

Transportation Staff Meeting

February 5, 2014
2:00 PM
CMGC-Room 601

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: Revised draft TIP financial plan

2. Enhanced Mobility of Seniors w/ Disabilities Program-Section 5310 (McDonald)

Description:

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

3. February TCC Agenda Review (Cook)

Description:

The February TCC meeting is scheduled for Thursday, February 6. Agenda items will be reviewed and discussed.

Phone Access Number: 704-432-5485

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2012-2018

TRANSPORTATION IMPROVEMENT PROGRAM

 MECKLENBURG COUNTY
METROPOLITAN PLANNING ORGANIZATION

On-Call Task Order # 4

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

Update to MUMPO FFY 2012-2018 TIP

Revised 2-3-14

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PURPOSE OF THIS UPDATE

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

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

TRANSPORTATION REVENUE FORECAST METHODOLOGY AND ASSUMPTIONS

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

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

Sources of Revenue

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

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

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

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

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

The Highway Construction Budget

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

Federal Aid Program

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

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

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

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

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

Revenue Bonds

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

State Highway Trust Fund

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

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

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

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

Mobility Program

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

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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
Total		\$1,910,000

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
Total		\$1,117,334

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

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 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

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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.

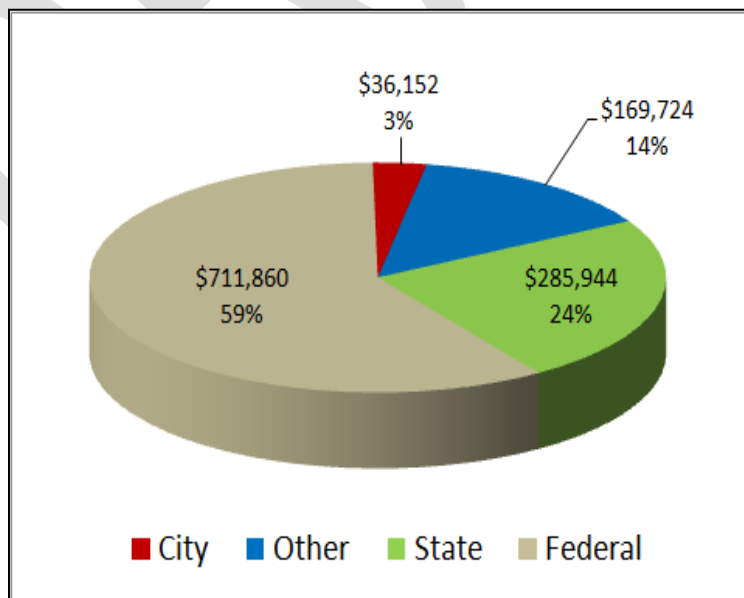
Table 5: MUMPO Area Highway Revenue vs. Expenditures, 2012-2015 TIP

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
Total Highway Revenue Available for FFY 2012-2015 TIP		\$1,209,114
Total Highway Expenditures Proposed for FFY 2012-2015 TIP		\$1,203,680

Notes: Shown in thousands.

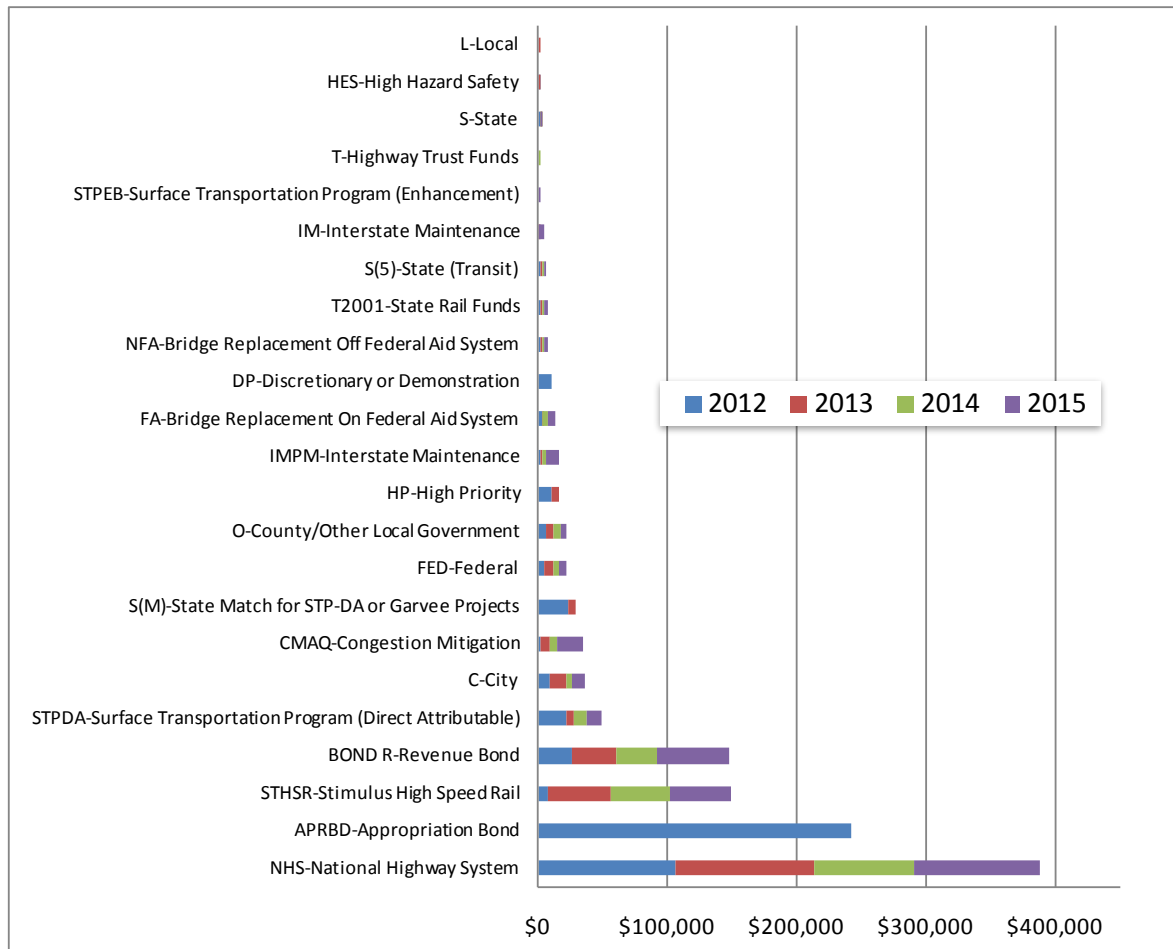
Figures 1 and 2 graphically depict the various types and sources of federal, state and other spending programmed in the TIP. As shown, federal aid comprises 59 percent of the total funding at \$711.9 million, state at \$285.9 million, and local and bond revenue amounts to \$205.8 million.

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
Total	\$1,246,565

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

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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
Total	\$ 789,624

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

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.

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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.

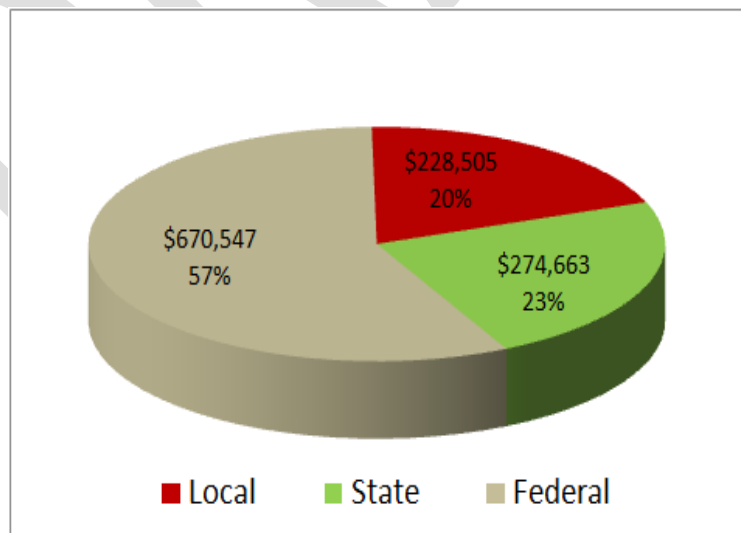
Table 9: MUMPO Area Transit Revenue vs. Expenditures, 2012-2015 TIP

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
Total Transit Revenue Available for FFY 2012-2015 TIP	\$1,734,136
Total Transit Expenditures Proposed for FFY 2012-2015 TIP	\$1,173,715

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

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

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.