



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

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TO: Mecklenburg-Union MPO Delegates & Alternates
FROM: Robert W. Cook, AICP
MUMPO Secretary
DATE: May 11, 2011
SUBJECT: **May 2011 MPO Meeting**
Wednesday, May 18, 2011

The May 2011 meeting of the Mecklenburg-Union Metropolitan Planning Organization (MUMPO) is scheduled for Wednesday, May 18, 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 the Uptown Conference Room, located on the 8th floor of the Charlotte-Mecklenburg Government Center, 600 E. Fourth St., Charlotte.

Education Session

The education session will focus on NCDOT's efforts to prepare complete streets guidelines. The NC Board of Transportation adopted a complete streets policy in 2009. Since then, an advisory group has been working on planning and design guidelines. The draft Complete Streets Planning and Design Guidelines Framework is scheduled to be released soon. Tracy Newsome of the Charlotte Department of Transportation serves as co-chair of the advisory group and will be our presenter.

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 the 8th floor.

Mecklenburg-Union Metropolitan Planning Organization

May 18, 2011

Uptown Conference Room, 8th floor-Charlotte-Mecklenburg Government Center

6:00 PM Education Session

Topic: Complete Streets

Presenters: Tracy Newsome, Co-chair NC Complete Streets Advisory Group

7:00 PM Meeting Agenda

1. **Call to Order** Ted Biggers

2. **Approval of Minutes** Ted Biggers
ACTION REQUESTED: Approve March and April 2011 meeting minutes as presented.

3. **Citizen Comment Period**

4. **FY 2012 Unified Planning Work Program** Robert Cook
ACTION REQUESTED: Adopt the FY 2012 Unified Planning Work Program.

TCC RECOMMENDATION: The Technical Coordinating unanimously recommended that the MPO adopt the FY 2012 Unified Planning Work Program (UPWP).

BACKGROUND: The UPWP is adopted annually and identifies the major transportation planning activities to be undertaken during the fiscal year.

ATTACHMENTS: Resolution, memorandum, task descriptions and spreadsheet.

5. **MUMPO Self-Certification** Robert Cook
ACTION REQUESTED: Adopt the resolution certifying MUMPO's compliance with federal transportation planning laws, statutes, etc. during FY 11.

TCC RECOMMENDATION: The Technical Coordinating unanimously recommended that the MPO adopt the self-certification resolution.

BACKGROUND: Federal regulations require MPOs to self-certify that they comply with all laws, statutes, etc. governing the transportation planning process.

ATTACHMENTS: Memorandum, resolution and checklist.

6. **Bicycle and Pedestrian Prioritization Process** Lauren Blackburn
ACTION REQUESTED: Endorse the proposed bicycle and pedestrian ranking criteria.

TCC RECOMMENDATION: The Technical Coordinating unanimously recommended that the MPO endorse the bicycle and pedestrian prioritization process.

BACKGROUND: The MPO received a presentation at its April meeting that outlined a methodology for ranking bicycle and pedestrian projects. The MPO is now being asked to endorse the criteria. The process of ranking bicycle and pedestrian projects will begin after the criteria are endorsed.

ATTACHMENT: Proposed Bicycle and Pedestrian Ranking Methodology.

- 7. Centralina Council of Governments Sustainability Grant** Rebecca Yarbrough
ACTION REQUESTED: Approve a Memorandum of Understanding with respect to a grant received by the Centralina COG from the NC Sustainable Communities Task Force, and to adopt a Resolution of Support for the Centralina COG to apply for a HUD Sustainability Grant in 2011.

TCC RECOMMENDATION: The Technical Coordinating unanimously recommended that the MPO approve the Memorandum of Understanding and resolution.

BACKGROUND: The Centralina COG received a grant from the NC Sustainable Communities Task Force and is requesting approval of a MOA from the TCC and MPO. The Centralina COG is also seeking support to apply for a HUD Sustainability Grant later this year. Both grants will be used to complete work that would have been undertaken had the region received the national Sustainability Grant that was applied for last year; however, at a much smaller scale since the funding amount is significantly less.

ATTACHMENTS: Cover letter, work plan and MOA.

- 8. Congestion Mitigation & Air Quality (CMAQ)** Nicholas Polimeni
ACTION REQUESTED: Endorse the proposed clarifications to the CMAQ ranking criteria.

TCC RECOMMENDATION: The Technical Coordinating Committee recommended that the MPO endorse the ranking criteria clarifications.

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 the criteria is adequate and serves as a good tool to rank MUMPO's CMAQ projects; however, some minor clarifications were suggested. These clarifications are the subject of the request for action.

ATTACHMENT: Recommended clarifications to CMAQ criteria.

- 9. NCDOT Strategic Prioritization Process** Nicholas Polimeni
ACTION REQUESTED: FYI

BACKGROUND: NCDOT's Strategic Planning Office of Transportation (SPOT) has started its Prioritization 2.0 (P2.0) process. MUMPO staff attended an education session held by SPOT on May 11 which outlined the process and timeline for submitting projects into NCDOT's prioritization database. Based on the information staff has received, an update regarding the P2.0 process will be presented.

10. Draft Transportation Improvement Program (TIP)

ACTION REQUESTED: FYI

BACKGROUND: An update on the TIP's status will be provided.

11. Adjourn

MECKLENBURG-UNION METROPOLITAN PLANNING ORGANIZATION
Charlotte-Mecklenburg Government Center Conference Room 267
March 16, 2011 Meeting
Summary Minutes

Members Attending:

David Howard (Charlotte), Jim Bensman (Cornelius), John Woods (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), Jerry Simpson (Union County), Daune Gardner (Waxhaw), Nancy Anderson (Weddington), Brad Horvath (Wesley Chapel)

Non-Voting Members Attending:

Joel Randolph (Charlotte-Mecklenburg Planning Commission)

1. Call to Order

Mayor Ted Biggers called the March 2011 MUMPO meeting to order at 7:00 PM.

2. Approval of Minutes

Summary:

Chairman Biggers asked if everyone had an opportunity to review the January 2011 minutes. Mr. Cook stated that the January minutes need to be corrected to indicate Joyce Blythe in attendance for the Town of Waxhaw. He stated the minutes would be corrected.

Motion:

David Howard made a motion to approve the January 2011 minutes, including the correction noted by Mr. Cook. Mayor James Taylor seconded the motion. The January 2011 minutes were approved unanimously.

3. Citizen Comment Period

Summary:

Public comments were related to specific agenda items and are included in the minutes under those items.

4. Charlotte Streetcar Project: TIP & LRTP Amendments

Presenter:

Robert Cook

Public Comment:

Three people offered comments to the MPO:

1. Warren Cooksey-Mr. Cooksey stated that he was a member of Charlotte City Council, and that one jurisdiction taking a project out of the planned sequence of implementation hurts the regional approach to transportation planning.
2. Larry Shaheen, Jr.-Mr. Shaheen requested that the MPO not vote to amend the LRTP and TIP. He stated that the MPO should consider the best interests of the region, not just those of Charlotte. He added that the route is currently served by buses, there would be no impact on air quality and that there is no funding for the project beyond the current grant.
3. Jay Privette-Mr. Privette stated that the current CATS system was a failure based upon data from several sources, that development along the South Corridor light rail line was not successful and that the project had not reduced congestion on I-77.

Summary:

Mr. Cook stated that the City of Charlotte had received a \$25 million grant from the Federal Transit Administration (FTA) for the construction of a 1.5 mile segment of the streetcar project. Because federal funds are involved, MUMPO must amend its 2035 Long Range Transportation Plan and 2009-2015 TIP and make a conformity determination in order for the project to proceed. He noted that the segment in question was from the

Charlotte Transportation Center to the intersection of Elizabeth Avenue and Hawthorne Lane; remaining portions of the project are not the subject of the proposed action. The actions being requested were then described:

1. Amend the 2035 Long Range Transportation Plan to place the segment in question in the document's 2015 horizon year. This action is necessary because the LRTP shows the entire project in its 2035 horizon year.
2. Amend the 2009-2015 Transportation Improvement Program to place the segment in question in fiscal year 2011 of the TIP. This action is necessary because the current TIP does not show funding for the project.
3. Make a conformity determination on the amended LRTP and TIP. This is necessary because, in certain cases, MPOs must make conformity determinations on amended LRTPs and TIPs.

Mr. Cook then stated that the Technical Coordinating Committee (TCC) had unanimously recommended that the MPO take the above-listed actions.

Following the summary of the requested actions, the MPO members discussed the project at length and asked questions of staff. John Mrzygod (project manager) and David McDonald (CATS transit planning manager) were present to respond to questions dealing with operations, projected ridership, air quality, etc. Mayor Taylor asked where operating funds were coming from and Mr. Howard stated the City had committed funds for operating costs.

Motion:

Mr. Howard made a motion to:

1. amend the 2035 LRTP
2. amend the 2009-2015 TIP
3. make a conformity determination on both documents.

Ms. McAulay seconded the motion. Upon being put to a vote, the motion passed with one dissenting vote cast by the Town of Cornelius.

5. 2012-2018 Draft TIP-Rea Road Extension

This item was moved to this spot on the agenda to accommodate members of the public who wished to comment on the project.

Presenter:

Robert Cook

Public Comment:

Six people offered comments to the MPO:

1. John Giattino-Mr. Giattino stated that he had not seen any studies indicating a need for the road and that funds should be spent more wisely.
2. William Price-Mr. Price stated that he is a former mayor pro tem of Weddington and was not in favor of the project.
3. Werner Thomisser-Mr. Thomisser stated that he is a member of Weddington Town Council and stated that he was in favor of the project.
4. Karen Johnson-Ms. Johnson stated that she resided in the Weddington Hills neighborhood and that she was opposed to the project because it was advancing because of a developer.
5. Janice Propst-Ms. Propst asked for a delay until the project could be properly evaluated by citizens. She distributed two documents, one of which was a public notice issued by the Town of Weddington notifying the public of a special town council meeting to consider requesting Union County to approve sewer capacity for future developments in the town. Ms. Propst contended that the road project was discussed at this meeting and that the public notice was misleading.
6. Kim Perez-Ms. Perez stated she was opposed to the project and requested a delay in action until all studies are complete.

Following the public comments, Mayor Nancy Anderson asked to be recused from this agenda item. Mr. Howard made a motion to recuse Mayor Anderson and Ms. McAulay seconded the motion. Upon being put to a vote, the motion passed unanimously. Weddington Mayor Pro Tem Daniel Barry took Mayor Anderson's place as a voting member.

Summary:

Mr. Cook described the project and reminded the MPO that it had granted Weddington 60 days to work out issues related to the dedication of right-of-way for the project. Barry Moose, NCDOT Division 10 Engineer, discussed a new scope of work for the project and an updated cost estimate. The project is projected to cost \$7 million for a two-lane cross section.

Ms. McAulay made a motion to move forward with the project and include it in the TIP. Mr. Ashcraft seconded the motion, which was followed by a discussion among MPO members. Mayor Paxton stated that the Stallings council directed her to oppose the project; she also discussed potential impacts on septic fields. Mayor Daune Gardner asked if the project was in the Local Area Regional Transportation Plan adopted by four western Union County towns, including Weddington; Mr. Barry replied that it was. Jerry Simpson stated that the Union County Board of Commissioners supported the project and Mr. Ashcraft stated that Monroe supported the project because of its impact on the Monroe airport. Mayor Biggers asked if the \$7 million included right-of-way that needs to be acquired; Mr. Moose replied that it did not. Mayor Brad Horvath voiced Wesley Chapel's support for the project, but asked Mr. Moose where the money for the project was coming from. Mr. Moose stated that project bids were coming in under estimates and that the savings realized from the low bids were being directed to fund additional projects.

Mayor Taylor expressed concern with the process and offered a substitute motion requesting that the project be sent back to the TCC for further review. Mayor John Woods seconded the motion. This motion was put to a vote and passed with two dissenting votes cast by the towns of Huntersville and Weddington.

6. CATS 2009-2015 TIP Amendment

Presenter:

David McDonald, CATS

Summary:

Mr. McDonald requested that the MPO amend the TIP to program \$1.5 million listed in the draft 2012-2018 TIP for fiscal year 2011 for the replacement of underground fuel tanks at the CATS N. Davidson St. bus maintenance facility. He added that the TCC had unanimously recommended that the MPO amend the TIP for this project.

Motion:

Ms. McAulay made a motion to approve the TIP amendment as requested. John Ashcraft seconded the motion. Upon being put to a vote, the motion passed unanimously.

7. Draft Transportation Improvement Program

Presenter:

Robert Cook

Summary:

Mr. Cook stated that since the release of the draft TIP in August 2010, staff has been working with the TCC and MPO to obtain direction on its content to ensure it reflected MPO priorities. He further stated that this meeting was the last opportunity for input before the MPO would be asked for permission to release a final draft in April. The following projects were reviewed:

1. *I-485 widening, I-77 to Johnston Road.* The proposal was to accelerate the project from FY 2015 to FY 2013 and that an LRTP amendment would be needed to do so.
2. *Airport Entrance Road.* This was originally an NCDOT project that would now be built by the City of Charlotte. Even though City funds will be used, it must be in MUMPO's TIP because it is classified as regionally significant. It was further noted that the LRTP must be amended to include the project.
3. *NC 27/Freedom Drive, Edgewood Road to Toddville Road.* This project is being built by the City of Charlotte with city funds, but must be in MUMPO's TIP because it is regionally significant.
4. *Stallings Road/Indian Trail Road TIP projects.* Stallings and Indian Trail have indicated they wish to transfer funds from these two projects to a widening of Old Monroe Road.
5. *CMAQ project-Harburn Forest Connectivity.* This project was approved by the MPO two years ago and is located in Charlotte. The City would like to shift funds from FY 2013 to FY 2014.

6. *I-77*. This project would result in the conversion of the existing High Occupancy Vehicle (HOV) lanes to High Occupancy Toll (HOT) lanes and extend the HOT lanes to exit 28. Mr. Moose stated that this was the project scope for which support was being sought.
7. *I-485/Prosperity Road interchange*. The proposal was to shift STP-DA funds allocated to the City of Charlotte for the realignment of Little Rock Road (U-5116) to construct the northwest arc of the Prosperity Road interchange. The shift was sought because the acceleration of the completion of I-485 made the completion of the interchange a priority.

Motion:

Ms. McAulay made a motion to support the recommendations listed above. Mr. Howard seconded the motion. Upon being put to a vote, the motion passed unanimously.

Special Meeting

The MPO discussed scheduling a special April meeting in order to release the TIP and related documents for public review. The MPO decided to meet on Wednesday, April 27 at 9:00 AM. Ms. McAulay made the motion and Mr. Ashcraft seconded it, and upon being put to a vote, it passed unanimously.

8. FY 2011 Unified Planning Work Program (UPWP) Amendment

Presenter:

Scott Kaufhold, Town of Indian Trail

Summary:

Mr. Kaufhold stated that when the UPWP was approved, Planning (PL) funds were provided to Indian Trail for the purpose of preparing a local transportation plan for Indian Trail, but that the town now wished to use the funds for an intersection analysis project. Mayor Paxton and Mayor Taylor both expressed concern with Indian Trail pulling out of a combined transportation planning project with their towns. Mayor Quinn asked if Indian Trail had conducted other transportation planning activities. Mr. Kaufhold replied that it had, and added that the TCC had unanimously recommended that the MPO approve the amendment.

Motion:

Ms. McAulay made a motion to approve the UPWP amendment as presented. Mr. Howard seconded the motion. Upon being put to a vote, the motion passed unanimously.

9. ARRA Rail Improvements

Presenter:

Robert Cook

Summary:

Mr. Cook stated that North Carolina had received approximately \$545 million in economic stimulus funds in 2009 for 27 rail projects in 11 counties and that close to half of that would be spent on projects in the Charlotte area. One project would result in the double-tracking of the NC Railroad in northeast Mecklenburg County and Cabarrus County, including construction of a grade-separation at Grier Road and three other locations. Another project would result in the construction of a grade-separation between the Norfolk Southern and CSX railroads in center city Charlotte; this project was estimated to cost \$129 million. He stated that the requested action to adopt a resolution supporting the projects was in response to recent discussions in Congress to take back the funds, and added that the TCC had unanimously recommended that the MPO adopt the resolution.

Motion:

Mr. Howard made a motion to adopt the resolution as presented. Ms. McAulay seconded the motion. Upon being put to a vote, the motion passed with one dissenting vote cast by the Town of Weddington.

10. Weddington Area TIP Amendments

Presenter:

Barry Moose, NCDOT

Summary:

Mr. Moose stated that two projects were planned for the vicinity of Providence Road and were associated with the recently completed widening of that road. The first involved a realignment of Weddington School Road to improve safety, and the second was to construct a roundabout at the intersection of NC 84 and Matthews-Weddington Road.

Motion:

Mr. Howard made a motion to approve the TIP amendment. Ms. McAulay seconded the motion. Upon being put to a vote, the motion passed unanimously.

Items Not Reached

The following agenda items were not reached and were placed on the special April meeting agenda:

Item #10-MUMPO Project Prioritization

Item #11-Bicycle and Pedestrian Prioritization Process

Item #12-Congestion Mitigation & Air Quality (CMAQ)

Item #13-FY 2012 Unified Planning Work Program (UPWP)

11. Adjourn

The meeting adjourned at 9:50 PM.

MPO Education Session

The regular MPO meeting was preceded by an education session at 6:00 PM. The session focused on NCDOT's prioritization process. David Wasserman, PE, of the NCDOT's Strategic Planning Office of Transportation conducted the presentation.

MECKLENBURG-UNION METROPOLITAN PLANNING ORGANIZATION
Charlotte-Mecklenburg Government Center Conference Room 280
April 27, 2011 Meeting
Summary Minutes

Members Attending:

David Howard (Charlotte), Jim Bensman (Cornelius), Sarah McAulay (Huntersville), James Taylor (Matthews), Dumont Clarke (Mecklenburg County), John Ashcraft (Monroe), Jim Eschert (Pineville), Lynda Paxton (Stallings), Jerry Simpson (Union County), Daniel Barry (Weddington), Brad Horvath (Wesley Chapel), John Collett (NC Board of Transportation)

Non-Voting Members Attending:

Joel Randolph (Charlotte-Mecklenburg Planning Commission)

1. Call to Order

Mayor Lynda Paxton called the special April 2011 MUMPO meeting to order at 9:05 AM.

2. Citizen Comment Period

Summary:

There were no public comments.

3. Draft Transportation Improvement Program (TIP)

Presenter:

Robert Cook

Summary:

Mr. Cook stated that the request was for the MPO to approve the release of the draft 2012-2018 TIP, draft Long Range Transportation Plan amendments list and draft conformity determination report for public comment. He stated that all documents will be released once the conformity report is available (this document is being prepared by NCDOT staff). The spreadsheet included in the agenda packet was reviewed, and it was noted that it listed all TIP changes and LRTP amendments. Several projects were discussed in detail:

I-77 High Occupancy Toll (HOT) Lanes

David Howard asked about the planned I-77 High Occupancy Toll (HOT) lanes reaching exit 33. Barry Moose, NCDOT Division 10 Engineer, stated that a consultant is being hired to look at the entire I-77 corridor to I-40.

Old Monroe Road

Mr. Cook stated that the draft TIP that is released will show funds shifted from the Stallings Road and Indian Trail Road TIP projects. The project limits for the Old Monroe Road project are Trade St. to Wesley Chapel-Stouts Road, and the first section to be improved will be between I-485 and Indian Trail Road; however the environmental study could determine if another segment should proceed first. Mayor Paxton expressed concern with construction not starting until 2018.

Rea Road Extension

The Rea Road Extension project (U-3467) was discussed at length. At the March meeting, the MPO requested that the TCC review the project. Mr. Cook reported that the project was discussed at a Transportation Staff meeting and at the TCC's April meeting. The TCC meeting resulted in a recommendation that the project be programmed for right-of-way acquisition in FY 2015 and for construction in FY 2016. In addition, the TCC also recommended three additional conditions:

- 1) An environmental study should begin as soon as possible;
- 2) The Town of Weddington should not approve any further subdivision activity (especially final record plats) until a corridor is defined through the required environmental study;
- 3) All parties recognize that any landowner who has proffered right-of-way must be offered fair market value for that land and must decline that offer in accordance with federal and state laws.

There was considerable discussion about the second condition, with the MPO deciding to modify the statement by stating “The Town of Weddington and developers will work with NCDOT while the environmental process is taking place.” Sarah McAulay made a motion to officially change the language recommended by the TCC. The motion was seconded by David Howard and upon being put to a vote, the motion passed unanimously.

Motion:

Mr. Howard made a motion to release the draft TIP, draft LRTP amendments list and draft air quality conformity determination for public review. John Ashcraft seconded the motion. Upon being put to a vote, the motion passed unanimously.

4. Western Union County Local Area Regional Transportation Plan

Presenter:

Bill Duston, Centralina Council of Governments

Summary:

Mr. Duston provided information to the MPO via a Power Point presentation, the contents of which are incorporated into the minutes. He stated that some of the objectives of the project were to promote regional coordination, pool resources and to advance planning for local projects. Also noted was that the LARTP was not limited to roads-transit, bicycle and pedestrian issues were included. The plan also included a section on land use policies and ordinance revisions.

Mayor Brad Horvath noted that the towns are taking the LARTP’s recommendations and incorporating them into their ordinances. Mr. Cook stated that the LARTP is being used to help prepare MUMPO’s comprehensive transportation plan.

5. MUMPO Project Prioritization

Presenter:

Nicholas Polimeni

Summary:

Mr. Polimeni stated that project prioritization is an important component of NCDOT’s Prioritization 2.0 (P2.0) process, as well as MUMPO’s preparation of the next long range transportation plan. He reiterated that each MPO will be responsible for submitting ranked projects to NCDOT in the fall as part of P2.0. He also noted that staff has begun working on a scope to determine what needs to be done and who should be involved, and that the TCC and MPO will be updated regularly.

6. Bicycle and Pedestrian Prioritization Process

Presenter:

Lauren Blackburn, Town of Davidson

Summary:

Ms. Blackburn provided information to the MPO via a Power Point presentation, the contents of which are incorporated into the minutes. The purpose of the presentation was to update the MPO on the status of the effort to prepare a bicycle and pedestrian project prioritization process. Ms. Blackburn described the process that has been developed, and noted that its overriding principle is that all projects must be able to demonstrate a strong transportation benefit. The three main categories by which projects will be ranked are: 1) connectivity and access; 2) feasibility and cost of implementation; 3) safety. The next steps in the process will be to obtain a recommendation from the TCC, followed by a request for MPO approval at the May meeting.

TCC chairman Bill Coxe stated that this project was an excellent example of local TCC members working on an MPO project. He thanked Ms. Blackburn and Adam McLamb of Indian Trail for their work to complete this task.

7. Congestion Mitigation & Air Quality (CMAQ)

Presenter:

Nicholas Polimeni

Summary:

Mr. Polimeni reminded the MPO that a CMAQ subcommittee had been formed last year to rank CMAQ projects, and that part of that process involved evaluating the criteria used to do the ranking. He stated that the subcommittee believed the criteria to be sufficient, but that clarifications were proposed. He briefly outlined the clarifications identified and emphasized that they do not change the intent or point structure of the criteria. Mr. Polimeni stated that the item is for information only, but that it will be on the MPO agenda for action at its next meeting.

8. FY 2012 Unified Planning Work Program

Presenter:

Robert Cook

Summary:

Mr. Cook stated that a memorandum and spreadsheet were sent to the MPO members on Monday. He noted that the Unified Planning Work Program (UPWP) is the MPO's annual work plan and lists the projects to be completed during the fiscal year, along with funding sources and costs. Due to lack of action on a transportation reauthorization by Congress, the exact amount of funding was not known therefore, staff is assuming the original FY 2011 figures for planning purposes: Planning (PL) funds-\$725,000; STP-DA PL funds-\$800,000; Section 5303-\$345,696; Total-\$1,870,696. Also discussed were the local projects funded with MUMPO funds. The towns of Cornelius and Davidson have proposed projects, Mecklenburg County is the lead on a joint project with the three northern Mecklenburg towns and Charlotte, and Union County has proposed a US 74 revitalization study that it plans to conduct in partnership with Monroe, Indian Trail and Stallings.

The next steps in the process will be to obtain a recommendation from the TCC and to seek MPO approval in May.

9. MUMPO Conformity Memorandum of Agreement

Presenter:

Eldewins Haynes, Charlotte DOT

Summary:

Mr. Haynes explained the details of the memorandum of agreement (MOA) and stated that it governs the interagency consultation process used in the air quality conformity determination process. The MOA is a requirement of the Clean Air Act and its signatories include MUMPO, NCDOT, NC Department of Environment and Natural Resources (DENR), Mecklenburg County Air Quality, the US EPA, the FHWA and FTA. The MPO will be asked to adopt the MOA at its May meeting.

10. Legislative Update

Presenter:

Bill Coxe, TCC Chairman

Summary:

Mr. Coxe updated the TCC on several of the transportation issues that have been before the NC General Assembly.

1. Gas tax cap

Legislation (H 399) has been introduced to cap the gas tax. The current tax is 17.5 cents/gallon; the bill would cap the tax at 15 cents/gallon.

2. High speed rail

H 422 would require General Assembly approval before NCDOT could apply for, accept or spend funds for high speed rail projects.

3. *Equity formula*
H 635 would eliminate the uncompleted intrastate system component of the formula as well as exempt STP-DA funds.
4. *Proposed House budget*
The House budget proposes to include urban loop projects in the Mobility Fund and eliminate the Fund's intermodal criteria and would privatize NCDOT's preconstruction activities.

11. Adjourn

The meeting adjourned at 11:00 AM.



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TO: Mecklenburg-Union MPO Delegates & Alternates
FROM: Robert W. Cook, AICP
MUMPO Secretary
DATE: May 9, 2011
SUBJECT: **Draft FY 2012 Unified Planning Work Program
Agenda Item #4**

REQUEST

The MPO is requested to approve the FY 2012 Unified Planning Work Program (UPWP).

TECHNICAL COORDINATING COMMITTEE RECOMMENDATION

The Technical Coordinating Committee unanimously recommended that the MPO approve the FY 2012 UPWP.

ATTACHMENTS

Included with the MPO agenda packet are two important items:

1. Task Descriptions

The Task Descriptions document provides details on the work staff expects to undertake in the various task codes associated with the UPWP and the transportation planning process.

2. Spreadsheet

The spreadsheet shows how funding is proposed to be allocated across the various task codes described in the Task Descriptions document.

BACKGROUND

The Unified Planning Work Program (UPWP) is the MPO's annual listing of planning priorities and work tasks for the fiscal year. The UPWP includes a description of planning work and resulting products, the agency responsible for the listed work, time frames for completing identified tasks, project costs and funding sources.

FUNDING LEVELS

As has been the case the last few years, staff is developing the UPWP without knowing the full amount of funds that will be available to carry out the MPO's responsibilities. Therefore, staff is assuming that funding levels for FY 2012 will be the same as FY 2011.

MUMPO's three funding sources and their FY 2011 funding amounts are listed below:

▪ Planning (PL) funds	\$725,000
▪ STP-DA PL funds supplement	\$800,000*
▪ Section 5303 funds	\$345,696
Total	\$1,870,696

**\$800,000 is programmed in the draft 2012-2018 TIP for the MPO's STP-DA Planning funds supplement.*

IDENTIFIED TASKS

The following provides an overview of the main categories of the UPWP. Please refer to the accompanying spreadsheet for a listing of the individual tasks within the categories.

II. Continuing Transportation Planning

The continuing transportation planning work tasks are described here. A number of conditions generally need to be continuously surveyed and compiled annually to determine whether previous projections are still valid or whether plan assumptions need to be changed.

III. Travel Demand Model

In order to update the LRTP Plan and perform air quality analyses the MPO must prepare a travel demand model for the area. This is a significant task to develop and maintain. Considerable effort is required to collect data to input into the model. Additionally, substantial time is dedicated to evaluating accuracy.

Note that over 50% of the total funds available are proposed to be programmed in the two above categories. The work associated with these categories is integral to the successful completion of the MUMPO's core tasks.

IV. Long-Range Transportation Planning

A variety of work related to the update of the 2035 Long Range Transportation Plan will take place in FY 2013.

V. Continuing Programs

Tasks in this category relate to ongoing tasks necessary to the continuing operation of the MPO. For example, work associated with preparation of the UPWP is conducted in this category.

VI. Administration

Tasks in this category largely relate to the basic functions of the MPO.

LOCAL PROJECTS

In addition to funding the MPO's core tasks, MUMPO directs some of its PL funds to support local transportation planning projects initiated by its member jurisdictions. The following lists the candidate projects submitted for consideration, as well as the recommended funding levels.

1. Town of Cornelius

Project: support of MPO activities

PL funds requested: \$1600

PL funds recommended: \$1600

2. Town of Huntersville

Project: traffic count program; pedestrian planning project; connectivity study; I-77/NC 73 interchange study; MPO process staff support

PL funds requested: \$28,000

PL funds recommended: \$28,000

3. Union County

Project: US 74 corridor revitalization plan

PL funds requested: \$100,000

PL funds recommended: \$80,000

This project is planned to be spread out over two fiscal years with a total estimated cost of \$250,000. Union County staff has stated it will request FY 2013 PL funds to complete this project.

4. Joint project: Mecklenburg County, Charlotte, Cornelius, Davidson and Huntersville

Project: Redline trail study

PL funds requested: \$28,000

PL funds recommended: \$28,000

The Charlotte Department of Transportation requested PL funds for a project to extend the Mecklenburg County land use/transportation integration model into Union County. Since the outputs of the model are integral to the development of MUMPO's Long Range Transportation Plan, funds for this project are programmed under the Long Range Transportation Plan task-specifically under task code IV-1, Community Goals & Objectives.

RESOLUTION

APPROVING THE FY 2012 UNIFIED PLANNING WORK PROGRAM OF THE MECKLENBURG-UNION METROPOLITAN PLANNING ORGANIZATION

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

WHEREAS, a comprehensive and continuing transportation planning program must be carried out cooperatively in order to ensure that funds for transportation projects are effectively allocated to the Mecklenburg-Union Urban Area; and

WHEREAS, the City of Charlotte has been designated as the recipient of Federal Transit Administration Metropolitan Planning Program funds; and

WHEREAS, members of the Mecklenburg-Union Metropolitan Planning Organization agree that the Unified Planning Work Program will effectively advance transportation planning for FY 2012.

NOW, THEREFORE BE IT RESOLVED that the Mecklenburg-Union Metropolitan Planning Organization hereby endorses the FY 2012 Unified Planning Work Program for the Mecklenburg-Union Metropolitan Planning Organization.

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 18th day of May, 2011.

Ted Biggers, Chairman

Robert W. Cook, Secretary

Mecklenburg-Union Metropolitan Planning Organization

Task Descriptions

FY 12 Unified Planning Work Program

The following provides descriptions of the work proposed to be performed during Fiscal Year 2012.

II Continuing Transportation

II-1 Traffic Volume Counts

Funds allocated in this category will support collecting, processing, and analyzing traffic volume count data to support the travel demand model. Specifically, the following tasks will be conducted:

- 48 hour volume data will be collected at 550 – 700 model locations
- Vehicle occupancy studies for traffic entering CBD
- Turning movement count data at signalized intersections (used as a back check and additional layer of quality control for the model)
- Vehicle classification studies
- Travel time studies
- Pursuit of six permanent count station locations

Funding source: PL Funds: STP-DA supplement

II-4 Traffic Accidents

PL funds will be used to process and analyze police crash reports. The accident data will be used to analyze streets and intersections to support project development (long range projects and spot safety improvements).

Funding source: PL Funds: STP-DA supplement

II-6 Dwelling Unit, Population & Employment Changes

Funds in this category will support land development review and coordination activities.

Funding source: PL Funds: STP-DA supplement

II-9 Travel Time Studies

The funds will be used to update historical travel time data and dynamic route travel times. The data will be used to calculate average travel times and speeds along major corridors; to calibrate the modeled speeds; and to monitor congestion for MUMPO's CMP.

Funding sources: PL Funds: STP-DA supplement and Section 5303

II-10 GIS Analysis & Mapping

Funds in this category will be applied to completing

- updates and improvements to the transportation database; and
- updates to current land use information.

Funding source: PL Funds: STP-DA supplement

III Travel Demand Model

III-1 Collection of Base Year Data

Data including but not limited to population, households, mean income, employment, and school enrollment will be collected. This information is one of the primary inputs into the Metrolina Regional Travel Demand Model. Collection of this data is expected to be outsourced to a contractor. Sources for the data include, but are not limited to, the 2010 Census, InfoGroup, Dun & Bradstreet, and telephone surveys (to be outsourced to a contractor).

Mecklenburg-Union Metropolitan Planning Organization

Task Descriptions

FY 12 Unified Planning Work Program

Funding source: PL Funds

III-2 Collection of Network Data

Roadway network data and transit route data including but not limited to posted speed limits, number of lanes, traffic signal locations, route locations, headways, park and ride lot locations, and parking costs will be collected by staff.

Funding source: PL Funds

Vehicle classification counts will be collected by an outside contractor. Vehicle classification counts provide data necessary for model calibration and validation. Data provided includes number of vehicles by type and time of day as well as point location speed of each vehicle.

Funding source: PL Funds

III-3 Travel Model Updates

CATS & CDOT: Funds expended in this category will be devoted to the following annual model maintenance tasks: incorporate updated model data into the working model set; develop improved algorithms and scripts to enhance applications of the model; develop tools to produce a "user-friendly" model for end users and incorporate improvements resulting from the above; model documentation; provide training to NCDOT and SCDOT technical staff. Sub-tasks will be outlined in the FY12 Metrolina Regional Travel Demand Model Work Plan. Also, Consultant services will be used to continue refinements and improvements to the Transit Mode of the Travel Demand Model. Travel forecasts and ridership projections for use in updating the Transit Corridor System Plan and in general Transit System Planning will also be performed.

Funding source: PL Funds: STP-DA supplement & Section 5303 Funds

III-4 Travel Survey

A household travel survey will continue be conducted by an outside contractor during FY12. The objective of the data collection effort is to provide a statistically valid observation of the unique travel demand in the Metrolina Region for all modes of travel. This information will be the basis for the design, estimation, and calibration of a set of region-wide travel demand models used to project future demand for travel in the region. The survey gathers household- and person-level travel data, such as the number, length, and purpose of trips, as well as other trip details including mode of transportation and the time of day each trip.

Funding will also be used for additional technical services needed to aid in the:

- Development of the scope of services for the surveys, including but not limited to the household travel survey
- Analysis of survey data
- Updates to the trip generation program
- Updates to the trip distribution program

Funding sources: PL Funds & Section 5303 Funds

III-5 Forecast of Data to Horizon Years

Funding will be used to update the county level economic and demographic totals. This will provide needed information for verifying the aggregated TAZ level base year data

Mecklenburg-Union Metropolitan Planning Organization

Task Descriptions

FY 12 Unified Planning Work Program

and developing TAZ level future year projections. This task will be performed by an outside contractor.

Funding source: PL Funds

III-6 Forecasts of Future Travel Patterns

This task covers the various applications of the regional travel demand model including but not limited to traditional highway travel forecasts, managed lanes forecasts, and transit corridor forecasts.

State of the practice hardware and software are a necessity for this task. As such, funding for the following is also included:

- TransCAD maintenance fees for licenses-\$7,000
 - TransModeler maintenance fees for licenses-\$3,000
 - VISSIM maintenance fees for licenses-\$2,000
- Sustainable hardware for the Metrolina Regional Travel Demand Model-\$4,000

Funding sources: PL Funds, PL Funds: STP-DA supplement & Section 5303 Funds

IV Long-Range Transportation Plan

IV-1 Community Goals & Objectives

Planned work:

- Extend the Mecklenburg County land use-transportation-emissions model into Union County and Mooresville/southern Iredell County
- Develop goals and objectives for the updated LRTP

Funding source: PL Funds: STP-DA supplement

IV-2 Highway Element

Work in this category will focus on:

- Assessing the effectiveness of the current roadway project ranking methodology
- If necessary, updating and/or preparing a new roadway project ranking methodology

Funding source: PL Funds

IV-3 Transit Element

CATS will continue to monitor and update the Transit Corridor System Plan including: evaluation of ridership forecasts, developing/refining financial projections, monitoring existing services and trends, and communicating to the public.

Funding source: 5303 Funds

IV-8 Freight Movement/Mobility Element

Efforts in this category will be directed to improving MUMPO's outreach to freight transportation providers. Additional resources may be needed if the region elects to pursue a freight planning study.

Funding source: PL Funds

IV-9 Financial Planning

Funding will support preliminary financial planning efforts.

Funding source: PL Funds

Mecklenburg-Union Metropolitan Planning Organization

Task Descriptions

FY 12 Unified Planning Work Program

V Continuing Programs

V-1 Congestion Management Strategies

MUMPO will begin work on an update to its congestion management process.

Funding source: PL Funds: STP-DA supplement

V-2 Air Quality/Conformity Analysis

MUMPO's planning area is classified as non-attainment for ozone and Mecklenburg County is classified as maintenance for carbon monoxide. Some of the potential tasks associated with the category are:

- Participation in interagency consultation process as part of SIP development and conformity determination development.
- Providing assistance to NCDENR in developing and maintaining mobile source emission inventories.
- Performing analysis and approving conformity determinations, at least one of which is anticipated during FY 12.
- Preparation of the air quality conformity determination report.

Funding source: PL Funds

V-3 Planning Work Program

Funds in this category will be used in the annual preparation of UPWP and the previous fiscal year's annual report.

Funding source: PL Funds

V-4 Transportation Improvement Program

Work associated with, but not limited to, completing work on the 2012-2018 TIP, processing amendments to the TIP and work with NCDOT's Strategic Prioritization of Transportation (SPOT) office.

Funding source: PL Funds & Section 5303 Funds

VI Administration

VI-2 Environmental Justice

MUMPO will continue to refine its plan to reach out to environmental justice communities through a series of efforts including, but not limited to, the following:

- Preparation of educational material explaining the transportation planning process
- Working with focus groups
- Development of a project impact evaluation methodology
- Development of a public outreach planning process manual

Funding for this work is allocated in task code VI-12, Management & Operations.

Funding source: PL Funds

VI-6 Public Involvement

MUMPO is committed to meaningful public participation in the regional transportation planning process and undertakes a variety of efforts each fiscal year that require outreach to the public. These efforts include, but are not limited to, the following:

- Long Range Transportation Plan (LRTP),
- Transportation Improvement Program (TIP)
- Unified Planning Work Program (UPWP)

Mecklenburg-Union Metropolitan Planning Organization

Task Descriptions

FY 12 Unified Planning Work Program

- Comprehensive Transportation Plan (CTP)
- Corridor studies
- Participation in public events sponsored by other agencies

Funding for this work is allocated in task code VI-12, Management & Operations.

Funding source: PL Funds

VI-9 Environmental Analysis & Pre-TIP Planning

Work in this category will focus on preparation of the Comprehensive Transportation Plan (CTP).

Funding for this work is allocated in task code VI-12, Management & Operations.

Funding source: PL Funds-STP-DA supplement

VI-10 Corridor Protection & Special Studies

Funds will support:

1. PL local transportation planning efforts:
 - Cornelius: \$1600 to support to TCC and Cornelius' Transportation Advisory Board.
 - Huntersville: \$28,000 to continue the Town's traffic count program, preparation of a pedestrian plan focused on future transit station areas, continuation of a connectivity study, work on a I-77/NC 73 interchange modification study and support of the MPO process.
 - Mecklenburg County: \$28,000 for the preparation of regional corridor bike lane/trail plan along the Red Line commuter rail corridor. Cornelius, Davidson, Huntersville and Charlotte are partners in this project.
 - Union County: \$80,000 for a US 74 corridor revitalization study. Stallings, Indian Trail and Monroe are partners in this project.
2. Various projects (performed in-house or by consultants) to define conceptual alignments of proposed Thoroughfare Plan roadway extensions or realignments
3. Assessment of urbanized area boundary changes on MUMPO
4. Other projects as recommended by the TCC

Funding sources: PL Funds: STP-DA supplement

VI-11 Regional or Statewide Planning

Funds will support:

- Continued coordination with regional MPO and RPO partners
- Activities associated with the Charlotte Regional Alliance for Transportation
- Activities associated with the NC Association of MPOs
- Implementation of recommendations of the Centralina COG regional transportation planning study.

Funding source: PL Funds

VI-12 Management & Operations

Work performed as outlined in the Prospectus:

- Attending MPO, TCC and Transportation Staff meetings
- Preparation of MPO and TCC agendas
- Preparation of MPO and TCC meeting minutes
- Updating MUMPO's website
- Overall management of the daily functions of MUMPO

Funding source: PL Funds & Section 5303 Funds

Mecklenburg-Union Urban Area
 FY 2012 Unified Planning Work Program
 Funding Sources and Projects

TASK CODE	TASK DESCRIPTION	SPR Highway		SEC. 104(f) PL Highway/Transit		SECTION 5303 Transit/Highway			STP-DA		LOCAL	TASK FUNDING SUMMARY			TOTAL
		NCDOT	FHWA	LOCAL	FHWA	LOCAL	NCDOT	FTA	LOCAL	FHWA	LOCAL	STATE	FEDERAL		
		20%	80%	20%	80%	10%	10%	80%	20%	80%					
II. CONTINUING TRANSPORTATION PLANNING															
II-1	Traffic Volume Counts	\$0	\$0	\$44,500	\$178,000	\$1,500	\$1,500	\$12,000	\$67,500	\$270,000	\$0	\$113,500	\$1,500	\$460,000	\$575,000
II-4	Traffic Accidents	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$17,500	\$70,000	\$0	\$17,500	\$0	\$70,000	\$87,500
II-6	Dwelling Unit, Population & Employment Change	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,500	\$50,000	\$0	\$12,500	\$0	\$50,000	\$62,500
II-9	Travel Time Studies	\$0	\$0	\$3,000	\$12,000	\$1,500	\$1,500	\$12,000	\$0	\$0	\$0	\$4,500	\$1,500	\$24,000	\$30,000
II-10	GIS Analysis & Mapping	\$0	\$0	\$41,500	\$166,000	\$0	\$0	\$0	\$0	\$0	\$0	\$41,500	\$0	\$166,000	\$207,500
II-12	Bicycle & Pedestrian Facilities Inventory	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III. TRAVEL DEMAND MODEL															
III-1	Collection of Base Year Data	\$0	\$0	\$36,050	\$144,200	\$0	\$0	\$0	\$0	\$0	\$0	\$36,050	\$0	\$144,200	\$180,250
III-2	Collection of Network Data	\$0	\$0	\$7,000	\$28,000	\$0	\$0	\$0	\$0	\$0	\$0	\$7,000	\$0	\$28,000	\$35,000
III-3	Travel Model Updates	\$0	\$0	\$0	\$0	\$16,709	\$16,709	\$133,672	\$21,750	\$87,000	\$0	\$38,459	\$16,709	\$220,672	\$275,840
III-4	Travel Surveys	\$0	\$0	\$5,750	\$23,000	\$2,900	\$2,900	\$23,200	\$0	\$0	\$0	\$8,650	\$2,900	\$46,200	\$57,750
III-5	Forecast of Data to Horizon Years	\$0	\$0	\$4,000	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$16,000	\$20,000
III-6	Forecasts of Future Travel Patterns	\$0	\$0	\$13,500	\$54,000	\$3,750	\$3,750	\$30,000	\$0	\$0	\$0	\$17,250	\$3,750	\$84,000	\$105,000
IV. LONG-RANGE TRANSPORTATION PLANNING															
IV-1	Community Goals & Objectives	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$31,250	\$125,000	\$0	\$31,250	\$0	\$125,000	\$156,250
IV-2	Highway Element of LRTP	\$0	\$0	\$10,000	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$40,000	\$50,000
IV-3	Transit Element of LRTP	\$0	\$0	\$0	\$0	\$15,000	\$15,000	\$120,000	\$0	\$0	\$0	\$15,000	\$15,000	\$120,000	\$150,000
IV-7	Rail Element of LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IV-8	Freight Movement/Mobility Element of LRTP	\$0	\$0	\$4,000	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$16,000	\$20,000
IV-9	Financial Planning	\$0	\$0	\$4,000	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$16,000	\$20,000
V. CONTINUING PROGRAMS															
V-1	Congestion Management Strategies	\$0	\$0	\$12,450	\$49,800	\$1,250	\$1,250	\$10,000	\$45,000	\$180,000	\$0	\$58,700	\$1,250	\$239,800	\$299,750
V-2	Air Quality/Conformity Analysis	\$0	\$0	\$2,500	\$10,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,500	\$0	\$10,000	\$12,500
V-3	Planning Work Program	\$0	\$0	\$1,250	\$5,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,250	\$0	\$5,000	\$6,250
V-4	Transportation Improvement Program	\$0	\$0	\$8,700	\$34,800	\$1,250	\$1,250	\$10,000	\$0	\$0	\$0	\$9,950	\$1,250	\$44,800	\$56,000
VI. ADMINISTRATION															
VI-2	Environmental Justice	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
VI-6	Public Involvement	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
VI-9	Environ. Analysis & Pre-TIP Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
VI-10	Corridor Protection and Special Studies	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$34,500	\$138,000	\$0	\$34,500	\$0	\$138,000	\$172,500
VI-11	Regional or Statewide Planning	\$0	\$0	\$2,500	\$10,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,500	\$0	\$10,000	\$12,500
VI-12	Management and Operations	\$0	\$0	\$37,500	\$150,000	\$2,103	\$2,103	\$16,824	\$0	\$0	\$0	\$39,603	\$2,103	\$166,824	\$208,530
TOTALS		\$0	\$0	\$181,250	\$725,000	\$43,212	\$43,212	\$345,696	\$200,000	\$800,000	\$0	\$424,462	\$43,212	\$1,870,696	\$2,338,370



Mecklenburg-Union Metropolitan Planning Bike/Pedestrian Project Ranking Process

APPROVED BY THE MPO:

BACKGROUND: The MPO assigned a Bike/Pedestrian subcommittee in May 2010 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, an objective evaluation of proposals is necessary to determine the best use of Bike/Pedestrian funds.

The following project ranking criteria process is the result of research and discussions by 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 2010, January 2011, February 2011 and March 2011.

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

Minimum Requirement

Project statement of justification: Proved a written **transportation purpose** statement for the project. Appropriate map exhibits and photographs must be submitted to describe proposed facility, destinations, and surrounding land uses.

1. **Connectivity and Access (50 points possible):** Points will be awarded based on described strengths in design, location and function of facility per the following attributes:
 - a. **Length to destination:** For this category determine if your project's greater need is bike or pedestrian. If the project serves both modes of travel, then the applicant may choose either category (i.e. greenways and multi-modal paths). If the specific project is not directly adjacent to the noted destination, the project must be part of a greater bicycle or pedestrian system which connects to the destination, then the applicant may count that already built portion of the length

to destination. Distance should be measured from the shortest distance of the unbuilt facility to the described destination. (Only use one category pedestrian or bike)

Pedestrian (miles to destination)	Bike (mile to destination)	Points
0.0-.25	0.0-1.0	10
0.26-0.5	1.01-3.0	8
0.51-1.0	3.01-5.0	6
1.01-3.0	5.01-7.5	4
3.01-5.0	7.51-10.0	2
5.01>	10.01>	0

- b. Directness of facility:** Is the path of the facility the most direct feasible route from origin to destination (i.e.-shortest distance from origin to destination)?
- i. Yes = 5 points
 - ii. No = 0 points
- c. Accessibility of facility design:** Is the facility designed above a minimum accessible manner (slope, materials, ADA, ect.)? *Applicant must detail and show references to be granted points.*
- i. Yes = 5 points
 - ii. No = 0 points
- d. Quality and perceived interest in getting to existing destination:** The following are examples of destinations of high interest: town center, transit stations, major employment center and mixed use commercial. Each high interest location is worth five (5) points. The following are examples of destinations of moderate interest: multi-family residential developments, schools, parks, bus stops and park-n-rides. Each moderate interest location is worth three (3) points. The following are examples of destinations of lower interest: low-density residential or privately accessible property. Each low interest location is worth one (1) point. A maximum of **20 points** can be earned for this section. This total is accumulated by adding each item of interest that is a destination for the project.
- e. Regional nature of facility and destinations:** Has the proposed project been identified through a previous planning effort or policy?
- i. Identified in current adopted plan = 5 points
 - o Transportation (LRTP, TIP, CTP, Bicycle Plan, Pedestrian Plan or other locally adopted transportation plan or list for community)
 - o Land Use or Comprehensive Plan
 - o Recreation Plan
 - o Economic Development Plan
 - ii. Not identified in current adopted plan = 0 points
- f. Shown path:** A shown path illustrates a known need. This can be an actual shown path on the side of the road, a high volume of observed cyclists along a roadway, etc.
- i. Yes = 5 points
 - ii. No = 0 points
- 2. Feasibility and Cost of Implementation (25 points possible):** Points will be awarded based on described cost/benefit balance and progress made to date on part of applicant based on the following attributes:
- a. Right of Way or easement acquired or dedicated:**

- i. 100%-76% = 10 points
 - ii. 75%-51% = 5 points
 - iii. 50% or less = 0 points
 - b. Preliminary construction plans in hand:** Has design work taken place for the proposed project?
 - i. Completed = 5 points
 - ii. Partial = 3 points
 - iii. No Work = 0 points
 - c. Limited environmental impacts:** To what extent does the proposed project impact the environment?
 - i. CE Type I & II = 5 points
 - ii. EA = 2 points
 - iii. EIS = 0 points
 - d. Applicant Financial Commitment:** 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 range of percent match of total project cost, and corresponding points, are as follows:
 - i. 50 % or more = 5 points
 - ii. 21-49% = 2 points
 - iii. 0-20% = 0 points
- 3. Safety (25 points possible):** Project must demonstrate a safer condition for bicyclists and/or pedestrians traveling between origins and destinations in the same general corridor or planning area. Qualities of a project improving bicycle/pedestrian safety including the following attributes:
- a. Existing conditions:** Conditions must demonstrate a safety hazard to cyclists and/or pedestrians as currently designed. Examples of demonstrated safety hazards may include recorded crash data or a posted speed limit over 30 miles per hour.
 - i. Yes = 10 points
 - ii. No = 0 points
 - b. Vehicular speed:** Proposed project design encourages a reduction in vehicular speeds (i.e. - traffic calming devices, narrowed travel lanes, or lower speed limits).
 - i. Yes = 5 points
 - ii. No = 0 points
 - c. Reduced exposure:** Proposed project reduces the exposure between the motor vehicles, bicyclists and/or pedestrians. Examples of a physical barrier may include an off-road greenway, pedestrian refuge island, or a bike boulevard separated by a vertical structure. Examples of a defined space include striped bike lanes, sidewalks adjacent to the curb, crosswalks, and signed bike routes. The applicant should recognize any new safety risks introduced by the project design, such as placing a multi-modal side-path separate from the roadway but crossing multiple driveways or conflict points.
 - i. Physical barrier = 10 points
 - ii. Defined space = 5 points
 - iii. No reduced exposure = 0 points



Re: North Carolina Sustainable Communities Task Force Grant (NCSCTF)

Centralina has received a grant from the North Carolina Sustainable Communities Task Force in the amount of \$40,000, to be used to assist communities in five targeted corridors with redevelopment work aligned with the CONNECT Regional Vision for Sustainable Growth and a Strong Economy. Your local government is receiving this letter because your jurisdiction is in one of the five targeted corridors.

The project, “**Catalytic Projects for Sustainable Regional Revitalization**” was submitted by CCOG on behalf of local governments and the region. The goal of this project is to create the core elements of a sustainable regional reinvestment/redevelopment plan that will be identified through engaging stakeholders, conducting data analyses, and assessing the most feasible and implementable projects in the five corridors. The “**Catalytic Projects for Sustainable Regional Revitalization**” effort builds on the industrial and commercial mapping project completed in 2010 by CCOG and involves working with communities, planners, and economic developers throughout the region to:

- ✓ Identify critical sites that, if redeveloped, could be catalytic for community or corridor revitalization.
- ✓ Remain region-wide in scope but locally-driven to enable identification of sites that can be targeted both for more intensive planning, identification of appropriate tools for redevelopment financing or funding, and for other potential grants such as brownfields assessment, etc.
- ✓ Take into account factors typically reviewed by economic developers (including transportation access, etc.), but include sustainability factors such as the existence or feasibility of workforce housing nearby, commute accessibility/walkability, lowered cost to serve or develop infrastructure for local governments, etc.

The project would:

- ✓ Create the first regional strategy for implementing CONNECT’s sustainable, well-managed growth policy approach that supports infill and redevelopment.
- ✓ Provide local governments and economic development agencies with assistance in identifying key redevelopment projects and the tools needed to successfully implement them.
- ✓ Identify those projects that represent the best return on potential local investment, increasing the effectiveness of scarce public and private redevelopment resources.

Centralina will use the \$40,000 grant, supplemented by documented in-kind of \$50,000 provided by Centralina and community partnering organizations, to enact and complete the project. Attached is the grant application work plan that describes in further detail the activities to be accomplished. It can be distributed to departments and parties as you deem appropriate to support this work.

A NCSCTF requirement of the grant prior to any release of funds is an executed MOU from any community wishing to participate in the project and thereby benefitting from the work. The MOU has been structured to serve the purpose not only of this grant, but for a larger HUD Sustainable Communities Grant that Centralina will submit later this year. The HUD grant will enable us to expand/enhance this work—hence the reference to HUD and federal programs (as well as the State program) in the attached draft MOU. Please note that no local government is being asked for matching funds (in-kind or cash) for this project unless they already agreed to provide matching funds prior to our submission of the NCSCTF grant application. We ARE asking that participating communities agree to help with data and stakeholder engagement.

Please consider completing and returning the MOU to us as soon as you are able to, within your meeting schedules. We would be more than happy to come and meet with you prior to your governing board meeting, and/or to attend or present to your governing board concerning this project.

We trust this grant initiative and the upcoming HUD application will be instrumental in allowing us to position all participating partners for both future funding, and in gearing up for successful redevelopment projects.

Please contact Mike Manis, CEcD, Bill Duston, AICP, or Rebecca Yarbrough at CCOG for additional information or to schedule a presentation. We can be reached as follows:

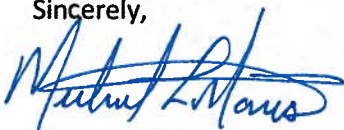
Mike: mmanis@centralina.org or 704-348-2720

Bill: bduston@centralina.org or 704-348-2709

Rebecca: ryarbrough@centralina.org or 704-348-2704

We look forward to hearing from you and thank you for your participation and support.

Sincerely,



Mike Manis, CEcD

Director, CEDC
CCOG



Bill Duston, AICP

Planning Director



Rebecca Yarbrough

Assistant Director

cc: Jim Prosser, Executive Director

**NC Sustainable Communities
Catalytic Projects for Sustainable Regional Revitalization
Project Work Plan**

Proposal Title: Catalytic Projects for Sustainable Regional Revitalization
Amount Received: \$40,000
Key Contact Person: Mr. Jim Prosser, Executive Director
Organization Applying: Centralina Council of Governments
Physical Address: 525 North Tryon Street, 12th Floor, Charlotte, NC 28202
Mailing Address: Same as above
Phone: 704-372-2416
E-Mail Address: jprosser@centralina.org
Tax ID Number: 56-0930373

Project Goals and Overview:

The goal of Catalytic Projects for Sustainable Regional Revitalization is creation of the basis of a sustainable regional reinvestment/redevelopment plan, by:

- Developing a replicable process and tools to identify potential redevelopment target areas and projects in five regional industrial corridors;
- With strong public engagement, reaching consensus on priorities for target areas that score well on both sustainability and feasibility, that are “shovel ready,” and that can serve as catalysts for broader redevelopment activity; and
- Developing proposed strategies that include policy, resource, and infrastructure alignment to facilitate local and regional follow-through on priority catalytic projects.

The project is based on Centralina’s CONNECT Regional Vision, adopted by jurisdictions covering 70% of the region’s population as of 2010. Two of the Vision’s six “Core Values” include “Sustainable, Well-Managed Growth that maintains quality of life, protects open space and environmental quality, retains the natural character of the region, and maximizes the efficiency of infrastructure investments;” and “A Strong, Diverse Economy that supports a wide variety of businesses and enterprises.” These Core Values create sustainable communities by putting jobs in communities throughout the region, close to affordable housing and in walkable settings, thus reducing transportation and energy costs. They revitalize existing communities, directing growth into areas of existing infrastructure and supporting vital neighborhoods, thus reducing cost of government services and loss of open space.

Catalytic Projects for Sustainable Regional Revitalization works to do this by identifying “catalytic” projects that will stimulate broader redevelopment within existing communities. Using existing regional industrial/commercial zoning mapping, it will identify distressed areas that may be prime for redevelopment, and that by virtue of high “sustainability” potential, financial feasibility, and near-“shovel-readiness,” may serve as catalysts for other revitalization projects. For those projects/neighborhoods, the project considers alignment of both infrastructure (transportation, utilities, parks, housing, etc.) and policies/resources (zoning, transportation plans, financing tools, etc.) to facilitate development of specific strategies for local and regional implementation. It also creates replicable process and tools for ongoing use.

This project provides for **better transportation choices** by supporting infill in areas of existing, more walkable and bikable street systems, and increases the feasibility of ridesharing and other transit programs by making the “guaranteed ride home” less onerous. The project supports jobs in proximity to housing, schools, day cares, and other community amenities—aligned with CONNECT’s regional Sustainable Growth policy supporting infill and brownfields reuse. The co-location of housing with jobs in more walkable/transit-friendly neighborhoods is a critical element of housing affordability and housing access, supporting **equitable, affordable housing**. The project assesses the potential for housing rehabilitation, reusing existing stock in target areas (much of which currently serves elderly and/or disabled, and lower-income persons), as well as “green” rehab. By identifying projects that are catalytic for their sustainability benefits, feasibility and production of job growth in a reasonable time frame; the project promotes **enhanced economic competitiveness**. It develops strategies to create jobs for people who already live in areas of disinvestment, and promotes the reuse of brownfields. The project’s basis in mixed-use/proximate-use development and in-town orientation maximizes the use of existing infrastructure and **supports existing communities**. Its focus of redirecting development to these locations supports open space, working lands and resource preservation. It includes a major community stakeholder engagement component, focusing on traditionally-underrepresented groups. This stakeholder and community engagement maximizes the potential for preserving community character, culture, and historic assets, and addressing safety concerns. The project’s support of integrated, aligned community planning **recognizes and supports communities and neighborhoods**, strengthening rather than dismantling them. The project does the “front-end” work to identify and match state, federal, private, and other resources and policies to projects, and includes existing funds leveraged for planning. Through collaborative processes, it ensures **coordination and leverage of state and local policies and investments**.

Timeline Based on Milestones and Deliverables

Work Element and Key Deliverables	2011	2012
Establish stakeholder committee including cross-discipline representation to guide project	April	
Using existing data with utilization information, trade definitions, etc., stakeholder group identifies distressed segments of corridors	May-June	
With assistance of UNCC, stakeholder group reviews sustainability scorecards and financial analysis tools for project redevelopment. Stakeholder group adopts consensus sustainability scorecard with financial elements (SRC). UNCC develops and provides scorecard training for local stakeholder and community groups	June	
With assistance of Lee Institute, stakeholder group develops training and processes for community engagement in planning process, including traditionally-underrepresented groups, and offers two workshops prior to community engagement phase	June-July	
Following additional data collection to support SRC use, and with community partners and public, analyze distressed corridors/areas using SRC through a series of workshops along corridors	July-September	
Compile results of community engagement workshops and local input for all potential target areas, analyze scores, and present analysis for	Sept-	

recommendation formulation to stakeholder group	ember	
Through a second round of public workshops, gain consensus on potential catalytic target areas	October-December	
Conduct further analyses relating to housing, transportation, other infrastructure, policy, and resource alignment for each catalytic project/area, with community partners and stakeholder group		January-February
Produce proposed strategies for implementation for each area with advice of stakeholder group		January-February
Compile regional map and inventory of catalytic sites with proposed strategies for implementation		February-March

Budget

The budget for this project follows, including a description of the overall project cost categories:

Budget Line Item	Grant	Match	Total
CCOG Personnel (salary, fringe, travel, and associated overhead costs) for project management, coordination, data collection, facilitation, etc.	\$ 33,197	\$ 47,339	\$ 80,536
Contract: UNCC for development & training on Sustainability and Financial Feasibility Scoring Tools	\$ 4,000	\$ -	\$ 4,000
Contract: Lee Institute for development/provision of two workshops on community engagement of traditionally-underrepresented groups in redevelopment planning	\$ 2,000	\$ 2,000	\$ 4,000
Non-sponsored meeting expenses, supplies, AV rental, etc. for community engagement meetings	\$ 803	\$ -	\$ 803
Staff time from local partners for research, data collection, stakeholder group participation	\$ -	\$ 10,350	\$ 10,350
Total Project Cost	\$ 40,000	\$ 59,689	\$ 99,689

Summary Budget	
Total Amount of Funds Provided from SCTF	\$ 40,000
Total Amount of Leveraged Funds	
CEDC/EDA	\$ 2,000
NC Regional Planning Funds to CCOG from NCDOC	\$ 3,272
Sources of Leveraged Funds: CEDC/EDA, CCOG Dedicated NC Regional Planning Funds from NC Department of Commerce	
Total amount of in-kind contributions (this includes the value of all applicant and partner services, volunteer hours, etc.)	\$ 54,417
Total project cost	\$ 99,689

Proposed Memorandum of Understanding
For CONNECT Consortium Membership
In Support of the
Sustainable Communities Regional Planning Program

WHEREAS, the Sustainable Communities Regional Planning Program (Program), a partnership of the U.S. Department of Housing & Urban Development, U.S. Environmental Protection Agency, and the U.S. Department of Transportation, is designed to promote greater regional sustainability, livability and efficiencies by breaking down barriers to governmental and private/non-profit collaboration among regional jurisdictions, linking housing, transportation, economic development, and the environment; and

WHEREAS, the Program's foundation is based on six Livability Principles intended to promote sustainability and are closely linked to the CONNECT Regional Vision Core Values and Action Agenda developed by the Centralina Council of Governments (CCOG), Catawba Regional COG, and the Charlotte Regional Partnership, and adopted by 50+ jurisdictions in the region; and

WHEREAS, the State of North Carolina has created the North Carolina Sustainable Communities Task Force and a related program of Planning Grants to support the Federal efforts and promote the Livability Principles from a North Carolina perspective; and

WHEREAS, CCOG is the lead for facilitating this joint effort for the Charlotte metropolitan region for federal and State funds under the Program, establishing the CONNECT Consortium as a fully-representative body to develop and guide the program and to support local governments, non-profits, academic institutions and other groups in their work to further sustainable growth, environmental enhancement, and inclusive public engagement and decision-making; and

WHEREAS, in doing so, the Consortium will provide a strong platform for the Mecklenburg-Union Metropolitan Planning Organization's (MUMPO's) interest in creating a sound regional multi-modal transportation system well-integrated with land use plans, and supportive of reinvestment in older industrial or abandoned commercial properties; and will directly benefit the MUMPO in these and related efforts; and

WHEREAS, the MUMPO's participation in Sustainable Communities Regional Planning Grants from Federal or State governments will afford the MUMPO benefits including Federal "Preferred Sustainability Status" and potentially increased likelihood of funding for related projects;

NOW, THEREFORE, BE IT RESOLVED, that the MUMPO agrees to the following by signing this memorandum of agreement:

1. To participate as a member of the CONNECT Consortium in development and governance of regional efforts supporting the State and Federal Sustainable Communities programs;
2. To recognize CCOG as Lead Applicant for the HUD Sustainable Communities Regional Planning Grant program, and the NC Sustainable Communities Task Force Grants;
3. To assist with reaching out to traditionally-underrepresented groups to engage them in providing input on matters related to sustainable development and transportation options, and related sustainable communities matters;

4. To participate as appropriate in activities related to the MUMPO's expertise, it being understood that participation as a Consortium member does not preclude the MUMPO from serving as a paid consultant or contractor to the Consortium;
5. To share relevant data with other Consortium members; and
6. To participate as mutually agreed below in the activities of the North Carolina Sustainable Communities Planning Grant entitled "Catalytic Projects for Sustainable Regional Reinvestment."

Activity	Role
Stakeholder Committee (Regional)	Appoint a representative to a Regional Stakeholder Committee to help guide the project
Share Relevant Data	Share data and studies regarding transportation infrastructure and improvements proposed within target corridors and project areas
Community Engagement	Assist with coordinating and advertising community engagement activities within corridors and recruiting participants for public open houses and focus groups
Catalytic Project Identification	Participate in identifying potential catalytic neighborhoods and projects for redevelopment focus within target corridors, from a transportation perspective
Strategy Identification	Participate in identifying any transportation needs in to support the development of implementation strategies for identified catalytic neighborhoods/projects

Adopted this _____ day of _____, 2011.

Mecklenburg-Union MPO:

CCOG:

Authorized Signature

Martha Sue Hall, Chairperson

Witness

Jim Prosser, Executive Director

Approved as to Form:

William H. McNair, CCOG Legal Counsel



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_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?~~ **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)