



charlotte regional **transportation** planning organization

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

TO: CRTPO Delegates & Alternates  
FROM: Robert W. Cook, AICP  
CRTPO Secretary  
DATE: February 17, 2014

**SUBJECT: February 2014 Meeting  
Charlotte Regional Transportation Planning Organization  
Wednesday, February 19, 7:00 PM**

The February 2014 meeting of the Charlotte Regional Transportation Planning Organization (CRTPO) is scheduled for Wednesday, February 19, 2014 at 7:00 PM. The meeting will be held in Room 267 of the Charlotte-Mecklenburg Government Center, 600 E. Fourth St., Charlotte.

### **Education Session**

#### **Joint MPO/TCC 2040 Metropolitan Transportation Plan Workshop**

The meeting will be preceded by a joint MPO/TCC workshop to review the draft 2040 Metropolitan Transportation Plan (MTP) and the accompanying draft air quality conformity determination report. The workshop was originally scheduled for February 12 but was moved to this date due to inclement weather. **Workshop start time is 5:30 PM.**

#### ***Accessing the Charlotte-Mecklenburg Government Center***

*The Charlotte-Mecklenburg Government Center is located at 600 E. Fourth St. (corner of Fourth and Davidson streets) in uptown Charlotte. Parking is available in the Government Center parking deck located on Davidson St. between Third and Fourth streets; on-street parking is also available.*

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

#### **Non-Discrimination Policy**

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

# Charlotte Regional Transportation Planning Organization

February 19, 2014

Room 267-Charlotte-Mecklenburg Government Center

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## 5:30 PM Education Session

### Topic: Draft 2040 Metropolitan Transportation Plan Workshop

The education session is the rescheduled date and time for the joint MPO/TCC 2040 MTP Workshop. The workshop's purpose is to provide MPO and TCC members with an opportunity to review the draft 2040 MTP, as well as the draft air quality conformity determination report.

## 7:00 PM Meeting Agenda

1. **Call to Order** Sarah McAulay
2. **Adoption of the Agenda** Sarah McAulay
3. **Citizen Comment Period** Sarah McAulay
4. **Ethics Awareness & Conflict of Interest Reminder** Sarah McAulay
5. **Approval of Minutes** Sarah McAulay  
*ACTION REQUESTED: Approve the January 2014 meeting minutes as presented.*
6. **CATS 2012 JARC & New Freedom Project Solicitation** Robert Cook  
*ACTION REQUESTED: Endorse the projects recommended for funding.*

*TCC RECOMMENDATION: The TCC unanimously recommended that the MPO endorse the two projects shown on the attached recommendation list.*

*BACKGROUND: The MPO received a detailed report in January on the 2012 Job Access and Reverse Commute (JARC)/New Freedom project solicitation and resulting funding recommendations. The request before the MPO is to endorse the projects recommended for funding during the January presentation, as shown on the attached funding recommendation list.*

*ATTACHMENT: Funding recommendation list.*

7. **TIP Financial Plan** Robert Cook  
*ACTION REQUESTED: Adopt the TIP financial plan and find that the 2012-2015 TIP is financially constrained.*

*TCC RECOMMENDATION: The TCC unanimously recommended that the MPO adopt the TIP financial plan and find that 2012-2015 TIP is financially constrained.*

*BACKGROUND: See attached memorandum.*

*ATTACHMENT: Memorandum; draft TIP financial plan.*

**8. Prioritization 3.0**

**a. Prioritization 3.0 Local Input Point Methodology**

Neil Burke

*ACTION REQUESTED: Adopt the local input point methodology.*

*TCC RECOMMENDATION: The TCC unanimously recommended that the MPO adopt the local input point methodology.*

*BACKGROUND: In January, the MPO approved sending the draft local point allocation methodology to NCDOT for review. Comments were received from NCDOT on January 21, and NCDOT has granted conditional approval of the draft methodology once a few clarifying comments have been addressed. NCDOT recommended that the local point methodology is posted on CRTPO website in addition to the CRTPO meetings serving as an opportunity for public comment. A two-week public comment period began on January 28 referencing the opportunity for public comment on the methodology document posted on the CRTPO website.*

*ATTACHMENTS: Draft P3.0 Local Input Point Methodology memorandum; public comments summary; original public comments.*

**b. Project Submittal Update**

Neil Burke

*ACTION REQUESTED: FYI*

*BACKGROUND: NCDOT modified the P3.0 new project submittal timeframe to begin on January 27 and end on February 24. This is a delay of one week, but this change is expected to have a minimal effect to the overall P3.0 timeline. Staff has begun the process to submit projects to the database.*

**9. MPO Bylaws**

Robert Cook

*ACTION REQUESTED: Approve the MPO bylaws as presented.*

*BACKGROUND: See attached memorandum.*

*ATTACHMENT: Memorandum; draft bylaws; changes summary.*

**10. Unified Planning Work Program (UPWP)**

Robert Cook

**a. FY 2014 UPWP Amendment**

*ACTION REQUESTED: FYI*

*BACKGROUND: A mid-year review of the FY 2014 UPWP has been conducted and several minor amendments are needed.*

*ATTACHMENT: Memorandum.*

**b. FY 2015 UPWP Development Update**

*ACTION REQUESTED: FYI*

*BACKGROUND: The Unified Planning Work Program (UPWP) is adopted annually in accordance with joint Federal Highway Administration/Federal Transit Administration guidelines. The UPWP describes the planning activities that are anticipated for the coming fiscal year and documents the allocation of state and federal funds associated with each planning activity. An update on the FY 2015 UPWP's preparation will be provided. See attached memorandum for more information.*

*ATTACHMENT: Memorandum.*

**11. 2040 Metropolitan Transportation Plan (MTP)**

Robert Cook

*ACTION REQUESTED: FYI*

*BACKGROUND: A 30-day public comment period for the 2040 Metropolitan Transportation Plan and air quality conformity determination report began on February 14. A report on public involvement activities will be provided.*

**12. Meeting Start Time**

Robert Cook

*ACTION REQUESTED: FYI*

*BACKGROUND: At the January meeting, the MPO directed staff to determine if starting meetings at 6:00 PM was feasible.*

**13. Adjourn**

**CHARLOTTE REGIONAL TRANSPORTATION PLANNING ORGANIZATION**  
**Charlotte-Mecklenburg Government Center, Room 267**  
**January 15, 2014 Meeting**  
**Summary Minutes**

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**Members Attending:**

Vi Lyles (Charlotte), John Bradford (Cornelius), Brian Jenest (Davidson), Bradley Purser (Fairview), Sarah McAulay (Huntersville), Gary Savoie (Indian Trail), Renee Griffith (Iredell County), Franklin Deese (Marshville), Lanny Openshaw (Marvin), James Taylor (Matthews), Dumont Clarke (Mecklenburg County), Jill Swain (Metropolitan Transit Commission), Frederick Becker (Mineral Springs), Ted Biggers (Mint Hill), Dottie Nash (Monroe), Eddie Dingle (Mooresville), Ned Curran (NCBOT-Division 10), Wyatt Dunn (Stallings), Michael Johnson (Statesville), Elbert Richardson (Troutman), Richard Helms (Union County), Daune Gardner (Waxhaw), Bill Deter (Weddington), Brad Horvath (Wesley Chapel)

**Non-Voting Members Attending:**

Andy Zoutwelle (Charlotte-Mecklenburg Planning Commission)

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**1. Call to Order**

MPO Chairwoman Sarah McAulay called the January 2014 CRTPO meeting to order at 7:00 PM.

**2. Election of Officers**

Chair:

Mayor Daune Gardner nominated Sarah McAulay for MPO chair; Mayor Jim Taylor seconded the nomination. A motion was made by Mayor Brad Horvath to close the nominations. The motion was seconded then passed unanimously. Upon being put to a vote, Sarah McAulay was unanimously elected MPO chair for 2014.

Vice-Chair:

Mayor Taylor nominated Mayor Horvath for MPO vice-chair; Mayor Gardner seconded the nomination. A motion was made by Chairwoman McAulay to close the nominations. The motion was seconded then passed unanimously. Upon being put to a vote, Brad Horvath was unanimously elected MPO vice-chairman for 2014.

**3. Adoption of the Agenda**

Chairwoman McAulay asked if there were items to be added to the agenda or changed. No additions or changes were suggested.

Motion:

Renee Griffith made a motion to adopt the agenda as presented. Eddie Dingle seconded the motion. Upon being put to a vote, the motion to adopt the agenda was approved unanimously.

**4. Citizen Comment Period**

Lynda Paxton addressed the subject of the Monroe Bypass. She reminded the MPO members of her time as Stallings' MPO representative, and that she initially supported the bypass; however, as she learned more about the project, she determined it was not in the best interest of the community.

**5. Ethics Awareness & Conflict of Interest Reminder**

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

**6. Approval of Minutes**

Chairwoman McAulay requested action on the November 2013 meeting minutes.

Motion:

Mayor Taylor made a motion to approve the November 2013 meeting minutes as presented. Vice-Chairman Horvath seconded the motion. Upon being put to a vote, the November 2013 minutes were unanimously approved.

**7. 2014 Meeting Schedule**

Presenter:

Robert Cook

Summary:

Mr. Cook stated that the request before the MPO was to approve the 2014 meeting schedule. He noted that the dates included in the agenda packet were for the third Wednesday of each month, which has been the MPO's meeting date for many years. He also stated that the MPO indicated as part of the bylaws revision process that the bylaws should be changed to reflect a monthly meeting schedule.

Mayor Elbert Richardson asked if the meeting start time could be moved to 6:00 PM. The MPO directed Mr. Cook to explore the possibility of starting the meetings at 6:00 PM.

Motion:

Mayor Gardner made a motion to approve the 2014 meeting schedule as proposed, with the December meeting being optional. Mayor Jill Swain seconded the motion. Upon being put to a vote, the motion was adopted unanimously.

**8. NC 73 Council of Planning Memorandum of Understanding**

Presenter:

Bjorn Hansen, Centralina COG

Summary:

Mr. Hansen stated that the request before the MPO was to approve amendments to the NC 73 Council of Planning memorandum of understanding to reflect recent changes in MPO boundaries, MPO name changes and that the Lake Norman RPO is now defunct. Mr. Hansen also provided the MPO with an update on a study of the NC 73 corridor.

Motion:

Dumont Clarke made a motion to approve the changes to the NC 73 Council of Planning memorandum of understanding. Brian Jenest seconded the motion. Upon being put to a vote, the motion passed unanimously.

**9. 2040 Metropolitan Transportation Plan (MTP)**

Presenter:

Nicholas Landa

Summary:

Mr. Landa provided information to the MPO via a Power Point presentation, the contents of which are incorporated into the minutes. He stated that the request before the MPO was to:

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

He stated that the request to start the review process without the two documents in place was necessary to keep the MTP process on schedule for an anticipated April adoption, to be followed by USDOT approval in early May. Mr. Landa reported that most of the MTP components were complete with the exception of some transit-related sections. He also reported that the Gaston-Cleveland-Lincoln MPO had been delayed in its MTP development which resulted in a delay in producing the air quality conformity determination report. The comment period is scheduled to begin on February 14 and close on March 17. A proposed public involvement schedule was reviewed.

Mr. Landa stated that, in order to provide the MPO and TCC with an opportunity to review the draft documents before their release, staff was scheduling a joint MPO-TCC workshop to provide more detail about the contents of the MTP and conformity report. The presentation concluded by noting that the TCC unanimously recommended that the MPO take the above requested action.

Motion:

Mayor Richardson made a motion to release the draft 2040 MTP and draft air quality conformity determination report and to start a public comment period as requested. Ms. Griffith seconded the motion. Upon being put to a vote, the motion passed unanimously.

**10. NCDOT Strategic Prioritization 3.0**

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

**a. Highway Projects**

Presenter:

Nicholas Landa

Summary:

Mr. Landa stated that the request before the MPO was to approve the list of highway projects included in the agenda packet for submittal to the Prioritization 3.0 database. He added that at its December 2013 meeting, the TCC unanimously recommended that the MPO take the requested action.

Michael Johnson requested that the project ID H09009 (conversion of the Jane Sowers Road/I-77 grade separation to an interchange) be kept in the database. He stated that the proposal to remove it was done erroneously.

Motion:

Mr. Clarke made a motion to approve the Prioritization 3.0 project list and to keep project ID H09009 (conversion of the Jane Sowers Road/I-77 grade separation to an interchange) in the database. Mr. Johnson seconded the motion. Upon being put to a vote, 63 votes were cast in favor of the motion and 2 were cast in opposition (Marvin and Mineral Springs). The motion passed.

**b. Bicycle & Pedestrian Projects**

Presenter:

Curtis Bridges

Summary:

Mr. Bridges stated that the request before the MPO was to approve the list of bicycle and pedestrian projects included in the agenda packet for submittal to the Prioritization 3.0 database. He added that at its January 2014 meeting, the TCC unanimously recommended that the MPO take the requested action.

Motion:

Mayor Swain made a motion to approve the Prioritization 3.0 bicycle and pedestrian project list as presented. Mayor Taylor seconded the motion. Upon being put to a vote, the motion passed unanimously.

**c. Local Input Point Methodology**

Presenter:

Nicholas Landa

Summary:

Mr. Landa reminded the MPO that the Prioritization 3.0 process requires each MPO to develop a local input point methodology and to have it approved by NCDOT no later than May 2014. CRTPO will not be able to apply local points to projects if NCDOT does not approve the methodology. Local points can be applied to projects in the Regional Impacts and Division Needs categories only; there is no local input on Statewide projects. He reviewed

a draft methodology prepared by a TCC subcommittee. Mayor Swain recommended that the methodology be submitted for review by NCDOT staff to see what comments are returned. Vice-Chairman Horvath commented on the coordination with the NCDOT Divisions noted in the methodology. Ned Curran stated that the Board of Transportation is committed to ensuring that collaboration with the state's MPOs will take place.

#### **d. Other Prioritization Items**

Presenter:

Nicholas Landa

Summary:

Mr. Landa discussed the municipalities that submitted letters indicating their willingness to provide local funds to projects in the database. The municipalities were: Charlotte; Cornelius; Indian Trail; Matthews; Mooresville. Also discussed were other modes not requiring MPO approval. He stated that the agenda packet included a list of rail projects prepared by the NCDOT Rail Division. Also included in the packet was a list of Statesville Airport projects. Mr. Landa added that the Charlotte-Monroe Executive Airport provided a list of projects that it will submit to the Prioritization 3.0 database, but it did not submit it to staff in time to be included in the packet.

### **11. FY 2015 Unified Planning Work Program (UPWP)**

Presenter:

Robert Cook

Summary:

Mr. Cook stated that the UPWP is the document that describes the MPO's activities for the fiscal year. FY 2015 funding levels were reviewed. Also reviewed were the five proposals to use MPO funds for local projects that were submitted. Cornelius, Indian Trail and Troutman submitted one proposal each; Huntersville submitted two proposals. He noted that there is a total of \$580,383 in funding available from previous years' unused funds. Mr. Cook stated that NCDOT informed staff of the additional funding in a letter received in December 2013, and in response, the TCC directed staff to issue a second call for local projects. These funds can be programmed for direct MPO activities, but doing so could significantly increase the local match contribution of member jurisdictions. Programming the funds for local projects would only affect the local match contribution of the jurisdictions electing to pursue a local project. The TCC is considering options on how to use the additional funds and will report to the MPO in February.

### **12. MPO Bylaws**

Presenter:

Robert Cook

Summary:

A third revision of the bylaws was presented to the MPO for review and comment. The presentation focused on changes that were recommended by the MPO at its November 2013 meeting, and by the TCC's Bylaws Subcommittee meeting held on December 13, 2013. A summary of proposed bylaws changes was included in the agenda packet. The MPO provided comments on the following bylaws components:

Article IV, Section 5-Agenda

1. Concerns were expressed regarding the recommendation that organizations who want to make formal presentations to the MPO contact staff at least ten days prior to the meeting. Mr. Cook explained that staff attempts to distribute the agenda at least one week prior to the meeting, and that ten days allows staff to consult with the chairman and incorporate the item into the agenda.
2. Members indicated that other components of this section were acceptable.

Article IV, Section 7-Public Comment Procedures

1. A variety of suggestions were made regarding public comment procedures:
  - a. A time limit of 10 minutes for each subject addressed during the comment period was suggested.
  - b. It was recommended that the chair be given discretion to make decisions based upon the particulars of that meeting.
  - c. Requiring speakers wanting to address the MPO on the same subject to consolidate their time was recommended.



Mr. Cook stated that the Bylaws Subcommittee was scheduled to meet the following day and would address the comments, and would present recommendations at the MPO's February meeting.

**13. Transportation Improvement Program Financial Plan**

Presenter:

Sashi Amatya, Parsons Brinckerhoff

Summary:

Mr. Amatya presented information to the MPO via a Power Point presentation, the contents of which are incorporated into the minutes. The MPO was reminded that the financial plan's purpose is to establish that funding is available to implement the projects listed in the approved TIP, and the MPO will be asked to approve the financial plan in February and make a finding that the 2012-2015 is financially constrained. The finding will be for the TIP's first four years because the Federal Highway Administration (FHWA) recognizes only a TIP's first four years. He reported that the initial findings were that the TIP was financially constrained, and that a complete financial plan will be submitted to the TCC for review in advance of its February meeting.

**14. 2012 JARC & New Freedom Project Solicitation**

Presenter:

LaPronda Spann, Government Contract Services

Summary:

Ms. Spann provided information to the MPO via a Power Point presentation, the contents of which are incorporated into the minutes. She stated that her firm was contracted by the Charlotte Area Transit System (CATS) to conduct a project solicitation process to allocate Job Access & Reverse Commute (JARC) and New Freedom program funds. The information was presented to the MPO because the two programs are federal initiatives, and the distribution of the funds must be endorsed by the MPO. She reviewed the funding proposals received, and stated that her firm was recommending that the following be endorsed for funding:

Project	Applicant	Program	Funding Amount
Steele Creek Enhancement	CATS	JARC	\$262,402
Transportation for Blind and Visually Impaired	Metrolina Association for the Blind	New Freedom	\$116,220

Formal action to endorse the two projects will be requested at the MPO's February meeting.

**15. Enhanced Mobility of Seniors with Disabilities Program**

Presenter:

Robert Cook

Summary:

Mr. Cook stated that the program is a new program of the federal transportation funding legislation, MAP-21. It consolidates the New Freedom and Elderly & Disabled programs. The reason for bringing this to the MPO's attention was that federal rules require MPOs to decide which agency in its jurisdiction will be the designated recipient of the program's funds. This topic will be discussed by the TCC in the near future and a recommendation will be brought to the MPO for its consideration.

**15. Adjourn**

The meeting adjourned at 8:45 PM.

## 2012 JARC/NF GRANT PROJECT SOLICITATION

**Table 2 - Projects Recommended For Funding**

Applicant	CATS	Metrolina Association for the Blind
<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>	89.6	91.4



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**TO:** CRTPO Delegates & Alternates  
**FROM:** Robert W. Cook, AICP  
CRTPO Secretary  
**DATE:** February 11, 2014  
**SUBJECT:** **TIP Financial Plan**  
**Agenda Item #7**

#### **ACTION REQUESTED**

Adopt the TIP financial plan and find that the 2012-2015 TIP is financially constrained.

#### **TCC RECOMMENDATION**

At its February 2014 meeting, the TCC unanimously recommended that the MPO adopt the financial plan and find the 2012-2015 TIP to be financially constrained.

#### **BACKGROUND**

TIPs are required to be financially constrained. This means that the cost of projects planned for implementation cannot exceed the amount of revenue that can reasonably be expected to be available to carry out those projects.

A plan demonstrating TIP financial constraint is required for each MPO. Past practice in North Carolina has been for NCDOT to provide this documentation; however, the FHWA now requires each MPO to develop and maintain such a plan. The current TIP was adopted by the MPO in July 2011 and extends from FY 2012 through FY 2018. The FHWA recognizes only the first four years of a TIP, thus the action being requested covers only FY 2012 through FY 2015.

#### **PROCESS**

##### **1. January TCC & MPO Meetings**

This topic was addressed at the January TCC and MPO meetings at which time the consultant assisting staff with this effort indicated that their findings were that the 2012-2015 TIP was financially constrained. However, delays in finalizing all necessary documentation prevented the consultant from completing the draft plan, which in turn delayed final action.

##### **2. January 29 Transportation Staff Meeting**

A draft TIP financial plan covering years 2012-2015 was reviewed at the January 29, 2014 Transportation Staff meeting. Comments received at the meeting indicated the need to clarify the contents of a funding table, as well as to make a few minor corrections. FHWA staff also requested the addition of text regarding a financing technique known as advance construction. Meeting participants were given until Friday, January 31, 2014 to provide additional comments.

### 3. February 5 Transportation Staff Meeting

A revised draft financial plan was presented at the February 5, 2014 Transportation Staff meeting. It was agreed that the revised document included all necessary revisions and that the TCC should recommend it to the MPO for adoption and the financial constraint finding. The FHWA also indicated that it supported presenting the plan to the TCC and MPO for final action.

### 4. February TCC Meeting

The TCC agreed with the assessment of group assembled at the February 5 Transportation Staff meeting and unanimously recommended that the MPO adopt the financial plan and find the 2012-2015 TIP to be financially constrained.

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.

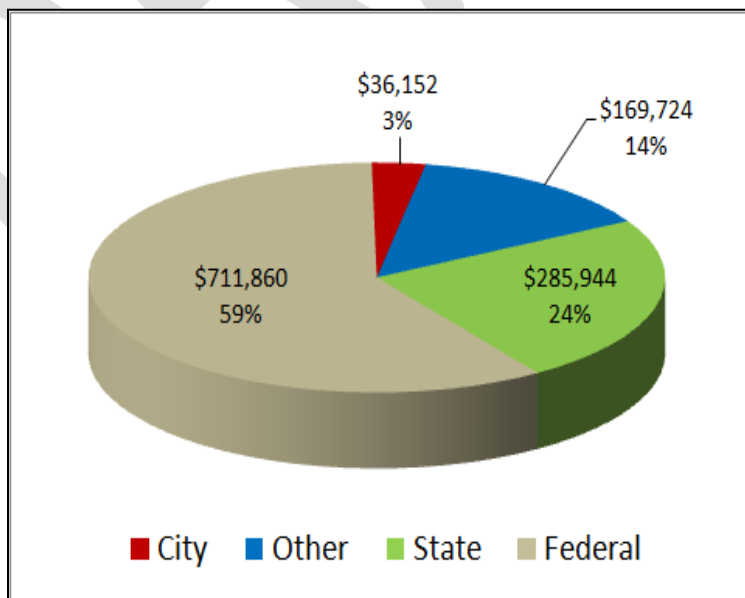
**Table 5: MUMPO Area Highway Revenue vs. Expenditures, 2012-2015 TIP**

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.

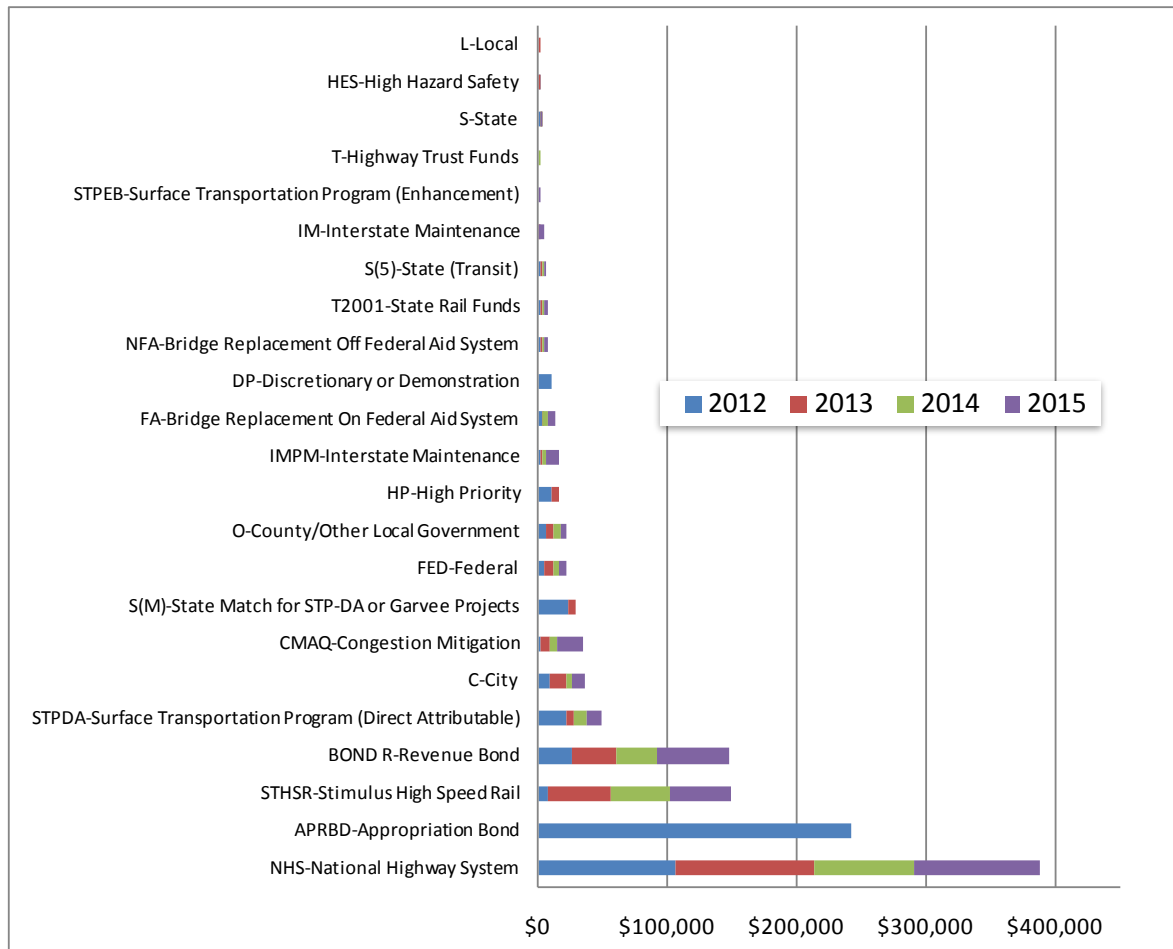
**Figures 1 and 2** graphically depict the various types and sources of federal, state and other spending programmed in the TIP. As shown, federal aid comprises 59 percent of the total funding at \$711.9 million, state at \$285.9 million, and local and bond revenue amounts to \$205.8 million.

**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.

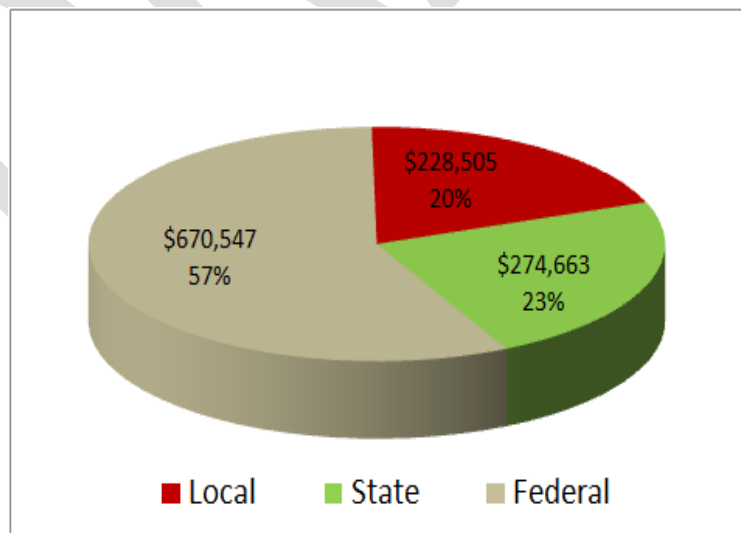
**Table 9: MUMPO Area Transit Revenue vs. Expenditures, 2012-2015 TIP**

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 Routes 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:**

1. As of July 2011.
2. Abbreviations for funding types are as follows: C=City, F=Federal, O=Other, S=State.
3. 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 17, 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>Reasonable chance for funding based on P3.0 quantitative score</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>▪ 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>▪ <b>Projects below the resulting score should not proceed for further evaluation</b></li> </ul>	<p>Regional Impact &amp; Division Needs</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 -**

Clarify that all projects (regardless of mode) will run through below criteria (see table below)

<b><u>Quantitative &amp; Qualitative &amp; Quantitative Criteria</u></b>	<b><u>Measure</u></b>	<b><u>STI Category</u></b>
<p>MTP consideration (Highway <u>projects only</u>)</p> <ul style="list-style-type: none"> <li>• <i>This criteria will be the primary consideration for highway projects to receive local points</i></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 <u>projects</u>)</p>	<p>The P3.0 quantitative score = the priority order for projects which will receive local points</p>	<p>Regional Impact &amp; Division Needs</p>

<ul style="list-style-type: none"> <li><u><i>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</i></u></li> </ul>		
<p>Modal allocation</p> <ul style="list-style-type: none"> <li><u><i>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</i></u></li> <li><u><i>See Example under Non-highway project section for an explanation of how local points will be split among non-highway modes</i></u></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)*

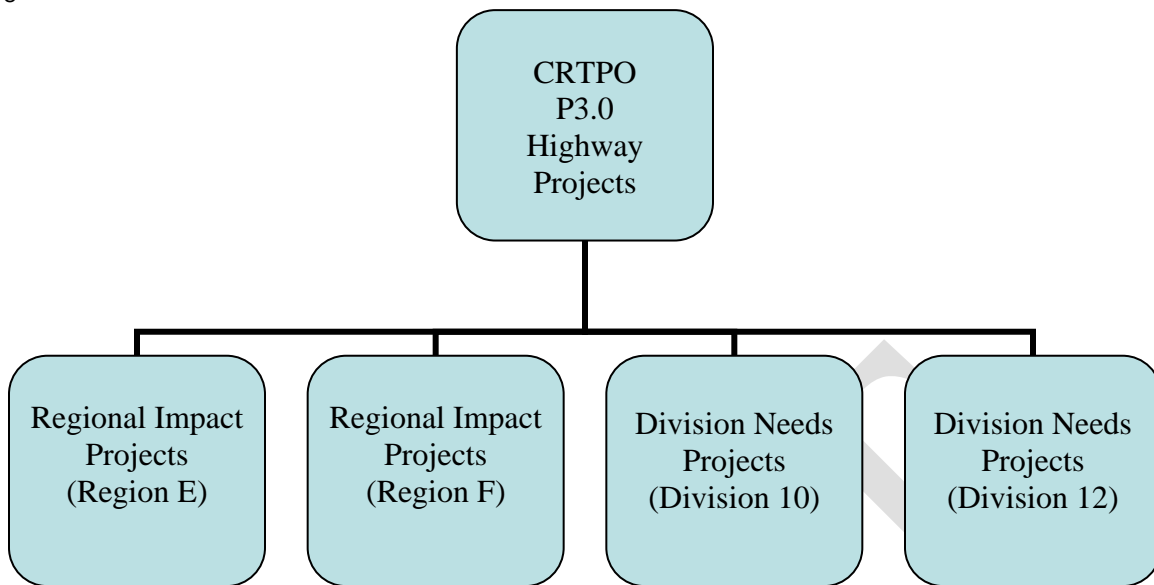
**Application of Criteria**

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

<p><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)</p>	<b>2500 total points</b>	
	2200 points highway	300 points non-highway
<p><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)</p>	<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

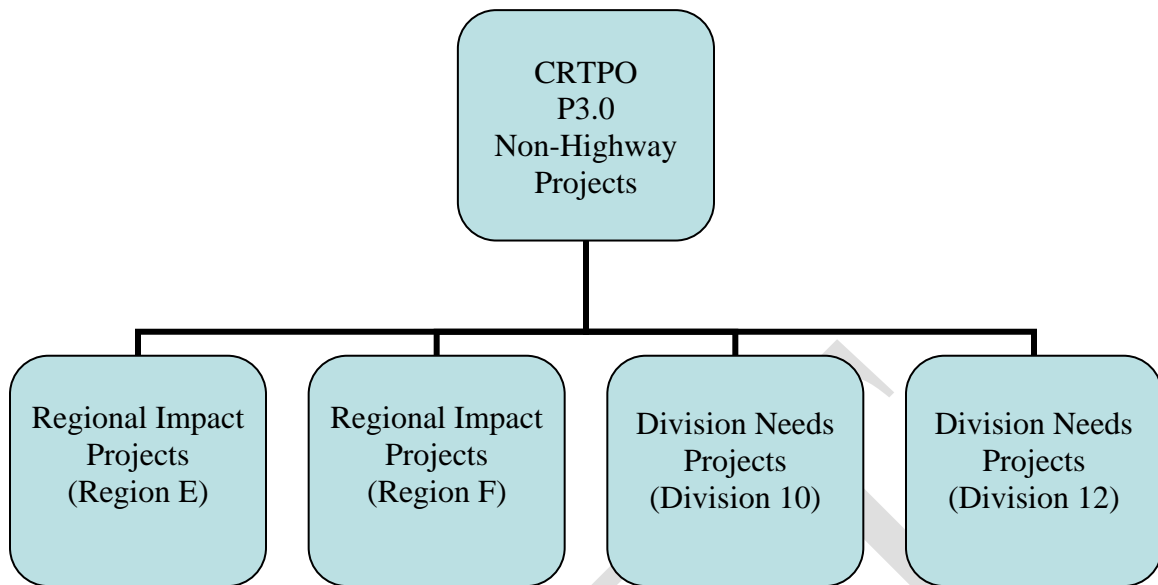
### Draft Example of Regional and Division Points Assignment for Highway Projects

Criteria	Regional Impact project	Division Needs project
<u>Quantitative Filter Project Screening</u>		
Reasonable chance for funding based on P3.0 quantitative score  <i>(Note that 60 is a hypothetical example, and that this score will be identified after all P3.0 quantitative scores are released)</i>	(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) <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</li> </ul>	(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) <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</li> </ul>

	<p>highway projects with a P3.0 quantitative score less than 51 points (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>highway projects with a P3.0 quantitative score less than 45 points (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>
Quantitative & Qualitative & Quantitative	↓	↓
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 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)
  - 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
<u>Quantitative Filter</u> <u>Project Screening</u>		
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>
<u>Quantitative &amp; Qualitative</u>	↓	↓
<u>P3.0 Quantitative Score &amp; Modal allocation</u>	<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**

- 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)



charlotte regional transportation planning organization

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Charlotte, NC 28202  
704-336-2205  
www.crtpo.org

TO: CRTPO Delegates & Alternates  
FROM: Neil Burke, AICP, PTP  
Senior Principal Planner  
DATE: February 12, 2014  
SUBJECT: **SPOT Prioritization 3.0 (P3.0)**  
**Local Points Methodology – Summary of Public Comments Received**

As part of NCDOT’s SPOT project prioritization P3.0 process, each MPO in North Carolina was required to develop a methodology to assign local input points to candidate projects, and public involvement was also a requirement of this effort. A press release was issued on Tuesday, January 28 announcing the beginning of a two-week comment period ending on Wednesday, February 12. The local input points methodology was posted to the CRTPO website along with a comment card where users could provide their input on the draft methodology.

The following comments were received between the afternoon of January 28 and the close of business on Wednesday, February 12. Responses were received from Alta Planning and Design and the Southern Environmental Law Center.

Mr. John Cock  
Principal, Southeast Region  
Alta Planning + Design  
[johncock@altaplanning.com](mailto:johncock@altaplanning.com)  
(Received on Saturday, February 1)

**A. Questions regarding project submittal and categorization**

ID	Comment	Staff Response
1	The intention of the green category (“to be added to database”) in the highway projects list is not clear in the P3.0 Endorsed Highway Project Recommendations spreadsheet...these seem to be most of the complete streets projects. Are these 2nd tier projects or will they also be ranked with all other projects?	The projects that were marked “green” within the CRTPO P3.0 Endorsed Project Spreadsheet were not included in SPOT 2.0 and CRTPO approved their entry this fall as part of SPOT 3.0. MPO’s were given the opportunity to submit new projects and remove existing projects from the list. Of the 22 new projects, eight are classified as Statewide Mobility tier (mostly interstate highways), ten are categorized as Regional Impact tier (US and NC highways), with the remaining four projects labelled as Division Needs projects (SR system). Once NCDOT calculates the SPOT scores for the existing projects in the CRTPO database as well as the new projects (marked green), staff will rank the existing (2.0) and new (3.0) projects in consideration of local input points for the Regional Impact and Division Needs categories. In summary, all of the Regional Impact and Division Needs projects within the spreadsheet you referenced will be ranked simultaneously in CRTPO’s local points assignment process once the final project scores are available from NCDOT.

ID	Comment	Staff Response
2	<p>Why aren't all of the non-interstate/non-expressway highway projects defined as complete street projects by default? Are complete street enhancements only applied if requested by local requesting agency? And, if so, why wouldn't NCDOT CS standards apply to all eligible NCDOT projects automatically?</p>	<p>The classification of the Regional Impact and Division Needs categories was determined by the Strategic Transportation Investments legislation. Complete streets treatments are a consideration when determining the cross-section for the proposed projects when an agency enters a Regional Impact or Division Needs project.</p> <p>CRTPO assumes a “complete streets” cross-section on virtually all non-interstate/non-expressway projects. NCDOT divisions, MPOs, and RPOs can enter new projects as part of the SPOT P 3.0 process.</p>
3	<p>Disappointing that no transit projects are included, but I guess that is due to no local projects being submitted by local agencies?</p>	<p>The transit agencies within the CRTPO planning jurisdiction did not submit any new projects as part of P3.0; however, there are existing transit projects entered as part of P2.0 that will be ranked as part of P3.0. NCDOT can also submit new transit projects within the CRTPO planning area as part of P3.0.</p>
4	<p>Regarding highway projects, most seem related to responding to projected “capacity” (supply) needs. However, there are no proposed projects that intend to mitigate the roadway “needs” through demand mitigation strategies.</p>	<p>The highway projects shown in the spreadsheet that you referenced have been included in CRTPO's Draft 2040 Metropolitan Transportation Plan (formerly known as our LRTP). Since the CRTPO region is identified as a Transportation Management Area (TMA) by the Federal Highway Administration, we must complete a Congestion Management Process that has pre-screened many of the projects in the spreadsheet for demand mitigation strategies.</p> <p>While some of the projects do address vehicular capacity issues, there are twenty new bicycle and pedestrian projects that CRTPO will submit for P3.0 in a separate spreadsheet that address multimodal transportation needs. These new bicycle and pedestrian projects were submitted to CRTPO from its member jurisdictions with the understanding that if the project is selected by NCDOT for inclusion in a future year TIP, a local match of at least 20% must be provided by this community.</p>

ID	Comment	Staff Response
5	<p>The draft prioritization process seems close to unintelligible, especially for the general public. I say that as a former MPO staffer and transportation planner. Now, I know that there are many, many folks in the public who are far smarter about these matters than I, but I'm afraid that still many others in the public would find, like I did, that the prioritization methodology is quite opaque and difficult to provide intelligent comments on without much prior understanding or long hours of study and research. As such, asking the general public to provide input feels like a token effort. I realize that CRTPO is somewhat hamstrung by NCDOT/legislative and federal requirements, but it does seem that the process needs to be more transparent and intelligible if genuine public input is desired.</p>	<p>Staff is in agreement that the presentation of the local points methodology needs some clarification in order for all readers to understand CRTPO's process. There was a short timeframe for CRTPO staff to understand the new STI legislation, develop a draft methodology, and seek public input. A similar local input points methodology will be required for Prioritization 4.0, and CRTPO staff will continue to refine the document to ensure it is understood by all stakeholders within the region.</p>
6	<p>It is not clear from the website how the projects were chosen. That would be helpful to explain to the public. My recollection from my MUMPO days is that the projects are submitted by local agencies, but this is not clear from the project list.</p>	<p>The highway projects were chosen from the 2016-2025 horizon of the 2040 Metropolitan Transportation Plan.</p> <p>The bicycle and pedestrian projects were submitted from CRTPO member jurisdictions, with each project ranked based upon a methodology approved by the CRTPO board. Some of these projects were submitted as part of P2.0 in 2011 and others will be entered for the first time as part of P3.0. The twenty bicycle and pedestrian projects with the highest cumulative scores based upon CRTPO's bicycle and pedestrian ranking methodology will be entered by CRTPO staff as part of the P3.0 process.</p>
7	<p>I seem to recall from previous MPO public input processes that there were maps that showed the location of projects. Are there maps of the projects that could be provided on the website?</p>	<p>CRTPO staff is currently working on maps that will show the location of the proposed projects that we have submitted as part of P3.0. These maps will be posted to our website in the near future.</p>
8	<p>Regarding specific projects, I was surprised that the Mooresville-Charlotte Trail was NOT listed on the bike/ped projects list.</p>	<p>CRTPO had an existing list of bicycle and pedestrian projects that was scored for consideration of the highest ranking twenty projects for submittal in consideration for P3.0 funding. There will be an opportunity during P4.0 to submit new bicycle and pedestrian projects.</p>

**B. Mr. John Cock, Alta Planning + Design – Questions regarding the proposed prioritization process:**

ID	Comment	Staff Response
9	If public input and local ranking is part of the criteria, then would it make sense for the public to have a chance to rank the proposed projects? It is not clear what is intended “local ranking” and how public ranking would be obtained and if public input would be qualitative or quantitative or both. An explanation of how local ranking is to be measured would be helpful.	There will be an additional public comment period in the Spring/Summer of 2014 once CRTPO has a draft list of projects recommended for local input points. NCDOT needs to finalize the SPOT scores for all submitted projects before CRTPO can assign its local points. All public comments received on the local points methodology and the assignment of points will be presented to CRTPO’s Technical Coordinating Committee, and Policy Board for their consideration, and the policy board does have the authority to reallocate points based upon the public input received. Need additional clarification from commenter regarding public comment being qualitative, quantitative or both.
10	The proposed prioritization process doesn’t seem to directly address the STI objectives of “projects focused on easing congestion and enhancing safety, while allowing small towns to invest in projects that help improve access to medical services, economic centers, education and recreation” Why couldn’t these objectives be directly quantified and projects ranked on these very clear (albeit, incomplete) criteria? Or if these objectives are being addressed, it is not clear from the draft criteria.	CRTPO’s 2040 MTP was the primary source of the projects submitted for P3.0 and the ranking criteria for this plan considered job access, economic development, environmental justice, natural resource impacts and community resources as some of the factors to select projects. It is apparent from your comments that we need to provide additional descriptions on the linkages between our MTP project selection process and NCDOT’s project prioritization process.
11	Criteria for air quality, public health, and other environmental impacts (which could fall under the objective of “safety”) are noticeably absent from the proposed criteria. (The Nashville MPO does a great job of including public health and equity impacts in its project ranking process.)	CRTPO’s MTP did consider air quality and environmental impacts in the selection of projects. A greater emphasis on public health will be considered in the development of the next MTP.
12	Equity impacts (for seniors, youth, 0-car households, and disabled), access to transit, and ability of a project to reduce VMT are also absent from the prioritization criteria.	These factors were considered in the development of the 2040 MTP and the Congestion Management Process.
13	Also, projects that serve multiple modes should also receive extra consideration in the criteria.	Good comment. While many of our projects do serve multiple (current or future) modes, we can discuss this as a potential stand-alone criteria as part of the development of a local points methodology for P4.0.  CRTPO assumes a “complete streets” cross-section on virtually all non-interstate/non-expressway projects. NCDOT divisions, MPOs, and RPOs can enter new projects as part of the SPOT P 3.0 process.

Ms. Kym Hunter  
 Staff Attorney  
 Southern Environmental Law Center  
 khunter@selcnc.org  
 (Received on Wednesday, February 12)

ID	Comment	Staff Response
1	We agree with CRTPO's decision to screen out projects that do not have any reasonable chance for funding under the STI. Through this screening exercise, CRTPO will ensure that its local input points will not be wasted on projects that would not be funded even with the local point allocation.	Comment noted.
2	We also agree with CRTPO's suggestion to rely on its MTP scoring system for the ranking of highway projects. The MTP scoring system takes a comprehensive look at the merit of road projects. We do remain concerned that the "congestion" metric receives an overly heavy weight in the scoring system, and may not ultimately lead to the congestion relief desired by the MPO due to, among other factors, Braess's paradox, by which the addition of lanes to heavily congested roads leads only to additional trips, and not, ultimately, to congestion relief.	Comment noted.
3	Nonetheless, we appreciate that the MTP scoring system includes a Tier II evaluation that considers how projects address the sustainability of the overall transportation system. We particularly like that the Tier II evaluation considers environmental justice impacts, as well as impacts to natural, cultural, and historic resources.	Comment noted.
4	We are disappointed to see that the local input methodology for non-highway projects relies wholly on the P3.0 project scores. This decision essentially eliminates the purpose of having local input scores.	A methodology to prioritize non-highway projects was not developed within the 2040 MTP as it was for roadway projects. The use of the P3.0 score as the only metric to rank non-highway projects is consistent with MPO's throughout North Carolina.
5	Unlike CRTPO's MTP scoring process, the P3.0 methodology includes no "sustainability" evaluation, often a key consideration in non-highway projects. As such, we urge CRTPO to develop its own system for ranking non-highway projects in order to get the most out of the local input points it has been assigned.	CRTPO does have an approved bicycle and pedestrian project scoring methodology that ranks each project based upon a comprehensive and technically-oriented project ranking process. CRTPO staff used the Bicycle/Pedestrian Project Ranking Methodology to screen the highest twenty projects to submit for SPOT 3.0.

ID	Comment	Staff Response
6	To ensure these comments are taken into full consideration, we encourage CRTPO to further articulate how public comments will be considered in the process. We are also concerned that CRTPO is only allocating a minimum of two weeks for public comment; we believe 30 days would be more appropriate.	Comment noted. The comment period to be provided for the draft assignment of CRTPO's local points will be a minimum of two weeks. Our goal will be to provide more time depending upon the release of the scores by NCDOT and the TCC and MPO meeting schedules.



## Burke, Neil

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**From:** John Cock <johncock@altaplanning.com>  
**Sent:** Saturday, February 01, 2014 2:09 PM  
**To:** info@crtpo.org  
**Cc:** lablackburn2@ncdot.gov; Meg Fencil; Shannon Binns, Sustain Charlotte; cycleforall@yahoo.com; Winters, Richard; George Berger; Harry Johnson; Wade Walker  
**Subject:** RE: CRTPO public input comments

Resending to correct CRTPO address. . .

Cheers,

John Cock  
Principal, Southeast Region  
**Alta Planning + Design**  
108 S. Main Street, Suite B (physical)  
PO Box 2453 (mailing), Davidson NC 28036  
ph: 704-255-6200 (office); 704-968-5053 (mobile)  
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transportation | recreation | innovation

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**From:** John Cock [mailto:[johncock@altaplanning.com](mailto:johncock@altaplanning.com)]  
**Sent:** Saturday, February 01, 2014 2:06 PM  
**To:** 'info@crtpo.org'  
**Cc:** lablackburn2@ncdot.gov; 'Meg Fencil'; 'Shannon Binns, Sustain Charlotte'; 'cycleforall@yahoo.com'; 'dick.winters@mecklenburgcountync.gov'; 'George Berger ([g.a.berger1983@gmail.com](mailto:g.a.berger1983@gmail.com))'; 'Harry Johnson'; Wade Walker ([wadewalker@altaplanning.com](mailto:wadewalker@altaplanning.com)); Martin Zimmerman ([greenmobility4@gmail.com](mailto:greenmobility4@gmail.com).)  
**Subject:** CRTPO public input comments

Neil,

Great to see your name in the paper in regards to the subject process (<http://www.crtpo.org/resources/ncdot-prioritization>). I trust new job is going well.

I reviewed the CRTPO project website and was glad to see the information posted there for public review. I have a few comments on the process and projects, which I hope you will add to the public comments to date. (No intent to "shoot the messenger" implied here 😊.)

Regarding process and information for review some questions and comments (some of these may require NCDOT response):

1. Very glad to see bike/ped category and so many worthy projects in the list.
2. Glad to see many complete streets projects in the roadway list. However, see 3 and 4 below. . .
3. The intention of the green category ("to be added to database") in the highway projects list is not clear ([http://www.crtpo.org/PDFs/Prioritization/P3\\_0/HighwayProjects\\_Recommendations.pdf](http://www.crtpo.org/PDFs/Prioritization/P3_0/HighwayProjects_Recommendations.pdf)). . .these seem to be most of the complete streets projects. Are these 2<sup>nd</sup> tier projects or will they also be ranked with all other projects?

4. Why aren't all of the non-interstate/non-expressway highway projects defined as complete street projects by default? Are complete street enhancements only applied if requested by local requesting agency? And, if so, why wouldn't NCDOT CS standards apply to all eligible NCDOT projects automatically?
5. Disappointing that no transit projects are included, but I guess that is due to no local projects being submitted by local agencies?
6. Regarding highway projects, most seem related to responding to projected "capacity" (supply) needs. However, there are no proposed projects that intend to mitigate the roadway "needs" through demand mitigation strategies.
7. The draft prioritization process seems close to unintelligible, especially for the general public. I say that as a former MPO staffer and transportation planner. Now, I know that there are many, many folks in the public who are far smarter about these matters than I, but I'm afraid that still many others in the public would find, like I did, that the prioritization methodology is quite opaque and difficult to provide intelligent comments on without much prior understanding or long hours of study and research. As such, asking the general public to provide input feels like a token effort. I realize that CRTPO is somewhat hamstrung by NCDOT/legislative and federal requirements, but it does seem that the process needs to be more transparent and intelligible if genuine public input is desired.
8. It is not clear from the website how the projects were chosen. That would be helpful to explain to the public. My recollection from my MUMPO days is that the projects are submitted by local agencies, but this is not clear from the project list.
9. I seem to recall from previous MPO public input processes that there were maps that showed the location of projects. Are there maps of the projects that could be provided on the website?
10. Regarding specific projects, I was surprised that the Mooresville-Charlotte Trail was NOT listed on the bike/ped projects list.

Regarding the proposed prioritization process:

1. If public input and local ranking is part of the criteria, then would it make sense for the public to have a chance to rank the proposed projects? It is not clear what is intended "local ranking" and how public ranking would be obtained and if public input would be qualitative or quantitative or both. An explanation of how local ranking is to be measured would be helpful.
2. The proposed prioritization process doesn't seem to directly address the STI objectives of *"projects focused on easing congestion and enhancing safety, while allowing small towns to invest in projects that help improve access to medical services, economic centers, education and recreation"* Why couldn't these objectives be directly quantified and projects ranked on these very clear (albeit, incomplete) criteria? Or if these objective are being addressed, it is not clear from the draft criteria.
3. Criteria for air quality, public health, and other environmental impacts (which could fall under the objective of "safety") are noticeably absent from the proposed criteria. (The Nashville MPO does a great job of including public health and equity impacts in its project ranking process.)
4. Equity impacts (for seniors, youth, 0-car households, and disabled), access to transit, and ability of a project to reduce VMT are also absent from the prioritization criteria.
5. Also, projects that serve multiple modes should also receive extra consideration in the criteria.

Thanks for consideration of these questions and comments. I have copied folks who may be interested in these comments and who may have different or additional perspectives.

I look forward to rich discussion on these topics.

John Cock  
Principal, Southeast Region  
**Alta Planning + Design**  
108 S. Main Street, Suite B (physical)  
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ph: 704-255-6200 (office); 704-968-5053 (mobile)  
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# SOUTHERN ENVIRONMENTAL LAW CENTER

Telephone 919-967-1450

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CHAPEL HILL, NC 27516-2356

Facsimile 919-929-9421

February 12, 2014

## **VIA EMAIL AND U.S.MAIL**

Neil Burke  
Charlotte Regional Transportation Planning Organization  
Charlotte-Mecklenburg Government Center  
600 E. Fourth St., 8th floor  
Charlotte, NC 28202  
*nburke@ci.charlotte.nc.us*

***Re: Comments on CRTPO's Prioritization 3.0 Local Input Point Methodology***

Dear Mr. Burke:

We appreciate the opportunity to comment on the Charlotte Regional Transportation Planning Organization's ("CRTPO") proposed Prioritization 3.0 (P3.0) Draft Local Input Point methodology. Under the Strategic Transportation Investment ("STI") program, CRTPO is eligible to allocate up to 2,500 local input points to Regional Impact category projects and an additional 2,500 local input points to Division Needs category projects. As such, CRTPO's local input point allocation will be critical to the success of many projects under the STI program. Below we outline several comments on the draft point allocation methodology for your consideration.

### **Reasonable Chance for Funding**

We agree with CRTPO's decision to screen out projects that do not have any reasonable chance for funding under the STI. Through this screening exercise, CRTPO will ensure that its local input points will not be wasted on projects that would not be funded even with the local point allocation.

### **Quantitative Scores**

We also agree with CRTPO's suggestion to rely on its MTP scoring system for the ranking of highway projects. The MTP scoring system takes a comprehensive look at the merit of road projects. We do remain concerned that the "congestion" metric receives an overly heavy weight in the scoring system, and may not ultimately lead to the congestion relief desired by the

MPO due to, among other factors, Braess's paradox, by which the addition of lanes to heavily congested roads leads only to additional trips, and not, ultimately, to congestion relief.

Nonetheless, we appreciate that the MTP scoring system includes a Tier II evaluation that considers how projects address the sustainability of the overall transportation system. We particularly like that the Tier II evaluation considers environmental justice impacts, as well as impacts to natural, cultural, and historic resources.

Given the comprehensive system CRTPO has developed for scoring highway projects, we are disappointed to see that the local input methodology for non-highway projects relies wholly on the P3.0 project scores. This decision essentially eliminates the purpose of having local input scores. Surely the reason the General Assembly allocated a percentage of points for local input was to make use of specialized local knowledge and to allow input that was separate from the P3.0 process. Unlike CRTPO's MTP scoring process, the P3.0 methodology includes no "sustainability" evaluation, often a key consideration in non-highway projects. As such, we urge CRTPO to develop its own system for ranking non-highway projects in order to get the most out of the local input points it has been assigned.

### **Modal allocation**

We are disappointed to see CRTPO set a firm, low cap on the percentage of points that can be allocated to non-highway projects (15% for the Regional Tier and 20% for the Division Tier). We understand that CRTPO is somewhat constrained by NCDOT's "normalization" methodology, which has set even lower caps on financial allocations for non-highway projects. Nonetheless, because the region covered by CRTPO is an urban metro area, we believe it would be more appropriate to designate higher percentages of points for non-highway modes. Even better would be for CRTPO to develop a methodology similar to its scoring process for the MTP, which would allow all modes to compete with each other and thus obviate the need for any modal allocation.

As CRTPO itself has recognized, the population in the CRTPO region is rapidly expanding, with an additional 600,000 people and 500,000 jobs in 2035, the vast majority of which will be centered in Charlotte itself.<sup>1</sup> This shift towards urbanization has made the availability of mobility choices increasingly critical.<sup>2</sup> To keep up with the trends in the region and remain attractive to potential new residents and businesses, CRTPO must continue expand its non-highway spending. The newest generation of younger adults favors expanded pedestrian, bicycle, and public transportation options, preferring to live in areas characterized by "nearby shopping, restaurants, schools, and public transportation as opposed to sprawl."<sup>3</sup> And this class

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<sup>1</sup> Mecklenburg-Union Metropolitan Planning Organization, 2035 Long Range Transportation Plan, at 1 (March 24, 2010).

<sup>2</sup> See NCDOT, *North Carolina Statewide Transportation Plan: System Inventory and Modal Needs* (August 2012).

<sup>3</sup> U.S. PIRG, *Transportation and the New Generation, Why Young People Are Driving Less and What It Means for*

of workers is choosing where to locate based on these preferences.<sup>4</sup> CRTPO itself recognizes the important role expanded rail infrastructure will play in its future growth.<sup>5</sup> Moreover, as recognized in NCDOT's 2040 Plan, the state's population is continuing to age, resulting in a significant shift in transportation needs and preferences as expanded transit options are essential to aging individuals, many of whom can no longer drive due to deteriorating eyesight or personal mobility.<sup>6</sup>

As such, any plan geared at meeting the CRTPO region's needs and continuing to foster its growth should focus on making smart infrastructure investments in the types of transportation favored by the next wave of businesses and residents. The Charlotte region has a number of large-scale non-highway projects in the works, including the Gateway Station, LYNX Gold and Silver lines, and the Red Line rail project to connect Charlotte to the Towns of Mooresville, Davidson, Cornelius, and Huntersville. These projects will be essential to make the Charlotte region world class, but will likely need some portion of state funding to become a reality. Because these projects are prohibited from competing for funding under the Statewide Strategic Mobility tier, it is essential they be given every advantage by CRTPO under both the Regional Impact and Division Needs tiers.

## **Public Involvement**

CRTPO's draft methodology demonstrates the CRTPO intends to consider public comments on its preliminary point allocation as part of its final point allocation.<sup>7</sup> We agree that the public's ability to comment on the preliminary point allocation is of great importance, particularly as the process is intended to demonstrate local priorities. To ensure these comments are taken into full consideration, we encourage CRTPO to further articulate how public comments will be considered in the process. We are also concerned that CRTPO is only allocating a minimum of two weeks for public comment; we believe 30 days would be more appropriate.

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*Transportation Policy* (April 2012), available at <http://www.uspirg.org/reports/usp/transportation-and-new-generation>.

<sup>4</sup> See, e.g., Jennifer Polland, *Presenting: The 15 Hottest American Cities of the Future*, BUSINESS INSIDER (June 2012), available at <http://www.businessinsider.com/up-and-coming-cities-2012-6?op=1>; Bill Lewis, Walkable neighborhoods gain traction in city as well as suburbs, THE TENNESSEAN (Jan. 26, 2014), available at <http://www.tennessean.com/article/20140126/BUSINESS02/301260037/Walkable-neighborhoods-gain-traction-city-well-suburbs?gcheck=1>.

<sup>5</sup> See, e.g., Mecklenburg-Union Metropolitan Planning Organization, 2035 Long Range Transportation Plan, at 2 (March 24, 2010).

<sup>6</sup> NCDOT, *2040 Plan*, at 12, 20, 23-24, 28; see also *Transportation for America, Aging in Place: Stuck Without Options* (2011), available at <http://www.t4america.org/docs/SeniorsMobilityCrisis.pdf>.

<sup>7</sup> CRTPO, *Prioritization 3.0 (P3.0) – Draft Local Input Point Methodology*, at 5 (Jan. 24, 2014).

## Conclusion

We hope these comments provide valuable input as CRTPO further develops its local input methodology, and look forward to continuing to engage in the process.

Sincerely,

A handwritten signature in black ink that reads "Kym Hunter". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Kym Hunter  
Staff Attorney

A handwritten signature in black ink that reads "Kate Asquith". The signature is cursive and somewhat compact.

Kate Asquith  
Associate Attorney

## N.C. transportation ‘reforms’ are gestures, not true reforms

By Shannon Binns, June Blotnick and Martin Zimmerman  
Special to the Observer  
Posted: Wednesday, Feb. 12, 2014

Those of us who are encouraging reforms to address pressing travel needs have been tracking the Strategic Transportation Investments Act (STI) since its passage in June 2013. Most folks would probably support the goal set by Gov. Pat McCrory and North Carolina Department of Transportation Secretary Tony Tata that funding under this act be spent on an “objective” basis. But that is easier said than done.

Defining what objective really means has become a convoluted affair involving complex methodologies and lengthy discussions throughout the state. In mid-January NCDOT finally asked for public input. Here is our response:

Citizens have been told a new ranking system replaces the state’s long-standing “equity formula.” As Charlotte mayor, McCrory criticized the old formula for favoring rural areas at the expense of cities. And he was right about that. But from the standpoint of needs in his home town and neighboring communities, what he wants now may be as bad, or worse.

Funding methodology for STI’s “Strategic Mobility Formula” is cumbersome at best.

The formula has three “tiers.” Tier 1 is statewide (mostly interstate highways). Tier 2 is regional (i.e. some state roads, Amtrak, ferries etc.). Tier 3 is divisional including other state and local roads, bus and light rail, bicycling and walking.

“Statewide” is supposed to be 100 percent “data-driven” – a well-intended effort to overcome special interest politics. “Regional” equates to 70 percent data-driven and 30 percent local input. “Division” is defined as 50 percent data-driven and 50 percent local input. Kym Hunter of the Southern Environmental Law Center points out, however, that “each mode has its own scoring system. This translates to 20 different systems.” “Local input” is hardly that because 50 percent of the local scoring points are delegated to NCDOT division engineers.

Scores are supposedly derived by applying metrics to “economic competitiveness, access to employment, congestion relief, and safety” criteria. But is it really possible to objectively compare different travel modes? How can one measure the needs of the elderly and poor who can’t afford a car, but who must ride transit to get medical care? Or a child who wants to pedal to school? How can those kinds of users possibly compete for state dollars with cross-state freight travel, ferry boats or commuting motorists?



Although the public was initially promised that all travel modes could compete equally, the facts indicate otherwise. NCDOT has actually set hard limits on the percentage of funds that can go to anything other than new roads or freight rail: a minimum of 2.4 percent and a maximum of 6 percent of all available funds is all that is permitted for other modes.

Regional tier efforts such as the proposed Red Line commuter rail to Iredell County are more restricted than the statewide tier. Not only must they compete with other projects in the same tier, they must also compete with all statewide projects not funded in Tier 1. In addition, rail systems cannot qualify for regional funding unless they span “two or more counties.” This implies that the proposed LYNX Red Line would qualify for state funds only if Iredell County were to join with Mecklenburg in the project.

Funds for bicycling and walking needs will likely get a big hit. STI calls for the traditional state match of federal dollars to end in July 2015. This means that local governments will have to look elsewhere for their bicycling or walkway construction. In addition, by law, “stand-alone” bike-ped projects, defined most often as off-road bikeways or greenway trails, will no longer qualify for state funds. “Complete streets” projects, a crucial source for on-road bike lanes and sidewalks, will continue, but only if tied to street widening or new street construction; this eliminates “road diets,” such as Charlotte’s successful East Boulevard project.

The bottom line is now as bright as a red stoplight at midnight. Modes of travel which one hoped would qualify for state funding were severely restricted by the STI law, and subsequent attempts to determine a ranking methodology have proven to be virtually impossible to rationalize on “objective” or “data-driven” grounds. It’s a process that sets out highways as the winners from the outset. And NCDOT is in the driver’s seat.

Vanished are the high hopes of former N.C. Gov. Bev Perdue’s administration for a balanced mobility policy based upon funding parity for all urban modes – walking, bicycling, transit and passenger rail, and driving. As Paul Morris, formerly NCDOT deputy secretary, expressed in a recent phone call: “We undertook a broad culture change and technical reform to transform the department into a 21st-century, multimodal agency.”

Current “reforms” do nothing of the sort. And gestures to engage citizen input at this late stage will probably amount to little more than gestures.

Shannon Binns is executive director of Sustain Charlotte. June Blotnick is executive director of Clean Air Carolina. Martin Zimmerman is director of Green Mobility Planning Studio USA.



charlotte regional **transportation** planning organization

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

TO: CRTPO Delegates & Alternates  
FROM: Robert W. Cook, AICP  
CRTPO Secretary  
DATE: February 14, 2014  
SUBJECT: **MPO Bylaws**  
**Agenda Item #9**

#### **REQUEST**

The MPO is requested to approve the revised bylaws.

#### **BACKGROUND**

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

The attached version is the fourth revision and is a result of comments received at the January 2014 MPO meeting, as well as from recommendations of the TCC Bylaws Subcommittee at a meeting held on January 1, 2014.

#### **SUMMARY OF PROPOSED CHANGES**

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

#### **ATTACHMENTS**

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

## Summary of Proposed Bylaws Changes

The following summarizes proposed changes to the MPO bylaws that originated at the January 2014 MPO meeting and at the TCC Bylaws Subcommittee meeting held on January 16, 2014. The proposed changes are to be presented at the February 19, 2014 MPO meeting.

See Bylaws Revision IV, dated 1-16-14, for more details.

Page	Article	Section	Proposed Change	Source	Comment
5	VI Meetings	5 Agenda	Add the following text: <i>Organizations wishing to make presentations to the MPO must contact the Secretary at least 10 days prior to the meeting. The Secretary shall consult with the chairman to determine if the presentation should take place during the public comment period or be added as a regular agenda item. Presentations added to the regular agenda shall be limited to 15 minutes.</i>	MPO and TCC	This item was discussed at the January meeting, specifically the 10 day prior notice requirement. Some members felt that 10 days was too long.  The TCC Bylaws Subcommittee recommended retaining the 10 day requirement in order to allow staff adequate time to consult with the chair, make any necessary agenda changes, and deliver the agenda packet on time.
6	VI Meetings	7 Public Comment Procedures	Add the following text: <i>Members of the public appearing before the MPO will each be given 3 minutes to speak unless there are four or more speakers who wish to speak concerning the same matter. In that case, all persons wishing to speak on the same matter will be considered a group and given a total of 10 minutes in which to speak. The group (four or more speakers) would divide the 10 minutes among themselves or the 10 minutes will be divided equally among the speakers by the chairman.</i>	TCC	The proposed text is based upon Mecklenburg County Board of Commissioners' instructions for speakers.

<b>Page</b>	<b>Article</b>	<b>Section</b>	<b>Proposed Change</b>	<b>Source</b>	<b>Comment</b>
6	VI Meetings	7 Public Comment Procedures	Increase the allotted time for the public comment period from 20 minutes to 30 minutes.	MPO and TCC	Increasing the time to 30 minutes was proposed at the January MPO meeting. The TCC Bylaws Subcommittee agreed that the proposed change was appropriate.

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## **MECKLENBURG-UNION METROPOLITAN CHARLOTTE REGIONAL TRANSPORTATION PLANNING ORGANIZATION**

### **BY LAWS**

~~Amended September 2003~~  
~~Revision HIV 11-8-13~~16-14

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#### ARTICLE I – NAME

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

#### ARTICLE II – PURPOSE

The purpose and goals of the MPO shall be:

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

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

### ARTICLE III – RESPONSIBILITIES

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

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

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

### ARTICLE IV – MEMBERS

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

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

### **Section 2 – Terms of Office:**

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

### **Section 3 – Alternates:**

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

### **Section 4 – NC State Government Ethics Act:**

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

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## **ARTICLE IV – OFFICERS**

### **Section 1 – Officers Defined:**

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

### **Section 2 – Elections:**

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

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

### Section 3 – Terms of Office:

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

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

### Section 4 – Duties of Officers:

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

### Section 5 – Duties of the Secretary:

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

## ARTICLE VI – MEETINGS

### Section 1 – Regular Meetings:

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

### Section 2 – Special Meetings:

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

### Section 3 – Quorums:



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

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

Only members physically present shall count toward establishing a quorum.

#### Section 4 – Attendance:

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

#### Section 5 – Agenda:

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

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

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

#### Section 6 – Voting Procedures:

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

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

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

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

Comment [rwc6]: The TCC Bylaws Subcommittee believes that 10 days is appropriate. 1-16-14.

Comment [rwc7]: This text was originally proposed for a new Public Comment Procedures section. The TCC Bylaws Subcommittee recommended that it be moved to the Agenda section 12-13-13.

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

Comment [rwc8]: Modified as per MPO direction 11-20-13.

### Section 7 – Public Comment Procedures:

- ~~Each MPO agenda shall provide a public comment period.~~
- ~~An individual speaker's time to address the MPO shall be limited to three (3) minutes.~~
- ~~The time limit for comments on the same topic shall be ten (10) minutes. The chairman may end the 10 minute comment period on a single topic if the comments are found to be repetitive. The public comment period shall be limited to 2030 minutes.~~
- ~~Members of the public appearing before the MPO will each be given 3 minutes to speak unless there are four or more speakers who wish to speak concerning the same matter. In that case, all persons wishing to speak on the same matter will be considered a group and given a total of 10 minutes in which to speak. The group (four or more speakers) would divide the 10 minutes among themselves or the 10 minutes will be divided equally among the speakers by the chairman.~~
- ~~Organizations wishing to make presentations to the MPO must contact the Secretary at least 10 days prior to meeting-meeting. The procedures can be found under the Agenda section. The Secretary shall consult with chairman to determine if the presentation should take place during the public comment period or be added as a regular agenda item. Presentations added to the regular agenda shall be limited to 15 minutes.~~
- ~~The chairman has the discretion to modify the above rules.~~

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Comment [rwc9]: Increase time from 20 minutes to 30 minutes as per 1-15-14 MPO meeting.

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Comment [rwc10]: Suggested text is recommended by the TCC Bylaws Subcommittee on 1-16-14 and reflects the Mecklenburg County BOCC instructions for speakers.

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Comment [rwc11]: Modifications to this section were made as per MPO direction (11-20-13) and were proposed by the TCC Bylaws Subcommittee (12-13-13).

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## ARTICLE VII – PARLIAMENTARY PROCEDURES

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

## ARTICLE VIII – AMENDMENTS TO BYLAWS

Amendments to these Bylaws of the MPO shall require the affirmative vote of at least two-thirds of the total MPO's weighted vote, provided that written notice of the proposed amendment has been received by each member at least seven (7) days prior to the

meeting at which the amendment is to be considered and provided that such amendment does not conflict with the letter or fundamental intent of the Memorandum of Understanding governing this document. In the event of any conflict, the Memorandum of Understanding shall carry precedence over these Bylaws.



charlotte regional **transportation** planning organization

600 East Fourth Street  
Charlotte, NC 28202  
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**TO:** CRTPO Delegates & Alternates  
**FROM:** Robert W. Cook, AICP  
CRTPO Secretary  
**DATE:** February 11, 2014  
**SUBJECT:** **FY 2014 Unified Planning Work Program-Amendment  
Agenda Item #10a**

### **REQUEST**

No action is requested at this time. Final action on the amendment will be requested at the March meeting.

### **BACKGROUND**

- A mid-year review of the FY 2014 UPWP was conducted to determine if the funding amounts assigned to each task code when the UPWP was adopted in May, 2013 were still appropriate, or if changes were needed.
- Overall, the review's findings were that the original funding levels were appropriate, but that two minor amendments were needed

### **PROPOSED AMENDMENT #1**

<b>From</b>	<b>To</b>	<b>Amount</b>	<b>Reason</b>
IV-8, Freight Movement/Mobility Planning	II-1, Traffic Volume Counts	\$40,000	Regional freight study will not be prepared in FY 14; additional funding for traffic count program is needed.

### **PROPOSED AMENDMENT #2**

New project: Crash Data Geo-location & Validation  
Amount: \$70,000  
Task Code: VI-10, Corridor Protection & Special Projects  
Sponsor: Charlotte DOT

### **NEXT STEPS**

- March 6: TCC recommendation to the MPO on the proposed amendment.
- March 19: final action by the MPO will be requested.



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

### REQUEST

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

### BACKGROUND

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

### FUNDING LEVELS

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

### LOCAL MATCH OF FEDERAL FUNDS

- The required local match of PL and STP-DA funds is shared by all voting member jurisdictions.
- Programming all available funds, including the unobligated balance of \$580,383, would result in each jurisdiction's contribution increasing from the current fiscal year's obligation.
- The TCC has indicated that programming all funds is a viable option, provided that the unobligated balance is used for local projects.

- The reason for this is that programming the total unobligated balance for local projects will not affect the amount of the local share required of each member jurisdiction. The project sponsor will be responsible for the match associated with a local project.

**LOCAL PROJECTS**

- The CRTPO has historically made available a portion of its PL funds for member jurisdictions to conduct local transportation planning projects.
- The initial FY 2015 call for projects resulted in five proposals.
- The TCC directed staff to issue a second call for projects following the December release of the unobligated balance amount by NCDOT; eight additional projects were submitted.

Jurisdiction	Project	Amount Requested
Charlotte	Independence Boulevard Greenway Crossing	\$160,000
Charlotte	AC&W Railroad Relocation Assessment	\$80,000
Charlotte	Crash Data Geocoding & Validation	\$70,000
Cornelius	W. Catawba Ave/Torrence Chapel Road Intersection Improvements	\$37,500
Huntersville	Traffic Counts	\$11,000
Huntersville	NW Huntersville Transportation Study-Phase 2	\$50,000
Indian Trail	Traffic Counts	\$20,000
Indian Trail	Indian Trail Road Corridor Study	\$40,000
Matthews	Downtown Streetscape Improvement Plan	\$20,000
Monroe	Land Use/Transportation Plan	\$175,000
Stallings	Traffic Data Collection	\$10,800
Troutman	Traffic Circulation Plan for US 21/NC 115 Corridor	\$160,000
Waxhaw	Traffic Count Information & Data Gathering	\$20,000
<b>TOTAL</b>		<b>\$869,525</b>

- The amount of funding requested exceeds the unobligated balance amount by \$289,142.
- The UPWP Review Subcommittee met on February 7. It determined that:
  - 12 of the 13 proposals were eligible uses of Planning (PL) funds, but had questions or concerns about nine of the proposals that may result in changes.
  - The Committee requested responses to its questions and concerns by February 21.
  - The Monroe Land Use/Transportation Plan was deemed ineligible by the Committee because the proposal was found to be largely a land use planning effort. The Committee has notified Monroe staff that it would be willing to support a revised proposal to fund the proposed plan’s transportation component.

**PRELIMINARY ALLOCATIONS**

Staff has made the following preliminary funding allocation recommendations. These recommendations have not yet been reviewed by the UWP Review Subcommittee.

Task Code	Task Name	Description	Preliminary Allocation Recommendation
II-1	Traffic Volume Counts	Conducting traffic counts to support the regional travel demand model	\$125,000

<b>Task Code</b>	<b>Task Name</b>	<b>Description</b>	<b>Preliminary Allocation Recommendation</b>
II-10	GIS Analysis & Mapping	Conducting various GIS analyses and preparing map	\$200,000
III-1	Collection of Base Year Data	Tasks associated with operations associated with the regional travel demand model	\$32,000
III-2	Collection of Network Data		\$2,000
III-3	Travel Model Updates		\$95,680
III-6	Forecasts of Future Travel Patterns		\$125,000
IV-1	Community Goals & Objectives	Beginning the process to update the MTP	\$120,000
IV-2	Highway Element of the LRTP	MTP update	\$5,000
IV-4	Bicycle & Pedestrian Element of the LRTP	General bicycle & pedestrian planning activities	\$5,000
IV-8	Freight Movement/Mobility Planning	Regional freight study	\$50,000
IV-9	Financial Planning	Possible financial planning associated with updating the MTP or related to new state funding legislation	\$5,000
V-1	Congestion Management Strategies	Implementation of the congestion management process (CMP)	\$150,000
V-2	Air Quality Conformity Analysis	Two air quality conformity determinations are anticipated	\$25,000
V-3	Planning Work Program	Development and maintenance of the UPWP	\$32,000
V-4	Transportation Improvement Program	Work associated with Prioritization 3.0 and with the anticipated release of a draft TIP	\$50,000
VI-1	Title VI	An audit of our Title VI procedures is anticipated	\$10,000
VI-2	Environmental Justice	Outreach to low-income and minority communities	\$5,000
VI-6	Public Involvement	General public involvement activities	\$50,000
VI-8	Transportation Enhancement Planning	Work associated with the Transportation Alternatives program	\$15,000
VI-9	Environmental Analysis & Pre-TIP Planning	Work associated with involvement with NCDOT project planning	\$42,500
VI-10	Corridor Protection & Special Studies	Local contribution to a regional ramp metering study; on-call services contract.	\$555,000

<b>Task Code</b>	<b>Task Name</b>	<b>Description</b>	<b>Preliminary Allocation Recommendation</b>
VI-11	Regional or Statewide Planning	Participation in the Charlotte Regional Alliance for Transportation (CRAFT) and the NC MPO Association	\$12,000
VI-12	Management & Operations	Tasks associated with the overall management of the CRTPO	\$120,000
<b>TOTAL</b>			<b>\$1,831,180</b>

**NEXT STEPS**

- UPWP Review Subcommittee
  - review staff task code allocation recommendations
  - further discussion of local projects
- March MPO meeting
  - preliminary draft UPWP