

# Transportation Staff Meeting

January 29, 2014

2:00 PM

CMGC-Innovation Station, 8<sup>th</sup> floor

## AGENDA

**1. TIP Financial Plan** (Todd Steiss & Jeanne Stevens)

Description:

The TCC will be asked to recommend to the MPO that it adopt the TIP financial plan at its February meeting. The attached draft document will be formally presented at that time. The purpose of this discussion is to review the draft in advance of the TCC meeting.

Attachment: draft TIP financial plan

**2. I-485/Weddington Road Interchange** (Messera)

Description:

Discuss recent correspondence from NCDOT's Program Development Branch regarding the proposed interchange.

Attachment: NCDOT letter

**3. Regional Freight Plan** (Hansen)

Description:

Discuss efforts to prepare a regional freight plan.

**4. NCDOT Prioritization 3.0 Process** (Burke)

Description:

The intent of this item is to provide an update on the conditional approval that NCDOT has provided based upon CRTPO's local point allocation methodology. A review of NCDOT's comments and CRTPO responses will be conducted.

Attachment: Local Input Point Methodology

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2012-2018

# TRANSPORTATION IMPROVEMENT PROGRAM

 MECKLENBURG COUNTY  
METROPOLITAN PLANNING ORGANIZATION

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

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

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

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## PURPOSE OF THIS UPDATE

The last approved Transportation Improvement Plan (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 Plan (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 Iredell County and Union County, SC. Since that time, the metropolitan planning boundary has been expanded to include all of Iredell County, and the organization's name has been changed from MUMPO to Charlotte Regional Transportation Planning Organization (CRTPO). CRTPO has approved this update to the FFY 2012-2018 TIP 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

## **Charlotte Region Transportation Planning Organization FFY 2012-2018 TIP**

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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.

### **Revenue Bonds**

Revenue bonds of several types will be used to fund transportation projects in the CRTPO (formerly 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. During the FFY 2012-2015 TIP, a total of \$147.3 million in funding for the CRTPO area is projected to be available through NCTA revenue bonds, as well as \$241.7 million in appropriation revenue bonds.

### 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 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 find a project's cost in the year of expenditure, the cost shown in the STIP should be 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

## Expenditures

As the agency responsible for the majority of the state's roadway miles and other modes of transportation, NCDOT also spends the bulk of transportation dollars in the state. Major spending categories include Construction & Engineering, Maintenance, Operations, and Administration. Most of the expenditures shown in the TIP are one of the following types:

- Major capital projects that fall into the Construction & Engineering category;
- Funds used for public transportation service (Operations category); or
- Funds used to preserve, rehabilitate and/or replace transportation infrastructure (Maintenance category).

**Table 2** below shows the estimated funds available statewide for these projects and activities. These totals include funds to be spent in the CRTPO (formerly MUMPO) region, along with the funds programmed in each of the other 17 MPOs and the nonmetropolitan (rural) areas across the state.

As shown, an estimated \$542 million in federal, state and local funds is available over the four-year period.

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# Charlotte Region Transportation Planning Organization FFY 2012-2018 TIP

**Table 2: Statewide Highway Funding (Revenue), 2012-2015 STIP**

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

**Notes:**

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.

## Revenue Available to the CRTPO (formerly MUMPO) Region

The portion of statewide revenues available to the CRTPO (formerly MUMPO) area has been estimated by refining the revenue forecasts developed for the 2035 Long Range Transportation Plan (LRTP). **Table 3** 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 CRTPO (formerly 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 3: Projected CRTPO (formerly 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 4**, 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 4: Projected CRTPO (formerly 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>

**Note:** 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 according to very 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, proposed expenditures for FFY 2012-2015 in the CRTPO (formerly MUMPO) region have been listed below in **Table 5**, and then compared to the overall \$1.1 billion in highway revenue projected to be available.

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

**Table 5: CRTPO (formerly 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 CRTPO (formerly 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

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

grade separation 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 6**, the additional dollars which have been identified for the region result in adequate total funding to cover all proposed projects in the FFY 2012-2015 TIP.

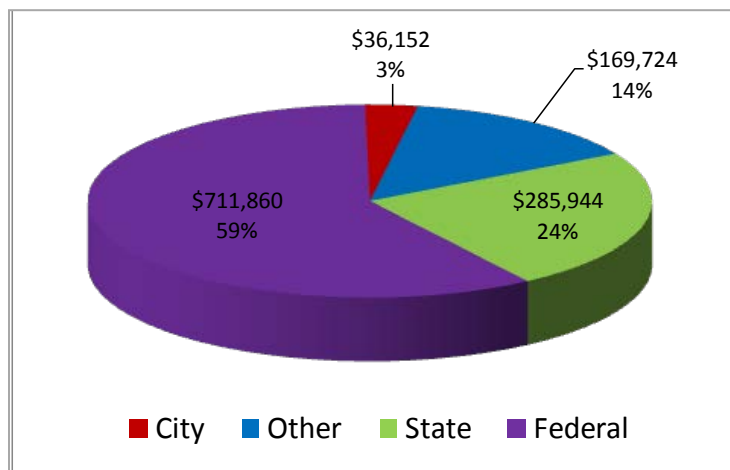
**Table 6: CRTPO (formerly MUMPO) Area Highway Revenue vs. Expenditures, 2012-2015 TIP**

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>

Note: Shown in thousands.

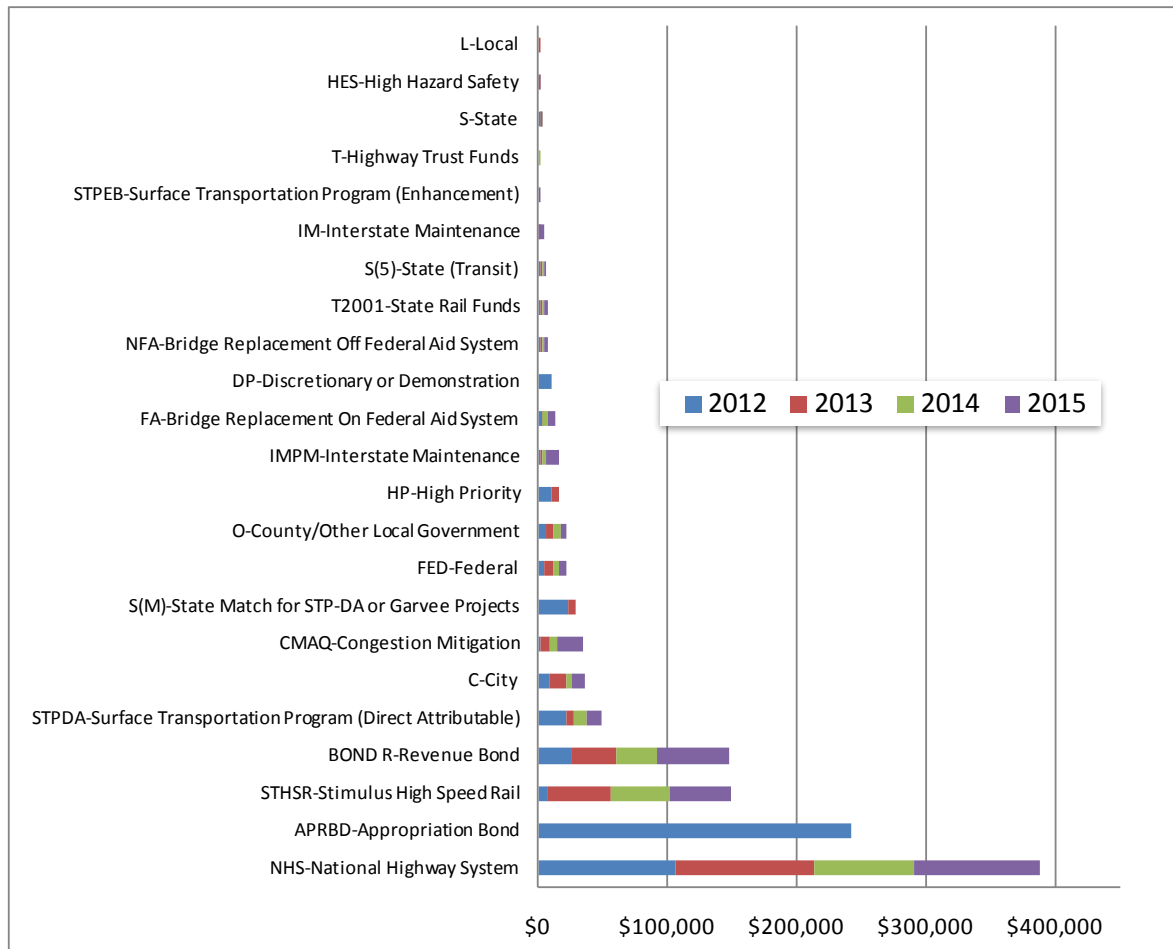
**Figures 1 and 2** graphically depict the various types and sources of federal, state and other spending programmed in the TIP. As shown, federal aid comprises 59 percent of the total funding at \$711.9 million, state at \$285.9 million, and local and bond revenue amounts to \$205.8 million.

**Figure 1: Highway Funding Sources in CRTPO (formerly MUMPO) Area, 2012-2015 TIP**



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

**Figure 2: Highway Funding Types in CRTPO (formerly 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 7** shows projected transit revenues by major category for the period 2010-2015.

**Table 7: Projected CRTPO (formerly 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>

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

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

TIP projections (shown below in **Table 8**) 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 8: Projected CRTPO (formerly 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>

**Note:** Shown in thousands.

Proposed transit expenditures for the TIP are listed below in **Table 9** and total about \$1.2 billion.

**Table 9: CRTPO (formerly 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 Modifications	\$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>

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 3. Funds shown are expressed in year of expenditure (YOE). See text for a description of how this was calculated.

## Charlotte Region 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 10**, 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.

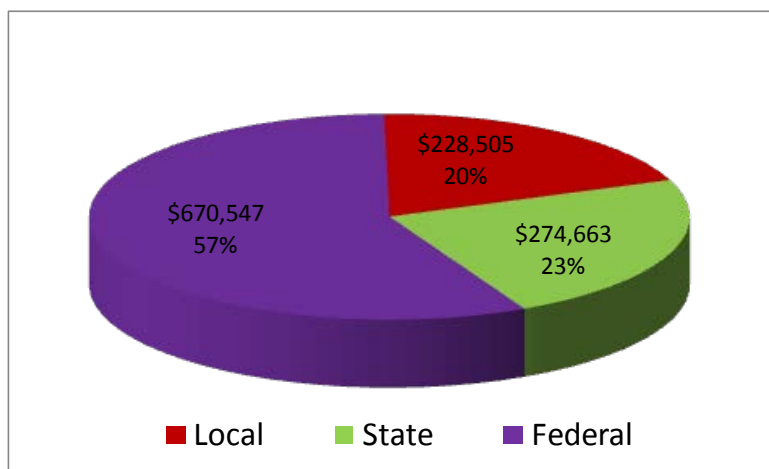
**Table 10: CRTPO (formerly MUMPO) Area Transit Revenue vs. Expenditures, 2012-2015 TIP**

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>

Note: 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 CRTPO (formerly MUMPO) Area 2012-2015 TIP**



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

## Maintenance and Operations

In addition to capacity and expansion of the transportation network, CRTPO 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 CRTPO 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 MPO 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 portion of the CRTPO area that was formerly MUMPO, and are consistent with the Long Range Transportation Plan's estimates for the time period.

**Table 11: CRTPO (formerly MUMPO) Area Maintenance and Operations Funding, 2012-2015 TIP**

Funding Type	Fund Description	<i>(estimates are in thousands of YOE 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>

**Note:** 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.



STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

PAT MCCRORY  
GOVERNOR

ANTHONY J. TATA  
SECRETARY

July 3, 2013

Ms. Rhonda Buckner  
Manager of Land Records and Addressing  
Mecklenburg County Land Records  
700 N. Tryon Street  
Charlotte, NC 28202

Ms. Becky Gunter, CNCA  
Mecklenburg County Real Property Appraiser  
Real Estate Division/Exemptions  
700 E. Stonewall St., Suite 103  
Charlotte, NC 28202

Re: NCDOT Protected Corridor for I-485

Dear Ms. Buckner and Ms. Gunter:

As Manager of the North Carolina Department of Transportation's Program Development Branch our office is responsible for filing Transportation Corridor Official Maps, "protected corridor" maps, on behalf of the Department.

My office has recently researched the question of whether parcels owned by Edwina Leighton and Chase LLC, 2641 Weddington Road, Matthews (Parcel IDs: 22717305, 22740285, 22740286, 22740287) are located within the protected corridor that was adopted by NCDOT in 1989 for R-0211E, the southern segment of the I-485 Outer Loop. It came to my attention that these parcels were listed by the County as being located within the protected corridor, which is not the case. Mr. David Johnson in the Mecklenburg County GIS department has recently been made aware of this issue.

Though portions of these properties were once located within the protected corridor prior to the construction of I-485, NCDOT acquired that property for construction of I-485, which is now complete in this area. Thus, the only property that falls within the protected corridor in the Weddington Road and I-485 interchange area is owned by NCDOT. At this time, there should not be any restrictions on the adjacent properties due to the map. NCDOT did not adopt a protected corridor for the planned Weddington Road and I-485 interchange, R-0211EC.

PROGRAM DEVELOPMENT BRANCH  
Room 146, Transportation Building  
1542 Mail Service Center  
Raleigh, NC 27699-1542

Telephone (919) 707-4610

FAX (919) 733-3585



July 3, 2013  
Page 2

If you have any questions about the about the protected corridor, please contact me at (919) 707-4610 or by e-mail at [cleggett@ncdot.gov](mailto:cleggett@ncdot.gov) or NCDOT's Roadway Design Engineer Jason Moore, PE, at (919) 707-6286 or by e-mail at [jmoore@ncdot.gov](mailto:jmoore@ncdot.gov), if you have design or mapping questions.

Sincerely,



Calvin Leggett  
Program Development Branch Manager

CWL/dra

cc: Terry Gibson, PE, Chief Engineer  
Debbie Barbour, PE, Director of Preconstruction  
Louis Mitchell, PE, Division Engineer  
Dahr Tanoury, Special Deputy Attorney General  
Jay Bennett, PE, State Roadway Design Engineer  
Jason Moore, PE, Project Engineer



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

### Comment Key:

NCDOT comments are shown in yellow highlighted text.

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

DATE: January 24, 2014

SUBJECT: **Prioritization 3.0 (P3.0) – Draft Local Input Point Methodology**

### BACKGROUND

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

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

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

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

- A minimum of one quantitative criteria
- A minimum of one qualitative criteria
- Public involvement (on the proposed methodology, and the preliminary assignment of local input points to projects based on the approved methodology) ~~(on both methodology and preliminary assignment of points to projects based on the methodology)~~
- Dissemination of methodology, local points and public input on CRTPO's website (crtpo.org) ~~Dissemination of methodology, points and public input on CRTPO's website (please insert URL here)~~

### PROPOSED LOCAL INPUT METHODOLOGY

#### Overview

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

- The maximum amount of local points eligible per project will be applied in order to make each project as competitive as possible (i.e. each project will either receive 100 local points, or will not receive any local points)
- Projects will be divided as either highway projects or non-highway projects, to coincide with the STI legislation; and, the specific percentage of local input points given to highway

- vs. non-highway projects will coincide with the funding assumptions made by the CRTPO in its 2040 MTP for highway vs. non-highway projects (see modal dispersal criteria for details)
- Projects will be divided as either Regional Impact projects or Division Needs projects, to coincide with how the local points are assigned by the STI legislation
- Local points from the Division Needs category should not be applied to Statewide Mobility category projects that cascade into the Division Needs category

**Project Screening**

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

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

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

**Proposed Criteria -**

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

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

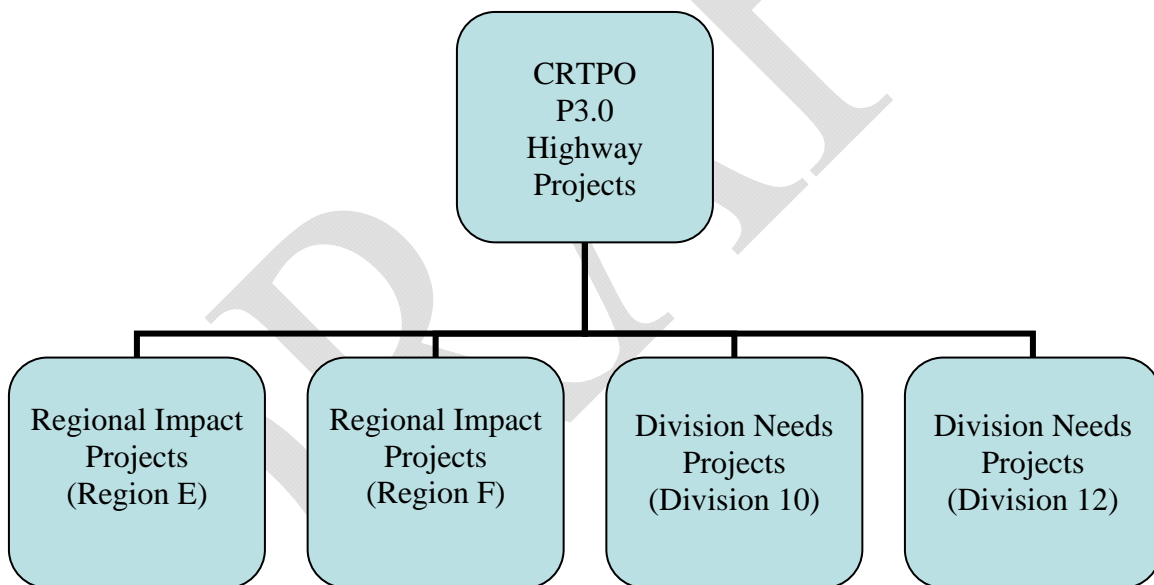
**Application of Criteria**

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

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

Highway Projects:





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



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

- Public comments on [preliminary points allocated to projects](#) ~~preliminary points allocated to projects~~ also considered

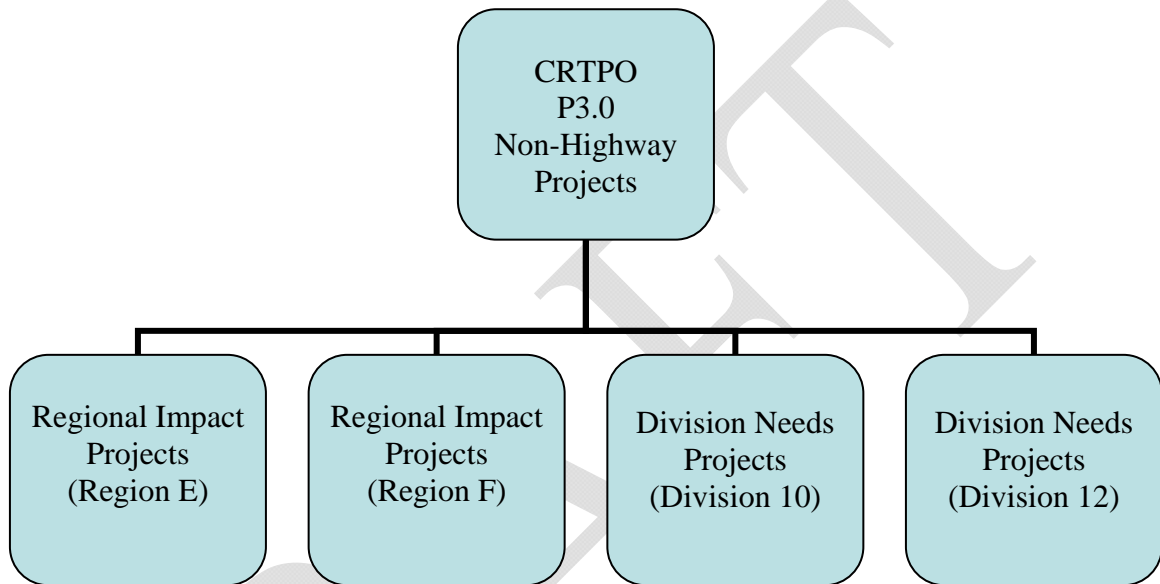
### Draft Example of Regional and Division Points Assignment for Highway Projects

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

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

Non-Highway Projects:

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



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

Regional Impact

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

Division Needs:

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

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

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

Criteria	Regional Impact project	Division Needs project
<a href="#">Quantitative Filter</a> <a href="#">Project Screening</a>		
Reasonable chance for funding based on P3.0 quantitative score	(Assume that based on funding available in this category, projects that score less than 80 points will not be able to be funded in the TIP) <ul style="list-style-type: none"> <li>▪ MPO local input represents 15% of total score, which is 12 points out of 80</li> <li>▪ 80-12 = 68 points</li> <li>▪ CRTPO will not consider any Regional Impact non-highway projects with a P3.0 quantitative score less than 68 points</li> </ul>	(Assume that based on funding available in this category, projects that score less than 80 points will not be able to be funded in the TIP) <ul style="list-style-type: none"> <li>▪ MPO local input represents 25% of total score, which is 20 points out of 80</li> <li>▪ 80-20 = 60 points</li> <li>▪ CRTPO will not consider any Division Needs non-highway projects with a P3.0 quantitative score less than 60 points</li> </ul>
<a href="#">Quantitative &amp; Qualitative</a>	↓	↓



<p><u><a href="#">P3.0 Quantitative Score &amp; Modal allocation</a></u></p>	<ul style="list-style-type: none"> <li>▪ Highest CRTPO P3.0 quantitative scoring non-highway project for each mode represented in this category receives 100 local points (i.e. highest scoring aviation project = 100 local points; highest scoring rail project = 100 points)</li> </ul> <p style="text-align: center;">↓</p> <ul style="list-style-type: none"> <li>▪ If local points are still available, next highest CRTPO P3.0 quantitative scoring project receives 100 local points – regardless of mode (i.e. if there are eligible aviation and rail projects left, the highest P3.0 score among the remaining projects receives 100 points)</li> <li>▪ If there are no CRTPO non-highway projects remaining in this category, the local points would be assigned to highway projects using the CRTPO highway criteria</li> </ul>	<ul style="list-style-type: none"> <li>▪ Highest CRTPO P3.0 quantitative scoring non-highway project for each mode represented in this category receives 100 local points (i.e. highest scoring aviation project = 100 points; highest scoring bicycle/pedestrian project = 100 local points; highest scoring rail project = 100 points; highest scoring transit project = 100 local points)</li> </ul> <p style="text-align: center;">↓</p> <ul style="list-style-type: none"> <li>▪ The remaining local points would be applied to the next highest CRTPO P3.0 quantitative scoring project – regardless of mode (i.e. if there are eligible aviation, bicycle/pedestrian and rail projects left, the highest P3.0 score among the remaining projects receives 100 points, until the points are gone)</li> </ul>
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**Public Involvement Process**

- [CRTPO's proposed local input point methodology will be posted on the CRTPO website for review and comment \(crtpo.org\), and the MPO board meeting will also serve as an opportunity for public comment on the proposed local input point methodology \(all comments received via the website will also be presented to the board members\);](#) ~~will proposed methodology also be on CRTPO's website for public to send comments? Note that any comments received via the website need to be shared with MPO board members.~~
- After the local input point methodology is approved by the MPO board and the NCDOT, and quantitative scores are known, the process of applying the local input point methodology will begin;
- A minimum 2-week public comment period will be provided to allow time for the public to review the results of the local point allocation (based on the approved local input point methodology); ~~and~~
- The MPO board's final action regarding the local input point allocation may be based on comments received; ~~and~~
- [CRTPO's final local input point methodology, allocation of local points and consideration of public comments will be posted on the CRTPO website \(crtpo.org\). Final methodology, allocation of points/rank of projects and consideration of public comments will be posted on CRTPO's website](#)

### **NEXT STEPS/TIMELINE**

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

DRAFT