



Volume 3, Issue 1

Jan - Mar 2015



charlotte regional **transportation** planning organization

NEWSLETTER

in this issue

page 2

Work continues on the TIP

page 3

Aberdeen, Carolina, & Western
(AC&W) Railroad Relocation Study

Stand Up 4 Transportation

page 4

NCDOT/FHWA Construction
Administration Workshop

LYNX Blue Line Capacity
Expansion Project Update

upcoming CRTPO meetings

April 7, 2015 -

I-485 South MPO/TCC Workshop

April 15, 2015

May 20, 2015

June 17, 2015

CRTPO Leadership

Chairman

Sarah McAulay
Town of Huntersville

Vice-Chairman

Brad Horvath
Village of Wesley Chapel

TCC Chairman

Danny Pleasant
City of Charlotte
Department of Transportation

TCC Vice-Chairman

Joseph Lesch
Union County

*CRTPO leadership was re-elected
at the January 2015 meetings.*

Contact, Website
and MPO Members
www.crtpo.org

WORK CONTINUES ON THE TRANSPORTATION IMPROVEMENT PROGRAM

The MPO approved a list of Bonus Allocation and STP-DA projects to be advanced as part of CRTPO's Transportation Improvement Program (TIP) at their March 18 meeting. The approved list of projects can be viewed by clicking [HERE](#).

The release of NCDOT's DRAFT Statewide Transportation Improvement Program on December 4 has initiated a variety of activities that must be undertaken before the CRTPO adopts in the TIP in August of 2015 including; internal reviews and assessments, public involvement efforts, financial analysis, and demonstration of air quality conformity.

Additionally, the programming of Surface Transportation Program – Direct Attributable (STP-DA) and Toll Facility Bonus Allocation funds will need to be considered in the adoption of CRTPO's MTIP.

Bonus Allocation Funds:

The Strategic Transportation Investments (STI) legislation contains incentives for local funds contributions and the acceptance of Toll projects, in order to reduce the cost of a project to NCDOT. The incentives are referred to as Bonus Allocations and are distributed off the top of the State's Transportation Program, thus not affecting expected funding distributions that a region or NCDOT Division would normally receive. For communities that accept tolling projects, the STI legislation gives MPOs the authority to program the Bonus Allocation funds to eligible projects within the County(s) of the tolled project; however, the North Carolina Board of Transportation must ultimately approve the projects proposed for Bonus Allocation. The amount of the Bonus Allocation that a MPO may receive is based upon the amount of the bonds associated with the construction portion of the project. In the case of the I-77 HOT lanes project, CRTPO is anticipated to receive \$144.5 million. The STI legislation has placed restrictions on these funds to only be used on highway-related projects, and on the amounts of funding that can be allocated at the Division Needs and Regional Impact tiers. Bonus Allocation funds must be obligated within a five-year timeframe.

A call for Bonus Allocation projects in Iredell and Mecklenburg counties was issued in the fall of 2014, and 75 projects, totaling almost \$1 billion, were received. A subcommittee of TCC members was appointed to review and prioritize the projects for consideration for funding.

STP-DA:

Surface Transportation Program – Direct Attributable (STP-DA) is a federal transportation program that allocates funding to MPOs classified as Transportation Management Areas (TMA). These funds are considered flexible because STP-DA funds can be used on any mode or project that is federally eligible, and the funds can be spent anywhere within the MPO boundary. These funds are subject to a 20% local match, which is usually assessed to the project sponsor. A subcommittee of TCC members was assembled to determine the appropriate funding allocations and project types to consider.

Timeline:

The TIP development schedule may be viewed [HERE](#).

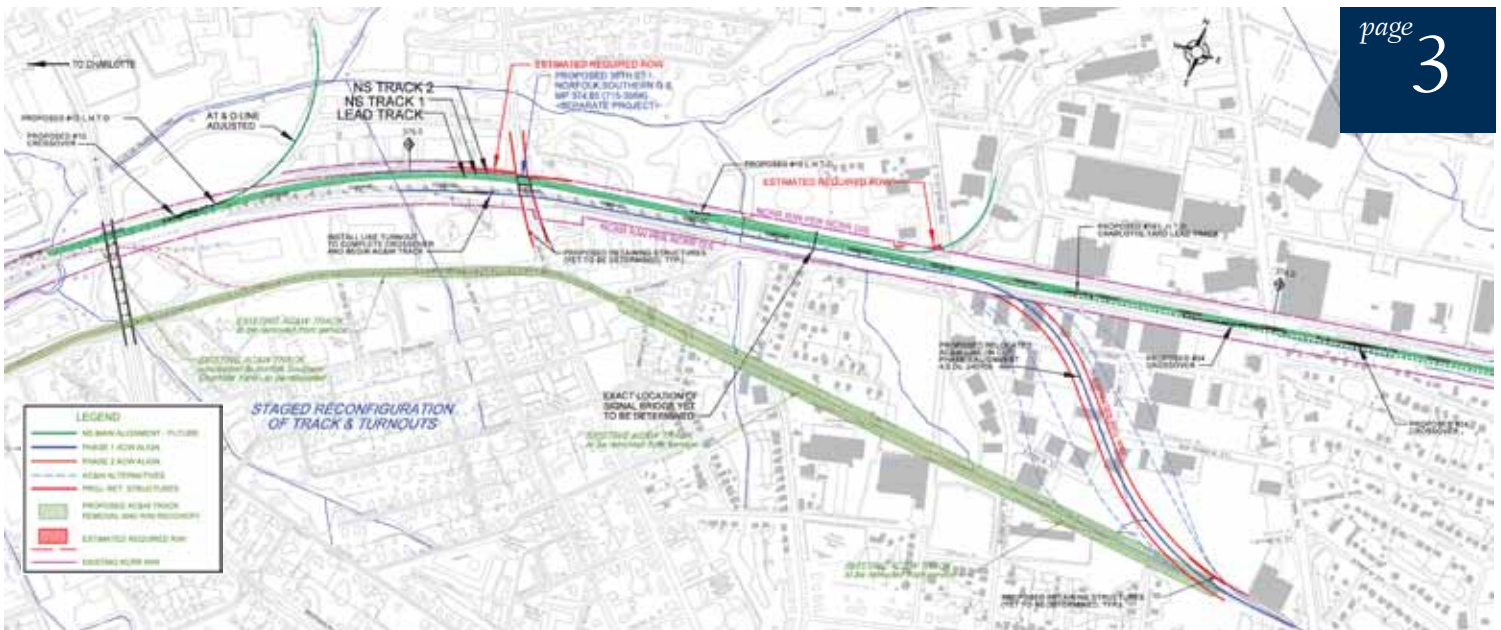
Public Involvement Information:

Public meetings and the solicitation of public comments are required prior to the adoption of any significant plans. The public involvement efforts for the Draft STIP information will be posted soon.

Recent TIP Presentations:

For more detailed information regarding the TIP, view the linked presentations:

[Review of DRAFT STIP
STP-DA and Bonus Allocation](#)



ABERDEEN, CAROLINA, & WESTERN (AC&W)

RAILROAD RELOCATION STUDY

A study to assess the potential relocation of the Aberdeen, Carolina & Western (AC&W) Railroad Corridor in Charlotte is now underway. A kickoff meeting of the study's Technical Oversight Team was held in January, and the effort is scheduled to conclude with a final report in June of 2015. The study is being led by the Charlotte Department Transportation (CDOT) and is funded through the CRTPO's Unified Planning Work Program (UPWP).

The study focuses on the realignment of the AC&W adjacent to the North Carolina Railroad (NCRR) corridor in the No Da community in northeast Charlotte. The realignment is envisioned by the North Carolina Department of Transportation (NCDOT) for operational services.

The study focuses on the realignment of the AC&W adjacent to the North Carolina Railroad (NCRR) corridor in the No Da community in northeast Charlotte. The realignment is envisioned by the North Carolina Department of Transportation (NCDOT) for operational services.



April 9

At the March 18 meeting, the CRTPO endorsed a resolution of support for Stand Up for Transportation Infrastructure Day on April 9, 2015. Stand Up for Transportation is a day of action developed by the American Public Transportation Association (APTA) to highlight and strongly advocate for the need for a long-term, sustainable, and reliable federal transportation funding bill.

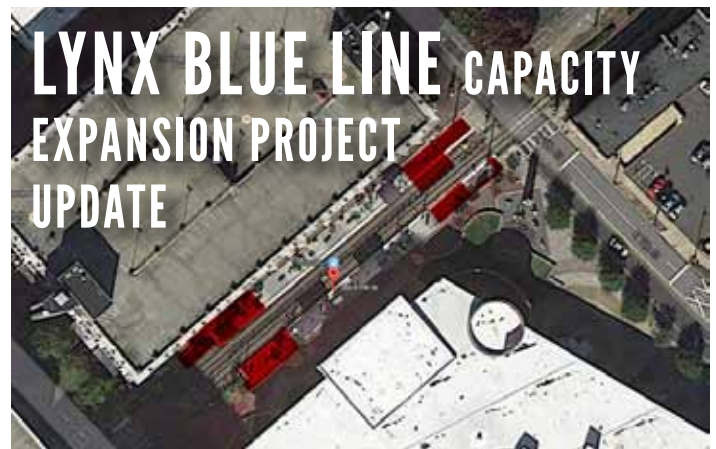
The following statements have been provided by APTA in support of this initiative:

- Public transit and highway grants funded from the Highway Trust Fund cannot be made without an authorization bill. Congress needs to pass a new surface transportation authorization before MAP 21 expires on May 31.
- Congress needs to pass new legislation to authorize the continuation of those programs beyond May, 2015.
- The economic benefit that comes with infrastructure investment is indisputable. For every \$1 invested, there is \$4 in economic benefits.
- Most people believe that we need to maintain and improve the transportation systems that serve the nation in so many ways. Costs associated with our public transportation systems include:
 - » An \$86 billion one-time cost to bring the nation's existing transit infrastructure into a state of good repair;
 - » The annual cost of maintaining the existing system and doing normal replacement of aging buses, rail cars, and facilities;
 - » The cost of expanding public transportation facilities in growing communities;
 - » The costs of maintaining our aging roads and bridges;
- APTA strongly urges the U.S. Congress, to enact a new multi-year authorization bill that provides dedicated funding for the Highway Trust Fund, to pay for the current federal transit program and the growth of that program for transit and highway infrastructure needs.

There will be a Stand Up for Transportation Event held at Trade and Tryon Streets on Thursday, April 9. Business leaders, elected officials, and citizens will speak in support of this initiative during the event.



On February 19, Centralina Council of Governments hosted a NCDOT and FHWA locally administered projects workshop with a focus on construction administration. The session was supported by a partnership with CRTPO, Gaston Cleveland Lincoln MPO, and Rocky River RPO. This workshop examined the administrative practices, processes and procedures, roles, and requirements for communities that have been awarded federal funds such as STP-DA and CMAQ to complete transportation projects. Staff from FHWA and NCDOT Divisions 10 and 12 provided detailed instruction on the mechanics involved in managing a project, from working with contractors to project close-out/reimbursement. Over 70 local government and NCDOT staff and consultants participated in this training opportunity. The next locally administered project workshop will be held in the Charlotte region (location TBA) in the summer of 2015.



Work has recently begun on the first phase station capacity expansion project at the I-485, Woodlawn, Stonewall and Seventh Street Stations along the LYNX Blue Line. This project consists of expansion of the station platform to accommodate three-car trains during peak times, and the addition of traction powered substations. This project will allow the Blue Line to carry more riders, run express services during special events, provide for regular future three-car service, and reduces the chance of uninterrupted service. The future phase of this project will complete these improvements at the remaining twelve stations along the existing light rail line. It is anticipated that the first phase of this project will be complete by the fall of 2015.

CRTPO members

- | | |
|---------------------------------|---------------|
| Charlotte | Mint Hill |
| Cornelius | Monroe |
| Davidson | Mooresville |
| Fairview | NCDOT |
| Huntersville | Pineville |
| Indian Trail | Stallings |
| Iredell County | Statesville |
| Marshville | Troutman |
| Marvin | Union County |
| Matthews | Waxhaw |
| Mecklenburg County | Weddington |
| Metropolitan Transit Commission | Wesley Chapel |
| Mineral Springs | Wingate |

Website

Please visit our website for more information
www.crtpo.org

Contacts

(704) 336-2205

If you know anyone who would like to be added to our mailing list, please e-mail us
info@crtpo.org



NEXT NEWSLETTER APR - JUN 2015