



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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TO: TCC Members
FROM: Nicholas Polimeni
MUMPO Principal Planner
DATE: August 3, 2010
SUBJECT: **August TCC Meeting
Addendum**

Revised Agenda:

One item has been removed from the August TCC agenda. In order to give CATS and NCDOT additional time to prepare a presentation regarding transit funding, as requested at the July TCC meeting, the item is being removed from the August agenda, but will be placed on a future agenda. The revised August TCC agenda is attached.

Agenda Item #1: Minutes

The July TCC Minutes are attached.

Miscellaneous: Sustainable Communities Planning Grant

Information regarding the Sustainable Communities Planning Grant has been prepared by the Centralina COG. This item is not included on the August TCC agenda; however, it is attached for your information.

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

MUMPO TCC
AGENDA
August 5, 2010

- 1. Consideration of July Meeting Minutes** Wayne Herron
ACTION REQUESTED: Approve as presented or with amendments.

- 2. FY 11 Unified Planning Work Program (UPWP) Amendment** (10 minutes) Robert Cook
ACTION REQUESTED: Recommend that the MPO reallocate approximately \$56,000 in PL funds to specific task codes in the UPWP.

BACKGROUND: Due to receiving the final FY 11 Planning (PL) fund amount late in the UPWP development process, some PL funds were allocated to the Management & Operations category pending further review by the TCC. The requested action will result in all funds being assigned to the proper task codes. In addition, a change to the use of the funds allotted to the Town of Davidson is requested. See the attached memorandum for details.

ATTACHMENT: UPWP Memorandum

- 3. Congestion Mitigation & Air Quality (CMAQ) Update** (10 minutes) Robert Cook
ACTION REQUESTED: FYI

BACKGROUND: At its July meeting, the MPO endorsed the CMAQ project rankings as recommended by the TCC. The purpose of including this item on the August TCC Agenda is to discuss next steps and address any outstanding issues.

- 4. Small Project Ranking Status Update** (10 minutes) Lauren Blackburn
ACTION REQUESTED: FYI

BACKGROUND: The Small Project Ranking process was presented at the July MPO meeting. The purpose of including this item on the August TCC Agenda is to provide the TCC with an update based on the outcome of the MPO meeting.

- 5. Monroe Parkway Status Update** (5 minutes) Jennifer Harris
ACTION REQUESTED: FYI

BACKGROUND: Update on the status of this project.

- 6. Comprehensive Transportation Plan** (5 minutes) Anil Panicker
ACTION REQUESTED: FYI

BACKGROUND: Update on the status of this project.

- 7. Adjourn**

MECKLENBURG - UNION TECHNICAL COORDINATING COMMITTEE
Summary Meeting Minutes
Charlotte-Mecklenburg Government Center
Room 280
July 1, 2010

Voting Members: Bill Coxe-Vice-Chair (Huntersville), Danny Pleasant (CDOT), Jim Keenan (E&PM), Ken Tippet (CDOT Bicycle Coordinator), Jonathan Wells – alt. for Debra Campbell (C-M Planning), Jim Loyd – alt. for Wayne Herron (Monroe), Leslie Rhodes (LUESA-Air Quality), David McDonald (CATS-MTC), Jack Flaherty (NCDOT-PTD), Anil Panicker (NCDOT-TPB), Andrew Grant (Cornelius), Lauren Blackburn (Davidson), Adam McLamb – alt. for Scott Kaufhold (Indian Trail), Ralph Messera (Matthews), Lee Bailey (Mint Hill), Kevin Icard (Pineville), Shannon Martel- alt. for Brian Matthews (Stallings), Amy Helms (Union County), Jordan Cook (Weddington), Joshua Langen (Wesley Chapel)

Staff: Stuart Basham (MUMPO), Robert Cook (MUMPO), Crissy Huffstickler (Planning), Vivian Coleman (CDOT), Scott Correll (CDOT), Anna Gallup (CDOT), Andy Grzynski (CDOT), Eldewins Haynes (CDOT), Jim Kimbler (CDOT), Tracy Newsome (CDOT), Norm Steinman (CDOT), Greg Burnham (C-M Planning), Tom Tasselli (Cornelius), Craig Thomas (Indian Trail), Lisa Stiwinter (Monroe), Bjorn Hansen (Centralina COG), Dana Stoogenke (Rocky River RPO), Gwen Cook (Mecklenburg County Park & Recreation), Reid Simons (NCTA), Steve DeWitt (NCTA)

Guests: Steve Blakley (Kimley-Horn), Carl Gibilaro (PBS&J), Greg Boulanger (HNTB)

TCC Vice-Chairman Bill Coxe opened the meeting at 10:00 AM. An item concerning the Sustainable Communities Planning Grant was added to the agenda.

1. Consideration of June Meeting Minutes

Mr. Coxe asked if there were any changes needed to the June minutes. Jonathan Wells made a motion to approve the June minutes as presented. Danny Pleasant seconded the motion. The motion passed unanimously.

2. Congestion Mitigation & Air Quality CMAQ

Presenter: Bjorn Hansen, Centralina COG

Summary/FYI:

Mr. Hansen stated that the MPO had contracted with COG to manage the CMAQ project selection process. He reviewed the timetable for approving projects and reviewed the list of recommended projects developed by the TCC's CMAQ subcommittee. Following Mr. Hansen's presentation, TCC members asked a series of questions about several projects. Mr. Coxe stated that the I-77 managed lanes project was recommended for funding in fiscal years 2014 and 2015, but that a TIGER II grant, if approved, could require that the funds be made available sooner. He asked if the TCC would be amenable to shifting funding to FY 2013 if the need arose. The TCC indicated it would be willing to do so. Mr. Cook noted that the subcommittee will review the project selection process and criteria to determine if adjustments are needed.

Motion:

Ralph Messera made a motion to recommend to the MPO that it endorse the CMAQ subcommittee's recommendation. Andrew Grant seconded the motion. Upon being put to a vote the motion passed unanimously.

3. CATS TIP Amendment

Presenter: David McDonald, CATS

Summary/FYI:

Mr. McDonald presented a series of TIP amendments for CATS. He described the amendments as being necessary to correct the funding source and timing of the listed projects and noted that no TIP amendments had been permitted due to the conformity grace period that ended in March. Further, the amendments were needed to complete the FY 11 grant application process.

Mr. Coxe noted the complexity of the transit funding process and requested that Mr. McDonald provide more detailed information to the MPO. He also asked that Mr. McDonald provide a transit funding presentation at the August meeting.

Motion:

Mr. Messera made a motion to recommend to the MPO that it approve the requested TIP amendments. Danny Pleasant seconded the motion. Upon being put to a vote the motion passed unanimously.

4. Monroe Parkway Status Update

Presenter: Steve DeWitt, NCTA

Summary/FYI:

Mr. DeWitt provided information to the TCC via a Power Point presentation, the contents of which are incorporated into the minutes. The presentation included a thorough review of the project's design issues. Also discussed was the project's status, with Mr. DeWitt noting that most of the federally-protected species issues have been addressed and that the NCTA was hopeful that the Record of Decision could be signed before the end of the month. The project will be built with a single design/build contract with the project open to traffic in December 2014 and final completion in June 2015.

5. Regional Transportation Planning Study Update

Presenter: Rebecca Yarbrough, Centralina COG

Summary/FYI:

Ms. Yarbrough provided a status update on the project. The project's first phase (internal assessments) has been completed and most focus group meetings had been held. The findings from the focus groups were that the region's MPO and RPO staffs do a good job, but improvements in some areas are needed. Also discussed were the benchmarking regions: Denver, Atlanta, Kansas City, Nashville, Austin, Tampa-St. Petersburg and San Diego.

6. Sustainable Communities Planning Grant

Presenter: Rebecca Yarbrough, Centralina COG

Summary/FYI:

Ms. Yarbrough discussed grant details, and stated that the development scenario component would have a positive impact on LRTP development. She also stated that the Notice of Funding Availability (NOFA) was released on June 24 and included an MPO endorsement requirement. Applications are due on August 23, and since the MPO does not meet in August, the July TCC meeting was the only opportunity for the TCC to make a recommendation to the MPO before the grant deadline. Ms. Yarbrough then requested that the TCC recommend that the MPO endorse the grant application.

Motion:

Mr. Pleasant made a motion to endorse in concept the submittal of a Sustainable Communities Planning Grant and to recommend that the MPO do the same. Lauren Blackburn seconded the motion. Upon being put to a vote the motion passed unanimously.

7. NCDOT Complete Streets Policy Development Update

Presenter: Tracy Newsome, CDOT & Norm Steinman, CDOT

Summary/FYI:

Ms. Newsome and Mr. Steinman provided information to the TCC via a Power Point presentation, the contents of which are incorporated into the minutes. Ms. Newsome discussed the meeting of NCDOT's Complete Streets Advisory Group that was held in Charlotte on June 22. Mr. Steinman reviewed the key points made by CDOT when it discussed the City's street design guidelines with the Advisory Group.

8. Senate Bill 595

Presenter: Bill Coxe

Summary / FYI:

Mr. Coxe stated that the bill was written in response to a disagreement between NCDOT and a municipality, and that its language could result in local governments being required to pay for 100% of the costs of pedestrian improvements. He added that since he requested that this item be placed on the agenda, the General Assembly approved the bill.

9. Small Project Ranking

Presenter: Lauren Blackburn, Town of Davidson

Summary/FYI:

Ms. Blackburn reviewed criteria that had been developed during a Wednesday staff meeting. A potential project list was reviewed; however it was emphasized that it was not intended to represent the top priorities of those who submitted projects. She stated that the MPO would be provided a generic list that showed project types, as opposed to actual projects. Ms. Blackburn stated that this topic would be discussed at the July MPO meeting.

10. FY 11 Unified Planning Work Program Update (UPWP)

Presenter: Robert Cook

Summary/FYI:

Mr. Cook stated that a UPWP amendment will be needed to reallocate approximately \$56,000 in Planning (PL) funds because the final FY 11 PL amount was not provided until the day before final TCC action on the UPWP was taken. Stallings and Matthews have both indicated interest in \$25,000 each to conduct a local transportation plan in conjunction with Indian Trail. CDOT has indicated that it could use the balance of the remaining funds to support updates to the regional travel demand model. Action will be requested in August.

11. Comprehensive Transportation Plan (CTP)

Presenter: Anil Panicker, NCDOT

Summary / FYI:

Mr. Panicker reported that base maps were still being worked on and that the CTP public involvement process will be the focus of the June 21 staff meeting.

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



Sustainable Communities Regional Planning Grant

Centralina, in collaboration with Catawba Regional Council of Governments and a number of other regional partners, would like to submit an application for HUD's Sustainable Communities Regional Planning Grant Program on or before August 23, 2010. Centralina would be the "lead applicant" for a Consortium including Catawba Regional COG, MPOs, RPOs, the Charlotte Regional Partnership, UNCC, and the region's jurisdictions. Other non-profits, academic institutions, and organizations also have indicated their desire to be part of the overall partnership that will carry out the work of the Grant.

The Sustainable Communities Regional Planning Grant is an outgrowth of the Sustainable Communities Partnership formed by HUD, DOT, and EPA in 2009, to promote better integration of housing, land use, economic and workforce development, transportation, and infrastructure investments on a regional basis. The overall goal of the program is to align these sometimes disparate planning sectors in a manner that promotes economic competitiveness and revitalization; social equity, inclusion, and access to opportunity; energy use and climate change; and public health and environmental impact. Approximately \$75 million is available nationwide for grants to major metropolitan regions, to translate the Livability Principles developed by the HUD/EPA/DOT partnership into strategies that direct long-term development and reinvestment, demonstrate a commitment to addressing issues of regional significance, utilize data to set and monitor progress toward performance goals, and engage stakeholders and citizens in meaningful decision-making roles.

Originally, "word on the street" was that the grant guidelines would include the potential for demonstration projects, which would have been preferred by this region. However, they are NOT allowed in the current grant Notice of Funding Availability (NOFA). We are still working to make the "planning" portion of the grant as strategic as possible, to expedite the ability of local jurisdictions and others to go after implementation funds to support projects that are an outgrowth of this planning process. Furthermore, although demonstration projects are not eligible for these funds, HUD has indicated that they will award "Preferred Sustainability Status" to any regions whose applications meet certain scoring thresholds, even if the application is not funded. That Preferred Sustainability Status will also apply to the jurisdictions, and will provide "brownie points" for applications to HUD, EPA, or DOT for projects that support the Livability Principles or adopted Regional Sustainable Development Plan.

Centralina and Catawba Regional COGs, and their partners, propose to use the grant application as an opportunity to put regional "legs" under the CONNECT Regional Vision, whose core values strongly parallel the Livability Principles in their support for Sustainable, Well-Managed Growth, a Healthy Environment, Regional Multi-Modal Transportation, and a Strong and Diverse Economy. The Vision has now been adopted by 53 jurisdictions representing over 70% of the region's population. ***Funding from this Program will support the development and implementation of a Regional Plan for Sustainable Development (RPSD) that helps communities to align housing, transportation investment, water infrastructure, economic development, land use planning, environmental conservation, energy system, open space, workforce development, and other infrastructure priorities for the region, based on growth in the future.*** The process will be actively citizen-focused, in collaboration with partnering agencies, stakeholder groups, and the public, including the disadvantaged and minorities. The planning process will focus on those most difficult questions that hinder community reinvestment and job growth, full use

of existing infrastructure, and strategic alignment of growth plans. Such an approach can increase each of our jurisdictions' fiscal sustainability, enhance job opportunities and housing for all of the region's residents, and protect the environment in ways that we now cannot achieve. The process will include analyses that for the first time will allow our decision-makers to determine what patterns will most readily provide the outcomes they and their citizens desire, permitting more informed decision-making and establishing specific, measurable objectives and benchmarks that will allow local governments to measure progress toward their goals.

On a more strategic level, the Grant will provide funding to ensure that obstacles to achieving those development goals are addressed. For example, one component of the Grant will assess existing brownfields and greyfields redevelopment strategies and obstacles, benchmark current practices and tools available here to those in other states, and recommend strategies for expanding the toolbox to enable re-use of often excellently-sited but currently unused infill redevelopment properties. Similarly, many communities have a supply of affordable housing that is somewhat marginal due to its condition; although the affordable housing is needed, its current condition may represent a cause for disinvestment in the area. The Grant will enable focused attention on this challenge, and development of strategies, tools, and partnerships to address it. In these ways and others, communities who wish to preserve and enhance their existing "community character" and grow sustainably, maximizing the efficiency of their infrastructure investment can be enabled to do so.

The attached *Facts at a Glance* outlines more specific information about the Grant, including anticipated grant request, additional project information, and current partners. It also includes both the HUD/EPA/DOT Livability Principles and the CONNECT Core Values in a way that permits easy comparison.

Sustainable Communities Regional Planning Grant

Facts at a Glance

1. What's the region to be covered by the Grant?

We anticipate that the region will be the Combined Metropolitan Statistical Area, the CMSA, including Anson, Cabarrus, Chester, Cleveland, Gaston, Iredell, Lancaster, Lincoln, Mecklenburg, Rowan, Stanly, Union, and York, in both North and South Carolina.

2. Why isn't it just the Centralina Region?

HUD wants to see applications that cover the whole MSA where one exists, and our MSA both includes South Carolina and leaves out some of our members. So a CMSA is the best approach.

3. What is the Consortium?

Because this is a very complex planning process, HUD requires a joint planning effort. Required members of the Consortium include any MPOs in the define region, the principal city of the MSA (Charlotte), the general-purpose local government having the largest population (Mecklenburg County), and other local governments making up at least 50% of the region's population. The HUD-defined consortium also must include a non-profit or educational institution, and must find a way to include lower-income people who may not normally be part of decision-making processes. Because our RPOs are very active and are critical players in transportation planning for parts of the CMSA, we are including Lake Norman and Rocky River RPOs. The Charlotte Regional Partnership also will be a member for its economic development role. The Consortium "governs" the Grant process. CCOG will be the lead applicant for the Consortium, administrator for the Grant, and fiscal agent.

4. How much will you apply for?

We expect the final application to not exceed \$3.75 million. We could apply for up to \$5 million, but believe that is non-strategic given our regional population relative to other applicants.

5. Is there required match, and if so, where is it coming from?

HUD does not require match per se, although they do require "leveraged funds" in the amount of 20% or more. We are seeking in-kind match from potential Consortium members and other project partners. Centralina has also identified a minimum of \$150,000 in in-kind and cash resources to be used as leverage funds over a three-year period of the grant. These will be provided in the budget process for the appropriate fiscal years.

6. What are the benefits to the region? Isn't this just another "planning grant?"

HUD has structured the Sustainable Communities Regional Planning Grant as a planning grant with real meat, real products, really measurable results, and real benefit to those regions that even apply. So while it IS a planning grant, it can be structured to provide us with much better tools for both planning and implementation than virtually anyone in the region has been able to achieve, primarily because we've never had access to this level of funding. Among those tools and benefits:

Much stronger and better data for Long-Range Transportation Plan development by MPOs
Much stronger linkages between transportation, housing, and job center planning to maximize the efficacy of infrastructure investment (transportation and other infrastructure)

Data on the long-term outcomes of various land use development alternatives, including local government cost-to-serve, to assist local decision-makers with growth planning

Specific resources targeted to:

- Quality affordable/workforce housing strategies, including reinvestment in existing communities.
- Strategic planning for redevelopment of old industrial, brownfields, and greyfields sites that often represent areas of disinvestment for communities, including an analysis and strategies for obtaining needed financial tools throughout the region.
- Strengthening and refining planning and partnerships between economic development recruitment, local small-business growth, workforce preparedness (including “life skills” that are increasingly becoming an economic development challenge), and land use/transportation planning to ensure that jurisdictions are fully prepared for job creation and investment.
- Alignment of plans for multiple sectors (land use, transportation, economic development, open space, housing, energy, etc.) to maximize synergies and to minimize any impact at cross-purposes.

“Preferred Sustainability Status” for the region and its jurisdictions (and probably other non-profit entities) in seeking additional related or implementation funds

A Regional “Road Map” to more sustainable, well-managed growth, a strong and diverse economy, and a healthy environment—three of CONNECT’s Core Values.

7. But if I’m part of a Regional Plan...What am I giving up?

The Regional Plan for Sustainable Development is going to be built from the GROUND UP—based on EACH LOCAL COMMUNITY’S understandings of how the CONNECT Values and Livability Principles may work for THEM. Each community probably will have more than one idea of what this would look like, so alternatives for development will be based on all the inputs, and then modeled, so that decision-makers will know what are the impacts. This will allow citizens and appointed and elected officials to have information they haven’t had previously in deciding how they wanted their communities to grow, and they can select their preferred development approach based on this and other information. So the Plan that emerges from this process is still locally-developed and adopted, and it’s regional in its scope. (It also promotes predictability for developers, planners, economic developers, etc., which adds to regional competitiveness.) And it will have metrics that allow communities to track their own progress toward their goals.

8. When is the grant due, and when will we find out if we’ve been funded?

The Sustainable Communities Regional Planning Grant is due August 23rd, and we expect to find out within 2-3 months whether we have been funded, although HUD has not committed to an award announcement date.

This is a high competitive process with probably 30 grants awarded. Our region will be competing nationally against areas such as Minneapolis-St. Paul, Miami, Austin, San Diego, etc. We also know that from North Carolina, the Triangle, Triad, and Asheville regions are applying.

9. What can individual jurisdictions do to support the application?

Pass a resolution of support or send a letter of support, and allow us to include an estimate of proportional staff time in meeting attendance and participation as in-kind match!

Livability Principles

From the HUD/EPA/DOT Partnership for Sustainable Communities

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

1. Provide more transportation choices.

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

2. Promote equitable, affordable housing.

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

3. Enhance economic competitiveness.

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

4. Support existing communities.

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

5. Coordinate policies and leverage investment.

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

6. Value communities and neighborhoods.

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

CONNECT Regional Vision Core Values and Priority Action Agenda

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

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