CRTPO 2055 MTP SUMMARY

The **2055 Metropolitan Transportation Plan (MTP)** is the long range, multimodal transportation plan for the Charlotte Regional Transportation Planning Organization (CRTPO). Federally required and updated every four years, the MTP establishes a shared vision, goals, policies, and investment priorities to guide transportation decision making through the year 2055. The plan identifies projects and strategies across all travel modes—roadway, transit, bicycle, pedestrian, rail, and freight—while ensuring investments are fiscally constrained and aligned with anticipated funding.

The 2055 MTP includes the CRTPO planning area, which includes Iredell County, Mecklenburg County, and portions of Union County. The MTP is important because it allows the planning area to proactively plan for growth, changing travel needs, technological advancement, and infrastructure maintenance while meeting federal transportation planning requirements. The complete 2055 MTP document, along with supporting materials and public engagement summaries, is available at ***2055MTP.org***.

The CRTPO acknowledges the leadership and contributions of the Technical Coordinating Committee (TCC), CRTPO Board, Steering Committee (SC), Advisory Committee (AC), and numerous partner agencies, including local jurisdictions, NCDOT, FHWA, FTA, Centralina, and community stakeholders, whose collaboration made the 2055 MTP possible.

RELATIONSHIP TO OTHER PLANS AND PROGRAMS

The 2055 MTP is part of a coordinated planning framework that connects long range visioning with near term funding and project delivery. Together, these plans and programs ensure transportation investments across the planning area are aligned, data driven, and responsive to community needs.

STATE REQUIRED

Comprehensive Transportation Plan (CTP)

IDENTIFIES NEEDS

The CTP is the planning area's long range inventory of transportation needs across all modes—regardless of funding. It establishes the full vision for future improvements.

FEDERALLY REQUIRED

Metropolitan Transportation Plan (MTP)

SETS PRIORITIES

The MTP builds from the CTP by selecting a realistic, fundable set of projects and strategies that can be delivered through 2055. It balances regional goals, public input, and financial constraints.

Transportation Improvement Program (TIP)

MOVES PROJECTS FORWARD

Projects in the MTP are submitted into the TIP when funding is anticipated in the near term. The TIP identifies specific projects, schedules, and funding commitments.

Additional Regional and Programmatic Plans

Beyond 77 | The Beyond 77 Study informs the MTP's approach to congestion management, multimodal mobility, and economic competitiveness along the I-77 corridor from Statesville to the South Carolina State line. Its recommendations help shape long range strategies and future investment decisions.

Comprehensive Safety Action Plan (CSAP) | Upon its completion, the planning area's Comprehensive Safety Action Plan will support the MTP's commitment to reducing fatalities and serious injuries. It will reinforce a focus on safer streets for all users—especially pedestrians, bicyclists, and other vulnerable road users—and helps guide project selection and design.

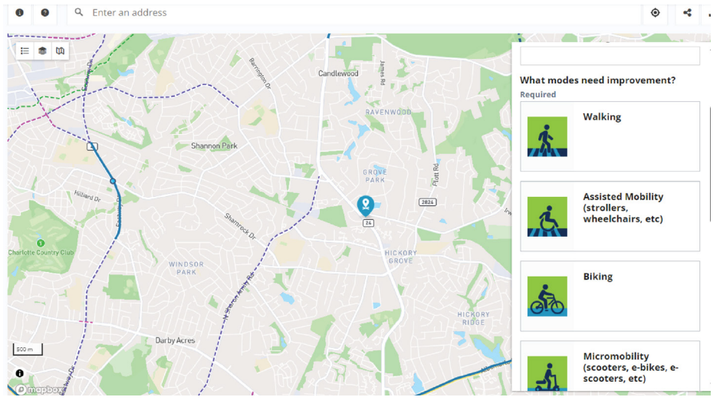
Learn More: *Additional information about these and other transportation plans, programs, and projects is available on the CRTPO website at* ***CRTPO.org***.

PUBLIC ENGAGEMENT OVERVIEW

To ensure meaningful input from the community, stakeholders, and partner agencies, the **2055 MTP engagement process was conducted in three distinct phases.**

Early engagement focused on understanding community priorities and transportation challenges. Residents provided feedback on draft goals and objectives and identified locations where transportation improvements are most needed. The second phase invited the public to review and comment on proposed projects, helping confirm that recommended investments aligned with community needs and regional goals. A final engagement phase allowed participants to review the draft plan and identify any missing elements before adoption.

Engagement activities included **surveys, interactive mapping, focus groups, stakeholder meetings, pop up events, and webinars,** with deliberate efforts to reach communities that have historically been underrepresented in transportation planning. Input collected throughout the process directly informed the plan's goals, strategies, project prioritization, and emphasis on safety, equity, and multimodal transportation.

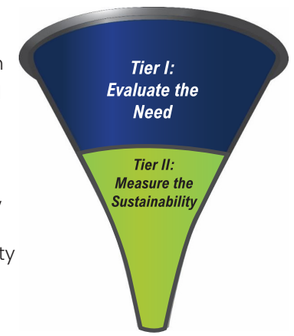


HOW ARE PROJECTS PRIORITIZED?

All of the proposed MTP projects were evaluated and ranked to ensure the final project list supports the plan's six goals, including safety, mobility, sustainability, equity, collaboration, and economic competitiveness.

The evaluation process used a two tiered approach:

- **Tier 1** criteria focused on transportation needs such as congestion, safety, and access to jobs.
- **Tier 2** criteria considered broader regional priorities, including environmental impacts, equity, community context, and cost effectiveness.

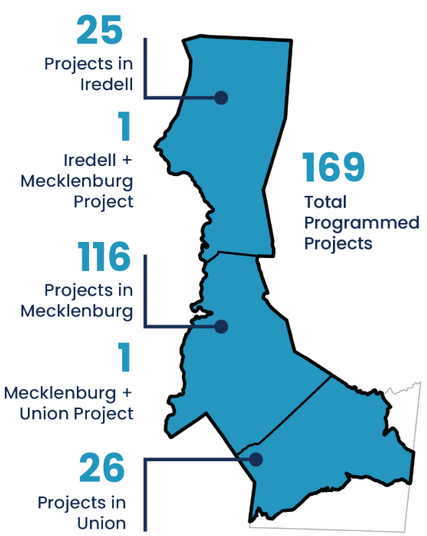


This structured approach helps ensure that limited funding is directed toward projects that deliver the greatest benefit to the planning area.

Tier 1 Criteria	Points
Congestion	100
Safety	50
Accessibility to Employment	50
TOTAL	**200**

Tier 2 Criteria	Points
Environmental Analysis	9
Natural Resource Impacts	9
Historic Resource Impacts	9
Community Resource Impacts	9
Equitable Access	9
Connectivity	10
Benefit/Cost	45
TOTAL	**100**

The highest scoring projects were advanced into the financially constrained project list.



73 Roadway Widenings

26 New Roadways

57 Intersection/ Interchange Improvements

6 New Interchanges

From Planning to Implementation

Chapter 7 of the 2055 MTP provides the full list of projects identified through the planning process or already included in the STIP. Together, the financial plan and project list ensure the MTP is both visionary and achievable—linking long term goals with realistic investment decisions.

The full 2055 Metropolitan Transportation Plan is available at ***2055mtp.org***.

FINANCIAL PLAN AND PROJECTS

Building a Realistic, Fundable Plan

Federal transportation regulations require the 2055 MTP to be financially constrained. This means the anticipated costs and timing of projects included in the plan must be realistic and cannot exceed the transportation funding the planning area is expected to receive. The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) require this approach to ensure long range plans reflect what can actually be delivered.

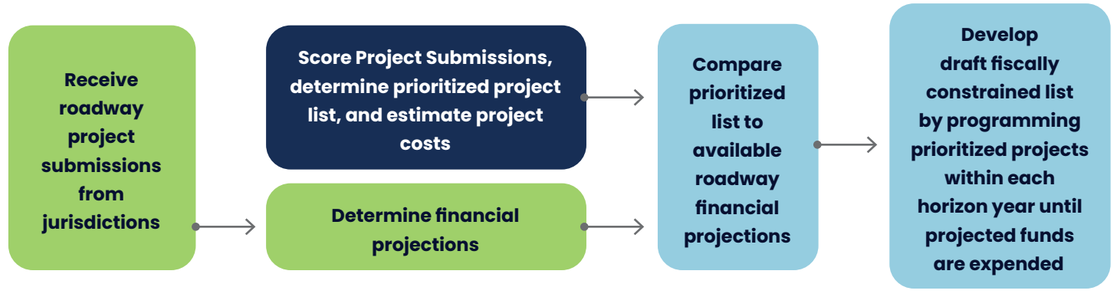
Consistent with federal requirements, the MTP includes only those projects with funding that is reasonably expected to be available over the planning horizon.

WHERE DOES FUNDING COME FROM?

Transportation funding for the CRTPO planning area comes from a combination of federal, state, regional, and local sources. These revenues are grouped into five primary categories:

- **Roadway capital funding,** primarily through the **State Transportation Improvement Program (STIP)**
- **Discretionary funding programs,** including
  - » Surface Transportation Block Grant – Direct Attributable (STBG DA)
  - » Transportation Alternatives Program (TAP)
  - » Carbon Reduction Program (CRP)
  - » Congestion Mitigation and Air Quality (CMAQ)
- **Roadway maintenance funding**
- **Public transportation funding**
- **Other funding sources,** such as local contributions, private investment, and toll revenues

These funding sources support both roadway and multimodal investments and help balance regional priorities with available resources.

Projects can only be included in the financially constrained portion of the MTP if funding is reasonably expected within the life of the plan.

More details on funding assumptions, revenue forecasts, and the process used to demonstrate financial constraint can be found in Chapter 6 of the 2055 MTP.