



charlotte regional **transportation** planning organization

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TO: TCC Members  
FROM: Robert W. Cook, AICP  
CRTPO Secretary  
DATE: February 3, 2014

**SUBJECT: Technical Coordinating Committee Agenda  
Additional Material**

Attached please find additional material for the February TCC meeting, scheduled for Thursday, February 6 at 10:00 AM in Room 267 of the CMGC.

1. TCC bylaws-Revision III, dated 1-16-14
2. TIP financial plan, revised 2-3-14
3. CRTPO Draft P3.0 Local Input Point Methodology memorandum  
*This item was inadvertently omitted from the agenda packet distributed on January 31.*

# TCC BYLAWS

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## MECKLENBURG-UNION METROPOLITAN CHARLOTTE REGIONAL TRANSPORTATION PLANNING ORGANIZATION (MUMPOCRTPO) Charlotte Regional Transportation Planning Organization (CRTPO) TECHNICAL COORDINATING COMMITTEE

**Comment [rc1]:** Comments from Ralph Messera:  
1. Article V- Meetings- should there be some reference to rescheduling meetings, such as we did today?  
2. Article V- Sec 4- Attendance and voting- I am opposed to any restriction to voting driven by lack of attendance or anything else. You show up and you can vote.

### BY LAWS

~~Amended September 2003~~ REVISION III 44-8-131-16-14

#### ARTICLE I – NAME

The name of this organization shall be the ~~Mecklenburg Union Metropolitan Charlotte~~ Regional Transportation Planning Organization Technical Coordinating Committee, hereinafter referred to as the “TCC.”

#### ARTICLE II – PURPOSE & Responsibilities

The purpose and goals of the TCC shall be:

1. To provide general review, guidance and coordination of the continuing, cooperative, comprehensive transportation planning process for the planning area of the Mecklenburg Union Urban Area Charlotte Regional Transportation Planning Organization (CRTPO).
2. To prepare and make recommendations to the ~~Mecklenburg Union Metropolitan Charlotte~~ Regional Transportation Planning Organization (~~MUMPOCRTPO~~) regarding matters related to transportation planning.
3. To facilitate coordination and communication between ~~policy boards~~ governing bodies and agencies represented on the ~~MUMPOCRTPO~~ and TCC
4. To facilitate coordination of transportation planning with other planning efforts such as those concerning land use, public utilities, and maintenance of air quality.
5. To facilitate public involvement regarding transportation planning issues.

**Comment [rc2]:** 11-8-13: Replaced “policy boards” with “governing bodies” for clarity.

#### ARTICLE III – MEMBERS

##### **Section 1 – Number Members and Qualifications:**

The TCC shall include one non-elected, technical representative from local, county, State and Federal governmental agencies directly related to and concerned with the

transportation planning process for the planning area. The chief administrative officer of each member agency shall designate that agency's representative, and may also designate an alternate. Elected officials representing jurisdictions within the MPO's boundary shall not serve as TCC members or alternates. TCC members or alternates must be employees of the jurisdiction they represent.

**Comment [rwc3]:** Text added 1-16-14

**Comment [rc4]:** 11-8-13: "within" replaced "with" to correct error.

### TCC Membership

1. Charlotte Department of Transportation Director
2. Charlotte-Douglas International Airport Aviation Director
3. Charlotte Engineering and Property Management Director
4. Charlotte-Mecklenburg Planning Department Director
5. City of Monroe
6. City of Statesville
7. Iredell County
8. Mecklenburg County Air Quality
9. The Metropolitan Transit Commission's Chief Transit Officer
10. N.C. Department of Transportation (NCDOT) Division 10 - Division Engineer
11. N.C. Department of Transportation (NCDOT) Division 12-Division Engineer
12. NCDOT Public Transportation Division Director
13. NCDOT Transportation Planning Branch Manager
14. Town of Cornelius
15. Town of Davidson
16. Town of Fairview
17. Town of Huntersville
18. Town of Indian Trail
19. Town of Marshville
20. Town of Matthews
21. Town of Mint Hill
22. Town of Mineral Springs
23. Town of Mooresville
24. Town of Pineville
25. Town of Stallings
26. Town of Troutman
27. Town of Waxhaw
28. Town of Weddington
29. Town of Wingate
30. Union County
31. Village of Marvin
32. Village of Wesley Chapel

**Comment [rc5]:** Removed specific reference to county planning division. This is consistent with how Union County is listed, but not consistent with Mecklenburg County listing.

**Comment [rc6]:** Left out of original transmission to TCC. Oversight noted by Eric Moore.

The TCC shall also include members representing the following four focus areas. Alternates may be named to these positions:

**Comment [rwc7]:** Text added 1-16-14

1. Bicycle transportation planner
2. Greenway transportation planner
3. Pedestrian transportation planner
4. Public health planner

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The above members must be employed by a municipal or county government that is a voting member of the CRTPO. Persons considered as qualified for the positions must be able to demonstrate a reasonable level of experience and knowledge of the issues associated with the position being sought. The CRTPO Secretary is responsible for coordinating the candidate solicitation process. Persons interested in serving as a focus area representative shall notify the CRTPO Secretary no later than November 30 of the preceding year. The TCC shall determine who will fill each position, doing so by voting in a manner consistent with Article V Section 6 of this document.

Comment [rc8]: 11-8-13: New text for focus area representatives. This needs additional discussion.

The TCC shall also consist of the following non-voting members:

1. Federal Highway Administration
2. N.C. Department of Transportation (NCDOT) Public Transportation Division

Comment [rwc9]: Text added 1-16-14

~~As specified in the Memorandum of Understanding, the TCC shall include one non-elected, technical representative from each local, State and Federal governmental agency directly related to and concerned with the transportation planning process for the planning area. The chief administrative officer of each member agency shall designate that agency's representative.~~

## Section 2 – Terms of Office:

The term of members representing the four focus areas shall be one calendar year, beginning in January. There shall not be a limit on the number of terms focus area representatives may serve. For all other members, there shall be no limitation on the length of time members they may serve on the TCC subject to the authorization to do so by their respective agencies' chief administrative officers (CAO).

Comment [rc10]: 11-8-13: New text for focus area representatives. This needs additional discussion.

## Section 3 – Alternates:

Each member agency ~~shall~~ may appoint an alternate to its representative. That alternate member may serve as a full voting member during any meeting where that agency's representative is not in attendance. Proxy and absentee voting are not permitted.

Comment [rwc11]: Text added 1-16-14

## ARTICLE IV – OFFICERS

### Section 1 – Officers Defined:

The officers of the TCC shall consist of a Chairperson, and Vice-Chairperson, who shall be elected by and from amongst voting TCC members.

### Section 2 – Elections:

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

Additional elections may be held if either the Chairperson or Vice-Chairperson cannot carry out his/her duties and complete the remainder of the elected term.

### **Section 3 – Terms of Office:**

The term of office for officers shall be one year. Each officer shall hold office until a successor has been duly elected. ~~Time served in officer positions prior to calendar year 2002 shall not be considered in determining eligibility.~~

### **Section 4 – Duties of Officers:**

The Chairperson shall call and preside at meetings and sub-committee meetings, and shall set the order of business (agenda) for each meeting. In the Chairperson's absence, the Vice-Chairperson shall preside and complete all other duties of the Chairperson. In the event that the Chairperson is unable to carry out his/her duties for the remainder of his/her term, the Vice-Chairperson shall carry out the functions of the Chairperson for the remainder of the term and a new Vice-Chairperson shall be elected.

### **Section 5 – Duties of the Secretary:**

The Secretary will be designated by the Lead Planning Agency and also serve in the same capacity to the ~~MUMPOCRTPO's governing body~~. The Secretary shall provide or otherwise delegate staff service for the TCC, as needed, and will be responsible for taking summary minutes of the Committee's proceedings. The Secretary will maintain a current copy of these Bylaws as an addendum to the Memorandum of Understanding, to be distributed to the public upon request.

**Comment [rc12]:** Staff recommendation: add "governing body" for clarity.

## ARTICLE V – MEETINGS

### **Section 1 – Regular Meetings:**

Meetings will be held on the first Thursday of each month. The Chairperson may cancel regular meetings if there is insufficient business on the TCC's tentative agenda or reschedule meetings as appropriate.

### **Section 2 – Special Meetings:**

Special meetings may be called by the Chairperson with three (3) business days notice, or at the request of the majority of the eligible voting members with three (3) business days'

notice. The purpose of the meeting shall be stated in the call, with no other agenda items permissible

### Section 3 – Quorums:

A Quorum shall consist of:

- at least ~~fifty~~ forty percent (~~50~~40%) of the ~~total voting~~ membership for regular or special meetings, and
- ~~at least fifty percent (50%) of the total membership for special meetings.~~

In calculating quorum, the number of TCC representatives, not the number of agencies represented, shall be the determining factor. Quorum shall be determined at the beginning of meetings. During meetings (or portions of meetings) during which no quorum is present, members may present and receive reports and information, and communication may be shared; however actions and decisions can only be taken and made in meetings at which a quorum is present. Voting members, or their alternates, who have had voting privileges suspended due to lack of attendance will count toward establishing a quorum at the first meeting they attend.

### Section 4 – Attendance:

Each voting member shall be expected to attend each regular meeting. Voting members (or their authorized alternates) not attending three (3) consecutive regular meetings will ~~be considered non-voting members for the purpose of determining a quorum as of the fourth meeting~~not be eligible to vote until the second of two consecutive regular meetings that they attend. ~~A member's or alternate's voting privileges will be reinstated automatically by his/her attendance at a subsequent TCC meeting.~~

Comment [rc13]: 11-8-13: changes were made at meeting.

### Section 5 – Agenda:

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

The TCC and all sub-committees shall conduct their business in compliance with the State of North Carolina's Open Meetings law.

### Section 6 – Voting Procedures:

The Chairperson and any present voting member (or alternate eligible to vote) may call for a vote on any issue, provided that it is seconded and within the purposes set forth in Article II and provided the issue is on the agenda as outlined in Section 5 of this article. Each voting member of the TCC shall have one vote. If a single individual represents

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more than one agency or jurisdiction, the designated representative shall cast one vote for each agency/jurisdiction represented. Jurisdictions that are to share TCC member representation must send a letter from the jurisdiction's ~~MUMPO~~**CRTPO** representative or from the CAO of the agency to the TCC Chair approving this arrangement.

A majority vote of the members (or their authorized alternates) present and eligible to vote shall be sufficient for approval of matters coming before the TCC. The Chairperson is permitted to vote. Non-voting members and unauthorized alternates cannot vote. Abstentions shall be considered as affirmative votes. By approval of the voting membership of the TCC present, a voting member may be allowed to withdraw from voting on an issue. In the absence pursuant of any direction from these Bylaws or other duly adopted voting procedures pursuant to certain approval actions, the most current edition of *Robert's Rules of Order* will designate procedures governing voting.

### **Section 6 – Comprehensive Transportation Plan Amendments:**

The TCC may approve an amendment to the Comprehensive Transportation Plan if the following conditions are met;

i. The TCC finds the proposed alignment to be technically reasonable; and

ii. The proposed alignment enters and exits the affected property at the officially approved location and angle or curvature; and

iii. The TCC finds that the proposed alignment does not move closer than 400 feet to an adjacent land owner's property boundary; or

iv. If the proposed alignment is already within 400 feet of an adjacent property, the shift in the alignment is away from the property. or;

v. If the shift moves the proposed alignment no more than 25% closer to the property.

### **ARTICLE VI – PARLIAMENTARY PROCEDURES**

The rules contained in the most current edition of *Robert's Rules of Order* shall govern the TCC in all cases to which they are applicable and in which they are not inconsistent with the Memorandum of Understanding, the ~~MUMPO~~**CRTPO** Bylaws, these Bylaws, or any special rules of order the TCC may adopt.

### **ARTICLE VII – AMENDMENTS TO BYLAWS**

~~The MUMPO shall adopt a set of Bylaws for the MUMPO and the TCC. Amendments to either set of the~~ Bylaws shall occur by a ¾ vote of the ~~MUMPO~~**TCC**.

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2012-2018

# TRANSPORTATION IMPROVEMENT PROGRAM

 MECKLENBURG COUNTY  
METROPOLITAN PLANNING ORGANIZATION

## **On-Call Task Order # 4**

**Charlotte Regional Transportation Planning  
Organization (CRTPO)**

**Update to MUMPO FFY 2012-2018 TIP**

Revised 2-3-14

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## PURPOSE OF THIS UPDATE

The last approved Transportation Improvement Program (TIP) was developed for this region in 2011 by the Mecklenburg-Union Metropolitan Planning Organization (MUMPO). After MUMPO approved the FFY2012-2018 TIP in July 2011, it was incorporated by the North Carolina Department of Transportation (NCDOT) into the Statewide Transportation Improvement Program (STIP) and approved by the Federal Highway Administration (FHWA) and Federal Transit Administration in December 2011. The FFY 2012-2018 STIP included a state-level analysis of fiscal constraint but did not provide a similar analysis at the MPO level. FHWA has directed the MPO to prepare and adopt this update to the FFY 2012-2018 TIP to ensure that the document addresses all federal requirements.

Note that when the FFY 2012-2018 TIP was developed and approved, the MPO's planning area covered Mecklenburg County as well as portions of Union County. Since that time, the metropolitan planning boundary has been expanded as far as Statesville in Iredell County and Marshville in Union County, and the organization's name has been changed from MUMPO to Charlotte Regional Transportation Planning Organization (CRTPO). CRTPO approved this update to the FFY 2012-2018 TIP on \_\_ (date TBD) \_\_\_\_, 2014 and will be responsible for future approval of this and any future documents related to the newly expanded planning area.

## TRANSPORTATION REVENUE FORECAST METHODOLOGY AND ASSUMPTIONS

Although the CRTPO (formerly MUMPO) Transportation Improvement Program reflects anticipated activities through federal fiscal year (FFY) 2018, the first four years (FFY 2012-2015) are subject to the federal requirement for "fiscal constraint." Simply put, a fiscally constrained program is one in which expenditures do not exceed the amount of revenue projected to be available.

The amount of available revenue for implementing the projects and programs in the TIP is determined through a cooperative process among the staff of CRTPO, the NCDOT, Charlotte Area Transit System (CATS), and local government members. This TIP budget is primarily based on the budget and projections developed by NCDOT and the Office of State Budget and Management in January 2011.

### Sources of Revenue

North Carolina's transportation funding is generally comprised of 75 percent state revenue and 25 percent federal.

State transportation revenues are derived from various user fees administered at the state level. State revenue forecasts for the TIP are based on revenue projections in the Governor's Recommended Budget, which are a consensus forecast by the Office of State Budget and Management, Legislative Fiscal Research Division and NCDOT. The Governor's budget forecast serves as a base from which NCDOT staff develops the Work Program forecast for the remaining years, including projected STIP revenue.

Federal transportation revenues are derived from a federal motor fuels tax (MFT) tax and vehicle fees (mostly on trucks). Federal transportation funding is distributed by Congress based on multi-year reauthorization bills and annual appropriations. The TIP's financial forecast assumes that a new multi-year reauthorization bill will not occur until state fiscal year (SFY) 2013, and that the overall program structure will remain unchanged. In the interim, federal revenues are assumed to remain at

the FY2010 level until 2013 and will then grow at the same rate assumed by the Congressional Budget Office for national revenue growth.

The primary factors affecting both state and federal revenues are the Motor Fuels Tax (MFT) rate and fuel consumption. The state MFT rate, under state law, has a fixed portion and variable portion that is based on wholesale prices and can adjust every six months, on January 1st and July 1st. The federal MFT rate, set by Congress, is 18.4 cents per gallon for gasoline and 24.4 cents for diesel. Fuel consumption is affected by fuel prices, which are determined by world markets and economic domestic output. Vehicle fuel efficiency and alternative fuel vehicles affect fuel consumption in the outer years of the forecast.

### **The Highway Construction Budget**

The statewide highway construction budget consists of the Federal Aid Construction Program and the Intrastate and Urban Loop Programs from the North Carolina Highway Trust Fund. Combined funding is expected to be \$1.6 billion for FY2012. Planning and design is budgeted at \$168.5 million, leaving \$1.4 billion for right-of-way and construction. For the first four years of the STIP, about \$6.2 billion is expected to be available statewide for right-of-way and construction.

### **Federal Aid Program**

The Federal Aid Highway Program consists of many funding categories. Funding in most of these individual categories is subject to overall federal budget constraints as well as Federal Obligation Limitation, which essentially places a ceiling on the percentage of its total federal funds that a state can utilize in a given year. (The purpose of the obligation limitation is to control overall federal highway spending in response to economic and budgetary conditions. However, in the recent past, Congress has taken more drastic measures to address overall federal budget issues, taking back transportation funds that had already been apportioned to the states and fell within the obligation limitation. While these rescissions have had minimal impact on the state's program to date, continued use of this budget mechanism could adversely affect future budgets.)

Although North Carolina's total apportionment of federal funds for FFY 2012 is expected to be about \$958.4 million, it is anticipated that the obligation limitation will reduce the amount actually available to the state to about \$910 million. For the 4-year STIP, based on the assumptions previously described, an estimated \$4 billion in federal funds will be available.

The amount of state matching funds needed for the Federal Aid Program is projected to be \$236.7 million in FFY 2012, which will be funded by the State Highway Trust Fund. When federal funds are used on a Trust Fund eligible project, the Trust Fund law allows an amount equal to those federal funds to be used to fund state STIP construction projects, which allows the Department to also have a small annual state construction program.

The state's program relies heavily on innovative financing techniques such as advance construction (AC) and GARVEE authorizations and the ability to toll and cash flow large projects. These techniques are available for use by the state in accordance with 23 CFR 630 Subpart G. Since the use of innovative financing techniques are very dependent on project advancement during any given fiscal year or from one year to the next, it is very difficult to precisely determine the levels of use of these techniques ahead of time. The advance construction program commits the state's transportation dollars to a project, delaying the use of federal dollars. The state can then "convert" the project to federal funds at any time in the future. This financing technique is intended to allow the state to advance more projects in a given year. The state's advance construction program is currently in excess of \$1.9 million. Federal

guidance recommends that states maintain their AC levels at no more than 3 years' worth of federal apportionment. It is important to note that federal funds are not committed until an AC project is converted to a federal-aid project (in stages or all at once) and if for some reason federal funds are not available as anticipated, then conversions cannot take place.

### **Revenue Bonds**

Revenue bonds of several types are being used to fund transportation projects in the MUMPO area. Bonds issued by the North Carolina Turnpike Authority (NCTA) will be repaid with toll revenues and other income from the operation of the Triangle Expressway System and the Monroe Parkway System, the latter of which is programmed in the TIP. Appropriation revenue bonds issued by the state are secured by state annual appropriations, federal interest subsidy payments, and investment income.

### **State Highway Trust Fund**

The 1989 General Assembly created the North Carolina Highway Trust Fund to complete a 3,600-mile intrastate system of four-lane roads; widen and improve 113 miles of existing interstate highways; build multi-lane loops and connectors near seven major cities (now expanded to ten); provide additional funds in order to pave all unpaved secondary roads and provide additional funds for municipal streets.

Revenues for the Trust Fund are generated from the state motor fuels tax, the 3 percent use tax on the sale of motor vehicles, Division of Motor Vehicles (DMV) titles and other fees, and interest income. The Trust Fund Law specifies that a designated amount (\$ 170 million) will be transferred each year from the Trust Fund to the General Fund. Some modifications have been made to this transfer in the recent past, including an inflationary adjustment to the \$170 million base (resulting in an annual transfer of \$172.5 million) and the designation of additional recipients for the transfer. In 2009, \$145 million was transferred to the General Fund and the remaining \$25 million was allocated to the North Carolina Turnpike Authority (NCTA). In 2010, \$106 million went to the General Fund, \$40 million to NCTA, and \$24 million was allocated to the new Mobility Fund. Approximately one half of Trust Fund revenues generated from title and other fees is allocated to the paving of secondary roads. A maximum of 4.2 percent of the remaining Trust Fund revenues may be used for administration of the Trust Fund Program and the NC Turnpike Authority. The balance of revenues is distributed as follows:

- 61.95 percent to the Intrastate System;
- 25.05 percent to Urban Loops;
- 6.50 percent to pave Secondary Roads;
- 6.50 percent to Municipal Street Aid Program (the Powell Bill program)

The Trust Fund revenues available for all programs are projected to be about \$825 million for FY 2012 and \$3.5 billion during the 4-year STIP period. Of this \$3.5 billion in revenue, \$2.5 billion is allocated to the Intrastate and Urban Loop STIP programs. The remainder is allocated to the Mobility Program, NCTA, secondary road paving and municipal street aid.

### **Mobility Program**

The Mobility Program was created to fund projects whose primary purpose is to improve mobility or improve access. This includes the majority of projects which add capacity or improve travel time, even if the safety or condition of the facility is also improved. Examples include widening projects, new location projects, conversion of grade-separation to interchange projects, signal system coordination projects, dynamic message signs and traffic cameras, new multi-use trail projects, new buses for a new bus route, new passenger/commuter/light rail service, adding double track to a rail line, new ferry vessel for

## Charlotte Regional Transportation Planning Organization FFY 2012-2018 TIP

expanded ferry service or replacement of an existing vessel with a larger and/or faster vessel, runway extension to accommodate larger planes. The SFY 2011/2012 budget for the Mobility Program is \$31 million. There are currently no projects funded through the Mobility Fund in the CRTPO area, although that may change during the time period covered by the TIP.

### Forecasting in Year of Expenditure

Inflation has not been factored into the above revenue estimates, which are in constant 2011 dollars. However, when programming projects in the STIP the following inflation factors for future construction and right of way cost increases were used to reserve the budget at an overall inflation rate of 4% for NCDOT's five-year work plan. To estimate a project's cost in the year of expenditure, the cost was multiplied by the appropriate inflation factor shown in **Table 1** below:

**Table 1: Project Cost Inflation Factors, FY 2012-2015**

Year	Factor
2012	1.02
2013	1.0608
2014	1.1032
2015	1.1474

### Revenue Available to the MUMPO Region

The estimate of revenue available to the MUMPO region has been developed by refining the revenue forecasts developed for the 2035 Long Range Transportation Plan (LRTP). **Table 2** below shows the revenue amounts projected by the 2035 LRTP by major funding category for the period of FFY 2009-2015, the first horizon year of the LRTP. These amounts are based on historic averages in the MUMPO area, and assume a 1.6 percent annual growth rate during the period. As shown in the table, the highway revenue projected by the LRTP is about \$1.9 billion over the seven-year period.

**Table 2: Projected MUMPO Highway Revenue, FFY 2009-2015**

Funding Type	Notes	FFY 2009-2015
Loop Funds	Projects planned for I-485	\$340,000
Equity Funds	Includes STP-DA funds	\$295,000
Bond Revenue	Primarily for NCTA projects	\$1,074,000
Local / Private	Includes locally issued bonds	\$201,000
<b>Total</b>		<b>\$1,910,000</b>

**Notes:** From the 2035 Long Range Transportation Plan. Shown in thousands.

Projections for the TIP, shown below in **Table 3**, have been developed by determining the proportion of these funds available for the shorter period of FFY 2012-2015, assuming a constant 1.6 percent annual growth rate. As shown in the table, total highway revenue projected for the TIP is about \$1.1 billion.

**Table 3: Projected MUMPO Highway Revenue, FFY 2012-2015**

Funding Type	Notes	FFY 2012-2015
Loop Funds	Projects planned for I-485	\$198,899
Equity Funds	Includes STP-DA funds	\$172,574
Bond Revenue	Primarily for NCTA projects	\$628,285
Local / Private	Includes locally issued bonds	\$117,585
<b>Total</b>		<b>\$1,117,334</b>

**Notes:** Shown in thousands.

In states where the distribution of transportation funding is strongly influenced by existing program commitments (such as the Urban Loop projects) and many needs are compiled and prioritized on a statewide basis, it is not necessarily useful to apply a “fair share” method to estimate regional revenue for individual federal program categories (STP, NHS, etc.). State DOTs must be strategic in deciding which funding sources to apply to particular projects, and may shift funding sources partway through a project because of external circumstances. For example, one highway improvement may be eligible for multiple funding categories, whereas a project in another region is only eligible for one type of funding. In addition, certain federal funds are awarded through a statewide competitive application process, which makes it difficult to predict how much of those funds a region will receive during a given period. What is generally consistent over time is the total level of resources spent on transportation in a region, not the dollars allocated in specific funding categories. This is the reason the TIP fiscal constraint analysis has been tied to the more generalized revenue estimates of the 2035 LRTP.

To demonstrate the TIP’s fiscal constraint, the overall \$1.1 billion in projected highway revenue has been compared to proposed highway expenditures for FFY 2012-2015 in the MUMPO region, shown below in **Table 4**.

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## Charlotte Regional Transportation Planning Organization FFY 2012-2018 TIP

**Table 4: MUMPO Area Proposed Highway Expenditures, 2012-2015 TIP**

Funding Type	Funding Source	Fund Description	<i>(Estimates are in thousands of YOE dollars)</i>				
			2012	2013	2014	2015	Totals
C	C	City	\$8,187	\$12,599	\$4,852	\$10,514	<b>\$36,152</b>
F	CMAQ	Congestion Mitigation	\$1,192	\$7,218	\$6,544	\$19,483	<b>\$34,437</b>
F	DP	Discretionary or Demonstration	\$10,588				<b>\$10,588</b>
F	FA	Bridge Replacement On Federal Aid System	\$3,468	\$79	\$3,869	\$5,879	<b>\$13,295</b>
F	FED	Federal	\$4,080	\$6,808	\$5,516	\$5,737	<b>\$22,141</b>
F	HES	High Hazard Safety	\$379	\$530			<b>\$909</b>
F	HP	High Priority	\$10,723	\$5,701			<b>\$16,424</b>
F	IM	Interstate Maintenance		\$106		\$4,073	<b>\$4,179</b>
F	IMPM	Interstate Maintenance	\$1,651	\$1,717	\$1,786	\$11,036	<b>\$16,190</b>
F	NFA	Bridge Replacement Off Federal Aid System	\$1,552	\$1,081	\$988	\$3,045	<b>\$6,666</b>
F	NHS	National Highway System	\$105,541	\$108,126	\$76,885	\$97,631	<b>\$388,183</b>
F	STHSR	Stimulus High Speed Rail	\$7,840	\$47,560	\$45,546	\$47,333	<b>\$148,279</b>
F	STPDA	Surface Transportation Program (Direct Attributable)	\$21,500	\$5,090	\$10,146	\$12,112	<b>\$48,848</b>
F	STPEB	Surface Transportation Program (Enhancement)				\$1,721	<b>\$1,721</b>
O	BOND R	Revenue Bond	\$25,705	\$34,450	\$31,037	\$56,144	<b>\$147,336</b>
O	L	Local		\$338			<b>\$338</b>
O	O	County/Other Local Government	\$6,357	\$5,331	\$5,642	\$4,720	<b>\$22,050</b>
S	APRBD	Appropriation Bond	\$241,740				<b>\$241,740</b>
S	S	State	\$1,235	\$6	\$6	\$7	<b>\$1,254</b>
S	S(5)	State (flexed for transit use)	\$1,521	\$1,582	\$1,645	\$1,711	<b>\$6,459</b>
S	S(M)	State Match for STP-DA or GARVEE Projects	\$22,670	\$5,585			<b>\$28,255</b>
S	T	Highway Trust Funds			\$1,654		<b>\$1,654</b>
S	T2001	State Rail Funds	\$1,550	\$1,612	\$1,676	\$1,744	<b>\$6,582</b>
		<b>Total</b>	<b>\$477,479</b>	<b>\$245,519</b>	<b>\$197,792</b>	<b>\$282,890</b>	<b>\$1,203,680</b>

**Notes:**

- As of July 2011.
- Abbreviations for funding types are as follows: C=City, F=Federal, O=Other, S=State.
- Funds shown are in year of expenditure (YOE). See text for a description of how this was calculated.

As shown above, proposed highway expenditures total approximately \$1.2 billion, about \$100 million more than the region's projected revenue. However, this difference is resolved by recognizing that several of the funding categories shown in Table 5 were for various reasons not included in the 2035 LRTP highway projections. Special one-time funds to be spent in this TIP include Demo/Discretionary and High Priority Project dollars that have been awarded to the MUMPO region. CMAQ and Enhancement funds were not part of the LRTP forecast because at the time it was unclear whether those programs would continue after the reauthorization of SAFETEA-LU. Those programs were re-authorized (although enhancement-type projects now fall under the Transportation Alternatives Program) and are furnishing funds for the TIP. Finally, a \$40 million project to create a grade separation



## Charlotte Regional Transportation Planning Organization FFY 2012-2018 TIP

at the Sugar Creek Road/North Carolina Railroad crossing has attracted a significant amount of federal rail funds that would not normally be available.

As shown below in **Table 5**, the additional dollars which have been identified for the region result in adequate total funding to cover all proposed highway projects in the FFY 2012-2015 TIP.

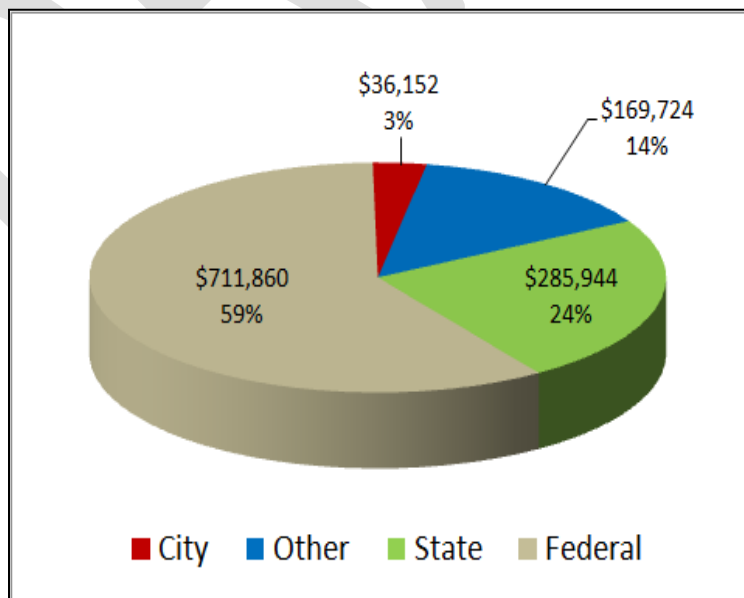
**Table 5: MUMPO Area Highway Revenue vs. Expenditures, 2012-2015 TIP**

Highway Revenue Projected for FY 2012-2015 (based on 2035 LRTP)		\$1,117,344
Special / non-recurring revenue:	Demo/Discretionary	\$10,588
	High Priority	\$16,424
Program revenue not included in LRTP projections:	CMAQ	\$34,437
	Enhancement	\$1,721
	State Flex to Transit	\$6,459
	Federal Rail Funds	\$22,141
<b>Total Highway Revenue Available for FFY 2012-2015 TIP</b>		<b>\$1,209,114</b>
<b>Total Highway Expenditures Proposed for FFY 2012-2015 TIP</b>		<b>\$1,203,680</b>

Notes: Shown in thousands.

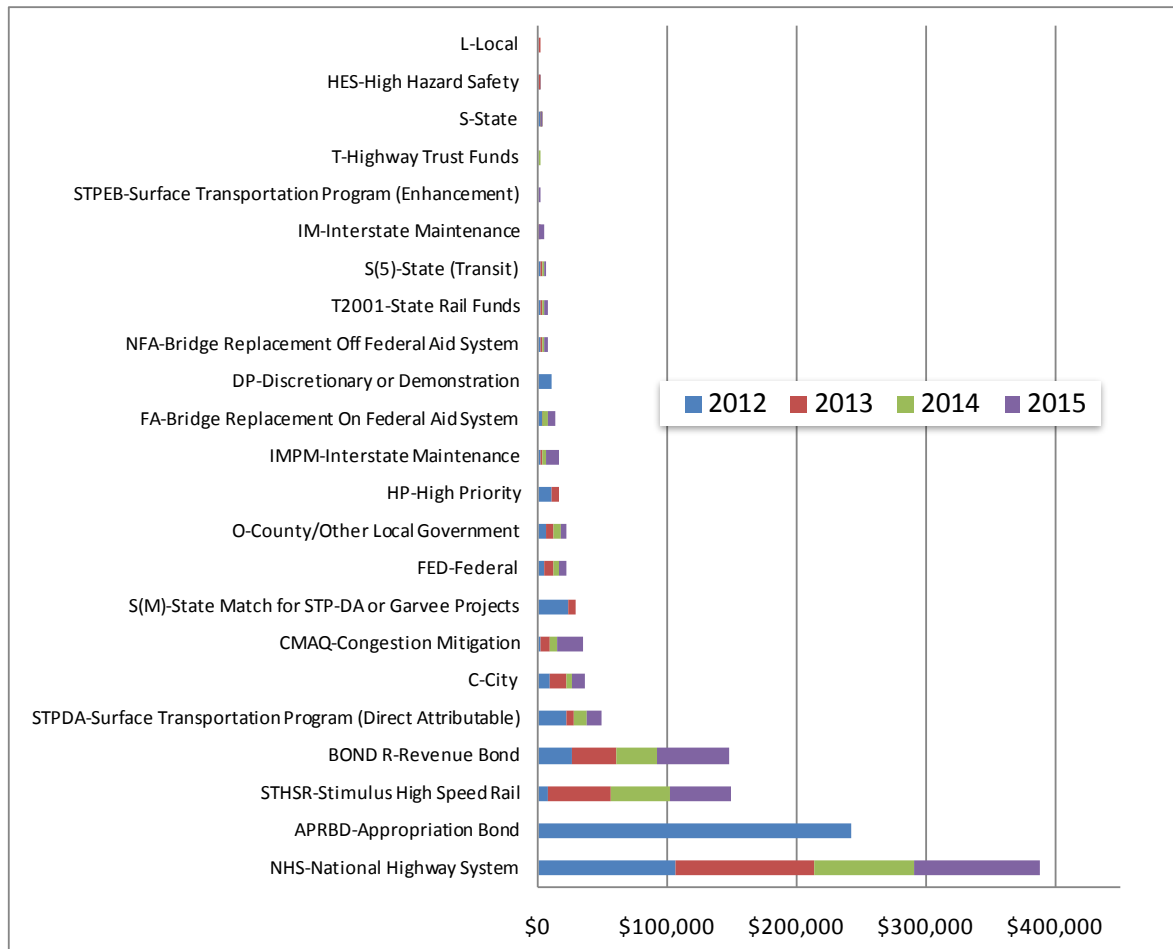
**Figures 1 and 2** graphically depict the various types and sources of federal, state and other spending programmed in the TIP. As shown, federal aid comprises 59 percent of the total funding at \$711.9 million, state at \$285.9 million, and local and bond revenue amounts to \$205.8 million.

**Figure 1: Highway Funding Sources in MUMPO Area, 2012-2015 TIP**



(As of July 2011. Funding totals shown are in thousands)

Figure 2: Highway Funding Types in MUMPO Area, 2012-2015 TIP



Notes: As of July 2011. Estimated funds shown are in thousands, and are expressed in year of expenditure (YOE). See text for a description of how this was calculated.

### Transit Revenue

In the 2035 LRTP, projected transit revenue was estimated independently of other modes and was based on the Charlotte Area Transit System’s (CATS) 2030 Transit Corridor System Plan. According to the LRTP, the financial plan used had been recently updated in response to the major economic recession of 2007-2009. **Table 6** shows projected transit revenues by major category for 2010-2015.

Table 6: Projected MUMPO Area Transit Revenue, FFY 2010-2015

Funding Type	FFY 2010-2015
Fares, Contracts, Other Revenue	\$319,548
Maintenance of Effort	\$111,596
Local (sales tax)	\$433,938
Federal and State Capital	\$381,483
<b>Total</b>	<b>\$1,246,565</b>

Notes: From the 2035 Long Range Transportation Plan. Shown in thousands.

## Charlotte Regional Transportation Planning Organization FFY 2012-2018 TIP

TIP projections (shown below in **Table 7**) have been developed by estimating the proportion of funds available for FFY 2012-2015, with one significant adjustment. Local sales tax revenue estimates have been further decreased based on the nation's slow economic recovery, using a very conservative 1 percent annual growth rate. Assumed annual growth for fares and contract revenue is 2.5 percent, and 1.6 percent for all other funds. The resulting total revenue projected for the TIP is about \$0.79 billion.

**Table 7: Projected MUMPO Area Transit Revenue, FFY 2012-2015**

Funding Type	FFY 2012-2015
Fares, Contracts, Other Revenue	\$218,137
Maintenance of Effort	\$75,491
Local (sales tax)	\$237,656
Federal and State Capital	\$258,340
<b>Total</b>	<b>\$ 789,624</b>

**Notes:** Shown in thousands.

Proposed transit expenditures for the TIP are listed below in **Table 8** and total about \$1.2 billion.

**Table 8: MUMPO Area Proposed Transit Expenditures, 2012-2015 TIP**

Funding Type	Funding Source	Fund Description	<i>(estimates are in thousands of YOE dollars)</i>				
			2012	2013	2014	2015	Totals
F	CMAQ	Congestion Mitigation	\$5,150	\$7,070	\$3,721	\$7,446	<b>\$23,387</b>
F	FED	Federal Rail Funds		\$16,264	\$13,505	\$70,144	<b>\$99,913</b>
F	FEPD	Elderly and Disabled Persons (5310)	\$249				<b>\$249</b>
F	FMOD	Fixed Guideway Modernization	\$848	\$937	\$1,431	\$3,540	<b>\$6,756</b>
F	FNF	New Freedom Program	\$538	\$594	\$642	\$700	<b>\$2,474</b>
F	FNS	New Starts - Capital (5309)	\$101,449	\$110,855	\$247,260	\$328,575	<b>\$788,139</b>
F	FNU	Non Urbanized Area Formula Program (5311)	\$347				<b>\$347</b>
F	FUZ	Urbanized Area Formula Program (5307)	\$72,881	\$40,055	\$37,874	\$36,606	<b>\$187,416</b>
F	JARC	Job Assistance and Reverse Commute (3037)	\$762	\$794	\$826	\$858	<b>\$3,240</b>
S	EDTAP	State Elderly and Disabled Transportation	\$411	\$428	\$445	\$463	<b>\$1,747</b>
S	EMP	Rural Employment Transportation (ROAP)	\$491	\$510	\$531	\$552	<b>\$2,084</b>
S	RGP	Rural General Public Program	\$233	\$242	\$252	\$262	<b>\$989</b>
S	SMAP	Operating Assistance and State Maintenance	\$13,315	\$13,847	\$14,402	\$14,978	<b>\$56,542</b>
S	UTCH	Urban Technology	\$432				<b>\$432</b>
		<b>Total</b>	<b>\$197,106</b>	<b>\$191,596</b>	<b>\$320,889</b>	<b>\$464,124</b>	<b>\$1,173,715</b>

**Notes:**

1. As of July 2011.
2. Abbreviations for funding types are as follows: C=City, F=Federal, O=Other, S=State.
3. Funds shown are expressed in year of expenditure (YOE). See text for a description of how this was calculated.
4. New Starts includes state and local matching funds.

## Charlotte Regional Transportation Planning Organization FFY 2012-2018 TIP

As with highway funds, it initially appears that proposed transit expenditures exceed projected revenues. However, some of the largest projects proposed for the TIP are funded with sources made available to the region that were not included in the LRTP revenue projections. Charlotte was awarded a federal streetcar “starter” grant, and received both New Starts and federal rail funds for the Blue Line Extension. State funds for transit maintenance and operating assistance were also omitted from the LRTP revenue projections, making another \$56.5 million available.

As shown below in **Table 9**, the additional dollars which have been identified for the region result in total funding which is adequate to cover proposed transit spending in the FFY 2012-2015 TIP.

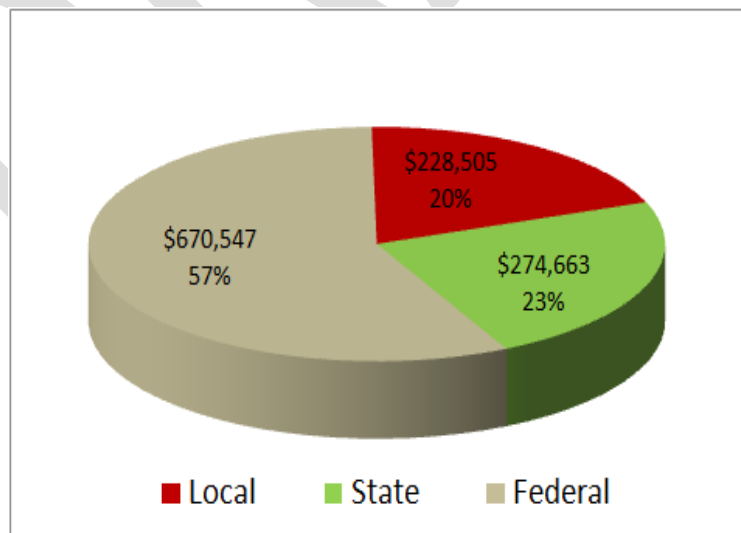
**Table 9: MUMPO Area Transit Revenue vs. Expenditures, 2012-2015 TIP**

Transit Revenue Projected for FY 2012-2015 (based on 2035 LRTP)	\$789,624
Special / non-recurring revenue:	
New Starts (Section 5309)	\$788,139
Federal rail funds	\$99,913
Program revenue not included in LRTP projections:	
State Maintenance & Operating Assistance	\$56,460
<b>Total Transit Revenue Available for FFY 2012-2015 TIP</b>	<b>\$1,734,136</b>
<b>Total Transit Expenditures Proposed for FFY 2012-2015 TIP</b>	<b>\$1,173,715</b>

Notes: Shown in thousands.

**Figure 3** depicts the sources of the TIP’s transit funding. More than half (57 percent or \$670 million) is from federal sources, and the remaining \$503 million is fairly evenly divided between state and local sources.

**Figure 3: Transit Funding Sources in MUMPO Area 2012-2015 TIP**



(As of July 2011. Funding totals shown are in thousands)

## Charlotte Regional Transportation Planning Organization FFY 2012-2018 TIP

Finally, a number of activities (transportation enhancements, safety improvements, etc.) have funds programmed on a statewide basis rather than being designated for any particular area. **Table 10** below shows an estimated \$542 million available statewide for these projects and activities over the four-year period.

**Table 10: Funds Programmed on a Statewide Basis, 2012-2015 STIP**

Funding Type	Funding Source	Fund Description	<i>(Estimates are in thousands of YOE dollars)</i>				
			2012	2013	2014	2015	Totals
C	C	City		\$647	\$696	\$749	<b>\$2,092</b>
F	BRGI	Bridge Inspection	\$11,220	\$11,668	\$12,135	\$12,621	<b>\$47,644</b>
F	CMAQ	Congestion Mitigation	\$81	\$5,523	\$5,859	\$6,216	<b>\$17,679</b>
F	FA	Bridge Replacement On Federal Aid System	\$2,550	\$2,652	\$2,758	\$34,422	<b>\$42,382</b>
F	FLPP	Federal Lands Program	\$173	\$180	\$187	\$194	<b>\$734</b>
F	HES	High Hazard Safety	\$11,424	\$11,880	\$12,355	\$12,850	<b>\$48,509</b>
F	IM	Interstate Maintenance	\$9,945	\$10,342	\$10,756	\$11,187	<b>\$42,230</b>
F	IMPM	Interstate Maintenance	\$408	\$424	\$441	\$458	<b>\$1,731</b>
F	NFA	Bridge Replacement Off Federal Aid System	\$2,550	\$2,652	\$2,758	\$5,737	<b>\$13,697</b>
F	NHS	National Highway System	\$4,845	\$5,038	\$5,239	\$13,481	<b>\$28,603</b>
F	NRT	National Recreation Trails	\$1,224	\$1,272	\$1,323	\$1,376	<b>\$5,195</b>
F	RR	Rail-Highway Safety	\$13,830	\$1,325	\$1,378	\$1,433	<b>\$17,966</b>
F	SRTS	Safe Roads to School	\$4,590	\$4,773	\$4,963	\$5,161	<b>\$19,487</b>
F	STHSR	Stimulus High Speed Rail	\$18,372	\$1,073			<b>\$19,445</b>
F	STP	Surface Transportation Program	\$29,070	\$30,232	\$31,440	\$32,699	<b>\$123,441</b>
F	STPEB	Surface Transportation Program (Enhancement)	\$907	\$942	\$978	\$1,016	<b>\$3,843</b>
F	STPEL	Surface Transportation Program (Enhancement)	\$4,411	\$4,586	\$4,768	\$4,960	<b>\$18,725</b>
F	STPEP	Surface Transportation Program (Enhancement)	\$153	\$159	\$165	\$172	<b>\$649</b>
F	STPER	Surface Transportation Program (Enhancement)	\$1,428	\$1,485	\$1,544	\$1,606	<b>\$6,063</b>
O	O	County/Other Local Government	\$8,180	\$571	\$594	\$617	<b>\$9,962</b>
S	PLF	Personalized Automobile License plate Funds	\$1,723	\$1,791	\$1,863	\$1,938	<b>\$7,315</b>
S	S	State	\$11,553	\$8,123	\$2,932	\$3,048	<b>\$25,656</b>
S	T	Highway Trust Funds	\$1,530	\$1,591	\$1,654	\$9,752	<b>\$14,527</b>
S	T2001	State Rail Funds	\$5,789	\$6,058	\$6,344	\$6,642	<b>\$24,833</b>
		<b>Total</b>	<b>\$145,956</b>	<b>\$114,987</b>	<b>\$113,130</b>	<b>\$168,335</b>	<b>\$542,408</b>

**Notes:**

- As of July 2011.
- Abbreviations for funding types are as follows: C=City, F=Federal, O=Other, S=State.
- Funds are expressed in year of expenditure (YOE). See text for description of how this was calculated.

To estimate what portion of these statewide funds could potentially be allocated to the MUMPO region, the 2010 Census was used to determine what percent of the state population is located in the MUMPO region. Based on the 2010 Census, 11.5 percent of the population of North Carolina lives in the MUMPO region. If the statewide funds were distributed in a similar percentage, the MUMPO region could potentially receive \$62.4 million in additional revenue.

## Maintenance and Operations

In addition to capacity and expansion of the transportation network, MUMPO and its members must also ensure the maintenance and efficient operation of the existing transportation infrastructure. Maintenance activities include pavement resurfacing and markings, bridge repair, guardrail and sign replacement and traffic signal maintenance. In recent years the range of operational activities has been expanding to include Intelligent Transportation Systems investments made in the MUMPO region (such as the Traffic Operations Center and the provision of real-time traveler information) as well as local and state cooperation in roadway incident management. Some of these activities are listed in the STIP as statewide programs utilizing federal funds, while other activities are carried out by MUMPO member jurisdictions with local funds and their individual shares of the State Highway Trust Fund portion allocated to municipal street aid.

State revenue is also dedicated to maintenance projects managed by NCDOT division offices for various transportation modes. Typical projects include minor bridge and culvert reconstruction, driveway stabilization, equipment maintenance for causeways and ferry systems, airport runway paving, and similar projects needed to maintain the overall health of the region's transportation infrastructure.

**Table 11** shows the estimated funds available for general maintenance activities not listed in the TIP. These estimates were developed from historic funding levels in the MUMPO area, and are consistent with the Long Range Transportation Plan's estimates for the time period.

**Table 11: MUMPO Area Maintenance and Operations Funding, 2012-2015 TIP**

Funding Type	Fund Description	<i>(estimates are in thousands of YOY dollars)</i>				
		2012	2013	2014	2015	Totals
S	State Maintenance funds	\$11,424	\$11,595	\$11,769	\$11,945	<b>\$46,733</b>
L	Local funds (including Powell Bill)	\$26,413	\$26,810	\$27,212	\$27,620	<b>\$108,056</b>
	<b>Total</b>	<b>\$37,837</b>	<b>\$38,405</b>	<b>\$38,981</b>	<b>\$39,565</b>	<b>\$154,788</b>

Notes: As of July 2011.

## Summary

This analysis demonstrates that the funding sources identified and the revenue estimates cover the cost of the projects included in the FFY 2012-2018 TIP, meeting the federal requirement for a fiscally constrained TIP.

The preparation of the next TIP will incorporate a number of significant changes. As previously noted, the evolution of MUMPO into CRTPO has added new local government members, which will result in many more transportation projects as well as an expanded funding base for the next TIP. North Carolina is also in the process of implementing major changes to its processes for project selection and fund allocation across the state. CRTPO will adapt its approach as needed, including methods for estimating future revenue, to ensure the region's TIP continues to be fiscally constrained.



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### Comment Key:

NCDOT comments are shown in yellow highlighted text.

CRTPO staff responses to comments are shown in underscored blue text.

DATE: February 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 (on the proposed methodology, and the preliminary assignment of local input points to projects based on the approved methodology) (on both methodology and preliminary assignment of points to projects based on the methodology)
- Dissemination of methodology, local points and public input on CRTPO's website (crtpo.org). Dissemination of methodology, points and public input on CRTPO's website (please insert URL here)

## 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

**Project Screening**

All projects, regardless of mode, will be subject to the following screening to determine which projects will have the most reasonable chance for funding based on the P3.0 quantitative score.

<b><u>Screening for Highway &amp; Non-highway projects</u></b>	<b><u>Measure</u></b>	<b><u>STI Category (Mode)</u></b>
<p><u>Reasonable chance for funding based on P3.0 quantitative score</u></p> <p><i>(Note that this score will be identified after all P3.0 quantitative scores are released)</i></p> <p><b>Not a true criteria but a pre-screening exercise</b> (reformatted to clarify pre-screening)</p>	<ul style="list-style-type: none"> <li>▪ <u>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)</u></li> <li>▪ <u>Subtract maximum amount of eligible MPO local points (based on category – 15% Reg., 25% Div.) from quantitative project score (issued by SPOT)</u></li> <li>▪ <b>Projects below the resulting score should not proceed for further evaluation</b></li> </ul>	<p><u>Regional Impact &amp; Division Needs</u></p>

**Should % weights be applied to criteria below to indicate importance of one over the other or will they be equally weighted – please describe further** (see explanation in Proposed Criteria table)

**Proposed Criteria -**

<b><u>Quantitative Criteria</u></b>	<b><u>Measure</u></b>	<b><u>STI Category (Mode)</u></b>
<p><u>Reasonable chance for funding based on P3.0 quantitative score</u> (Highway &amp; Non-Highway)</p> <p><i>(Note that this score will be identified after all P3.0 quantitative scores are released)</i></p> <p><b>Not a true criteria but a pre-screening exercise</b></p>	<ul style="list-style-type: none"> <li>▪ <u>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)</u></li> <li>▪ <u>Subtract maximum amount of eligible MPO local points (based on category— 15%</u></li> </ul>	<p><u>Regional Impact &amp; Division Needs</u></p>



	<p><del>Reg., 25% Div.) from quantitative project score (issued by SPOT)</del></p> <ul style="list-style-type: none"> <li><del>▪ Projects below the resulting score should not proceed for further evaluation</del></li> </ul>	
<p><del>Should % weights be applied to criteria below to indicate importance of one over the other or will they be equally weighted — please describe further</del></p> <p>Clarify that all projects (regardless of mode) will run through below criteria <a href="#">(see table below)</a></p>		
<b>Quantitative &amp; Qualitative &amp; Quantitative Criteria</b>	<b>Measure</b>	<b>STI Category</b>
<p>MTP consideration (Highway <a href="#">projects only</a>)</p> <ul style="list-style-type: none"> <li>• <a href="#">This criteria will be the primary consideration for highway projects to receive local points</a></li> </ul>	<p>The MTP rank* = the priority order for projects which will receive local points</p>	<p>Regional Impact &amp; Division Needs</p>
<p>P3.0 quantitative score (Highway &amp; Non-Highway <a href="#">projects</a>)</p> <ul style="list-style-type: none"> <li>• <a href="#">This criteria will be the secondary consideration for highway projects to receive local points, but will be the primary consideration for non-highway projects to receive local points</a></li> </ul>	<p>The P3.0 quantitative score = the priority order for projects which will receive local points</p>	<p>Regional Impact &amp; Division Needs</p>
<p>Modal allocation</p> <ul style="list-style-type: none"> <li>• <a href="#">See table in the Application of Criteria section for an explanation of how the local points will be split between highway vs. non-highway projects</a></li> <li>• <a href="#">See Example under Non-highway project section for an explanation of how local points will be split among non-highway modes</a></li> </ul>	<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>	<p>Regional Impact &amp; Division Needs</p>

*\*The MTP rank is based on quantitative and qualitative criteria developed by the MPO. This criteria is the primary criteria for determining the local points for highway projects (see attached)*

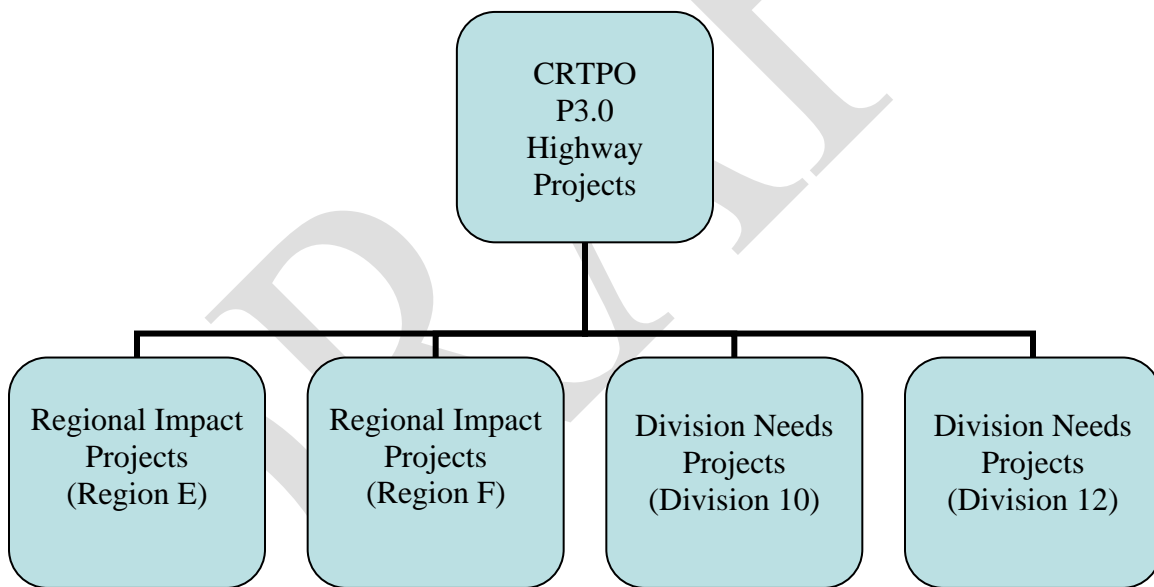
**Application of Criteria**

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

<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 in successive order in successive order
  - 1) MTP Rank (attach MTP ranking methodology as supplemental information)
    - Highest scoring MTP project = highest ranked P3.0 highway project
  - 2) P3.0 Quantitative Score
    - After all MTP projects have been assigned points, highest quantitative scoring P3.0 project = next highest ranked P3.0 highway project
  - 3) NCDOT Division Office Coordination (Divisions 10 and 12)
    - Each Division’s local points account for 15% of the Regional Impact score and 25% of the Division Needs score; therefore, coordination with the respective Division Office will occur as CRTPO’s local points are being allocated
  - 4) MPO Input
    - MPO must approve final list of projects using local input methodology

- Public comments on preliminary points allocated to projects preliminary points allocated to projects also considered

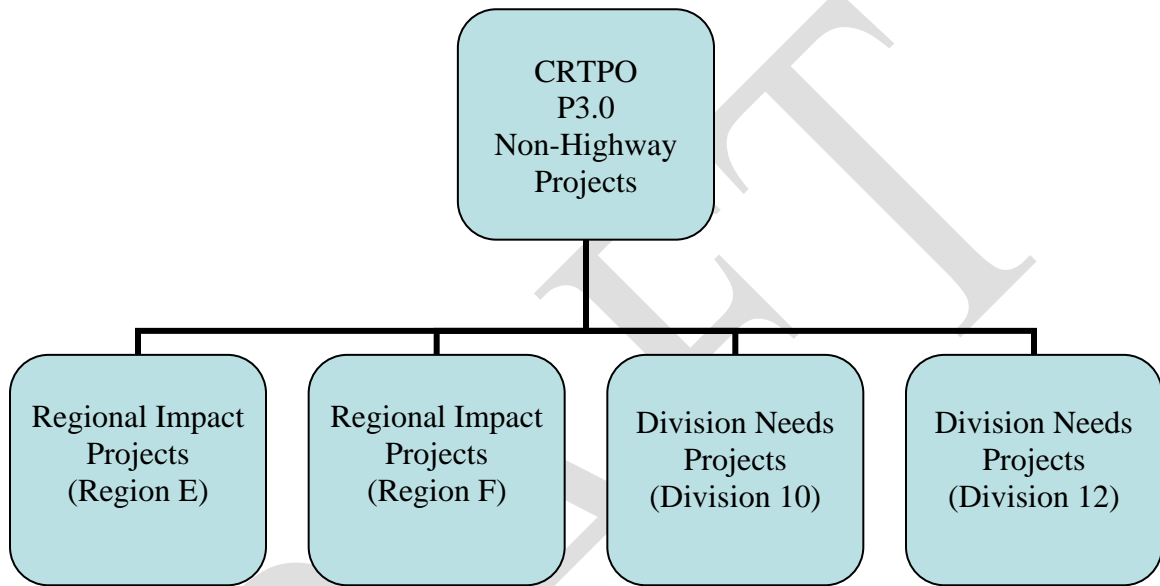
### Draft Example of Regional and Division Points Assignment for Highway Projects

Criteria	Regional Impact project	Division Needs project
<u>Quantitative Filter</u> <u>Project Screening</u>		
<p>Reasonable chance for funding based on P3.0 quantitative score</p> <p><i>(Note that 60 is a hypothetical example, and that this score will be identified after all P3.0 quantitative scores are released)</i></p>	<p>(Assume that based on funding available in this category, projects that score less than 60 points will not be able to be funded in the TIP)</p> <ul style="list-style-type: none"> <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>
<u>Quantitative &amp; Qualitative &amp; Quantitative</u>		
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 Division 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</li> </ul>	<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</li> </ul>

	points (And so on until all the local points are used for highway projects)	points (And so on until all the local points are used for highway projects)
--	--	--

Non-Highway Projects:

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



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

Regional Impact

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

Division Needs:

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

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

### Draft Example of Regional and Division Points Assignment for Non-Highway Projects

Criteria	Regional Impact project	Division Needs project
<a href="#">Quantitative Filter</a> <a href="#">Project Screening</a>		
Reasonable chance for funding based on P3.0 quantitative score	(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) <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>	(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) <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>
<a href="#">Quantitative &amp; Qualitative</a>	↓	↓

<p><b><u>P3.0 Quantitative Score &amp; Modal allocation</u></b></p>	<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>
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**Public Involvement Process**

- CRTPO’s proposed local input point methodology will be posted on the CRTPO website for review and comment (crtpo.org), and the MPO board meeting will also serve as an opportunity for public comment on the proposed local input point methodology (all comments received via the website will also be presented to the board members); – will proposed methodology also be on CRTPO’s website for public to send comments? Note that any comments received via the website need to be shared with MPO board members.
- 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; and
- CRTPO’s final local input point methodology, allocation of local points and consideration of public comments will be posted on the CRTPO website (crtpo.org). Final methodology, allocation of points/rank of projects and consideration of public comments will be posted on CRTPO’s website

### **NEXT STEPS/TIMELINE**

- MPO board and NCDOT approve local input point methodology (March 2014)
- Quantitative scores are given to P3.0 projects (May 2014)
- ~~Proposed~~ Proposed local input points are allocated to P3.0 projects (May-July 2014)
- A minimum 2-week public comment period is provided to review and comment on local input point allocations (June-July 2014)
- MPO endorses final local input point allocations and submits them to NCDOT and submits to NCDOT (July 2014)
- Final scores are issued to P3.0 projects and posted on the CRTPO website and released on CRTPO's website (August 2014)

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