



charlotte regional **transportation** planning organization

600 East Fourth Street
Charlotte, NC 28202
704-336-2205
www.crtpo.org

TO: CRTPO Delegates & Alternates
FROM: Robert W. Cook, AICP
CRTPO Secretary
DATE: January 13, 2014

**SUBJECT: January 2014 Meeting
Charlotte Regional Transportation Planning Organization
Wednesday, January 15, 7:00 PM**

The January 2014 meeting of the Charlotte Regional Transportation Planning Organization (CRTPO) is scheduled for Wednesday, January 15, 2014 at 7:00 PM. The meeting will be held in Room 267 of the Charlotte-Mecklenburg Government Center, 600 E. Fourth St., Charlotte.

There will be no education session preceding the meeting. A light meal will be provided.

Accessing the Charlotte-Mecklenburg Government Center

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.

There are two ways to enter the Government Center. Enter via the large staircase on the Davidson St. side or through the plaza entrance facing E. Fourth St. (This is a handicapped accessible entrance.) Once inside the building, security staff will assist you to Room 267. Security measures have been improved recently, so please allow more time for entering the building.

Non-Discrimination Policy

It is the policy of the Mecklenburg-Union Metropolitan Planning Organization to ensure that no person shall, on the ground of race, color, sex, age, national origin, or disability, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity as provided by Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, and any other related non-discrimination Civil Rights laws and authorities.

Charlotte Regional Transportation Planning Organization

January 15, 2014

Room 267-Charlotte-Mecklenburg Government Center

7:00 PM Meeting Agenda

1. **Call to Order** Sarah McAulay
2. **Election of Officers** Sarah McAulay
ACTION REQUESTED: Elect Chairman and Vice-Chairman.

BACKGROUND: The MPO's bylaws require that the Chairman and Vice-Chairman be elected annually at the first regularly scheduled meeting of the calendar year. The bylaws also require that the Chairman must have served as an MPO member (delegate or alternate) for one year immediately prior to the election.
3. **Adoption of the Agenda** Chair
4. **Citizen Comment Period** Chair
5. **Ethics Awareness & Conflict of Interest Reminder** Chair
6. **Approval of Minutes** Chair
ACTION REQUESTED: Approve the November 2013 meeting minutes as presented.
7. **2014 Meeting Schedule** Chair
ACTION REQUESTED: Approve the 2014 meeting schedule.

BACKGROUND: See attached memorandum for more information.

ATTACHMENT: Memorandum.
8. **NC 73 Council of Planning Memorandum of Understanding** Bjorn Hansen
ACTION REQUESTED: Approve changes to the NC 73 Council of Planning Memorandum of Understanding (MOU).

BACKGROUND: This agenda item includes both the request to revise the Council of Planning (COP) MOU as well as an update on the COP's recent activities. See the attached memorandum for more information.

ATTACHMENTS: NC 73 Council of Planning memorandum and revised MOU.
9. **2040 Metropolitan Transportation Plan (MTP)** Nicholas Landa
ACTION REQUESTED:
 - a. Approve the release of the draft 2040 MTP and conformity determination report for public involvement when the documents are complete.
 - b. Approve the start of a public comment period.

TCC RECOMMENDATION: At its January 2014 meeting, the TCC unanimously recommended that the MPO approve the release of the documents when they are complete.

BACKGROUND: See attached memorandum.

ATTACHMENT: Memorandum.

10. Strategic Transportation Investments (STI)

a. Prioritization 3.0 Highway Projects

Nicholas Landa

ACTION REQUESTED: Approve the attached list of highway projects to be submitted to the Prioritization 3.0 database.

TCC RECOMMENDATION: At its December 2013 meeting, the TCC unanimously recommended that the MPO approve the attached list of highway projects.

BACKGROUND: A TCC subcommittee was formed to review P3.0 highway project additions and removals from the SPOT prioritization database. Based on feedback from the TCC and MPO, the attached recommendations are proposed to be endorsed by the MPO. See attached memorandum for more information.

ATTACHMENTS: Memorandum; highway projects list; local commitment letters.

b. Prioritization 3.0 Bicycle & Pedestrian Projects

Curtis Bridges

ACTION REQUESTED: Approve the attached list of bicycle and pedestrian projects to be submitted to the Prioritization 3.0 database.

TCC RECOMMENDATION: At its January 2014 meeting, the TCC unanimously recommended that the MPO approve the list of attached bicycle and pedestrian projects.

BACKGROUND: A TCC subcommittee was formed to recommend a list of bicycle and pedestrian projects to be added to the P3.0 database. The subcommittee evaluated previously submitted, unfunded projects using the MPO's approved bicycle and pedestrian ranking methodology in order to determine the top 20 projects to be submitted for P3.0. See the attached project list of final project recommendations and scores.

ATTACHMENT: Memorandum; bicycle & pedestrian projects list.

c. Prioritization 3.0 Local Input Point Methodology

Nicholas Landa

ACTION REQUESTED: FYI

BACKGROUND: A TCC subcommittee was formed to develop a P3.0 Local Input Point Methodology to be approved by the CRTPO and NCDOT. The subcommittee has met three times to develop criteria to be used to allocate local input points for P3.0 Regional Impact and Division Needs projects. A draft summary of the proposed methodology is attached and will be reviewed. The methodology will be finalized and presented for approval no later than March 2014.

ATTACHMENT: Draft P3.0 Local Input Point Methodology; other modes memo and project list.

11. FY 2015 Unified Planning Work Program

Robert Cook

ACTION REQUESTED: FYI

BACKGROUND: The Unified Planning Work Program (UPWP) is adopted annually in accordance with joint Federal Highway Administration/Federal Transit Administration

guidelines. The UPWP describes the planning activities that are anticipated for the coming fiscal year and documents the allocation of state and federal funds associated with each planning activity. An update on the FY 2015 UPWP's preparation will be provided. See attached memorandum for more information.

ATTACHMENT: Memorandum.

- 12. MPO Bylaws** Robert Cook
ACTION REQUESTED: FYI

BACKGROUND: See attached memorandum.

ATTACHMENT: Memorandum; draft bylaws; changes summary.

- 13. Transportation Improvement Program Financial Plan** Sashi Amatyia
ACTION REQUESTED: FYI

BACKGROUND: Update on efforts to prepare the TIP's financial plan.

- 14. 2012 JARC & New Freedom Project Solicitation** LaPronda Spann & Archie Black
ACTION REQUESTED: FYI

BACKGROUND: The CATS 2012 Job Access and Reverse Commute (JARC)/New Freedom (NF) Project Solicitation solicited projects from local human services and transportation providers that facilitated or resulted in improved access to transportation services, including employment opportunities for individuals with disabilities, seniors, individuals who are homeless, veterans and individuals with low incomes. To be approved for JARC/NF matching grant funds all projects received had to meet a need identified in the Coordinated Human Services Transportation Plan Charlotte-Mecklenburg. See the attached memorandum for more information about candidate projects and funding recommendations.

ATTACHMENT: JARC/New Freedom memorandum.

- 15. Enhanced Mobility of Seniors with Disabilities Program** Robert Cook
ACTION REQUESTED: FYI

BACKGROUND: MAP-21 established a human service transportation program called Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310). Its purpose is to enhance mobility for senior citizens and persons with disabilities by providing funds for programs serving transit-dependent populations beyond traditional public transportation and para-transit services. Section 5310 consolidates the New Freedom and Elderly and Disabled programs. The MPO must designate a recipient of the funds in order for them to be used in the CRTPO planning area.

ATTACHMENT: Section 5310 fact sheet.

- 16. Adjourn**

CHARLOTTE REGIONAL TRANSPORTATION PLANNING ORGANIZATION
Charlotte-Mecklenburg Government Center, Room 267
November 20, 2013 Meeting
Summary Minutes

Members Attending:

David Howard (Charlotte), Lynette Rinker (Cornelius), Brian Jenest (Davidson), Bradley Purser (Fairview), Sarah McAulay (Huntersville), James Taylor (Matthews), Dumont Clarke (Mecklenburg County), Jill Swain (Metropolitan Transit Commission), Frederick Becker (Mineral Springs), Margaret Desio (Monroe), Eddie Dinger (Mooresville), Lynda Paxton (Stallings), Michael Johnson (Statesville), Elbert Richardson (Troutman), Barbara Harrison (Weddington), Brad Horvath (Wesley Chapel)

Non-Voting Members Attending:

Andy Zoutwelle (Charlotte-Mecklenburg Planning Commission)

1. Call to Order

MPO Chairwoman Sarah McAulay called the November 2013 CRTPO meeting to order at 7:00 PM.

2. Adoption of the Agenda

Chairwoman McAulay stated that Mayor Lynda Paxton requested that an update on the status of the Monroe Bypass be added to the agenda. She asked if there were any additional items to be added. No other additions or changes were suggested.

Motion:

Mayor Lynette Rinker made a motion to adopt the agenda with the addition of the Monroe Bypass item. Mayor Jim Taylor seconded the motion. Upon being put to a vote, the motion to adopt the agenda was approved unanimously.

3. Citizen Comment Period

Kate Asquith of the Southern Environmental Law Center addressed the MPO on the subject of the Monroe Bypass. A copy of her comments is attached.

4. Ethics Awareness & Conflict of Interest Reminder

Mr. Cook read the ethics awareness and conflict of interest reminder to the MPO.

5. Approval of Minutes

Chairwoman McAulay requested action on the October 2013 meeting minutes.

Motion:

Barbara Harrison made a motion to approve the October 2013 meeting minutes as presented. Mayor Rinker seconded the motion. Upon being put to a vote, the October 2013 minutes were unanimously approved.

6. Cornelius Bicycle Planning Grant

Presenter:

Jason Pauling, Town of Cornelius

Summary:

Mr. Pauling stated that the Town of Cornelius wished to apply for a grant under NCDOT's annual Bicycle and Planning Grant Initiative to prepare a comprehensive bicycle master plan. He further stated that application's requirements mandate that municipalities in MPO planning areas obtain an endorsement from the MPO. Mr. Pauling concluded by noting that the TCC unanimously recommended that the MPO endorse the application.

Motion:

Mayor Taylor made a motion to endorse the Cornelius Bicycle Planning Grant application as presented. Mayor Jill Swain seconded the motion. Upon being put to a vote, the motion passed unanimously.

7. Transportation Improvement Program (TIP) Amendments

Presenter:

Robert Cook

Summary:

Mr. Cook reviewed the TIP amendments and provided brief descriptions of each item. He stated that the TCC unanimously recommended that the amendments be approved by the MPO. Also reviewed were two amendments requested by NCDOT but which the TCC declined to favorably recommend to the MPO. The first was U-5107, which was a 2005 earmark for transportation improvements at the Marion Diehl Center in Charlotte. NCDOT requested the amendment to shift funds from FY 2013 to FY 2015 due to lack of activity by Queens University (the earmark's recipient). The TCC requested that staff contact Queens University staff to discuss the project's status. Information from the university was still pending at the time of the meeting. The second requested amendment the TCC declined to favorably recommend was the Garden Parkway project (U-3321). NCDOT requested that CRTPO shift funds from FY 14 to FY 16. The TCC declined to act on the requested amendment because doing so would be inconsistent with the 2040 MTP financially constrained project list adopted by the MPO in October 2013. The approved project list includes the Garden Parkway in the 2040 horizon year.

Motion:

Mayor Taylor made a motion to approve the TIP amendments as presented. David Howard seconded the motion. Upon being put to a vote, the motion passed unanimously. (The motion did not include projects U-5107 or U-3329.)

8. Unified Planning Work Program Process

a. UPWP Review Subcommittee

Presenter:

Robert Cook

Summary:

Mr. Cook stated that the request was to endorse the establishment of a UPWP Review Subcommittee to assist the TCC in the development of the annual UPWP. He noted that the TCC unanimously recommended that the MPO endorse the Subcommittee's formation.

Motion:

Mayor Swain made a motion to endorse the establishment of the UPWP Review Subcommittee. Mayor Rinker seconded the motion. Upon being put to a vote, the motion passed unanimously.

b. FY 2014 UPWP Amendment

Presenter:

Robert Cook

Summary:

Mr. Cook stated that the request before the MPO was to amend the FY 2014 UPWP to program additional funds. The additional funds are Surface Transportation Program-Direct Attributable (STP-DA) funds that had accumulated due to reimbursement process procedures that had since been corrected. The total amount to be programmed was \$616,448 (this was a correction from the memorandum in the agenda packet) and was recommended to be distributed as follows: Task Code IV-2, Highway Element of the LRTP: \$338,867; Task Code V-1, Congestion Management Strategies: \$277,581. The TCC unanimously recommended that the MPO approve the amendment.

Motion:

Mayor Taylor made a motion to adopt the UPWP amendment as presented. Mayor Rinker seconded the motion. Upon being put to a vote, the motion passed unanimously.

9. Federal Functional Classification System Update

Presenter:

Anil Panicker, NCDOT

Summary:

Mr. Panicker stated that the request before the MPO was to endorse the proposed federal functional classification system. A brief explanation of the role of functional classification in the transportation planning process was provided. In response to questions from several MPO members about exactly how it impacts CRTPO, TCC vice-chairman Joe Lesch stated that the functional classification system has more influence on funding at the federal level and that no individual project will have its funding affected by the requested action. NCDOT Division 10 engineer Louis Mitchell echoed Mr. Lesch's comments.

Motion:

Mr. Howard made a motion to approve the federal functional classification system updates as presented. Margaret Desio seconded the motion. Upon being put to a vote, the motion passed unanimously.

10. MPO Bylaws

Presenter:

Robert Cook

Summary:

A second round of revisions was presented to the MPO for review and comment. The presentation focused on two topics: meeting quorum and public comment period procedures. The proposed revisions were the result of a TCC subcommittee formed to prepare recommendations for changes to the bylaws. MPO members made the following comments:

Quorum

1. Concerns were expressed regarding the recommendation that all three counties needed to be represented in order for a quorum to be achieved. The direction provided was that the recommendation should be modified to two of the three counties should be represented.
2. Members did not comment on other quorum-related provisions.

Public Comment Procedures

1. MPO members expressed concern with the recommendations that limited time on the same topic to 10 minutes and that allowed the chair to end the 10 minute period if the comments were found to be repetitive.
2. A suggestion was made to include a provision requiring the chair to request the full board's permission to modify public comment procedures.

Other Issues

1. Article III-Responsibilities: this section currently lists six responsibilities and the MOU lists 16. Staff indicated a preference for streamlining the bylaws by eliminating the list and including only a reference to the responsibilities listed in the MOU. The MPO indicated that this was its preference. Mr. Cook indicated he would seek guidance from legal staff.
2. Article V-Officers, Section 3-Terms of Office (Chair and Vice-Chair): a recommendation was made to improve the clarity of this section to specify the office to which a member is elected.
3. Article VI-Meetings, Section 1-Regular Meetings: the MPO stated that the recommendation to indicate monthly meetings should remain.
4. Article VI-Meetings, Section 5-Agenda: there was discussion regarding adding items to the agenda. A recommendation was made that adding items to the agenda should be limited to time-sensitive matters. A modification to this recommendation was made to include items requiring MPO action.
5. Article VI-Meetings, Section 6-Voting Procedures: a recommendation was made to improve clarity to eliminate text that could be interpreted as allowing alternates to vote even when a jurisdiction's delegate is present.

Mr. Cook stated that the bylaws subcommittee would address the comments at its next meeting and that a third revision would be presented at the January 2014 meeting.

11. Transportation Improvement Program Financial Plan

Presenter:

Robert Cook

Summary:

Mr. Cook presented information to the MPO via a Power Point presentation, the contents of which are incorporated into the minutes. The MPO was reminded that the financial plan's purpose is to establish that funding is available to implement the projects listed in the approved TIP. It was further noted that past practice had been for NCDOT to prepare the financial plans for the state's MPOs, but that the FHWA was now requiring each MPO to do so. Mr. Cook stated that a kick-off meeting was scheduled for November 21 to begin plan preparation. Participants will include NCDOT, FHWA, CATS and CDOT staff. A draft plan is scheduled to be presented in January 2014, with MPO approval scheduled for February 2014.

12. 2040 Metropolitan Transportation Plan

Presenter:

Nicholas Landa

Summary:

Mr. Landa reported that many of MTP's elements have been prepared and are now under review with the assistance of the consulting firm RS&H. He noted that the financially constrained roadway project list was posted on the website. It is anticipated that the MPO will be asked to approve the release of a draft MTP and a draft air quality conformity document at the January 2014 meeting.

13. NCDOT Strategic Prioritization 3.0

Mr. Landa and Mr. Bridges provided information to the MPO via a Power Point presentation, the contents of which are incorporated into the minutes.

a. Highway Projects

Presenter:

Nicholas Landa

Summary:

Mr. Landa reported on the progress that has been made to fulfill requirements of the Prioritization 3.0 process relative to highway projects in order to meet NCDOT deadlines. CRTPO is permitted to submit 20 new highway projects into the prioritization database. Highway projects currently in the database will remain. Projects must be submitted to the database by February 17, 2014. At the January 15, 2014 meeting, staff will request that the board approve a list of 20 new highway projects to be submitted to the database.

b. Bicycle & Pedestrian Projects

Presenter:

Curtis Bridges

Summary:

Mr. Bridges reported on the progress that has been made to fulfill requirements of the Prioritization 3.0 process relative to bicycle and pedestrian projects in order to meet NCDOT deadlines. CRTPO is permitted to submit 20 bicycle and pedestrian projects into the prioritization database. Unlike the highway mode, all bicycle and pedestrian projects submitted during earlier prioritization processes have been eliminated. Projects must be submitted to the database by February 17, 2014. At the January 15, 2014 meeting, staff will request that the board approve a list of 20 projects to be submitted to the database.

c. Other Modes

Presenter:

Nicholas Landa

Summary:

- Transit: CATS staff is preparing a list of transit projects to be submitted and is coordinating with providers in Iredell and Union counties to ensure that the list includes their needs. An unlimited number of projects can be submitted. At the January 15, 2014 meeting, the board will be asked to approve the list of transit projects to be submitted to the database.
- Aviation, Rail and all other modes: the respective agencies are being asked to provide appropriate information about project submittals. A staff meeting is scheduled for December 11, 2013 to discuss the agencies' lists.

d. Local Input Point Methodology

Presenter:

Nicholas Landa

Summary:

The Prioritization 3.0 process requires each MPO to develop a local input point methodology and to have it approved by NCDOT no later than May 2014. CRTPO will not be able to apply local points to projects if NCDOT does not approve the methodology. Local points can be applied to projects in the Regional Impacts and Division Needs categories only; there is no local input on Statewide projects. A TCC subcommittee has been established and is scheduled to present a draft to the MPO at the January 15, 2014 meeting, with approval scheduled for February 2014. This schedule will allow for adequate time for revisions in the event NCDOT does not approve the methodology.

e. Local Funding Commitment

Presenter:

Nicholas Landa

Summary:

Mr. Landa discussed an NCDOT requirement that if a local contribution is proposed for a project submitted to the prioritization database, it must be accompanied by a commitment letter signed by the CRTPO chair. Mr. Landa sought input from the MPO on the degree of local approval that the CRTPO should require before asking the chair to sign a commitment letter. The consensus from the MPO was that a letter from the city/town manager would be sufficient.

14. Monroe Bypass

Presenter:

Louis Mitchell, NCDOT Division 10

Summary:

Mr. Mitchell provided the MPO with an update on the Monroe Bypass. He discussed matters related to a lawsuit which required NCDOT to revise the environmental impact statement (EIS). In response, NCDOT has completed a draft supplemental EIS which has been signed by the FHWA and NCDOT. Public meetings have been scheduled for December 9, 10 and 11 to receive public input on the draft supplemental EIS. Mr. Mitchell then responded to questions from board members.

15. Adjourn

The meeting adjourned at 8:30 PM.

11-20-13 Comments of Kate Asquith Southern Environmental Law Center

We understand tonight you will be hearing an update on the Monroe Bypass. I have a few brief comments on the project and the NEPA process.

One core purpose of the NEPA process is to ensure open dissemination of information so that the public and other agencies are adequately informed and can react to a proposed action at a meaningful time. The reason the 4th Circuit ruled against NCDOT over a year and a half ago was for violating this core purpose of NEPA.

We are very concerned that NCDOT is repeating this mistake in its latest review of the Bypass, as the current process pursued by NCDOT has not been conducive to open, informed decision making.

We've recently learned from public records obtained from NCDOT that many of the purportedly local organized efforts in support of the Bypass were in fact funded by NCDOT.

As you've heard at past CRTPO meetings, NCDOT has paid well over a million and a half dollars to the Monroe Bypass Contractors since the 4th Circuit ruled against it over a year and a half ago.¹ Part of these payments have gone directly to fund a supposedly "grass roots" effort to push the Bypass forward.² The message behind these efforts is that the Bypass will bring dramatic growth and development to Union County, a message which runs counter to DOT's analysis.

These efforts include creating and promoting a pro-Bypass group called Keep Union County Moving, which has planned open house events, and maintains a facebook page³ and website⁴ promoting the Bypass's growth potential. The group claims to be unaffiliated with NCDOT, but NCDOT paid for at least 185 hours of staff time on for these activities.⁵

Similarly, NCDOT paid for staff time spent planning a pro-Bypass breakfast last winter with the Union County Chamber of Commerce, which included flyers stating the Bypass would create "hundreds" of jobs.⁶

¹ Our latest information from NCDOT indicates that NCDOT has paid at least \$1.8 million to the Monroe Bypass Constructors since May 2012.

² Demonstrated in individual time sheets of Boggs Paving employee Janie Auret, which the Monroe Bypass Constructors submitted to NCDOT to support payment claims filed since May 2012. Janie Auret's total time listed for work promoting Keep Union County Moving (the pro-Bypass group), the Union County Chamber's resolutions and petition, and other pro-Bypass activities is 271.5 hours, at a total cost of \$7,770, all charged to and paid for by NCDOT, and approved by FHWA.

³ <https://www.facebook.com/KeepUnionCountyMoving>.

⁴ <http://www.keepunioncountymoving.com/>.

⁵ The total wage and equipment cost of these activities, paid by NCDOT, was \$5294.70.

⁶ Monroe Bypass Constructor staff logged 46 hours on the breakfast, for a total cost (wage and equipment) of \$1316.52. NCDOT also approved payments for staff time in creating the flyer claiming the Bypass would create "hundreds" of jobs.

NCDOT has also paid for the contractor's staff time creating and promoting the pro-Bypass petition featured on the Chamber's online homepage for several months last spring, which also claimed the Bypass would spur growth.⁷

These activities are in direct contrast to the statements NCDOT has made within the NEPA process. We urge that moving forward NCDOT will cease these activities and actually listen to local voices- many of whom are calling for alternatives to the Bypass to be reconsidered.

On a different note, we question whether any true purpose still exists for the Bypass. Things have changed a lot since the Draft EIS. In its first draft EIS, NCDOT based its Statement of Purpose and Need on travel time data from 2007. The document stated that peak travel time the U.S. 74 corridor was 50 minutes, with an average peak speed of 24 mph. NCDOT expected that by 2030 the travel time would increase to 70 minutes, with an average speed of 17 mph.⁸

Since then, traffic *volumes* in Union County have remained fairly stable. But, as you know, NCDOT has implemented several small scale improvements in the corridor. The result is improved travel *time* in the corridor. NCDOT's recent 2013 data shows that current travel time along U.S. 74 is now 34 minutes at peak with an average peak speed of about 44 mph, 20 mph faster than was observed in 2007.⁹

We think these are great improvements, and are hope to see further travel time improvements when the planned superstreets in Indian Trail are implemented.

But this data makes us continue to question if the Bypass is the right solution for traffic issues in Union County. In NCDOT's most recent drafts that we have reviewed, the Bypass is expected to save only 8-12 minutes in opening year.¹⁰ With the expected cost of the Bypass now so high, that works out to \$100 million per minute saved. We urge that this money could be better spent — especially given tight fiscal times.

Finally, we've not had the opportunity to review the final document, but from the drafts we've seen, we still have many questions about the project's impacts and cumulative effects, and we plan to submit extensive comments.

⁷ See <http://www.ipetitions.com/petition/union-county-nc-buinesses-and-resident-in/signatures>. This petition claimed the Bypass "will do wonders for employment opportunities, positive economic outcomes, etc." Monroe Bypass Constructor staff logged 15 hours on the petition (total cost of \$429.30).

⁸ Monroe Bypass Draft Environmental Impact Statement at 1-18 (table 1-5), http://www.ncdot.gov/projects/monroeconnector/download/monroe_DEIS_PurposeNeed.pdf (see chart on following page).

⁹ Please see chart on following page. This data comes from a May 10, 2013 memorandum from Bradley Reynolds, HNTB, to Jennifer Harris, NCDOT, on *US 74 Corridor Travel Time Comparison*.

I have several copies of my statement with me, and I'm happy to give you any further information or documentation of anything I've said tonight.

If you have any questions or comments, please contact me at:

Kate Asquith

Associate Attorney

Southern Environmental Law Center

601 W. Rosemary Street, Suite 220

Chapel Hill, North Carolina 27516

Phone: (919) 967-1450; Fax: (919) 929-9421

SouthernEnvironment.org

Travel Time Data Comparison

Original 2007 Data: Monroe Bypass Draft Environmental Impact Statement at 1-18 (table 1-5):

TABLE 1-5: Average Travel Times and Speeds Through the US 74 Corridor

Peak Period	2007		2030	
	Travel Time (minutes)	Average Speed (mph)	Travel Time (minutes)	Average Speed (mph)
Westbound AM Peak	50	24	70	17
Eastbound PM Peak	47	29	68	21

Source: Existing and Year 2030 No-Build Traffic Operations Technical Memorandum (PBS&J, March 2008).

Compare with most recent travel time data from a May 10, 2013 memorandum from Bradley Reynolds, HNTB, to Jennifer Harris, NCDOT, on *US 74 Corridor Travel Time Comparison*.

Table 1 – US 74 Corridor Travel Time and INRIX Data Summary

		Field Runs		INRIX Data	
		Travel Time (minutes)	Average Speed (mph)	Travel Time (minutes)	Average Speed (mph)
AM	Eastbound	32.0	41.7	30.2	44.9
	Westbound	33.1	40.5	31.2	43.6
	Cumulative	32.5	41.1	30.7	44.2
Noon	Eastbound	30.4	43.9	30.7	44.2
	Westbound	34.9	39.1	31.0	43.7
	Cumulative	32.9	41.3	30.8	43.9
PM	Eastbound	34.0	39.3	30.2	44.9
	Westbound	33.7	39.7	30.7	44.2
	Cumulative	33.8	39.5	30.4	44.5

* US 74 corridor approximately 22.5 miles from I-485 (west of Stallings) to Elm Street (in Marshville)

* Travel time runs and INRIX data were collected and compared between 3/19/2013 to 3/21/2013 (Tuesday thru Thursday) for the AM (6:30-9:00 AM), noon (11:30-1:30 PM) and PM (4:00-6:00 PM).



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Charlotte, NC 28202
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TO: CRTPO Delegates & Alternates
FROM: Robert W. Cook, AICP
CRTPO Secretary
DATE: January 9, 2014
SUBJECT: **2014 Meeting Schedule**
Agenda Item #7

REQUESTED ACTION

The MPO is requested to approve a 2014 meeting schedule.

BACKGROUND

MPO meetings for many years have been held on the third Wednesday of every other month. However, in 2013 meetings were held every month (except December) due to matters related to the planning area expansion, Memorandum of Understanding revision, Metropolitan Transportation Plan development, the NCDOT project prioritization process, etc.

In November 2013, as part of the MPO bylaws revision process, the MPO indicated that the bylaws should be changed to reflect a monthly meeting schedule. The MPO also requested that an action item be placed on the January 2014 agenda to approve a meeting schedule.

The dates below are all third Wednesdays. There are no known conflicts with official holidays or other major events.

January 15	July 16
February 19	August 20
March 19	September 17
April 16	October 15
May 21	November 19
June 18	December 17

Cornelius
Davidson
Huntersville
Kannapolis
Concord



Lincoln County
Mecklenburg County
Cabarrus County

MEMORANDUM

To: Charlotte Regional Transportation Planning Organization
From: Bjorn Hansen, NC 73 Council of Planning (COP) staff contact
Date: December 20, 2013
RE: NC 73 COP Memorandum of Understanding (MOU) and COP Update

The Charlotte Regional Transportation Planning Organization (CRTPO), previously the Mecklenburg-Union Metropolitan Planning Organization (MUMPO), has been a member of the NC 73 COP since its inception in 2005. The COP was formed to facilitate coordination between the eight municipalities and counties involved in the 2004-2005 NC 73 Transportation and Land Use Plan along the corridor between Lincoln and Kannapolis. This organization has been led by the Centralina Council of Governments since its inception.

MOU: The COP is organized through a MOU that is signed by all affected municipalities, counties, transportation planning organizations, as well as by the NCDOT. As a result of the 2010 Census and resulting urbanization trends, MUMPO changed its name to CRTPO. The MOU has therefore been amended to reflect this change, and the CRTPO is being asked to approve and sign the new MOU. The Gaston-Cleveland-Lincoln MPO has already signed the amended MOU to reflect its new membership as a replacement for the now-defunct Lake Norman Rural Planning Organization.

General COP Update: The COP was initially focused on widening sections of the corridor in the coming years. This has not occurred due to funding constraints and uneven growth along the corridor. To respond to this reality, the COP is currently working with representatives of Huntersville, Lincoln County, and the NCDOT to identify a series of intersection improvements along the corridor to help preserve safety and mobility along the corridor. An initial inspection of intersections west of I-77 occurred in November, and the remaining intersections east of I-77 will occur in February. The NCDOT Traffic Congestion Unit is developing recommended improvements for each of the intersections, which will then be evaluated for costs and potential funding sources, with the intention of having the COP approve the project list and prioritization in 2015. This list will form the basis of low-cost candidate projects for consideration in future spot safety, CMAQ, STP-DA, or STI evaluation.

ACTION REQUESTED: Approve the amended MOU.

TCC Recommendation: At its January 2014 meeting, the TCC unanimously recommended that the MPO approve the amended MOU.

IMPLEMENTATION

Memorandum of Understanding

Each of thirteen participating jurisdictions and agencies were requested to approve a Memorandum of Understanding for the NC 73 Corridor Transportation/Land Use Plan, committing themselves to follow the recommendations of the Plan and to cooperate with each other in implementing the Plan. The Memorandum of Understanding is not a legal contract. Rather, it is a statement of intent by each jurisdiction. The approval of the Memorandum of Understanding can generally be considered to be acknowledgement that they:

- Adopt the MOU, as a statement of intent on behalf of the jurisdiction;
- Adopt a Council of Planning, agreeing to appoint a participant who can represent the jurisdiction's interests in the plan, can work cooperatively with the other jurisdictions, and can oversee the implementation of the recommendations within the jurisdiction;
- Accept the recommendations within their jurisdiction as guidance for land use and other actions to implement the Plan; and
- Acknowledge that their portion of NC 73 and any related roads in their jurisdiction is an integral part of an overall Corridor, and that actions taken that affect NC 73 within their jurisdiction that affect NC 73 in other jurisdictions as well, and must be made cooperatively.

The draft of the Memorandum of Understanding that was presented to each of the jurisdictions for adoption is as follows:

Memorandum of Understanding

Background

In February 2003, the North Carolina Department of Transportation (“NC DOT”), three counties, five municipalities, three Chambers of Commerce, two Metropolitan Planning Organizations and one Regional Planning Organization engaged the Centralina Council of Governments (“COG”) to administer a study of the NC 73 Corridor from Interstate Highway 85 in Cabarrus County to US Highway 321 in Lincoln County. Funds for this Corridor Study came from NC DOT, as well as from the counties, municipalities and private sector sources along the Corridor. [The term “Corridor” in the Memorandum means the area lying roughly within one-half (1/2) mile of the centerline of the NC 73 right of way between the highway’s intersections with Interstate 85 in Cabarrus County, and with US 321 in Lincoln County.]

The impetus for the NC 73 Transportation/ Land Use Corridor Plan (the “Plan”) was the recognition that increased development pressures along the Corridor, and the resulting vehicular burdens, have stressed the roadway’s capacity to serve as a reliable transportation facility for its many users. Moreover, all of the funding partners recognized two key factors: 1) considerable physical improvement will be required to

“fix” the corridor; and 2) the current and foreseeable land uses along the Corridor need to be evaluated before undertaking any capital investment in “fixing” the roadway itself.

Beginning with this broad consensus, COG and NC DOT selected a team of planners to undertake the details of this study. The contract of these planning services was executed in April 2003, and the planning team’s analysis began shortly thereafter.

Public meetings have been held in Cabarrus, Lincoln and Mecklenburg Counties during November 2003 and March 2004. The planning team’s work has been guided by a steering committee comprised of COG and representatives of all municipalities or counties having land use planning jurisdiction over property along the Corridor, as well as representatives of economic development or planning organizations affected by the NC 73’s capacity. In addition, the planning team has hosted a series of land use planning charrettes with the local planning staffs for each of the municipalities and counties having land use jurisdiction along the Corridor. The planning team has also held briefings for the elected officials in each of those communities.

The resulting Plan consists of maps, drawings and other graphics that are incorporated within a Plan Report. In particular, maps corresponding to various Corridor segments show the existing and proposed land uses for each such segment. These segment maps also display the recommended improvements to the NC 73 roadway and to roads and streets connected to NC 73 and within the Corridor.

Understanding

1. Parties to this Understanding:

The Parties are:

- a.) The municipalities and the counties having jurisdiction over 1) land use ordinances and determinations whether land uses along the NC 73 Corridor are in compliance with such ordinances; or 2) public investments along the corridor.
- b.) The inter-governmental planning organizations having jurisdiction for transportation planning along the NC 73 Corridor.
- c.) COG.
- d.) NC DOT.

2. Current Land Uses: Each Party commits to accept and abide by the component of the Plan that falls within that Party’s land use jurisdiction (including its extra-territorial jurisdiction) along the Corridor. Each Party’s relevant component of the Plan is attached to this Memorandum, and is incorporated herein.

3. Inducements to Other Parties: Each Party understands that its commitment to its respective component of the Plan has induced other Parties to make like commitments for their respective segments of the Plan insofar as that Party has jurisdiction over the land uses within its Plan segment. Based on this understanding, each Party commits its best efforts to maintain its land use designations as shown in its respective segment of the Plan.

4. Future Collaboration Among Parties:

The Plan designates certain areas along the Corridor where further planning is needed. In most cases, those areas require collaboration among various Parties where their land use jurisdiction boundaries converge. In such cases, each Party commits its best efforts to undertake that collaborative planning, including providing direction to its planning staff and/ or consultants engaged for such planning purposes. At the conclusion of any such collaborative planning process, each Party commits to adopt and abide by the land use ordinances determined appropriate and consistent with the Corridor Plan.

5. Council of Planning: The Parties agree that periodic reviews of the land uses and public investments along the Corridor will be required over time. In the spirit of effective collaboration and prudent long range planning, the Parties agree to establish a Council of Planning for the Corridor. This Council shall be comprised of at least one representative knowledgeable in regional planning issues from each Party. The Council shall meet periodically to review and discuss land uses development trends, transportation operations and public investment requirements.

6. Future Actions Affecting Land Uses Along the Corridor: All parties recognize that future governmental entities may not be contractually bound by the adoption of this Memorandum of Understanding. In recognition of this limitation, the Parties commit to review the status of land use and public investment decisions along the Corridor periodically. Furthermore, the Parties, in good faith, commit to: **1)** review the recommendations of the Council of Planning; and **2)** meet periodically with other Parties regarding emerging issues along the Corridor. The intent of this commitment is to promote periodic discussions of municipal and/or county goals, plans and strategies for maintaining effective development patterns, public investment and transportation flow along NC 73.

IN WITNESS WHEREOF, the Parties, through their duly authorized representatives, have executed this Memorandum of Understanding and have attached maps relating to their respective jurisdictions, effective this _____ day of _____, 2014.

COUNTY OF CABARRUS
By

(Title)

COUNTY OF LINCOLN
By

(Title)

COUNTY OF MECKLENBURG

By

(Title)

CITY OF CONCORD

By

(Title)

CITY OF KANNAPOLIS

By

(Title)

TOWN OF CORNELIUS

By

(Title)

TOWN OF DAVIDSON

By

(Title)

TOWN OF HUNTERSVILLE

By

(Title)

CABARRUS – ROWAN METROPOLITAN PLANNING ORGANIZATION

By

(Title)

CENTRALINA COUNCIL OF GOVERNMENTS

By

(Title)

GASTON-CLEVELAND-LINCOLN METROPOLITAN PLANNING ORGANIZATION

By

(Title)

CHARLOTTE REGIONAL TRANSPORTATION PLANNING ORGANIZATION

By

(Title)

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

By

(Title)

Funding, Design and Construction

The key to implementation of the roadway improvements is having the NC 73 Corridor on the NCDOT State Transportation Improvement Program (STIP). The STIP is the programming document for expenditures of State and Federal transportation funds. It identifies priorities for planning, design, right-of-way, and construction of roadway projects throughout the State, through a very prescribed process.

Currently, two sections of NC 73 are on the STIP, but neither is funded. The two sections are:

- TIP No. R-2236 A, from I-77 to Davidson-Concord Road in Mecklenburg County, and
- TIP No. R-2706 from SR 1356 in Lincoln County to SR 2145 in Mecklenburg County.

The STIP is fiscally constrained, meaning that the projected revenues match the projects programmed. This requires that project requests include a cost estimate. The implication of this for NC 73 is that addition of NC 73 improvements within the seven year horizon of the STIP would require removing or delaying other projects to maintain the funding ceiling set by available regional and division-level funding for the region. A NCDOT feasibility study determines the scope of a given project, including a Right-of-way and construction cost estimate.

A project can only be recommended for inclusion on the STIP/TIP through the mutual concurrence of the Metropolitan Planning Organization (MPO) and NCDOT. Each MPO develops its own needs list which is submitted to the NCDOT. Through a series of joint meetings, a - Metropolitan TIP (TIP) is developed. Because of the Strategic Transportation Investments formula and the requirement for fiscal constraint, only the highest priority needs are likely to be included in the STIP/TIP.

There are two steps that will be necessary to have all of NC 73 added to the STIP List:

1. NCDOT Feasibility Study. The recommended approach for NC 73 is to request the N. C. Department Transportation to accept The NC 73 Corridor Transportation/Land Use Plan and Memorandum of Understanding as the feasibility study for NC 73. It is recommended that the full NC 73 Corridor, from US 321 to I-85, be a single feasibility study, because of the integrated nature of all of the segments, including the network roads in addition to NC 73 itself. The feasibility study for R-2705 was done in 1991 and the study for R-2155 was done in 1995, so they would need to be included as part of the overall NC 73 feasibility study, since they are outdated. The NCDOT would need to prepare a right-of-way and probable cost estimate to complete the feasibility study.

2. Add NC 73 to the Local MTP and TIP. It is recommended that one of the first actions of the Council of Planning be to ensure appropriate review with Charlotte Regional Transportation Planning Organization (CRTPO), Cabarrus-Rowan MPO and Gaston-Cleveland-Lincoln MPO for inclusion in their Metropolitan Transportation Plans

(MTPs), and TIPs. It will be very important for each of the TIPs to include NC 73 as a high priority project, which will aid in having it added to the State TIP List. Once NC 73 has been added to the State TIP, it follows the prescribed process for funding, planning, design, right-of-way acquisition and construction. The priority given by the North Carolina Department of Transportation helps determine the priority of projects on the State TIP.

Jurisdiction Responsibilities

Local jurisdictions will be responsible for implementing the land use portions of the NC 73 Corridor Transportation/Land Use Plan. The kind of commitments that will be needed include:

- Maintain land use plans that are the basis for the Corridor Plan, or make changes with the concurrence of the Council of Planning that the changes would not have an adverse effect on the rest of the corridor
- Undertake area plans at locations identified in the segment plans, jointly with abutting communities where the area plans are in more than one jurisdiction
- Coordination with abutting jurisdictions to undertake area plans and to participate in the Council of Planning
- Maintain or adopt development policies that will maintain the right-of-way necessary for the appropriate road typology
- Require that developments follow the Corridor access guidelines as part of the land use and zoning approval process
- Require as part of the land use and zoning approval process that some road be funded and built as part of the developments, as indicated on the segment plans

The local jurisdictions will likely be requested to take responsibility for implementing some aspects of the roadway projects. This could place responsibility on local jurisdictions for some of the following:

- Require some pedestrian/bike trails as part of development approvals
- Possibly pay for landscape and urban design elements
- Possibly pay for sidewalks and pedestrian/bike trails
- Maybe some right of way acquisition
- Possibly maintenance of “amenities” in the right of way

The Centralina Council of Governments commitment includes:

- Participation in the NC 73 Council of Planning; and
- “Reminding” member communities of their commitments

The MPO commitment includes:

- Transportation Plan amendments as necessary to incorporate NC 73 elements.
- Supporting the NC 73 Corridor Plan through inclusion of the Corridor on the TIP; and

- Working for inclusion of the NC 73 Corridor on the State TIP.

The NCDOT commitment includes:

- Making its “best effort” to include the recommendations set forth in the NC 73 Corridor Plan in its long range planning for the corridor; and
- Following the road typologies, access management strategy and segment plan recommendations as guidelines for the design of NC 73 projects.

Recommendations for the Council of Planning

- **COG as Convener and Staff:** It is recommended that the Centralina Council of Governments (“COG”) serve as the convener for, and provide the staff functions to, the Council of Planning. Such staff functions include (but not limited to) the proposing operating by-laws, regular meeting dates and places, and minutes of meetings.
- **Communication Protocol among Jurisdictions:** With COG’s assistance, the Council of Planning should recommend to the jurisdictions along the Corridor methods and frequencies of communicating information important to the Corridor’s users, planners and funders. Specifically, the Council of Planning should present “State of the Corridor” reports to 1) NC Board of Transportation members having responsibility along the Corridor, 2) governing bodies of the Corridor’s respective jurisdictions, and 3) economic development and planning organizations interested in the Corridor.
- **Small Area Plan Updates:** Municipalities having designated responsibilities for directing, or participating in, the development of small area plans identified in the Corridor Plan should report regularly to the Council of Planning on their planning progress (e.g., selection of consultants, scope of work, project schedule, and impacts on land uses and/or traffic volume and flow along the Corridor).
- **Developing Funding Priorities:** The Council of Planning should coordinate with the respective Metropolitan Planning Organizations to develop priorities among the various Corridor segments for the Local Transportation Improvement Program. Included in this coordination and prioritization process would be considering the impact of segment funding priorities to any revisions of the Thoroughfare Plan.
- **Update of Corridor Plan:** The Council of Planning should recommend updates to the NC DOT, the respective jurisdictions and planning organizations, as needed.

Recommended TIP Projects

State and Federal guidelines for TIP projects require that they begin and end at “logical termini,” referring generally to major roads or highways where notable changes in traffic volumes could be expected to occur.

The following division of the 35 mile NC 73 corridor into TIP projects is based on the locations where notable changes in traffic volume are expected. The “logical termini” of these recommended project locations in most instances result in TIP projects that overlap jurisdictions. It is anticipated that this overlap will encourage the continued and ongoing cooperation of the various county, municipal, MPO, NCDOT division and private sector jurisdictions and agencies in order to secure funding for the projects which directly affect each of them.

1. **US 321 to new NC 16, Lincoln County.** This project would all be within unincorporated Lincoln County. It is all in the jurisdiction of the Gaston-Cleveland-Lincoln MPO (GCLMPO), and all in NCDOT Division 12. Anticipated traffic volumes through this section range from 14,000 near US 321 to 36,000 near the new NC 16. Traffic east of the new NC 16 is anticipated to be notably higher than to the west. This TIP project would include the section on new alignment from US 321 to Low Bridge Road and the potential section on new alignment from Reinhardt Circle to Maxwell Farm Lane, which is the reason it is recommended as a single TIP project. Other than construction needed in the immediate vicinity of the NC 73 Bypass, recommended improvements to Salem Church Road and Hill Road should be required as part of commercial and employment center development. Because the section on new alignment from US 321 to near Airport Road would provide notable relief to the existing NC 73/NC 27, this could potentially be two TIP projects:
 - 1a. US 321 to Airport Road, Lincoln County, and
 - 1b. Airport Road to new NC 16

2. **New NC 16 to new Gilead Road (SR 2136), Lincoln and Mecklenburg Counties.** This project would be partly within unincorporated Lincoln County, partly within unincorporated Mecklenburg County, and partly within the Town of Huntersville. It is partly in the jurisdiction of GCLMPO and partly in CRTPO It is partly in NCDOT Division 12, and partly in Division 10. It includes a major crossing of the Catawba River. Anticipated traffic volumes range from 36,000 near new NC 16 to 50,000 near new Gilead Road. Because of the improvements proposed to Gilead Road for access to I-77 and to I-485 via Vance Road, traffic volumes are anticipated to drop from 50,000 to approximately 25,000 in each direction at this intersection. NC 73 portions of this section are all on existing alignment. Recommended improvements of Little Egypt Road from NC 73 to old NC 16, of old NC 16 and Pilot Knob Road from NC 73 to old NC 16 are recommended to be included as part of this TIP project, as they have a direct bearing on the functionality of NC 73 in the West Lake Norman segment. Other

recommended roads shown as part of the bypass south of NC 73 and NC 16 should be required to be built as part of developments in the area.

3. **New Gilead Road (SR 2136) to Davidson-Concord Road (SR 2693), Mecklenburg County.** This project falls partly within each of the Town of Huntersville, the Town of Cornelius, the Town of Davidson and unincorporated Mecklenburg County. It is in the jurisdiction of CRTPO, and NCDOT Division 10. Anticipated traffic volumes range from approximately 25,000 at new Gilead Road to 32,000 at Davidson-Concord Road, peaking at I-77 in the middle of the section. Because this is the central link of the limited network for the NC 73 corridor through Huntersville, Cornelius and Davidson, it is recommended to be a single TIP project for long-range planning purposes. This section is all on existing alignment. Recommended improvements to US 21 should be included as part of this TIP project, as they have a direct bearing on the functionality of NC 73. Recommended improvements to NC 115 should be part of the transit oriented development at the proposed NC 73/NC 115 commuter rail station.
4. **Davidson-Concord Road (SR 2693) to Odell School Road (SR 1601), Mecklenburg and Cabarrus Counties.** This project falls partly with each of the Town of Davidson, unincorporated Mecklenburg County and unincorporated Cabarrus County. It is also with areas expected to eventually be annexed by the City of Kannapolis and the City of Concord. It is partly in the jurisdiction of CRTPO and partly in Cabarrus-Rowan MPO (CRMPO), and is in NCDOT Division 10. Anticipated traffic volume ranges from 38,000 at Davidson-Concord Road to 30,000 at Odell School Road. This section is all on existing alignment. Recommended improvements to Odell School Road south of NC 73 should be included as part of this TIP project, since it is part of the Untz Road southern alternative route and will relieve traffic on NC 73, resulting in a smaller and less expensive NC 73 project. Recommended improvements to Poplar Tent Church Road/Shiloh Church Road and to Odell School Road north of NC 73 should be part of the area plan development at those two locations.
5. **Odell School Road (SR 1601) to I-85, Cabarrus County.** This project falls partly within unincorporated Cabarrus County and partly within the City of Concord. It is also with areas expected to eventually be annexed by the City of Kannapolis and the City of Concord. It is all within the jurisdiction of CRMPO and NCDOT Division 10. Anticipated traffic volume ranges from 28,000 at Odell School Road to 44,000 at I-85. Because the recently completed Kannapolis Parkway has the potential to redirect some NC 73 traffic south to I-85, this section could potentially be two TIP projects:
 - 5a. Odell School Road (SR 1601) to Kannapolis Parkway (SR 1430), and
 - 5b. Kannapolis Parkway (SR 1430) to I-85

This project is all on existing alignment. Recommended improvements to Odell School Road and Untz Road should be included as part of this TIP project, since they are part of the southern alternative route and will relieve traffic on NC 73, resulting in a smaller and less expensive NC 73 project.

6. **Gilead Road (SR 2136) from NC 73 to I-77, Mecklenburg County.** This project falls partly within the Town of Huntersville and partly within unincorporated Mecklenburg County. It is all within the jurisdiction of CRTPO and NCDOT Division 10. This project is the western half of the southern leg of the limited network for NC 73 through Huntersville. Anticipated traffic volumes are in the 25,000 to 35,000 range. This section is mostly on existing alignment, except for approximately the first ½ mile south of NC 73.
7. **Gilead Road (SR 2136), Huntersville-Concord Road (SR 2448) and Ramah Church Road (SR 2439) from I-77 to the proposed Prosperity Church Road Extension, Mecklenburg County.** This project falls partly within the Town of Huntersville and partly within unincorporated Mecklenburg County. It is all within the jurisdiction of CRTPO and NCDOT Division 10. This project is the eastern half of the southern leg of the limited network for NC 73 through Huntersville. Anticipated traffic volumes are in the approximately 15,000 to 20,000 range. This section is mostly on existing alignment, except for the connection between Huntersville-Concord Road and Ramah Church Road.
8. **Catawba Avenue (SR 5544) and Westmoreland Road (SR 2147) from NC 73 to US 21, Mecklenburg County.** This project falls partly within the Town of Huntersville, partly within the Town of Cornelius and partly within unincorporated Mecklenburg County. It is all within the jurisdiction of CRTPO and NCDOT Division 10. This project is the eastern half of the northern leg of the limited network for NC 73 through Huntersville. Anticipated traffic volumes are in the approximately 25,000 to 30,000 range. This section is all on existing alignment.
9. **US 21, Bailey Road and Davidson-Concord Road (SR 2693) from Westmoreland Road to NC 73, Mecklenburg County.** This project is the western half of the northern leg of the limited network for NC 73 through Huntersville. The Bailey Road and Davidson-Concord Road sections have been proposed by the Town of Cornelius and the Town of Davidson as part of the Cornelius East & Davidson-Concord Road Vision Plan. This portion of the limited network is included for informational purposes only, and is not proposed as a TIP project.

Recommended TIP Project Priorities

The priorities for the TIP projects are shown separately for NCDOT Division 10 and Division 12, since they are found in separate funding regions.

Division 10 Priorities

- Priority 1: New Gilead Road (SR 2136) to Davidson-Concord Road (SR 2693), Mecklenburg County. This project is currently the most congested in the corridor, with the largest projected population and the highest anticipated traffic volumes.
- Priority 2: New NC 16 to new Gilead Road (SR 2136), Lincoln and Mecklenburg Counties. This project is anticipated to carry 50,000 vehicles per day by 2025. It has the potential to become a major bottleneck.
- Priority 3: Davidson-Concord Road (SR 2693) to Odell School Road (SR 1601), Mecklenburg and Cabarrus Counties. This project is in the section of the corridor with the highest rate of projected population growth. It is already experiencing peak period congestion problems.
- Priority 4: Odell School Road (SR 1601) to I-85, Cabarrus County. This project serves a commercial and business corridor that currently experiences congestion and access management issues. If planned as two TIP projects, 4a. from Kannapolis Parkway to I-85 would be the higher priority of the two.
- Priority 5: Gilead Road (SR 2136) from NC 73 to I-77, Mecklenburg County. This project will be needed to provide diversion of traffic from NC 73. Without this project, NC 73 from Catawba Avenue to I-77 would have to be a much bigger and more expensive road project.
- Priority 6 Catawba Avenue (SR 5544) and Westmoreland Road (SR 2147) from NC 73 to US 21, Mecklenburg County. This project is also needed to provide diversion of traffic from NC 73. Without this project, NC 73 from Catawba Avenue to I-77 would have to be a much bigger and more expensive road project.
- Priority 7 Gilead Road (SR 2136), Huntersville-Concord Road (SR 2448) and Ramah Church Road (SR 2439) from I-77 to the proposed Prosperity Church Road Extension, Mecklenburg County. This project is needed to eventually divert traffic from NC 73 so that NC 73 will not have to be a bigger and more expensive project. The timing of this project will be affected by the Prosperity Church Road Extension and the construction of the link between Huntersville-Concord Road and Ramah Church Road as part of development in that area.
- Priority 8 US 21, Bailey Road and Davidson-Concord Road (SR 2693) from Westmoreland Road to NC 73, Mecklenburg County. The priority for this section of the NC 73 corridor will be determined by the Towns of Cornelius and Davidson as part of the development of the Cornelius East & Davidson-Concord Road Area Plan.

Division 12 Priorities

- Priority 1 New NC 16 to new Gilead Road (SR 2136), Lincoln and Mecklenburg Counties. This project is necessary to relieve existing congestion in the vicinity of NC 73 and old NC 16, which is steadily increasing due to the rate of development in West Lake Norman. Further, it is anticipated to carry 50,000 vehicles per day by 2025 and has the potential to become a major bottleneck.
- Priority 2 US 321 to new NC 16, Lincoln County. This project will relieve congestion on existing NC 27 between NC 73 and US 321. It will also support economic development in the area around the Lincoln County Airport and between US 321 and existing NC 73. If planned as two TIP projects, 1a. from US 321 to Airport Road would be the higher priority.



charlotte regional transportation planning organization

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Charlotte, NC 28202
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TO: CRTPO Delegates & Alternates
FROM: Nicholas Landa
Senior Principal Planner
DATE: January 10, 2014
SUBJECT: **2040 Metropolitan Transportation Plan
Agenda Item #9**

REQUEST

The MPO is requested to:

- a. approve the release of the draft 2040 Metropolitan Transportation Plan and draft air quality conformity determination report for public review and comment when the documents are complete; and
- b. approve the start of a public comment period.

TCC RECOMMENDATION

At its January 2014 meeting, the TCC unanimously recommended that the MPO approve the release of the draft 2040 Metropolitan Transportation Plan and draft air quality conformity determination report when both documents are complete.

BACKGROUND

- The MPO is requested to take the above action, despite not having the necessary documents in place, in order for the Metropolitan Transportation Plan (MTP) process to remain on schedule. MPO action is required by the April meeting in order to obtain a US Department of Transportation determination by May 4. May 4 is the date the current MTP will expire.
- Most of the MTP's components are complete; however some transit-related elements are outstanding.
- The air quality conformity determination report is not complete. The Gaston-Cleveland-Lincoln MPO (GCLMPO) has been delayed in developing its MTP which, in turn, has delayed the preparation of the report. (The CRTPO, GCLMPO, and the Cabarrus-Rowan MPO, prepare their MTPs on the same schedule, and thus prepare a joint air quality conformity determination report.)

JOINT MPO/TCC WORKSHOP

- In light of the request to release the draft MTP and draft air quality conformity determination report before they are available for review by MPO members, staff will conduct a workshop for the MPO and TCC on a date in early February.
- The workshop's purpose will be to:
 - provide a review of both documents;
 - discuss individual components; and
 - ask questions about the process used to develop both documents.

PUBLIC COMMENT PERIOD

The required 30-day public comment period is expected to begin on February 14. The comment period's scheduled start is delayed in order to allow adequate time to complete the air quality conformity determination report. Three public meetings will be held during the comment period which is scheduled to close on March 17.

PROPOSED SCHEDULE

Date	Action
January 15	<ul style="list-style-type: none"> • MPO approves release draft MTP and draft conformity determination report • MPO approves start of public comment period
TBD	<ul style="list-style-type: none"> • MPO/TCC document review workshop
February 14	<ul style="list-style-type: none"> • Start of comment period
February 19	<ul style="list-style-type: none"> • MPO meeting <ul style="list-style-type: none"> ○ No MTP action required ○ Status of public involvement process will be provided
Late February/early March	<ul style="list-style-type: none"> • 3 public meetings Exact dates TBD
March 17	<ul style="list-style-type: none"> • End of comment period
March 18-26	<ul style="list-style-type: none"> • Comment assessment and response (if necessary)
March 19	<ul style="list-style-type: none"> • March MPO meeting <ul style="list-style-type: none"> ○ No MTP action required ○ Assessment of public involvement to be provided ○ Preliminary discussion of comments
April 3	<ul style="list-style-type: none"> • TCC meeting Recommendation to MPO to approve the MTP and to make an air quality conformity finding
April 16	<ul style="list-style-type: none"> • MPO meeting Approve the MTP and make an air quality conformity finding
May 2	<ul style="list-style-type: none"> • USDOT determination



charlotte regional transportation planning organization

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TO: CRTPO Delegates & Alternates
FROM: Nick Landa
Senior Principal Planner
DATE: January 10, 2014
SUBJECT: **SPOT Prioritization 3.0 (P3.0)**
Highway Project Submittals

REQUESTED ACTION

The MPO is requested to approve the attached highway project additions and removals to be submitted to the Prioritization 3.0 database.

TCC RECOMMENDATION

At its December 5, 2013 meeting, the TCC unanimously recommended that the MPO approve the attached list of highway projects for submittal to the P3.0 database.

BACKGROUND

The NCDOT's Strategic Planning Office of Transportation (SPOT) has been tasked with carrying out the project evaluation process outlined in the Strategic Transportation Investment legislation enacted on June 26, 2013. One of the tasks that must be accomplished by the CRTPO is to determine which highway projects to submit for inclusion, and subsequent evaluation, in the P3.0 database.

PROCESS

Twenty new highway projects are eligible to be submitted by the CRTPO for evaluation in P3.0. In addition, the projects that were previously submitted during P2.0 remain in the database. Up to 5 of those existing highway projects may be swapped out for new projects. A TCC subcommittee (see table on page 2) was formed to determine which 20 projects to recommend for inclusion in the database, and to determine if there are any projects in the existing database that should be removed.

RECOMMENDATIONS

The designated P3.0 Highway Projects Subcommittee met on Tuesday, October 23 to discuss which highway projects to recommend for inclusion in the database, and which to recommend be removed from the database. Generally, the subcommittee agreed on the following principles for making its recommendations:

- New projects to be included in the database should be limited to projects in the 2025 Horizon Year of the 2040 MTP*
- Projects not submitted for consideration in the 2040 MTP, but which are in the database from P2.0 should be removed from the database

**One exception to this rule is the I-77 South project in Charlotte, from Center City Charlotte to I-485 – the project was broken into 2 segments, both of which scored very well in the MTP evaluation process, but due to restrictions in the STI the lower scoring segment was moved to the 2030 Horizon Year of the 2040 MTP.*

Based on the guidelines outlined, the projects in the attached table are either:

- Highway projects not currently in the P3.0 database, but recommended to be added to the database as new projects, or
- Highway projects currently in the P3.0 database (left over from P2.0), but recommend to be removed from the database.

NEXT STEPS

If the board approves the list as presented, staff will begin submitting the projects to the P3.0 database in January.

LOCAL COMMITMENT

In addition to submitting projects during the submittal window, local jurisdictions within the MPO may also contribute local funding to eligible P3.0 highway projects. If a local contribution is anticipated by your jurisdiction, a statement or letter of commitment from the MPO chair must accompany the candidate project. At its November meeting, the MPO suggested that a Town or City Manager could supply a letter to the MPO to indicate its intent to provide a local contribution.

Letters from the following municipalities have been received and are attached:

- City of Charlotte
- Town of Cornelius
- Town of Indian Trail
- Town of Matthews
- Town of Mooresville

Highway Projects - P3.0 Committee	
Name	Agency
Neil Burke	Mooresville
Justin Carroll	Huntersville
Tim Gibbs	CDOT
Joe Lesch	Union County
David McDonald	CATS
Adam McLamb	Indian Trail
Ralph Messera	Matthews
Tracy Newsome	CDOT – Complete Streets/CTP
Andrew Ventresca	Iredell County
Nick Landa	CRTPO Staff

Proposed Removals		Proposed Additions													
SPOTID	P2.0 SPOTID	STI Category	Improvement Type	Specific Improvement	TIP #	Route Number	Route Name	From/Cross Street	To	Description	First County	Second County	Funding Region	MTP HY	
H090009	9	Division Needs	Interchange/Intersection	Convert Grade Separation to Interchange	I-2514	I-77		SR 2171 (Jane Sowers Road)		Convert Grade Separation to An interchange.	Iredell		11, 12		
H090018-B	18	Statewide Mobility	Interchange/Intersection	Improve Interchange	I-3819B	I-40		I-77		Reconstruct interchange (Final Improvements)	Iredell		11, 12		
H090036-AB	36	Statewide Mobility	Capacity	Widen Existing Roadway	I-4750AB	I-77		SR 5544 (West Catawba Avenue)	NC 150	Add General Purpose Lanes	Mecklenburg	Iredell	11, 12	2040	
H090036-B	36	Statewide Mobility	Capacity	Widen Existing Roadway	I-4750B	I-77		NC 150	NC 115/US 21	Add General Purpose Lanes	Iredell		11, 12		
H090036-C	37	Statewide Mobility	Capacity	Widen Existing Roadway	I-4750C	I-77		NC 115/US 21	I-40	Add General Purpose Lanes	Iredell		11, 12		
H090084-B (Break into 2 project segments - see next row)	86	Regional Impact	Capacity	Widen Existing Roadway	R-2307B (Section C is in Lincoln County and was dropped from the project - see description for proposed Section B)	NC 150		SR 1902 (Harvel Road) in Catawba County	Perth Rd in Iredell County	NC 27 in Lincolnton to Perth Rd in Iredell County. Widen to Multi-Lanes. Part of Section B: SR 1902 (Harvel Road) in Catawba County to I-77 in Iredell County.	Catawba	Iredell	11, 12	2025	
H090084-B		Regional Impact	Capacity	Widen Existing Roadway		NC 150		Perth Rd	I-77	Widen to Multi-Lanes. The remainder of Section B: SR 1902 (Harvel Road) in Catawba County to I-77 in Iredell County. Reconstruct NC 150 / I-77 interchange to DDI as part of this project.				2025	
H090112	112	Regional Impact	Capacity	Widen Existing Roadway	R-2522	US 21/NC 115		Cedar Avenue in Troutman	SR 1336 in Barium Springs	Cedar Lane Avenue to SR 1336 in Barium Springs. Widen to a Multi-Lane Urban Facility.	Iredell		11, 12	2030	
H090129-B	129	Division Needs	Capacity	Widen Existing Roadway	R-2555B	SR 5544	West Catawba Avenue	NC 73 (Sam Furr Road)	SR 2151 (Jettin Road)	Widen to Multi-Lanes	Mecklenburg		08, 10	2025	
H090179-AB	179	Regional Impact	Capacity	Widen Existing Roadway	R-2632AB	NC 73		NC 115	SR 2693 (Davidson-Concord Road)	Widen to Multi-Lanes	Mecklenburg		08, 10		
H090185 (Break into 2 project segments - see next row)	185	Regional Impact	Capacity	Widen Existing Roadway	R-2706	NC 73		SR 1356 in Lincoln County	Vance Road Ext / Beatties Ford Rd	SR 1356 in Lincoln County to Vance Road Ext / Beatties Ford Rd in Mecklenburg County. Widen to Multi-Lanes.	Lincoln	Mecklenburg	11, 12	2030	
H090185		Regional Impact	Capacity	Widen Existing Roadway		NC 73		Vance Road Ext / Beatties Ford Rd	SR 5544 (West Catawba Avenue)	Widen to Multi-Lanes				2025	
H090255	255	Regional Impact	Capacity	Widen Existing Roadway	R-3802	NC 16		Rea Road Extension in Weddington	NC 75 in Waxhaw	Rea Road Extension in Weddington to NC 75 in Waxhaw. Widen to Multi-Lanes Along Existing Alignment.	Union		08, 10	2025/2030	
H090265-C	265	Division Needs	Capacity	Widen Existing Roadway	R-3833C	SR 1100	Brawley School Road	SR 1116 (Talbert Rd)	US 21	Widen to Multi-Lanes	Iredell		11, 12		
H090268	268	Regional Impact	Interchange/Intersection	Improve Intersection	R-4059	US 21		Catawba Avenue		US 21/Catawba Avenue intersection Improvements.	Mecklenburg		08, 10	2015 (E+C)	
H090312 (Break into 2 project segments - see next row)	312	Division Needs	Capacity	Widen Existing Roadway	R-5100	SR 1109	Williamson Road	SR 1100 (Brawley School Rd)	NC 150	Widen to Multi-Lanes	Iredell		11, 12	2025	
H090312		Division Needs	Capacity	Widen Existing Roadway		SR 1109	Williamson Road	I-77	SR 1100 (Brawley School Rd)	Widen to Multi-Lanes					
H090319	319	Division Needs	Capacity	Construct Roadway on New Location	U-0203		Airport Entrance Rd	US 29/74 (Wilkinson Boulevard)	Scott Futrell Drive	Construct Multi-Lane Connector with grade separation over US 29/74 (Wilkinson Blvd)	Mecklenburg		08, 10	2025	
H090320	320	Division Needs	Capacity	Widen Existing Roadway	U-0213	SR 1009	Charlotte Avenue	CSX Railroad	Concord Avenue	Csx Railroad to Concord Avenue. Widen to Multi-Lanes.	Union		08, 10	2030	

Proposed Removals		Proposed Additions													
SPOTID	P2.0 SPOTID	STI Category	Improvement Type	Specific Improvement	TIP #	Route Number	Route Name	From/Cross Street	To	Description	First County	Second County	Funding Region	MTP HY	
H090343	343	Division Needs	Capacity	Widen Existing Roadway	U-2547	SR 2188	Charles Street	SR 2181 (Sunset Drive)	SR 2100 (Franklin Street)	SR 2181 (Sunset Drive) to SR 2100 (Franklin Street). Widen to Multi-Lanes.	Union		08, 10		
H090344	344	Division Needs	Capacity	Construct Roadway on New Location	U-2549		New Route - Monroe Northern Loop	US 74	SR 1751 (Walkup Avenue) at SR 1763 (Bivens Road)	US 74 to SR 1751 (Walkup Avenue) at SR 1763 (Bivens Road). Two Lanes on Four Lane Right of Way.	Union		08, 10		
H090350	350	Division Needs	Capacity	Widen Existing Roadway and Construct Part on New Location	U-2568	SR 2333	East Side Drive	SR 2352 (Barkley Road)	SR 2321 (East Broad Street)	SR 2352 (Barkley Road) to SR 2321 (East Broad Street). Widen to Multi-Lanes, Part on New Location.	Iredell		11, 12		
H090353-B	353	Statewide Mobility	Interchange/Intersection	Improve Interchange	U-2704B	US 29/74	Wilkinson Boulevard	SR 5901 (Billy Graham Parkway)		US 29-74 (Wilkinson Boulevard) and SR 5901 (Billy Graham Parkway). Area Improvements. Section B: Charlotte, US 29-74 (Wilkinson Boulevard) and SR 5901 (Billy Graham Parkway).	Mecklenburg		08, 10		
H090363	363	Regional Impact	Capacity	Widen Existing Roadway	U-2731	US 21		SR 1933	Fort Dobbs Rd	SR 1933 to Fort Dobbs Rd. Widen to Multi-Lanes and Realign offset intersections of SR 1922 and SR 2171.	Iredell		11, 12		
H090379	379	Regional Impact	Capacity	Widen Existing Roadway	U-2930	US 21		US 64	Carolina Ave	US 64 to Carolina Ave. Widen to Multi-Lanes.	Iredell		11, 12		
H090418-A	9126	Regional Impact	Capacity	Construct Roadway on New Location	U-3467A	NC 84	New Route - Rea Road Extension	NC 16	12 Mile Creek Rd	Construct Two Lanes on New Location, on Multi-Lane Right-of-Way	Union		08, 10	2025	
H090418-B	418	Regional Impact	Capacity	Construct Roadway on New Location	U-3467B	NC 84	New Route - Rea Road Extension	NC 16	12 Mile Creek Rd	Widen to Multi-Lanes	Union		08, 10	2025	
H090418-C	1310	Regional Impact	Capacity	Widen Existing Roadway	U-3467C	NC 84	Weddington Rd	12 Mile Creek Rd	SR 1008 (Indian Trail-Waxhaw Road)	Widen to Multi-Lanes	Union		08, 10	2030	
H090434	434	Division Needs	Capacity	Construct Roadway on New Location	U-3619		New Route - Secret Avenue Extension	SR 1751 (Walkup Avenue)	SR 1006 (Olive Branch Road)	SR 1751 (Walkup Avenue) to SR 1006 (Olive Branch Road). Multi-Lanes on New Location with interchange at Proposed Monroe Bypass (R-2559).	Union		08, 10		
H090455-A	455	Regional Impact	Capacity	Widen Existing Roadway	U-4024A	US 601		Existing US 74	Proposed Monroe Bypass (R-2559)	US 74 to the Proposed Monroe Bypass (R-2559). Widen to Multi-Lanes and Construct Improvements to the Existing US 74/US 601 interchange. Section A: Existing US 74 to the Proposed Monroe Bypass (R-2559).	Union		08, 10		
H090455-B (Construct as part of project H090455-C)	456	Regional Impact	Interchange/Intersection	Improve Interchange	U-4024B	US 601		Existing US 74		US 74 to the Proposed Monroe Bypass (R-2559). Widen to Multi-Lanes and Construct Improvements to the Existing US 74/US 601 interchange. Section B: Improvements to the Existing US 74-US 601 interchange.	Union		08, 10		
H090455-C	457	Regional Impact	Interchange/Intersection	Improve Interchange	U-4024C (project U-4024B combined with this project)	US 601		Existing US 74		US 74 to the Proposed Monroe Bypass (R-2559). Widen to Multi-Lanes and Construct Improvements to the Existing US 74/US 601 interchange. Section C: Final Improvements to the Existing US 74-US 601 interchange.	Union		08, 10		
H090483-A	483	Division Needs	Capacity	Construct Roadway on New Location	U-4713A	SR 3440	New Route - McKee Road Extension	SR 3448 (Pleasant Plains Road)	SR 1009 (John Street)	Construct Two Lanes on New Location, on Multi-Lane Right-of-Way	Mecklenburg		08, 10		
H090484-A	484	Division Needs	Capacity	Widen Existing Roadway	U-4714A	SR 1009, SR 1010	John Street/Old Monroe Road	SR 3448 / SR 3474 (Trade Street)	I-485	Widen to Multi-Lanes	Mecklenburg		08, 10	2025	

Proposed Removals														
Proposed Additions														
SPOTID	P2.0 SPOTID	STI Category	Improvement Type	Specific Improvement	TIP #	Route Number	Route Name	From/Cross Street	To	Description	First County	Second County	Funding Region	MTP HY
H090484-B (add this segment - was in the TIP, but funded after FY2015, so subject to STI)		Division Needs	Capacity	Widen Existing Roadway	U-4714B	SR 1009, SR 1010	John Street/Old Monroe Road	I-485	SR 1008 (Indian Trail-Waxhaw Road)	Widen to Multi-Lanes (B section of U4714 - Sections A and C in database but not Section B)				2025 (E+C)
H090484-C	485	Division Needs	Capacity	Widen Existing Roadway	U-4714C	SR 1009, SR 1010	John Street/Old Monroe Road	SR 1008 (Indian Trail Road)	SR 1377 (Wesley Chapel-Stouts Road)	Widen to Multi-Lanes	Union		08, 10	2025
H090492	492	Regional Impact	Capacity	Widen Existing Roadway	U-4749	US 64/70	Garner Bagnel Road	I-40	I-77	I-40 to I-77. Widen to Four Lane Divided Facility.	Iredell		11, 12	2040
H090502	502	Division Needs	Capacity	Widen Existing Roadway	U-4913		Idlewild Road	I-485	SR 1524 (Stevens Mill Road)	I-485 to SR 1524 (Stevens Mill Road). Widen to Multi-Lanes.	Mecklenburg	Union	08, 10	2025
H090503	503	Regional Impact	Capacity	Widen Existing Roadway	U-4914	NC 150		NC 115	NC 150-NC 152 Split	NC 115 to NC 150-NC 152 Split. Widen to Four Lane Divided Facility.	Iredell		11, 12	
H090511	511	Regional Impact	Capacity	Widen Existing Roadway	U-5007	NC 51		Matthews Township Parkway	SR 3128 (Lawyers Road)	Matthews township Parkway to SR 3128 (Lawyers Road). Widen to Multi-Lanes.	Mecklenburg		08, 10	2025
H090540	540	Regional Impact	Modernization (but not only for bike lanes - leave in database?)	Modernize Roadway		US 21		NC 150	Cedar Lane	Improve US 21 from NC 150 in Mooresville North to Cedar Lane in Downtown Troutman.	Iredell		11, 12	
H090552	552	Division Needs	Interchange/Intersection	Convert Grade Separation to Interchange				I-77	SR 1302 (Cornelius Road)	Construct a New interchange For Cornelius Road (SR 1302) at I-77 Between Mooresville and Troutman.	Iredell		11, 12	
H090592	592	Division Needs	Capacity	Widen Existing Roadway			Gilead Road	US 21 (Statesville Road)	NC 115	Widening to 4 Lanes and Add Bike Lanes.	Mecklenburg		08, 10	2040
H090593	593	Statewide Mobility	Interchange/Intersection	Upgrade At-grade Intersection to Interchange or Grade Separation		SR 5901	Billy Graham Parkway	NC 160 (West Boulevard)		New interchange.	Mecklenburg		08, 10	
H090594	594	Division Needs	Capacity	Widen Existing Roadway		SR 1007	Rocky River Road	Old Charlotte Highway	US 74	Widening to 4 Lanes, Median and Sidewalks.	Union		08, 10	
H090624 (Break into 2 project segments - see next row)	624	Regional Impact	Capacity	Widen Existing Roadway		US 21	Statesville Road	Northcross Center Court	SR 2147 (Westmoreland Rd)	Widening to 4 Lanes, Bike Lanes and multi-use path.	Mecklenburg		08, 10	2025
H090624		Regional Impact	Capacity	Widen Existing Roadway		US 21	Statesville Road	SR 2147 (Westmoreland Rd)	SR 5544 (Catawba Avenue)	Widening to 4 Lanes, Bike Lanes and multi-use path.				
H090671	671	Regional Impact	Capacity	Widen Existing Roadway		NC 27	Freedom Drive/Mount Holly Road	SR 1644 (Toddville Road)	I-485	Widening to 4 Lanes and Bike Lanes.	Mecklenburg		08, 10	
H090697	697	Division Needs	Capacity	Widen Existing Roadway and Construct Part on New Location			Lawyers Road	Old Lawyers Road	Lawyers Road	This New Alignment and Brigde Will Connect Old Lawyers Road with Lawyers Road Over the Rocky River. This Project Will Cross from the Rpo into Mumpo. the Road Portion Would Be 18 to 24 Feet Widening.	Union		08, 10	
H090698	698	Division Needs	Capacity	Construct Roadway on New Location			New Route	NC 205	Old Lawyers	Connect Thomas Helms to NC 205 with a New Alignment. Two Lane Extension.	Union		08, 10	
H090928	928	Regional Impact	Capacity	Construct Roadway on New Location		NC 75	New Route - Waxhaw Bypass	NC 75	NC 75	NC 75 Bypass of Waxhaw; Existing and New Location	Union		08, 10	

Proposed Removals														
Proposed Additions														
SPOTID	P2.0 SPOTID	STI Category	Improvement Type	Specific Improvement	TIP #	Route Number	Route Name	From/Cross Street	To	Description	First County	Second County	Funding Region	MTP HY
H090962 (Reduce 5 project segments to 2 project segments; add frontage road improvements - see description)	962	Statewide Mobility	Capacity	Upgrade Arterial to Freeway/Expressway	U-2509	US 74	Independence Boulevard	I-485	Sardis Road North	I-485 to Sardis Rd North. Upgrade Corridor to Provide Additional Capacity and Safety. Feasibility Study Underway. Include improvements to extend Krefeld Dr from existing Krefeld Dr to Sardis Rd North, and improvements to Arequipa Dr/Northeast Pkwy from Margaret Wallace Rd to Sam Newell Rd.	Mecklenburg		08, 10	2025
H090966 (Reduce 5 project segments to 2 project segments; add frontage road improvements - see description)	966	Statewide Mobility	Capacity	Upgrade Arterial to Freeway/Expressway	U-2509	US 74	Independence Boulevard	Sardis Road North	Conference Dr	Sardis Rd North to Conference Dr. Upgrade Corridor to Provide Additional Capacity and Safety. Feasibility Study Underway. Include improvements to Krefeld Dr/Independence Pointe Pkwy from Crownpoint Exec Dr to Sam Newell Rd, improvements to Northeast Pkwy from Overcash Dr to Matthews-Mint Hill Rd, improvements to Independence Pointe Pkwy from Sam Newell Rd to NC 51, and improvements to Independence Pointe Pkwy from Matthews-Mint hill Rd to Campus Ridge Rd.	Mecklenburg		08, 10	2025
H111123	1123	Regional Impact	Signal System	Citywide Signal System			Mooreville Signal System	Mooreville City Limits	Mooreville City Limits	Construct Citywide Signal System in City of Mooreville	Iredell		11, 12	
H111169	1169	Regional Impact	Capacity	Widen Existing Roadway		NC 115		Washam Potts Rd	Potts Street	Widen Roadway to 3 Lanes with Curb and Gutter, Bike Lanes and Sidewalks from SR 2600 to Potts Street, with Median and Turn Lanes.	Mecklenburg		08, 10	2040
H111172 (Break into 2 project segments - see next row)	1172	Regional Impact	Capacity	Widen Existing Roadway		NC 160		South Carolina State Line	NC 49 (S Tryon St)	Widen to Multi-Lanes	Mecklenburg		08, 10	2025
H111172		Regional Impact	Capacity	Widen Existing Roadway		NC 160		NC 49 (S Tryon St)	SR 1116 (Shopton Rd West)	Widen to Multi-Lanes				2025
H111173	1173	Division Needs	Capacity	Construct Roadway on New Location		SR 1246		SR 1206 (Alcove Road)	Fairview Rd. (SR 1246)	Construct Fairview Rd, Overpass Over I-77 to Alcove Rd.	Iredell		11, 12	
H111174	1174	Division Needs	Modernization (but not for bike lanes - leave in database)	Modernize Roadway		SR 2350		US 21	SR 2342 (Amity Hill Rd)	Murdock Rd. from US-21 to SR 2342 (Amity Hill Rd) at Exit 45 Improve to Wider Lanes and Wider Shoulders, and realign to straighten a curve.	Iredell		11, 12	2025
H111175	1175	Division Needs	Capacity	Widen Existing Roadway		SR 1349	Airport Road	SR 1162 (Goldmine Road)	NC 84	Widen to 4 Lanes, with Median, Bike Lanes and Sidewalks	Union		08, 10	
H111176	1176	Regional Impact	Capacity	Widen Existing Roadway		NC 115		SR 1645 (Old Wilkesboro Rd)	Hartness Rd	NC 115 Widen to Multi-Lanes from SR 1645 (Old Wilkesboro Rd) to Hartness Rd	Iredell		11, 12	
H111177	1177	Regional Impact	Capacity	Widen Existing Roadway		US 21		NC 24 (Harris Boulevard)	SR 2136 (Gilead Road)	Widen to Multi-Lanes, Median, Wide Outside Lanes	Mecklenburg		08, 10	2025
H111178	1178	Regional Impact	Modernization (but not only for bike lanes - leave in database?)	Modernize Roadway		NC 115		Timber Rd. (SR 1245)	SR 1102 (Langtree Rd)	NC 115 from Timber Rd. to SR 1102 (Langtree Rd). Widen Lanes and Add Paved Shoulders	Iredell		11, 12	
H111179	1179	Division Needs	Capacity	Construct Roadway on New Location			New Route	Bridgeford Lane	Northdowns Lane	Construct a New Bridge Across I-77 South of NC 73, Linking SR 2141 (Northcross Drive) to US 21.	Mecklenburg		08, 10	
H111180	1180	Statewide Mobility	Interchange/Intersection	Upgrade At-grade Intersection to Interchange or Grade Separation		SR 5901		Morris Field Drive		Construct Grade Separation at the intersection of SR 5901 (Billy Graham Parkway) and Morris Field Drive.	Mecklenburg		08, 10	

Proposed Removals														
Proposed Additions														
SPOTID	P2.0 SPOTID	STI Category	Improvement Type	Specific Improvement	TIP #	Route Number	Route Name	From/Cross Street	To	Description	First County	Second County	Funding Region	MTP HY
H111182 (Construct as part of NC 150 widening project from Perth Rd to I-77 - see SPOT ID H090084-C)	1182	Statewide Mobility	Interchange/ Intersection	Improve Interchange		I-77		NC 150		Reconstruct interchange to DDI	Iredell		11, 12	2025
H111183	1183	Division Needs	Capacity	Construct Roadway on New Location		SR 2117	Hambright Rd	Everette Keith Road	SR 2459 (Eastfield Road)	Construct New 4 Lane Road with Median, Bike Lanes and Sidewalks	Mecklenburg		08, 10	
H111184	1184	Statewide Mobility	Capacity	Widen Existing Roadway		I-40		Radio Road	Catawba River	I-40 Widen to 6 Lanes from Statesville to the Catawba County Line	Iredell		11, 12	
H111186	1186	Regional Impact	Capacity	Widen Existing Roadway		US 21		SR 2136 (Gilead Road)	Holly Point Drive	Widen to 4 Lanes with Median, Bike Lanes and Sidewalk	Mecklenburg		08, 10	2025
H111188	1188	Division Needs	Capacity	Construct Roadway on New Location			New Route	SR 2427 (Mccord Road)	SR 2433 (Mayes Road)	Construct New 2 Lane Road Extension of Church Street on New Location	Mecklenburg		08, 10	
H111189	1189	Regional Impact	Modernization (but not only for bike lanes - leave in database?)	Modernize Roadway		NC 115		Potts Street	SR 2158 (Griffith Street)	Widen Potts Street and Sloan Street to Add Bike Lanes and Sidewalks. Build Connector Between Potts Street and Sloan Street (Approximately 500-600 Feet in Length)	Mecklenburg		08, 10	
H111190	1190	Statewide Mobility	Capacity	Widen Existing Roadway		US 74		Hanover Drive	SR 1007 (Rocky River Road)	Widen to 6 Lanes with Median, Curb and Gutter, Bike Lanes and Sidewalks. Project Limit Is from Hanover Drive to Approximately the western City Limits For City of Monroe	Union		08, 10	2030
H111192	1192	Regional Impact	Capacity	Widen Existing Roadway and Construct Part on New Location			New Route	SR 3150 (Idlewild Road)	US 74	Construct Eastern Circumferential Between Idlewild Road and US 74 By Widening Roadway to Multi-Lanes on Existing Alignment, and constructing New Multi-Lane Roadway on New Alignment, with Median and Bike Lanes.	Mecklenburg		08, 10	
H111195	1195	Division Needs	Capacity	Widen Existing Roadway		SR 1009		SR 1377 (Wesley Chapel-Stouts Road)	SR 1007 (Rocky River Road)	Widen Roadway to Multi-Lanes, with Median, Bike Lanes and Sidewalks	Union		08, 10	
H111214	1214	Statewide Mobility	Interchange/ Intersection	Improve Interchange		I-485		NC 16 (Providence Road)		Upgrade interchange to increase Capacity	Mecklenburg		08, 10	
H111238	1238	Division Needs	Capacity	Widen Existing Roadway		SR 1302		SR 1303 (Perth Rd)	US 21	Cornelius Rd. Widen to Multi-Lanes from SR 1303 (Perth Rd) to US 21	Iredell		11, 12	
H111240	1240	Division Needs	Capacity	Construct Roadway on New Location			New Route	SR 1102 (Langtree Rd)	Shearers Rd. (SR 1125)	East-West Connector. NC115 at Langtree Rd. to Shearers Rd.	Iredell		11, 12	
H111273	1273	Division Needs	Capacity	Construct Roadway on New Location		SR 2833	Mallard Creek Church Road Extension	NC 49	SR 2827 (Back Creek Church Road)	Extend SR 2833 (Mallard Creek Church Road) from NC 49 to SR 2827 (Back Creek Church Road). The Road Extension Will Become Part of Charlotte'S Eastern Circumferential Road in the Future.	Mecklenburg		08, 10	2025 (E+C)
H111280	1280	Statewide Mobility	Capacity	Widen Existing Roadway		NC 49		John Kirk Rd	I-485	Widen Roadway to 6 Lanes with Median, Bike Lanes and Sidewalks. The intersection with Mallard Creek Church Rd will Be Reconstructed and Lowered Approximately 10' in Order to Accommodate Clearance For Road Extension Under Railroad. This Will Necessitate Reconstruction of Approximately 1700' of Existing NC 49 and 1000' of Existing SR 2833.	Mecklenburg		08, 10	2025
H128073	8073	Statewide Mobility	Capacity	Widen Existing Roadway	I-5507	I-485		I-77	US 74 (Independence Boulevard)	Construct one Express toll Lane in Each Direction within the Existing Median	Mecklenburg		08, 10	2025

Proposed Removals		Proposed Additions													
SPOTID	P.2.0 SPOTID	STI Category	Improvement Type	Specific Improvement	TIP #	Route Number	Route Name	From/Cross Street	To	Description	First County	Second County	Funding Region	MTP HY	
H129013	9013	Statewide Mobility	Capacity	Widen Existing Roadway	U-3850	I-277	John Belk Freeway	I-77		Add Westbound Lane Through I-77 interchange	Mecklenburg		08, 10		
H129650-EC	9650	Division Needs	Interchange/Intersection	Convert Grade Separation to Interchange	R-211 EC	I-485	Charlotte Outer Loop	New interchange at Weddington Road		Convert Grade Separation to interchange	Mecklenburg		08, 10		
H129680	9680	Statewide Mobility	Capacity	Construct Roadway on New Location		US 74	New Route - Monroe Bypass	I-485	US 74 East of Monroe	Construct Four Lane Freeway on New Location	Union		08, 10	2025 (E+C)	
H129682	9682	Division Needs	Capacity	Widen Existing Roadway		SR 3448	South Trade Street	Fullwood Lane	Weddington Road	Widen to Multilanes with Bike Lanes and Sidewalks	Mecklenburg		08, 10	2025	
		Regional Impact	Capacity	Widen Existing Roadway		NC 115	Old Statesville Rd	Washam Potts Rd (SR 2600)	Sam Furr Rd (NC 73)	Widen from 2 lanes to 4 lanes, with 10 ft. multi-use path	Mecklenburg		08, 10	2025	
		Regional Impact	Capacity	Widen Existing Roadway		NC 73	Sam Furr Rd	West Catawba Ave (SR 5544)	Northcross Dr (SR 2316)	Widen from 4 lanes to 6 lanes, with median, wide outside lanes and sidewalks	Mecklenburg		08, 10	2025	
		Regional Impact	Capacity	Widen Existing Roadway		NC 73	NC 73	Vance Rd Ext	West Catawba Ave (SR 5544)	Widen from 2 lanes to 4 lanes, with median, wide outside lanes and sidewalks	Mecklenburg		08, 10	2025	
		Statewide Mobility	Interchange/Intersection	Improve Existing Interchange		I-77	I-77/Gilead Rd			Grade separation, interchange improvements to include bike lanes and sidewalks	Mecklenburg		08, 10	2025	
		Regional Impact	Capacity	Widen Existing Roadway		NC 16	Brookshire Blvd	Idaho Dr	I-85	Widen from 4 lanes to 6 lanes	Mecklenburg		08, 10	2025	
		Regional Impact	Capacity	Widen Existing Roadway		NC 24	Harris Blvd	Reames Rd	I-485	Widen from 4 lanes to 6 lanes, with median, bike lanes and sidewalks	Mecklenburg		08, 10	2025	
		Statewide Mobility	Interchange/Intersection	Improve Existing Interchange		I-77	I-277 (Belk Fwy)/I-77			Interchange improvements and grade separation to improve operation	Mecklenburg		08, 10	2025	
		Statewide Mobility	Interchange/Intersection	Improve Existing Interchange		I-77	I-277 (Brookshire Fwy)/I-77			Interchange improvements and grade separation to improve operation	Mecklenburg		08, 10	2025	
		Statewide Mobility	Conversion to HOT Lanes	Widen Existing Roadway (HOT)		US 74	Independence Blvd	Sharon Amity Rd	I-277 (Brookshire Fwy)	Convert bus lanes to managed lanes	Mecklenburg		08, 10	2025	
		Statewide Mobility	Capacity	Widen Existing Roadway		I-77	I-77	I-277 (Belk Fwy) (Exit 9)	I-277 (Brookshire Fwy) (Exit 11)	Widen from 8 lanes to 10/12 lanes, median and interchange improvements, and grade separation to improve operations	Mecklenburg		08, 10	2025	
		Statewide Mobility	Capacity (HOT)	Widen Existing Roadway (HOT)		I-77	I-77	I-485 (Exit 1)	Woodlawn Rd (Exit 6)	Widen from 6 lanes to 10 lanes, with median improvements	Mecklenburg		08, 10	2030	
		Statewide Mobility	Capacity (HOT)	Widen Existing Roadway (HOT)		I-77	I-77	Woodlawn Rd (Exit 6)	I-277 (Belk Fwy) (Exit 9)	Widen from 6 lanes to 10 lanes, with median improvements	Mecklenburg		08, 10	2025	
		Division Needs	Capacity	Construct Roadway on New Location			North Univ. Research Park Bridge	Louis Rose Pl	Doug Mayes Pl	New 2 lane roadway, with bike lanes and sidewalks	Mecklenburg		08, 10	2025	
		Regional Impact	Capacity	Widen Existing Roadway		NC 115	Old Statesville Rd	Harris Blvd	I-485	Widen from 2 lanes to 4 lanes, with bike lanes and sidewalks	Mecklenburg		08, 10	2025	
		Regional Impact	Capacity	Widen Existing Roadway		NC 49	South Tryon St	I-77	Yorkmont Rd	Widen from 4 lanes to 6 lanes, with bike lanes and sidewalks	Mecklenburg		08, 10	2025	
		Statewide Mobility	Capacity	Widen Existing Roadway		NC 49	University City Blvd	John Kirk Dr	I-485	Widen from 4 lanes to 6 lanes, with bike lanes and sidewalks	Mecklenburg		08, 10	2025	
		Regional Impact	Capacity	Widen Existing Roadway		NC 51	Matthews Township Pkwy	Sardis Rd	Monroe Rd/E John St	Widen from 4 lanes to 6 lanes, with median and multi-use path	Mecklenburg		08, 10	2025	
		Regional Impact	Capacity	Widen Existing Roadway		NC 16	Providence Rd S	Rea Rd Ext	Cuthbertson Rd	Widen from 2 lanes to 4 lanes, with median, wide outside lanes and sidewalks	Union		08, 10	2025	
		Division Needs	Capacity	Widen Existing Roadway		SR 1009	Charlotte Ave	Seymour St	Dickerson Blvd (NC 200)	Widen from 2 lanes to 4 lanes, with median, bike lanes and sidewalks	Union		08, 10	2025	
		Division Needs	Capacity	Construct Roadway on New Location			Cornelius Rd/Mazeppa Rd	NC 115	US 21	New 4 lane roadway, with median, bike lanes and sidewalks	Iredell		11, 12	2025	

Proposed Removals														
Proposed Additions														
SPOTID	P2.0 SPOTID	STI Category	Improvement Type	Specific Improvement	TIP #	Route Number	Route Name	From/Cross Street	To	Description	First County	Second County	Funding Region	MTP HY
		Regional Impact	Capacity	Widen Existing Roadway		NC 150	Plaza Dr	I-77 (Exit 36)	US 21	Widen from 4 lanes to 6 lanes, with median, wide outside lanes and sidewalks	Iredell		11, 12	2025
		Division Needs	Interchange/Intersection	Construct Roadway on New Location including New Grade Separation			Midnight Ln/Oates Rd			New 3 lane roadway, including grade separation over I-77, with bike lanes and sidewalks	Iredell		11, 12	2025



December 3, 2013

Sarah McAulay, Chair
c/o Robert Cook, Secretary
Charlotte Regional Transportation Planning Organization
600 East Fourth Street (8th Floor)
Charlotte, NC 28202-2853

Dear Ms. McAulay:

The purpose of this letter is to notify you that the City of Charlotte intends to spend up to \$7.5 million to build a bridge over I-85 near the northern part of the University Research Park.

This commitment to pay for approximately half of that project's cost is based on City Council's inclusion of the project in the City's current Community Investment Plan. Funding for this project will depend on a bond referendum scheduled for 2018. If the future bond does not pass, our financial commitment will have to be re-evaluated.

If you have any questions about this letter, please contact Andy Grzyski, CDOT at 704-336-3928. Thank you.

Sincerely,

Ron Carlee
City Manager

A RESOLUTION TO COMMIT TOWN OF CORNELIUS FUNDING FOR THE WEST CATAWBA AVE., PHASE II WIDENING PROJECT (TIP # R-2555B)

WHEREAS, one of Cornelius' most significant transportation needs is improving the West Catawba Ave. corridor (adding capacity/lanes, otherwise known as widening); and

WHEREAS, NCDOT (North Carolina Department of Transportation) has an identified roadway widening project named West Catawba Ave., Phase II Widening Project (TIP # R-2555B), which will continue the previous improvements made to West Catawba Ave, Phase I (TIP # R-2555A), by widening West Catawba Ave. from Jetton Rd. to Sam Furr Rd. (approximately 2.4 miles); and

WHEREAS, NCDOT, CRTPO (Charlotte Regional Transportation Planning Organization), and CRTPO's member organizations (including Cornelius) are currently engaged in ranking roadway projects for the purpose of allocating funding and establishing project schedules as part of the SPOT 3.0 prioritization process and the newly enacted State of North Carolina Strategic Transportation Initiatives (STI); and

WHEREAS, CRTPO has estimated that the West Catawba, Phase II Widening Project (TIP # R-2555B) will cost \$24.2 million (in today's dollars); and

WHEREAS, the STI removes the West Catawba, Phase II Widening Project (R-2555B) from the state TIP (Transportation Improvement Program); and

WHEREAS, SPOT 3.0 allows for local jurisdictions to commit local funds to eligible state roadway projects, with the intent of improving the rankings of such projects and achieving favorable placement on the TIP; and

WHEREAS, NCDOT requests that local jurisdictions indicate to their respective transportation planning organizations what their local funding commitment may be for a particular project, submitted as an input for the SPOT 3.0 ranking process; and

WHEREAS, NCDOT has affirmed that a local jurisdiction may de-commit its local funds at any point if it is not satisfied with the SPOT 3.0 rankings.

NOW, THEREFORE, BE IT RESOLVED, that the Board of Commissioners of the Town of Cornelius hereby do approve committing \$1.2 million (which is equivalent to approximately 5% of the current CRTPO estimate) to the West Catawba Ave., Phase II Widening Project (TIP # R-2555B) as part of the SPOT 3.0 prioritization process.

Adopted this the 6th day of January 2014.

SEAL



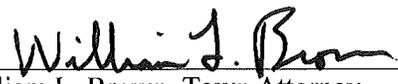
Charles L. Travis, III
Mayor

ATTEST:

APPROVED AS TO FORM:



Lori A. Harrell, Town Clerk



William L. Brown, Town Attorney



Town of Indian Trail

January 7, 2014

Sara McAuley, Chair
Charlotte Regional Transportation Planning Organization
600 E. Fourth Street
Charlotte, NC 28202

Re: Local Contribution to Roadway Projects

Dear Ms. McCauley,

Under the newly adopted State Transportation Funding guidelines and the P3.0 process underway by CRTPO, it is the intent of the Town of Indian Trail to contribute up to \$10.0M in local bond funds towards the construction cost of U-4714, Old Monroe Road, Segment C.

Should you have any question, please feel free to contact myself, or Scott J. Kaufhold, P.E., Director of Engineering and Public Works at 704-821-1314, or sjk@engineering.indiantrail.org.

Sincerely,

A handwritten signature in black ink that reads 'Joseph A. Fivas'. The signature is written in a cursive style with a large initial 'J' and 'F'.

Joseph A. Fivas
Town Manager

cc: Mayor Michael Alvarez and Council
Scott Kaufhold
Peggy Piontek

January 6, 2014

Sara McCauley, Chair
Charlotte Regional Transportation Planning Organization
600 E. Fourth Street
Charlotte, NC 28202

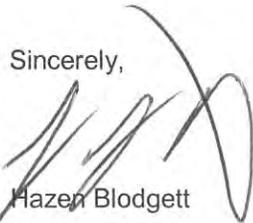
Re: Local Contribution to Roadway Project

Dear Ms. McCauley,

Regarding the P3.0 Ranking process currently underway and local contributions, this is to confirm that regarding the S. Trade Street Project, Spot ID # H129682, it is the intent of the Town of Matthews to contribute up to \$5.5M in local bond funds towards the construction cost of this project. This contribution should enable the project to receive any local contribution points that it would be eligible for in the ranking process.

Should you have any questions, please feel free to contact me, or Mr. Ralph Messera, Public Works Director at 704-708-1243, or rmessera@matthewsncgov.

Sincerely,



Hazen Blodgett
Town Manager

cc: Ralph Messera
Mayor J. Taylor
J. Pata



Town of Mooresville

NORTH CAROLINA

OFFICE OF THE MAYOR

January 7, 2014

Mr. Robert W. Cook, AICP
CRTPO Secretary
Charlotte Regional Transportation Planning Organization
600 East Fourth Street
Charlotte, North Carolina 28202

RE: Town of Mooresville Letter of Intent to Provide Matching Funds for
NCDOT Project R-3833C
Widening of Brawley School Road (SR1100)

Dear Mr. Cook:

The Town of Mooresville voted during its meeting on January 6, 2014 to approve sending a Letter of Intent to commit funds for the upcoming SPOT 3.0 funding cycle for the above referenced project. The Town intends to contribute \$890,000, which represents 10% of the total estimated project cost, if funded in the final prioritized list.

Please contact Allison Kraft, PE, at 704-799-4066 or akraft@ci.mooresville.nc.us should you have questions regarding this request.

Sincerely,

Miles Atkins
Mayor



charlotte regional transportation planning organization

600 East Fourth Street
Charlotte, NC 28202
704-336-2205
www.crtpo.org

TO: CRTPO Delegates & Alternates
FROM: Curtis Bridges
Principal Planner
DATE: January 10, 2014
SUBJECT: **SPOT Prioritization 3.0 (P3.0)**
Bicycle & Pedestrian Project Submittals

REQUESTED ACTION

The MPO is requested to approve the attached bicycle and pedestrian projects to be submitted to the Prioritization 3.0 database.

TCC RECOMMENDATION

At its January 9, 2013 meeting, the TCC unanimously recommended that the MPO approve the attached list of bicycle and pedestrian projects for submittal to the P3.0 database.

BACKGROUND

The NCDOT's Strategic Planning Office of Transportation (SPOT) has been tasked with carrying out the project evaluation process outlined in the Strategic Transportation Investment legislation enacted on June 26, 2013. One of the tasks that must be accomplished by the MPO is to determine which bicycle and pedestrian projects to submit for inclusion, and subsequent evaluation, in the P3.0 database.

PROCESS

The CRTPO is able to submit up to 20 new bicycle and/or pedestrian projects for evaluation in P3.0. The projects eligible for submittal to the P3.0 database were pooled from previously identified bicycle and pedestrian projects within the CRTPO area. This project pool (see attached project list) includes bicycle and pedestrian projects from the *P2.0* database, and previously submitted *CMAQ* projects. A committee (see table on page 2) was formed to identify, prioritize, and select which 20 projects to recommend for inclusion in the database.

This task must be completed by January 2014, at which time all projects must be submitted to SPOT.

RECOMMENDATIONS

The designated P3.0 Bicycle & Pedestrian Committee met three times to discuss which bicycle, pedestrian, and greenway projects to recommend for inclusion in the database. Generally, the committee agreed on the following principles for making its recommendations:

- Projects selected for submittal should be drawn from previously identified bicycle & pedestrian needs

- Projects should be re-evaluated using current project information
- Projects should be scored and re-prioritized using the MPO's adopted ranking methodology (*MUMPO Bicycle/Pedestrian Project Ranking Methodology*) approved in January 2013

NEXT STEPS

If the board approves the list as presented, staff will begin submitting the projects to the P3.0 database in January.

Bicycle/Pedestrian/Greenway Projects - P3.0 Committee	
Name	Agency
Sherry Ashely	Statesville
Neil Burke / Allison Kraft	Mooresville
Gwen Cook	Mecklenburg County
Scott Correll	CDOT
Erika Martin	Troutman
Keith Sorensen	Indian Trail
Jason Pauling	Cornelius
Dick Winters	Mecklenburg County
Ken Tippet	CDOT
Curtis Bridges	CRTPO Staff

Prioritization 3.0 - Draft Bicycle Pedestrian Project Data and MPO Prioritization Scores

SPOT ID	Improvement Type	Municipality/County	Route Name	From	To	Description	Division	County(s)	Construction Cost	Right-of-Way Cost	Total Cost	Connectivity & Access Score	Feasibility & Cost Score	Safety Score	Total CRTPO Score	Rank
1781	Bicycle/Multiuse Facility	Cornelius	South Prong Rocky River Greenway	South St (Davidson)	Main St (Cornelius)	Construct a multi-purpose path from South St to Cornelius Town Center	10	Mecklenburg	\$980,000	\$700,000	\$1,680,000	45	22	25	92	1
BP3003	Bicycle/Multiuse Facility	Mecklenburg County	Little Sugar Creek Greenway	Huntingtowne Farms Park	Cadillac St	This greenway will provide connectivity between many single family and multi-family projects and significant retail shopping, allowing access to diverse socio-economic areas	10	Mecklenburg			\$1,730,400	45	22	25	92	2
BP3006	Bicycle/Multiuse Facility	Mecklenburg County	Walker Branch Greenway	Sledge Rd	Smith Rd	1.8 mile greenway will extend an existing developer-built greenway from Sledge Road to the RiverGate Shopping Center then on to Smith Road	10	Mecklenburg			\$1,152,720	45	22	25	92	3
1779	Bicycle/Multiuse Facility	Charlotte	Matheson Av Conversion & Bicycle Route 10 Extension	Statesville Avenue	Parkwood Avenue	Extension of signed Bicycle Route 10 from Statesville Avenue to Pinckney Street, with a street conversion to include bicycle lanes from Tryon Street to Parkwood Road	10	Mecklenburg	\$400,000	\$0	\$400,000	45	23	20	88	4
BP3004	Bicycle/Multiuse Facility	Mecklenburg County	McDowell Creek Greenway	Sam Furr Rd	Torrence Creek Greenway	3.5 mile corridor is a combination of side trail, existing bicycle lanes with sidewalk, trailhead parking and greenway connecting existing greenway to extensive Birkdale development to Torrence Creek Greenway	10	Mecklenburg			\$2,280,600	45	22	20	87	5
BP3002	Bicycle/Multiuse Facility	Mecklenburg County	McAlpine Creek Greenway	Rea Rd	Four Mile Creek Greewany	Expand the existing 6 mile McAlpine/McMullen/Four Mile system and end north of Pineville-Matthews Road at Green Rea Road and Country Day Middle School	10	Mecklenburg			\$1,635,900	45	22	20	87	6
1799	Bicycle/Multiuse Facility	Cornelius	McDowell Creek Greenway	W Catawba Av	Westmoreland Rd	McDowell Creek Greenway from W. Catawba Avenue to the terminus of the Greenway at Westmoreland Road.	10	Mecklenburg	\$1,890,000	\$476,000	\$2,366,000	45	12	25	82	7
BP3005	Bicycle/Multiuse Facility	Mecklenburg County	Stewart Creek Greenway				10	Mecklenburg			\$554,000	37	17	25	79	8
1790	Bicycle/Multiuse Facility	Davidson	Exit 30 Bike/Ped Improvements	Exit 30	Griffith St Bridge	Bicycle and Pedestrian Improvements at Exit 30 (I-77) in Davidson to Griffith Street Bridge over I-77.	10	Mecklenburg	\$500,000	\$0	\$500,000	45	18	15	78	9
1783	Bicycle/Multiuse Facility	Indian Trail	Highway 74 Multi-Use Path	West Town Limit	Wesley Chapel Stouts Rd	10' Multiuse path	10	Union	\$1,210,000	\$0	\$1,210,000	36	17	25	78	10

Prioritization 3.0 - Draft Bicycle Pedestrian Project Data and MPO Prioritization Scores

SPOT ID	Improvement Type	Municipality/County	Route Name	From	To	Description	Division	County(s)	Construction Cost	Right-of-Way Cost	Total Cost	Connectivity & Access Score	Feasibility & Cost Score	Safety Score	Total CRTPO Score	Rank
BP3007	Bicycle/Multiuse Facility	Mecklenburg County	Irwins Creek Greenway	Idlewild Rd	Lakeview Cir	Two-mile greenway trail will provide a safer connection between Crown Point Elementary School and Idlewild Road Park	10	Mecklenburg			\$1,194,900	36	22	20	78	11
1782	Bicycle/Multiuse Facility	Cornelius	McDowell Creek Tributary Greenway	Catawba Dr	Washam Potts Rd	Construct a multi-purpose path from Smithville Park to JV Washum Elementary School	10	Mecklenburg	\$1,800,000	\$150,000	\$1,950,000	45	12	20	77	12
H090589	Modernization/Bike Lanes	Cornelius	NC 115	Potts Street	Smith Road	Construct Bicycle Lanes and Sidewalks	10	Mecklenburg				34	22	20	76	13
1795	Bicycle/Multiuse Facility	Matthews	Pleasant Plains Road Bike Lanes	Trade St/Weddington Rd	McKee Rd	Pleasant Plains Road Bike Lanes from Trade Street/Weddington Road to McKee Road.	10	Mecklenburg	\$300,000	\$100,000	\$400,000	45	15	15	75	14
H111329	Modernization/Bike Lanes	Charlotte	Plott Road / Highland Ave	SR 2803 (Plaza Road Extension)	Hickory Grove Road	existing bicycle lanes on Pence Road at the southern terminus of the project and existing bicycle lanes on The Plaza.	10	Mecklenburg				40	20	15	75	15
1786	Pedestrian	Davidson	Safe Routes to School Pedestrian Beacons	Various locations	Various locations	To install Rapid Flashing Beacons at intersections near local schools or on routes frequently taken by local students walking or biking to schools; to be placed at crossings of high-traffic thoroughfares	10	Mecklenburg	\$90,000	\$0	\$90,000	38	18	15	71	16
1756	Bicycle/Multiuse Facility	Mooresville	CTT-Iredell-Route Y	Bellingham Park	Johnson Dairy Rd	Trail connecting Bellingham Park to residential neighborhoods	12	Iredell				31	20	20	71	17
1791	Pedestrian	Stallings	Stallings Elementary School Sidewalk	NA	NA	Sidewalk and Crosswalk system around Stallings Elementary School.	10	Union	\$307,311	\$0	\$307,311	29	22	20	71	18
1753	Bicycle/Multiuse Facility	Statesville	CTT-Iredell-Route Q - Gardner Bagnal to Amity Hill	Gardner Bagnal Blvd	Amity Hill Rd	Located in depressed area, identified for redevelopment. Will provide bicycle and pedestrian mobility to residents as automobile alternative.	12	Iredell				37	5	25	67	19
1755	Bicycle/Multiuse Facility	Troutman	CTT-Iredell-Route Q4	Rumple St	Julian Pl	2.25 mile off road multiuse path connecting an existing greenway in downtown Troutman to elementary and middle schools and commercial area.	12	Iredell				41	5	20	66	20

Prioritization 3.0 - Draft Bicycle Pedestrian Project Data and MPO Prioritization Scores

SPOT ID	Improvement Type	Municipality/County	Route Name	From	To	Description	Division	County(s)	Construction Cost	Right-of-Way Cost	Total Cost	Connectivity & Access Score	Feasibility & Cost Score	Safety Score	Total CRTPO Score	Rank
1784	Bicycle/Multiuse Facility	Indian Trail	Southfork Crooked Creek Greenway	Indian Trail Fairview Road	HWY 74	Multiuse Greenway	10	Union	\$1,145,000	\$385,000	\$1,530,000	37	7	20	64	21
BP3000	Bicycle/Multiuse Facility	Troutman	Lake Norman State Park Segment A	Stratford Rd Trail Connection	W Church St	1.07 mile on road multiuse path - first segment in an alternative transportation corridor connecting downtown Troutman to Lake Norman State Park.	12	Iredell				37	5	20	62	22
H111332	Modernization/Bike Lanes		NC 115	Hambright Road	Mt Holly-Huntersville Rd	Construct Bicycle Lanes	10	Mecklenburg				39	5	15	59	23
1792	Bicycle/Multiuse Facility	Charlotte	Mallard Creek Greenway	NA	Mallard Creek Park&Ride	Mallard Creek Greenway Connection to CATS Mallard Creek Park & Ride Lot.	10	Mecklenburg	\$300,000	\$7,000	\$307,000	30	7	20	57	24
1788	Pedestrian	Wesley Chapel	Highway 84/Weddington Rd Sidewalk	Waxhaw-Morian Trail Road (Village Commons Shopping Center)	Lester Davis Road	Provision of new sidewalk to connect Village Commons Shopping Center to Dogwood Park	10	Union	\$350,000	\$50,000	\$400,000	26	15	15	56	25
1787	Pedestrian	Matthews	Sam Newell Rd Multi-Use Path	Rice Road	Crown Point School	Construct a 10 ft multi-use path along Sam Newell Road connecting the existing pedestrian system, and neighborhoods, with a school that at the current time has no pedestrian or bike access at all.	10	Mecklenburg	\$400,000	\$100,000	\$500,000	26	5	15	46	26
1780	Bicycle/Multiuse Facility	Charlotte	Walkers Branch Greenway	Sledge Rd	Smith Road	Approx 1.5 miles of multi-use greenway trail	10	Mecklenburg	\$600,000	\$0	\$600,000	36	14	20	N/A	---
1785	Pedestrian	Charlotte	Tom Short Rd Sidewalks	Ardrey Kell Rd	Haddonfield PI	A sidewalk gap that would connect several neighborhoods to retail, parks, and a school.	10	Mecklenburg	\$269,000	\$29,000	\$298,000	34	23	20	N/A	---
1796	Bicycle/Multiuse Facility	Cornelius	Torrence Chapel Road Bike Lanes	W Catawba Av	NA	Torrence Chapel Road Bike Lanes from West Catawba Avenue to existing bike lanes.	10	Mecklenburg	\$150,000	\$325,000	\$475,000	---	---	---	---	---
BP3001	Bicycle/Multiuse Facility	Charlotte	9th Street Bridge				10	Mecklenburg			\$2,250,000	---	---	---	---	---
H111171	Modernization/Bike Lanes	Davidson	NC 115	Potts Street	Mecklenburg / Iredell County Line	Widen Roadway to Add Bike Lanes, Parking and Sidewalks. the Project Limits Are from Potts Street to the Mecklenburg / Iredell County Line	10	Mecklenburg				---	---	---	---	---
1794	Bicycle/Multiuse Facility	Huntersville	NC 115 Bikeway	Mt Holly-Huntersville Rd	Ramah Church Road	Resurface NC 115 and stripe Bike Lanes from Mt. Holly-Huntersville Road to Ramah Church Road.	10	Mecklenburg	\$25,000	\$0	\$25,000	---	---	---	---	---
H111328	Modernization/Bike Lanes	Charlotte	Mallard Creek Church Road	Prosperity Church Road	Old Concord Road	Construct Bicycle Lanes	10	Mecklenburg				---	---	---	---	---

Prioritization 3.0 - Draft Bicycle Pedestrian Project Data and MPO Prioritization Scores

SPOT ID	Improvement Type	Municipality/County	Route Name	From	To	Description	Division	County(s)	Construction Cost	Right-of-Way Cost	Total Cost	Connectivity & Access Score	Feasibility & Cost Score	Safety Score	Total CRTPO Score	Rank
H111330	Modernization/Bike Lanes	Charlotte	Sugar Creek Road	N Tryon Street	I-85	Construct Bicycle Lanes	10	Mecklenburg				---	---	---	---	---
H111331	Modernization/Bike Lanes	Charlotte	NC 115	Wt Harris Boulevard	Eastfield Road	Construct Bicycle Lanes	10	Mecklenburg				---	---	---	---	---
1793	Bicycle/Multiuse Facility	Cornelius	Westmoreland Road Bike Lanes	Washam Potts Rd	Catawba Av	Westmoreland Road Bike Lanes from Washam Potts Road to Catawba Avenue.	10	Mecklenburg	\$500,000	\$350,000	\$850,000	---	---	---	---	---
1789	Bicycle/Multiuse Facility	Charlotte	Irwin Creek Greenway	West Bl	Barringer Dr	Irwin Creek Greenway from West Boulevard to Barringer Drive.	10		\$350,000	\$0	\$350,000	---	---	---	---	---
1797	Bicycle/Multiuse Facility	Charlotte	Long Creek Greenway	NA	Whitewater Center	Long Creek Greenway, Bridge and Trail over Catawba River to Whitewater Center.	10		\$6,129,000		\$6,129,000	---	---	---	---	---
1798	Bicycle/Multiuse Facility	Cornelius	Caldwell Station Creek Greenway	Old Statesville Rd	Statesville Rd	Caldwell Station Creek Greenway from Old Statesville Road to Statesville Road.	10		\$2,500,000	\$385,000	\$2,885,000	---	---	---	---	---
1754	Bicycle/Multiuse Facility	Statesville	CTT-Iredell-Route K	Intersection with Route J	Cabarrus County Line	Trail along Morrison and Fourth Creeks	12					---	---	---	---	---
BP3008	Bicycle/Multiuse Facility	Charlotte	Charlotte Bike Share			Bike Share Program					\$1,400,000	---	---	---	---	---
BP3009	Bicycle/Multiuse Facility	Mecklenburg County	South Prong Rocky River Greenway			Greenway Project					\$344,000	---	---	---	---	---
BP3010	Pedestrian	Charlotte	25th Street Connection								\$1,500,000	---	---	---	---	---
BP3011	Pedestrian	Charlotte	Sidewalk Bundle 1			Mulriple Sidewalk Segments					\$839,770	---	---	---	---	---
BP3012	Pedestrian	Charlotte	Sidewalk Bundle 2			Mulriple Sidewalk Segments					\$1,224,500	---	---	---	---	---
H090540	Modernization		US 19	NC 150	Cedar Lane	Improve US 21 from NC 150 in Mooresville North to Cedar Lane in Downtown Troutman.	12	Iredell				---	---	---	---	---
H111174	Modernization		SR 2348	US 21	I-77	Murdock Rd. from US-21 to I-77 at Exit 45 Improve to Wider Lanes and Wider Shoulders	12	Iredell				---	---	---	---	---
H111178	Modernization		NC 115	Timber Rd. (SR 1245)	Beaty St./Mecklenburg County Line	NC 115 from Timber Rd. to Mecklenburg County Line. Widen Lanes and Add Paved Shoulders	12	Iredell				---	---	---	---	---

Prioritization 3.0 - Draft Bicycle Pedestrian Project Data and MPO Prioritization Scores

SPOT ID	Improvement Type	Municipality/County	Route Name	From	To	Description	Division	County(s)	Construction Cost	Right-of-Way Cost	Total Cost	Connectivity & Access Score	Feasibility & Cost Score	Safety Score	Total CRTPO Score	Rank
H111189	Modernization		NC 115	Potts Street	SR 2158 (Griffith Street)	Widen Potts Street and Sloan Street to Add Bike Lanes and Sidewalks. Build Connector Between Potts Street and Sloan Street (Approximately 500-600 Feet in Length)	10	Mecklenburg				---	---	---	---	---
H111324	Modernization		NC 115	Ramah Church Road	Bailey Road	Construct Bicycle Lanes	10	Mecklenburg				---	---	---	---	---
H111325	Modernization		NC 115	Bailey Road	Bridges Farm Road (Iredell County Line)	Construct Bicycle Lanes	10	Mecklenburg				---	---	---	---	---
H111326	Modernization		SR 2151	Blythe Landing	Ramsey Creek and Jetton Parks	Construct Bicycle Lanes on Jetton Road, W. Catawba Avenue, Nantz Road & NC 73 Bike Lanes from Blythe Landing to Ramsey Creek and Jetton Parks.	10	Mecklenburg				---	---	---	---	---
H111327	Modernization		SR 2426	Mallard Creek Church Road	Newell-Hickory Grove Road	Construct Bicycle Lanes	10	Mecklenburg				---	---	---	---	---



charlotte regional transportation planning organization

600 East Fourth Street
Charlotte, NC 28202
704-336-2205
www.crtpo.org

TO: CRTPO Delegates & Alternates
FROM: Nicholas Landa
Senior Principal Planner
DATE: January 10, 2014
SUBJECT: Prioritization 3.0 (P3.0) – Draft Local Input Point Methodology

BACKGROUND

The NCDOT's Strategic Planning Office of Transportation (SPOT) has been tasked with carrying out the project evaluation process outlined in the Strategic Transportation Investment (STI) legislation enacted on June 26, 2013. One of the most significant tasks that must be accomplished by each MPO/RPO and NCDOT Division Office is to create a methodology that explains how the MPO/RPO/Division Office will allocate the eligible local input points assigned to projects (of all modes) in the prioritization database.

TCC RECOMMENDATION

At its January 9, 2014 meeting, the TCC unanimously recommended that staff send the draft methodology to NCDOT for review and comment. No MPO action is required at this time, but comments regarding the draft methodology will be requested at the January MPO meeting.

PROCESS

As stipulated by the STI legislation, local points may be assigned to projects in the Regional Impact and Division Needs categories, but not the Statewide Mobility category. The Charlotte Regional Transportation Planning Organization (CRTPO) may allocate the following number of local points for projects in the eligible categories:

- 2500 points – Regional Impact projects
- 2500 points – Division Needs projects

A committee of TCC members was created to develop a local input point methodology. The contents of this memorandum describe the methodology developed by the committee, which the CRTPO proposes to use to allocate its local input points. NCDOT requires that the methodology include the following components:

- A minimum of one quantitative criteria
- A minimum of one qualitative criteria
- Public involvement

PROPOSED LOCAL INPUT METHODOLOGY

Overview

The following principles will be used for the allocation of CRTPO's local points:

- The maximum amount of local points eligible per project will be applied in order to make each project as competitive as possible (i.e. each project will either receive 100 local points, or will not receive any local points)
- Projects will be divided as either highway projects or non-highway projects, to coincide with the STI legislation; and, the specific percentage of local input points given to highway vs. non-highway projects will coincide with the funding assumptions made by the CRTPO in its 2040 MTP for highway vs. non-highway projects (see modal dispersal criteria for details)
- Projects will be divided as either Regional Impact projects or Division Needs projects, to coincide with how the local points are assigned by the STI legislation
- Local points from the Division Needs category should not be applied to Statewide Mobility category projects that cascade into the Division Needs category

Proposed Criteria

Quantitative Criteria	Measure	STI Category (Mode)
<p>Reasonable chance for funding based on P3.0 quantitative score (Highway & Non-Highway)</p> <p><i>(Note that this score will be identified after all P3.0 quantitative scores are released)</i></p>	<ul style="list-style-type: none"> ▪ Identify the project with the lowest quantitative score that can be funded (based on funding assumptions – i.e. total amount of funds assumed to be available per category, established by NCDOT) ▪ Subtract maximum amount of eligible MPO local points (based on category – 15% Reg., 25% Div.) from quantitative project score (issued by SPOT) ▪ Projects below the resulting score should not proceed for further evaluation 	Regional Impact & Division Needs
Qualitative Criteria	Measure	STI Category
MTP consideration (Highway)	The MTP rank* = the priority order for projects which will receive local points	Regional Impact & Division Needs
P3.0 quantitative score (Highway & Non-Highway)	The P3.0 quantitative score = the priority order for projects which will receive local points	Regional Impact & Division Needs
Modal allocation	<ul style="list-style-type: none"> ▪ Consider allocating up to 15% of regional category points to non-highway projects ▪ Consider allocating up to 20% of division category 	Regional Impact & Division Needs

	points to non-highway projects <ul style="list-style-type: none"> ▪ Consider allocating local points to each mode represented in each category 	
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**The MTP rank is based on quantitative and qualitative criteria developed by the MPO. This criteria is the primary criteria for determining the local points for highway projects (see attached)*

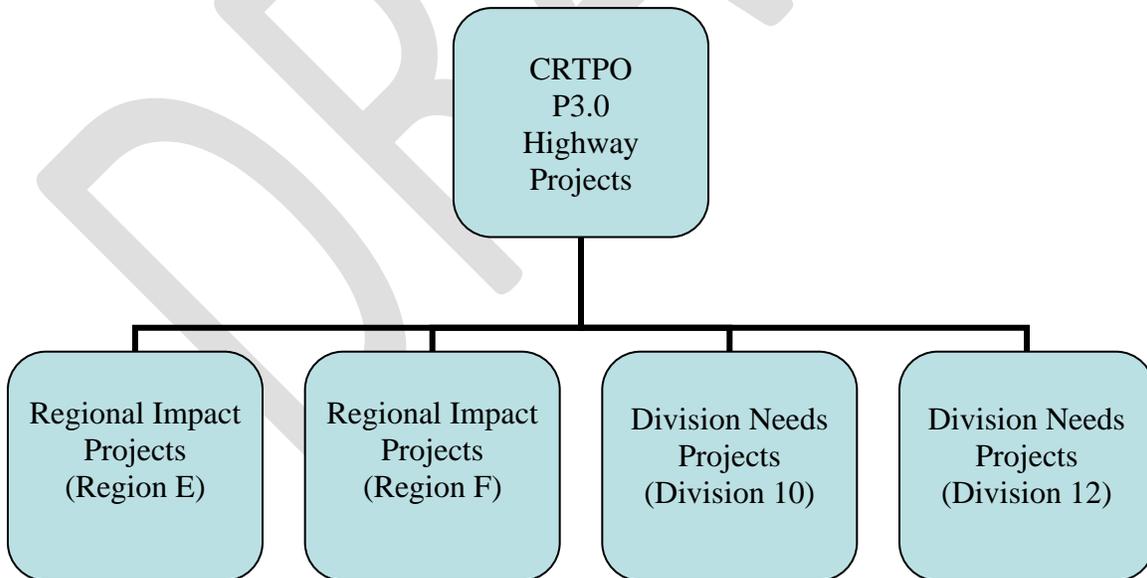
Application of Criteria

Divide local points by mode (highway vs. non-highway)

Regional Impact Projects (15% of local points to non-highway based on MPO assumption to allocate 15% of anticipated revenues to non-highway Regional Impact projects)	2500 total points	
	2200 points highway	300 points non-highway
Division Needs Projects (20% of local points to non-highway based on MPO assumption to allocate 20% of anticipated revenues to non-highway Division Needs projects)	2500 total points	
	2000 points highway	500 points non-highway

Highway Projects:

- Filter process will be applied using the “Reasonable chance for funding based on P3.0 quantitative score” criteria
 - After filter, eligible projects remaining will be categorized as follows

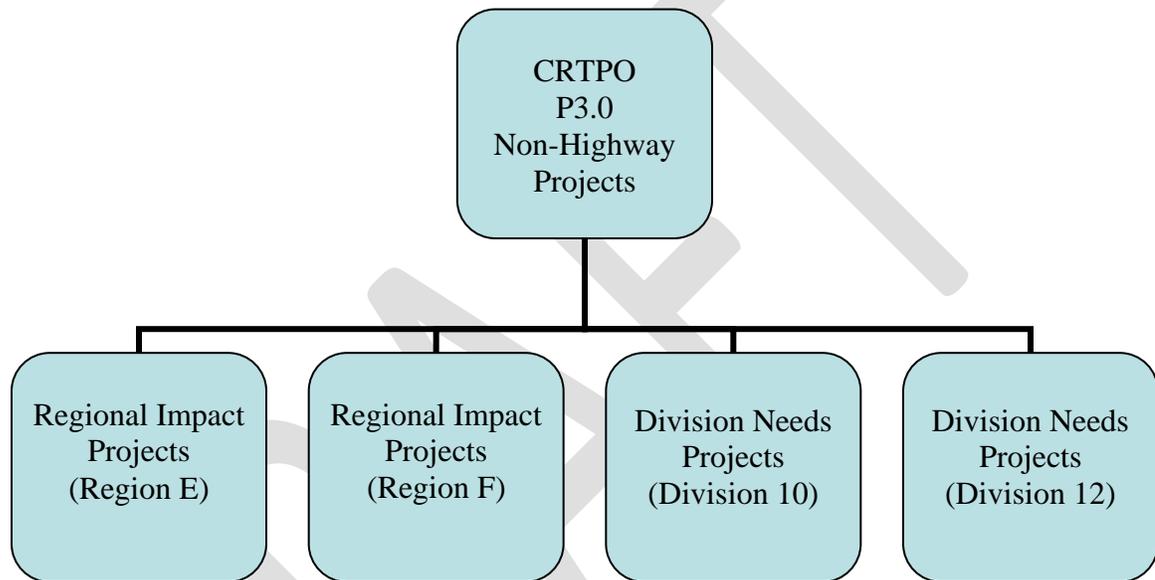


- The following qualitative criteria is then applied
 - 1) MTP Rank (attach MTP ranking methodology as supplemental information)
 - Highest scoring MTP project = highest ranked P3.0 highway project
 - 2) P3.0 Quantitative Score
 - After all MTP projects have been assigned points, highest quantitative scoring P3.0 project = next highest ranked P3.0 highway project

- 3) NCDOT Division Office Coordination (Divisions 10 and 12)
 - Each Division's local points account for 15% of the Regional Impact score and 25% of the Division Needs score; therefore, coordination with the respective Division Office will occur as CRTPO's local points are being allocated
- 4) MPO Input
 - MPO must approve final list of projects using local input methodology
 - Public comments also considered

Non-Highway Projects:

- Filter process will be applied using "Reasonable chance for funding based on P3.0 quantitative score" criteria
 - After filter, eligible projects remaining will be categorized as follows



- The following qualitative criteria is then applied
 - 1) P3.0 Quantitative Score
 - Highest scoring project representing each mode gets 100 points

Regional Impact

 - The CRTPO rail project with the highest P3.0 quantitative score receives 100 local points
 - If no other modes are represented in this category then the points would be allocated to other rail projects
 - If no other non-highway projects are represented in this category then the points would be allocated to CRTPO highway projects (in which case, the CRTPO highway local input point methodology previously outlined would be used)

Division Needs:

 - The CRTPO aviation, rail, transit and bicycle/pedestrian projects with the highest P3.0 quantitative scores each would receive 100 local points
 - The final 100 local points would go to the non-highway project with the next highest P3.0 quantitative score, regardless of mode
 - If there are not projects to represent four modes, then each of the highest P3.0 quantitative scores for the three modes represented

would receive 100 local points each, and the next two highest P3.0 quantitative scores for non-highway projects, regardless of mode, would receive 100 local points each (and so on)

- 2) NCDOT Division Office Coordination (Divisions 10 and 12)
 - Each Division's local points account for 15% of the Regional Impact score and 25% of the Division Needs score; therefore, coordination with the respective Division Office will occur as CRTPO's local points are being allocated
- 3) MPO Input
 - MPO must approve final list of projects using local input methodology
 - Public comments also considered

Public Involvement Process

- The MPO board meeting will serve as an opportunity for public comment on the proposed local input point methodology;
- After the local input point methodology is approved by the MPO board and the NCDOT, and quantitative scores are known, the process of applying the local input point methodology will begin;
- A minimum 2-week public comment period will be provided to allow time for the public to review the results of the local point allocation (based on the approved local input point methodology); and
- The MPO board's final action regarding the local input point allocation may be based on comments received.

NEXT STEPS/TIMELINE

- MPO board and NCDOT approve local input point methodology (March 2014)
- Quantitative scores are given to P3.0 projects (May 2014)
- Local input points are allocated to P3.0 projects (May-July 2014)
- A minimum 2-week public comment period is provided to review and comment on local input point allocations (June-July 2014)
- MPO endorses final local input point allocations (July 2014)
- Final scores are issued to P3.0 projects (August 2014)

Highway Project Example

Criteria	Regional Impact project	Division Needs project
Quantitative Filter		
<p>Reasonable chance for funding based on P3.0 quantitative score</p> <p><i>(Note that 60 is a hypothetical example, and that this score will be identified after all P3.0 quantitative scores are released)</i></p>	<p>(Assume that based on funding available in this category, projects that score less than 60 points will not be able to be funded in the TIP)</p> <ul style="list-style-type: none"> ▪ MPO local input represents 15% of total score, which is 9 points out of 60 ▪ 60-9 = 51 points ▪ CRTPO will not consider any Regional Impact highway projects with a P3.0 quantitative score less than 51 points <p>(the 2 qualitative criteria below will be applied to CRTPO Regional Impact projects with a P3.0 quantitative score of 51 points or higher)</p>	<p>(Assume that based on funding available in this category, projects that score less than 60 points will not be able to be funded in the TIP)</p> <ul style="list-style-type: none"> ▪ MPO local input represents 25% of total score, which is 15 points out of 60 ▪ 60-15 = 45 points ▪ CRTPO will not consider any Division Needs highway projects with a P3.0 quantitative score less than 45 points <p>(the 2 qualitative criteria below will be applied to CRTPO Division Needs projects with a P3.0 quantitative score of 45 points or higher)</p>
Qualitative	↓	↓
MTP consideration	<ul style="list-style-type: none"> ▪ Highest ranked MTP project in this category receives 100 local points ▪ Next highest ranked MTP project receives 100 local points <p>(And so on until all regional impact MTP projects have received 100 local points)</p>	<ul style="list-style-type: none"> ▪ Highest ranked MTP project in this category receives 100 local points ▪ Next highest ranked MTP project receives 100 local points <p>(And so on until all regional impact MTP projects have received 100 local points)</p>
	↓	↓
P3.0 quantitative score	<ul style="list-style-type: none"> ▪ Highest CRTPO quantitative scoring P3.0 project in this category receives 100 local points ▪ Next highest CRTPO quantitative scoring project receives 100 local points <p>(And so on until all the local points are used for highway projects)</p>	<ul style="list-style-type: none"> ▪ Highest CRTPO quantitative scoring P3.0 project in this category receives 100 local points ▪ Next highest CRTPO quantitative scoring project receives 100 local points <p>(And so on until all the local points are used for highway projects)</p>

Non-Highway Project Example

Criteria	Regional Impact project	Division Needs project
Quantitative Filter		
Reasonable chance for funding based on P3.0 quantitative score	<p>(Assume that based on funding available in this category, projects that score less than 80 points will not be able to be funded in the TIP)</p> <ul style="list-style-type: none"> ▪ MPO local input represents 15% of total score, which is 12 points out of 80 ▪ 80-12 = 68 points ▪ CRTPO will not consider any Regional Impact non-highway projects with a P3.0 quantitative score less than 68 points 	<p>(Assume that based on funding available in this category, projects that score less than 80 points will not be able to be funded in the TIP)</p> <ul style="list-style-type: none"> ▪ MPO local input represents 25% of total score, which is 20 points out of 80 ▪ 80-20 = 60 points ▪ CRTPO will not consider any Division Needs non-highway projects with a P3.0 quantitative score less than 60 points
Qualitative		
Modal allocation	<ul style="list-style-type: none"> ▪ Highest CRTPO P3.0 quantitative scoring non-highway project for each mode represented in this category receives 100 local points (i.e. highest scoring aviation project = 100 local points; highest scoring rail project = 100 points) <p style="text-align: center;">  </p> <ul style="list-style-type: none"> ▪ If local points are still available, next highest CRTPO P3.0 quantitative scoring project receives 100 local points – regardless of mode (i.e. if there are eligible aviation and rail projects left, the highest P3.0 score among the remaining projects receives 100 points) ▪ If there are no CRTPO non-highway projects remaining in this category, the local points would be assigned to highway projects using the CRTPO highway criteria 	<ul style="list-style-type: none"> ▪ Highest CRTPO P3.0 quantitative scoring non-highway project for each mode represented in this category receives 100 local points (i.e. highest scoring aviation project = 100 points; highest scoring bicycle/pedestrian project = 100 local points; highest scoring rail project = 100 points; highest scoring transit project = 100 local points) <p style="text-align: center;">  </p> <ul style="list-style-type: none"> ▪ The remaining local points would be applied to the next highest CRTPO P3.0 quantitative scoring project – regardless of mode (i.e. if there are eligible aviation, bicycle/pedestrian and rail projects left, the highest P3.0 score among the remaining projects receives 100 points, until the points are gone)



charlotte regional **transportation** planning organization

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TO: CRTPO Delegates & Alternates
FROM: Nick Landa
Senior Principal Planner
DATE: January 10, 2014
SUBJECT: **SPOT Prioritization 3.0 (P3.0)**
Aviation, Rail and Transit Projects

BACKGROUND

The NCDOT's Strategic Planning Office of Transportation (SPOT) has been tasked with carrying out the project evaluation process outlined in the Strategic Transportation Investment legislation enacted on June 26, 2013. One of the primary tasks that must be accomplished by the MPO is to determine which projects to submit for inclusion, and subsequent evaluation, in the P3.0 database. Along with highway, and bicycle and pedestrian projects, CRTPO may also submit the following types of projects:

- Aviation
- Rail
- Transit

PROCESS

Other modes of projects are eligible for inclusion in the P3.0 database, but follow a slightly different process than highway or bicycle and pedestrian projects. Aviation, rail and transit projects can be submitted directly into the database by each respective agency, and these types of projects can be submitted into the database by MPO staff. Because MPO approval is technically not required for these modes, staff requested that an inventory of proposed projects be provided in order to present candidate aviation, rail and transit projects to the TCC and MPO for information. The projects staff received are included in the agenda packet, but might not be a comprehensive list of projects that end up in the P3.0 database.

NEXT STEPS

No aviation, rail or transit projects are proposed to be entered during the January 21-February 17 submittal window, so no MPO action is requested at this time.

Preliminary List of Rail Projects Under Consideration for STI Funding

Projects may be added or deleted prior to entry. An update will be provided when more information is available.

Source	TIP	ID	NC County	City(ies)	Track & Mile Post	Project Description	Category	Capacity Improvement	Safety Improvement	Project Purpose(s) Other Improvement (specify)	Benefits		PreConstruction Cost	Right-of-Way Cost*	Construction Cost*	Preliminary Programming Estimate	% Matching Funds from Railroad	Proposed Construction 7/1/15 -	Proposed Construction 7/1/20 -	Proposed Construction 7/1/25 -
											Public	Private								
NCDOT	P-3819		Mecklenburg	Charlotte	NCR 372.2-377.1	Triple track Junker to Graham	Capacity- 6-8 Piedmond, 4 to DC				Improves capacity allowing planned passenger trains to pass without delay. Improves safety and OTP.	Allows capacity for increased freight and intermodal traffic.				\$21,000,000				
NCDOT	P-5002		Mecklenburg	Charlotte	NCR 373.3-377.1	Charlotte North-end Phase II - North-end Passenger Bypass	Capacity- 6-8 Piedmond, 4 to DC				Provides for 2 dedicated passenger tracks.	Improves efficiencies for rail movements by providing an improved track configuration.				\$53,000,000				
NCDOT	P-5002		Mecklenburg	Charlotte	NCR 375.5	CRISP Northend Phase I	Capacity			Improves efficiencies for rail movements by providing an improved track configuration which allows space for a train without blocking road crossings.	Improved safety through the elimination of eight at-grade crossings in the North Davidson (NoDa) Historic Arts District, where all major neighborhood streets cross the ACWR track at-grade. Improve air quality by reducing locomotive emissions and emissions from automobiles at crossings.	Improves efficiencies for rail movements by providing an improved track configuration which allows space for a train without blocking road crossings.								
NCDOT	P-5002		Mecklenburg	Charlotte	NS 377.3-387	CRISP- Charlotte Gateway Station Track Improvements	Capacity SEHSR 5th			Provides track and bridge improvements required to construct platforms and access new Charlotte Gateway Station. Bicycle and pedestrian facilities on bridges increase mobility and connectivity.	Provides track and bridge improvements required to construct platforms and access new Charlotte Gateway Station. Bicycle and pedestrian facilities on bridges increase mobility and connectivity.	Separates passenger and freight traffic in Station area.				\$55,906,527				
NCDOT	P-5002		Mecklenburg	Charlotte	NS 377.7	CRISP- Charlotte Gateway Station	Capacity SEHSR 5th			Supports increased passenger service frequencies. Allows longer passenger trains in support of increasing ridership. Will attract additional riders due to improved location and station condition. Current station is adjacent to the freight yard. CATS commuter rail service, intercity bus service, and 90+ local buses will serve the location. Closer to center city Charlotte and passenger destinations.	Supports increased passenger service frequencies. Allows longer passenger trains in support of increasing ridership. Will attract additional riders due to improved location and station condition. Current station is adjacent to the freight yard. CATS commuter rail service, intercity bus service, and 90+ local buses will serve the location. Closer to center city Charlotte and passenger destinations.	Reduces passenger/freight train conflicts by improving capacity. Eliminates passenger tracks and facilities in the middle of NS freight yard.				\$40,185,997				
NCDOT	P-5002		Mecklenburg	Charlotte	NS 3771-381.7	CRISP- Charlotte South-end Track Improvements	Capacity SEHSR 5th			Provides track for turning intercity and high speed trains returning north and capacity for meets and overtakes. Required to meet scheduled departures. Improves safety						\$28,000,000				
NCDOT	P-2918		Mecklenburg	Charlotte	NS378.6	Charlotte Maintenance Facility Phase II	Capacity- 6-8 Piedmond, 4 to DC				Supports the service and maintenance of passenger equipment for Piedmont, Carolinian and SEHSR					\$30,000,000				
NS		18	Mecklenburg	Charlotte		New Charlotte TBT	Capacity			Funding to establish a new TBT facility in Charlotte, NC at the old Charlotte IMF once the area has been vacated by Intermodal. Project is a joint initiative to increase overall capacity in Charlotte market along with 14-0090 above which will expand the Pineville, NC TBT. Marketing plans to transition non-ethanol traffic from Pineville to Charlotte and has identified 1,440 ethanol carloads that will be handled at Pineville.	Expansion of industrial base.	Expansion of industrial base and the associated increase in carloads.				\$975,000	50.00%	X		
NCDOT	P-3806		Rowan, Iredell, Catawba, Burke, McDowell, Buncombe	Various	NS	Western NC Passenger Service (WNC)	Capacity-Western Passenger									Estimate pending				
NCDOT			Wake, Orange, Alamance, Guilford, Davidson, Rowan, Cabarrus, Mecklenburg	Various		Positive Train Control System Locomotive Upgrades	Capacity SEHSR 5th			Improves safety and allows maximum operating speed to increase from 79 mph to 90 mph, resulting in improved travel times.	Improves safety and allows maximum operating speed to increase from 79 mph to 90 mph, resulting in improved travel times.	Supports FRA requirement for railroads to implement PTC				\$1,200,000				
NCDOT			Wake, Orange, Alamance, Guilford, Davidson, Rowan, Cabarrus, Mecklenburg	Various		NCR 90 mph upgrades	Capacity			Maximizes benefits of increase in maximum operating speeds from 79 mph to 90 mph resulting in improved travel times.	Maximizes benefits of increase in maximum operating speeds from 79 mph to 90 mph resulting in improved travel times.					\$30,000,000				
NCDOT	Y-4820		Wake, Orange, Alamance, Guilford, Davidson, Rowan, Cabarrus, Mecklenburg	Various	NS/NCR 294.25 - 352.72 CSX S 159.94-164.2, NCR H 1.45-72.7	Upgrade 43 crossing signals	Capacity			Improves crossing safety by optimizing crossing signal timing for faster train speeds and implements new technologies. Maximizes the benefits of speed improvements gained through existing ARRA funded projects. Prepares for implementation of FRA mandated PTC and associated increased maximum speeds.	Improves crossing safety by optimizing crossing signal timing for faster train speeds and implements new technologies. Maximizes the benefits of speed improvements gained through existing ARRA funded projects. Prepares for implementation of FRA mandated PTC and associated increased maximum speeds.	Improves crossing safety reducing the probability of delays due to crossing incidents				\$20,000,000				
NCDOT	P-3819			Various	CSXT S	SEHSR ROW Phase III - Acquire ROW	Capacity- 6-8 Piedmond, 4 to DC				Completes SEHSR ROW acquisition.									
NCDOT	P-3819			Various	CSXT S	Detail survey and data collection	Capacity- 6-8 Piedmond, 4 to DC				Provides base data to begin Final Design.									
NCDOT	P-3819			Various	CSXT S	Final Design and Construction Management	Capacity- 6-8 Piedmond, 4 to DC				Provides needed final designs for constructing SEHSR from Richmond to Raleigh, including track, structures, signals, grade separations, and roadway adjustments.									
NCDOT	P-3819			Various	CSXT S	Construction	Capacity- 6-8 Piedmond, 4 to DC				Provides grade separated SEHSR Service connection between Richmond and Raleigh and facilitates the Charlotte to DC service with speeds up to 110mph.									
NCDOT	P-3819			Various	CSXT S	ROW based on hardship	Capacity- 6-8 Piedmond, 4 to DC				Prevents property from being sold and developed costing more to acquire in the future.									
NCDOT	P-3819			Various	TBD	2 Stations platforms and canopies	Capacity- 6-8 Piedmond, 4 to DC				Supports new SEHSR Service.									
																\$0				

*Only right-of-way and construction costs are eligible for Strategic Transportation Investments funding

NEW PROJECT AND PROJECT CHANGE Requests for SVH - Statesville Regional Airport (2014 - 2019)

Rank	Required/Recommended (a, b, c)	ProjectTracker	ProjectShortDescription	Description	FiscalYear	Cost	Airport comments
1	b	SVH-09-14C	Apron Expansion (Helicopter) - Construction	Construct helicopter parking areas adjacent to aircraft parking areas.	2013	\$330,000.00	Funded
1	b	SVH-09-15	Environmental Overview for South Parallel Taxiway	Prepare an environmental overview of proposed parallel taxiway to further define project elements and obtain field data for preparation of subsequent environmental assessment.	2013	\$100,000.00	
1	b	SVH-09-07	Airport Layout Plan Update	Update existing airport layout plan to reflect recent development and project for future development thru a 20 year planning period. Also, per Airport Commission recommendation, make the ALP more comprehensive and cover some of the areas for economic development purposes.	2014	\$165,000.00	moved up due to amount of estimated cost and need (approved by City Council 10/7/13 and Airport Commission 9/12/13)
1	b	SVH-13-01	Groove Runway	Install grooves along the length of the runway to enhance safety of larger aircraft operating in wet conditions	2013	\$160,000.00	Added per staff recommendation (approved by City Council 10/7/13 and Airport Commission 9/12/13)
1	b	SVH-13-02	Upgrade PAPI/REIL	Update and upgrade existing PAPI systems on both ends of runway to 4 box LED systems (contingent upon FAA approval of the LED PAPI) and REIL on the 10 end to an LED system. (the current system is older and uses great amounts of energy). LED systems may have more 'upfront' cost but will save the City in maintenance in the long run.	2014	\$75,000.00	Added per staff recommendation (approved by City Council 10/7/13 and Airport Commission 9/12/13)
2	b	SVH-09-03	Environmental Assessment/BCA for South Parallel Taxiway	Prepare Environmental documents meeting NEPA requirements and prepare Benefit Cost Analysis as required by FAA and NCDOA	2014	\$213,000.00	
2	b	SVH-09-04	Land Acquisition - Parallel Taxiway (East) (Area 3)	This element consists of the acquisition of 13 parcels that are needed for construction of the parallel taxiway and potential borrow areas.	2014	\$4,046,000.00	Revised to reflect recent land acquisition efforts
2	b	SVH-09-05a	Parallel Taxiway (East) - Site Preparation	This element consists of the site preparation associated with the eastern portion of the new parallel taxiway south of existing Runway 10-28. This portion of the taxiway is critical in increasing safety to corporate users by eliminating the need to cross the primary runway for all departing and arriving aircraft.	2015	\$5,143,000.00	
2	b	SVH-09-05b	Parallel Taxiway (East) - Paving and Lighting	This element consists of the paving and lighting associated with the eastern portion of the new parallel taxiway south of existing Runway 10-28. This portion of the taxiway is critical in increasing safety to corporate users by eliminating the need to cross the primary runway for all departing and arriving aircraft.	2016	\$2,367,000.00	
3	c	SVH-09-09a	Parallel Taxiway (West) - Site Preparation	This element consists of the site preparation associated with the western portion of the new parallel taxiway south of existing Runway 10-28. This portion of the taxiway will allow for increased corporate area development to the southwest of the airport.	2017	\$8,278,000.00	
3	c	SVH-09-09b	Parallel Taxiway (West) - Paving and Lighting	This element consists of the paving and lighting associated with the western portion of the new parallel taxiway south of existing Runway 10-28. This portion of the taxiway will allow for increased corporate area development to the southwest of the airport.	2018	\$3,179,000.00	
4	c	SVH-09-06	Land Acquisition - Corporate Area Development (Southwest) (Area 7)	This element consists of the land acquisition necessary to develop the southwest area for corporate users. Approximately 9.3 acres of property are included in this element.	2019	\$664,000.00	

Rank	Required/ Recommended (a, b, c)	ProjectTracker	ProjectShortDescription	Description	FiscalYear	Cost	Airport comments
5	c	SVH-09-12	Land Acquisition - Corporate Area Development (West) (Area 1b)	This element consists of the land acquisition necessary to develop new corporate areas to the southwest of the airport. Approximately 115 acres of property are included in this element.	2019	\$5,000,000.00	
6	c	SVH-09-10	Land Acquisition - Future Development (East) (Area 4)	This element consists of the land acquisition necessary to develop new corporate areas to the southeast of the airport. Approximately 22 acres of property are included in this element.	2019	\$1,709,000.00	This land may move up in importance as a portion of this property is needed for the realignment of Old Airport Road
7	c	SVH-09-11	Land Acquisition - Future Development (South) (Area 5 and 6)	This element consists of the land acquisition to the south of the closed runway to be used for future development and as a borrow source to parallel taxiway construction. Approximately 37 acres of property are included in this element.	2019	\$2,828,000.00	
8	c	SVH-09-13	Corporate Area Development	This element consists of the site development for additional corporate hangars.	2020	\$4,160,000.00	

1 A: Rank - Rank of project importance

Column B: Required/Recommended - a=Required ; b=Recommended ; c=Optional

Column C: ProjectTracker - first three characters=airport identifier ; second two numbers=FY entered in database ; last three/four characters=sequential number (The Division of Aviation will assign this number

Column D: ProjectShortDescription - Project title, should be short, clear and concise.

Column E: Description - Longer description providing pertinent information, should include location, scope, intent (what, where, when, why, who), impact on other projects requested

Column F: Fiscal Year - Year requested by the airport for funding. Not necessarily the year it will be funded. Consider feasibility and impact on other requested projects.

Column G: Cost - Total anticipated cost of the project

Column H: Airport Comments - requested changes to the existing data, other comments with respect the project recommendation.



charlotte regional **transportation** planning organization

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TO: CRTPO Delegates & Alternates
FROM: Robert W. Cook, AICP
CRTPO Secretary
DATE: January 10, 2014
SUBJECT: **FY 15 Unified Planning Work Program
Agenda Item #11**

REQUEST

No action is requested at this time. UPWP adoption is tentatively scheduled for April.

BACKGROUND

The Unified Planning Work Program (UPWP) is adopted annually in accordance with joint Federal Highway Administration/Federal Transit Administration guidelines. The UPWP describes the planning activities that are anticipated for the coming fiscal year and documents the allocation of federal funds associated with each planning activity.

FUNDING LEVELS

Type	Description	Amount
Planning (PL) funds	Annual allocation of federal funds distributed to all MPOs to implement the metropolitan planning process	\$833,295
Unobligated balance	Past years' PL funds allocated to the MPO but not used (obligated); the balance can accumulate over several years	\$580,383
Surface Transportation Program-Direct Attributable (STP-DA)	STP-DA funds are allocated to larger MPOs (>200,000 pop.), with a portion being programmed for planning purposes	\$800,000
Section 5303	Allocated for transit planning purposes	\$526,360
Total		\$2,740,038

LOCAL PROJECTS

The CRTPO has historically made available a portion of its PL funds for member jurisdictions to conduct local transportation planning projects. The FY 2015 call for projects resulted in the following proposals:

Jurisdiction	Project	Amount Requested
Cornelius	W. Catawba Ave/Torrence Chapel Road intersection improvements	\$37,500
Huntersville	Traffic counts	\$11,000
Huntersville	NW Huntersville Transportation Study-Phase 2	\$50,000
Indian Trail	Traffic counts	\$20,000
Troutman	Traffic circulation plan for the US 21/NC 115 corridor	\$160,000
TOTAL		\$278,500

At its January 9, 2014 meeting, the Technical Coordinating Committee (TCC) instructed staff to issue a second project call. The reason for this action was the availability of the additional funds from the unobligated balance.

LOCAL MATCH OF FEDERAL FUNDS

The required local match of PL and STP-DA funds is shared by all voting member jurisdictions. Programming all available funds would result in each jurisdiction’s contribution increasing from the current fiscal year’s obligation.* The (TCC) will consider options at a meeting scheduled for January 22.

*The amount of funding available each year is not static, therefore the local match will fluctuate accordingly.



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TO: CRTPO Delegates & Alternates
FROM: Robert W. Cook, AICP
CRTPO Secretary
DATE: January 10, 2014
SUBJECT: **MPO Bylaws**
Agenda Item #12

REQUEST

The MPO is requested to provide comments and direction to staff for further refinements to the bylaws.

BACKGROUND

The bylaws are being updated due to the MPO's planning area expansion and to reflect changing circumstances in the decade since they were last reviewed.

The attached version is the third revision and is a result of comments received at the November 20, 2013 MPO meeting, as well as from recommendations of the TCC Bylaws Subcommittee at a meeting held on December 13, 2013.

SUMMARY OF PROPOSED CHANGES

Attached to this memorandum is a summary of the proposed changes.

CRTPO WEBSITE

MPO delegate Jim Taylor recommended that the CRTPO's website be updated with clear instructions on how the public can address the MPO at meetings. The update will occur when the bylaws are approved.

ATTACHMENTS

- Draft bylaws-Revision III
- Summary of Proposed Bylaws Changes

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MECKLENBURG-UNION METROPOLITAN CHARLOTTE REGIONAL TRANSPORTATION PLANNING ORGANIZATION

BY LAWS

~~Amended September 2003~~
~~Revision III 11-8-13~~12-13-13

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ARTICLE I – NAME

The name of this organization shall be the ~~Mecklenburg-Union Metropolitan~~Charlotte ~~Regional Transportation~~ Planning Organization, which serves as the metropolitan planning organization (MPO) for the Charlotte urbanized area. It shall hereinafter be referred to as the “MPO.”

ARTICLE II – PURPOSE

The purpose and goals of the MPO shall be:

1. To develop and direct a continuing, comprehensive transportation planning process carried on cooperatively by the State and local communities in concurrence with Federal guidelines.
2. To advise the governing bodies ~~policy boards and agencies~~ within the ~~Mecklenburg-Union Metropolitan~~Charlotte ~~Regional Transportation~~ Planning Organization on the status of needs identified through the continuing transportation planning process.
3. To facilitate coordination and communication between ~~policy boards~~governing bodies and agencies represented on the MPO and Technical Coordinating Committee (TCC).
4. To facilitate coordination between the ~~policy boards~~governing bodies and agencies of the ~~Mecklenburg-Union Metropolitan~~Charlotte ~~Regional Transportation~~ Planning Organization and the North Carolina Board of Transportation.
5. To assist the general public in understanding decisions and policies of the policy boards and agencies.

6. To act as a forum for cooperative decision-making by elected officials of this metropolitan area in cooperation with the State, thereby serving as the basis for a cooperative planning process.

ARTICLE III – RESPONSIBILITIES

~~As specified in the Memorandum of Understanding, the responsibilities of this committee shall include:~~The responsibilities of the MPO will be as specified in Section 1, paragraph E of the Memorandum of Understanding.

Comment [rwc1]: Remove Responsibilities list; add reference to responsibilities as listed in MOU.

- ~~1. Establishment of goals and objectives for the transportation planning process;~~
- ~~2. Review and approval of a Prospectus for transportation planning which defines work tasks and responsibilities for various agencies participating in the transportation planning process;~~
- ~~3. Review and approval of changes to the Urbanized Area Boundary and the Metropolitan Area Boundary as well as review and recommendations for changes to the National Highway System;~~
- ~~4. Review and approval of the Mecklenburg Union Metropolitan~~Charlotte Regional Transportation Planning Organization Unified Planning Work Program (UPWP);
- ~~— Review and approval of changes to the adopted Mecklenburg Union Metropolitan~~Charlotte Regional Transportation Planning Organization Long-Range Comprehensive Transportation Plan (As required by General Statutes Section 136-66.2(d), revisions in the area's Thoroughfare Plan must be jointly approved by the local governing board having jurisdiction and the North Carolina Department of Transportation); and
- ~~5. Review and approval of the Charlotte Regional Transportation Planning Organization Metropolitan Transportation Plan (MTP); and~~
- ~~— Review and approval of the Mecklenburg Union Metropolitan~~Charlotte Regional Transportation Planning Organization Metropolitan Transportation Improvement Program (MTIP) for multi-modal capital and operating expenditures to ensure coordination between local and State capital and operating improvement programs.
- ~~6. Clean Air Act~~

ARTICLE IV – MEMBERS

Section 1 – Number and Qualifications:

As specified in the Memorandum of Understanding, the MPO shall consist of voting members that are elected officials from the ~~planning area of the Mecklenburg Union Metropolitan Urbanized Area Charlotte Regional Transportation Planning Organization~~ and the Metropolitan Transit Commission, and ~~the North Carolina Board of Transportation shall be represented by those members appointed to serve Division 10 and Division 12.~~ Nonvoting members shall be those from the Charlotte-Mecklenburg Planning Commission, Iredell County Planning Board, and ~~Union County Planning Commissions Board, Federal Highway Administration~~ and any jurisdiction in the ~~Urbanized Area~~ planning area with less than 5,000 population not eligible for voting membership.

Section 2 – Terms of Office:

Each entity’s chief elected official shall designate that member entity’s representative. Members shall remain in office until a successor has been duly elected or until his/her earlier death, resignation, disqualification, incapacity to serve, or removal in accordance with the law.

Section 3 – Alternates:

Each ~~member agency~~ chief elected official may appoint an alternate to its representative provided each alternate also meets the same qualifications of membership. That alternate member may serve as a full voting member during any meeting where that board’s representative is not in attendance. Proxy and absentee voting are not permitted.

Section 4 – NC State Government Ethics Act:

Every voting member shall comply with the State Ethics Act as per Chapter 138A of the NC General Statutes. This includes the affirmative duty to (a) annually file a Statement of Economic Interest, (b) biennially attend mandatory training on ethics, (c) report potential conflicts, and (d) recuse from voting or discussing issues on which the attending member has an identified conflict of interest.

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ARTICLE IV – OFFICERS

Section 1 – Officers Defined:

The officers of the MPO shall consist of a Chairman and Vice-Chairman.

Section 2 – Elections:

The Chairman and Vice-Chairman shall be elected annually at the first regularly scheduled meeting of the calendar year. The newly elected Chairman and Vice-Chairman shall take office immediately following the election. The Chair must have served as an MPO member (delegate or alternate) for one year immediately prior.

Additional elections may be held if either the Chairman or Vice-Chairman cannot carryout his/her duties and complete the remainder of the appointed term.

Section 3 – Terms of Office:

The term of office for officers shall be one year. Officers may serve no more than three consecutive one-year terms in the specific office to which they were originally elected, Chairman or Vice-Chairman~~Officers may serve no more than three consecutive one year terms.~~ This does not prohibit them from being elected to a future term. ~~Time served in officer positions prior to calendar year 2002 shall not be considered in determining eligibility.~~

Comment [rwc2]: Modified for clarity as per MPO direction 11-20-13.

Section 4 – Duties of Officers:

The Chairman shall call and preside at meetings, sub committees and set the order of business for each meeting. In the Chairman's absence, the Vice-Chairman shall preside and complete all other duties of the Chairman. In the event that the Chairman is unable to carryout his/her duties for the remainder of their term, the Vice-Chairman shall carryout the functions of the Chairman for the remainder of the year.

Section 5 – Duties of the Secretary:

The Secretary shall provide or otherwise delegate staff service for the MPO, as needed, and will be responsible for taking summary minutes of the ~~Committee's~~MPO's proceedings. The Secretary will maintain a current copy of these Bylaws as an addendum to the Memorandum of Understanding, to be distributed to the public upon request.

ARTICLE VI – MEETINGS

Section 1 – Regular Meetings:

Meetings will be held on the third Wednesday of each ~~odd numbered~~ month. The Chairman may cancel regular meetings should there be insufficient business on the ~~Committee's~~MPO's tentative agenda.

Section 2 – Special Meetings:

Special meetings may be called by the Chairman with three (3) days notice, or at the request of the majority of the eligible voting members. Whenever possible, at least seven (7) days notice shall be given.

Section 3 – Quorums:

A quorum of the MPO shall be constituted by the presence of:

- ~~presence of~~ at least ~~seven-ten (7) (10)~~ of the eligible voting members at the beginning of the meeting; ~~and~~
- ~~who together represent a minimum of 51% of the weighted votes; and~~
- ~~that representation qualified voting members from jurisdictions representing at least two counties must be present. represented by qualified voting members from jurisdictions located within those counties at least one voting member jurisdiction from each county being present.~~

Only members physically present shall count toward establishing a quorum.

Section 4 – Attendance:

Each member shall be expected to attend each regular meeting. When voting members (or their authorized alternates) do not attend three (3) consecutive MPO meetings, the Secretary will send to the chief elected officer of the jurisdiction of the member in question, a letter indicating the number of absences and requesting reaffirmation or re-designation of the jurisdiction’s representative.

Section 5 – Agenda:

The agenda is a list of considerations for discussion at a meeting. Items on the agenda originate as a carryover from previous MPO meetings, or are placed on the agenda prior to its distribution by any member of the MPO, or by the request of the Chairman of TCC or the MPO Secretary. Additional items may be placed on the regular agenda, normally following discussion of the last item on the regular agenda, as long as a majority concurrence of the present and eligible voting members is received.

Organizations wishing to make presentations to the MPO must contact the Secretary at least 10 days prior to meeting. The Secretary shall consult with chairman to determine if the presentation should take place during the public comment period or be added as a regular agenda item. Presentations added to the regular agenda shall be limited to 15 minutes.

The MPO and all sub-committees shall conduct their business in compliance with the State of North Carolina’s Open Meetings Law.

Section 6 – Voting Procedures:

The Chairman and any member may call for a vote on any issue, provided that it is seconded and within the purposes set forth in Article II and provided the issue is on the agenda as outlined in Section 5 of this article. Members must be physically present to vote.

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Comment [rwc3]: Text modified as per MPO direction 11-20-13.

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Comment [rwc4]: This text was recommended by the TCC Bylaws Subcommittee 12-13-13.

Comment [rwc5]: The following text was recommended by MPO vice-chairman Horvath: "At the beginning of each meeting additional items may be placed on the regular agenda following discussion of the last item on the regular agenda if § The requested items are for informational purposes only and do not require a vote, or § Are of a time sensitive nature, and § As long as a majority concurrence of the present and eligible voting members is received. The TCC Bylaws Subcommittee felt the current language was sufficient.

Comment [rwc6]: This text was originally proposed for a new Public Comment Procedures section. The TCC Bylaws Subcommittee recommended that it be moved to the Agenda section 12-13-13.

~~Only The~~ Chairman, MPO voting members, ~~and or~~ qualified alternates to voting members, are permitted to vote. Non-voting members and unauthorized alternates are not permitted to vote. ~~Any member not providing its share of the of funding as outlined in Section J of the Memorandum of Understanding will not be eligible to vote.~~ Abstentions shall be considered affirmative votes. By approval of the MPO, a member may withdraw from voting on an issue. In the absence of any direction from these Bylaws or other duly adopted voting procedures pursuant to certain approval actions, ~~Robert's Rules of Order, Newly Revised~~ will designate procedures governing voting.

Comment [rwc7]: Modified as per MPO direction 11-20-13.

Section 7 – Public Comment Procedures:

- ~~Each MPO agenda shall provide a public comment period.~~
- ~~An individual speaker's time to address the MPO shall be limited to three (3) minutes.~~
- ~~The time limit for comments on the same topic shall be ten (10) minutes. The chairman may end the 10 minute comment period on a single topic if the comments are found to be repetitive. The public comment period shall be limited to 20 minutes.~~
- ~~Organizations wishing to make presentations to the MPO must contact the Secretary at least 10 days prior to meeting-meeting. The procedures can be found under the Agenda section. The Secretary shall consult with chairman to determine if the presentation should take place during the public comment period or be added as a regular agenda item. Presentations added to the regular agenda shall be limited to 15 minutes.~~
- ~~The chairman has the discretion to modify the above rules.~~

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Comment [rwc8]: Modifications to this section were made as per MPO direction (11-20-13) and were proposed by the TCC Bylaws Subcommittee (12-13-13).

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ARTICLE VII – PARLIAMENTARY PROCEDURES

The rules contained in the current edition of *Robert's Rules of Order, Newly Revised* shall govern the MPO in all cases to which they are applicable and in which they are not inconsistent with the *Memorandum of Understanding*, these bylaws and any special rules of order the MPO may adopt.

ARTICLE VIII – AMENDMENTS TO BYLAWS

Amendments to these Bylaws of the MPO shall require the affirmative vote of at least two-thirds of the total MPO's weighted vote, provided that written notice of the proposed amendment has been received by each member at least seven (7) days prior to the meeting at which the amendment is to be considered and provided that such amendment does not conflict with the letter or fundamental intent of the Memorandum of Understanding governing this document. In the event of any conflict, the Memorandum of Understanding shall carry precedence over these Bylaws.

Summary of Proposed Bylaws Changes

The following summarizes proposed changes to the MPO bylaws that originated at the November 2013 MPO meeting and at the TCC Bylaws Subcommittee meeting held on December 13, 2013. The proposed changes are to be presented at the January 15, 2014 MPO meeting.

See Bylaws Revision III, dated 12-13-13, for more details.

Page	Article	Section	Proposed Change	Source	Comment
2	III Responsibilities	N/A	Remove the list of responsibilities and simply reference the more expansive list found in the Memorandum of Understanding.	MPO	NCDOT staff has stated that the proposed change is acceptable.
4	V Officers	3 Terms of Office	Modify the text to provide greater clarity.	MPO	Current text could be interpreted to prohibit a vice-chair from becoming chair after three terms as vice-chair.
5	VI Meetings	3 Quorum	Eliminate the proposed requirement that voting members from jurisdictions representing all three counties be present. Replace with a requirement that voting members from jurisdictions representing two of the three counties be present.	MPO	
5	VI Meetings	5 Agenda	Add "or the MPO Secretary"	TCC	Codifies existing agenda preparation procedures
5	VI Meetings	5 Agenda	Minor changes to text regarding adding items to agenda	TCC	More detailed changes were suggested by MPO vice-chairman Horvath. The TCC Subcommittee felt the currently language (but with minor changes) was adequate.
5	VI Meetings	5 Agenda	Add text specifying the process by which requests by outside organizations wishing to conduct presentations will be addressed.	MPO and TCC	Originally considered for proposed Section 7 under Article VI entitled "Public Comment Procedures."

Page	Article	Section	Proposed Change	Source	Comment
6	VI Meetings	6 Voting Procedures	Modify the text to provide clarity regarding voting eligibility	MPO	Current text could be interpreted as giving alternates a vote even when the delegate is present.
6	VI Meetings	7 Public Comment Procedures (proposed)	Modifications to text presented at November 2013 MPO meeting.	MPO	MPO members expressed concern with the following Subcommittee recommendation: <i>“The chairman may end the 10 minute comment period on a single topic if the comments are found to be repetitive”</i>
6	VI Meetings	7 Public Comment Procedures (proposed)	Limit the public comment period to 20 minutes.	TCC	The intent is to ensure that the MPO has the ability to conduct its business. The Subcommittee notes that a proposed component of this section grants the chairman the discretion to modify the procedures, and can therefore extend the comment period if warranted.



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January 9, 2014

TO: Members of CRTPO TCC Committee

SUBJECT: 2012 Project Solicitation under the Job Access Reverse Commute (JARC) and New Freedom (NF) Projects

JARC and New Freedom funds are formula based programs that were enacted by Congress in 2005 by the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The legislation requires that all designated recipients be selected competitively and that all projects be derived from a locally developed coordinated human services transportation plan.

Since, Charlotte is an approved urbanized area, they receive a direct allocation from the Federal Transit Administration (FTA).

- The Charlotte Area Transit System (CATS), is the designated recipient and administrator of JARC and NF funds for the Charlotte-Mecklenburg urbanized area. In accordance with the requirements of SAFETEA-LU, all JARC and NF projects must meet a need identified in the Coordinated Human Services Transportation Plan for Charlotte-Mecklenburg, Revision 1, June 2010.
- CATS leads the development of the Coordinated Human Services Transportation Plan Charlotte-Mecklenburg and all subrecipient projects must also meet an identified need in that plan.

The primary function of JARC funds is to support employment transportation for low income individuals and families. JARC funds address these issues by “providing funds to support the development of new transportation services, services that fill gaps in existing services, or the promotion of transportation use to employment related destinations. The allocation of these funds is based on the number of eligible low income and welfare recipients living in each state.

NF funds support capital and operating costs of services and facility improvements, over and above the requirements of the American with Disabilities ACT (1990). The funds should be used to “reduce barriers to transportation services and expand the transportation mobility options available to people with disabilities.” Like JARC funds, NF funds are directly allocated to the City of Charlotte from FTA and the allocation is based upon the population of persons with disabilities.

If you have any questions or concerns, please contact Archie D. Black at (919) 394-4604 or email: ablack@governmentcontractservices.net or LaPronda Spann at (704) 819-6012 or email laprondaspann@bellsouth.net

Thank you,

Archie D. Black
Program Manager
CATS Grants Management and Selection

LaPronda Spann
Project Coordinator
CATS Grants Management and Selection

Attachment

2012 JARC/NF Project Solicitation Summary

Tables:

1. Applicants and Projects Received
2. Projects Recommended for Funding
3. Project Not Recommended for Funding

JARC/NF 2012 Project Solicitation

Summary

I. Selection of Service Provider for Grant Programs Selection Management

February 2013 - City of Charlotte issued Request for Proposal # 269-20131206003 for a Service Provider to provide Grant Programs Selection Management for the 2012 JARC/NF Project Solicitation.

June 2013 - City of Charlotte awarded a contract to Government Contract Services, LLC and Lain Consulting, LLC as the Service Provider to manage and facilitate the project solicitation and selection process for the FY 2012 Job Access Reverse Commute and New Freedom funds projects. To include assembling a 10 member committee to evaluate JARC/NF projects for funding recommendation. After contract award Government Contract Services, LLC and Lain Consulting met with CATS staff to discuss contract requirements (i.e., project timeline, JARC/NF Project Solicitation announcement to eligible sub-recipients, Project Selection Committee, etc)

Project timeline was scheduled for the period July 2013 to September 2013. The timeline was modified to November 2103 to allow CATS to update the project application, and budget documents, develop the administrative brochure.

II. Announcement of the JARC/NF Project Solicitation

The JARC/NF Project Solicitation application and instructions were finalized in mid July and on July 22nd, the RFP was released publically via the GCS website. To ensure maximum participation of eligible sub-recipients in the JARC/NF Project Solicitation process the following actions were taken:

1. Announcements were placed in local newspapers (i.e., Charlotte Observer, Charlotte Post, and Carolina Weekly).
2. Announcements were distributed via social media - Charlotte Chamber of Commerce facebook page, Charlotte Black Chamber, Latin American Chamber, Metrolina Minority Contractors Association.
3. Blast emails were sent to eligible Human Service and Transportation Service Providers. (Source: CATS, Coordinated Human Services Transportation Plan).

Announcements and emails explained that CATS was accepting application for the JARC/NF 2012 Project Solicitation with direction for applicants to visit Government Contract Services' website for the complete Project Solicitation instructions, application and support documents. Additional project documents included on the website were: Administrative Brochure, Budget forms, Local Share Authorization form and Application Checklist.

III. Pre-proposal conference

September 13, 2014 - the Service Provider and CATS facilitated a pre-proposal conference at the Charlotte Mecklenburg Government Center, where 9 prospective applicants attended. Presenters included: Archie D. Black Grant Programs Selection Management Project Manager, Zettie Phillips, CATS Accessibility Coordinator, Lisa Flowers, Assistant City Attorney and Paul Spadafora, CATS Accountant.

Topics discussed: purpose of JARC/NF funds, the project application and support documents, project selection process, contract invoicing, contract requirements and reporting guidelines. Those in attendance were advised that applications were due by 4:00pm, October 7th, allowing applicants approximately 3 weeks to submit their application.

IV. Project Receipt and Selection

On October 7, 2013, six projects from five applicants were received in response to the 2012 JARC/NF Project Solicitation.

- **JARC Funds:** There were two (2) Jobs Access and Reverse Commute (JARC) applications submitted, totaling \$598,804. JARC Funds require a 50% match by the applicant.
- **New Freedom:** There were four (4) New Freedom applications submitted, totaling \$658,064. New Freedom Funds require a 20% match by the applicant.

On October 14, 2013 the Service Provider held an orientation session with the 10 member Grant Selection Committee. The purpose of the orientation was to:

- explain the role of the Selection Committee;
- explain that each Committee Member needed to review the Human Services Transportation Plan Charlotte-Mecklenburg, because each project had to meet a transportation need included in the plan;
- explain the application evaluation criteria and the scoring process;
- distribute a copy of each application to each Selection Committee member and;
- have Selection Committee members sign a conflict of interest/confidentiality form.

The Selection Committee included members that participated in past JARC/NF project solicitations as well as individuals that were new to the process. The human service transportation field is relatively small, and in order to limit potential conflicts of interest, we searched for some additional members not necessarily familiar with transportation. The chosen committee consisted of the following individuals:

- ▶ Sandra Peake, Transportation Services Manager, American Red Cross
- ▶ Ashley Collins, Coordinator, Grant Development and Performance Government Relations and Grants, Central Piedmont Community College
- ▶ Masie Jones, Social Services Manager, Mecklenburg Transportation System, Dept of Social Services
- ▶ Kirk Young, Passenger Vehicle for Hire Manager, Charlotte Mecklenburg Police Department
- ▶ Arlanda Rouse, CTA Transit Support SVCS, Charlotte Area Transit System
- ▶ Rebecca Warren, Facility Manager, Little Rock CDC
- ▶ Sharbara Ellis, Charlotte Housing Authority, Charlotte, NC
- ▶ Bettye Mills, Executive Director, Piedmont Adult Living Services (PAL)
- ▶ Camina Davis, Associate Professor, BSPH Internship Coordinator College of Health and Human Services, UNC Charlotte
- ▶ Sharon Kugelmass, Grants Development Director, Mecklenburg County Finance Department

On October 31, 2013 the Service Provider met with the Selection Committee to discuss their evaluation of the applicant’s projects for JARC/NF funding. Table 1 identifies the applicants and projects that were received, reviewed and evaluated by the Selection Committee. Before the funding recommendations were heard, the Selection Committee went through each application and discussed the strengths and weaknesses.

At the conclusion of this session the Selection Committee recommended funding of one (1) JARC project and (1) NF project for funding, pending clarification of some deficiencies noted during the review. The Service Provider forwarded those deficiencies to the recommended applicants. Each applicant provided the information and documents requested to clarify the deficiencies noted by the Selection Committee. Table 2 identifies the two (2) projects recommended for funding.

Total JARC Funds Available: \$359,071
 JARC Funds Recommended: \$262,402
Remaining funds: \$96,669

Total NF Funds Available: \$239,940
 NF Funds Recommended: \$116,200
Remaining Funds: \$123,740

2012 JARC/NF GRANT PROJECT SOLICITATION

Table 1 - Applicants and Projects Received

Applicant	Project Title	Project Description	Funding Type
CATS	Steele Creek Enhancement	Extend existing CATS route 55-Westinghouse Blvd by 2.9 miles to the new Charlotte Premium Outlets in Steele Creek. Create New Saturday service for 18 round trips to the new mall, plus 2 short turn trips to International Paper Company. Create new Sunday service for 16 round trips to new mall.	JARC
Urban Ministry Center	Get2Work	Get to Work offers transportation to newly employed homeless people	JARC
CATS	Enhanced Bus Stops for Mecklenburg Seniors	CATS has 200 inadequate bus stops that serve senior and disabled population and locations. These bus stops lack amenities such as benches and shelters. The installation of these amenities would provide this population a place to sit for protection from inclement weather	NF
Metro Transportation Services, LLC	Transport 4 Disabled	Provide door to door transportation services for disabled residents living in the housing communities managed by the CHA who are seeking integration into the workforce or need general transportation services.	NF
Metrolina Association for the Blind	Transportation for the Blind and Visually Impaired	MAB will provide door through door transportation services to people who are visually impaired 8:30am - 5:00pm Monday through Friday.	NF
Make it Work	Get 2 Work	Provide a simple Centralized transportation resource for individuals with disabilities, including veterans in need of employment supports. Through a partnership with Enterprise and Advocations, Get2Work will leverage existing platforms, resources and capabilities to provide a comprehensive, efficient and cost effective service.	NF

2012 JARC/NF GRANT PROJECT SOLICITATION

Table 2 - Projects Recommended For Funding

Applicant	CATS	Metrolina Association for the Blind
Project Title	Steel Creek Enhancement	Transportation for Blind and Visually Impaired
Total Project Cost	\$524,804	Capital: \$82,400 Operating: \$100,600
Grant Request	\$262,402	Capital: \$65,920 Operating: \$50,300
Type of Funding	JARC Operating (50/50)	New Freedom Capital: (80/20) Operating (50/50)
Amount Recommended for Funding	\$262,402	\$116,220
Category Scores		
Implementation Plan (20 Points)	17.7	19
Project Budget (20 points)	16.3	17.2
Coordination and Program Outreach (20 Points)	18.4	18.5
Benefits and Performance Indicators (20 Points)	18.6	19
Organizational Capacity (20 Points)	18.6	17.7
Total (100 points)	89.6	91.4

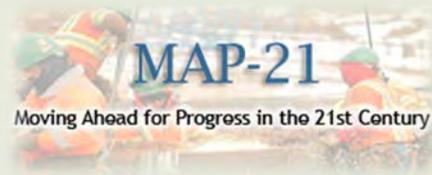
2012 JARC/NF GRANT PROJECT SOLICITATION

Table 3 - Projects Not Recommended For Funding

Applicant	Urban Ministry Center	CATS	Metro Transportation Services	Make It Work
Project Title	Get 2 Work	Enhanced Bus Stops	Transport for Disabled	Get 2 Work
Total Project Cost	\$74,000	\$200,000	\$82,300	\$192,764
Grant Request	\$37,000	\$160,000	\$65,840	\$154,211.20
Type of Funding	JARC Operating (50/50)	New Freedom Capital (80/20)	New Freedom Capital (80/20)	New Freedom Capital (80/20)
Reason for not Funding	Project ineligible for funding - included requirement for individual passes	Project did not go above and beyond ADA requirements (FTA C 9045.1, paragraph 11a(1))	Project duplicated transportation routes provided by CATS	Applicant is a start up organization and the application did not adequately demonstrate that future funding was fully secured and it was not clear how funding will continue without grants.
Category Scores				
Implementation Plan (20 Points)	16	18	16.9	16.2
Project Budget (20 points)	16.4	17.6	14.3	13.1
Coordination and Program Outreach (20 Points)	16.3	17.2	16.3	16.2
Benefits and Performance Indicators (20 Points)	16.6	19.1	16.2	17.0
Organizational Capacity (20 Points)	16.7	18.7	16.3	16.7
Total (100 points)	81	90.6	80.0	79.2



U.S. Department of Transportation
Federal Transit Administration

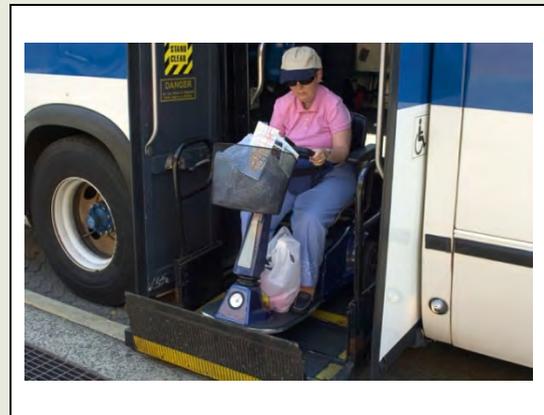


**FACT SHEET:
ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES
SECTION 5310**

	FY 2013 (in millions)	FY 2014 (in millions)
Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities	\$254.8	\$258.3

Purpose

This program is intended to enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services.



Statutory References

49 U.S.C. Section 5310 / MAP-21 Section 20009

Eligible Recipients

- States (for all areas under 200,000 in population) and designated recipients.
- Subrecipients: states or local government authorities, private non-profit organizations, or operators of public transportation that receive a grant indirectly through a recipient.

Eligible Activities

- At least 55% of program funds must be used on capital projects that are:
 - Public transportation projects planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable.
- The remaining 45% may be used for:
 - Public transportation projects that exceed the requirements of the ADA.
 - Public transportation projects that improve access to fixed-route service and decrease reliance by individuals with disabilities on complementary paratransit.
 - Alternatives to public transportation that assist seniors and individuals with disabilities.

What's New?

- Consolidates New Freedom Program and Elderly and Disabled Program.
- Operating assistance is now available under this program.

Funding

- Funds are apportioned for urbanized and rural areas based on the number of seniors and individuals with disabilities.
- Federal share for capital projects (including acquisition of public transportation services) is 80%.

(cont.)

Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities

Funding (cont.)

- Federal share for operating assistance is 50%.
- Adopts New Freedom funding allocations:
 - 60% to designated recipients in urbanized areas with a population over 200,000.
 - 20% to states for small urbanized areas.
 - 20% to states for rural areas.

Ongoing Provisions

- Local share may be derived from other federal (non-DOT) transportation sources or the Federal Lands Highways Program under 23 U.S.C. 204 (as in former Section 5310 program).
- Permits designated recipients and states to carry out competitive process to select subrecipients.
- Recipients must certify that projects selected are included in a locally developed, coordinated public transit-human services transportation plan. The plan must undergo a development and approval process that includes seniors and people with disabilities, transportation providers, among others, and is coordinated to the maximum extent possible with transportation services assisted by other federal departments and agencies.
- Permits acquisition of public transportation services as a capital expense.
- Up to 10% of program funds can be used to administer the program, to plan, and to provide technical assistance.

For additional information on FTA and MAP-21, visit www.fta.dot.gov/map21.