corporate limits or sphere of influence except by 3/4 majority vote of all votes eligible to be cast. <u>When any project is on a road that does not carry an I, U.S. or N.C route designation, the CRTPO cannot override the position of any individual local municipality when any portion of the project is within the municipality's corporate limits or sphere of influence, except by 3/4 majority vote of all votes eligible to be cast.</u></del></p>	