



charlotte regional **transportation** planning organization

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TO: TCC Members  
FROM: Nicholas Landa  
Principal Planner  
DATE: January 3, 2014

**SUBJECT: Technical Coordinating Committee (TCC) Agenda  
January 2014 TCC Meeting—January 9, 2014**

The next TCC meeting is scheduled for **Thursday, January 9 at 10:00 AM** in **Room 267** of the Charlotte-Mecklenburg Government Center (600 East Fourth Street). Attached is a copy of the agenda.

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



**TECHNICAL COORDINATING COMMITTEE**

**AGENDA**

January 9, 2014

10:00 AM

Room 267 – CMGC

- 
- 1. Election of Officers** Danny Pleasant  
*ACTION REQUESTED: Elect officers for 2014.*

*BACKGROUND: The TCC bylaws require the election of officers at the first meeting of the calendar year. The bylaws also require the Chair to have served as a TCC member for one full year immediately prior to being elected.*

- 2. Adoption of the Agenda** TCC Chair

- 3. Consideration of December Meeting Minutes** TCC Chair  
*ACTION REQUESTED: Approve as presented, or with amendments.*

- 4. NC 73 Council of Planning Memorandum of Understanding** (5 minutes) Bjorn Hansen  
*ACTION REQUESTED: Recommend that the MPO approve changes to the NC 73 Council of Planning 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*

- 5. 2040 Metropolitan Transportation Plan (MTP)** (10 minutes) Nicholas Landa  
*ACTION REQUESTED: Recommend that the MPO grant authority to release the draft 2040 MTP and conformity determination report for public involvement when the documents are ready.*

*BACKGROUND: Work has been underway to update the MPO's long range plan for more than a year. A 30-day public comment period is required in order to make a conformity determination on the MTP. The MTP goals and objectives, and fiscally constrained project list have previously been approved by the MPO, and now the remainder of the draft document is nearing completion and will need to be released for public review and comment, along with the conformity determination report. Based on the comments received, the document will be finalized in order for a conformity determination to be made, and the final 2040 MTP and accompanying conformity determination will be requested to be approved.*

- 6. Prioritization 3.0 (P3.0)** (30 minutes) Nicholas Landa  
**a. Update**  
*ACTION REQUESTED: FYI*

*BACKGROUND: All P3.0 projects must be entered into the prioritization database between January 21 and*

February 17, 2014. At its December meeting, the TCC made a recommendation to the MPO to approve a list of highway projects to be submitted to NCDOT. The TCC will also be asked to make a recommendation to the MPO to approve a list of bicycle and pedestrian projects for submittal to NCDOT. In addition to those two modes, aviation, rail and transit projects are eligible to be submitted for P3.0. The aviation, rail and transit projects that staff is aware of that are proposed to be included in the database are attached. MPO action is not necessary for aviation, rail or transit projects.

Along with submitting highway projects, local jurisdictions are also able to contribute local funding to highway projects included in the database. If a local jurisdiction intends to make a local contribution to an eligible highway project, a statement or letter of commitment from the MPO chair must accompany the candidate project.

ATTACHMENT: P3.0 Memorandum; P3.0 Aviation Projects List; P3.0 Rail Projects List

**b. P3.0 Bicycle & Pedestrian Projects**

Curtis Bridges

ACTION REQUESTED: Recommend that the MPO endorse the bicycle and pedestrian projects to be added to the prioritization database, as presented.

BACKGROUND: A committee was formed to recommend a list of bicycle and pedestrian projects to be added to the P3.0 database. The committee 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: P3.0 Bicycle & Pedestrian Projects List

**c. P3.0 Local Input Point Methodology**

Nicholas Landa

ACTION REQUESTED: Recommend that the draft local input point methodology be sent to NCDOT for review and comments.

BACKGROUND: A committee was formed to develop a P3.0 Local Input Point Methodology to be approved by the CRTPO and NCDOT. The committee met 3 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 discussed. The TCC is requested to provide comments so the draft methodology can be sent to NCDOT for comment. Based on comments received from the MPO and NCDOT, the methodology will be finalized and presented to the MPO for approval no later than March 2014.

ATTACHMENT: CRTPO Draft P3.0 Local Input Point Methodology Memorandum

**7. Transportation Improvement Program Financial Plan (10 minutes)**

Sashi Amatya

ACTION REQUESTED: FYI

BACKGROUND: An update on the preparation of the TIP financial plan will be presented.

**8. TIP Project U-5107: Marion Diehl Center (10 minutes)**

Robert Cook

ACTION REQUESTED: FYI

BACKGROUND: NCDOT's TIP Unit requested that CRTPO amend its 2012-2018 TIP to delay construction of U-5107 from FY 2013 to FY 2015 due to "no activity by Queens University to advance the project." TIP project U-5107 originated as a 2005 earmark in the amount of \$725,000 obtained by the university to fund transportation improvements at the Marion Diehl Center on Tyvola Road in Charlotte, where it has located its athletic facilities. At its November meeting, the TCC instructed staff to contact the university to determine if it had plans to use the funding.

**9. TCC Bylaws (10 minutes)**

Robert Cook

ACTION REQUESTED: FYI

BACKGROUND: The TCC's bylaws are being updated due to the planning area expansion as well as to reflect changing circumstances since they were last reviewed in 2003. An update on the Bylaws Subcommittee's efforts to update the bylaws will be provided.

**10. NO<sub>2</sub> National Ambient Air Quality Standard (NAAQS) Update (5 minutes)**

Eric Moore

ACTION REQUESTED: FYI

BACKGROUND: In February 2010, new minimum monitoring requirements were established to support the revised 1-hour nitrogen dioxide (NO<sub>2</sub>) National Ambient Air Quality Standard (NAAQS) and the retained annual NAAQS. In this updated monitoring requirement, state and local air monitoring agencies are directed to install near-road NO<sub>2</sub> monitoring stations at locations where peak hourly NO<sub>2</sub> concentrations are expected to occur.

**11. FY 2015 Unified Planning Work Program (10 minutes)**

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 (FHWA/FTA) transportation planning 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.

**12. CATS 2012 JARC and New Freedom Project Solicitation (10 minutes)**

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

**13. Enhanced Mobility of Seniors & Individuals with Disabilities Program (10 minutes)** 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.

ATTACHEMENT: Section 5310 fact sheet

**14. Upcoming Issues**

**15. Adjourn**

**CRTPO TECHNICAL COORDINATING COMMITTEE**  
**Summary Meeting Minutes**  
**Charlotte-Mecklenburg Government Center**  
**Room 267**  
**December 5, 2013**

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**Voting Members:** *TCC Chair* – Danny Pleasant (CDOT), *Vice-Chair* – Joe Lesch (Union County), Tim Gibbs – alt for Ken Tippet (CDOT-Bicycle Coordinator), David Meachum (Charlotte E&PM), Debra Campbell (C-M Planning), Eric Moore (LUESA-Air Quality), John Rose – alt for David McDonald (CATS), Louis Mitchell (NCDOT-Div. 10), David Keilson (NCDOT-Div. 12), Anil Panicker (NCDOT-TPB), Bill Coxe (Huntersville), Adam McLamb – alt for Scott Kaufhold (Indian Trail), Andrew Ventresca (Iredell County), Lisa Stiwinter (Monroe), Shannon Martel (Stallings), Phil Collins (Statesville), Greg Mahar (Waxhaw)

**Staff:** Stuart Basham (CRTPO), Curtis Bridges (CRTPO), Robert Cook (CRTPO), Nick Landa (CRTPO), Andy Grzymiski (CDOT), Norm Steinman (CDOT), Dan Leaver (Charlotte E&PM), Jonathan Wells (C-M Planning), Jennifer Harris (NCDOT), Jim Loyd (Monroe), Scott Cole (NCDOT-Div. 10), James Lim (NCDOT-Public Transportation), Loretta Barren (FHWA)

**Guests:** Carl Gibilaro (Atkins), Todd Steiss (PB), Page Hunter (HNTB), Greg Boulanger (HNTB), Lynda Paxton (Stallings), Kate Asquith (SELC)

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Danny Pleasant opened the meeting at 10:00 AM.

**1. Adoption of the Agenda**

Mr. Pleasant asked if any changes to the agenda are necessary. Hearing none, the December agenda was adopted by acclamation.

**2. January Meeting Date**

Presenter: Nick Landa

Summary/Action Requested:

Mr. Landa suggested that the January TCC meeting date be moved from Thursday, January 2 to Thursday, January 9, in order to avoid any conflicts that might arise from the New Year holiday.

Motion:

Mr. Pleasant recommend that the January TCC meeting date be moved to Thursday, January 9 due to the holiday. No objections were raised by the TCC. The meeting date was changed by consent.

**3. Consideration of November Meeting Minutes**

Mr. Pleasant asked if any changes to the minutes are necessary. Hearing none, he asked for a motion to approve the minutes. Bill Coxe made a motion to approve the November TCC minutes. Debra Campbell seconded the motion. Upon being put to a vote, the motion passed unanimously.

#### **4. Prioritization 3.0 (P3.0)**

- a. P3.0 Highway Projects**
- b. P3.0 Bicycle and Pedestrian Projects**
- c. P3.0 Local Input Point Methodology**

Presenter: Nick Landa

##### Summary/Action Requested:

Mr. Landa informed the TCC that the P3.0 Highway Committee met and agreed on a recommendation for which highway projects to include in the P3.0 database, and which projects to recommend be removed. He indicated that the list contained in the TCC agenda packet contains the recommendations for [P3.0 highway projects](#), and requested that the TCC make a recommendation to the MPO to endorse the proposed highway project list.

Mr. Landa continued by reminding the TCC that a committee was also formed to review bicycle and pedestrian projects to recommend for inclusion in the P3.0 database. He noted that the pool of [proposed P3.0 bicycle and pedestrian projects](#) is a compilation of projects previously submitted for P2.0 as bicycle and pedestrian projects or modernization projects, as well as unfunded CMAQ projects that were previously submitted. It was noted that the MPO-approved bicycle and pedestrian ranking methodology was being used by the committee to evaluate the potential projects in order to narrow down the list to the 20 project maximum allowed. No action was requested for P3.0 bicycle and pedestrian projects, but it was stated that the recommended 20 projects would be presented in January for TCC and MPO action.

Finally, Mr. Landa updated the TCC on the work of the P3.0 local input methodology committee stating that the committee has met twice already and that a third meeting is scheduled on December 11. He indicated that following the next committee meeting a memorandum would be prepared that contains an outline of the draft local input point methodology, to be presented to the TCC and MPO in January. He also announced that a transportation staff meeting will be held on December 11 to discuss P3.0 other modes (which include aviation, rail and transit projects).

##### Motion:

Mr. Coxe made a motion that the MPO approve the list of highway projects to be submitted to NCDOT, as presented. Shannon Martel seconded the motion. The motion passed unanimously.

#### **5. 2040 Metropolitan Transportation Plan (MTP)**

Presenter: Nick Landa

##### Summary/FYI:

Mr. Landa provided the TCC with a brief update about the progress of the 2040 MTP update, highlighted by the following:

- Chapter content is being finalized;
- Work is being done to design the cover and determine the layout of the document; and
- The Advisory Committee will meet on Monday, December 9.

#### **6. Monroe Connector/Bypass Update**

Presenter: Jennifer Harris, NCDOT

### Summary/FYI:

Ms. Harris provided information to the TCC via a Power Point presentation, the contents of which are incorporated into the minutes [here](#). She began by reminding the TCC about the project description and discussing the project's history, highlighting that the project was stalled due to a lawsuit originally filed in 2010. The presentation then focused on recent activities associated with the toll project, specifically the environmental document that was the subject of the lawsuit. Ms. Harris stated that the indirect and cumulative effects analysis that was prepared for the project has been completely reviewed and updated as a result of the lawsuit. She noted that accessibility was a significant component that was considered during the analysis. Additional field surveys were also completed to identify protected species.

After discussing the specifics of the environmental analysis, Ms. Harris informed the TCC that three public hearings have been scheduled, as follows:

- Monday, December 9 beginning at 6:30PM in Monroe;
- Tuesday, December 10 beginning at 6:30PM in Monroe; and
- Wednesday, December 11 beginning at 4:00PM in Matthews.

She also indicated that the proposed schedule for completion of the final supplemental environmental document is anticipated in Spring, 2014. Mr. Pleasant requested that Ms. Harris's presentation be provided to the TCC, which Mr. Landa indicated could be done. David Meachum asked how long it would be until the project is complete, to which Ms. Harris responded that the construction period is 3-years following acquisition of right-of-way – which is still underway, and can continue after the revised environmental documentation is issued.

## **7. TCC Public Comment Period**

Presenter: Robert Cook

### Summary/FYI:

Mr. Cook indicated that this item is on the agenda to begin a discussion with the TCC for consideration of a public comment period as a standing item on future TCC agendas. It was noted that several other TCCs throughout the state have a public comment period, but that not all do, and it is not required. He noted that the issue was discussed at the December 4 staff meeting, at which time mixed opinions were expressed. Mr. Lesch asked what the Federal Highway Administration (FHWA) rationale is for adding a public comment period item to the TCC agenda, to which Loretta Barren, with FHWA, responded that the TCC is a public body that makes recommendations to the MPO board – which is also a public body that makes policy decisions. She stated that it is not a mandate by FHWA, but that FHWA is looking into it for all the MPOs in North Carolina – not just CRTPO.

Mr. Coxe stated that a comprehensive public involvement process already exists for the MPO and questioned the benefit added, specifically from a staff time perspective. Mr. Lesch stated that the TCC is a technical body, and is represented well, but that it does not make policy decisions. He also noted that other venues exist for public input, and comments and questions can also be provided to MPO staff at any time, so he sees little value added by adding the item to the TCC agenda. Mr. Pleasant asked how the public comment period works at other TCC meetings around the state, to which Mr. Cook responded he has not heard that it is disruptive or time consuming. Debra Campbell stated that having a public comment period item would show the public that the TCC is transparent and open. Adam McLamb suggested that if it is considered, the total time of the item could be limited, as well as the time per

speaker limited. Mr. Cook asked if the TCC would like the bylaws subcommittee to discuss the issue further and provide feedback, which was agreed to by the TCC. Mr. Pleasant noted that some MPOs have a Citizens Advisory Group to receive public input, and that the public needs to understand the TCC's role as an advisory body, not a decision making body.

## **8. TCC Bylaws**

Presenter: Robert Cook

### Summary/FYI:

Mr. Cook informed the TCC that staff is currently working to update the TCC and MPO bylaws, with the help of a subcommittee. He updated the TCC on the following activities of the subcommittee:

- A request was made to add FHWA to the TCC as a non-voting member;
- Quorum is another issue that needs to be addressed, especially since attendance for the TCC and MPO has grown since the expansion of the planning area boundary; and
- Proposed changes are contained in the attached [draft text](#) – specifically, new TCC membership for the 4 focus areas identified (bicycle/pedestrian/greenway/health)

Tim Gibbs asked how TCC focus area member alternates would be determined, to which Mr. Cook stated it has not been determined and needs further discussion. Mr. Pleasant suggested that language in the draft regarding appointing TCC alternates should be changed to “should” instead of “shall.” Mr. Cook noted that attendance was also discussed at the subcommittee meeting, and the current restriction on voting (missing 3 consecutive meetings results in not being able to vote at the next meeting attended) was opposed, but no significant change was proposed by the committee to alter the bylaws language. Mr. Pleasant stated that TCC participation is important and special interest voting should be discouraged. He also noted that it is important that TCC members attend meetings to establish a quorum. Mr. Cook announced that the next subcommittee meeting date is December 12, 2013.

## **9. Transportation Improvement Program (TIP) Financial Plan**

Presenter: Robert Cook

### Summary/FYI:

Mr. Cook announced that the kickoff meeting for the TIP financial plan was held on November 21, 2013. He noted that the proposed financial plan will cover the portions of the adopted TIP from FY 2012-2015 – the federal 4-year TIP – and it will focus on Mecklenburg and Union counties only, the two counties in the previous MUMPO planning area. The draft financial plan is anticipated to be presented at the January TCC meeting, and adoption is scheduled for February 2014. Mr. Cook concluded by stating that there is a second phase of the project, to create a template of sorts to make the development of the TIP financial plan more manageable, and less time consuming, for future updates.

## **10. Upcoming Issues**

Mr. Cook announced that the CRTPO Orientation will be held on Wednesday, January 8, 2014, and TCC and MPO members are encouraged to attend. He also reminded TCC members to provide him with new MPO delegate and alternate information as soon as possible so information about 2014 meetings can be sent to them in a timely manner.

Mr. Landa announced that he will be leaving the City of Charlotte in January 2014.

**11. Adjourn:** The meeting was adjourned at 11:30 AM.

DRAFT

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

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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: Consider recommending amended MOU to MPO Board for approval.*

## 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 \_\_\_\_\_, 201304.

COUNTY OF CABARRUS

By

\_\_\_\_\_

(Title)

COUNTY OF LINCOLN

By

\_\_\_\_\_

(Title)

COUNTY OF MECKLENBURG

By

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(Title)

CITY OF CONCORD

By

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(Title)

CITY OF KANNAPOLIS

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(Title)

TOWN OF CORNELIUS

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(Title)

TOWN OF DAVIDSON

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(Title)

TOWN OF HUNTERSVILLE

By

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(Title)

CABARRUS – ROWAN METROPOLITAN PLANNING COMMISSION

By

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(Title)

CENTRALINA COUNCIL OF GOVERNMENTS

By

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(Title)

~~LAKE NORMAN RURAL PLANNING ORGANIZATION~~~~GASTON-CLEVELAND-~~  
~~LINCOLN METROPOLITAN PLANNING ORGANIZATION~~

By

\_\_\_\_\_

(Title)

~~MECKLENBURG—UNION METROPOLITAN PLANNING~~  
~~ORGANIZATION~~~~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 Transportation Improvement Program (TIP). The TIP 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 TIP, 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 TIP 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 TIP would require removing or delaying other projects to maintain the funding ceiling set by the equity formula for the region. The Board of Transportation member decides if a project gets put into the TIP, with or without a completed feasibility study. 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 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 Local TIP (LTIP) is developed. Because of the equity formula and the requirement for fiscal constraint, only the highest priority needs are likely to be included in the State TIP.

There are two steps that will be necessary to have all of NC 73 added to the TIP 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 TIP.** It is recommended that one of the first actions of the Council of Planning be to initiate negotiations with [Charlotte Regional Transportation Planning Organization \(CRTPO\)](#)~~MUMPO~~, Cabarrus-Rowan MPO and ~~Lake Norman RPO~~[Gaston-Cleveland-Lincoln MPO](#) for inclusion on their LTIP<sup>2</sup>s. It will be very important for each of the LTIP<sup>2</sup>s 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 Board 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 ~~and RPO~~ 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 LTIP; 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 ~~and with the Lake Norman Rural Planning Organization~~ 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/~~RPO~~, 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 ~~Lake Norman RPO~~ (~~LNRP~~~~O~~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 ~~LNRP~~[GCLMPO](#) and partly in ~~Mecklenburg-Union MPO (MUMPO)-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 [MUMPO](#)~~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 [MUMPO CRTPO](#) and partly in Cabarrus-Rowan MPO (CRMPO), and is in NCDOT Division 10. Anticipated traffic volume ranges from 38,000 at David-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 [MUMPO 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 [MUMPO 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 ~~MUMPO-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 accounted separately under the equity formula.

#### **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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TO: TCC Members  
FROM: Nick Landa  
Principal Planner  
DATE: January 2, 2014  
SUBJECT: **SPOT Prioritization 3.0 (P3.0) Update**

## **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.

All projects must be entered into the P3.0 database between January 21 and February 17, 2014.

## **PROCESS**

### **Highway Projects:**

Twenty new roadway projects are eligible to be submitted by the CRTPO for P3.0 evaluation. In addition, the projects that were previously submitted during P2.0 remain in the database. Up to 5 of those existing roadway projects may be swapped out for new projects. A committee (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. Removing projects could be necessary due to the cascading of projects across categories (a feature included in the STI legislation), or if a project is no longer viable.

At its December 5 meeting, the TCC recommended that the MPO approve a list of highway projects to be included in the P3.0 database. The MPO will be asked to endorse that list at its January 15 meeting.

### **Bicycle and Pedestrian Projects:**

Twenty new bicycle and pedestrian projects are eligible to be submitted by the CRTPO for P3.0 evaluation. No bicycle and pedestrian projects are currently in the database, so a list of existing P2.0 bicycle and pedestrian projects, P2.0 modernization projects and unfunded CMAQ projects were considered for inclusion in the P3.0 database. The projects were scored using the MPO-approved bicycle and pedestrian ranking methodology. A list of the top 20 projects recommended for inclusion in the database is included in the agenda packet.

The TCC is requested to recommend that the MPO approve the attached top 20 bicycle and pedestrian projects for inclusion in the P3.0 database. The MPO will be asked to endorse that list at its January 15 meeting.

**Aviation, Rail and Transit Projects:**

Other modes of projects are also 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.

If the TCC or MPO is not comfortable with the projects being submitted, staff will pass those comments on to NCDOT during the submittal window.

**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. One such letter was received from the City of Charlotte.

**Local Input Points:**

Projects of all modes in the Regional Impact and Division Needs categories are eligible for local input points. Each MPO/RPO and NCDOT Division Office receives a specific amount of local points that can be applied using a MPO and NCDOT-approved local input point methodology. A separate memorandum is included in this agenda packet that explains the local input point process in more detail.

**NEXT STEPS**

The MPO will be asked to endorse all projects proposed for inclusion in the P3.0 database at its January 15, meeting. Those projects will then be entered into the P3.0 database by staff during the submittal window of January 21-February 17, 2014.

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.

**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

**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	Irvin's 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			Muriple Sidewalk Segments					\$839,770	---	---	---	---	---
BP3012	Pedestrian	Charlotte	Sidewalk Bundle 2			Muriple 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				---	---	---	---	---



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**TO: TCC Members**  
**DATE: January 3, 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.

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**

<b>Quantitative Criteria</b>	<b>Measure</b>	<b>STI Category (Mode)</b>
Reasonable chance for funding based on P3.0 quantitative score (Highway & Non-Highway)	<ul style="list-style-type: none"> <li>▪ 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)</li> <li>▪ Subtract maximum amount of eligible MPO local points (based on category – 15% Reg., 25% Div.) from quantitative project score (issued by SPOT)</li> <li>▪ Projects below the resulting score should not proceed for further evaluation</li> </ul>	Regional Impact & Division Needs

<b>Qualitative Criteria</b>	<b>Measure</b>	<b>STI Category</b>
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 dispersal	<ul style="list-style-type: none"> <li>▪ Consider allocating up to 15% of regional category points to non-highway projects</li> <li>▪ Consider allocating up to 20% of division category points to non-highway projects</li> <li>▪ Consider allocating local points to each mode represented in each category</li> </ul>	Regional Impact & Division Needs

*\*MTP rank is based on quantitative and qualitative criteria developed by the MPO (see attached)*

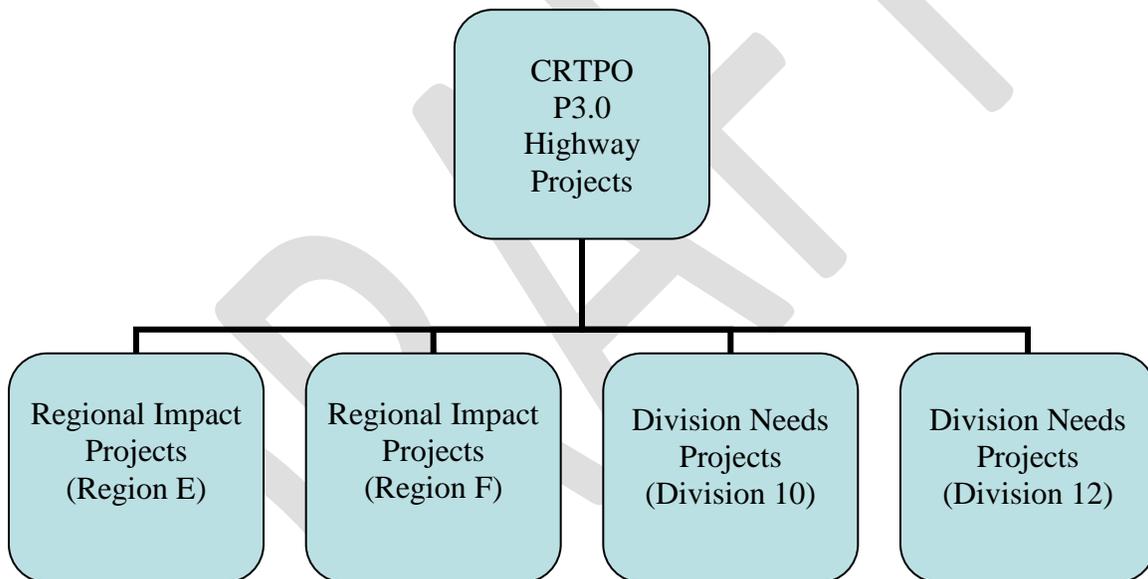
**Application of Criteria**

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

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



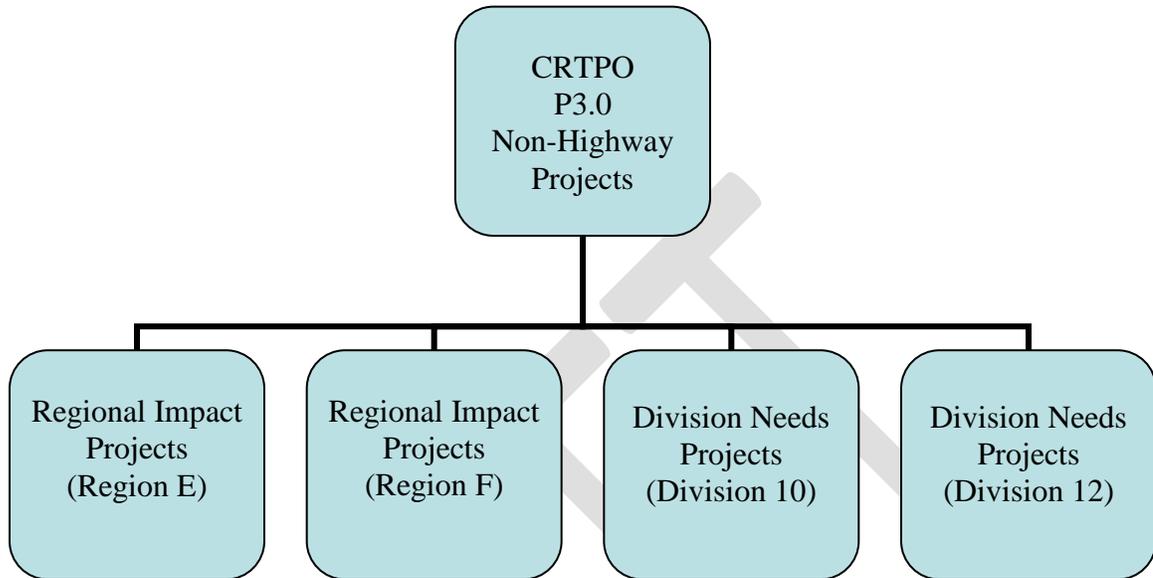
- The following qualitative criteria is then applied
  - 1) MTP Rank (attach MTP ranking methodology as supplemental information)
    - Highest scoring MTP project = highest ranked P3.0 highway project
  - 2) P3.0 Quantitative Score
    - After all MTP projects have been assigned points, highest quantitative scoring P3.0 project = next highest ranked P3.0 highway project
  - 3) MPO Input
    - MPO must approve final list of projects using local input methodology
    - Public comments also considered

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 60 points will not be able to be funded in the TIP)</p> <ul style="list-style-type: none"> <li>▪ MPO local input represents 15% of total score, which is 9 points out of 60</li> <li>▪ 60-9 = 51 points</li> <li>▪ CRTPO will not consider any Regional Impact highway projects with a P3.0 quantitative score less than 51 points</li> </ul> <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"> <li>▪ MPO local input represents 25% of total score, which is 15 points out of 60</li> <li>▪ 60-15 = 45 points</li> <li>▪ CRTPO will not consider any Division Needs highway projects with a P3.0 quantitative score less than 45 points</li> </ul> <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"> <li>▪ Highest ranked MTP project in this category receives 100 local points</li> <li>▪ Next highest ranked MTP project receives 100 local points</li> </ul> <p>(And so on until all regional impact MTP projects have received 100 local points)</p>	<ul style="list-style-type: none"> <li>▪ Highest ranked MTP project in this category receives 100 local points</li> <li>▪ Next highest ranked MTP project receives 100 local points</li> </ul> <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"> <li>▪ Highest CRTPO quantitative scoring P3.0 project in this category receives 100 local points</li> <li>▪ Next highest CRTPO quantitative scoring project receives 100 local points</li> </ul> <p>(And so on until all the local points are used for highway projects)</p>	<ul style="list-style-type: none"> <li>▪ Highest CRTPO quantitative scoring P3.0 project in this category receives 100 local points</li> <li>▪ Next highest CRTPO quantitative scoring project receives 100 local points</li> </ul> <p>(And so on until all the local points are used for highway projects)</p>

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)

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"> <li>▪ MPO local input represents 15% of total score, which is 12 points out of 80</li> <li>▪ 80-12 = 68 points</li> <li>▪ CRTPO will not consider any Regional Impact non-highway projects with a P3.0 quantitative score less than 68 points</li> </ul>	<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"> <li>▪ MPO local input represents 25% of total score, which is 20 points out of 80</li> <li>▪ 80-20 = 60 points</li> <li>▪ CRTPO will not consider any Division Needs non-highway projects with a P3.0 quantitative score less than 60 points</li> </ul>
Qualitative		
Modal dispersal	<ul style="list-style-type: none"> <li>▪ 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)</li> </ul> <p style="text-align: center;">  </p> <ul style="list-style-type: none"> <li>▪ 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)</li> <li>▪ 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</li> </ul>	<ul style="list-style-type: none"> <li>▪ 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)</li> </ul> <p style="text-align: center;">  </p> <ul style="list-style-type: none"> <li>▪ 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)</li> </ul>

### **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 2014)
- MPO endorses final local input point allocations (July 2014)
- Final scores are issued to P3.0 projects (August 2014)



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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](mailto:ablack@governmentcontractservices.net) or LaPronda Spann at (704) 819-6012 or email [laprondaspann@bellsouth.net](mailto: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 22<sup>nd</sup>, 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 7<sup>th</sup>, 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**

<b>Applicant</b>	<b>CATS</b>	<b>Metrolina Association for the Blind</b>
<b>Project Title</b>	Steel Creek Enhancement	Transportation for Blind and Visually Impaired
<b>Total Project Cost</b>	\$524,804	Capital: \$82,400 Operating: \$100,600
<b>Grant Request</b>	\$262,402	Capital: \$65,920 Operating: \$50,300
<b>Type of Funding</b>	JARC Operating (50/50)	New Freedom Capital: (80/20) Operating (50/50)
<b>Amount Recommended for Funding</b>	<b>\$262,402</b>	<b>\$116,220</b>
<b>Category Scores</b>		
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
<b>Total (100 points)</b>	<b>89.6</b>	<b>91.4</b>

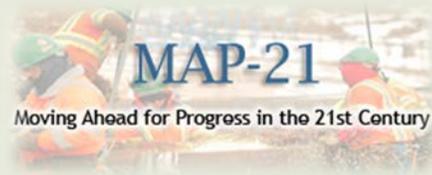
**2012 JARC/NF GRANT PROJECT SOLICITATION**

**Table 3 - Projects Not Recommended For Funding**

<b>Applicant</b>	<b>Urban Ministry Center</b>	<b>CATS</b>	<b>Metro Transportation Services</b>	<b>Make It Work</b>
<b>Project Title</b>	Get 2 Work	Enhanced Bus Stops	Transport for Disabled	Get 2 Work
<b>Total Project Cost</b>	\$74,000	\$200,000	\$82,300	\$192,764
<b>Grant Request</b>	\$37,000	\$160,000	\$65,840	\$154,211.20
<b>Type of Funding</b>	JARC Operating (50/50)	New Freedom Capital (80/20)	New Freedom Capital (80/20)	New Freedom Capital (80/20)
<b>Reason for not Funding</b>	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.
<b>Category Scores</b>				
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
<b>Total (100 points)</b>	81	90.6	80.0	79.2



U.S. Department of Transportation  
**Federal Transit Administration**

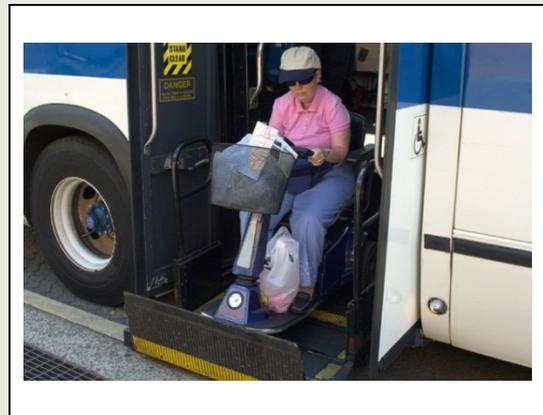


**FACT SHEET:  
 ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES  
 SECTION 5310**

	<b>FY 2013 (in millions)</b>	<b>FY 2014 (in millions)</b>
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.

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For additional information on FTA and MAP-21, visit [www.fta.dot.gov/map21](http://www.fta.dot.gov/map21).