



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

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STALLINGS  
UNION  
COUNTY  
WAXHAW  
WEDDINGTON  
WESLEY CHAPEL  
WINGATE

TO: Mecklenburg-Union MPO Delegates & Alternates  
FROM: Robert W. Cook, AICP  
MUMPO Secretary  
DATE: March 10, 2011  
SUBJECT: **March 2011 MPO Meeting**  
**Wednesday, March 16, 2011**

The March 2011 meeting of the Mecklenburg-Union Metropolitan Planning Organization (MUMPO) is scheduled for Wednesday, March 16, 2011. The education session will begin at 6:00 PM and the meeting will begin at 7:00 PM. The education session and the meeting will both take place in Room 267 of the Charlotte-Mecklenburg Government Center, located 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.

# Mecklenburg-Union Metropolitan Planning Organization

March 16, 2011

Room 267-Charlotte-Mecklenburg Government Center

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## 6:00 PM Education Session

**Topic:** NCDOT's Strategic Prioritization Process

**Presenters:** Don Voelker, PE, North Carolina Department of Transportation

## 7:00 PM Meeting Agenda

1. **Call to Order** Ted Biggers
  
2. **Approval of Minutes** Ted Biggers  
*ACTION REQUESTED: Approve January 2011 meeting minutes as presented.*
  
3. **Citizen Comment Period**
  
4. **Charlotte Streetcar Project** Robert Cook  
*ACTION REQUESTED: The following action is requested:*
  - a. Amend the 2009-2015 Transportation Improvement Program to place project funding for the 1.5 mile segment in FY 2011
  - b. Amend the 2035 Long Range Transportation Plan to place the 1.5 mile segment in the 2015 horizon year
  - c. Make a conformity determination on the amended 2009-2015 TIP and amended 2035 LRTP

*TCC RECOMMENDATION: The TCC unanimously recommended at its March 3, 2011 meeting that the MPO take the above requested action.*

*BACKGROUND: See attached memorandum.*

*ATTACHMENTS: Memorandum and draft resolution. (The public comments were distributed to the MPO delegates and alternates in a separate email.) The amendments report and draft air quality conformity determination report can be viewed on MUMPO's website at: <http://www.mumpo.org/CharlotteStreetcarProject.htm>*
  
5. **CATS 2009-2015 TIP Amendment** David McDonald  
*ACTION REQUESTED: Amend the 2009-2015 TIP in order to utilize funds allocated for FY 2011, designated to CATS for the replacement of underground fuel tanks at the North Davidson Bus Maintenance Facility.*  

*TCC RECOMMENDATION: The TCC unanimously recommended at its March 3, 2011 meeting that the MPO take the above requested action.*

*BACKGROUND: When the draft 2012-2018 TIP was released it listed a \$1.5 million allocation for an unspecified project for CATS. In November 2010 the MPO supported the allocation, provided it was used for a capital project. This \$1,500,000 in federal STP funding will be utilized*

to replace underground fuel tanks and provide extra fuel storage capacity for the newly renovated North Davidson Bus Maintenance Campus.

ATTACHMENTS: Draft resolution.

- 6. FY 2011 Unified Planning Work Program Amendment** Scott Kaufhold  
*ACTION REQUESTED: Amend the FY 2011 Unified Planning Work Program (UPWP) as noted below.*

*TCC RECOMMENDATION: The TCC unanimously recommended at its March 3, 2011 meeting that the MPO amend the UPWP as requested.*

*BACKGROUND: The Town of Indian Trail received Planning (PL) funds from the MPO to prepare a local transportation plan. The Town wishes to use the funds for an intersection analysis project.*

- 7. ARRA Rail Improvements** Robert Cook  
*ACTION REQUESTED: Adopt a resolution of continued support for high speed rail.*

*TCC RECOMMENDATION: The TCC unanimously recommended at its March 3, 2011 meeting that the MPO adopt the attached resolution.*

*BACKGROUND: NCDOT was awarded \$545 million in American Recovery & Reinvestment Act (ARRA) funds to fund 27 projects in 11 counties for track improvements necessary to advance the Southeast High Speed Rail corridor, which will ultimately run between Charlotte and Washington, D.C. Recently, the House of Representatives passed a continuing resolution bill that would eliminate spending on high speed rail. Due to recent discussion about action on a possible rescission of ARRA funding related to North Carolina's high speed rail project, it would be an appropriate time for the MPO to weigh in on the issue.*

ATTACHMENT: Draft resolution.

- 8. Draft Transportation Improvement Program (TIP)**  
*The MPO will be asked to provide direction on the issues listed below.*

**A. Potential TIP Changes** Robert Cook  
*BACKGROUND: The memorandum attached to the agenda lists several projects for which direction will be needed.*

**B. I-77 Widening & HOV Lanes Conversion**  
*ACTION REQUESTED: Endorse a course of action on this project.*

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

**C. Rea Road Extension** Robert Cook  
*ACTION REQUESTED: Determine if an endorsement of this project being included in the TIP is appropriate.*

*BACKGROUND: The MPO gave Weddington officials 60 days to prepare a plan that would permit construction of a two-lane cross section.*

**D. Prosperity Church Road/I-485 Interchange** Matt Magnasco  
*ACTION REQUESTED: FYI*

*BACKGROUND: The MPO allocated STP-DA funds in FY 15 for a project to realign a portion of Little Rock Road (U-5116) in conjunction with the City of Charlotte's Fred D. Alexander Boulevard projects. The City has already completed planning and design on the project, so using the funds in FY 15 would result in a substantial delay to the project. The City proposes to reallocate the \$4.8 million in DA funds from Little Rock Road to construct a segment of realigned Prosperity Church Road in the Prosperity Village/I-485 interchange. This segment must be open to traffic when I-485 is completed (currently scheduled for December 2014) for the interchange to function properly. The funding year is also requested to be changed from FY 15 to FY 13.*

**E. Establish April Meeting Date**

Robert Cook

*ACTION REQUESTED: Schedule a date and time for a special April meeting of the MPO.*

*BACKGROUND: A special meeting is needed in order for the TIP process to remain on schedule. At this meeting, the MPO will be asked to do the following:*

- a. Release a draft version of the TIP*
- b. Release a draft list of LRTP amendments necessitated by TIP project schedule changes*
- c. Release a draft air quality conformity determination report*
- d. Approve the start of a public comment period*

**9. Weddington Area TIP Amendment**

Barry Moose

*ACTION REQUESTED: FYI*

*BACKGROUND: NCDOT has proposed roadway modifications in the vicinity of the intersection of Providence Road (NC 16) and Weddington Road (NC 84) that will require a TIP amendment. The MPO will be asked to act on the amendment at an upcoming meeting.*

**10. MUMPO Project Prioritization**

Nicholas Polimeni

*ACTION REQUESTED: FYI*

*BACKGROUND: Prior to the next LRTP cycle, MUMPO's project ranking criteria will need to be evaluated. In addition, MUMPO will have an opportunity this summer to submit projects to NCDOT as part of SPOT's Strategic Prioritization Process. MUMPO staff has begun discussing prioritization on a broad level, and as it relates specifically to SPOT, and will be requesting input from the MPO as part of the process.*

**11. Bicycle and Pedestrian Prioritization Process**

Lauren Blackburn

*ACTION REQUESTED: FYI*

*BACKGROUND: A subcommittee of the TCC was recently formed to continue the development of a methodology for ranking bicycle and pedestrian projects. Two meetings of the subcommittee have been completed; this is an update regarding the progress of the subcommittee and the status of the prioritization process.*

**12. Congestion Mitigation & Air Quality (CMAQ)**

Nicholas Polimeni

*ACTION REQUESTED: FYI*

*BACKGROUND: A subcommittee was formed last year to evaluate projects to be funded with CMAQ dollars. As part of that process, the subcommittee also had a chance to evaluate the criteria adopted by the MPO in 2008 that is used to prioritize projects. The subcommittee determined that overall the criteria is adequate and serves as a good tool to rank MUMPO's CMAQ projects; however, some minor clarifications were suggested, which were presented to the*

*TCC at its February meeting. The TCC recommended that the MPO endorse the clarifications. The MPO will be asked to act on this at an upcoming meeting.*

*ATTACHMENT: Recommended clarifications to CMAQ criteria*

**13. FY 2012 Unified Planning Work Program (UPWP)**

Robert Cook

*ACTION REQUESTED: FYI*

*BACKGROUND: Update on the status of the FY 2012 UPWP development.*

**14. Adjourn**

**MECKLENBURG-UNION METROPOLITAN PLANNING ORGANIZATION**  
**Charlotte-Mecklenburg Government Center Conference Room 267**  
**January 19, 2011 Meeting**  
**Summary Minutes**

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**Members Attending:**

David Howard (Charlotte), Sarah McAulay (Huntersville), John Quinn (Indian Trail), James Taylor (Matthews), Ted Biggers (Mint Hill), John Ashcraft (Monroe), Jim Eschert (Pineville), Lynda Paxton (Stallings), Jerry Simpson (Union County), Nancy Anderson (Weddington), Brad Horvath (Wesley Chapel), Bill Braswell (Wingate), Joel Randolph (C-M Planning Commission)

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**1. Call to Order**

Ted Biggers called the January 2011 MUMPO meeting to order at 7:05 PM.

**2. Election of Officers**

Chairman:

John Ashcraft nominated Mayor Ted Biggers for MPO chairman. A motion was made by Mr. Ashcraft to close the nominations, was seconded by Mayor Nancy Anderson and passed unanimously. Upon being put to a vote, Mayor Biggers was unanimously elected the MPO chairman for 2011.

Vice-Chairman:

Mr. Ashcraft nominated Mayor Lynda Paxton for MPO vice-chairman. A motion was made by Mr. Ashcraft to close the nominations, was seconded by David Howard and passed unanimously. Upon being put to a vote, Mayor Paxton was unanimously elected the MPO vice-chairman for 2011.

Following the elections, Chairman Biggers announced that, earlier in the month, Bill Coxe of Huntersville had been elected TCC chairman and Danny Pleasant had been elected TCC vice-chairman. Mr. Coxe thanked outgoing TCC chairman Wayne Herron for his service and presented him with a plaque that expressed MUMPO's gratitude.

**3. Approval of Minutes**

Summary:

Chairman Biggers asked if everyone had an opportunity to review the November 2010 minutes. Mayor James Taylor noted that the summary for agenda item 7H referenced the motion that was made, but omitted the vote record. Mr. Cook stated that the MPO's action was to take the action referenced in the motion and that the vote was unanimous. He stated the minutes would be corrected.

Motion:

Mayor Taylor made a motion to approve the November 2010 minutes conditioned upon the above-referenced correction being made. Mr. Howard seconded the motion. The November 2010 minutes were approved unanimously.

**4. Citizen Comment Period**

Summary:

There were no public comments.

**5. Draft Transportation Improvement Program**

Presenter:

Robert Cook

Summary:

The primary purpose of this agenda item was for the MPO to endorse a project list. The list was not the final list, but was to be used for transportation and air quality modeling purposes. Three separate actions were taken by the MPO at this meeting. The actions are detailed below:

**A. Issue: Rea Road Extension (U-3467)**

Chairman Biggers recognized Jerry Simpson to discuss this project. Mr. Simpson informed the MPO that there was progress in making arrangements that would result in a donation of right-of-way that would allow a two-lane version of the project to proceed, but additional time was needed. Weddington Mayor Pro Tem Daniel Barry formally requested that the MPO grant the Town and the landowner 60 days to work out the arrangements. Mayor Paxton stated that all information on this project should be provided to the MPO.

**Motion:**

Mr. Ashcraft made a motion to grant the Town and landowners 60 days to work on the project. The motion was seconded by Jim Eschert. Upon being put to a vote, the motion passed unanimously.

**B. Issue: Support Proposed Changes**

Mr. Cook reviewed proposed changes to the overall list of projects to be included in the TIP. Also reviewed was a list of LRTP changes that will be needed due to project schedule changes. Projects associated with the Augustalee development in Cornelius were recommended to be moved from the LRTP's 2015 horizon year to the 2025 horizon year, with the exception of the I-77 widening (I-5126) that was proposed to be removed entirely. This was due to it being replaced by a new managed lanes project that would result in the same type of road improvement. Mr. Howard asked Andrew Grant (Cornelius' assistant town manager) if the town agreed with the proposed changes. Mr. Grant stated the town was in agreement with the proposal. Mayor Quinn and Mayor Paxton noted that there was support in their communities for shifting funds from the Indian Trail Road (U-3809) and Stallings Road (U-3825) projects to a project to improve Old Monroe Road, but noted that no formal action had been taken. Lastly, an error on the list was noted. The TCC had approved moving the Charles St. widening project (U-2547) to the LRTP's 2035 horizon year, not removing it from the LRTP entirely.

All changes were listed in a memorandum included in the agenda packet.

**Motion:**

Mr. Ashcraft made a motion to support the changes as noted on the lists included in the agenda packet, with the exception of the Charles St. (U-2547) project. Mr. Howard seconded the motion. Upon being put to a vote, the motion passed unanimously.

**C. Issue: Endorse Project List**

This action was to support the overall project list.

**Motion:**

Ms. McAulay made a motion to endorse the project list as submitted, with the exception of the Rea Road Extension (U-3467) project. Mayor Taylor seconded the motion. Upon being put to a vote, the motion passed unanimously.

**6. Charlotte Streetcar Project: TIP & LRTP Amendments**

**Presenter:**

Robert Cook

**Summary:**

Mr. Cook stated that the City of Charlotte had received a \$25 million grant from the Federal Transit Administration (FTA) that will permit the construction of a 1.5 mile segment of the streetcar project. MUMPO's 2035 Long Range Transportation Plan and 2009-2015 TIP will need to be amended in order for the project to proceed. The action being requested was to release a draft LRTP amendment report, draft TIP amendment and draft air quality conformity determination report for public review and comment.

Motion:

Mr. Howard made a motion to approve the release of the draft LRTP amendment, draft TIP and draft conformity determination report for public review and comment. Mayor Quinn seconded the motion. Upon being put to a vote, the motion passed unanimously.

**7. FY 12 Unified Planning Work Program (UPWP)**

Presenter:

Robert Cook

Summary:

Mr. Cook stated that the UPWP is the MPO's annual listing of planning priorities and work tasks for the fiscal year. He noted that the actual funding amounts were not yet known due to the lack of action on the reauthorization of the transportation funding bill that expired in 2009. The local transportation planning projects for which funding was requested were reviewed. It was noted that the total cost of the requested projects was over 60% of what the MPO could hope to receive and therefore not all projects will be funded in full, or some projects may not be funded at all. Final approval of the UPWP will be requested at the May MPO meeting.

**MPO Education Session**

The regular MPO meeting was preceded by an education session at 6:00 PM. The session focused on an update on recent activity associated with the Monroe Parkway. Steve DeWitt, PE, of the North Carolina Turnpike Authority conducted the presentation.





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TO: Mecklenburg-Union MPO  
FROM: Robert W. Cook, AICP  
MUMPO Secretary  
DATE: March 9, 2011  
SUBJECT: **Charlotte Streetcar  
LRTP & TIP Amendments and Conformity Determinations**

**BACKGROUND**

The City of Charlotte received a \$24.99 million grant from the Federal Transit Administration (FTA) for the construction of a 1.5 mile segment of a proposed streetcar line. The segment in question runs from the Charlotte Transportation Center to the intersection of Elizabeth Avenue and Hawthorne Lane. (The entire project runs from the Rosa Parks Transit Center (near the I-85/Beatties Ford Road interchange) to the former Eastland Mall.)

The project requires a 20% local match. The Charlotte City Council voted in July 2010 to commit \$12 million in City funds to the required match.

**ACTION REQUIRED**

The following action is required in order for the project to proceed:

1. **Amend the 2035 Long Range Transportation Plan (LRTP)**  
This action is required because the LRTP shows the entire project in the 2035 horizon year. If approved, the proposed amendment will place the 1.5 mile segment in the 2015 horizon year, with the balance of the project remaining in the LRTP in 2035.
2. **Amend the 2009-2015 Transportation Improvement Program (TIP)**  
This action is required because the current TIP does not show funding for the project.
3. **Make conformity determinations on the amended LRTP and TIP**  
This action is required because MPOs must make conformity determinations not only on newly adopted LRTPs and TIPs, but on amended versions of the same documents.

**RECOMMENDATION**

At its March 3, 2011 meeting, the Technical Coordinating Committee unanimously recommended that the MPO take the above-mentioned action.

**PUBLIC INVOLVEMENT**

Public comments received during the public comment period and at the public meeting are attached.

The following public outreach efforts were conducted:

- A public comment period was held from January 24 through February 23\*
- Ads were published in the Mecklenburg Times, Que Pasa and Charlotte Post

- Documents were posted for public review in the main branch of the Charlotte-Mecklenburg Public Library and at the Charlotte-Mecklenburg Government Center
- A media advisory distributed via e-mail on January 24
  - The media advisory was resent February 14
- Notification was sent to all MUMPO distribution lists
- MUMPO staff participated in two Charlotte Transportation Action Plan (TAP) update meetings (Feb 9 & 10) and provided the appropriate documents for public review
- MUMPO's website was updated with all pertinent information
- E-mail sent to the Gov Delivery list
- Public meeting held on Wednesday, February 16

**PUBLIC COMMENT PERIOD EXTENDED**

MUMPO's website went down early on Wednesday, February 23 and was not fully restored until the afternoon of Thursday, February 24. This resulted in a lack of access to the streetcar project-related documents posted for public review. For this reason, the public comment period was extended to 5:00 PM, Monday, February 28.

**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 2035 Long Range Transportation Plan has been amended to add a 1.5 mile Streetcar starter project from the Charlotte Transportation Center to Presbyterian Hospital on Hawthorne Lane; and

WHEREAS, the funding source for these projects is from a New Starts federal grant award and local funds; and

WHEREAS, the following amendment has been proposed:

Add

<b>ID No.</b>	<b>System</b>	<b>Description</b>	<b>Funding</b>		<b>FFY</b>
<b>TE-5103</b>	<b>Charlotte</b>	<b>Construct an approximately 1.5 mile portion of the Charlotte streetcar project, from the Charlotte Transportation Center to Hawthorne Lane at Presbyterian Hospital</b>	<b>FNS</b>	<b>\$24,990,000</b>	<b>2011</b>
			<b>LOCAL</b>	<b>\$12,000,000</b>	
			<b>TOTAL</b>	<b>\$36,990,000</b>	

WHEREAS, this amendment reflects a competitive grant award for a portion of the Streetcar project; and

WHEREAS, the proposed amendment is consistent with the amended *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 16<sup>st</sup> day of March, 2011.

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Ted Biggers, Chairman

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Robert W. Cook, Secretary

**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 Mecklenburg-Union Metropolitan Planning Organization has approved the 2030 Corridor System Plan previously adopted by the Metropolitan Transit Commission; 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 funding source for this project is Surface Transportation Program and local transit funds; and

WHEREAS, the following amendment has been proposed:

Add

<b>ID No.</b>	<b>System</b>	<b>Description</b>	<b>Funding</b>	<b>FFY</b>
<b>TD-4703B</b>	<b>Charlotte</b>	<b>INSTALLATION OF FUEL TANKS AT N. DAVIDSON ST. BUS GARAGE</b>	<b>STP     \$ 1,500,000 LOCAL   \$ 375,000 TOTAL    \$ 1,875,000</b>	<b>2011</b>

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

WHEREAS, the proposed amendment is consistent with the amended *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 16<sup>st</sup> day of March, 2011.

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Ted Biggers, Chairman

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Robert W. Cook, Secretary

**Resolution of Support  
Regarding Funding for Rail Improvements  
in North Carolina and the Piedmont**

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 rail corridor running between Raleigh and Charlotte, North Carolina provides a vital connection for freight movement and passengers in the Piedmont and Southeastern United States; and

**WHEREAS**, this corridor has been identified as part of the Southeast High Speed Rail Corridor connecting New York to Washington, D. C., Charlotte and Atlanta; and

**WHEREAS**, in order for high-speed service to become viable along this corridor, numerous safety and modernization improvements must be implemented; and

**WHEREAS**, the ability to add additional capacity to Interstate 85 beyond what exists or is planned is limited; and

**WHEREAS**, the North Carolina Department of Transportation sought and received a commitment of more than \$545 million in American Recovery and Reinvestment Act (ARRA) funds to implement these improvements; and

**WHEREAS**, these funds are a critical investment in the future of rail service in North Carolina and the Southeastern United States.

**NOW THEREFORE BE IT RESOLVED** that the Mecklenburg-Union Metropolitan Planning Organization supports the allocation of ARRA funds for these North Carolina rail projects, and

**BE IT FURTHER RESOLVED** that the Mecklenburg-Union Metropolitan Planning Organization strongly opposes the rescinding or reallocation of these funds by Congress to other projects.

\*\*\*\*\*

I, Ted Biggers, Chairman of the Mecklenburg-Union Metropolitan Planning Organization, do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the Mecklenburg-Union Metropolitan Planning Organization, duly held on this the 16<sup>th</sup> day of March, 2011.

\_\_\_\_\_  
Ted Biggers, Chairman

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



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TO: Mecklenburg-Union MPO  
FROM: Robert W. Cook, AICP  
MUMPO Secretary  
DATE: March 9, 2011  
SUBJECT: **Draft 2012-2018 Transportation Improvement Program**

Since January’s meeting, several issues have emerged that require input from the MPO.

**1. I-77**

At their January meetings, the TCC and MPO supported converting the existing HOV lanes to HOT (high occupancy toll) lanes and to extend them to exit 28. NCDOT Division 10 Engineer Barry Moose presented an alternate proposal at the February TCC meeting that, in addition to the HOV lane conversion and extension, would result in the addition of a general purpose lane in each direction to exit 28. The alternate proposal would also result in completion of TIP project I-3311E, the widening of southbound I-77 lanes from I-85 to the Brookshire Freeway.

This topic was discussed at the March TCC meeting, and the committee expressed support for the following:

- a. Conversion of the HOV lanes to HOT lanes and extending them to exit 28-the project would be placed in the 2035 Long Range Transportation Plan’s 2015 horizon year
- b. Extending the HOT lanes across the Lake Norman causeway and placing this component of the project in the LRTP’s 2025 horizon year

The TCC did not express support for adding the general purpose lane due to the likelihood that it would reduce the effectiveness of the HOT lane.

**2. TIP Project R-4902, I-485 widening from I-77 to Johnston Road**

NCDOT recently announced that this project has been accelerated. Construction is currently programmed to start in FY 2015. The proposed start is FY 2013. The accelerated start date will require an LRTP amendment.

**3. TIP Project U-203, Airport Entrance Road**

This project was originally the responsibility of NCDOT; however, Charlotte-Douglas International Airport has elected to build it. Because it is classified as regionally significant, it must be included in MUMPO’s TIP and LRTP.

**4. TIP Project U-5116**

STP-DA funds were originally applied to this project to realign Little Rock Road in northwest Charlotte. The City of Charlotte, which is administering the project, now proposes to use the funds to construct a portion of the I-485/Prosperity Church Road interchange in northeast Charlotte. A separate presentation on this topic will be provided at the meeting.

**5. NC 27/Freedom Drive Improvements, Edgewood Road to Toddville Road**

This project is funded by the City of Charlotte. Because NC 27 is classified as regionally significant, the project must be included in MUMPO's TIP.

**6. TIP CMAQ Project**

The City of Charlotte would like to shift funding for its Harburn Forest Connectivity Improvements project from FY 2013 to FY 2014.

**OTHER OUTSTANDING ISSUES**

The MPO delayed action on the Rea Road Extension project (U-3467) until its March meeting. Local officials requested additional time to work on a proposal that will allow the project to proceed.

**ACTION REQUESTED**

No formal action is requested at this time; however, guidance on the above listed projects will be sought.



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

**APPROVED BY THE MPO:** 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<sub>x</sub>), 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<sub>x</sub>, 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<sub>x</sub> 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?~~ **The proposed project will improve the transportation system.**

**Examples:** Will it improve freight movement or non-single occupant vehicle (SOV) travel? Will the project address an ~~identified~~ **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; **explain why** (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~~ 21-49%= 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~~

- a. Identified in current adopted plan (10 points)
  - Transportation (LRTP, TP, CTP, Bicycle Plan, Pedestrian Plan, or other locally adopted transportation plan or list for community)
  - Land Use or Comprehensive Plan
  - Recreation Plan
  - Economic Development Plan
- b. Not identified in current adopted plan (0 points)