



M E C K L E N B U R G - U N I O N
METROPOLITAN PLANNING ORGANIZATION

600 East Fourth Street
Charlotte, North Carolina 28202-2853
704-336-2205
www.mumpo.org

CHARLOTTE
CORNELIUS
DAVIDSON
HUNTERSVILLE
INDIAN TRAIL
MATTHEWS
MECKLENBURG
COUNTY
MINT HILL
MONROE
NCDOT
PINEVILLE
STALLINGS
UNION
COUNTY
WAXHAW
WEDDINGTON
WESLEY CHAPEL
WINGATE

TO: Mecklenburg-Union MPO
FROM: Robert W. Cook, AICP
MUMPO Secretary
DATE: July 13, 2010
SUBJECT: July 2010 MPO Meeting
Wednesday, July 21, 2010

The July 2010 meeting of the Mecklenburg-Union Metropolitan Planning Organization (MUMPO) is scheduled for **Wednesday, July 21, 2010 at 7:00 PM in Room 267**, located on the second floor of the Charlotte-Mecklenburg Government Center, at 600 E. Fourth St., Charlotte.

The MPO agenda and related material are attached to this memorandum. Please contact me at 704-336-8643 if you have any questions.

HOW TO ACCESS THE MEETING LOCATION:

The Charlotte-Mecklenburg Government Center is located at 600 E. Fourth St. (corner of Fourth and Davidson streets) in uptown Charlotte. Parking is available in the Government Center parking deck located on Davidson St. between Third and Fourth streets; on-street parking is also available.

Enter the Government Center on the Davidson St. side through the ground-level door located to the right of the large staircase. (This is a handicapped accessible entrance.) Use the call box located next to the door to contact security staff. Inform them you are attending the MUMPO meeting. Once inside the building, security staff will assist you to Room 267.

AGENDA
Mecklenburg-Union Metropolitan Planning Organization

7:00 PM – July 21, 2010

1. Call to Order Ted Biggers

2. Approval of Minutes Ted Biggers
ACTION REQUESTED: Approve May meeting minutes as presented.

3. Citizen Comment Period

4. Congestion Mitigation & Air Quality (CMAQ) Program Jason Wager
ACTION REQUESTED: Approve the attached list of CMAQ projects to be funded in fiscal years 2013, 2014 and 2015.

BACKGROUND: A CMAQ subcommittee was formed to review and rank the 29 CMAQ applications requesting funding for fiscal years 2013, 2014 and 2015. Approximately \$9.5 million is available for each of the three fiscal years. The results of the subcommittee can be found in the attached CMAQ memorandum. At its July meeting, the Technical Coordinating Committee (TCC) unanimously recommended that the MPO approve the attached project list.

ATTACHMENT: CMAQ memorandum; draft resolution

5. CATS 2009-2015 TIP Amendment David McDonald
ACTION REQUESTED: Adopt a resolution amending the transit component of the FY2009-2015 TIP as presented.

BACKGROUND: The transit component of the FY2009-2015 TIP was last amended by the MUMPO on March 18, 2009. The requested amendments are necessary to correct source and timing of funding within the TIP. At its July 1, 2010 meeting the Technical Coordinating Committee (TCC) unanimously recommended that the MPO amend the TIP.

ATTACHMENT: Explanatory memorandum; draft resolution

6. Sustainable Communities Regional Planning Grant Rebecca Yarbrough
ACTION REQUESTED: Endorse the submittal of a Sustainable Communities Regional Planning Grant.

BACKGROUND: Please see the attached grant summary for more information.

ATTACHMENT: Grant summary; draft resolution

- 7. Monroe Parkway Project Status Update** Steve DeWitt
ACTION REQUESTED: FYI
- BACKGROUND: In addition to the project status update, information will be provided on toll operations and the aesthetics process.*
- 8. Small Project Ranking** Lauren Blackburn
ACTION REQUESTED: FYI
- BACKGROUND: Update on the progress of this project.*
- ATTACHMENT: Example project list*
- 9. North Carolina Railroad/NC 49 Feasibility Study** Greg Boulanger
ACTION REQUESTED: FYI
- BACKGROUND: The North Carolina Railroad applied for and received stimulus funding (ARRA) to upgrade tracks between Charlotte and Raleigh to provide high speed rail service. MUMPO is preparing a feasibility study through the Back Creek Church Road / NC 49 area to analyze the road network. The focus of the study is to determine the best method of crossing NC 49 and the rail line*
- 10. FY 11 Unified Planning Work Program (UPWP)** Robert Cook
ACTION REQUESTED: FYI
- BACKGROUND: Approximately \$56,000 of Planning (PL) funds remains to be programmed. An update on the process to assign funds to specific task codes will be provided. A formal request to amend the UPWP will be on on the September agenda.*
- 11. Adjourn**

MECKLENBURG-UNION METROPOLITAN PLANNING ORGANIZATION
Charlotte-Mecklenburg Government Center Conference Room 267
May 19, 2010 Meeting
Summary Minutes

Members Attending:

David Howard (Charlotte), Jim Bensman (Cornelius), Brian Jenest (Davidson), Sarah McAulay (Huntersville), John Quinn (Indian Trail), James Taylor (Matthews), Dumont Clarke (Mecklenburg County), Ted Biggers (Mint Hill), John Ashcraft (Monroe), Jim Eschert (Pineville), Lynda Paxton (Stallings), Daune Gardner (Waxhaw), Nancy Anderson (Weddington), Brad Horvath (Wesley Chapel)

Non-Voting Members: Greg Phipps (Charlotte-Mecklenburg Planning Commission)

1. Call to Order

MPO Chairman Ted Biggers called the May 2010 MUMPO meeting to order at 7:15 PM and noted that an item related to the Rea Road Extension project would be added to the agenda.

2. Approval of Minutes

Summary:

Chairman Biggers asked if everyone had an opportunity to review the March 2010 minutes and called for a motion.

Motion:

John Ashcraft made a motion to approve the March 2010 minutes as presented. Sarah McAulay seconded the motion. The March 2010 minutes were approved unanimously.

3. Citizen Comment Period

Summary:

There were no public comments.

4. Monroe Parkway

a. Transportation Improvement Program (TIP) Modification

Presenter:

Reid Simons, NCTA

Summary:

Ms. Simons stated the reason for the TIP modification to bring the TIP in line with the project schedule and the LRTP. The action will place all project funds in fiscal years 2011 through 2014 and clarify the funding sources. She noted that the TCC unanimously recommended that the TIP be modified as presented.

Motion:

Mr. Ashcraft made a motion to modify the TIP as presented. Jim Bensman seconded the motion. Upon being put to a vote, the motion passed unanimously.

b. Project Status Update

Presenter:

Reid Simons, NCTA

Summary:

Ms. Simons reviewed the following topics:

- Trans Core was awarded a contract to provide transponder services to the NCTA. The transponder can be used in different states.
- The final EIS is scheduled to be released shortly.
- The record of decision (ROD) is scheduled to be signed in July.

- A final draft of aesthetic guidelines will be available soon.
- A meeting was held with the Stallings business community; a similar meeting in Indian Trail is being organized.

Mayor Paxton stated that Stallings had approved a resolution supporting the proposed wall design for the elevated portion of the road. Chairman Biggers asked Ms. Simons to discuss this matter at the MPO's July meeting. Mayor Taylor asked about the McKee Road issue. Ms. Simons replied that it was still in design.

5. Congestion Mitigation & Air Quality (CMAQ) Program

a. Transportation Improvement Program (TIP) Amendment

Presenter:

Julie Clark, Mecklenburg County Park & Recreation

Summary:

Ms. Clark provided information to the MPO via a Power Point presentation, the contents of which are incorporated into the minutes. She explained that the request was for the MPO to amend the TIP by shifting funds from five previously approved projects to two new projects. The affected projects are listed below:

Projects from which funds are proposed to be removed:

- Old Concord Road bike lanes
- Iverson Way-Marion Place bike/pedestrian connection
- McAlpine Creek Greenway
- Mallard Creek Greenway-connection to park & ride
- Sugar Creek/Rumple Road intersection improvements

It was stated that the above five projects cannot move forward due to a combination of funding and logistical problems. One example is that the Sugar Creek/Rumple Road intersection project is being funded entirely by City of Charlotte funds.

Projects proposed to be funded:

- A one mile extension of the Toby Creek greenway from University City Boulevard to Rockland Drive.
- A new sidewalk along the north side of University City Boulevard (NC 49) between Mallard Creek Church Road and the new main entrance to UNCC.

Funding the above two projects with CMAQ funds from the other five projects will result in the funds staying within MUMPO's planning area. The approximate amount of funds to be shifted is \$1,848,800. Ms. Clark concluded by stating the TCC unanimously recommended that the MPO amend the TIP as presented.

Following the presentation, the MPO members asked a series of questions and commented on the proposal.

Motion:

Ms. McAulay made a motion to amend the TIP as presented. David Howard seconded the motion. Upon being put to a vote, the motion passed with 33 yea votes and 2 nay votes. The nay votes were cast by Cornelius and Weddington.

b. 2010 Project Selection

Presenter:

Robert Cook

Summary:

Mr. Cook stated that NCDOT issued a call for CMAQ projects and that funding was available for fiscal years 2013, 2014 and 2015. Included in the agenda packet was a list of 47 potential projects nominated by a variety of agencies. It was not expected that all 47 projects would result in a formal application. May 26 was the deadline for submitting proposals to MUMPO. A recommendation from the TCC is scheduled to be presented to the MPO in July.

6. FY 11 Unified Planning Work Program (UPWP)

Presenter:

Robert Cook

Summary:

Mr. Cook stated that the requested action was for the MPO to adopt the FY 11 UPWP. He noted that the pertinent details were included in a memorandum included in the agenda packet. In addition, it was noted that staff did not receive the final Planning (PL) fund amount until the day before the TCC meeting, thereby not allowing for adequate time to program all funds. The result is that approximately \$56,000 needs to be programmed. Mr. Cook stated that the TCC will work to program the funds in a specific task code and request a UPWP amendment in July or September. Lastly, it was noted that the TCC unanimously recommended that the MPO adopt the UPWP as presented.

Motion:

Mr. Ashcraft made a motion to adopt the FY 11 UPWP as presented. Ms. McAulay seconded the motion. Upon being put to a vote, the motion passed unanimously.

7. MPO Self-Certification

Presenter:

Robert Cook

Summary:

Mr. Cook stated that MPOs are required to certify annually that they adhere to all federal statutes, regulations, etc. that pertain to the metropolitan planning process. He stated that the TCC unanimously recommended that the MPO adopt the resolution.

Motion:

Mr. Howard made a motion to adopt the self-certification resolution as presented. Mayor Taylor seconded the motion. Upon being put to a vote, the motion passed unanimously.

8. I-485 & NC 24 Functional Classification Changes

Presenter:

Robert Cook

Summary:

Mr. Cook reviewed the changes to the functional classification system requested by NCDOT's Transportation Planning Branch:

- I-485, from I-85 to Brookshire Blvd: change from Freeway/Expressway to Interstate
- I-485, from Brookshire Blvd to I-77: change from Future Freeway/Expressway to Interstate
- NC 24 (W.T. Harris Blvd), from I-77 to I-485: change from Major Collector to Principal Arterial

It was noted that the TCC unanimously recommended that the MPO approve the changes.

Motion:

Mr. Howard made a motion to adopt the changes as presented. Mayor Taylor seconded the motion. Upon being put to a vote, the motion passed unanimously.

9. I-77 HOV-to-HOT Lanes Conversion and Extension

Presenter:

Lynn Purnell, Parsons Brinckerhoff

Summary:

Mr. Purnell provided information to the MPO via a Power Point presentation, the contents of which are incorporated into the minutes. The presentation updated the MPO on the I-77 North feasibility study, the purpose of which was threefold: a) examine the feasibility of extending the existing HOV lane; b) determine the feasibility

of converting the HOV lane to a high occupancy toll (HOT) lane and extending it; and c) determining the feasibility of allowing general purpose traffic on the right shoulders. Mr. Purnell reported that the study's findings were that HOT lanes would provide travel benefits and improve traffic flow until I-77 is widened. The estimated cost of the project is \$50 million (2009 dollars).

Following Mr. Purnell's presentation, Brian Jenest stated that the Lake Norman Transportation Commission was very supportive of the conversion and extension project. Ms. McAulay stated that the MPO needed to position itself in the event a method emerges that will allow the project to advance.

Motion:

Ms. McAulay made a motion to endorse the concept of converting the existing HOV lanes on I-77 to HOT lanes and extending them to at least exit 28. Mr. Ashcraft seconded the motion. Upon being put to a vote, the motion passed unanimously.

10. Regional Transportation Planning Study & Sustainable Communities Planning Grant

Presenter:

Rebecca Yarbrough, Centralina COG

Summary:

Ms. Yarbrough provided information to the MPO via a Power Point presentation, the contents of which are incorporated into the minutes. Centralina COG is leading a study to examine alternative organizational/decision-making structures and processes for the region's MPOs and RPOs that would potentially "better position the greater Charlotte Bi-State Region to plan, develop, and implement an effective regional multi-modal transportation system." A draft report is expected in August. Ms. Yarbrough reminded the MPO members of the invitation to participate in a focus group on Thursday, May 27 at the Charlotte-Mecklenburg Government Center.

Following the regional presentation study, Ms. Yarbrough briefly mentioned the Sustainable Communities Planning Grant. This is a grant program coming out of the Livability Partnership of USHUD, USEPA and USDOT based on six "Livability Principles" developed by the agencies to promote sustainability. It is designed to link housing, transportation, economic development, and environment. Final information on grant details is expected to be released soon. It is expected that applications will be due by mid to late July. Ms. Yarbrough noted that outputs of the program will provide information crucial to the development of MUMPO's next LRTP.

11. Rea Road Extension

Presenter: Nancy Anderson

Summary:

Mayor Anderson reviewed the history of the Rea Road extension project and how it ranked in the various LRTPs adopted by the MPO since 1995. Her concern was that it was an important project but had lost ground over the years. Mayor Paxton stated that the project has been controversial in the past.

12. Adjourn

The meeting adjourned at 8:55 PM.



MEMORANDUM

To: Robert W. Cook, AICP

From: Jason Wager, AICP

Date: July 13, 2010

Re: Congestion Mitigation and Air Quality (CMAQ) Project Ranking – for Fiscal Years 2013, 2014 & 2015

As Chair of the Mecklenburg-Union Metropolitan Planning Organization’s (MUMPO) CMAQ Project Selection Sub-committee, I am pleased to submit to you the recommendation of the Technical Coordinating Committee (TCC) made at their July 1, 2010 meeting regarding recently submitted projects. The TCC unanimously recommended that you endorse the project list as was presented to them by the subcommittee. The recommended list of projects can be found below, and a more detailed list follows later in this memo.

MUMPO 2010 Proposed CMAQ Project Rankings, FY's 2013, 2014, & 2015

Project	Recommended FY 13 CMAQ funds	Recommended FY 14 CMAQ funds	Recommended FY 15 CMAQ funds	Total CMAQ funds for project
GRADE-Grants to Reduce Aging Diesel Engines	\$ 500,000		\$ -	\$ 500,000
Hybrid-Electric Transit Bus Purchase	\$ 2,128,000	\$ 2,128,000	\$ 2,128,000	\$ 6,384,000
NC 51 Bus Service	\$ 1,356,500	\$ 292,500	\$ 292,500	\$ 1,941,500
Park & Ride Lot Construction	\$ 1,040,000	\$ 560,000	\$ 2,400,000	\$ 4,000,000
Harrisburg Road Express	\$ 97,500	\$ 97,500	\$ 97,500	\$ 292,500
Highland Creek Express	\$ 97,500	\$ 97,500	\$ 97,500	\$ 292,500
I-77 North HOT (High Occupancy/Toll) Lanes	\$ -	\$ 1,530,273	\$ 3,469,727	\$ 5,000,000
Sidewalk-Tryon St	\$ 1,750,000	\$ -	\$ -	\$ 1,750,000
Barton Creek Greenway	\$ -	\$ -	\$ 917,600	\$ 917,600
Shopton Road /Beam Road Roundabout	\$ 1,125,000	\$ -	\$ -	\$ 1,125,000
Intersection Imp-Ballantyne Commons Pkwy/McKee Road & Providence Road (NC 16)	\$ 370,633	\$ 370,633	\$ 370,633	\$ 1,111,900
Sidewalk-Providence Road	\$ -	\$ 750,000	\$ -	\$ 750,000
Sidewalk-Nevin Gibbon	\$ 911,501	\$ 81,499	\$ -	\$ 993,000
Sidewalk-Sunset Road	\$ -	\$ 1,385,010	\$ -	\$ 1,385,010
Sidewalk-Graham St	\$ -	\$ 187,500	\$ -	\$ 187,500
Intersection Improvement-NC 16 (Brookshire Blvd.) and Lawton Road	\$ -	\$ 1,395,000	\$ -	\$ 1,395,000
Tuckaseegee/Berryhill/Thrift Road Traffic Circle	\$ -	\$ 728,508	\$ -	\$ 728,508
Totals	\$ 9,376,634	\$ 9,603,924	\$ 9,773,460	\$ 28,754,018

In addition to the memo that went to the TCC that both explains the process and includes the Project Selection Subcommittee’s rankings, I am also enclosing the ranking process that was originally adopted by MUMPO in 2008 and was used to guide the scoring for these projects. Should you have any questions please feel free to contact me at 704-348-2707 or jwager@centralina.org.

Enclosures

TCC Memo and Recommended Rankings, July 1, 2010
 Adopted CMAQ Project Ranking Criteria

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



MEMORANDUM

To: Robert W. Cook, AICP

From: Jason Wager, AICP

Date: June 25, 2010

Re: Congestion Mitigation and Air Quality (CMAQ) Project Ranking – for Fiscal Years 2013, 2014 and 2015

I am pleased to submit to you the recommendation of MUMPO's CMAQ Project Selection Sub-committee. Enclosed with this memo is a summary of the twenty-nine (29) projects received in response to your recent request for submittals along with the points assigned to each by the Sub-committee. Upon review by MUMPO's Technical Coordinating Committee the following action is requested:

Recommend to the MPO which CMAQ projects to fund for fiscal years 2013, 2014 and 2015, based on the results of the CMAQ subcommittee ranking.

BACKGROUND: In July 2008 MUMPO assigned a CMAQ subcommittee with the task of developing criteria to recommend projects to the MUMPO based on a comprehensive and technically-oriented project ranking process. Such a process was developed and subsequently adopted by MUMPO in the fall of 2008.

Using this project ranking criteria (that was made available to all applicants), review of applications and discussions of point assignments were undertaken by the Sub-committee. The Sub-committee is made up of air quality and transportation professionals from the MUMPO region and is listed here.

Name	Organization
Eldewins Haynes	CDOT
Leslie Rhodes	MCAQ
Ann Lorscheider	NCDOT
Anil Panicker	NCDOT-Urban Area Coordinator
David McDonald	CATS
Anna Gallup	CDOT
Scott Kaufhold/Adam McLamb	Town of Indian Trail
Richard Hancock/Tim Boland	NCDOT Division 10
Nick Polimeni/Bob Cook	MUMPO Staff
Jason Wager	Centralina COG/Chair

REVIEW PROCESS AND HIGHLIGHTS: The Sub-committee reviewed proposals in advance of the first meeting and came prepared to score the projects based on the criteria. Prior to beginning the scoring, the Sub-committee disclosed potential conflicts of interest with the project submittals and decided that individuals tied to projects could not directly contribute to point deliberations during the review process when related to a project they were affiliated with.

Sub-committee members proceeded to rank all projects, however, did make a point to ensure that all criteria were being reviewed by all members in a uniform manner (e.g.- “Transportation Impact” and “Applicant Financial Commitment”) to ensure fair scoring. Furthermore, Sub-committee members declared concerns with assumptions by specific applicant organizations or modes (e.g.-average travel distance for greenways) and would adjust pollution reduction calculations and thus, point calculations, accordingly. Ultimately, the Sub-committee arrived with a ranking by total points. To settle “ties”, the group further agreed to promote those with combined greater lifetime pollutant reductions and lower costs per kg.

The attached recommended project table and scoring lists the results of these discussions over the course of two subcommittee meetings on June 7th and 14th 2010. A “key” to show which projects are recommended as requested by the applicant, recommended but modified from what was requested (e.g.- later FY for funding), and those falling outside available funding is included with the table.

Bjorn Hansen, Centralina Transportation Program Coordinator, will be in attendance at the TCC’s July 1, 2010 meeting to present this information and address any questions or concerns. Should the TCC make a recommendation at this meeting, the information will be taken before MUMPO at its July 21, 2010 meeting.

Enclosure *(Recommended Project Table and Scoring)*

MUMPO 2010 CMAQ Sub-committee Proposal Rankings for FY's 2013, 2014, & 2015 **MUMPO CMAQ Candidate Projects 2010 Call for Projects**

ID #	Cmte Rank	Type	Project	Agency	Total CMAQ funds for project	Requested FY 13 CMAQ funds	Recommended FY 13 CMAQ funds	Requested FY 14 CMAQ funds	Recommended FY 14 CMAQ funds	Requested FY 15 CMAQ funds	Recommended FY 15 CMAQ funds	Total Funds for Project	Local Match funds Total	%	TOTAL POINTS
24	1	Diesel Retrofits	GRADE-Grants to Reduce Aging Diesel Engines	Mecklenburg County-Air Quality	\$ 500,000	\$ 500,000	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ 648,508	\$ 125,000	20.0%	75
1	2	Transit Improvements	Hybrid-Electric Transit Bus Purchase	CATS	\$ 6,384,000	\$ 2,128,000	\$ 2,128,000	\$ 2,128,000	\$ 2,128,000	\$ 2,128,000	\$ 2,128,000	\$ 7,980,000	\$ 1,596,000	20.0%	65
4	3	Transit Improvements	NC 51 Bus Service	CATS	\$ 1,941,500	\$ 1,356,500	\$ 1,356,500	\$ 292,500	\$ 292,500	\$ 292,500	\$ 292,500	\$ 3,085,000	\$ 1,143,500	37.1%	57
5	4	Transit Improvements	Park & Ride Lot Construction	CATS	\$ 4,000,000	\$ 1,040,000	\$ 1,040,000	\$ 560,000	\$ 560,000	\$ 2,400,000	\$ 2,400,000	\$ 5,000,000	\$ 1,000,000	20.0%	50
2	5	Transit Improvements	Harrisburg Road Express	CATS	\$ 292,500	\$ 97,500	\$ 97,500	\$ 97,500	\$ 97,500	\$ 97,500	\$ 97,500	\$ 585,000	\$ 292,500	50.0%	50
3	6	Transit Improvements	Highland Creek Express	CATS	\$ 292,500	\$ 97,500	\$ 97,500	\$ 97,500	\$ 97,500	\$ 97,500	\$ 97,500	\$ 585,000	\$ 292,500	50.0%	50
23	7	Congestion Relief, Transit Improvement	I-77 North HOT (High Occupancy/Toll) Lanes	Town of Huntersville/NCDOT	\$ 5,000,000	\$ 5,000,000	\$ -	\$ -	\$ 1,530,273	\$ -	\$ 3,469,727	\$ 50,000,000	\$45,000,000	90.0%	47
12	8	Bicycle/Pedestrian Facilities & Program	Sidewalk-Tryon St	Charlotte Department of Transportation	\$ 1,750,000	\$ 1,750,000	\$ 1,750,000	\$ -	\$ -	\$ -	\$ -	\$ 3,500,000	\$ 1,750,000	50.0%	47
28	9	Bicycle/Pedestrian Facilities & Program	Barton Creek Greenway	Mecklenburg County-Park & Recreation	\$ 917,600	\$ -	\$ -	\$ -	\$ -	\$ 917,600	\$ 917,600	\$ 1,147,000	\$ 229,400	20.0%	45
17	10	Congestion Relief & Traffic Flow Improvement	Shopton Road /Beam Road Roundabout	Charlotte Department of Transportation	\$ 1,125,000	\$ 1,125,000	\$ 1,125,000	\$ -	\$ -	\$ -	\$ -	\$ 1,500,000	\$ 375,000	25.0%	45
16	11	Congestion Relief & Traffic Flow Improvement	Intersection Imp-Ballantyne Commons Pkwy/McKee	Charlotte Department of Transportation	\$ 1,111,900	\$ 370,633	\$ 370,633	\$ 370,633	\$ 370,633	\$ 370,633	\$ 370,633	\$ 1,484,900	\$ 373,000	25.1%	45
11	12	Bicycle/Pedestrian Facilities & Program	Sidewalk-Providence Road	Charlotte Department of Transportation	\$ 750,000	\$ -	\$ -	\$ 750,000	\$ 750,000	\$ -	\$ -	\$ 1,075,000	\$ 325,000	30.2%	44
10	13	Bicycle/Pedestrian Facilities & Program	Sidewalk-Nevin Gibbon	Charlotte Department of Transportation	\$ 993,000	\$ 993,000	\$ 911,501	\$ -	\$ 81,499	\$ -	\$ -	\$ 1,324,000	\$ 331,000	25.0%	44
13	14	Bicycle/Pedestrian Facilities & Program	Sidewalk-Sunset Road	Charlotte Department of Transportation	\$ 1,385,010	\$ 1,385,010	\$ -	\$ -	\$ 1,385,010	\$ -	\$ -	\$ 1,846,680	\$ 461,670	25.0%	44
9	15	Bicycle/Pedestrian Facilities & Program	Sidewalk-Graham St	Charlotte Department of Transportation	\$ 187,500	\$ 187,500	\$ -	\$ -	\$ 187,500	\$ -	\$ -	\$ 250,000	\$ 62,500	25.0%	44
15	16	Congestion Relief & Traffic Flow Improvement	Intersection Improvement-NC 16 (Brookshire Blvd.)	Charlotte Department of Transportation	\$ 1,395,000	\$ 1,395,000	\$ -	\$ -	\$ 1,395,000	\$ -	\$ -	\$ 1,860,000	\$ 465,000	25.0%	41
18	17	Congestion Relief & Traffic Flow Improvement	Tuckaseegee/Berryhill/Thrift Road Traffic Circle	Charlotte-Mecklenburg Planning Dept	\$ 2,100,000	\$ 2,100,000	\$ -	\$ -	\$ 728,508	\$ -	\$ -	\$ 2,800,000	\$ 700,000	25.0%	41
19	18	Transportation Control Measures; Bicycle	UNCC-City Boulevard (Hwy 49) Multi-use path	Charlotte-Mecklenburg Planning Dept	\$ 1,125,000	\$ 1,125,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,500,000	\$ 375,000	25.0%	37
22	19	Congestion Relief & Traffic Flow Improvement	Potts-Sloan Connector	Town of Davidson	\$ 810,000	\$ -	\$ -	\$ -	\$ -	\$ 810,000	\$ -	\$ 1,080,000	\$ 270,000	25.0%	36
26	21	Bicycle/Pedestrian Facilities & Program	McDowell Creek Greenway	Mecklenburg County-Park & Recreation	\$ 1,840,000	\$ -	\$ -	\$ 1,840,000	\$ -	\$ -	\$ -	\$ 2,300,000	\$ 460,000	20.0%	35
25	20	Bicycle/Pedestrian Facilities & Program	McAlpine Creek Greenway	Mecklenburg County-Park & Recreation	\$ 1,013,600	\$ 1,013,600	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,267,000	\$ 253,400	20.0%	35
27	22	Bicycle/Pedestrian Facilities & Program	South Prong Rocky River Greenway	Mecklenburg County-Park & Recreation	\$ 828,000	\$ -	\$ -	\$ 828,000	\$ -	\$ -	\$ -	\$ 1,035,000	\$ 207,000	20.0%	35
20	23	Congestion Relief & Traffic Flow Improvement	Intersection Improvement-Torrence Chapel Road &	Town of Cornelius	\$ 288,680	\$ 288,680	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 365,680	\$ 77,000	21.1%	35
29	24	Bicycle/Pedestrian Facilities & Program	Irwins Creek Greenway	Mecklenburg County-Park & Recreation	\$ 2,028,000	\$ 2,028,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,535,000	\$ 507,000	20.0%	35
6	25	TCM; TDM; Bicycle/Pedestrian Facilities	9th St Pedestrian Bridge	Charlotte Department of Transportation	\$ 2,400,000	\$ 800,000	\$ -	\$ 800,000	\$ -	\$ 800,000	\$ -	\$ 3,000,000	\$ 600,000	20.0%	35
14	26	TCM; TDM; Congestion Relief & Traffic	Parking Pay Stations	Charlotte Department of Transportation	\$ 139,265	\$ 46,422	\$ -	\$ 46,422	\$ -	\$ 46,422	\$ -	\$ 174,081	\$ 34,816	20.0%	35
7	27	TCM; TDM; Congestion Relief & Traffic	Cash for Commuters	Charlotte Department of Transportation	\$ 5,184,000	\$ 1,728,000	\$ -	\$ 1,728,000	\$ -	\$ 1,728,000	\$ -	\$ 6,480,000	\$ 1,296,000	20.0%	30
8	28	TCM; TDM; Bicycle/Pedestrian Facilities	Drive Less Charlotte	Charlotte Department of Transportation	\$ 2,991,000	\$ 997,000	\$ -	\$ 997,000	\$ -	\$ 997,000	\$ -	\$ 3,738,000	\$ 747,000	20.0%	30
21	29	Congestion Relief & Traffic Flow Improvement	US 21 & Catawba Ave-Intersection Relocation	Town of Cornelius	\$ 2,095,000	\$ 2,095,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,652,000	\$ 557,000	21.0%	19

\$50,891,563 \$29,647,345 \$10,535,555 \$10,685,155 \$110,797,849 \$59,906,286 54.1%

Percent of Total CMAQ Request:	59.9%	21.3%	21.6%
	FY 13-Recommended	FY14-Recommended	FY15-Recommended
TOTAL AVAILABLE: \$28,754,018	FY 13 \$ 9,376,634	FY14 \$ 9,603,924	FY15 \$ 9,773,460

Key:

- Recommended As Requested
- Recommended w/ Modification
- Recommended w/ Modification-not full request
- Not Recommended



Mecklenburg-Union Metropolitan Planning Organization (MUMPO) Congestion Mitigation and Air Quality (CMAQ) Project Ranking Process

APPROVAL DATE: November 19, 2008

BACKGROUND: The MUMPO assigned a CMAQ subcommittee in July 2008 with the task of developing criteria to recommend projects to the MUMPO based on a comprehensive and technically-oriented project ranking process. Since the total value of proposed projects often significantly exceeds available funds, so an objective evaluation of proposals is necessary to determine the best use of CMAQ funds.

The following project ranking criteria process is the result of research and discussions by air quality and transportation professionals from the MUMPO region. The committee considered specific quantitative criteria for each of the categories, although this did not always prove to be feasible. The overarching goal was to create a thorough assessment that did not place undue burdens upon the applicant. When a quantitative measure of the absolute effectiveness of the project was not possible or reasonable, criteria based on a yes/no answer was created.

The scoring list below contains work discussed over the course of four subcommittee meetings in July and August of 2008. The TCC unanimously recommended this process to the MUMPO at their September 4, 2008 meeting.

FINAL PRODUCT: The MUMPO will have a process available that allows a wide variety of eligible projects to be evaluated for funding, without creating undue burdens on applicants.

PROJECT RANKING CRITERIA

1. Pollutant Reduction (25 points possible): This is the most important consideration for a project. How many kilograms of the four main pollutants: Oxides of Nitrogen (NO_x), Particulate Matter 2.5 microns in diameter (PM 2.5), Volatile Organic Compounds (VOC), and Carbon Monoxide (CO), will the project reduce over the lifetime of the project? NO_x, due to its role in Ozone formation, is the most important pollutant in the region, with PM the second most important. VOCs and CO are currently not found in high enough concentrations to significantly affect air quality, so emission reductions are not considered as a part of the pollutant reduction in this process. The applicant is responsible for all emissions calculations, with review by a MUMPO project ranking committee.

Pollutant reductions are calculated by taking the calculated yearly NO_x reductions and 25 percent of the PM 2.5 reductions, and then summing the two numbers. This yearly number is then multiplied by the number of years in the project lifetime. The result is the lifetime pollutant reduction.

EXAMPLE: A project will annually reduce NOx by 1,000 kilograms per year and PM2.5 by 1,000 kilograms per year. The applicant would take all of the NOx benefits and 250 kilograms (25 percent) of the PM2.5 reductions, and sum them. The net pollutant reduction would then be 1,250 kilograms.

The generalized project lifetimes are as follows:

- a. Bus Purchase- see Federal Transit Administration schedule for lifetime
- b. Transit Operations Improvements- length of program funding
- c. Park and Ride Lots- 20 years
- d. Intersection Improvements- 10 years
- e. Signal Improvements- 5 years
- f. HOV/ HOT Lanes- 20 years
- g. Telecommuting Center- 10 years
- h. Advocacy and Education- length of program funding
- i. TMO and TMAs- length of program funding
- j. Sidewalks, Bike Lanes, and Greenways- 20 years
- k. ITS Capital Improvements- 10 years
- l. ITS Operations Improvements- 3 years
- m. Truck Stop Electrification- 10 years
- n. Retrofit Technology- 5 years
- o. Other Project- see MUMPO staff

The lifetime pollutant reduction point breakdown is as follows:

- a. 100,000 or more kilograms removed = 25 points
- b. 75,000-99,999 kilograms removed= 20 points
- c. 50,000-74,999 kilograms removed= 15 points
- d. 10,000-49,999 kilograms removed= 10 points
- e. Less than 10,000 kilograms removed= 5 points

2. Project Cost Effectiveness (20 points possible): What is the CMAQ cost per kilogram of pollutant removed over the life of the project, with kilograms removed defined by the weighting process from Criteria #1? Projects that fall in the more-cost effective categories will receive additional points. The category breakdowns are as follows:

- a. \$24.99 or less per kilogram removed= 20 points
- b. \$25.00-\$49.99 per kilogram removed=15 points
- c. \$50.00-\$99.99 per kilogram removed= 10 points
- d. \$100.00-\$199.99 per kilogram removed= 5 points
- e. \$200.00 or more per kilogram removed= 0 points

3. Transportation Impact (15 points possible): Will the proposed project improve the transportation system? Will it improve freight movement or non-single occupant vehicle (SOV) travel? Will the project address an identified non-vehicular safety issue? If it reduced vehicular congestion, just how much congestion does it eliminate in terms of hours of delay per day?

- a. Promotes multi-modal options, including freight movement (Yes= 5 points, no= 0 points)
- b. Improves vehicular, pedestrian, or bicyclist safety (Yes= 2 points, no= 0 points)

- c. Reduces congestion (0 points for non-traffic project, 2 points for projects that do reduce congestion, but did not perform calculation). The following scores are for those applicants who performed a before and after analysis of congestion:
 - 1) Less than 10 seconds of delay per vehicle reduced= 4 points
 - 2) 10-20 seconds of delay per vehicle reduced= 6 points
 - 3) Greater than 20 seconds per vehicle reduced= 8 points

4. Policy and Information Sharing (5 points possible): Does the project intend to educate the public or community decision makers on how to improve air quality? Does the applicant attempt to make institutional change in organizations to reduce pollution? (Yes= 5 points, no= 0 points)

- a. Distributes best practices to public and decision makers
- b. Involves institutional changes to agency regarding air quality and transportation

5. Applicant Financial Commitment (5 points possible): Does the applicant have a significant financial stake in the project? Are they contributing a significant amount of their own resources towards the total project cost? If so, then they will receive more points than those who may only contribute the minimum amount necessary. The ranges of percent match of total project cost, and corresponding points, are as follows:

- a. 0-20%=0 points
- b. 20-49%= 2 points
- c. 50% or more= 5 points

6. Project Readiness (10 points possible): Does the project require environmental review? Has the applicant implemented projects in the past that are of similar complexity? Has the applicant implemented previous CMAQ projects, or projects similar in complexity?

- a. Environmental considerations
 - 1) Environmental study not prepared= 0 points
 - 2) Environmental document already received, categorical exclusion, or no environmental review required= 5 points
- b. Sponsor's ability to implement: does the applicant have a proven record implementing projects of similar type or difficulty?
 - 1) Yes= 5 points
 - 2) no= 0 points

7. Project Maintenance and Management (10 points possible): Has the applicant anticipated the ongoing maintenance and management obligations of the project? Does the applicant have a plan, and capability, for maintenance and supervision of completed project?

- a. Plan and resources in place= 10 points
- b. No committed or identified plan and resources= 0 points

8. Concurrency with Existing Plans (10 points possible): Has the proposed project been identified through a previous planning effort? Does the project help address an issue identified in one of the following types of plans?

- a. Transportation (LRTP, TP, CTP, Bicycle Plan, Pedestrian Plan, or other locally adopted transportation plan or list for community)
- b. Land Use or Comprehensive Plan
- c. Recreation Plan
- d. Economic Development Plan

RESOLUTION
ENDORISING CANDIDATE CMAQ PROJECT PROPOSALS

WHEREAS, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA) (Public Law 109-59, August 10, 2005) continues the Congestion Mitigation and Air Quality Improvement Program (CMAQ) (23 U.S.C. § 149); and

WHEREAS, CMAQ is a Federal program that funds transportation projects and programs in air quality nonattainment and maintenance areas to help achieve and maintain national standards for pollutants; and

WHEREAS, the North Carolina Department of Transportation (NCDOT) administers the CMAQ program on behalf of non-attainment and maintenance areas within North Carolina; and

WHEREAS, the Mecklenburg-Union Metropolitan Planning Organization (MUMPO) has administered a CMAQ project selection process among local area jurisdictions; and

WHEREAS, the resulting candidate project proposals meet the requirements of CMAQ and the guidelines established by NCDOT to administer the program; and

WHEREAS, upon approval of the candidate project proposals for CMAQ funding by the NCDOT, MUMPO will amend its Long-Range Transportation Plan and Metropolitan Transportation Improvement Program to include these projects.

NOW THEREFORE, BE IT RESOLVED that the Mecklenburg-Union Metropolitan Planning Organization endorses the attached listing of proposed CMAQ candidate projects provided here on this the 21st day of July, 2010.

I, Ted Biggers, Chairman of the Mecklenburg-Union Metropolitan Planning Organization, do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the Mecklenburg-Union Metropolitan Planning Organization, duly held on the 21st day of July, 2010.

Ted Biggers, Chairman

Robert W. Cook, Secretary



MEMORANDUM

TO: Mecklenburg-Union MPO

FROM: E. David McDonald, II, P.E. 
Transit Planning Manager

SUBJECT: Amendments to Transit Components of the FY2009-2015 Transportation Improvement Program

DATE: July 12, 2010

The recommended amendments to the transit portion of the TIP are necessary in order to correct the funding source and timing of funding use within the TIP. On the highway side, changes of funding sources and small changes in expenditure dates can be made administratively by NCDOT. However, the transit portion requires a formal amendment by the MPO and Board of Transportation to make similar changes. Due to the long air quality conformity lapse, we are just now able to process these amendments which are necessary to complete the grant application process for FY2011. The majority of amendments are minor corrections of funding source and all changes are consistent with the MTC adopted FY11 Budget and work plans. Of the ten (10) amendments:

- Two (2) are a reallocation of CMAQ funding; projects C-4952 and C-5107. Project C-4952 decreases funding for park and ride lots due to a reduction in land costs and redirects a portion of these funds to C-5107 for operational support to extend the GoldRush Red Line to Johnson C. Smith University and Presbyterian Hospital. The remainder of the savings will be used to purchase replacement buses for the CATS fixed route fleet. Each of these projects has been previously approved by the MPO.
- Six (6) of the remaining amendments correct the funding source to Urbanized Area Formula Program (5307) with varying combinations of state and local matching funds.
- The final two (2) amendments correct the use of Fixed Guideway Modernization funds on the Transit Bridge Inspection Program and the State of Good Repair funding for capital overhauls, rebuilds and renovations of bus and rail facilities.

The following are a list of some of the acronyms used by NCDOT to identify transit funding sources and an explanation of each.

- FUZ :** Urbanized Area Formula Program (Section 5307)
Section 5307 funding is distributed by federal formula. For Transportation Management Areas (TMAs) such as MUMPO, these funds are allocated directly to the transit provider (CATS) and must be allocated to individual grants executed with FTA. Grants under the Urbanized Area Formula Program are available to finance planning projects and to finance capital projects. Capital projects entail acquisition, construction, improvement, and maintenance of facilities and equipment for use in transit. Grants are also available in urbanized areas under 200,000 in population to finance transit-related operating costs.
- FNF:** New Freedom Program
These funds are allocated by federal formula to transit providers; but, they must be distributed based upon a locally adopted competitive process. These funds are eligible for capital and operating expenses for new public transportation services and new public transportation alternatives beyond those required by the American with Disabilities Act of 1990 (ADA), that are designed to assist individuals with disabilities.
- FMOD:** Fixed Guideway Modernization
These funds are allocated by federal formula to transit providers that operate fixed guideway transit service. A service must be in operation seven (7) years before fixed guideway funding is allocated. CATS currently receives funding for the Busway along US 74 (Independence Blvd) and should receive funding for the LYNX Light Rail Line in FY2015. These funds must be utilized for capital investments to maintain a state of good repair of the fixed guideway.
- CMAQ:** Congestion Mitigation/Air Quality
CMAQ funds are allocated to NCDOT by federal formula and passed to the individual MPO's by a state formula. MUMPO has an adopted process for the application, evaluation and award of these funds to eligible projects.

FY09-15 Transportation Improvement Program
Summary of Transit Project Amendments

Amendment 1

Existing								
<u>IDNUM</u>	<u>SYSTEM</u>	<u>DESCRIPTION</u>	<u>FUNDING</u>	<u>FY11</u>	<u>FY12</u>	<u>FY13</u>	<u>FY14</u>	<u>FY15</u>
C-4952	CHARLOTTE	CONSTRUCT PARK AND RIDE LOTS	CMAQ	800	1200			
			L	200	300			
			CMAQ	800	1400			
			L	200	350			
Modified								
<u>IDNUM</u>	<u>SYSTEM</u>	<u>DESCRIPTION</u>	<u>FUNDING</u>	<u>FY11</u>	<u>FY12</u>	<u>FY13</u>	<u>FY14</u>	<u>FY15</u>
C-4952	CHARLOTTE	CONSTRUCT PARK AND RIDE LOTS	CMAQ	150	2600			
			L	38	650			

Amendment 2

Existing								
<u>IDNUM</u>	<u>SYSTEM</u>	<u>DESCRIPTION</u>	<u>FUNDING</u>	<u>FY10</u>	<u>FY11</u>	<u>FY12</u>	<u>FY13</u>	<u>FY14</u>
C-5107	CHARLOTTE	GOLDRUSH - DOWNTOWN BUSINESS	CMAQ	650				
		SHUTTLE OPERATING SUPPORT	L	325				
			STAT	325				
Modified								
<u>IDNUM</u>	<u>SYSTEM</u>	<u>DESCRIPTION</u>	<u>FUNDING</u>	<u>FY11</u>	<u>FY12</u>	<u>FY13</u>	<u>FY14</u>	<u>FY15</u>
C-5107	CHARLOTTE	GOLDRUSH - DOWNTOWN BUSINESS	CMAQ	650				
		SHUTTLE OPERATING SUPPORT	L	325				
			STAT	325				

Amendment 3

Existing								
<u>IDNUM</u>	<u>SYSTEM</u>	<u>DESCRIPTION</u>	<u>FUNDING</u>	<u>FY11</u>	<u>FY12</u>	<u>FY13</u>	<u>FY14</u>	<u>FY15</u>
TA-4711	CHARLOTTE	EXPANSION AND REPLACEMENT STS	FNF	254	264	275		
		PARATRANSIT BUSES	FUZ			1332		
			L	2590	1908	174		
			STAT	24	25	155		
Modified								
<u>IDNUM</u>	<u>SYSTEM</u>	<u>DESCRIPTION</u>	<u>FUNDING</u>	<u>FY11</u>	<u>FY12</u>	<u>FY13</u>	<u>FY14</u>	<u>FY15</u>
TA-4711	CHARLOTTE	EXPANSION AND REPLACEMENT STS	FNF					
		PARATRANSIT BUSES	FUZ	1500	1800	1750	1900	2000
			L	188	225	219	238	250
			STAT	187	225	218	237	250

FY09-15 Transportation Improvement Program
Summary of Transit Project Amendments

Amendment 4

Existing								
<u>IDNUM</u>	<u>SYSTEM</u>	<u>DESCRIPTION</u>	<u>FUNDING</u>	<u>FY11</u>	<u>FY12</u>	<u>FY13</u>	<u>FY14</u>	<u>FY15</u>
TA-4960	CHARLOTTE	REPLACEMENT VANPOOL VANS	L	189	231	321		
Modified								
<u>IDNUM</u>	<u>SYSTEM</u>	<u>DESCRIPTION</u>	<u>FUNDING</u>	<u>FY11</u>	<u>FY12</u>	<u>FY13</u>	<u>FY14</u>	<u>FY15</u>
TA-4960	CHARLOTTE	REPLACEMENT VANPOOL VANS	FUZ	375	320	189		
			L	94	80	47		

Amendment 5

Existing								
<u>IDNUM</u>	<u>SYSTEM</u>	<u>DESCRIPTION</u>	<u>FUNDING</u>	<u>FY11</u>	<u>FY12</u>	<u>FY13</u>	<u>FY14</u>	<u>FY15</u>
TA-4716	CHARLOTTE	EXPANSION VANPOOL VANS	L	151	148	156		
Modified								
<u>IDNUM</u>	<u>SYSTEM</u>	<u>DESCRIPTION</u>	<u>FUNDING</u>	<u>FY11</u>	<u>FY12</u>	<u>FY13</u>	<u>FY14</u>	<u>FY15</u>
TA-4716	CHARLOTTE	EXPANSION VANPOOL VANS	FUZ			83		
			L			11		
			STAT			10		

Amendment 6

Existing								
<u>IDNUM</u>	<u>SYSTEM</u>	<u>DESCRIPTION</u>	<u>FUNDING</u>	<u>FY11</u>	<u>FY12</u>	<u>FY13</u>	<u>FY14</u>	<u>FY15</u>
TD-4702B	CHARLOTTE	TRANSIT CENTERS-PLAN, DESIGN, RIGHT- OF-WAY ACQUISITION AND CONSTRUCTION	FUZ					
			L	2100	2900	2100		
			STAT					
Modified								
<u>IDNUM</u>	<u>SYSTEM</u>	<u>DESCRIPTION</u>	<u>FUNDING</u>	<u>FY11</u>	<u>FY12</u>	<u>FY13</u>	<u>FY14</u>	<u>FY15</u>
TD-4702B	CHARLOTTE	TRANSIT CENTERS-PLAN, DESIGN, RIGHT- OF-WAY ACQUISITION AND CONSTRUCTION	FUZ		2800			
			L		350			
			STAT		350			

Amendment 7

Existing								
<u>IDNUM</u>	<u>SYSTEM</u>	<u>DESCRIPTION</u>	<u>FUNDING</u>	<u>FY11</u>	<u>FY12</u>	<u>FY13</u>	<u>FY14</u>	<u>FY15</u>
TG-4726	CHARLOTTE	MISCELLANEOUS EQUIPMENT (ASSET MAINTENANCE)	FUZ		400			
			L		100			
Modified								
<u>IDNUM</u>	<u>SYSTEM</u>	<u>DESCRIPTION</u>	<u>FUNDING</u>	<u>FY11</u>	<u>FY12</u>	<u>FY13</u>	<u>FY14</u>	<u>FY15</u>
TG-4726	CHARLOTTE	MISCELLANEOUS EQUIPMENT (ASSET MAINTENANCE)	FUZ	560	595	353	320	155
			L	140	149	88	80	39

FY09-15 Transportation Improvement Program
Summary of Transit Project Amendments

Amendment 8

Existing								
<u>IDNUM</u>	<u>SYSTEM</u>	<u>DESCRIPTION</u>	<u>FUNDING</u>	<u>FY11</u>	<u>FY12</u>	<u>FY13</u>	<u>FY14</u>	<u>FY15</u>
TG-4827	CHARLOTTE	TRANSIT SERVICE VEHICLES	L	411	140	271		
Modified								
<u>IDNUM</u>	<u>SYSTEM</u>	<u>DESCRIPTION</u>	<u>FUNDING</u>	<u>FY11</u>	<u>FY12</u>	<u>FY13</u>	<u>FY14</u>	<u>FY15</u>
TG-4827	CHARLOTTE	TRANSIT SERVICE VEHICLES	FUZ	182	290	625		1200
			L	46	73	156		300

Amendment 9

Existing								
<u>IDNUM</u>	<u>SYSTEM</u>	<u>DESCRIPTION</u>	<u>FUNDING</u>	<u>FY11</u>	<u>FY12</u>	<u>FY13</u>	<u>FY14</u>	<u>FY15</u>
TW-5104	CHARLOTTE	STATE OF GOOD REPAIR - BUS AND RAIL	FMOD	350	600	650	800	
			L	44	75	81	100	
			STAT	44	75	81	100	
Modified								
<u>IDNUM</u>	<u>SYSTEM</u>	<u>DESCRIPTION</u>	<u>FUNDING</u>	<u>FY11</u>	<u>FY12</u>	<u>FY13</u>	<u>FY14</u>	<u>FY15</u>
TW-5104	CHARLOTTE	STATE OF GOOD REPAIR - BUS AND RAIL	FUZ	5041	4080	3280	4200	3280
			FMOD					736
			L	631	510	410	525	502
			STAT	630	510	410	525	502

Amendment 10

Existing								
<u>IDNUM</u>	<u>SYSTEM</u>	<u>DESCRIPTION</u>	<u>FUNDING</u>	<u>FY11</u>	<u>FY12</u>	<u>FY13</u>	<u>FY14</u>	<u>FY15</u>
TW-5102	CHARLOTTE	TRANSIT BRIDGE PROGRAM - INSPECTION, EMERGENCY RESPONSE CAPITAL REPAIRS	FMOD	350	600	650	800	
			L	44	75	81	100	
			STAT	44	75	81	100	
Modified								
<u>IDNUM</u>	<u>SYSTEM</u>	<u>DESCRIPTION</u>	<u>FUNDING</u>	<u>FY11</u>	<u>FY12</u>	<u>FY13</u>	<u>FY14</u>	<u>FY15</u>
TW-5102	CHARLOTTE	TRANSIT BRIDGE PROGRAM - INSPECTION, EMERGENCY RESPONSE CAPITAL REPAIRS	FUZ	80	180	160	200	
			FMOD					240
			L	10	23	20	25	30
			STAT	10	22	20	25	30

RESOLUTION

ADOPTING AN AMENDMENT TO THE MECKLENBURG-UNION URBAN AREA METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR FY2009-FY2015

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

WHEREAS, the 2030 Transit Corridor System Plan adopted by the Metropolitan Transit Commission provides the basis for the transit component of the *2035 Long Range Transportation Plan*; and

WHEREAS, the Mecklenburg-Union Metropolitan Planning Organization has reviewed the FY2009-2015 Transportation Improvement Program and found the need to amend it to be consistent with the 2030 Corridor System Plan; and

WHEREAS, the list of project modifications and the funding source for these projects are listed on the attached FY09-15 Transportation Improvement Program Summary of Transit Project Amendments; and

WHEREAS, the Metropolitan Planning Organization finds that the proposed amendment is for a projects that are exempt from the requirements to determine air quality conformity; and

WHEREAS, the proposed projects are included in the *2035 Long Range Transportation Plan* (which has a planning horizon year of 2035), and meets all the requirements in 23 CFR 450.

NOW THEREFORE BE IT RESOLVED by the Mecklenburg-Union Urban Area Metropolitan Planning Organization that the FY2009-FY2015 Metropolitan Transportation Improvement Program dated June, 2008, for the Mecklenburg-Union Urban Area is amended as listed above on this the 21st day of July, 2010.

I, Ted Biggers, Chairman of the Mecklenburg-Union Metropolitan Planning Organization, do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the Mecklenburg-Union Metropolitan Planning Organization, duly held on the 21st day of July, 2010.

Ted Biggers, Chairman

Robert W. Cook, Secretary



Sustainable Communities Planning Grant Summary

Centralina, in collaboration with Catawba Regional Council of Governments and a number of other regional partners, will submit an application for HUD's Sustainable Communities Regional Planning Grant Program on August 23, 2010.

The Sustainable Communities Regional Planning Grant Program supports metropolitan and regional planning efforts that integrate housing, land use, economic and workforce development, transportation, and infrastructure investments in a manner that empowers jurisdictions to consider the interdependent challenges of: (1) economic competitiveness and revitalization; (2) social equity, inclusion, and access to opportunity; (3) energy use and climate change; and (4) public health and environmental impact. Approximately \$75 million is available nationwide for grants to major metropolitan regions. The grants are intended to translate the Livability Principles at the core of the HUD/EPA/DOT Sustainable Communities Partnership (see back of page) into strategies that direct long-term development and reinvestment, demonstrate a commitment to addressing issues of regional significance, utilize data to set and monitor progress toward performance goals, and engage stakeholders and citizens in meaningful decision-making roles.

Centralina and Catawba Regional COGs, and their partners, will use the grant application as an opportunity to put regional "legs" under the CONNECT Regional Vision, a values-based document that supports Sustainable, Well-Managed Growth, a Healthy Environment, Regional Multi-Modal Transportation, and a Strong and Diverse Economy. The Vision has now been adopted by 52 jurisdictions representing almost 70% of the region's population. ***Funding from this Program will support the development and implementation of a Regional Plan for Sustainable Development (RPSD) that helps communities to align housing, transportation investment, water infrastructure, economic development, land use planning, environmental conservation, energy system, open space, workforce development, and other infrastructure priorities for the region, based on growth in the future.*** The process will be actively citizen-driven, in collaboration with partnering agencies, stakeholder groups, and the public, including the disadvantaged and minorities. The resulting Plan will give "legs" to our adopted CONNECT Vision, enabling our region to strategically direct investment, to advocate for resources with one voice, and to foster a mix of jobs, housing and infrastructure investments that represent both good return on investment and environmental sustainability. Such an approach can increase each of our jurisdictions' fiscal sustainability, enhance job opportunities and housing for all of the region's residents, and protect the environment in ways that we now cannot achieve. The process will include specific, measurable objectives and benchmarks that will serve as progress indicators.

If you're a local government, a non-profit organization, a business leadership group, an MPO or RPO, an interested citizen...please contact Centralina COG (704-372-2416) and ask how you can become a partner in the CONNECT Sustainable Communities Partnership. The grant process will be highly competitive, and strong partnerships will be a key factor in success both in obtaining funding and in the planning process.

Livability Principles From the HUD/EPA/DOT Partnership for Sustainable Communities

The Partnership for Sustainable Communities established six livability principles that will act as a foundation for interagency coordination:

1. Provide more transportation choices.

Develop safe, reliable and economical transportation choices to decrease household transportation costs, reduce our nation's dependence on foreign oil, improve air quality, reduce greenhouse gas emissions and promote public health.

2. Promote equitable, affordable housing.

Expand location- and energy-efficient housing choices for people of all ages, incomes, races and ethnicities to increase mobility and lower the combined cost of housing and transportation.

3. Enhance economic competitiveness.

Improve economic competitiveness through reliable and timely access to employment centers, educational opportunities, services and other basic needs by workers as well as expanded business access to markets.

4. Support existing communities.

Target federal funding toward existing communities – through such strategies as transit-oriented, mixed-use development and land recycling – to increase community revitalization, improve the efficiency of public works investments, and safeguard rural landscapes.

5. Coordinate policies and leverage investment.

Align federal policies and funding to remove barriers to collaboration, leverage funding and increase the accountability and effectiveness of all levels of government to plan for future growth, including making smart energy choices such as locally generated renewable energy.

6. Value communities and neighborhoods.

Enhance the unique characteristics of all communities by investing in healthy, safe and walkable neighborhoods – rural, urban or suburban.

CONNECT Regional Vision Core Values and Priority Action Agenda

The CONNECT Regional Vision adopted by 52 jurisdictions in the Greater Charlotte Region focuses on 6 Core Values and an Action Agenda:

- 1. Sustainable, Well-Managed Growth...**that maintains quality of life, protects open space and environmental quality, retains the region's natural character, and maximizes the efficiency of infrastructure investments, through enhanced cross-jurisdictional, cross-discipline planning and maintaining the vitality of existing communities.
- 2. A Safe and Healthy Environment...**with good air and water quality, through open space preservation, and through both local and regional actions to promote air and water quality and natural resource conservation.
- 3. A Strong, Diverse Economy...**that supports a wide variety of businesses and enterprises, through a safe and reliable multi-modal transportation system to move people and goods, and through collaborative approaches to economic development.
- 4. High-Quality Educational Opportunities...**that are available to all residents, through a cohesive regional approach to resource development for educational needs, and through development of strong workforce preparedness programs that prepare individuals for a variety of career tracks emerging in the region.
- 5. Enhanced Social Equity...**through community leadership and cooperative volunteerism, engaging ALL citizens in voting, community participation and leadership, and volunteerism.
- 6. Increased collaboration among Jurisdictions...**on issues that transcend boundaries, including growth management, transportation, and environment, recognizing both regional and local needs.

RESOLUTION
IN SUPPORT OF THE
SUSTAINABLE COMMUNITIES REGIONAL PLANNING GRANT

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

WHEREAS, the Sustainable Communities Regional Planning Grant Program (Program) is designed to support regional planning efforts by linking housing, transportation, economic development, and the environment; and

WHEREAS, the Program's foundation is six Livability Principles that are intended to promote sustainability and are closely linked to the CONNECT Regional Vision Core Values and Action Agenda adopted by the majority of MUMPO members; and

WHEREAS, both the Livability Principles and the CONNECT Action Agenda call for the provision of more transportation choices, and a multi-modal transportation system that supports economic development and land use planning; and

WHEREAS, the Goals & Objectives of the Mecklenburg-Union Metropolitan Planning Organization's (MUMPO) 2035 Long Range Transportation Plan are consistent with the Livability Principles and the CONNECT Regional Vision Core Values and Action Agenda; and

WHEREAS, work associated with the grant will provide a strong platform for the preparation of MUMPO's next long range transportation plan; and

WHEREAS, MUMPO participation in the consortium for the Sustainable Communities Regional Planning Grant will afford MUMPO members opportunities to better align their own housing, land use, transportation, water infrastructure, economic development, and environmental plans; and

WHEREAS, MUMPO participation in, and successful completion of, the Sustainable Communities Regional Planning Grant will afford MUMPO members benefits in applying for additional funds to support project implementation; and

NOW, THEREFORE, BE IT RESOLVED, that the Mecklenburg-Union Metropolitan Planning Organization supports the submission of a Sustainable Communities Regional Planning Grant with Centralina Council of Governments as lead applicant, and agrees as a member of the Regional Sustainable Communities Planning Consortium to participate in planning activities relevant to the geography of the Mecklenburg-Union MPO and adjacent counties; and

BE IT FURTHER RESOLVED, that the Mecklenburg-Union MPO agrees to consider the identification of those portions of its planning funds that support air quality, regional planning, and LRTP development as "in kind" match for the Sustainable Communities Regional Planning Grant.

I, Ted Biggers, Chairman of the Mecklenburg-Union Metropolitan Planning Organization, do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the Mecklenburg-Union Metropolitan Planning Organization, duly held on the 21st day of July, 2010.

Ted Biggers, Chairman

Robert W. Cook, Secretary

SMALL PROJECTS LIST

Project	Description	Total Cost	Amount Requested
Bicycle/Pedestrian Improvements	Convert road to provide median and bike/ped path - connectivity	\$1,500,000	\$500,000
Pedestrian Improvements	Add sidewalk and ped refuge improvements - connectivity	\$2,000,000	\$500,000
Turn Lanes	Realign and add right-turn lanes	\$1,100,000	\$500,000
Intersection Improvements	Replace signalized intersection with a roundabout in order to improve traffic movement, decrease delays and improve air quality. Additional left turn lanes in both directions are recommended	\$500,000	\$500,000
Sidewalk	Complete a sidewalk system to improve connectivity and pedestrian safety	\$260,000	\$260,000
Sidewalk	Complete a sidewalk system to improve connectivity and pedestrian safety	\$250,000	\$250,000
Bicycle/Pedestrian Improvements	Make improvements by reallocating pavement to accommodate bicycles and pedestrians.	\$500,000	\$500,000
Pedestrian Improvements	Provide safer crossing for students.	\$35,000	\$35,000
Bicycle/Pedestrian Improvements	Provide bicycle and pedestrian accommodations.	\$25,000	\$25,000
Intersection Improvements	Construct a roundabout to provide for safe u-turns to facilitate access to two schools, as well as generally improve safety and capacity	\$450,000	\$450,000
Road Connectivity	Project relocation and connection would provide vehicular connectivity between two subdivisions, and would provide some minor congestion relief at an intersection	\$200,000	\$200,000
Sidewalk	Construct a sidewalk that links several apartment complexes with retail and employment opportunities, as well as promote multimodal trip planning and improve safety (current pedestrian activity is evidenced by a worn trail along the roadway)	\$200,000	\$200,000

Intersection Improvements	Realign intersection, add turn lanes and signalize	\$400,000	\$400,000
Turn Lanes	Add turn lanes	\$400,000	\$400,000
Pedestrian Improvements	Add sidewalks and pedestrian crossing improvements near a subdivision and new elementary school. Innovative	\$400,000	\$400,000
Intersection Improvements	Convert existing intersection to a signalized, full-movement intersection	\$180,000	\$180,000
Turn Lanes	Construct an exclusive southbound right-turn lane for an elementary school	\$155,000	\$155,000
Road Connectivity	Connect the two existing roads.	\$160,000	\$160,000
Road Diet	Project would eliminate one northbound lane, and improvements include a new landscaped median, decorative crosswalks, left turn lanes with stamped asphalt, bike lanes, and new sidewalk installation as required. The introduction of the landscaped median <i>“enables the creation of pedestrian refuge islands, significantly improving the connectivity of downtown to its adjacent neighborhoods”</i> (Downtown Master Plan)	\$1,050,000	\$500,000
Intersection Improvements	Install a roundabout at an existing intersection, improvements include several opportunities for landscaped areas and decorative crosswalk installations as well as continue the pedestrian access/ bicycle lanes to the adjoining residential neighborhoods	\$2,000,000	\$500,000
Pedestrian Improvements	Installation of a new, wider pedestrian walkway across a rail right-of-way, improves pedestrian access and enhances connectivity from the Downtown Area to several adjoining neighborhoods	\$500,000	\$250,000

Transportation Planning Improvements	This is a planning project to define the necessary multi-modal transportation improvements for the town's downtown area	\$100,000	\$100,000
Pedestrian Improvements	This project will result in pedestrian improvements that will connect the school to five adjacent neighborhoods	\$175,000	\$175,000
TOTALS:		\$12,540,000	\$7,140,000