



June 18, 2014

2016-2020 Transportation Improvement Program Proposed Projects to Assign CRTPO's Local Input Points for Prioritization 3.0

On June 26, 2013, NCDOT's 10-year plan, Strategic Transportation Investments (STI) was signed into law, replacing the Equity Formula. STI takes a tiered approach to funding transportation improvements, with the statewide level receiving 40 percent of available funding (\$6 billion), the regional level receiving 30 percent of available funding (\$4.5 billion) and the division level also receiving 30 percent of available funding (\$4.5 billion) over the next 10 years.

Throughout 2014, CRTPO and the other 18 MPOs throughout the state have been working with NCDOT on Prioritization 3.0 (P3.0) which is the Department's decision making tool to determine the projects that receive funding in the development of the 2016-2020 Transportation Improvement Program.

Why is this important?

STI was created in response to North Carolina's rapid population growth and declining revenue sources to apply funds to enhance mobility and revitalize communities that demonstrate the greatest needs. The Charlotte Urbanized Area experienced the greatest population increase of any U.S. urbanized area over 1 million in population from 2000-2010, so it is anticipated that the new STI law would provide funding for important transportation projects within this region within the 2016-2025 timeframe. It is important for CRTPO to emphasize its transportation priorities throughout this process.

What are local input points?

The STI legislation stipulates that MPOs, RPOs and NCDOT Division Offices will have influence in the project prioritization process by assigning local input points to projects within the Regional Impact and Division Needs Tiers. CRTPO has 2,500 points to allocate to its projects within the Regional Impact and Division Needs categories of STI.

How were the proposed projects identified for local input points?

The STI legislation also required each MPO/RPO/Division office to create a methodology that involves both quantitative and qualitative criteria, as well as a public involvement component to assign its local input points. For proposed highway projects, CRTPO based its local input points methodology on the project ranking criteria in its adopted 2040 Metropolitan Transportation Plan, and used the NCDOT P3.0 Quantitative project score as a secondary criteria. For proposed non-highway projects, CRTPO used the NCDOT P3.0 Quantitative project score as a means to prioritize projects for consideration of local input points.

The following maps and spreadsheets show CRTPO's projects by mode for consideration of local input points. CRTPO will consider opening a 30-day public comment period on the DRAFT list of projects at its June 18th meeting. All comments received on the local input points list will be presented to the MPO in consideration of the development of the final list of projects to receive local input points by August 20, 2014.