

# Allocation Formula Boundaries

## Regional Transportation Alliance

NC General Assembly  
**Joint Legislative Transportation Oversight Committee**  
Tuesday, April 6, 2010

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**Regional  
Transportation  
Alliance**  
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# Regional Transportation Alliance

- Founded by Cary, Chapel Hill-Carrboro, Durham and Raleigh CofCs in 1999
- Now 23 member chambers of commerce in 10 counties and 100+ members
- Voice of regional business community on regional transportation issues
- “Business leadership for regional mobility”

# Transportation funding in NC

- Funding needs in both urban & rural areas
  - Urban areas need infrastructure investment to help sustain regional job engines
  - Rural areas need infrastructure investment to help jumpstart economies
  - Continued need for an allocation formula to ensure mobility needs met across the State

# Transportation funding and job creation

- Consider modifying boundaries for planning and funding to highlight economic dev link
- Suggest using boundaries of 7 econ develop regions for funding and planning allocations
- Formula variables could stay the same (50% pop, 25% intrastate miles, 25% equal)

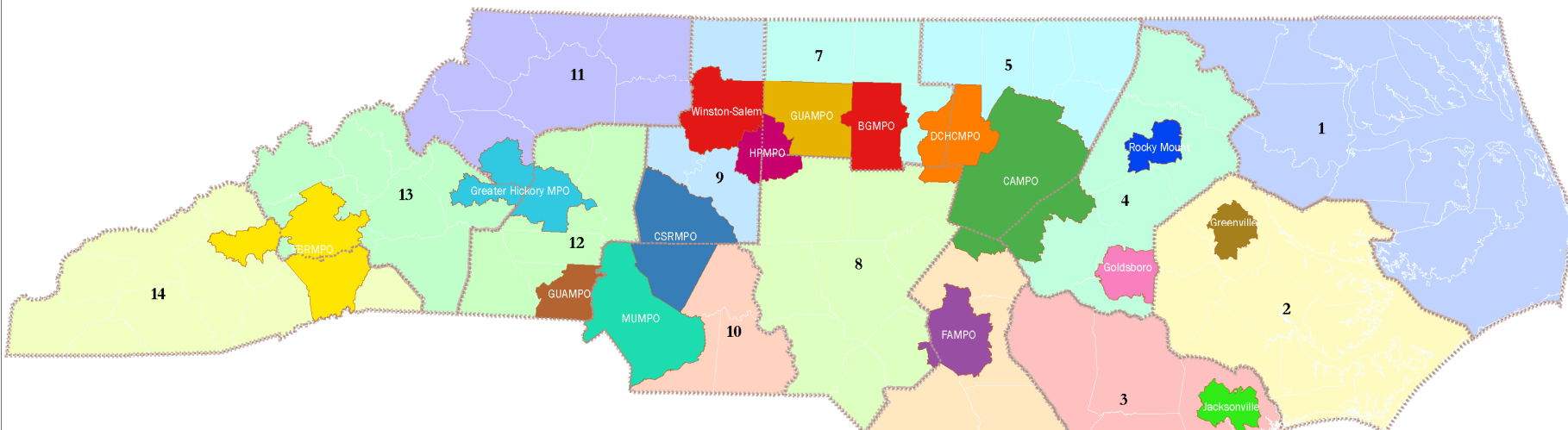
# Transportation funding and job creation

- Econ development regions better reflect commuting patterns and economic markets
  - May help identify needs by highlighting links between transportation, econ development
  - May increase efficiency and foster synergies between transportation and job creation
  - MPO boundaries typically follow econ regions
- Possible source of competitive advantage

# Transportation funding and job creation

- Fewer, more logical funding boundaries may result in less time spent on coordination
- Time saved = faster projects = more jobs
- With record unemployment, any option that could help job creation should be explored

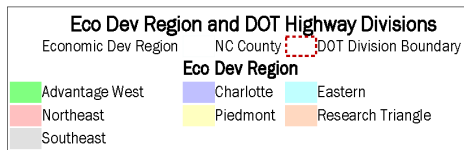
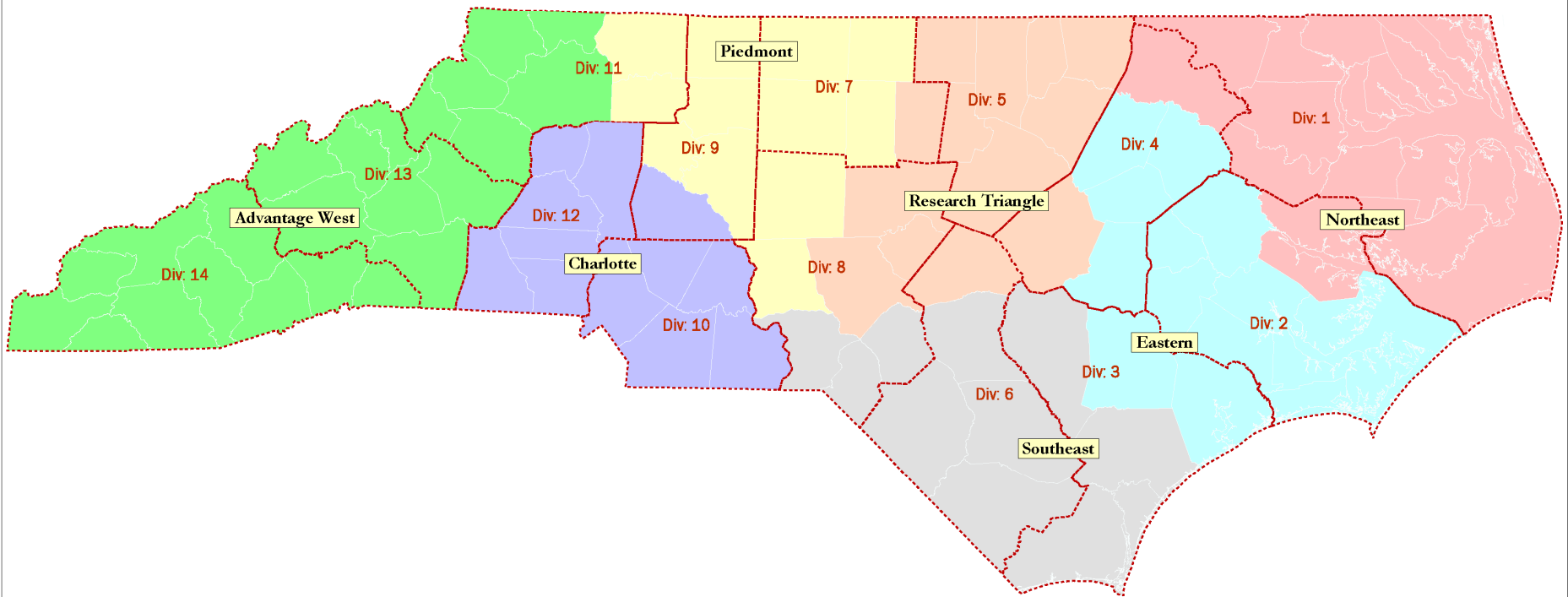
### Comparison of Highway Division and Metropolitan Planning Organization (MPO) Boundaries



13 & 14 G    11 & 12 F    7 & 9 D    5 & 6 C    1 & 4 A  
 8 & 10 E    2 & 3 B

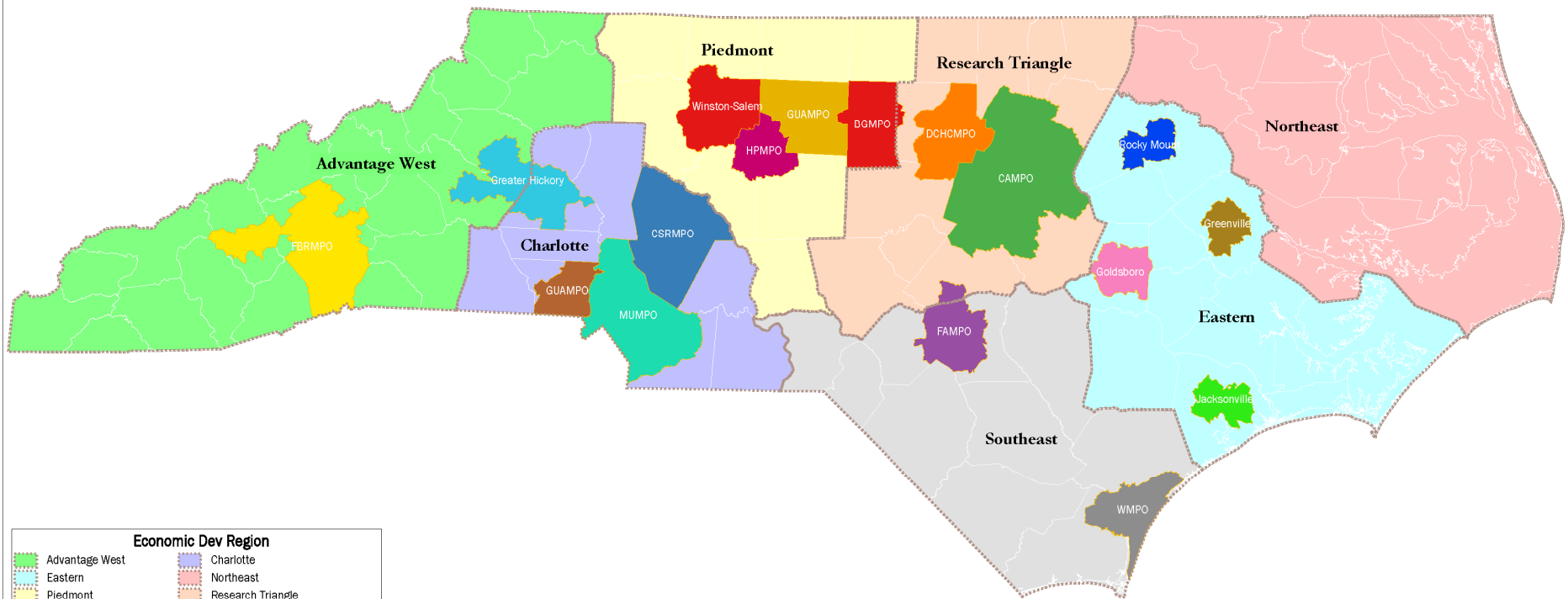
DOT Highway Division		Metropolitan Planning Organization	
1	Burlington - Graham	Cabarrus-South Rowan Urban Area	Capital Area
2	Durham-Chapel Hill-Carrboro	Fayetteville Area	French Broad River
3	Gaston Urban Area	Goldsboro Urban Area	Greater Hickory
4	Greensboro Urban Area	Greenville Urban Area	High Point Urban Area
5	Jacksonville	Mecklenburg Union	Rocky Mount Urban Area
6	Wilmington Urban Area	Winston-Salem Urban Area	

## Comparison of NCDOT Highway Divisions and Economic Development Regions





## Comparison of Economic Development Region and Metropolitan Planning Organization (MPO) Boundaries



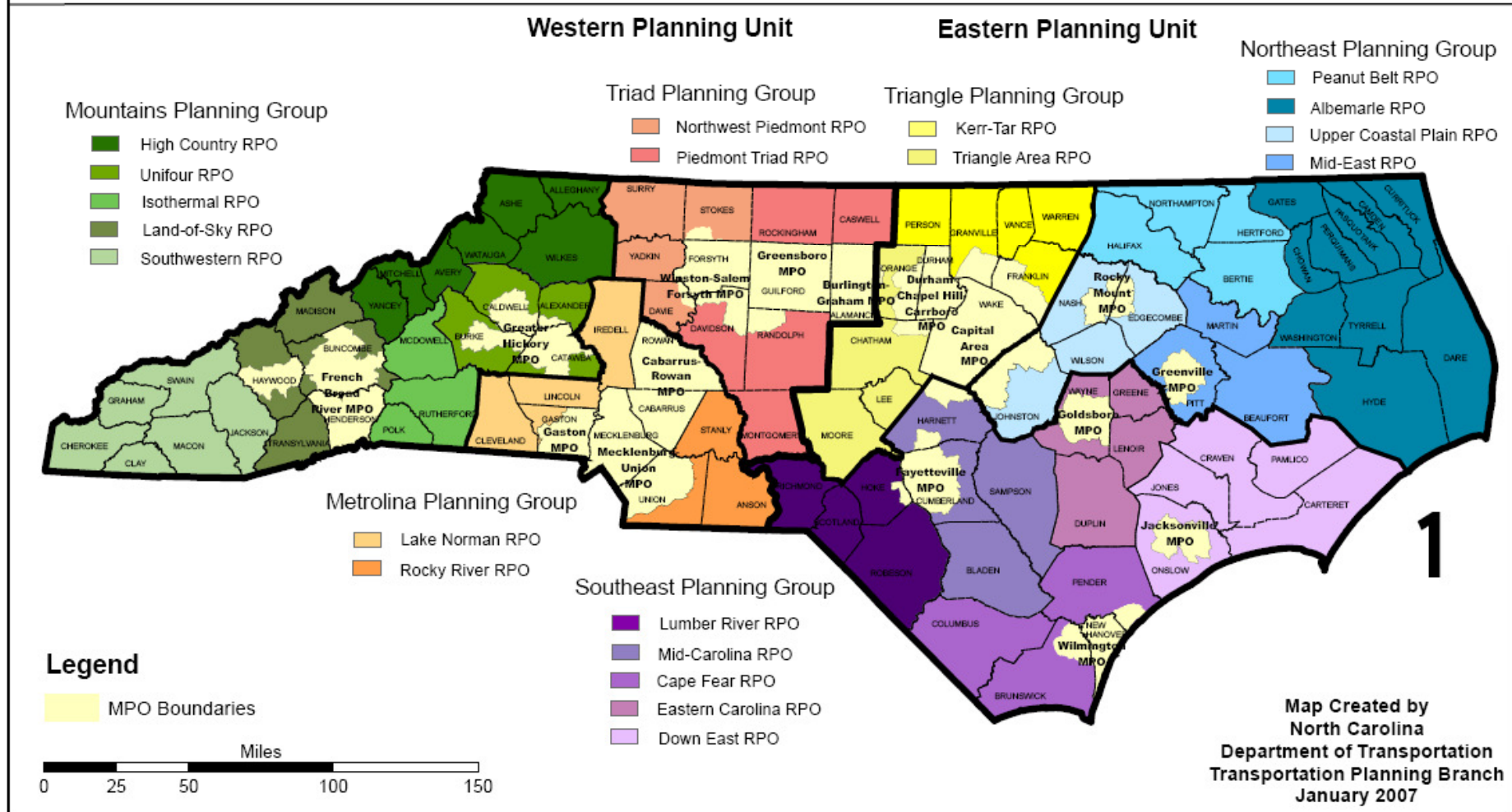
Economic Dev Region	
	Advantage West
	Eastern
	Piedmont
	Southeast
	Charlotte
	Northeast
	Research Triangle

Metropolitan Planning Organization	
	Burlington - Graham
	Cabarrus-South Rowan Urban Area
	Capital Area
	Durham-Chapel Hill-Carrboro
	Fayetteville Area
	French Broad River
	Gaston Urban Area
	Greensboro Urban Area
	Greater Hickory
	Guilford Urban Area
	Greenville Urban Area
	Jacksonville
	Rocky Mount Urban Area
	Winston-Salem Urban Area
	Goldsboro Urban Area
	High Point Urban Area
	Mecklenburg Union
	Wilmington Urban Area

# Consistent with ongoing efforts

## North Carolina Metropolitan Planning Organizations and Rural Planning Organizations



# Conclusions

- Consider realigning the planning/funding boundaries with econ development regions
- The 7 econ dev regions better reflect commuting patterns and economic markets
- Should simplify coordination, better highlight regional needs, and increase efficiency
- Formula variables & 14 division operations boundaries could still remain as they are

- *“Project planning and decision making should occur in the field with project directors and engineers with expertise and hands-on knowledge.”*
- *“Decentralizing DOT, holding divisions accountable for results, and allowing them to partner with cities and counties and regions will create better management and execution of projects.”*
  - *Beverly Perdue, Jan 17, 2008 news release*

- *“I continue to support a realignment around economic regions. It makes no sense for Chapel Hill to be grouped with Greensboro.”*  
- *Recent remarks by past RTA Chair Ed Willingham*

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