



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

600 East Fourth Street
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TO: TCC Members
FROM: Nicholas Polimeni
MUMPO Principal Planner
DATE: October 26, 2011
**SUBJECT: Technical Coordinating Committee (TCC) Agenda
November 2011 TCC Meeting—November 3, 2011**

The November 2011 TCC meeting is scheduled for **Thursday, November 3 at 10:00 AM** in **Room 267** of the Charlotte-Mecklenburg Government Center (600 East Fourth Street). Attached is a copy of the agenda.

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

MUMPO TCC
AGENDA
November 3, 2011

1. Consideration of October Meeting Minutes

Bill Coxe

ACTION REQUESTED: Approve as presented, or with amendments.

2. SPOT Prioritization 2.0 (15 minutes)

Nicholas Polimeni

ACTION REQUESTED: Recommend that the MPO endorse the ranks/allocation of points, as listed in the attached memorandum, for P2.0 Highway, Bicycle & Pedestrian and Transit projects.

BACKGROUND: NCDOT has released the quantitative scores for the P2.0 highway, bicycle & pedestrian, and transit projects. In addition, staff has been working with subcommittees of the TCC to determine local input ranks for these project modes. The TCC will be asked to make a recommendation to the MPO with regard to local input ranks for highway, bike/ped and transit projects.

ATTACHMENT: Prioritization 2.0 Memorandum

3. Matthews Roundabout TIP Amendment (10 minutes)

Ralph Messera

ACTION REQUESTED: Recommend that the MPO add the proposed project to the TIP.

BACKGROUND: NCDOT, along with Matthews, was awarded a grant to construct a roundabout at the intersection of NC 51 and Matthews Mint Hill Rd. In a meeting with Division 10, it was indicated that this project needs to be added to the TIP as there may be a small amount of equity money needed for a portion of the match requirements.

4. 2040 Statewide Plan (15 minutes)

Tyler Bray

ACTION REQUESTED: FYI

BACKGROUND: The North Carolina Department of Transportation is continuing its work to update the state's Long-Range Transportation Plan, a cooperative effort with the MPOs, RPOs and various stakeholder groups. When complete, the 2040 Plan will identify North Carolina's transportation needs from now until 2040 and recommend strategies to best meet them.

5. CMAQ Projects (15 minutes)

Bjorn Hansen

ACTION REQUESTED: FYI

BACKGROUND: At its September meeting, the MPO endorsed a list of CMAQ projects for funding in FY 2016 and 2017 to be submitted to NCDOT in October 2011. Those projects have been submitted to NCDOT. At its October meeting, the TCC took action to open a call for CMAQ projects. Centralina COG has been contracted to lead that process. See the attached memo for more information.

In addition, on October 21, NCDOT released modifications to the CMAQ process and timeline. The details of the CMAQ changes will also be presented.

ATTACHMENT: MUMPO CMAQ Memorandum; NCDOT CMAQ Memorandum

- 6. FY 2012 Bicycle & Pedestrian Grants – Red Line Trail** (10 minutes) Gwen Cook
ACTION REQUESTED: Recommend that the MPO endorse the local proposal for a grant from NCDOT's Bicycle & Pedestrian Planning Grant Initiative.

BACKGROUND: The proposed Red Line Trail is an approximate 30 mile corridor of multi-use, off-road trail connecting downtown Mooresville to Charlotte in the area of the Panthers Stadium. The route of the project mostly parallels the CATS Red Line transit corridor and has tremendous potential to boost and support ridership of the transit system. Yet, the Red Line Trail can also serve communities for local transportation to downtown areas and significant destinations as well as active transportation throughout the 7 jurisdictions served by the project.

ATTACHMENT: Red Line Trail Fact Sheet

- 7. 2012-2018 TIP & 2035 LRTP Amendments** Robert Cook
a. R-4902, I-485 Widening (10 minutes)
ACTION REQUESTED: FYI

BACKGROUND: The scope of this project is being expanded from the addition of one lane in each direction from I-77 to Johnston Road, to two lanes in each direction. In addition, an additional eastbound lane will be extended to the Rea Road interchange. This will require LRTP and TIP amendments, along with an air quality conformity determination.

- b. I-3311C & I-5405, I-77 HOT Lanes** (15 minutes)
ACTION REQUESTED: FYI

BACKGROUND: The 2035 LRTP and 2012-2018 TIP both include a project (I-5405) to convert the existing I-77 HOV lanes to High Occupancy Toll (HOT) lanes and to extend them to exit 28. The project's scope is being expanded to analyze two HOT lanes in each direction. In addition, further analysis will be taking place to analyze extending HOT lanes south to 5th St. Therefore, future LRTP and TIP amendments, along with an air quality conformity determination, will be needed for two TIP projects: I-3311C and I-5405.

- 8. Congestion Management Process** (15 minutes) Scott Lane
ACTION REQUESTED: FYI

BACKGROUND: MUMPO is conducting an assessment of its current CMP document and process in advance of the effort to update the CMP. A draft report will be presented. Click on the following link to review additional material associated with this project:
<http://www.wix.com/jslanempomumpo/cmp#!documents>.

- 9. Northwest Huntersville Transportation Study** (10 minutes)
ACTION REQUESTED: FYI

Bill Coxe

BACKGROUND: Update on the status of this project.

- 10. Comprehensive Transportation Plan (CTP)** (5 minutes)
ACTION REQUESTED: FYI

Anil Panicker

BACKGROUND: Update on the development of the CTP.

11. Upcoming Issues

12. Adjourn

MECKLENBURG - UNION TECHNICAL COORDINATING COMMITTEE
Summary Meeting Minutes
Charlotte-Mecklenburg Government Center
Room CH-14
October 13, 2011

Voting Members: Bill Coxe (Huntersville), Danny Pleasant (CDOT), George Berger (Charlotte Engineering & Property Management), Tim Gibbs – alt for Ken Tippette (CDOT Bicycle Coordinator), Jonathan Wells – alt for Debra Campbell (C-M Planning), Lisa Stiwinter (Monroe), Leslie Rhodes (LUESA-Air Quality), David McDonald (CATS), Barry Moose (NCDOT-Div.10), Andrew Grant (Cornelius), Lauren Blackburn (Davidson), Ralph Messera (Matthews), Kevin Icard (Pineville), Shannon Martel (Stallings), Jordan Cook (Weddington), Joshua Langen (Wesley Chapel), Amy Helms (Union County)

Staff: Robert Cook (MUMPO), Stuart Basham (MUMPO), Nick Polimeni (MUMPO), Gwen Cook (Mecklenburg County Park and Recreation), Anna Gallup (CDOT), Andy Grzyski (CDOT), Norm Steinman (CDOT), John Rose (CATS), Richard Hancock (NCDOT), Pate Butler (NCDOT), Trisha Henry (NCDOT), Jim Loyd (Monroe), Keith Sorensen (Indian Trail), Brandon Watson (Cornelius), Loretta Barren (FHWA)

Guests: Todd Steiss (PB), Carl Gibilaro (Atkins)

1. Consideration of September Meeting Minutes

Mr. Coxe asked if there were any changes to the minutes needed. Hearing none, Mr. Berger made a motion to approve the minutes. Mr. McDonald seconded the motion. Upon being put to a vote, the September minutes were approved unanimously.

2. SPOT Prioritization 2.0

Presenter: Nicholas Polimeni

a. Quantitative Scores

Summary/FYI:

Mr. Polimeni provided information to the TCC via a Power Point presentation, the contents of which are incorporated into the minutes [here](#). Mr. Polimeni provided an overview about what has been completed, and what still needs to be done with regard to the Prioritization 2.0 process (P2.0). Specifically, he noted that the deadline for submitting local input to NCDOT is December 16, 2011. He then outlined, for information only, the following recommendations for each project mode:

- Highway Projects
 - MUMPO projects received the four highest quantitative scores statewide;
 - A TCC subcommittee met October 11 and discussed four possible scenarios for allocating MUMPO's 1300 points, and one of those methodologies is recommended by the subcommittee;
 - The four methodologies were presented to the TCC, including the recommended method;
 - Discussion followed including a concern by Mr. Pleasant that the Independence Boulevard projects are broken into five segments, and each segment ranked differently;
 - Mr. Coxe commented that the equity formula would still ultimately govern

- funding;
- NCDOT Division 10 was asked how they would allocate local points, and Mr. Moose responded that he would like to see how the MPOs distribute their points before he decides, but that he will likely pick 13 projects to which he will allocate 100 points to each;
- The TCC asked if the recommended method could be distributed to them, and Mr. Polimeni responded that he would provide that information;
- **Bicycle and Pedestrian Projects**
 - The bicycle and pedestrian subcommittee met in late September and finished ranking the projects in the prioritization database;
 - The results were presented to the TCC without any objections;
- **Transit Projects**
 - CATS staff presented information about the process for prioritizing transit projects;
 - Each MPO is able to allocate 550 points for priority transit projects in the database;
 - Systems and maintenance projects are proposed to receive the highest priority, followed by expansion projects;
 - No points will be given to projects not eligible for state shares;
 - CATS had a project that ranked 2nd in the state quantitatively;
 - A presentation will be made to the MTC at its October meeting for an endorsement regarding how to allocate the 550 points, the results of which will be presented to the TCC and MPO in November.

Mr. Polimeni concluded by reminding the TCC that action will be requested with regard to this topic at its November meeting.

b. CMAQ Projects

Summary/Requested Action:

Mr. Polimeni informed the TCC that the MPO endorsed a list of CMAQ projects to be submitted to NCDOT for possible funding in FY 2016 and 2017, but that there is still a desire for a call for CMAQ projects. He also noted that the Centralina COG has agreed to lead the CMAQ project selection process. Ms. Rhodes, with Mecklenburg County's Air Quality division, stated that her office would help with emissions calculations due to the shortened timeline. It was also agreed that the projects being submitted (as endorsed by the MPO) still need to be evaluated as part of the new call for projects, and that those project sponsors would be contacted if the subcommittee requires additional information.

Motion:

Mr. Wells made a motion to open a call for CMAQ projects for potential funding in FY 2016 and 2017. Ms. Rhodes seconded the motion. Upon being put to a vote, the motion passed unanimously.

3. I-77 North HOV to HOT Conversion – Project Update

Presenter: Barry Moose, NCDOT

Summary/FYI:

Mr. Moose provided information to the TCC via a Power Point presentation, the contents of which are incorporated into the minutes [here](#). He started by discussing the background of the public private partnership (P3) concept, and the purpose of the project. He stated that it is: 1) To improve congestion and carrying capacity, and 2) It would be a prototype for P3 projects statewide, since it has not yet been done in North Carolina. The following highlights regarding the different scenarios, considerations and potential

next steps were presented:

- The project consists of conversion, and/or expansion, of existing HOV lanes to HOT lanes, as well as potential extension of the project further south, and/or north, of current project limits;
- It would maximize the use of private sector funds to alleviate congestion in the corridor, coordinate operations and maintenance activities in the I-77 corridor effectively, as well as establish a policy and program that defines success;
- Collaboration among stakeholders, analysis of a P3 delivery method for the I-77 project, identifying environmental issues and how they will affect the timing of the project, and determine the scope of work are all steps that contribute to delivery of the project;

Mr. Moose also discussed scenario analysis that has been completed, which assumes a 50 year life for the project. In addition, he indicated that air quality conformity will need to happen now. He noted that all of these factors imply a very aggressive timeline that involves a lot of components. Mr. Coxe suggested that a small team of TCC members be formed to help with the effort. Representatives from each of the north Mecklenburg towns, as well as a representative from the City of Charlotte, volunteered. It was also recommended that a representative from the Town of Mooresville be included on the team.

Ms. Blackburn asked if the proposed Red Line rail project would be considered as part of the overall evaluation of the proposed HOT lanes project, and Mr. Moose indicated that NEPA would focus on the highway project. Mr. Pleasant stated that the modeling will include both facilities. Mr. Steinman noted that a policy decision is important because control of the facility will be relinquished if a P3 delivery method is decided upon. Finally, it was suggested that this item be included on the November TCC agenda for further discussion.

4. Comprehensive Transportation Plan (CTP)

Presenter: Nicholas Polimeni - presenting on behalf of Anil Panicker (NCDOT) who was not able to attend.

Summary/FYI:

Mr. Polimeni provided information to the TCC via a Power Point presentation, the contents of which are incorporated into the minutes [here](#). He stated that a CTP staff meeting had taken place in which several consensus items were discussed regarding the classification of highway projects vs. bike/ped projects, and asked the TCC if it would like to weigh in on the issues. The TCC indicated it would, and Mr. Polimeni presented the following five items for consensus:

- I. Needs Improvement designation on the Highway map vs. the Bike/Ped map if a) right-of-way is needed for any type of improvement, or b) only if right-of-way is needed when the improvement relates to the vehicle component of the roadway?
 - Discussion followed in which the TCC could not come to a consensus, and it was agreed that the item would be further discussed at the next CTP staff meeting;
- II. Needs Improvement vs. Recommended for the Pedestrian map if a roadway exists but currently has no sidewalks?
 - There was consensus by the TCC that the designation should be Recommended;
- III. Needs Improvement vs. Recommended for the Pedestrian map if a roadway exists with sidewalk on one side, but not on the other side?
 - There was consensus by the TCC that the designation should be Needs Improvement;
- IV. Needs Improvement vs. Recommended for the Pedestrian map if a roadway exists with sidewalk on both sides, but the sidewalks are substandard, have to be moved or are not ADA compliant?
 - There was consensus by the TCC that the designation should be Needs Improvement;
- V. Should bicycle facilities be shown on the Bicycle map only if they can be realistically constructed within the physical constraints of the proposed location as it exists now, or should bicycle facilities

be shown where they are desired in the future even if it might not be possible within the physical environment as it exists today?

- There was consensus by the TCC that bicycle facilities should be shown where they are desired, regardless of current conditions.

The TCC inquired about the scope and timeline of the overall CTP process, and Mr. Polimeni indicated that he did not have an answer to that question but would pass the request on to the project manager (Anil Panicker) to be discussed at a future staff meeting.

5. Matthews Roundabout TIP Amendment

Presenter: Ralph Messera, Town of Matthews

Summary/FYI:

Mr. Messera indicated that the Town of Matthews had previously applied for a grant to construct a roundabout, and that a match would be required. He indicated that the Board of Transportation has approved the TIP project, but the estimated funding amount is still being worked out. He asked if the item could be deferred to the November TCC meeting, at which time more information would be available. The TCC agreed to move the item to the November meeting.

6. Air Quality Update

Presenter: Leslie Rhodes, LUESA – Air Quality

Summary/FYI:

Ms. Rhodes provided an air quality update, stating that the Metrolina non-attainment status has been based on the 1997 ozone standard, which requires a three-year average of 0.08 parts per million (ppm). She indicated that the Metrolina region now complies with that standard, but will not comply when the new ozone standard of 0.075 ppm goes into effect. The new standard was approved in 2008, but has been on hold for reconsideration by EPA. The President officially stated in September of 2011 that he does not support a further lowering of the standard at this time. She concluded by stating that Metrolina will be non-attainment under the 2008 standard, but will be classified as “marginal,” which is slightly better than what the region is currently classified. She warned that this information is tentative since nothing has been officially approved, but that it should go into effect in mid-late 2012.

7. Metrolina Regional Travel Demand Model Update

Presenter: Anna Gallup, CDOT

Summary/FYI:

Ms. Gallup provided the following Travel Demand Model updates:

- A Household Travel Survey (HHTS) is currently underway, and a press released will be issued soon;
- The HHTS survey is controlled and includes some GPS monitoring;
- The analysis of base year data is currently underway, being led by Amy Helms in Union County, and Ruchi Agarwal and Evan Lowry in Mecklenburg County, and work is anticipated to be completed in January;
- After base year data is finished being compiled/analyzed, the projections process will begin, which is an in depth process that might require input from the TCC – TCC members will be contacted if information is needed.

8. Environmental Justice – Public Involvement Plan Amendment

Presenter: Robert Cook

Summary/FYI:

Mr. Cook informed the TCC that the MPO endorsed opening a public comment period for the amendments to the Public Involvement Plan that are required as part of the EJ process. He stated that dates for the public meeting(s) have not yet been selected, but indicated that the TCC would be informed when the dates are chosen. He concluded by stating that work is currently being done on the Limited English Proficiency plan and GIS mapping.

9. Local Projects Funding Allocation Process

Presenter: Robert Cook

Summary/FYI:

Mr. Cook reminded the TCC about a survey that was sent out to solicit information from TCC members about the local projects funding allocation process associated with the development of the UPWP. He highlighted the following results of the survey:

- Cap funding at \$30K per member jurisdiction;
- Objective ranking criteria is desired
 - Staff will pursue the development of such criteria;
 - A committee will be necessary for this undertaking; and
 - Most likely will not be implemented until after the FY 2013 UPWP funding cycle.

Mr. Cook concluded by stating that a call for FY 2013 UPWP projects will be forthcoming, and that TCC members should begin considering ideas. He noted that an email reminder will be sent out.

10. Upcoming Issues

The following announcements were made:

- The census urban area boundary information is anticipated to be released early next year, and will be a topic of discussion at the upcoming CRAFT and NCAMPO meetings;
- MUMPO's Federal Certification has been scheduled for December 5-7, with a public meeting scheduled for the evening of December 5 in the Charlotte Mecklenburg Government Center;
- All FY 2012 bicycle and pedestrian grants need to be endorsed by the MPO upon submittal of an application, which means that any proposed applications will need to be endorsed by the TCC and MPO in November in order to meet the application deadline;
- There is a NEPA webinar scheduled for October 27, 2011, and all TCC members are encouraged to participate;
- An MPO orientation will be scheduled in January (1/11/12 is the likely date), which TCC members are encouraged to attend;
- A public workshop regarding the realignment of Prosperity Church Road will be held on the evening of November 3, 2011; and
- As a follow up to the Congestion Management Process (CMP) workshop that was held on September 29, 2011, a survey will be emailed to all TCC members to be filled out.

11. Adjourn: The meeting was adjourned at 11:45 AM.



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TO: Technical Coordinating Committee
FROM: Nicholas Polimeni
MUMPO Principal Planner
DATE: October 26, 2011
SUBJECT: **NCDOT Prioritization 2.0 Process**

OVERVIEW

The North Carolina Department of Transportation has released the quantitative scores for the Prioritization 2.0 (P2.0) highway, bicycle & pedestrian, and transit projects. The quantitative score represents the data driven portion of the overall project score (click [here](#) for more information about P2.0 scoring). Outlined below are the remaining components that factor into the final P2.0 project scores.

Highway Projects:

Quantitative Score + Local Input Points + Multi-modal bonus points = final project score

- Quantitative Scores released by NCDOT 9/29/11
- 1300 total Local Input Points to be allocated to highway projects prior to 12/16/11
 - TCC subcommittee has met several times to determine a methodology for allocating MUMPO's Local Input Points
 - At its October meeting, the possible methods discussed by the subcommittee were presented to the TCC, as well as the recommended method
 - The attached document titled *MUMPO P2.0 Highway Projects – Local Input Points* contains the recommended point allocation
- Multi-modal bonus points will be added to project scores after Local Input Points are designated

Bicycle and Pedestrian Projects:

Quantitative Score + Local Ranking Points = final project score

- Quantitative Scores released by NCDOT 9/29/11
- Top 5 bicycle and top 5 pedestrian projects will be assigned a rank prior to 12/16/11
 - TCC subcommittee has finished ranking bicycle and pedestrian projects
 - Each project that is ranked in the top 5 will receive additional points based on its rank
 - At its October meeting, the TCC was presented with the recommended bicycle and pedestrian rankings
 - The attached document titled *MUMPO P2.0 Bicycle & Pedestrian Projects – Local Input Ranks* contains the recommended rankings

Transit Projects:

Quantitative Score + Local Input Points = final project score

- Quantitative Scores released by NCDOT 9/29/11
- 550 total Local Input Points to be allocated to transit projects prior to 12/16/11
 - CATS has determined a methodology for prioritizing transit projects and allocating the local points
 - The proposed point allocation will be presented to the MTC for endorsement at its 10/26/11 meeting
 - An addendum to the TCC agenda packet will be provided prior to the November 3 TCC meeting which contains the P2.0 Transit Projects recommended point allocation, as endorsed by the MTC

REQUESTED ACTION

The TCC is being asked to recommend the attached Local Input Points/Rankings for endorsement by the MPO for P2.0 highway, bicycle & pedestrian and transit projects.

NEXT STEPS

The MPO, at its November 16 meeting, will be asked to endorse the Local Input Points/Rankings as recommended by the TCC.

Staff will submit all Local Input Points/Rankings to SPOT prior to the December 16, 2011 deadline.

After the December 16 deadline, when all Local Input Points/Rankings have been provided to NCDOT, final P2.0 scores will be calculated for all modes. The final scores are anticipated to be released in early 2012.

MUMPO P2.0 Highway Projects - Local Input Points

Project	2035 LRTP		2035	P2.0	Multi-	Tier	MPO	Based on
	Rank	CPL Rank	L RTP/CPL	Quantitative	Modal			LRTP and
			Avg	Score	Points*		Points	Union Co
NC 115 from Potts to Bridges Farm	9		9	25.81	3.00	Subregional	100	65.81
Gilead from US 21 to NC 115	18	13	15.5	21.04	3.00	Subregional	100	61.04
US 74 from Hayden Way to Krefeld	6	2	4	50.44	8.00	Statewide	100	60.44
Catawba Av widening from NC 73 to Jetton	20	12	16	19.91		Subregional	100	59.91
Old Monroe Rd from Indian Trail Rd to Welsey Chapel-Stouts	31	11	21	18.83		Subregional	100	58.83
West Bl Ext from Steele Creek to I-485	15		15	17.81	8.00	Subregional	100	57.81
US 74 from Krefeld to Village Lake	3	2	2.5	46.84	8.00	Statewide	100	56.84
US 74 from NC 51 to Hayden Way	10	6	8	46.34	8.00	Statewide	100	56.34
Old Charlotte Hwy from Wesley Chapel-Stouts to Rocky River	25		25	15.91		Subregional	100	55.91
NC 115 from Bailey to Potts	5		5	14.73		Subregional	100	54.73
US 74 from Village Lake to Conference	2	2	2	44.18	8.00	Statewide	100	54.18
US 74 from I-485 to NC 51	22	6	14	51.75	8.00	Statewide		51.75
I-77 widening from I-485 to Catawba	92	10	51	51.64		Statewide		51.64
NC 51 from Matthews Township to Lawyers	12	8	10	20.67		Regional	100	45.67
Statesville Rd from Harris to Gilead	13	17	15	14.16	3.00	Regional	100	39.16
NC 115 Bike Lanes from WT Harris to Eastfield				33.18	3.00	Regional		33.18
NC 49 from N Tryon to I-485	37		37	33.05	3.00	Regional		33.05
I-77 widening from 5th St to I-85	109	9	59	31.62		Statewide		31.62
Billy Graham/West Bl Intersection	48	15	31.5	31.49	8.00	Statewide		31.49
NC 115 Bike Lanes from Hambright to Mt Holly-Huntersville				29.84	3.00	Regional		29.84
US 601 from US 74 to Monroe Bypass - A	135		135	29.75		Statewide		29.75
Jetton, West Catawba, Nantz & NC 73 Bike Lanes				28.54	3.00	Regional		28.54
NC 115 Bike Lanes from Ramah Church to Bailey				27.58	3.00	Regional		27.58
US 601 from US 74 to Monroe Bypass - B	135		135	26.86		Statewide		26.86
US 601 from US 74 to Monroe Bypass - C	135		135	26.86		Statewide		26.86
NC 73 widening from NC 115 to Davidson-Concord Rd	24		24	26.54		Statewide		26.54
NC 115 Bike Lanes from Bailey to Bridges Farm (County Line)				26.24	3.00	Regional		26.24
NC 115 Bike Lanes from Legion to Smith				26.12	3.00	Regional		26.12
Bridgeford/Northdowns Connector	27		27	24.74	3.00	Subregional		24.74

MUMPO P2.0 Highway Projects - Local Input Points

Project	2035 LRTP		2035	P2.0	Multi-	Tier	MPO	Based on
	Rank	CPL Rank	LRTP/CPL	Quantitative	Modal			
			Avg	Score	Points*		Points	Union Co
Statesville Rd from Gilead to Holly Point	32	17	24.5	23.42	3.00	Regional		23.42
Roosevelt Bl from Hanover to Rocky River	26		26	22.93		Statewide		22.93
McKee Rd Ext from Pleasant Plains to John St	231		231	22.75		Subregional		22.75
Rea Rd Ext from NC 84 to Indian Trail-Waxhaw Rd - C				21.69	3.00	Subregional		21.69
Eastern Circumferential from Idlewild to US 74	21		21	21.58	3.00	Regional		21.58
Billy Graham/Morris Field Grade Separation	41		41	21.39		Statewide		21.39
Old Concord Rd Bike Lanes from Mallard Creek Church to Newell-Hickory Grove				20.76	3.00	Subregional		20.76
Sugar Creek Bike Lanes from N Tryon to I-85				20.76	3.00	Subregional		20.76
Wilkinson Bl/Billy Graham Intersection	258		258	19.95		Statewide		19.95
I-485 Interchange/NC 16 Interchange Improvements				19.86		Statewide		19.86
Charlotte Av from CSX to Concord Av	64	19	41.5	19.79		Subregional		19.79
Monroe Northern Loop from US 74 to Walkup at Bivens	161		161	19.75		Subregional		19.75
Mallard Creek Church Bike Lanes from Prosperity Church to Old Conrord				19.65	3.00	Subregional		19.65
NC 16 widening from Rea Rd Ext to NC 75	65		65	18.35		Regional		18.35
Church St Ext from McCord to Mayes	33		33	17.83		Subregional		17.83
Rea Rd Ext from NC 16 to NC 84 - B	101		101	17.80	3.00	Subregional		17.80
Old Monroe Rd from Trade to I-485	74	11	42.5	17.45		Subregional		17.45
Potts-Sloan Connector from NC 115 to Griffith	34		34	17.44	3.00	Subregional		17.44
Freedom Dr from Toddville to I-485		3	3	17.32	3.00	Regional		17.32
Sugar Creek Grade Separation	86		86	16.77		Subregional		16.77
US 21/Catawba Intersection Improvements				16.63		Regional		16.63
Eastern Circumferential from NC 49 to Back Creek Church	89		89	16.44	3.00	Subregional		16.44
Idlewild from I-485 to Stevens Mill	61	14	37.5	16.42		Subregional		16.42
Statesville Rd from Sunset to Catawba	74	17	45.5	15.43	3.00	Regional		15.43
Airport Entrance Rd from I-85 to the Airport	46	20	33	14.92		Subregional		14.92
Rocky River Rd from Old Charlotte to US 74	80	18	49	14.69	3.00	Subregional		14.69
Waxhaw Bypass	190		190	14.61		Statewide		14.61

MUMPO P2.0 Highway Projects - Local Input Points

Project	2035 LRTP		2035	P2.0	Multi-Modal Points*	Tier	MPO Points	Based on LRTP and Union Co
	Rank	CPL Rank	LRTP/CPL Avg	Quantitative Score				
Secrest Av Ext from Walkup to Olive Branch	142		142	13.27		Subregional		13.27
Hambright Rd Ext from Everette Keith to Eastfield	30		30	12.31	3.00	Subregional		12.31
Airport Rd from Goldmine to NC 84	23		23	9.96		Subregional		9.96
Charles St from Sunset to Franklin				8.91		Subregional		8.91
Plott Rd-Highland Av Bike Lanes from SR 2803 to Hickory Grove				8	3.00	Subregional		8.00
					131		1300	

* Included in P2.0 Quantitative Score

Mobility Projects
Modernization Projects

MUMPO P2.0 Bicycle & Pedestrian Projects - Local Input Ranks

Project	Mode	Jurisdiction	Total Points*	Local Rank
Matheson Av Conversion & Bicycle Route 10 Extension	Bicycle	Charlotte	88	1
Highway 74 Multi-Use Path	Bicycle	Indian Trail	78	2
Pleasant Plains Road Bike Lanes	Bicycle	Matthews	75	3
Walkers Branch Greenway	Bicycle	Charlotte	70	4
NC 115 Bikeway (Mt Holly Huntersville to Ramah Church)	Bicycle	Huntersville	68	5
Irwin Creek Greenway	Bicycle	Mecklenburg County	64	6
McDowell Creek Greenway	Bicycle	Cornelius	61	7
Southfork Crooked Creek Greenway	Bicycle	Indian Trail	60	8
Mallard Creek Greenway (Connector to CATS Park & Ride)	Bicycle	Mecklenburg County	57	9
Caldwell Station Creek Greenway	Bicycle	Cornelius	57	10
Smithville Park to Washam Potts Rd Bikeway	Bicycle	Cornelius	55	11
Legion Park, N Zion & Antiquity Bicycle Route	Bicycle	Cornelius	54	12
Westmoreland Road Bike Lanes	Bicycle	Cornelius	0	0
Torrence Chapel Bike Lanes	Bicycle	Cornelius	0	0
Long Creek Greenway - Catawba River Pedestrian Bridge	Bicycle	Mecklenburg County	0	0
Exit 30 - I-77/Griffith Street Sidewalk	Pedestrian	Davidson	78	1
Tom Short Rd Sidewalks	Pedestrian	Charlotte	77	2
Safe Routes to School Pedestrian Beacons	Pedestrian	Davidson	71	3
Stallings Elementary School Sidewalks	Pedestrian	Stallings	67	4
Highway 84/Weddington Rd Sidewalk	Pedestrian	Wesley Chapel	56	5
Sam Newell Rd Multi-Use Path	Pedestrian	Matthews	46	6

**Points derived from using MUMPO's Bicycle & Pedestrian Prioritization Process (adopted 5/18/11)*



MEMORANDUM

TO: MECKLENBURG-UNION MPO TCC MEMBERS AND INTERESTED PERSONS
FROM: BJORN E. HANSEN, CENTRALINA COUNCIL OF GOVERNMENTS
SUBJECT: FFY 16-17 CONGESTION MITIGATION AND AIR QUALITY (CMAQ) PROJECT SOLICITATION
DATE: OCTOBER 26, 2011

MUMPO has contracted with Centralina COG to administer the project selection process for MUMPO's FFY 16-17 CMAQ funds. The MUMPO tentatively has nearly \$20 million to program for these two fiscal years, although the NCDOT is updating its estimates for the future years of the program. MUMPO currently intends to have a list of projects approved by March 2012.

The timeline for the process is below.

October 13, 2011: MUMPO opens project solicitation process
December 16, 2011: Project packets due to MUMPO staff
Late December 2011: Project packets distributed to Selection Committee
Early January 2012: Selection Committee meets
January 5, 2012: TCC apprised of list of submitted projects
Mid-January 2012: Selection Committee recommends list of projects for funding
January 18, 2012: MUMPO apprised of recommended project list for funding
February 2, 2012: TCC briefed on recommended project list for funding
March 1, 2012: TCC recommends project list for funding to MUMPO
March 21, 2012: MUMPO approves project list for funding

The ranking and application processes remain unchanged from the previous cycle, with one notable exception. Any project that affects NCDOT right-of-way or facilities must be submitted to the NCDOT Division 10 offices for review. The Division staff will not issue a letter of support or denial, but will simply identify areas of concern or a need for coordination with adjacent projects. This correspondence and review must be complete when the project packet is submitted on December 16.

REQUESTED ACTION: Information only.



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION


BEVERLY EAVES PERDUE
GOVERNOR

EUGENE A. CONTI, JR.
SECRETARY

October 21, 2011

MEMORANDUM

To: CMAQ Eligible MPOs & RPOs
NCDOT Highway Division Engineers
NCDOT Modal Division Directors

From: Terry C. Arellano, PE 
TPB Systems Planning Group

Subject: Upcoming Changes for North Carolina's CMAQ Program

NCDOT has been striving the past two years to refine the CMAQ process in the hopes of improving local project delivery and better protecting North Carolina from federal funding rescissions. Despite these efforts, NCDOT has received many comments from our local areas concerning the difficulties encountered when developing requests for CMAQ projects five to seven years in advance of actual implementation, most specifically citing the inability for local governments to guarantee the required matching funds that far into the future. In addition, many areas have also struggled under current work load that ties the development of local priorities for the NCDOT Prioritization Process closely to the development of proposals for CMAQ funding. Furthermore, there continues to be uncertainty concerning the funding amounts that will be available for the North Carolina CMAQ program, given the current national and state economic climates and the continued extensions of SAFETEA-LU.

In an effort to address these concerns, NCDOT is will be implementing the following modifications to the CMAQ process, effective immediately:

- CMAQ planning partners are currently developing applications for funding in federal fiscal years (FFY) 2016 and 2017 and are slated to enter these proposals in Partner Connect/NCDOT Workplace by the end of October 2011. NCDOT will review new proposals submitted through this process and send them through the interagency review process to determined eligibility. These projects will be held and may be programmed if funding becomes available in years 2012 -2015 of the current STIP.
- In spring/summer 2012, based on funding availability (considering past apportionments and cash flow limitations), NCDOT will determine the CMAQ funding targets for FFY 2016 and 2017 and will apply the CMAQ distribution formula to set the Statewide, Regional and Subregional (MPO and RPO) sub allocation targets. The TIP Unit will program blanket CMAQ projects based on these targets for each eligible MPO and RPO and the Statewide and Regional pots in the 2014-2022 draft STIP.

MAILING ADDRESS:
NC DEPARTMENT OF TRANSPORTATION
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RALEIGH NC 27699-1554


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<http://ncdot.org/doh/preconstruct/tpb/>

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1 SOUTH WILMINGTON STREET
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- In September 2014, the MPOs, RPOs and other NCDOT Business Units will review their existing CMAQ project lists and may submit additional CMAQ applications for funding in FFY 2016 & 2017 utilizing the funding targets programmed in the 2014-2022 TIP.
- NCDOT will complete the normal CMAQ review process and provide the TIP Unit a list of CMAQ projects prior to the development of the final 2016-2024 TIP (early Spring 2015). Note that the individual CMAQ projects will be covered under the blanket CMAQ project and will not be shown individually in the STIP.

This revised process will essentially move the programming of CMAQ projects funded in FFY 2016 & 2017 from spring 2012 to spring 2015, which should lead to better programming of projects and projects that can be delivered in a timelier manner. Due to the types of projects for which NCDOT utilizes Statewide CMAQ funds, NCDOT may still program some statewide CMAQ projects for funding in 2016 and 2017 utilizing the Statewide CMAQ sub allocation.

Please note that this is a quick synopsis of the planned changes for the CMAQ program in North Carolina. We felt it prudent to share this information as quickly as possible, since many MPOs and RPOs have been striving to meet the October 31, 2011 deadline for CMAQ proposal submittal. Full revised guidance capturing these changes in more detail will be released in the near future.

Thank you for your continued patience and cooperation with implementation of the CMAQ process in North Carolina.

cc: Susan Coward, Deputy Secretary for Intergovernmental Affairs and Budget Coordination
Mike Bruff, PE, Transportation Planning Branch
Dan Thomas, PE, Transportation Planning Branch
Derry Schmidt, PE, Transportation Planning Branch
Transportation Planning Branch Geographic Region Supervisors (CMAQ Eligible Areas)
Transportation Planning Branch MPO & RPO Coordinators (CMAQ Eligible Areas)