

**Charlotte Regional Transportation Planning
Organization (CRTPO)
FFY 2020-2023 TIP Financial Plan**

DRAFT
October 2019

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INTRODUCTION

The Transportation Improvement Program (TIP) identifies the transportation projects and strategies that the Charlotte Regional Transportation Planning Organization (CRTPO) and North Carolina Department of Transportation (NCDOT) plan to undertake over the next ten years. All projects receiving federal funding or are regionally significant, regardless of the funding source, must be in the TIP. The TIP is a staged, prioritized, multi-year multi-modal program of transportation projects, prepared in each metropolitan area, which is consistent with that area's Metropolitan Transportation Plan (MTP). Each metropolitan TIP is incorporated in its entirety into the State Transportation Improvement Program (STIP).

The TIP:

- Is updated at least every four years, but normally every two years with the STIP;
- Is realistic in terms of available funding and is not just a "wish list" of projects. This concept is known as fiscal constraint;
- Conforms with the State Implementation Plan (SIP) for air quality (CRTPO is classified as maintenance for ozone);
- Is approved by the CRTPO and the Governor (or his designee); and
- Is incorporated directly, without change, into North Carolina's STIP.

This document provides the basis for determining whether the TIP is fiscally constrained by analyzing revenue sources, funding projections, and amount of funding programmed within the first four years of the ten-year program. The Federal Highway Administration (FHWA) recognizes the first four years of an MPO's TIP; therefore, the 2020-2023 federal fiscal years are the focus of this analysis and report. The determination of fiscal constraint is made by determining the amount of available funds remaining after determining that all of the funds have been adequately appropriated. Section 1 provides an overview of the funding sources and strategies used for financing the TIP, followed by Section 2, which provides estimated revenues and expenditures for implementing the CRTPO TIP. The full list of TIP projects is provided in Appendix A.

SECTION 1

REVENUE SOURCES AND STRATEGIES

The TIP is a multi-year capital improvement document which denotes the scheduling and funding of construction projects across the state over a minimum four-year time period as required by Federal law. Revenues to finance the TIP come from several sources at the federal, state, and local levels. Revenues from the federal government are provided to the state through several programs that target specific modes of transportation (highway, freight, transit, and other modes) or aspects of the transportation system (safety, performance, air quality, and planning).

This section will provide a brief description of the revenue sources that are used to finance the TIP for the CRTPO region. Federal revenue sources will be discussed first, followed by state and local contributions. Programming strategies will be discussed at the end of this section.

Federal Revenue Sources

Federal revenue sources consist of many funding categories. Funding in most of these individual categories is subject to overall federal budget constraints and Federal Obligation Limitation. The obligation limitation effectively limits the amounts of federal funds that can be utilized in any one year.

Surface Transportation Block Grant Program

The Surface Transportation Block Grant (STBG) program provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals. NCDOT divides STBG funds into five categories:

- **BGANY:** Surface Transportation Block Grant Program (Any Area) – Funding available for any area of the transportation system.
- **BGBA:** Surface Transportation Block Grant Program (Bonus Allocation) – Regions that commit local funds toward state projects or fund construction with proceeds of toll revenue bonds are eligible for “bonus allocation” funds.
- **BGDA:** Surface Transportation Block Grant Program (Direct Attributable) – A percentage of the State’s apportionment is obligated directly to the MPOs whose population is over 200,000.
- **BGIM:** Surface Transportation Block Grant Program (Interstate Maintenance) – This program provides funding for resurfacing, restoring, rehabilitating and reconstructing (4R) most routes on the Interstate System.
- **BGOFF:** Surface Transportation Block Grant Program (Off System) – States are required to obligate a portion of funds (not from sub-allocated amounts) for bridges not on Federal-aid highways (off-system bridges).

Congestion Mitigation and Air Quality Improvement Program

CMAQ: Congestion Mitigation – The Congestion Mitigation and Air Quality Improvement Program (CMAQ) program provides a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas). CMAQ funds can be allocated by NCDOT or eligible MPOs in North Carolina.

Highway Safety Improvement Program

HSIP: Highway Safety Improvement Program – A core Federal-aid program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned roads and roads on tribal land. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads with a focus on performance.

National Highway Freight Program

NHFP: National Highway Freight Program - to improve the efficient movement of freight on the National Highway Freight Network (NHFN) and support several goals, including: investing in infrastructure and operational improvements; improving the safety, security, efficiency, and resiliency of freight transportation; improving the state of good repair; using innovation and advanced technology to improve safety, efficiency, and reliability; improving the efficiency and productivity; improving State flexibility to support multi-State corridor planning and address highway freight connectivity; and reducing the environmental impacts of freight movement.

National Highway Performance Program

NHP: National Highway Performance Program – The NHP provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS.

- **NHPB:** National Highway Performance Program (Bridge) – A portion of the NHP funds are set aside for bridges.
- **NHPIM:** National Highway Performance Program (Interstate Maintenance) – A portion of the NHP funds are set aside for interstate maintenance.

Public Transportation Project Funding

The public transportation projects listed in the TIP are funded from several different FTA Funds and State Funds. In addition, many of the FTA Funds require a match to the project. Most of the funding for programs in the MPOs with a population of 200,000 or greater is managed directly by the MPO. For the CRTPO region, the Charlotte Area Transit System (CATS) manages these funds. CATS develops projects to list in the STIP from the total apportioned amount received from FTA. The Federal Funding programs are listed below and their projects are included in the STIP.

- **FEPD:** Elderly and Persons with Disability (5310) – This is a federal program to improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options. This program supports transportation services planned, designed, and carried out to meet the special transportation needs of seniors and individuals with disabilities in all areas – large urbanized (over 200,000), small urbanized (50,000-200,000), and rural (under 50,000). Eligible projects include both traditional capital investment and nontraditional investment beyond the Americans with Disabilities Act (ADA) complementary paratransit services.
- **FMOD:** Fixed Guideway Modifications – This federal program provides funding for capital projects to modernize or improve existing fixed guideway systems (such as the Blue Line light rail and Gold Line trolley), including purchase and rehabilitation of rolling stock, track, line equipment, structures, signals and communications, power equipment and substations, passenger stations and terminals, security equipment and systems, maintenance facilities and

equipment, operational support equipment including computer hardware and software, system extensions, and preventive maintenance.

- **FMPL:** Metropolitan Planning (5303) – This federal program provides funding and procedural requirements for multimodal transportation planning in metropolitan areas and states, resulting in long-range plans and short-range programs of transportation investment priorities. The planning programs are jointly administered by FTA and the Federal Highway Administration (FHWA), which provides additional funding to the MPOs.
- **FNU:** Non Urbanized Area Formula Program (5311) – This federal program provides capital, planning, and operating assistance to states to support public transportation in rural areas with populations of less than 50,000, where many residents often rely on public transit to reach their destinations. The program also provides funding for state and national training and technical assistance through the Rural Transportation Assistance Program (RTAP), Intercity Bus (5311F) and Appalachian Development Transportation Assistance Program.
- **FSGR:** State of Good Repair – A formula-based State of Good Repair program is FTA’s first stand-alone initiative written into law that is dedicated to repairing and upgrading the nation’s rail transit systems along with high-intensity motor bus systems that use high-occupancy vehicle lanes, including bus rapid transit (BRT). These funds reflect a commitment to ensuring that public transit operates safely, efficiently, reliably, and sustainably so that communities can offer balanced transportation choices that help to improve mobility, reduce congestion, and encourage economic development.
- **FUZ:** Urbanized Area Formula Program (5307) - The Urbanized Area Formula Funding program (49 U.S.C. 5307) makes federal resources available to urbanized areas and to governors for transit capital and operating assistance in urbanized areas and for transportation-related planning. An urbanized area is an incorporated area with a population of 50,000 or more that is designated as such by the U.S. Department of Commerce, Bureau of the Census. For urbanized areas with 200,000 in population and over (as is the case for the CRTPO area), funds are apportioned and flow directly to a designated recipient selected locally to apply for and receive Federal funds.

[Transportation Alternatives Program](#)

Federal legislation under the Moving Ahead for Progress in the 21st Century Act (MAP-21) created the Transportation Alternatives Program (TAP) as a funding source for alternative transportation projects, including projects previously eligible for Transportation Enhancement and Safe Routes to Schools Funding. These funds are divided into three categories:

- **TA:** Transportation Alternatives Program (Uncategorized) – Any TAP projects that is uncategorized.
- **TAANY:** Transportation Alternatives Program (Any Area) – Funding available for any area of the transportation system that is eligible for TAP funding.
- **TADA:** Transportation Alternatives Program (Direct Attributable) – A percentage of the State’s apportionment is obligated directly to the MPOs whose population is over 200,000.

[State Revenue Sources](#)

State transportation revenues are derived from user fees in the form of Motor Fuel Tax (MFT), driver and vehicles fees collected by the NC Division of Motor Vehicles (DMV Fees) and a Highway Use Tax (HUT) on vehicle title transfers. Federal transportation revenues are derived from a federal MFT tax, vehicle fees (mostly on trucks) and since 2008 it has included transfers from the U.S. General Fund.

Charlotte Regional Transportation Planning Organization FFY 2020-2023 TIP

North Carolina's total transportation funding consists of roughly 75 percent state revenues and 25 percent federal.

Virtually all federal-aid projects require a local or state fund contribution. Most highway and transit programs require a 20 percent local or state share. The amount of state matching funds needed for the Federal Aid Program will be funded by the State Highway Trust Fund. Below are the five State revenue sources that support the funding of the CRTPO TIP:

- **BA:** Bonus Allocation – The Strategic Transportation Investment legislation enacted in North Carolina in 2013 includes incentives for local transportation funding and highway tolling. Regions that commit local funds toward state projects or fund construction with proceeds of toll revenue bonds are eligible for “bonus allocation” funds.
- **S(M):** State Match for STBG-DA or Garvee Projects – State matching funds for Federal Surface Transportation Program (STP) projects or projects funded through Grant Anticipation Revenue Vehicle (GARVEE) Bonds.
- **T:** Highway Trust Funds – The Highway Trust funds are generated by similar highway user fees such as, tax on motor vehicle sales and title transfers, title and registration fees, and 29 percent of the motor fuel taxes. These funds are used for the design and construction of project listed in the STIP and used to match the funds North Carolina receives from the Federal Highway Trust fund.
- **S:** State – State funding source to support non-highway projects.
- **SMAP:** Operating Assistance and State Maintenance – State funding source to support operating assistance and maintenance.

Local Revenue Sources

Various projects funded with state or federal funds often require a local match. Local revenue sources may be provided by a municipality, agency, or private sector. NCDOT separates local revenues into two categories:

- **L:** Local – Local (such as municipality) funding contribution. Most highway and non-highway programs require a minimum 20 percent local or state share.
- **O:** Local, Non-Federal or State Funds – Local funding contributions from non-municipal entities such as Charlotte Douglas International Airport, Norfolk Southern, and CSX.

State Programming Strategies

NCDOT has developed several programming strategies to finance TIP projects. These strategies allow the State to move projects forward and commit funding prior to receiving federal reimbursements.

Advance Construction

“Advance Construction” (AC) allows states to begin a project even in the absence of sufficient Federal-aid obligation authority to cover the Federal share of project costs. It is codified in Title 23, Section 115. Advance construction eliminates the need to set aside full obligational authority before starting projects. As a result, a state can undertake a greater number of concurrent projects than would otherwise be possible. In addition, advance construction helps facilitate construction of large projects, while maintaining obligational authority for smaller ones. At some future date when the state does have sufficient obligation authority, it may convert an advance-constructed project to a Federal-aid project by obligating the permissible share of its Federal-aid funds and receiving subsequent reimbursements. Advance construction allows a state to conserve obligation authority and maintain flexibility in its

transportation funding program. NCDOT uses AC both to support its GARVEE Bond program and to assist in its cash management.

[GARVEE Bonds](#)

In 2005, House Bill 254 authorized NCDOT to issue Grant Anticipation Revenue Vehicles (GARVEE bonds) to finance federal aid highway projects. All funds derived from GARVEE bonds are backed by the receipt of future federal funds, and no state funds may be committed to the debt service. In October 2007, the Department received \$287.6 million in GARVEE bond proceeds, \$242.5 million in 2009, \$145.5 million in 2011, \$179.5 million in 2012, \$264.9 million in 2015, and \$600.0 million in 2019.

[BUILD NC](#)

Build NC, which became effective January 1, 2019, is a financing tool that ensures NCDOT can continue strong delivery of critical road projects at the regional and division tiers that do not qualify for a similar federal funding tool.

Those projects benefit residents across North Carolina by providing the infrastructure to better access jobs, health care facilities and educational opportunities.

Benefits of *Build NC* include:

- NCDOT can maintain strong project delivery, which is essential to a strong transportation system that is the backbone of the state's economic competitiveness and quality of life.
- The critical infrastructure that communities across North Carolina have been waiting for will be delivered sooner than they would be if *Build NC* was not available.
- Private sector businesses across the state that build North Carolina roadways will see a stable industry over the next few years, allowing them to grow capacity to meet market demand with less risk.

SECTION 2

CRTPO TRANSPORTATION IMPROVEMENT PROGRAM

While Section 1 provides an overview of revenue sources used to fund the TIP, Section 2 focuses on estimated revenues available for funding projects within the CRTPO planning area. Highway revenues are discussed first and include sources used to fund highway and bridge projects as well as highway maintenance. Non-highway revenues, discussed at the end of this section, are programmed to transit, rail, aviation, and bicycle and pedestrian projects. Both highway and non-highway revenues are compared to the estimated project costs for the CRTPO planning area to illustrate the financial feasibility of the TIP.

Highway Revenue

The funding summary table below was provided by NCDOT. It provides a summation of the programmed dollars by the various highway funding sources for projects within the CRTPO planning area. This includes federal, state, and local funds for the first four years of the STIP (2020-2023). Local funds represent required matching funds for any programs requiring matching funds or any local commitments towards projects in the STIP. As shown in **Table 1**, the CRTPO planning area could potentially receive \$1,497 million (\$1.497 billion) over the four-year period based on these projections.

Charlotte Regional Transportation Planning Organization FFY 2020-2023 TIP

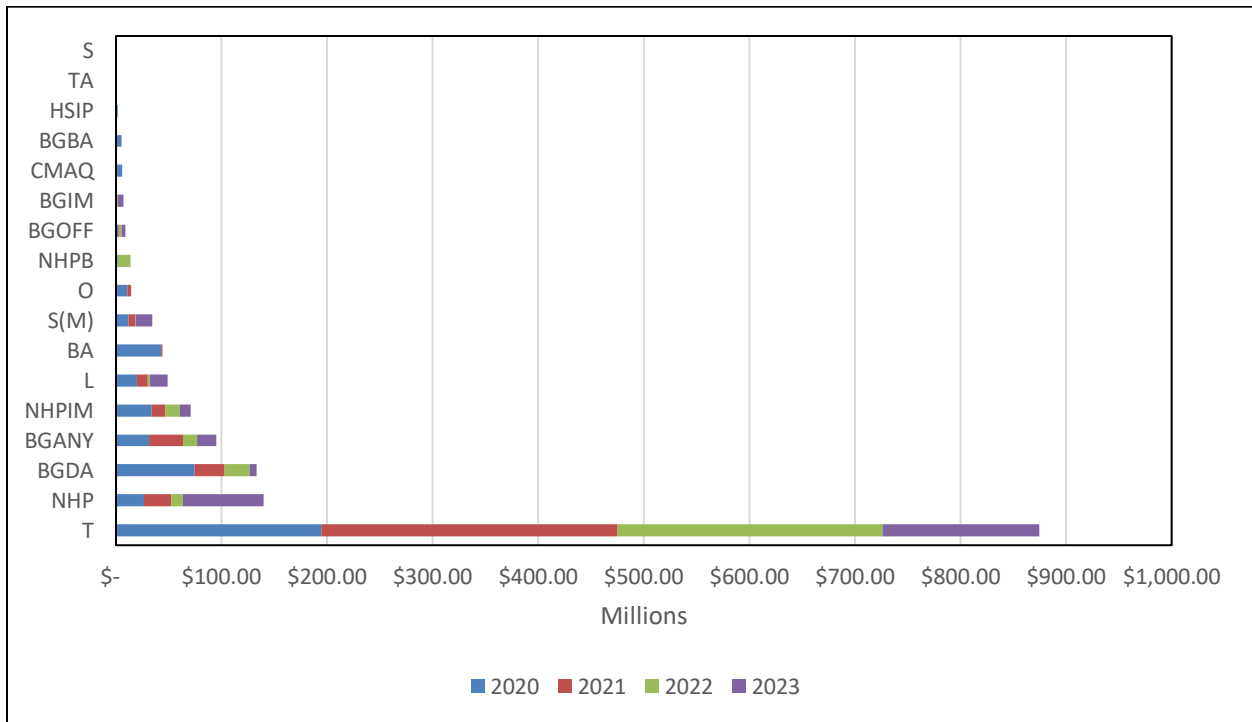
Table 1: Projected CRTPO Planning Area Highway Revenue, FFY 2020-2023

Funding Source	Fund Description	Funding Type	<i>(estimates are in millions of YOY dollars)</i>				
			2020	2021	2022	2023	Totals
BGANY	Surface Transportation Block Grant Program (Any Area)	F	\$31.6	\$31.8	\$13.7	\$17.9	\$95.0
BGBA	Surface Transportation Block Grant Program (Bonus Allocation)	F	\$5.0	\$0.0	\$0.0	\$0.0	\$5.0
BGDA	Surface Transportation Block Grant Program (Direct Attributable)	F	\$74.6	\$28.5	\$23.4	\$6.4	\$132.9
BGIM	Surface Transportation Block Grant Program (Interstate Maintenance)	F	\$0.0	\$0.0	\$1.3	\$5.7	\$7.0
BGOFF	Surface Transportation Block Grant Program (Off System)	F	\$2.3	\$0.9	\$1.9	\$3.9	\$9.0
CMAQ	Congestion Mitigation	F	\$5.9	\$0.0	\$0.0	\$0.0	\$5.9
HSIP	Highway Safety Improvement Program	F	\$1.4	\$0.0	\$0.0	\$0.0	\$1.4
NHP	National Highway Performance Program	F	\$26.3	\$26.5	\$10.5	\$76.6	\$139.9
NHPB	National Highway Performance Program(Bridge)	F	\$1.4	\$0.0	\$12.3	\$0.0	\$13.7
NHPIM	National Highway Performance Program (Interstate Maintenance)	F	\$33.9	\$12.8	\$13.7	\$10.1	\$70.6
TA	Transportation Alternatives Program (Uncategorized)	F	\$0.2	\$0.0	\$0.0	\$0.0	\$0.2
BA	Bonus Allocation	S	\$42.7	\$1.1	\$0.0	\$0.0	\$43.8
S	State	S	<\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
S(M)	State Match for STP-DA or Garvee Projects	S	\$11.7	\$6.2	\$0.5	\$15.9	\$34.3
T	Highway Trust Funds	S	\$194.5	\$280.4	\$251.4	\$148.4	\$874.7
L	Local	O	\$19.8	\$10.2	\$1.7	\$17.4	\$49.2
O	Local, Non Federal or State Funds	O	\$11.0	\$3.6	\$0.0	\$0.0	\$14.6
		Total	\$462.3	\$402.0	\$330.4	\$302.3	\$1,497.0
<p>Sources: NCDOT (August 26, 2019) Notes: Abbreviations for funding types are as follows: "F" – Federal, "S" – State, "O" – Other</p>							

Charlotte Regional Transportation Planning Organization FFY 2020-2023 TIP

Figure 1 depicts the estimated revenue sources for funding highway projects programmed in the TIP. The Highway Trust Fund (T) is by far the largest funding source for CRTPO highway projects.

Figure 1: Projected CRTPO Planning Area Highway Revenue, 2020-2023 TIP



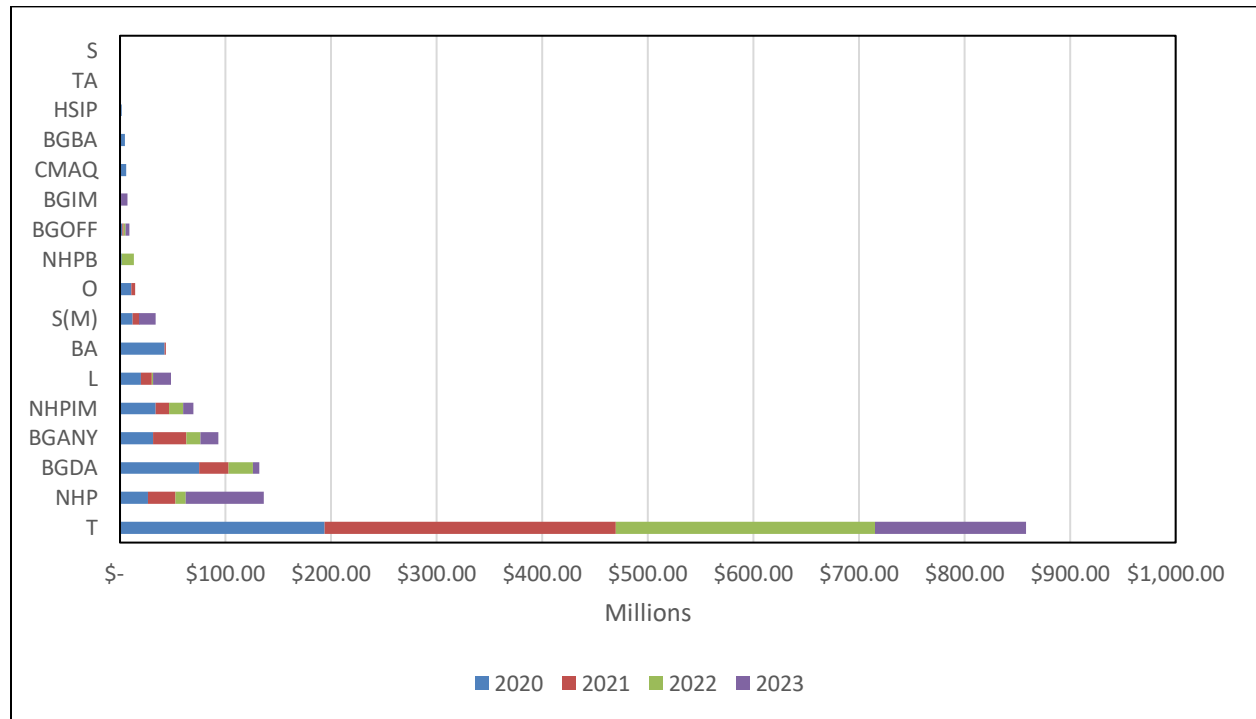
Charlotte Regional Transportation Planning Organization FFY 2020-2023 TIP

Proposed highway expenditures for the TIP are listed below in **Table 2** and shown graphically in **Figure 2**. The expenditures total approximately \$1,471 million (\$1.471 billion).

Table 2: CRTPO Planning Area Proposed Highway Expenditures, 2020-2023 TIP

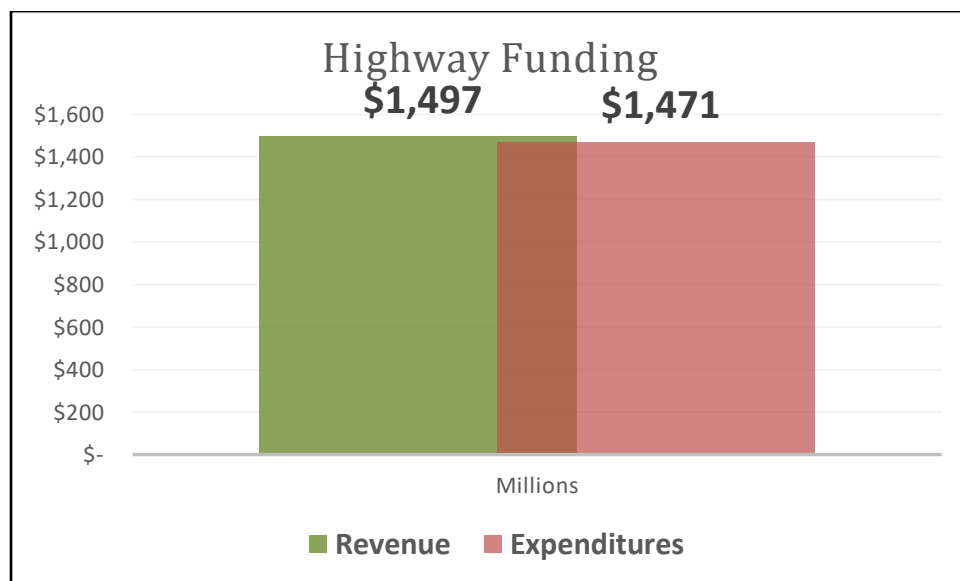
Funding Source	Fund Description	Funding Type	<i>(estimates are in millions of YOE dollars)</i>				
			2020	2021	2022	2023	Totals
BGANY	Surface Transportation Block Grant Program (Any Area)	F	\$31.4	\$31.4	\$13.3	\$17.3	\$93.4
BGBA	Surface Transportation Block Grant Program (Bonus Allocation)	F	\$4.9	\$0.0	\$0.0	\$0.0	\$4.9
BGDA	Surface Transportation Block Grant Program (Direct Attributable)	F	\$74.7	\$28.1	\$22.8	\$6.2	\$131.8
BGIM	Surface Transportation Block Grant Program (Interstate Maintenance)	F	\$0.0	\$0.0	\$1.3	\$5.5	\$6.8
BGOFF	Surface Transportation Block Grant Program (Off System)	F	\$2.3	\$0.9	\$1.9	\$3.8	\$8.8
CMAQ	Congestion Mitigation	F	\$5.8	\$0.0	\$0.0	\$0.0	\$5.8
HSIP	Highway Safety Improvement Program	F	\$1.6	\$0.0	\$0.0	\$0.0	\$1.6
NHP	National Highway Performance Program	F	\$26.2	\$26.1	\$10.2	\$74.0	\$136.5
NHPB	National Highway Performance Program(Bridge)	F	\$1.4	\$0.0	\$12.0	\$0.0	\$13.3
NHPIM	National Highway Performance Program (Interstate Maintenance)	F	\$33.8	\$12.7	\$13.4	\$9.8	\$69.5
TA	Transportation Alternatives Program (Uncategorized)	F	\$0.2	\$0.0	\$0.0	\$0.0	\$0.2
BA	Bonus Allocation	S	\$42.5	\$1.0	\$0.0	\$0.0	\$43.6
S	State	S	\$0.1	\$0.0	\$0.0	\$0.0	\$0.1
S(M)	State Match for STP-DA or Garvee Projects	S	\$11.7	\$6.1	\$0.5	\$15.4	\$33.7
T	Highway Trust Funds	S	\$193.6	\$276.2	\$245.3	\$143.4	\$858.4
L	Local	O	\$19.8	\$10.1	\$1.7	\$16.8	\$48.4
L	Local, Non Federal or State Funds	O	\$11.0	\$3.5	\$0.0	\$0.0	\$14.5
		Total	\$460.9	\$396.1	\$322.3	\$292.0	\$1,471.2
Notes:	As of August 26, 2019. Abbreviations for funding types are as follows: F=Federal, S=State., O=Local/Other						

Figure 2: CRTPO Planning Area Proposed Highway Expenditures, 2020-2023 TIP



To demonstrate the TIP’s fiscal constraint, the overall \$1,497 million (\$1.497 billion) in projected highway revenue has been compared to proposed highway expenditures for FFY 2020-2023 in the CRTPO planning area. As shown above, proposed highway expenditures total approximately \$1,471 million (\$1.471 billion), about \$26 million less than the region’s projected revenue. This difference does not suggest that surplus revenues are available for programming additional projects, but simply shows that the highway projects in the CRTPO TIP are financially constrained.

Figure 3: CRTPO Planning Area Highway Funding Revenues vs Expenditures, 2020-2023 TIP



Charlotte Regional Transportation Planning Organization FFY 2020-2023 TIP

Non-Highway Revenue

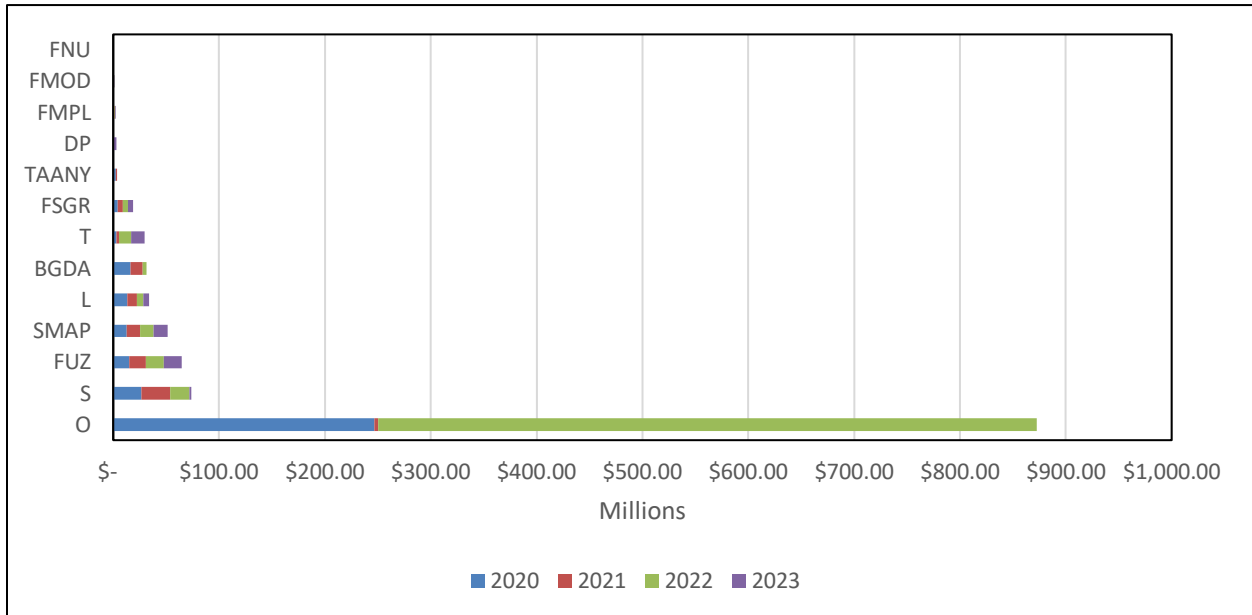
The funding summary table below was provided by NCDOT. It provides a summation of the programmed dollars by the various non-highway funding sources for projects within the CRTPO planning area. This includes federal, state, and local funds for the first four years of the STIP (2020-2023). Local funds represent required matching funds for any programs requiring matching funds or any local commitments towards projects in the STIP. **Table 3** and **Figure 3** show projected non-highway revenues by major category for 2020-2023. The \$247 million shown under Local, Non-Federal or State Funds (O) for FY 2020 are State funds provided to cover the completion of the Blue Line Extension, which opened in March 2018. Most the \$622.3 million shown under Local, Non-Federal or State Funds (O) for FY 2022 are Charlotte Douglas International Airport funds provided to cover the construction of a fourth parallel runway. Proposed non-highway expenditures for the TIP are also listed below in **Table 4** and shown graphically in **Figure 4**.

Table 3: Projected CRTPO Planning Area Non-Highway Revenue, FFY 2020-2023

Funding Source	Fund Description	Funding Type	<i>(estimates are in millions of YOE dollars)</i>				
			2020	2021	2022	2023	Totals
BGDA	Surface Transportation Block Grant Program (Direct Attributable)	F	\$16.1	\$11.6	\$3.7	\$0.0	\$31.5
DP	Discretionary or Demonstration	F	\$0.0	\$0.0	\$0.5	\$2.4	\$2.9
FEPD	Elderly and Persons with Disability (5310)	F	\$1.5	\$0.8	\$0.8	\$0.8	\$3.8
FMOD	Fixed Guideway Modifications	F	\$0.2	\$0.2	\$0.2	\$0.2	\$1.0
FMPL	Metropolitan Planning (5303)	F	\$0.8	\$0.6	\$0.4	\$0.4	\$2.1
FNU	Non Urbanised Area Formula Program (5311)	F	\$0.0	\$0.0	\$0.0	\$0.0	\$0.1
FSGR	State of Good Repair	F	\$4.5	\$4.6	\$4.8	\$5.0	\$19.0
FUZ	Capital Program - Bus Earmark (5309)	F	\$15.3	\$15.6	\$16.7	\$17.1	\$64.7
TAANY	Transportation Alternatives Program (Any Area)	F	\$2.5	\$0.9	\$0.0	\$0.0	\$3.4
TADA	Transportation Alternatives Program (Direct Attributable)	F	\$1.4	\$1.4	\$1.4	\$1.4	\$5.6
S	State	S	\$26.8	\$26.9	\$18.3	\$1.6	\$73.5
SMAP	Operating Assistance and State Maintenance	S	\$12.6	\$12.7	\$12.9	\$13.0	\$51.2
T	Highway Trust Funds	S	\$3.3	\$2.2	\$11.2	\$12.8	\$29.5
L	Local	O	\$13.3	\$9.1	\$6.0	\$5.5	\$33.9
O	Local, Non Federal or State Funds	O	\$247.0	\$3.3	\$622.3	\$0.0	\$872.6
		Total	\$345.4	\$89.9	\$699.1	\$60.3	\$1,194.7

Sources: NCDOT (August 26, 2019)
Notes: Abbreviations for funding types are as follows: "F" – Federal, "S" – State, "O" – Other

Figure 4: Projected CRTPO Planning Area Non-Highway Revenue, 2020-2023 TIP

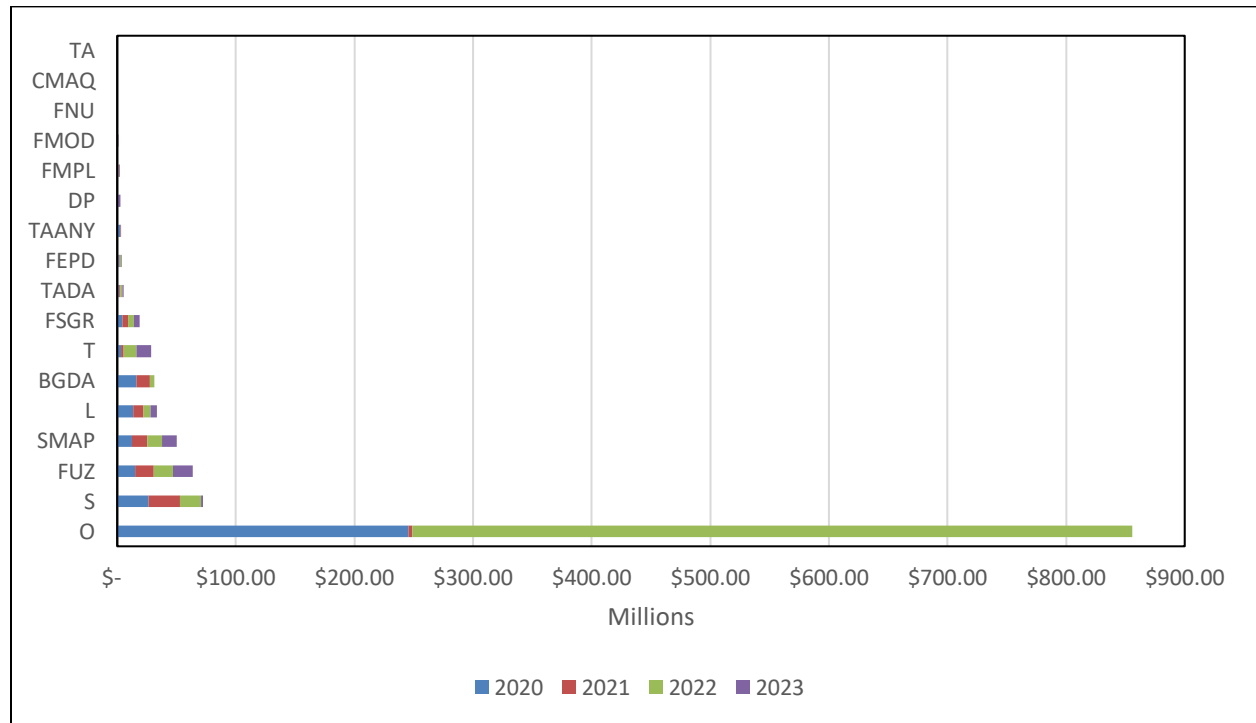


Charlotte Regional Transportation Planning Organization FFY 2020-2023 TIP

Table 4: CRTPO Planning Area Proposed Non-Highway Expenditures, 2020-2023 TIP

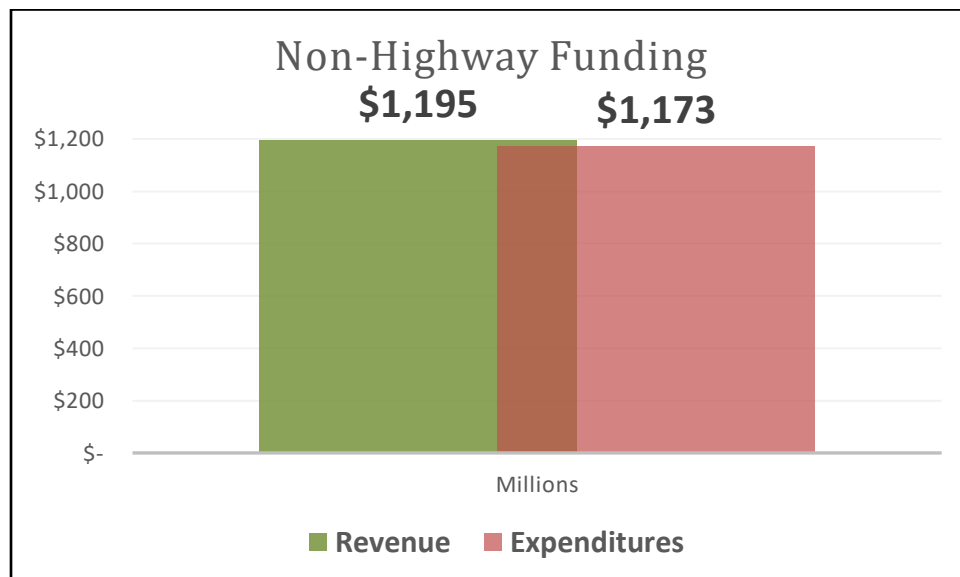
Funding Source	Fund Description	Funding Type	<i>(estimates are in millions of YOE dollars)</i>				
			2020	2021	2022	2023	Totals
BGDA	Surface Transportation Block Grant Program (Direct Attributable)	F	\$16.1	\$11.5	\$3.6	\$0.0	\$31.1
CMAQ	Congestion Mitigation	F	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
DP	Discretionary or Demonstration	F	\$0.0	\$0.0	\$0.5	\$2.4	\$2.9
FEPD	Elderly and Persons with Disability (5310)	F	\$1.5	\$0.7	\$0.8	\$0.8	\$3.8
FMOD	Fixed Guideway Modifications	F	\$0.2	\$0.2	\$0.2	\$0.2	\$1.0
FMPL	Metropolitan Planning (5303)	F	\$0.8	\$0.6	\$0.3	\$0.3	\$2.1
FNU	Non-Urbanized Area Formula Program (5311) FSGR	F	\$0.0	\$0.0	\$0.0	\$0.0	\$0.1
FSGR	State of Good Repair	F	\$4.4	\$4.6	\$4.7	\$4.9	\$18.6
FUZ	Urbanized Area Formula Program (5307)	F	\$15.3	\$15.4	\$16.3	\$16.5	\$63.4
TA	Transportation Alternatives Program (Uncategorized)	F	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
TAANY	Transportation Alternatives Program (Any Area)	F	\$2.5	\$0.9	\$0.0	\$0.0	\$3.4
TADA	Transportation Alternatives Program (Direct Attributable)	F	\$1.4	\$1.3	\$1.4	\$1.4	\$5.5
S	State	S	\$26.7	\$26.5	\$17.8	\$1.5	\$72.4
SMAP	Operating Assistance and State Maintenance	S	\$12.6	\$12.6	\$12.6	\$12.6	\$50.2
T	Highway Trust Funds	S	\$3.2	\$2.2	\$10.9	\$12.4	\$28.7
L	Local	O	\$13.3	\$8.9	\$5.9	\$5.3	\$33.4
O	Local, Non-Federal or State Funds	O	\$245.8	\$3.2	\$607.0	\$0.0	\$856.0
		Total	\$343.7	\$88.6	\$682.0	\$58.2	\$1,172.5
Notes:	As of August 26, 2019 Abbreviations for funding types are as follows: F=Federal, S=State., O=Local/Other						

Figure 5: CRTPO Planning Area Proposed Non-Highway Expenditures, 2020-2023 TIP



To demonstrate the TIP’s fiscal constraint, the overall \$1,195 million (\$1.195 billion) in projected non-highway revenue has been compared to proposed non-highway expenditures for FFY 2020-2023 in the CRTPO planning area. As shown above, proposed non-highway expenditures total approximately \$1,173 million (\$1.173 billion), about \$22 million less than the region’s projected revenue. This difference does not suggest that surplus revenues are available for programming additional projects, but simply shows that the non-highway projects in the CRTPO TIP are financially constrained.

Figure 6: CRTPO Planning Area Non-Highway Funding Revenues vs Expenditures, 2020-2023 TIP



Summary

This analysis demonstrates that the funding sources identified within the CRTPO planning area and the revenue estimates identified by NCDOT cover the cost of the projects included in the FFY 2020-2023 TIP, meeting the federal requirement for a fiscally constrained TIP.