

**Cabarrus Rowan Urban Area
Metropolitan Planning Organization
Technical Coordinating Committee**

Wednesday January 19, 2022

10:00 AM to 12:00 noon

VIRTUAL MEETING

Agenda

1) Call to Order & Quorum TCC Chairman Gover

- Roll Call of Voting Members & Introduction of Guests
- Adjustments to the Agenda
- Speakers from the Floor (3 minutes per speaker)

2) Approval of October 20, 2021 minutes TCC Chairman Gover

3) Nomination and Election of TCC Vice-Chair Phil Conrad

INFORMATION: The Cabarrus-Rowan TCC Bylaws state that a new TCC Vice-Chair must be elected each year. The TCC Vice-Chair rotates to the Chair position automatically. In addition, the TCC Chair and Vice-Chair must be rotated between jurisdictions in Cabarrus and Rowan Counties. The TCC will need to nominate and elect a Vice-Chair from a jurisdiction in Cabarrus County for 2022.

ACTION / RECOMMENDATION: 1) Receive a report on the TCC Vice-Chair vacancy; and 2) Nominate and elect a TCC Vice-Chair for 2022.

4) FY 2020-2029 MTIP Modification #10 Phil Conrad

INFORMATION: MPO staff typically brings amendments or modifications from recent NCDOT Board of Transportation agendas to the TCC/TAC for consideration. The first project modification is the deletion of AV-5820 at the request of Mid-Carolina Regional Airport. Attachment 4 is a resolution modifying the MTIP for removal of this project.

ACTION/RECOMMENDATION: 1) Receive a report on modification #10 to the FY 2020-2029 MTIP; 2) Discuss; and 3) Recommend that the TAC consider endorsing modification #10 to the FY 2020-2029 MTIP.

5) Rider Transit Program of Projects (POP) Phil Conrad

INFORMATION: The Program of Projects is a list of proposed FTA grant requests to support the operations of Rider Transit in Fiscal Year 2021. Rider has elected to use the MPO Public Involvement procedures to process this annual requirement. No public comments were received during the comment period, which ended on December 6th. Attachment 5 is the POP.

ACTION/RECOMMENDATION: 1) Receive a report on Rider Transit's Program of Projects (POP); 2) Discuss; and 3) Request that the TAC consider endorsing the POP.

6) Performance-Based Planning: Safety Targets Phil Conrad

INFORMATION: The federal transportation legislation or FAST Act requires that State DOTs and MPOs adopt performance-based planning as a component of the metropolitan transportation planning process. The NCDOT just released the next round of safety targets for North Carolina and it is up to each MPO to either adopt these targets or devise their own targets. The proposed safety targets were published on the MPO's website. No public comments were received during the comment period, which ended December 6th. A draft resolution in support of the new safety targets for 2022 is included as attachment 6.

ACTION/RECOMMENDATION: 1) Receive a report on the NCDOT Safety Targets; 2) Discuss; and 3) Recommend that the TAC consider endorsing the Safety Targets.

7) 2050 MTP and Transportation Conformity Update Phil Conrad

INFORMATION: The Cabarrus-Rowan MPO and the Metrolina Regional Partners have been working on the Transportation Conformity Analysis and Determination Report. This report demonstrates that the financially constrained MTP's in the Metrolina Region meet national ambient air quality standards. It also certifies that the Transportation Improvement Program (TIP) is a subset of the 2050 MTP, and that the Conformity Report is consistent with the approved State Implementation Plan (SIP) by EPA.

ACTION / RECOMMENDATION: 1) Receive an update on the 2045 MTP and Transportation Conformity Determination Report; 2) Discuss; and 3) Recommend that the TAC consider releasing the 2050 MTP and Metrolina Conformity Determination Report for public comment.

8) Proposed CMAQ Project Submittal Phil Conrad

INFORMATION: CMAQ or Congestion Mitigation and Air Quality funds are a federal funding source for areas designated non-attainment by the EPA. CMAQ funds require a local sponsor and a 20 percent local match. Eligible projects

must demonstrate an emissions reduction benefit to the local area. NCDOT has issued a call for new project applications that must be submitted by the end of March 2021. The MPO received a CMAQ project proposal for the Clarke Creek Greenway, which is attachment 8A. NCDOT has indicated that the MPO can anticipate receiving about \$1.55 million in CMAQ funds for FY 2023. Attachment 8B is a resolution of support for this new CMAQ project.

ACTION/RECOMMENDATION: 1) Receive a report on the CMAQ Project submittal; 2) Discuss; and 3) Recommend that the TAC consider endorsing the CMAQ Project submittal as presented.

9) STBGP Fund Request Mike Stanley

INFORMATION: The NCDOT has indicated recent cost overruns for the Kimball Road/Coach Deal Drive extension (U-5608). The \$568,400 request is included in an email as attachment 9. The project has been completed, but the additional federal funds would allow NCDOT to close out the project. There is no impact to local budgets as the NCDOT provided the non-federal match for this STBGP project.

ACTION / RECOMMENDATION: 1) Receive a report on a STBGP Fund Request from NCDOT; 2) Discuss; and 3) Recommend that the TAC consider endorsing the funding request from NCDOT.

10) Reports / MPO Business Phil Conrad / TCC Members

- Local Reports – MPO/NCDOT Division 9 & 10/TPD
- Special Studies Update – Rowan County, Town of China Grove, and 2050 MTP Assistance
- Update on the CRMPO Staffing Recommendations
- FY 23 Draft UPWP
- Update on Census Defined Urban Areas – FY 22
- FY 26 STBGP Balance and 2022 Project Call

11) Informational Items Phil Conrad

- Rider Transit, Salisbury Transit, and MTC Ridership
- SPOT Workgroup Summary Notes
- CRAFT Meeting Minutes
- NC Transportation Summit – January 19-20
- NC MPO Conference – April 20-22

Next scheduled meeting: February 16, 2022

- Agenda items for February TCC meeting

MINUTES

TECHNICAL COORDINATING COMMITTEE

Wednesday, October 20, 2021

HYBRID MEETING DUE TO COVID-19 PANDEMIC

Members:

Phillip Graham	City of Concord *
Susie Morris	Cabarrus County
Ed Muire	Rowan County & Town of Cleveland
Stuart Basham	NCDOT Div. 10
Sushil Nepal	Town of Harrisbury
Fred Haith	NCDOT Div. 9
Joel Taylor	Town of Spencer
Scott Kaufhold	City of Kannapolis
Deb Young	City of Salisbyr
Franklin Gover	Town of China Grove
Erin Burris	Town of Mt. Pleasant

- Attended in person

Others:

Phil Conrad	CRMPO Director*
Connie Cunningham	MPO Staff
Phil Collins	Cabarrus County
Loretta Barren	FHWA
LeDerick Blackburn	Concord
Phillip Craver	NCDOT Div 9
Peter Franzese	Spencer
Wilmer Melton	Kannapolis
Andy Bailey	NCDOT TPD
Jeff Littlefield	NCDOT Div10
Roger Castillo	NCDOT TPD
Brielle Hartney	Concord
Pat Ivy	NCDOT Div 9
Brian Murphy	NCDOT

TCC Chairman Phillip Graham called the October 20, 2021 meeting of the Cabarrus Rowan MPO TCC to order at approximately 10:10 am. Chairman Graham welcomed the members and called the roll of eligible TCC members and determined that a quorum was met. Chairman Graham went on to ask if there were any adjustments to the meeting agenda. With none heard, Chairman Graham continued by asking if there were any speakers from the floor. With no speakers being heard, Chairman Graham moved to the next item of business.

Approval of Minutes

Chairman Graham called the TCC members' attention to the meeting minutes of the August 18, 2021 TCC meeting included in their meeting packets. Chairman Graham asked if there were any corrections or additions to the minutes. With no corrections or additions being heard, Mr. Scott Kaufhold made a motion to approve the minutes as presented. Mr. Sushil Nepal seconded the motion and the TCC members voted unanimously to approve.

CTP Amendment

CRMPO Director Conrad reminded the TCC members that amendments to the CTP had been presented to them at the last CRMPO TCC meeting by the City of Concord and the Town of Harrisburg. The items were tabled to have time to gather some additional information on the Town

of Harrisburg's submittal after questions and concerns were raised. Director Conrad explained to the TCC members that the Town of Harrisburg had made some changes to their CTP submittal while the City of Concord submittal remained the same. Director Conrad called members' attention to Attachment 3 in their meeting packets which were summary tables of the CTP changes.

After review, Director Conrad asked if there were any additional comments from the City of Concord regarding their submittal. Chairman Graham replied he had nothing new to add. Director Conrad then called upon Mr. Sushil Nepal for any comments he had on the Town of Harrisburg submittal. Mr. Nepal thanked Director Conrad and Mr. Andy Bailey for their guidance and assistance in correcting and clarifying their submittal. Mr. Nepal also thanked Director Conrad for his extensive work on formatting the submittal to adhere to NCDOT required format. Director Conrad also reported to the TCC members that both municipalities had already adopted these amendments as part of their own CTP process.

With there being no more questions or comments on the proposed CTP amendments as presented, Mr. Sushil Nepal made a motion to recommend that the CRMPO TAC consider adopting the CTP amendments. Chairman Phillip Graham seconded the motion and the TCC members voted unanimously to approve.

FY 2020-2029 MTIP Amendment #5

Director Conrad reported to the TCC members that NCDOT has made a request for three STIP Amendments. The first is to add TL-0021 for the purchase of a new 35-foot hybrid electric bus. Their second amendment request HL-0049, is to add a roundabout and intersection improvement at Brenner Avenue and the third request, TC-0023, is to add four transit buses that have exceeded their useful life. Director Conrad called members' attention to the requests included in their packets and explained the four buses are being requested by the Salisbury Transit System.

The Director went on to report that these amendments to the STIP would be presented to the Board of Transportation for approval at an upcoming meeting. He then referenced Attachment 4 in their packets which was a draft resolution for their consideration.

TCC Chairman Phillip Graham asked if there were any questions or comments. With none heard, Mrs. Susie Morris made a motion to recommend that the CRMPO TAC consider endorsing amendment #5 to the FY 2020-2029 MTIP. Mr. Scott Kaufhold seconded the motion and the TCC members voted unanimously to approve.

FY 2020-2029 MTIP Modification #9

Director Phil Conrad informed the TCC members that NCDOT has made a request for a modification to the MTIP. The modification would call for the delay of right-of-way for EB-5732 to FY 2022. The modification Director Conrad explained, is primarily administrative. He called members' attention to Attachment 5 in their packets which was a draft resolution modifying the MTIP for this project. Director Conrad asked for questions or comments. With none being heard, Chairman Phillip Graham made a motion to recommend that the CRMPO TAC consider endorsing

modification #9 to the FY2020-2029 MTIP. Mr. Scott Kaufhold seconded the motion and the TCC members voted unanimously to approve.

RIDER Transit Program of Projects (POP)

Director Phil Conrad reminded the TCC members that the Program of Projects is a list of proposed FTA grant requests to support the operations of Rider Transit in FY 2021. Director Conrad explained that this is an annual requirement. He went on to say that the RIDER Transit System has opted to use the CRMPO's Public Involvement procedures to process this requirement. He went on to draw the members attention to Attachment 6 which was a copy of the program.

When asked, the members had no questions or comments. Since none were heard, Chairman Phillip Graham made a motion to recommend that the CRMPO TAC consider releasing the POP for public comment. Mrs. Susie Morris seconded the motion and the TCC members voted unanimously in favor of the request.

Performance Based Planning: Safety Targets

Director Conrad reported to the TCC members that the federal transportation legislation or FAST Act requires State DOT's and MPO's to adopt performance-based planning as a component of the metropolitan transportation planning process. He went on to say that NCDOT recently released the next round of safety targets for North Carolina and that it is up to each MPO to either adopt those targets or create their own. Director Conrad informed members that the proposed Safety Targets will be published on the CRMPO website.

Director Conrad then introduced Mr. Brian Murphy with NCDOT. Mr. Murphy provided the TCC members with a power point presentation on the safety targets. Mr. Murphy reviewed the need and the background of the HSIP. He explained how safety targets are set and what information is included to determine the need. Mr. Murphy reviewed the fatalities performance measures and how data is used to determine the targets. He noted that the CRMPO met it's targets for non-motorized fatalities. Chairman Graham asked what Mr. Murphy thought was the leading cause of meeting that target. Mr. Murphy stated that with less people working during the COVID pandemic and that those working from home at an increased rate resulted in a lot fewer drivers on the roadways and a reduction in speeding and aggressive driving. In closing Mr. Murphy reported that progress is being made to reduce transportation fatalities.

Director Conrad then called members' attention to Attachment 7 which was a draft resolution in support of the new Safety Targets for year 2022. He closed in stating that this is an annual requirement.

With no comments heard, Chairman Phillip Graham made a motion to recommend that the CRMPO TAC consider releasing the proposed Safety Targets for public comments. Mr. Fred Haith seconded the motion and the TCC members voted unanimously to approve.

2050 MTP DRAFT List of CMP Corridors

Director Phil Conrad reported to the members that the 2050 MTP will include an updated list of corridors for the Congestion Management Process (CMP). This list he explained, began with the 2035 MTP and has been updated with each MTP thereafter. Director Conrad went on to say that a big component of the evaluation is the regional travel model, which includes data on forecasted travel and capacity. He also went on to explain further that the safety data was included with the 2040 MTP and is tracked by select corridors. He then provided members with a presentation which explained the process.

Director Conrad reported that the USDOT now requires performance-based planning that ties into the CMP and requires MPO's to establish targets or endorse the NCDOT targets statewide. Phil reminded TCC members that they received a presentation back in May 2021 from NCDOT Traffic Safety Unit on this process and data specific to the two-county area within the CRMPO.

Director Conrad continued by drawing members' attention to Attachment 8 in their packets which was a draft list of the corridors in the CRMPO area. Director Conrad finished the presentation by stating this information is for their review, and that he would digitally send this list to each member so that they could share it with their TAC representatives for any feedback.

Reports/CRMPO Business

1. Local Reports – MPO/NCDOT Division 9 and 10/PTD- Mr. Fred Haith, NCDOT Division 9 representative called members' attention to the Division 9 spreadsheet included in their packets. He reported he had no additional information to report.

Mr. Stuart Basham, NCDOT Division 10 representative called the TCC members' attention to a spreadsheet of Division 10 project updates and highlighted some of the ongoing projects in Division 10. Mr. Basham also reported to the TCC members that the P7.0 process has been halted until the end of November 2021. He stated they were awaiting quantitative scores. Director Conrad called members' attention to an email in their packets which was also for their information.

2. Update on Census Defined Urban Area – FY22 – Mrs. Loretta Barren from FHWA provided members with a power point presentation on the criteria changes to the Census. When the presentation was complete Director Conrad called members' attention to a letter concerning these changes in their packets.

3. Special Studies Update- Rowan County, Town of China Grove and 2050 MTP Assistance – Rowan County Planning Director Ed Muire explained the Rowan County project for Long Ferry Road, while Mr. Franklin Gover commented on the Town of China Grove upcoming study for Main Street. Director Conrad thanked Mr. Andy Bailey and Mr. Roger Castillo for their assistance in helping get the process done.

4. Update on the CRMPO Staffing Recommendations – Chairman Phillip Graham provided a presentation to the TCC members explaining the concept and process for changing the way in which the CRMPO administration would be conducted after June 30, 2022. He said the presentation would be given to the CRMPO TAC at their next meeting for potential approval.

5. FY 2023 CMAQ Project Call – Director Phil Conrad reported that a call for project will be issued November 1, 2021 with submittal being due on or before February 28, 2022.

6. FY 26 STPBG Balance and 2022 Project Call – CRMPO Director Conrad reported there will be a call for projects in 2022 but no schedule has been released yet. He called members' attention to page 69 in their packets which reviewed the funds. Director Conrad reminded members that there would be a 20 percent local match required.

Informational Items

Director Conrad called attention to the following informational items included in their packets:

- RIDER Transit, Salisbury Transit and MTC Ridership
- SPOT Workgroup Summary Notes
- CRAFT Meeting Minutes –
- Next scheduled meeting is November 17, 2021.

With no further business to discuss, Mrs. Susie Morris made a motion to adjourn the meeting. Mr. Ed Muire seconded the motion and the meeting was adjourned.

RESOLUTION ADOPTING MODIFICATION #10 TO THE CABARRUS-ROWAN
METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR FY 2020-2029

WHEREAS, the Metropolitan Transportation Improvement Program (MTIP) is a staged multiple year listing of all federally funded transportation projects scheduled for implementation within the Cabarrus-Rowan Urban Area which have been selected from a priority list of projects; and

WHEREAS, the document provides the mechanism for official endorsement of the program of projects by the Transportation Advisory Committee (TAC); and

WHEREAS, the Transportation Advisory Committee has reviewed the current FY 2020-2029 Transportation Improvement Program, dated October 1, 2019, and found the need to modify it;

WHEREAS, the following attached modification has been proposed.

WHEREAS, Projects listed in the MTIP are also included in the State TIP (STIP) and balanced against anticipated revenues as identified in the STIP; and

WHEREAS, the Metropolitan Transportation Plan has a planning horizon year of 2045, and meets all the requirements in 23 CFR 450; and

WHEREAS, the Transportation Advisory Committee has found that the Transportation Improvement Program conforms to the purpose of the North Carolina State Implementation Plan (*or interim emissions tests in areas where no SIP is approved or found adequate*) for maintaining the National Ambient Air Quality Standards in accordance with 40 CFR 51 & 93; and

WHEREAS, the Transportation Advisory Committee has determined that the proposed modification is exempt from the requirements for determining air quality conformity in accordance with 40 CFR 93.127.

NOW THEREFORE, be it resolved by the Cabarrus-Rowan Urban Area Transportation Advisory Committee that the FY 2020- 2029 Metropolitan Transportation Improvement Program dated October 1, 2019, for the Cabarrus Rowan Urban Area Metropolitan Planning Organization be modified as listed above on this the 26th day of January, 2022.

I, Meredith Smith, Transportation Advisory Committee Chair, do hereby certify that the above is a true and correct copy of the excerpt from the minutes of a meeting of the Cabarrus-Rowan Transportation Advisory Committee, duly held on the 26th day of January 2022.

Meredith Smith, Chair
Transportation Advisory Committee

REVISIONS TO THE 2020-2029 STIP
HIGHWAY PROGRAM

CABARRUS-ROWAN URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP DELETIONS

<p>* AV-5820 ROWAN PROJ.CATEGORY DIVISION</p>	<p>- CABARRUS-ROWAN URBAN AREA METROPOLITAN PLANNING ORGANIZATION</p>	<p>ROWAN COUNTY AIRPORT (RUO), ACQUIRE RIGHT OF WAY FOR AIRCRAFT APRON / HELIPAD. <u>DELETE AT THE REQUEST OF DIVISION 9 AND THE CABARRUS-ROWAN MPO. PROJECT DECLINED BY SPONSOR.</u></p>	<p>RIGHT-OF-WAY</p>	<p>FY 2028 - <u>\$400,000</u> (T) \$400,000</p>
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* INDICATES FEDERAL AMENDMENT

*CABARRUS / ROWAN URBAN AREA
METROPOLITAN PLANNING
ORGANIZATION*



FY 2021 Program of Projects
Rider Transit System

How to Make Comments

The Cabarrus-Rowan Metropolitan Planning Organization (MPO) is holding a public comment period on the Draft Program of Projects document from November 8th to December 6th. Please submit any comments on the documents that you may have by **Monday, December 6th** to:

email: pconrad@mblsolution.com

Mail: Attention: Phil Conrad
Program of Projects
Cabarrus-Rowan MPO
713 Sternbridge Drive
Concord, NC 28025

Fax: (704)795-7529

For additional information or further assistance, call Phil Conrad at (704) 795-7528 or visit the MPO's website at www.crmppo.org. Comments on the public participation process are also welcome.

Locations of Plan Materials:

The document is also available online at www.crmppo.org.

Copies of the Draft Program of Projects document are also available for public review during the review period at the following locations:

- Cabarrus County Planning Department Office
- Rowan County Planning Department Office
- Rider Transit Center

Background

The annual Program of Projects is a list of projects proposed to be funded in a given fiscal year from Federal Transit Formula Grants, any transit discretionary grants, any Federal Highway Funds flexed to FTA for transit improvements, and state formula grant programs. Such projects must also be identified in the MPO-approved Metropolitan Transportation Improvement Program or the Unified Planning Work Program to be eligible for inclusion in the Program of Projects. The Program of Projects provides an additional opportunity for the public to learn about and comment on planned transit grants for the fiscal year.

The Program of Projects may be developed and approved by the designated recipient (the City of Concord - Rider Transit System) or the Metropolitan Planning Organization. The MPO is responsible for the MTIP and the UPWP, and therefore, Rider Transit has elected to use the MPO's public comment process for its program of projects. There are multiple recipients of Federal Transit grants operating in the MPO area (Salisbury Transit and NCDOT for Cabarrus County and Rowan County). The MPO must follow the Public Participation Plan, which for the Program of Projects requires a 28-day public comment period.

FY 2021 Program of Projects

The FY 2021 Program of Projects includes anticipated FTA formula grants under the following programs: Section 5303 Metropolitan Planning, Section 5307 Urbanized Formula, Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities, and Section 5339 Bus and Bus Facilities.

The FY 2021 Program of Projects also includes State Maintenance Assistance Program (SMAP) funds administered by NCDOT.

The Program of Projects also describes funds made available to subrecipients and grant details such as a description, federal funding amount, and matching funds amounts. The proposed program as identified in the Draft Program of Projects will be the final program unless amended.

The MPO will seek public input on the Program of Projects under the MPO Public Participation Program. This includes a 28-day public comment period and a public review to be held at the **January 26 TAC meeting**. The Transportation Advisory Committee will be the body to approve the document.

Recommended Action: MPO Approval at the **January 26 meeting.**

Section 5307 Urbanized Area Formula Grants – FY 2021

TG-5103C Preventive Maintenance: Contracted Maintenance Capital Costs

The City of Concord will apply for Federal capital assistance to support the costs associated with using a third-party contractor to provide transit services. Rider Transit provides the vehicles, but the third party contractor provides drivers and maintenance staff necessary to provide public transportation services in the City of Concord. Under FTA rules this is counted as preventive maintenance. Eligible expenses are eligible for up to 80% federal reimbursement. Eligible expenses are capped at no more than 40% of overall third party contractor costs. The proposed grant amount falls under the 40% maximum threshold.

Total Costs:	Federal	Local	State
\$1,500,000	\$1,200,000	\$300,000	N/A

TG-5103A Routine Capital

The City of Concord will apply for Federal routine capital assistance to support the purchase of a bus stop shelters, benches, shop equipment, spare parts, engines, farebox, service vehicles, etc.

Total Costs:	Federal	Local	State
\$625,000	\$500,000	\$125,000	N/A

TG-5173 Purchase Replacement Buses

The City of Concord will apply for Federal capital assistance to support the purchase of replacement buses, with eight buses being purchased in FY21 at a Federal share of \$5,440,000, State share of \$680,000, and Local share of \$680,000; and two buses being purchased in FY22 at a Federal share of \$1,360,000, State share of \$170,000, and Local share of \$170,000.

Total Costs:	Federal	Local	State
\$6,800,000	\$5,440,000	\$680,000	\$680,000

TG-5103B Routine Capital – ADA Service

The City of Concord will apply for Federal operating assistance for up to 10% of the total operating costs of ADA Paratransit Services. This includes fuel and operator salaries for this service.

Total Costs:	Federal	Local	State
\$375,000	\$300,000	\$75,000	N/A

TS-5116 Security Enhancements

The City of Concord will utilize at least 1% of 5307 program assistance to enhance security for the Rider Transit system.

Total Costs:	Federal	Local	State
\$25,000	\$25,000	N/A	N/A

TL-0005

Expansion Bus

Total Costs:	Federal	Local	State
\$725,000	\$580,000	\$145,000	N/A

TO-5138

Fixed Route Operating Expenses*

The City of Concord will apply for Federal operating assistance for Rider’s fixed route services. The proposed project will serve the Concord Urbanized Area, and will support public transportation services sponsored by the City of Concord through Rider Transit.

Total Costs:	Federal	Local	State
\$2,713,000	\$1,300,000	\$1,100,000	\$313,000

Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities – FY 2021

The City of Concord will apply for Section 5310 Enhanced Mobility for Seniors and Persons with Disabilities funding and consistent with the Coordinated Human Services Transportation Plan.

Section 5310 Operating (TA-5128B)

Request operating assistance for competitively selected projects to support transportation services to the elderly and disabled for employment, education, and medical trips.

Total Costs:	Federal:	Local:	State:
\$450,000	\$225,000	\$225,000	N/A

Section 5310 Program Administration (TA-5128C)

Request administrative support to administer the grants, compliance, and reporting program for the City of Concord. Up to 10% of available funds may be used for this purpose.

Total Costs:	Federal:	Local:	State:
\$50,000	\$50,000	N/A	N/A

Section 5310 Capital (TA-5128A)

Request capital assistance for competitively selected projects to support transportation services to the elderly and disabled for employment, education, and medical trips.

Total Costs:	Federal:	Local:	State:
\$625,000	\$500,000	\$125,000	N/A

Section 5339 Bus and Bus Facility Program – FY 2021

Bus and Bus Facilities – Routine Capital (TA-5130A)

The City of Concord may apply for Federal capital assistance to support the purchase of routine capital - bus stop shelters, benches, shop equipment, spare parts, engines, farebox, vehicles, etc. using Section 5339 funds.

Total Costs:	Federal:	Local:	State:
\$250,000	\$200,000	\$50,000	N/A

Bus and Bus Facilities - Expansion Buses (TA-5130B)

The City of Concord may apply for Federal capital assistance to support the purchase bus and paratransit vehicles to support increases in service using Section 5339 funds.

Total Costs:	Federal:	Local:	State:
\$500,000	\$400,000	\$100,000	N/A

Section 5303 Planning Assistance – FY 2021

Planning Assistance – 5303 (TP-5118)

The City of Concord will apply for Federal planning assistance to support transit planning by the Cabarrus-Rowan MPO. Work tasks will include (1) evaluating ridership data including the need for any potential expansions; (2) participating and/or facilitating the discussion and agreement between the 4 fixed route systems Section 5307 distribution formula as required by NCDOT; (3) documentation and process of any MTIP amendments; (4) maintenance of the public transit section of the 2045 MTP.

Total Costs:	Federal:	Local:	State:
\$150,000	\$120,000	\$15,000	\$15,000

Specific projects to be considered in FY21:

- Cabarrus County Long Range Public Transit Master Plan implementation
 - Priority 1- System Consolidation and Implementation Plan
 - Priority 2- High Capacity Transit Study
- Rider Transit Bus Stop Amenity Program, ongoing
- Public Transportation Agency Safety Plan/System Safety Plan
- New vehicle camera system
- COVID-19 related expenses and investments
- Bus replacement and expansion procurement
- ADA Paratransit vehicle replacement procurement

RESOLUTION APPROVING THE FY 2021 PROGRAM OF PROJECTS FOR FEDERAL AND STATE TRANSIT GRANTS FOR THE CABARRUS-ROWAN MPO

A motion was made by TAC Member _____ and seconded by TAC Member _____ for the adoption of the following resolution and upon being put to a vote was duly adopted.

WHEREAS, the Federal Transit Administration provides Federal funds to support public transportation services under the Fixing America’s Surface Transportation (FAST) Act; AND

WHEREAS, NCDOT provides matching funds for these grants in some instances and also provides a State Maintenance Assistance Grant; AND

WHEREAS, Federal regulations require the designated recipient, the City of Concord, and the Metropolitan Planning Organization to cooperatively develop an annual Program of Projects; AND

WHEREAS, the Metropolitan Planning Organization is empowered to conduct the public review and input process and to approve the Program of Projects; AND

WHEREAS, the Program of Projects must identify all projects to be funded with federal transit formula funds to include a project description, project costs, and applicable transit agency information; AND

WHEREAS, the operating and capital projects listed in the Program of Projects must be consistent with the Metropolitan Transportation Improvement Program and planning projects must be consistent with the Unified Planning Work Program; AND

WHEREAS, MPO area transit agencies, including the designated recipient City of Concord -- Rider Transit System, as well as the NCDOT will apply for and receive grants from the Federal Transit Administration consistent with the Program of Projects; AND

WHEREAS, the MPO and the City of Concord comply with and will ensure compliance to the provisions of Title VI of the Civil Rights Act of 1964; AND

WHEREAS, the MPO hereby assures and certifies compliance with the Federal Statutes, regulations, executive orders, the Section 5333(b) Labor Protection requirements, and all administrative requirements which relate to the applications made to and grants received from the Federal Transit Administration; AND

WHEREAS, on April 2, 2018 the Federal Highway Administration and the Federal Transit Administration jointly certified that the MPO substantially meets the federal metropolitan transportation planning requirements, for a period of four years;

NOW Therefore be it resolved, by the Cabarrus-Rowan Transportation Advisory Committee, to approve the FY 2021 Program of Projects, dated January 26, 2022, on this, the 26th day of January, 2022.

I, Meredith Smith, TAC Chair,
(Name of Certifying Official) *(Title of Certifying Official)*

do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the Cabarrus-Rowan TAC duly held on this, the 26th day of January, 2022.

Chair, Transportation Advisory Committee

Endorsement of Targets for Safety Performance Measures Established By NCDOT

WHEREAS, the Cabarrus-Rowan MPO has been designated by the Governor of the State of North Carolina as the Metropolitan Planning Organization (MPO) responsible, together with the State, for the comprehensive, continuing, and cooperative transportation planning process for the MPO's metropolitan planning area; and;

WHEREAS the Highway Safety Improvement Program (HSIP) final rule (23 CFR Part 490) requires States to set targets for five safety performance measures by August 31, 2021, and;

WHEREAS, the North Carolina Department of Transportation (NCDOT) has established targets for five performance measures based on five year rolling averages for: (1) Number of Fatalities, (2) Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT), (3) Number of Serious Injuries, (4) Rate of Serious Injuries per 100 million VMT, and (5) Number of Non-Motorized (bicycle and pedestrian) Fatalities and Non-motorized Serious Injuries, and;

WHEREAS, the NCDOT coordinated the establishment of safety targets with the 19 Metropolitan Planning Organizations (MPOs) in North Carolina through a Safety Target Setting Coordination Training Workshop held in March, 2017, and;

WHEREAS, the NCDOT has officially established and reported the safety targets in the Highway Safety Improvement Program annual report dated August 31, 2021, and;

WHEREAS the MPO's may establish safety targets by agreeing to plan and program projects that contribute toward the accomplishment of the State's targets for each measure, or establish its own target within 180 days of the State establishing and reporting its safety targets in the HSIP annual report.

NOW THEREFORE, BE IT RESOLVED, that the Cabarrus-Rowan MPO Transportation Advisory Committee (TAC) agrees to plan and program projects that contribute toward the accomplishment of the State's targets as noted below for each of the aforementioned performance measures:

- **For the 2022 Highway Safety Improvement Plan (HSIP), the goal is to reduce total fatalities by 12.17 percent each year from 1,428.8 (2016-2020 average) to 1,254.9 (2018-2022 average) by December 31, 2022.**
- **For the 2022 Highway Safety Improvement Plan (HSIP), the goal is to reduce the fatality rate by 13.78 percent each year from 1.226 (2016-2020 average) to 1.057 (2018-2022 average) by December 31, 2022.**
- **For the 2022 Highway Safety Improvement Plan (HSIP), the goal is to reduce total serious injuries by 19.79 percent each year from 4,410.2 (2016-2020 average) to 3,537.6 (2018-2022 average) by December 31, 2022.**
- **For the 2022 Highway Safety Improvement Plan (HSIP), the goal is to reduce the serious injury rate by 21.68 percent each year from 3.782 (2016-2020 average) to 2.962 (2018-2022 average) by December 31, 2022.**
- **For the 2022 Highway Safety Improvement Plan (HSIP), the goal is to reduce the total nonmotorized fatalities and serious injuries by 17.93 percent each year from 592.2 (2016-2020 average) to 486.0 (2018-2022 average) by December 31, 2022.**

Date: _____

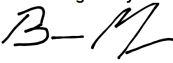
By: _____
Meredith Smith, TAC Chair

DATE: October 12, 2021

TO: Phil Conrad, AICP
Transportation Planner, Cabarrus - Rowan Metropolitan Planning Organization

FROM: Brian Mayhew, PE, CPM
State Traffic Safety Engineer
Transportation Mobility & Safety Division

SUBJECT: Safety Performance Measures – FHWA Assessment and 2022 Targets

DocuSigned by:

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Background

Effective April 14, 2016, the Federal Highway Administration (FHWA) established five highway safety performance measures in accord with regulations set forth in the Federal MAP-21 and FAST Act transportation funding bills. These performance measures are:

1. Number of fatalities;
2. Rate of fatalities per 100 million vehicle miles traveled;
3. Number of serious injuries;
4. Rate of serious injuries per 100 million vehicle miles traveled; and
5. Number of combined non-motorized fatalities and non-motorized serious injuries.

These targets are established annually, are based on 5 year rolling averages, and are for calendar years. North Carolina state targets are set in agreement with our Strategic Highway Safety Plan (SHSP) (<https://spatial.vhb.com/ncdotshsp/>) goals. The SHSP goals are developed through collaborative efforts of a diverse group of stakeholders including state, regional, and local partners (including MPOs). The goal of the most recent (2019) SHSP is to reduce fatalities and serious injuries by half by 2035, moving towards zero by 2050.

North Carolina Safety Performance Target Achievement Determination

In early 2021, FHWA completed an assessment of target achievement for NCDOT's calendar year (CY) 2019 safety targets, based on the 5-year averages for 2015-2019 for each measure. As per 23 CFR 490.211(c)(2), a State Department of Transportation (DOT) has met or made significant progress towards meeting its safety performance targets when at least four of the safety

performance targets established under 23 CFR 490.209(a) have been met or the actual outcome is better than the baseline performance. **Based on FHWA’s review, North Carolina has not met or made significant progress toward achieving its safety performance targets.** As a result, NCDOT must ensure that all HSIP safety funds are obligated, and must develop an HSIP Implementation Plan that describes actions the State will take to meet or make significant progress toward achieving its targets. Table 1 below provides a summary of the target achievement determination at the state level. Note that these CY 2019 targets were based off the goal outlined in the 2014 SHSP to reduce fatalities and serious injuries by half by 2030.

Table 1: North Carolina Safety Performance Target Achievement Determination Summary for CY 2019

Performance Measures	5-year Rolling Averages			Target Achieved?	(Actual) Better than Baseline?	Met or Made Significant Progress?
	Target	Actual	Baseline			
	2015 - 2019	2015 - 2019	2013 - 2017			
Fatalities (5 Year Average)	1,214.7	1,410.0	1,363.0	No	No	No
Fatality Rate (5 Year Average)	1.097	1.192	1.214	No	Yes	
Serious Injuries (5 Year Average)	2,490.6	4,078.4	2,860.8	No	No	
Serious Injury Rate (5 Year Average)	2.228	3.422	2.522	No	No	
Non-motorized Fatalities and Serious Injuries (5 Year Average)	403.7	515.6	436.2	No	No	

Table 2 below shows what this determination would look like if the state’s methodology for establishing the CY 2019 goal (reducing fatalities and serious injuries by half by 2030) was applied to crash data specific to Cabarrus - Rowan MPO.

Table 2: Cabarrus - Rowan MPO Safety Performance Target Achievement Determination Summary for CY 2019

Performance Measures	5-year Rolling Averages			Target Achieved?	(Actual) Better than Baseline?	Met or Made Significant Progress?
	Target	Actual	Baseline			
	2015 - 2019	2015 - 2019	2013 - 2017			
Fatalities (5 Year Average)	37.1	40.4	41.2	No	Yes	No
Fatality Rate (5 Year Average)	1.089	1.090	1.197	No	Yes	
Serious Injuries (5 Year Average)	89.2	121.6	107.0	No	No	
Serious Injury Rate (5 Year Average)	2.569	3.256	3.037	No	No	
Non-motorized Fatalities and Serious Injuries (5 Year Average)	13.8	13.4	15.4	Yes	Yes	

2022 State Safety Performance Targets

2022 state safety performance targets were submitted to FHWA on August 31st, as required, with the submission of the annual Highway Safety Improvement Program (HSIP) report. These targets reflect the 2019 SHSP goal to reduce fatalities and serious injuries by half by 2035, moving towards zero by 2050. The calculated targets are shown in Table 3 below. More detailed information about each target can be found at the following link:

[https://connect.ncdot.gov/resources/safety/Documents/Crash%20Data%20and%20Information/NC%20Performance%20Measures%20\(Final%20HSIP%20CY%202022%20Targets\).pdf](https://connect.ncdot.gov/resources/safety/Documents/Crash%20Data%20and%20Information/NC%20Performance%20Measures%20(Final%20HSIP%20CY%202022%20Targets).pdf)

Table 3: North Carolina Calendar Year 2022 Safety Performance Targets

Performance Measure	CY 2022
Number of Fatalities	1,254.9
Rate of Fatalities	1.057
Number of Serious Injuries	3,537.6
Rate of Serious Injuries	2.962
Number of Non-Motorized Fatalities & Serious Injuries	486.0

2022 Cabarrus - Rowan MPO Safety Performance Targets

Table 4 below provides crash data specific to your MPO and shows what the safety performance targets would look like if you applied the state's methodology (reducing fatalities and serious injuries by half by 2035). More detailed information specific to your MPO can be found at the following link:

https://connect.ncdot.gov/resources/safety/Documents/Crash%20Data%20and%20Information/NC_PerformanceMeasuresData_2022Targets_CabarrusRowanMPO.pdf

Table 4: Cabarrus - Rowan MPO Specific Safety Performance Targets

Year	Fatalities (5 Year Average)	Fatality Rate (5 Year Average)	Serious Injuries (5 Year Average)	Serious Injury Rate (5 Year Average)	Non-motorized Fatalities and Serious Injuries (5 Year Average)
2008 - 2012	42.2	1.277	62.2	1.894	11.4
2009 - 2013	41.6	1.290	64.8	2.018	13.6
2010 - 2014	41.0	1.280	72.2	2.244	14.8
2011 - 2015	41.8	1.280	77.6	2.370	13.2
2012 - 2016	43.2	1.290	92.4	2.730	14.2
2013 - 2017	41.2	1.197	107.2	3.043	15.4
2014 - 2018	40.0	1.111	117.6	3.225	13.8
2015 - 2019	40.4	1.090	121.6	3.256	13.4
2016 - 2020	42.2	1.151	132.4	3.589	15.4
2022 Target	35.4	0.950	107.8	2.874	11.9

Next Steps

MPOs are not directly assessed by FHWA on their progress towards meeting safety performance targets. However, coordination and deliberate action will be needed to achieve the goals outlined in the NC Strategic Highway Safety Plan and as communicated through the safety performance targets. We encourage additional coordination between MPO's and NCDOT Traffic Safety Unit in all areas of safety, but specifically in data sharing, safety tools development, safety need identification and shared safety project implementation. The Traffic Safety Unit is available to meet with your MPO for additional discussion and partnership.

FHWA guidance allows each MPO to establish safety performance targets by either agreeing to plan and program projects so that they contribute toward the accomplishments of the State DOT performance targets or committing to quantifiable HSIP targets for their specific MPO area. If an MPO establishes its own targets, it will need to do so in coordination with the State per FHWA guidelines. The Traffic Safety Unit is available to facilitate this coordination. As a reminder, MPOs must establish safety performance targets no later than February 27 of each year per FHWA guidance. Please transmit a signed adoption resolution indicating the establishment of safety targets for your MPO or supporting the state's targets to Daryl Vreeland (dvreeland@ncdot.gov) in the Transportation Planning Unit just as you have in previous years. Daryl can also provide a template of the adoption resolution if helpful. An adoption resolution template can be found at the link below:

https://connect.ncdot.gov/resources/safety/Documents/Crash%20Data%20and%20Information/MPO%20Safety%20Target%20Adoption%20Template%20-%202022CY_FromTransportationPlanningDivision.docx

Finally, a new website (link below) has been established to communicate safety information of specific interest to planning organizations. It is expected that the content on this website will expand over time.

<https://www.ncdot.gov/initiatives-policies/safety/traffic-safety/Pages/Planning-Organization-Resources.aspx>

Please contact me directly at (919) 814-5011 or bmayhew@ncdot.gov for further questions or discussion.

BKM\bgm

2050 Transportation Plan Conformity Determination

VIRTUAL
January 19, 2022

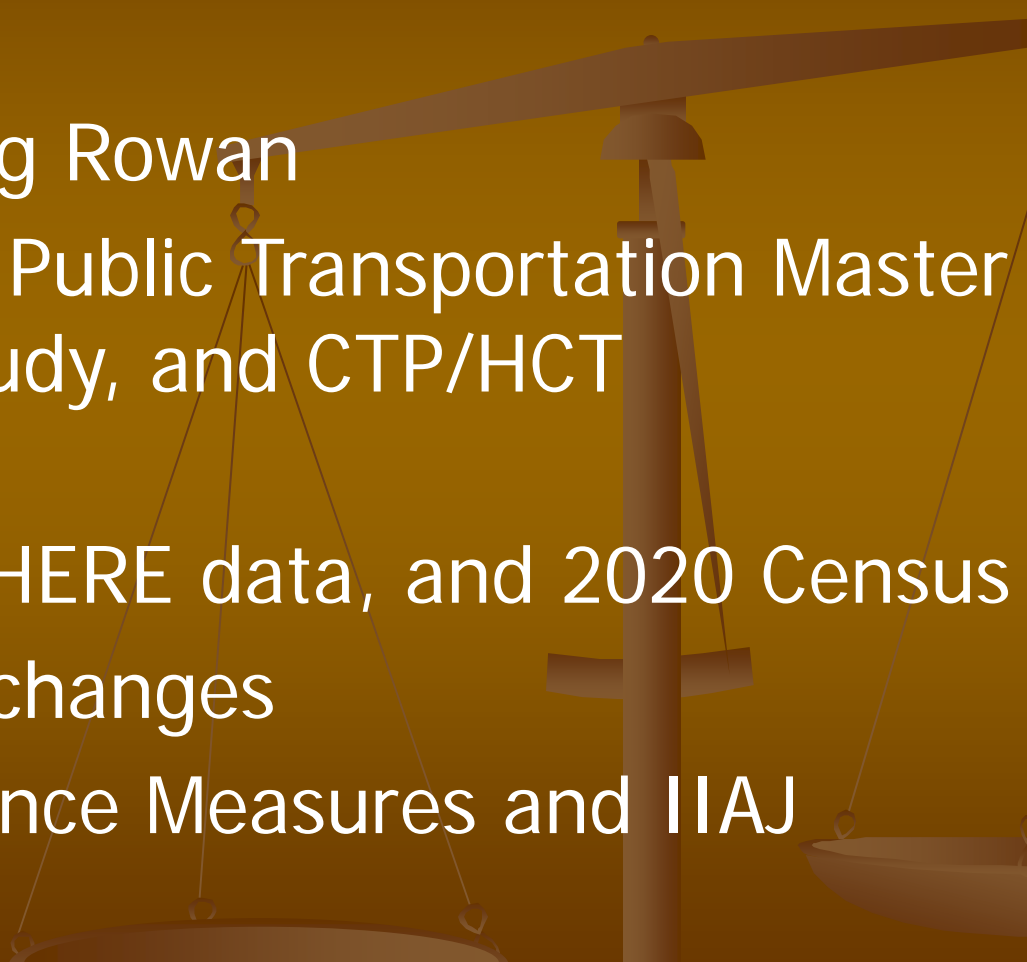


Phil Conrad, AICP
Cabarrus-Rowan MPO

What is a Transportation Plan?

- The Metropolitan Transportation Plan is a multi-modal plan that has the following components:
- At least a 20 year horizon
- Financially constrained
- Meet Federal Air Quality standards

What's NEW since 2018?

- NEW Studies =
 - Triad ITS covering Rowan
 - Cabarrus County Public Transportation Master Plan, Connect Study, and CTP/HCT Modifications
 - 2018 Base Year, HERE data, and 2020 Census
 - Airports – name changes
 - Federal Performance Measures and IIAJ
 - I-85 Completion
- 

Transportation Plan Elements

- Goals and Objectives
- Public Involvement
- Demographic Assumptions
- Highway
- Transit
- Bicycle and Pedestrian
- Aviation
- Financial Plan
- Freight



Financial Constraint

- Include all sources of revenue – federal, state, and local
- Assume reasonable revenue estimates over the life of the MTP
- Program or list projects that do not exceed revenue estimates

Transportation Revenue Sources



- Strategic Transportation Investments (STI) or TIP funds including CMAQ, STP, TAP, etc.
- NCDOT Maintenance and Powell Bill Funds
- Local Funds
- Total Funding - \$2.52 billion

Revenue Forecast

- Pipeline Projects are held constant in the first two horizon years (2025 and 2035)
- Revenue estimate consistent with 2029 STIP
- Revenue from 2050 Statewide Plan for last two horizon years (2045 and 2050)

Key Projects Funded by 2025



- Julian Road from Jake Alexander Blvd to I-85
- NC 3 from Kannapolis Pkwy to Loop Road
- Several projects under construction

Key Projects Funded by 2035

- Odell School Road and Union Cemetery Road realignment – Cabarrus
- US 52 and Airport Pkwy – Rowan

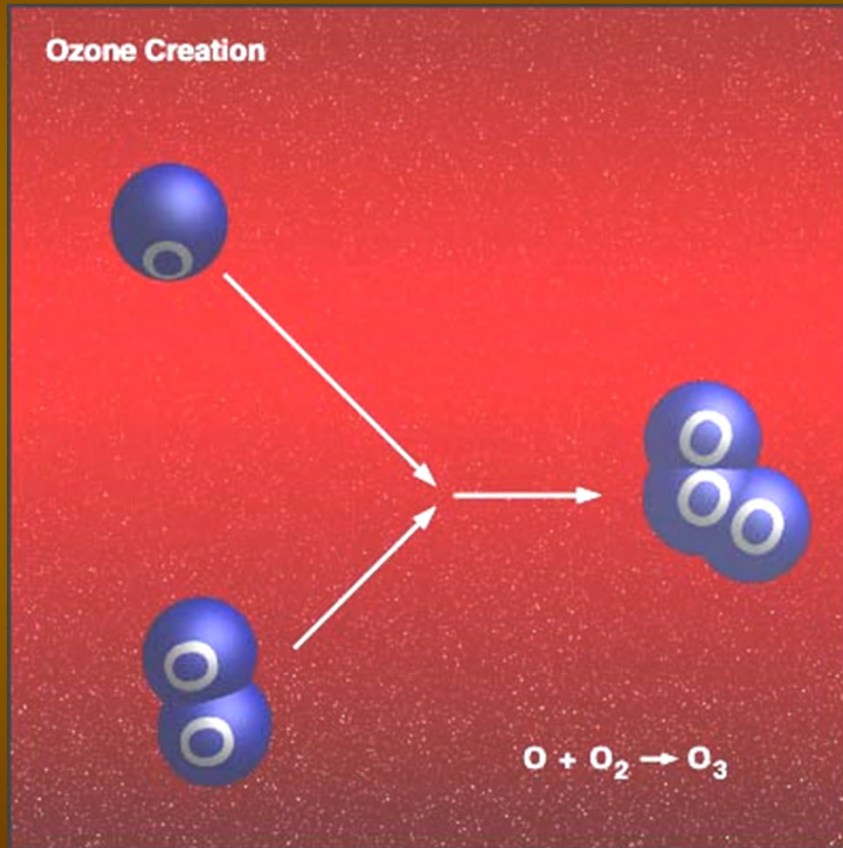
Key Projects Funded by 2045

- Poplar Tent Road and NC 73 - Cabarrus
- NC 150 and Long Ferry Road Grade Separation – Rowan

Key Transit Projects Funded

- CCX, Concord Mills Circulator, Concord/Huntersville Express, Kannapolis/Charlotte Express
- HCT to CMS
- Several new bus routes (17) planned to cover more of Cabarrus County

The Problem: Ozone



- What is it?
 - A 3 atom oxygen molecule
- What causes it?
 - Forms in summer
 - Heat, stagnant air, and precursor chemicals (VOC, NOx)
- What does it do?
 - Bleaching agent
 - Burns lungs
 - Ages materials
 - Cuts visibility

What is Conformity?

- Established by the Clean Air Act (§176(c))
- Ensures that federal funding and approval are given to transportation activities that are consistent with (conforming to) air quality goals
- A series of tests of the projected air quality impacts of proposed transportation projects to determine if they are consistent with (conforming to) air quality goals contained in the CAA and State Air Quality Plan (SIP)

How is conformity demonstrated?

- Transportation projects—including highway, transit, and other means of managing congestion--are identified and included in long-range plans and the NCDOT Transportation Improvement Program (TIP)—with local input
- Data on population growth, land use change, development of employment centers, etc. is collected—with local input

Transportation Plan Conformity

Bridges the gap between air quality planning and transportation planning:

The SIP

(State Air
Quality
Plan)

conformity

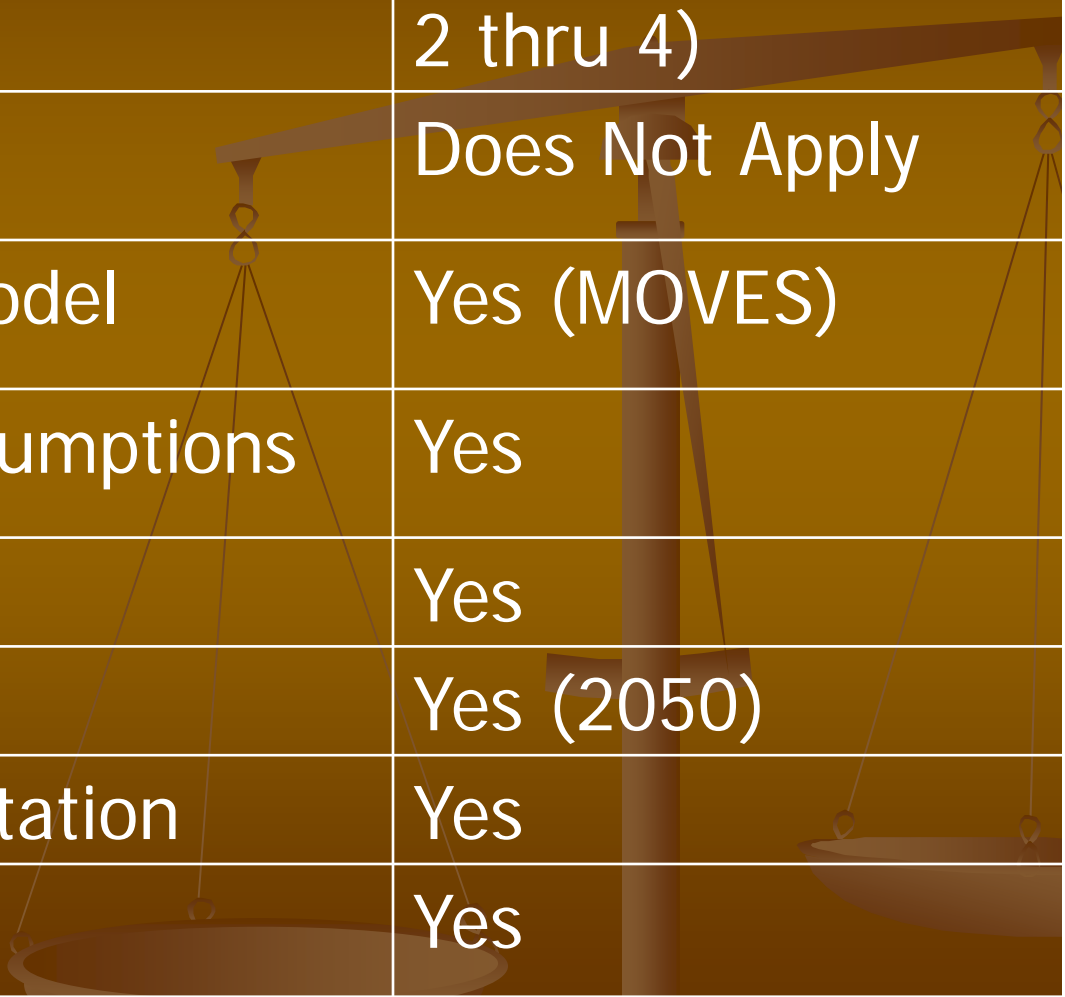
Transportation
Plan, and
Transportation
Improvement
Program (TIP)

Motor Vehicle Emissions Budgets

- The air quality plan creates an “emissions budget” for on-road sources
- Conformity demonstrates that the on-road transportation sector can stay within its MVEB

The Modeling

- A transportation model is developed to estimate how much traffic will be generated by the growth, and how the proposed transportation projects will manage the traffic
- The output of the model is provided to the North Carolina Division of Air Quality, who uses approved methods to determine how many tons of different types of pollutants will be produced by the proposed transportation system



The Tests	
Emissions Reduction	Yes (report Tables 2 thru 4)
TCMs	Does Not Apply
Latest Emissions Model	Yes (MOVES)
Latest Planning Assumptions	Yes
Financial Plan	Yes
20+ Year Horizon	Yes (2050)
Interagency Consultation	Yes
Public Involvement	Yes

Schedule

- February 7, 2022 – Public Comment Begins
- March 23, 2022 – CR TAC Approval of MTP and Conformity
- January 12, 2022 Draft Report to FHWA, FTA & EPA
- Deadline for Federal Conformity Action – April 2, 2022

QUESTIONS ?





***EXECUTIVE SUMMARY
2050 CABARRUS-ROWAN
METROPOLITAN TRANSPORTATION PLAN***

The Metropolitan Transportation Plan (MTP) is based on federal requirements established and documented in the Code of Federal Regulations, Title 23, Volume 1. The primary goal of the federal requirements is to ensure that tax dollars are spent on useful, meaningful projects that are supported by the residents/taxpayers of the Cabarrus-Rowan Urban Area. The Plan contents comply with Subpart C – Metropolitan Transportation Planning and Programming, Part 450.

As a requirement of the federal regulations, the metropolitan transportation planning process shall include the development of a Transportation Plan addressing for a 20-year planning horizon, at a minimum. The MTP shall be reviewed and updated at least every four years. Also, according to federal regulations, the MTP must address current and forecasted land use plans and projected socioeconomic data and be approved by the Cabarrus-Rowan Transportation Advisory Committee.

Goals and objectives are an important part of any planning process. The Goals for the 2050 MTP are listed below:

- 1) Street System Goal – Develop an efficient street and highway network for the Cabarrus-Rowan Urban Area
- 2) Congestion Management Goal – Develop a local thoroughfare system that minimizes traffic congestion and maximizes system preservation
- 3) Title VI and Environmental Justice Goal – Plan and promote a transportation system that does not disproportionately impact minority and low-income populations
- 4) Bicycle and Pedestrian Goal – Promote development of an integrated bicycle and pedestrian network
- 5) Public Transportation Goal – Support efforts to improve mobility for Urban Area residents
- 6) Environmental Goal – Develop a transportation system, which preserves and enhances the natural and built environments
- 7) Freight Goal – Develop a transportation system that encourages safe and secure movement of freight goods within and outside the Urban Area

These goals are met through the various elements of the 2050 MTP. The Cabarrus-Rowan MPO has historically been very effective in meeting the federal transportation planning requirements through the development of a multi-modal MTP. This Plan follows the 2045 MTP that introduced many of these elements to the newly expanded Cabarrus-Rowan Urban Area. With the planning boundary expansion in the last decade to all of Cabarrus and Rowan Counties, the Cabarrus-Rowan MPO was well positioned to address emerging air quality or transportation issues into the future.

The Cabarrus-Rowan MPO has a very active Public Participation Plan (PPP) that addresses the MTP, Transportation Improvement Program (TIP), Unified Planning Work Program (UPWP), etc. The MPO executed this PPP in the development of the 2050 MTP by holding a series of public workshops. The MPO also made all MTP elements and maps available via the MPO website – www.crmmpo.org.

The Cabarrus-Rowan MPO recognized that the major factors influencing the area's transportation infrastructure needs are population, employment, and land use. In an effort to develop an effective and efficient MTP, accurate base year socioeconomic data were collected to provide an acceptable and rational estimate of growth and future demand for travel. The Cabarrus-Rowan UA joined with the Charlotte TPO, Gaston MPO, Rock Hill-Fort Mill Area Transportation Study, SCDOT, and NCDOT to perform socioeconomic projections as part of updating the Metrolina Regional Travel Demand Model. The MPO is projected to grow around 2 percent annually for population and 2 percent annually for employment over the next 25 years. Although the shift is subtle, the economic base continues to move towards a more service-based economy rather than the traditional manufacturing economic base of the past century.

The Street and Highway System in the Cabarrus-Rowan Urban Area is important to just about every mode of transportation. Without good connecting streets, traffic congestion can impede the movement of automobiles, buses, trucks, bicyclists, and pedestrians. The State Transportation Improvement Program is the main source of revenue for any future highway expansion. The Cabarrus-Rowan Urban Area will receive approximately \$49 million annually in TIP funds through 2050. The MPO will primarily depend on these funds for the completion of Airport Parkway and George Liles Parkway as well as the widening of NC 73 and Poplar Tent Road.

The MPO has become increasingly active in bicycle and pedestrian planning through the 2001 Livable Community Blueprint and with the recent update to this plan by the Carolina Thread Trail in 2009. This Plan primarily outlined pedestrian and greenway improvements in Cabarrus County. Both counties have now joined the Carolina Thread Trail and have county-wide master plans. With subsequent TIP submittals, the MPO has maintained a list of bike and ped projects as well as the initial call for TAP projects programmed by the MPO. The MPO has also historically used a sizeable portion of the CMAQ funds for sidewalk and greenway projects to encourage pedestrian trips and reduce vehicle emissions.

The MPO fortunately includes two transit systems and an express route. There are a total of ten fixed routes in the MPO between Salisbury Transit and the Concord/Kannapolis Area Transit systems, plus the express route to downtown Charlotte (and now the end of the Blue Line extension). COVID-19 has severely impacted fixed route transit ridership as well as the elimination of the Rowan Express. However, transit is still a viable and cost effective mobility option in the MPO area with these investments in transit.

The Federal government recently has placed greater emphasis on freight, rail, and aviation as part of the MPO planning process. The Cabarrus-Rowan is bisected by a rail corridor that serves Salisbury and Kannapolis daily. Both of the depots in Kannapolis and Salisbury were refurbished recently and are served by Amtrak and the local transit systems. As followup to the 2045 MTP, the MPO continues to seek input from the trucking industry on truck routes and mobility needs. The MPO participated in the Regional Freight Study and has included specific recommendations from this inventory in the 2045 and 2050 MTPs. The Cabarrus-Rowan Urban Area also benefits from one general aviation airport, Mid-Carolina and a commercial service airport, Concord-Padgett Regional. Both airports provide connections to the rest of the southeast. Freight and aviation will continue to be important tools for supporting and attracting economic development to this region and the MPO recognizes the need to promote these assets.

Safety and security are individual elements and goals in the development of MTPs. Federal regulations require that the metropolitan planning process be consistent with NC's Strategic Highway Safety Plan. NCDOT and the MPO have begun to bring together the elements of safety through a regional safety program as well as TIP funding for spot safety projects. Safety is also addressed locally thru initiatives such as street lighting, crosswalks, signage, and access management. In terms of the Strategic Highway Network (STRAHNET), there are 3 routes in the MPO: I-85, NC 73, and NC 49 which serve as important conduits for the transport of emergency military personnel and equipment should there be a need for rapid mobilization of the armed forces. In addition, the CK Rider has developed an emergency action plan that outlines some assistance that the buses can provide during minor emergencies including the provision of supplemental vehicles and evacuation of local residents.

SAFETEA-LU, MAP-21, and the FAST Act started, and the BIP reinforced the need to pursue a discussion of environmental mitigation activities in the MTP. The MPO worked to identify environmentally sensitive areas and provide outreach to state and federal regulatory agencies on the development of the 2050 MTP. A host of mitigation measures were considered such as air quality and community impact initiatives, vegetative buffers and stream restoration, habitat conservation, and wetland restoration. MPO staff continues to collaborate with local and state partners to share data and information and offer them opportunities to provide input on programs and projects that may impact these valuable resources. With this MTP, the MPO continued an informal consultation process with key representatives of the natural resource agencies that included an email distribution list and document sharing.

There are no more important resources in the Cabarrus-Rowan MPO than its' people. Environmental Justice and Title VI ensure that the MPO addresses the needs of all populations in the MPO area particularly those populations that have been historically underserved. Title VI prohibits discrimination bases on race, color, and national origin. Environmental Justice ensures that underserved or disadvantaged populations have access to the decision-making process, realize their fair share of benefits from government investments, and do not shoulder disproportionate share of negative effects or financial cost. As part of this MTP, the MPO has further stratified low-income and minority populations including thematic maps and a demographic profile to determine where these populations reside. The majority of this data is available through the US Census and updated every 10 years. (The 2020 Census data will unfortunately not be available until the 2055 MTP Update.) The purpose of cataloging this race and income-based data is to cross reference the projects that are planned for this MTP and determine whether there is a systematic effort to adversely affect those individuals who have historically been underserved by transportation investments.

The Cabarrus-Rowan Urban Area has a very active transportation planning process from a project planning, programming, implementation, and preservation perspective. The 2050 MTP serves as the backbone to developing and managing this transportation system currently, and over the horizon of this Plan to 2050. This Executive Summary serves as a sampling of some of the initiatives underway or complete for the Cabarrus-Rowan MPO Area. These initiatives are consistent with the spirit and intent of the federal laws that govern MPOs and address the multi-modal needs of this growing MPO area and dynamic region.

**Conformity Analysis and Determination Report for the
Metrolina Area:**

**Cabarrus-Rowan MPO
Charlotte Regional Transportation Planning Organization
Gaston-Cleveland-Lincoln MPO**

2020-2029 Transportation Improvement Program

2050 Metropolitan Transportation Plan

**Projects from the 2020-2029 State Transportation Improvement
Program for the Donut Area in
Union County**

(2008 8-hour Ozone)

(1997 8-hour Ozone)

March 23, 2022

Prepared by:

The Cabarrus-Rowan Metropolitan Planning Organization as an agent of:

The Cabarrus-Rowan Metropolitan Planning Organization,
The Gaston-Cleveland-Lincoln Metropolitan Planning Organization,
The Charlotte Regional Transportation Planning Organization,
The Rocky River Rural Planning Organization

In cooperation with:

The North Carolina Department of Environmental Quality
Division of Air Quality

Contact Information

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Additional copies of this report can be obtained from the following websites:
www.crm-po.org, gclmpo.org and www.crt-po.org.

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1.0 Introduction

The concept of transportation conformity was introduced in the Clean Air Act (CAA) of 1977, which included a provision to ensure that transportation investments conform to a State implementation plan (SIP) for meeting the Federal air quality standards. Conformity requirements were made substantially more rigorous in the CAA Amendments of 1990. The transportation conformity regulations that detail implementation of the CAA requirements were first issued in November 1993, and have been amended several times. The regulations establish the criteria and procedures for transportation agencies to demonstrate that air pollutant emissions from metropolitan transportation plans, transportation improvement programs and projects are consistent with (“conform to”) the state’s air quality goals in the SIP. This document has been prepared for state and local officials who are involved in decision making on transportation investments.

Transportation conformity is required under CAA Section 176(c) to ensure that Federally supported transportation activities are consistent with (“conform to”) the purpose of a state’s SIP. Transportation conformity establishes the framework for improving air quality to protect public health and the environment. Conformity to the purpose of the SIP means Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funding and approvals are given to highway and transit activities that will not cause new air quality violations, worsen existing air quality violations, or delay timely attainment of the relevant air quality standard, or any interim milestone.

In 1997, the national ambient air quality standard (NAAQS) for ozone was reviewed and revised to reflect improved scientific understanding of the health impacts of this pollutant. When the standard was revised in 1997, an 8-hour ozone standard was established that was designed to replace the 1-hour standard. The US Environmental Protection Agency (USEPA) designated the Metrolina Area as moderate non-attainment for ozone under the 8-hour standard with an effective date of June 15, 2004. The designation covered the following geographic areas:

- Cabarrus County
- Gaston County
- Lincoln County
- Mecklenburg County
- Rowan County
- Union County
- Coddle Creek and Davidson Townships in Iredell County

On March 28, 2013, the North Carolina Division of Air Quality (NCDAQ) submitted the final *"Supplement for Redesignation Demonstration and Maintenance Plan for the Charlotte-Gastonia-Rock Hill, NC-SC 1997 8-hour Ozone Nonattainment Area"* to the USEPA. The supplement documents the Metrolina Area attaining the 1997 8-hour ozone NAAQS and fulfilling the requirements of Section 175A(b) of the Federal Clean Air Act as amended. The USEPA took final

action on December 2, 2013 to redesignate the Metrolina Area to attainment for the 1997 8-hour ozone NAAQS with an effective date of January 2, 2014.

On May 27, 2008, the USEPA once again revised the ozone NAAQS to provide increased protection of public health and welfare especially for children and “at risk” populations. As a result of the new ozone NAAQS, the Metrolina Area was designated by the USEPA as marginal nonattainment for the 2008 8-hour ozone NAAQS on May 21, 2012. The designated area for the 2008 8-hour ozone NAAQS include,

- Central Cabarrus, Concord, Georgeville, Harrisburg, Kannapolis, Midland, Mount Pleasant, Odell, Poplar Tent, New Gilead and Rimertown Townships in Cabarrus County
- Dallas, Crowders Mountain, Gastonia, Riverbend and South Point Townships in Gaston County
- Coddle Creek and Davidson Townships in Iredell County
- Catawba Springs, Lincolnton and Ironton Townships in Lincoln County
- Mecklenburg County
- Atwell, China Grove, Franklin, Gold Hill, Litaker, Locke, Providence, Salisbury, Steele and Unity Townships in Rowan County
- Goose Creek, Marshville, Monroe, Sandy Ridge and Vance Townships in Union County.

The NCDAQ submitted the *"Redesignation Demonstration and Maintenance Plan for the Charlotte-Gastonia-Salisbury, North Carolina 2008 8-Hour Ozone Marginal Nonattainment Area"* to the USEPA on April 16, 2015. In the redesignation demonstration and maintenance plan, the maintenance demonstration was estimated using a Reid vapor pressure (RVP) of 7.8 psi. On May 21, 2015, the USEPA proposed to determine the Metrolina Area was attaining the 2008 8-hour ozone standard, approve the 2014 and 2026 motor vehicle emissions budgets (MVEBs) and redesignate the Metrolina Area to attainment for the 2008 8-hour ozone standard. The USEPA approval and final rule redesignating the Metrolina Area from nonattainment to attainment was signed on July 17, 2015.

On April 16, 2015, the NCDAQ also submitted to the USEPA the *"Clean Air Act Section 110(l) Non-Interference Demonstration to Support the Gasoline Reid Vapor Pressure (RVP) Standard Relaxation in Gaston and Mecklenburg Counties"* (RVP-related SIP). The RVP-related SIP requested the USEPA to change the Federal requirement Reid vapor pressure (RVP) in Gaston and Mecklenburg Counties from 7.8 psi to 9.0 psi. The RVP-related SIP also included updated motor vehicle emissions budgets that incorporated the RVP changes to Gaston and Mecklenburg Counties. In a final rule on July 28, 2015, the USEPA took action in support of the RVP-related SIP revision noninterference demonstration by determining that the changes to the RVP in Mecklenburg and Gaston Counties will not interfere with attainment or maintenance of any NAAQS or with any other applicable provisions of the Clean Air Act.

On May 4, 2017, the North Carolina legislative act signed by Gov. Cooper changed the state’s inspection and maintenance (I/M) requirements for the 22 counties subject to the state’s expanded I/M program. As a result, the NCDAQ submitted a SIP revision via a letter dated July 25, 2018 to the USEPA to support the state’s request to change the vehicle model year coverage for the 22 counties subject to the expanded I/M program. The NCDAQ’s SIP revision also included updates

to the Metrolina maintenance plan and associated MVEBs used for transportation conformity. On May 20, 2019, the USEPA proposed to find that the change in the vehicle model year coverage for the 22 counties subject to the expanded I/M program meets the requirements of the CAA section 110(l) and will not interfere with attainment or maintenance of any NAAQS in North Carolina. The USEPA took final action on September 11, 2019 to approve that North Carolina's SIP revision to the vehicle model year coverage for the 22 counties will not interfere with continued attainment or maintenance of any applicable NAAQS and approve the updated emissions for the 2008 8-hour ozone maintenance plan, including the updated MVEBs for the Charlotte 2008 Ozone Maintenance Area. This rule became effective on October 11, 2019. On August 25, 2021, the USEPA took final action to approve a SIP revision allocating a portion of the available safety margin to revised the 2026 MVEB's used for transportation conformity. All of the USEPA's federal register notices are in Appendix A.

South Coast Air Quality Mgmt. District v. EPA ("South Coast II")

On February 16, 2018, the United States Court of Appeals for the District of Columbia Circuit in *South Coast Air Quality Mgmt. District v. EPA* ("South Coast II," 882 F.3d 1138) held that transportation conformity determinations must be made in areas that were either nonattainment or maintenance for the 1997 ozone NAAQS and attainment for the 2008 ozone NAAQS when the 1997 ozone NAAQS was revoked. These conformity determinations are required in these areas after February 16, 2019. As previously stated, a portion of the Metrolina Area was designated attainment with a maintenance plan for the 2008 ozone NAAQS with an effective date of July 28, 2015. Therefore, per the *South Coast II* decision, this conformity determination is being made for that partial portion of the 1997 8-hour ozone NAAQS.

For the 1997 8-hour ozone NAAQS areas, transportation conformity for metropolitan transportation plans (MTPs) and state transportation improvement program (TIP) for the 1997 8-hour ozone NAAQS can be demonstrated without a regional emissions analysis, per 40 CFR 93.109(c). This provision states that the regional emissions analysis requirement applies one year after the effective date of the USEPA's nonattainment designation for a NAAQS and until the effective date of revocation of such NAAQS for an area. The 1997 8-hour ozone NAAQS revocation was effective on April 6, 2015, and the *South Coast II* court upheld the revocation. As no regional emission analysis is required for this conformity determination, there is no requirement to use the latest emissions model, except to address transportation control measures (TCMs), or budget or interim emissions tests for the 1997 8-hour ozone NAAQS. There are no TCMs in the Metrolina SIP.

Therefore, transportation conformity for the 1997 8-hour ozone NAAQS for the Metrolina Area [Cabarrus-Rowan Metropolitan Planning Organization (CRMPO), Gaston-Cleveland-Lincoln Metropolitan Planning Organization (GCLMPO), and Charlotte Regional Transportation Planning Organization (CRTPO)] and NC Department of Transportation (NCDOT) FY 2020 – 2029 Transportation Improvement Program can be demonstrated by showing the remaining requirements in Table 1 in 40 CFR 93.109 have been met.

These requirements, which are laid out in Section 2.4 of the USEPA's November 2018 Guidance

and are addressed in the remainder of the document and includes:

- Latest planning assumptions (93.110)
- Consultation (93.112)
- Transportation Control Measures (93.113)
- Fiscal constraint (93.108)

The purpose of this report is to document compliance with the provisions of the Clean Air Act Amendments of 1990 (CAAA), the Moving Ahead for Progress in the 21st Century Act (MAP-21) and the Bipartisan Infrastructure Bill (BIB). The conformity determination for the FY 2020-2029 Transportation Improvement Program is based primarily on a regional emissions analysis that utilized the transportation networks in adopted and conforming 2050 Metropolitan Transportation Plans and the resulting emissions modeled by the North Carolina Division of Air Quality. The Transportation Conformity Determination for the 2050 MTP updates for the Metrolina Area will be completed on April XX, 2022. The Conformity Determination Report (CDR) for the 2050 MTP updates is available on the following websites:

- Cabarrus-Rowan MPO:
<http://crmpo.org/Plans/Transportation-Conformity>
- Gaston-Cleveland-Lincoln MPO:
<https://gclmpo.org/plans-programs-and-studies/long-range-planning/>
- Charlotte Regional TPO:
<https://www.crtpo.org/metropolitan-transportation-plan-1>

The FY 2020-2029 TIPs for the Metrolina Area contain a number of project changes which should be included in the 2050 MTP and Transportation Conformity Determination for the Metrolina Area. The 2050 MTP conformity determination for the Metrolina area includes a new regional emissions analysis that ensures that the FY 2020-2029 TIPs are direct subsets of the 2050 MTPs.

The MPOs and the NCDOT are required by 23 CFR Parts 450 and 500 and 40 CFR Parts 51 and 93 to make a conformity determination on any newly adopted or fiscally-constrained MTPs and TIPs. The intent of this report is to document the transportation conformity determination for the FY 2020-2029 TIPs for the Metrolina Area and projects from the FY 2020-2029 State TIP for the donut area in Union County. In addition, the United States Department of Transportation (USDOT), specifically, the Federal Highway Administration (FHWA) must make a conformity determination on the MTPs and TIPs in all non-attainment and maintenance areas. The Metrolina Area is maintenance for the 2008 8-hour ozone.

Transportation Conformity Determinations for the 2050 MTP amendments for the Metrolina Area were approved as follows:

- Cabarrus-Rowan MPO: March 23, 2022
- Gaston-Cleveland-Lincoln MPO: March 24, 2022

- Charlotte Regional Transportation Planning Organization: March 16, 2022
- The North Carolina Department of Transportation (NCDOT) (for the donut portion in Union County in the Metrolina Ozone Maintenance Area): April XX, 2022

By these actions, the MPOs and NCDOT demonstrated that the 2050 MTP's are consistent with Section 176(c) of the Clean Air Act, the State Implementation Plan, MAP-21, and 40 CFR Parts 51 and 93. These conformity demonstrations were documented by the MPOs and NCDOT in this report. This report includes the regional emissions analysis comparison prepared for the 2050 MTP's demonstrating that emissions in each of the analysis years of the MTP (2025, 2035, 2045, and 2050) are less than the motor vehicle emissions budgets established by the attainment demonstration and maintenance plan SIP in accordance with 40 CFR Part 93 and approved by the USEPA. (See Appendix A for details on MVEBs in the SIP.)

Metropolitan Transportation Plans

As noted above, the 2050 MTP's include the timing of regionally significant projects included in the FY 2020-2029 TIP for the Metrolina Area. A new regional emissions analysis was conducted for this transportation conformity determination to reflect the appropriate horizon year for these regionally significant projects. As agreed upon by the interagency consultation partners, the regional emissions analysis work for this process began on June 29, 2021 and was completed on January 7, 2022. Details related to the interagency consultation associated with this conformity determination can be found in Appendix C.

Non-exempt projects in the 2050 MTP's are required to be part of travel demand model assumptions for the appropriate analysis year. All projects are included in the travel model assumptions for the appropriate horizon year. The 2050 MTP's provide an opportunity to incorporate the most current cost estimates as required in the fiscal constraint requirements. This conformity analysis will focus on the regionally significant 2050 MTP projects presented in Appendix D as reviewed by the Interagency partners on March 8, 2021. There were no regional significant projects in the Donut area.

FISCAL CONSTRAINT DETERMINATION

As part of the federal transportation planning requirements 23 CFR Parts 450 and 500 for MTPs, the costs of implementing transportation programs and projects included in MTPs are compared with the funding expected to be available. These MTPs' financial analyses were developed in response to the requirements for "financially-constrained plans".

These MTPs consider capital costs and operation and maintenance (O&M) costs associated with the preservation and continued operation of the existing transportation system, as well as the costs associated with the recommended expansion of the transportation networks included in the MTPs. The MTPs also describe revenues from all sources that will be available to pay for capital and O&M costs. Each MTP describes in detail its own financing plan.

Assumptions for revenues and expenditures are the same as shown in the original 2050 MTP Conformity Determination Report because overall costs of projects did not change significantly.

2.0 Relationship of the MTP and TIP

In accordance with 40 CFR Parts 51 and 93, the TIP is a direct subset of the MTP if the following conditions are met:

- The TIP is consistent with the conforming MTP such that the regional emissions analysis performed on the MTP applies to the TIP;
- The TIP contains all projects which must be started in the TIP's timeframe to implement the highway and transit system envisioned by the MTP in each of its horizon years;
- All federally funded TIP projects which are regionally significant are part of the specific highway or transit system envisioned in the MTP horizon years; and
- The design concept and scope of each regionally significant project identified in the TIP is not significantly different from that described in the MTP.
- The number of travel lanes of each regionally significant project identified in the TIP is not significantly different from that described in the MTP.

This report documents that the TIPs for FY 2020-2029 are a direct subset of the 2050 MTPs for the Cabarrus-Rowan MPO, the Gaston-Cleveland-Lincoln MPO, the Charlotte Regional Transportation Planning Organization and the projects from the donut area in Union County is the responsibility of the North Carolina Department of Transportation. The 2050 MTPs for these areas are fiscally-constrained and are consistent with 23 CFR Part 450 Subpart C. This conformity determination is based on the most recent estimates of the emissions and the most recent planning assumptions (including population, employment, travel and congestion estimates available) as determined by the appropriate MPOs and NCDOT. It has been demonstrated in the Conformity Determination Report that the 2050 MTPs conform to the provisions of the CAAA of 1990, MAP-2, and BIB. Also, the 2050 MTPs conform to the purpose of the TIP in accordance with 40 CFR Part 93.

3.0 Latest Planning Assumptions

The planning assumptions used to develop the Conformity Determination Report for the 2008 8-hour ozone NAAQS are the latest planning assumptions in the 2050 MTP that were approved by the respective MPOs and NCDOT. Estimates of future population and employment are less than five years old. The vehicle age distribution and fleet mix distributions used as input to the emission model were based on the current data from North Carolina Division of Motor Vehicles. This data is also less than five years old. The planning assumptions are outlined in the pre-consensus plan in Appendix C.

4.0 Transportation Control Measures

As mentioned before, there are no TCMs in the Metrolina SIP.

5.0 Interagency Consultation

The FY 2020-2029 TIP has undergone interagency consultation as required in the North Carolina Administrative Code Title 15A Subpart 02D .0201-.0203 inclusive. Interagency consultation meetings involving the MPOs, NCDOT, NCDAQ, FHWA and USEPA- Region 4 were held on June 29, 2021 and August 26, 2021. A summary of issues raised and responses, along with any written agency comments, are provided in Appendix I.

6.0 Public Involvement

The FY 2020-2029 TIP and 2050 MTP were reviewed by the public in accordance with the Public Involvement Policies of the Cabarrus-Rowan MPO, the Gaston-Cleveland-Lincoln MPO, the Charlotte Regional Transportation Planning Organization and the NCDOT. This report was also made available for public review by the Rocky River Rural Planning Organization (RRRPO). Copies of citizen comments and agency responses to them are attached to this report in Appendix I. The newspaper advertisements for public review and comment period are attached to this report in Appendix J.

7.0 Regional Emissions Analysis Approach

The regional emissions analysis (REA) was conducted using the 2008 8-hour ozone Maintenance Plan (9.0 psi RVP based) MVEBs published on August 25, 2021. The horizon years for this conformity determination are 2026, 2035, 2045, and 2050. The 2026 MVEB will be used for years 2026, 2035, 2045, and 2050.

Approved 2008 8-hour Ozone Maintenance SIP (kilograms/day) – (9.0 psi RVP)

Cabarrus-Rowan MPO		
	2014	2026
NO_x	11,814	4,903
VOC	7,173	4,888

Gaston Cleveland Lincoln MPO		
	2014	2026
NO_x	10,079	3,768
VOC	5,916	3,472

Charlotte Regional TPO- Rocky River RPO		
	2014	2026
NO_x	32,679	12,241
VOC	18,038	11,943

8.0 Emission Comparison Summary Tests by Location and Pollutants

Ozone

Cabarrus-Rowan MPO Emissions 2008 8-hour ozone Maintenance Plan MVEB Comparison Summary (9.0 psi RVP)

CRMPO Emissions Comparison Summary (kilograms/day)				
Year	NO_x		VOC	
	MTP Emissions	SIP Budget	MTP Emissions	SIP Budget
2026	3,746	4,903	3,488	4,888
2035	1,962	4,903	2,410	4,888
2045	1,751	4,903	2,232	4,888
2050	1,796	4,903	2,251	4,888

Gaston-Cleveland-Lincoln MPO Emissions 2008 8-hour ozone Maintenance Plan MVEB Comparison Summary (9.0 psi RVP)

GCLMPO Emissions Comparison Summary (kilograms/day)				
Year	NO_x		VOC	
	MTP Emissions	SIP Budget	MTP Emissions	SIP Budget
2026	2,982	3,768	2,687	3,472
2035	1,455	3,768	1,718	3,472
2045	1,237	3,768	1,487	3,472
2050	1,227	3,768	1,433	3,472

CRTPO and RRRPO 2008 8-hour ozone Maintenance Plan MVEB Comparison Summary (9.0 psi RVP)

CRTPO and RRPO Emissions Comparison Summary (kilograms/day)				
Year	NO_x		VOC	
	MTP Emissions	SIP Budget	MTP Emissions	SIP Budget
2026	10,853	12,241	9,866	11,943
2035	6,905	12,241	7,496	11,943
2045	6,855	12,241	7,531	11,943
2050	7,181	12,241	7,863	11,943

The MOVES and Regional Emission Analysis files are provided in Appendix G.

9.0 Findings of Conformity

Cabarrus-Rowan MPO Ozone Conformity Finding for the 2050 Metropolitan Transportation Plan Amendment and 2020-2029 Transportation Improvement Program

Based on the analysis and consultation and involvement process described in this report, the Cabarrus-Rowan MPO 2050 Metropolitan Transportation Plan Amendment and 2020-2029 Transportation Improvement Program are found to conform to the purpose of the North Carolina SIP. The emissions expected from the implementation of the Cabarrus-Rowan MPO 2050 Metropolitan Transportation Plan Amendment and 2020-2029 Transportation Improvement Program are in conformity with the 2008 8-hour ozone standard.

Gaston-Cleveland-Lincoln MPO Ozone Conformity Finding for the 2050 Metropolitan Transportation Plan Amendments and 2020-2029 Transportation Improvement Program

Based on the analysis and consultation and involvement process described in this report, the Gaston-Cleveland-Lincoln MPO 2050 Metropolitan Transportation Plan Amendments and 2020-2029 Transportation Improvement Program are found to conform to the purpose of the North Carolina SIP. The emissions expected from the implementation of the Gaston-Cleveland-Lincoln MPO 2050 Metropolitan Transportation Plan Amendments and 2020-2029 Transportation Improvement Program are in conformity with the 2008 8-hour ozone standard.

Charlotte Regional Transportation Planning Organization Ozone Conformity Finding for the 2050 Metropolitan Transportation Plan Amendments and 2020-2029 Transportation Improvement Program

Based on the analysis and consultation and involvement process described in this report, the Charlotte Regional Transportation Planning Organization 2050 Metropolitan Transportation Plan Amendments and 2020-2029 Transportation Improvement Program are found to conform to the purpose of the North Carolina SIP. The emissions expected from the implementation of the Charlotte Regional Transportation Planning Organization 2050 Metropolitan Transportation Plan Amendments and 2020-2029 Transportation Improvement Program are in conformity with the 2008 8-hour ozone standard.

NCDOT Donut Area Conformity Finding for Projects from the 2020-2029 State Transportation Improvement Program

Based on the analysis and consultation and involvement process described in this report, the projects from the 2020-2029 State Transportation Improvement Program for the donut area in Union County that is outside of the MPO boundary is found to conform to the purpose of the North Carolina State Implementation Plan. The emissions expected from the implementation of the projects from the 2020-2029 State Transportation Improvement Program are in conformity with the 2008 8-hour ozone standard.

The MPO/NCDOT conformity determinations and TIP/MTP adoptions are provided in Appendix J.

#8A (1/19/22)

CMAQ Project Funding Application

Clarke Creek Greenway

City of Concord

January 2022



CMAQ FUNDING FOR THE CONSTRUCTION OF PHASE 1 & 2 OF CLARKE CREEK GREENWAY

PROJECT OVERVIEW

The City of Concord is pleased to submit this application for projects funded using Congestion Mitigation and Air Quality (CMAQ) funds. This proposal is to obtain CMAQ funds in the amount of \$3,089,040 (federal portion) to design and construct approximately 3.6 miles of the Clarke Creek Greenway with 1 mile of connections to Winding Walk, Allen Mills, Highland Creek, Christenbury, and Granary Oaks.

BACKGROUND

The proposed Clarke Creek Greenway was identified and studied by the City of Concord as part of the Open Space Connectivity Analysis and connects multiple aspects of the City of Concord community. Currently, despite a short geographical distance, the neighborhoods along Clarke Creek have limited access to destinations along Cox Mill Road and the surrounding communities. The greenway along Clarke Creek was identified to provide an outdoor recreation space as well as connectivity and access to schools and a future park. The ability to connect the approximately 6,500 residents to daily amenities makes this greenway corridor one of the prime areas for emissions reductions by the addition of a bicycle and pedestrian facility.

Open Space Connectivity Plan

The City of Concord adopted the Open Space Connectivity Plan in 2019. The overall network connections recommended for the system addressed a need to expand the existing network within the City of bicycle and pedestrian infrastructure. This plan recommended a greenway corridor along several creeks throughout the City, with four alignments examined with Detailed Greenway Corridor Study. Clarke Creek was one of those detailed studies.

Clarke Creek Greenway Corridor Study

Within the Open Space Connectivity Plan, the specific corridor for Clarke Creek Greenway was studied and documented. The study identifies 3 total phases of the greenway that will connect Cox Mill Road to the various neighborhoods along the creek. This plan identifies the challenges and constraints to creating this greenway, such as the vast amounts of wetland area, permitting, and pedestrian structures. The plan also highlights the opportunities for connectivity that would be achieved with the construction of this greenway, between the neighborhoods, schools, and the future Jim Ramseur Park.

Jim Ramseur Park

Jim Ramseur Park is a future City park along Cox Mill Road, adjacent to Cox Mill Elementary. The proposed greenway will connect the park to neighborhoods such as Winding Walk, Allen Mills, Highland Creek, Christenbury, and Granary Oaks. The park will include 28.6 acre park parcel, 33

acres of vacant preserve area, and 44 acres of open space at Cox Mill Elementary. The following amenities are included in the park:

- 6 pickle ball courts
- Splash pad
- Adventure style playground
- Formal open space
- Nature trails
- Picnic shelters
- Outdoor classroom
- Proposed 45,000 SF recreation center

The proposed Clarke Creek greenway project will connect residents with the many amenities and programming of the park, which adds to the reduction of traffic congestion in the surrounding areas.

PROPOSAL

The City of Concord is applying for CMAQ funding to construction the first two phases of Clarke Creek Greenway. This is approximately 4.6 miles of total paved greenway with 2 bridge crossings over Clarke Creek. This request is for the construction of the greenway, as funds have already been established for design and right-of-way acquisition necessary for these phases of the greenway via local funding. The City of Concord intends to provide funding the operations and maintenance of the greenway corridor.

This proposal is for the construction of the combination of two phases of Clarke Creek Greenway identified in the original corridor study, however the proposed greenway construction can be phased based on the funding available.

EMISSION REDUCTION CALCULATIONS

The calculations for the emissions reduction listed in this application are based on destinations in the project area. There are multiple destinations along Cox Mill Road, including Cox Mill Elementary, Cox Mill High School, and the future Jim Ramseur Park, that were the basis of the calculations. The details of these calculations can be found in attachment 2.

The neighborhoods along the proposed greenway account for approximate 2,355 residents within a quarter-mile of the trail and 4,137 residents within a half-mile of the trail. However, these residents are approximately 3-5 miles via roadway to the destinations identified along Cox Mill Road. Below are the assumption of daily trips using the proposed trail per destination. These numbers were used to calculate the reduction in emissions shown in the application. Further calculations and assumptions are shown in attachment 2.

- Jim Ramseur Park
 - Daily Trips Generated: 1453
 - Assumed daily trips from neighborhood, using new trail: 116

- Cox Mill Elementary School
 - Daily Trips Generated: 1691
 - Assumed daily trips from neighborhood, using new trail: 338
- Cox Mill High School
 - Daily Trips Generated: 1737
 - Assumed daily trips from neighborhood, using new trail: 87

The total daily reduction in trips is calculated to be 338 trips using the proposed greenway, which results in a 3.5% reduction of daily trips overall.

ATTACHMENTS

1. CMAQ Application Form
2. Emissions Reduction Calculations
3. Overall Project Map



CMAQ PROJECT APPLICATION

FOR NCDOT USE ONLY	
APP ID	STIP ID

IN ORDER TO BE CONSIDERED A COMPLETE APPLICATION PACKAGE, ALL FIELDS MUST BE APPROPRIATELY COMPLETED & REQUIRED ADDITIONAL INFORMATION AS NOTED MUST BE ATTACHED. INCOMPLETE APPLICATIONS WILL BE RETURNED.

GENERAL PROJECT INFORMATION

1 SELECT CMAQ PROJECT TYPE

PO Allocation	Competitive	DOT Allocation
---------------	-------------	----------------

2 SELECT MPO/RPO(S)

Burlington-Graham MPO	Gaston-Cleveland-Lincoln MPO	Land of Sky RPO	Triangle RPO
Cabarrus-Rowan MPO	Greensboro MPO	NW Piedmont RPO	Unifour RPO
Capital Area MPO	Hickory MPO	Rocky Mount MPO	Upper Coastal Plain RPO
Charlotte Regional TPO	High Point MPO	Rocky River RPO	Winston-Salem MPO
Durham-Chapel Hill-Carrboro MPO	Kerr-Tar RPO	Southwestern RPO	

3 PROJECT SPONSOR INFORMATION

Agency			
Contact Name			
Contact Title			
Address			
Telephone		Email Address	

4 PROJECT INFORMATION

Title	
Description	

Include project details, proposed improvements, purpose, need, how it will provide service, who are the primary stakeholders & where it will operate & serve. Attach a sketch design plan of the proposed project which shows the general location.

PROJECT COSTS & DELIVERY SCHEDULE

5 APPLICABLE PROJECT PHASES, FUNDING & YEARS

- CMAQ projects are awarded by State Fiscal Years (FY). FY runs from July 1st of the previous year to June 30th of the current year. For example, FY 2020 is from July 1, 2019 through June 30, 2020.
- Cost estimates should reflect anticipated inflation compounded annually at 5% from the current calendar year.
- Minimum 20% match is required for most projects. See 23 U.S.C. §120 paragraph (c) for listing of safety projects that may be funded at up to 100% Federal share.
- In the case of purchasing alternative fueled vehicles (AFV) for general governmental use, CMAQ funding is limited to the cost difference between standard and AFV vehicles. For example, a 2020 Ford Escape lists for \$27,000 and a 2020 Ford Escape Hybrid lists for \$33,000. The total CMAQ-eligible funding for purchase of this AFV would be: \$33,000 - \$27,000 = \$6,000 (subject to local match).

Check box if this project is not typical 80/20 split. The minimum split is 80/20.

Phases(s)	CMAQ Amount	Matching Amount	Total	FY
Planning, Engineering & Design				
Right-of-Way				
Construction				
Transit Operation				
Transit Implementation				
Non-transit Implementation				
Project Total				

6 ANTICIPATED PROJECT MILESTONE DATES

* Milestone dates must coordinate with funding schedule in Section 5.
 * Planning & environmental document; plans, specifications & estimate package; and right of way certification must be complete prior to let date.

Milestone(s)	Month/Year
Planning & Environmental document to be complete:	
Plans, Specifications & Estimate package to be complete:	
Right-of-Way acquisition to begin:	
Anticipated let date (opening of bids):	
Anticipated completion date of project (including project close-out & reimbursement of all eligible expenses):	

7 LIST THE SOURCE(S) OF MATCHING FUNDS:

8 TRANSIT START-UP INFORMATION
 Operation assistance under CMAQ is intended to help start up viable new transportation services that will benefit air quality and eventually cover their own costs. *This funding is limited to three years.* Other funding sources should supplement & ultimately replace CMAQ funds for operation assistance. Briefly describe how funding will be secured to continue the program after year three.
 (ATTACH ADDITIONAL SHEET(S) IF NEEDED)

GENERAL PROJECT INFORMATION

9 SELECT NC NONATTAINMENT/MAINTENANCE COUNTY(IES):

* Indicates partial county AQ designation

Cabarrus	Davidson	Edgecombe	Gaston	Haywood*	Lincoln	Orange	Swain*
Catawba	Davie	Forsyth	Granville	Iredell*	Mecklenburg	Person	Union
Chatham*	Durham	Franklin	Guilford	Johnston	Nash	Rowan	Wake

10 SELECT CMAQ-ELIGIBLE IMPROVEMENT TYPE (check all that apply):

Transportation Control Measures	Extreme Low-Temperature Cold Start Programs
Alternative Fuels	Congestion Relief & Traffic Flow Improvements
Transit Improvements	Bicycle/Pedestrian Facilities & Programs
Transportation Management Associations	Carpooling & Vanpooling
Freight/Intermodal	Diesel Engine Retrofits
Idle Reduction	Training
Travel Demand Management	Public Education & Outreach Activities
I/M Programs	Experimental Pilot Projects

11 IF TRANSPORTATION CONTROL METHOD, CHECK THE ALLOWABLE TYPE(S):

<input type="checkbox"/> Programs/ordinances to facilitate non-automobile travel, provision/utilization of mass transit & general reduction of the need for single occupancy vehicle (SOV) travel, as part of transportation planning & development efforts of a locality, including programs & ordinances applicable to new shopping centers, special events & other centers of vehicle activity
<input type="checkbox"/> Programs for improved public transit
<input type="checkbox"/> Restriction of certain roads or lanes to, or construction of such roads or lanes for use by, passenger buses or HOV
<input type="checkbox"/> Employer-based transportation management plans, including incentives
<input type="checkbox"/> Trip-reduction ordinances
<input type="checkbox"/> Traffic flow improvement programs that reduce emissions
<input type="checkbox"/> Fringe & transportation corridor parking facilities serving multiple-occupancy vehicle programs or transit services
<input type="checkbox"/> Multiple-occupancy vehicle programs or transit service
<input type="checkbox"/> Programs to limit/restrict vehicle use in downtown areas/other areas of emission concentration during peak periods
<input type="checkbox"/> Programs for the provision of all forms of high-occupancy, shared-ride services
<input type="checkbox"/> Programs to limit portions of road surfaces/certain sections of roadway to the use of non-motorized vehicles

Programs for secure bicycle storage facilities & other facilities, including bicycle lanes in both public & private areas
Programs to control extended idling of vehicles
Reducing emissions from extreme cold-start conditions
Employer-sponsored programs to permit flexible work schedules
Public Education & Outreach Activities

12 IF TRANSIT IMPROVEMENT, SPECIFY HOW SERVICE WILL BE IMPROVED:

New facilities associated with a service increase	New vehicles used to expand the transit fleet
Operating assistance for new service (limit three years)	Fare subsidies as part of program to limit exceedances of NAAQS

13 EMISSIONS REDUCTION CRITERIA

QUANTITATIVE analysis of air quality impacts is required for most project types. **QUALITATIVE** analysis is only allowable when it is not possible to accurately quantify emissions benefits, such as public education, marketing & other outreach efforts, which can include advertising alternatives to SOV travel, employer outreach & public education campaigns. The qualitative analysis should be based on a reasoned & logical determination that the project/program will decrease emissions & contribute to attainment or maintenance of NAAQS. The primary benefit of these activities enhanced communication & outreach that is expected to influence travel behavior & air quality.

• **Indicate the type of analysis completed:** Quantitative Qualitative

For QUANTITATIVE analyses, list the expected daily emissions BEFORE and AFTER project implementation:

Pollutant	Daily Emissions Before (kg)	Daily Emission After (kg)	Daily Emissions Reduction (kg)
Carbon Monoxide (CO)			
Volatile Organic Compounds (VOC)			
Oxides of Nitrogen (NOx)			
Particulate Matter (PM2.5)			
Carbon Dioxide equivalent (CO ₂ e)			
Total Daily Emissions (kg)			

• **Describe the method used to estimate the emissions reduction and show calculations:**
(ATTACH ADDITIONAL SHEET(S) IF NEEDED)

14 MISCELLANEOUS

For construction of trails, has the Department of Interior been contacted	<input type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> N/A
Is the fare/fee subsidy program part of a broad program to reduce emissions	<input type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> N/A
Will the ITS project conform to the National ITS architecture	<input type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> N/A

15 SUPPORTING INFORMATION CHECK LIST

Check supporting information included as attachment(s) to this application:

MPO/RPO Support Resolution (Required for PO ALLOCATION proposals)
Additional project description and/or details
Map of general project location
Complete emissions calculations
Any assumptions used
Other, please specify:

16 MPO/RPO PRIORITY INFORMATION (OPTIONAL)

This project has been prioritized by the MPO/RPO and received the following ranking among all CMAQ requests:

17 SUBMIT

- 1) SAVE APPLICATION AND ALL ATTACHMENTS IN A SINGLE PDF DOCUMENT
- 2) Upload application as single PDF document to CMAQ Sharepoint Website

Bicycle and Pedestrian Improvements

This calculator will estimate the reduction in emissions resulting from improvements to bicycle and pedestrian infrastructure and associated mode shift from passenger vehicles to bicycling or walking, including but not limited to sidewalks, dedicated bicycle infrastructure, improved wayfinding, mid-block crossing installations, bike share systems, and bike parking improvements.

Navigator

Bicycle and Pedestrian Improvements

INPUT

(1) What is your project evaluation year?

(2) Estimate the shift in daily motorized passenger vehicle trips to non-motorized travel due to the bicycle and pedestrian project.

Daily Passenger Vehicle Trips		
Before	After	Change
9635	9297	338

(3a) Select the data type used for entering the typical one-way trip distance of passenger vehicles below:

Trip Distance Source

(3b) If you selected "Average" above, enter the typical one-way trip distance. If you selected "Distribution" above, enter the typical distribution of one-way trip distances.

Typical Trip Distance (miles one way)	Distribution of Trip Distances (daily fraction per mileage bin)					Sum
	$x < 1$	$1 \leq x < 2$	$2 \leq x < 3$	$3 \leq x < 4$	$4 \leq x \leq 5$	
2.494	19.90%	20.40%	21.30%	17.20%	21.20%	100.0%

OUTPUT

EMISSION REDUCTIONS

Pollutant	Total	*Units in kg/day unless otherwise noted
Carbon Monoxide (CO)	3.603	
Particulate Matter <2.5 μm (PM _{2.5})	0.010	
Particulate Matter <10 μm (PM ₁₀)	0.033	
Nitrogen Oxide (NOx)	0.276	
Volatile Organic Compounds (VOC)	0.233	
Carbon Dioxide Equivalent (CO ₂ e)	303.800	
Total Energy Consumption (MMBTU/day)	3.950	

Pollutant	Estimated daily # of trips converted to walk/bike from vehicle	Days/year	Total Pollutant Reduction per day (kg/day)	Estimated Gross Annual Emissions reduction per year (kg/year)
Carbon Monoxide (CO)	63	365	3.603	1315.10
Particulate Matter <2.5 μm (PM _{2.5})	63	365	0.01	3.65
Particulate Matter <10 μm (PM ₁₀)	63	365	0.033	12.05
Nitrogen Oxide (NO _x)	63	365	0.276	100.74
Volatile Organic Compounds (VOC)	63	365	0.233	85.05
Carbon Dioxide Equivalent (CO ₂ e)	63	365	303.8	110887.00
Total Energy Consumption (MMBTU/day)	63	365	3.95	1441.75

2019 Traffic Volumes	7500		New Park (Using ITE 11)	Unit	Daily Trips Generated
Growth Rate	2.2%	1.0909	411 - Public Park (Acres)	105.6	156 Eqn
2023 Traffic Volumes	9635		495 - Recreation Facility (SF)	45000	1297 Rate
2023 Traffic Volumes (with greenway)	9297				1453
	3.5%		% from neighborhoods		40%
			% walking/biking		20%
					116
			Cox Mill HS (Using MSTACalculator)		Trips Generated
					1737
			% from neighborhoods		50%
			% walking/biking		10%
					87
			Cox Mill ES (Using MSTACalculator)		Trips Generated
					1691
			% from neighborhoods		80%
			% walking/biking		10%
					135
			Total Daily Trip reduction		338

Assume national values for distance distribution

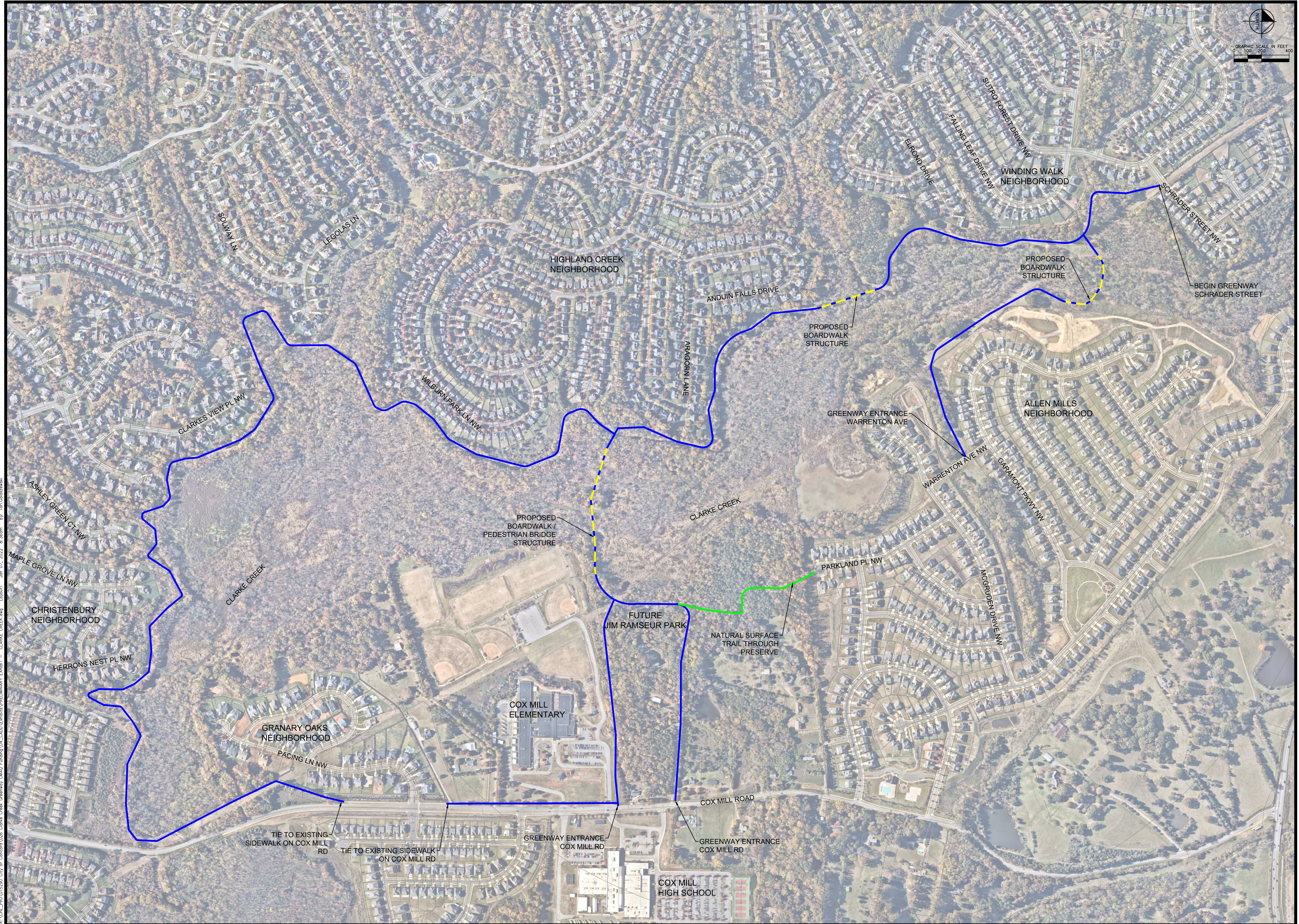
School sizes based on dated provided on US News site (01/03/2022)

Assume new park NOT accounted for in 2.2% growth rate

Percentage of students from neighborhoods connected to greenway determined using CCS assignment maps

Highland Creek and Skybrook subdivisions span Cabarrus/Mecklenburg County line. Therefore, some trips from Mecklenburg County will use the greenway to get to the park

NCDOT AADT											
	2019	2018	2016	2014	2012	2010	2009	2008	2006	Growth Rate (3-5 Year)	Growth Rate 9-11 Year)
Cox Mill Road (S of Poplar Tent Road)	7,500	7,400	6,500	-	6,200	-	-	3,500	-	4.9%	7.2%
Poplar Tent Road (W of Odell School Road)	11,500	-	11,000	-	-	-	16,000	-	-	1.5%	-3.2%
Derita Road (S of Poplar Tent Rd)	12,000	12,000	10,000	9,300	13,000	9,400	-	8,800	-	5.2%	2.8%
Poplar Tent Road (W of Harris Road)	18,500	18,000	16,000	17,000	17,000	14,000	-	15,000		1.7%	3.1%
Average										3.9%	2.2%



Drawing name: K:\CHL_PRA\151290 City of Concord\026 Clarke Creek Greenway DMA0 Funding\04_CADD\Exhibits\PRELIMINARY EXHIBIT - CLARKE CREEK.dwg Layout1 Jan 07 2022 8:36am by: Tom Czarzewski
 Page 73

CLARKE CREEK GREENWAY

DATE: 01-07-2022

SHEET 1 of 1

**CABARRUS-ROWAN MPO
RESOLUTION ENDORSING CANDIDATE CMAQ PROJECT
PROPOSAL**

WHEREAS, the Fixing America's Surface Transportation (FAST) Act (Public Law 114-94, December 4, 2015) continues the Congestion Mitigation and Air Quality Improvements Program (CMAQ) (23 U.S.C. 149); and

WHEREAS, CMAQ is a Federal program that funds transportation projects and program in air quality non-attainment and maintenance areas to help achieve and maintain national standards for pollutants; and

WHEREAS, the NCDOT administers the CMAQ program on behalf of non-attainment and maintenance areas within North Carolina; and

WHEREAS, the CRMPO has administered a CMAQ project selection process among local area jurisdictions in air quality non-attainment and maintenance counties; and

WHEREAS, the resulting candidate project proposal meets the requirements of CMAQ and the guidelines established by NCDOT to administer the program; and

WHEREAS, upon approval of the candidate project proposal for CMAQ funding by the NCDOT, the CRMPO will amend the Long Range Plan and the MTIP to include this project;

NOW THEREFORE, be it resolved that the CRMPO endorses the attached listing of proposed CMAQ candidate projects provided here on this, the 26th day of January 2022.

I, Meredith Smith, TAC Chair, do hereby certify that the above is a true and correct copy of the action of the CRMPO Transportation Advisory Committee duly held on this, the 26th day of January 2022.

Meredith Smith, Chair
Transportation Advisory Committee

#9 (1/19/22)

From: Stanley, Mike [mailto:mtstanley@ncdot.gov]

Sent: Thursday, December 30, 2021 12:24 PM

To: Phil Conrad (pconrad@mblsolution.com) <pconrad@mblsolution.com>

Cc: Ivey, Stephen P <pivey@ncdot.gov>; Tucker, Mezak <mtucker@ncdot.gov>; Argabright, Van <vargabright@ncdot.gov>; Lucas, Katina T <ktlucas@ncdot.gov>; Wasserman, David S <dswasserman@ncdot.gov>

Subject: U-5608 - Kimball Rd

Hey, Phil- good talking with you! Here's the rundown on the U-5608 construction shortfall, and the net additional amount of BGDA needed to close out the project:

- Low Bid Adjustment= \$985,225
- Contract Overruns= \$144,495
- Extended Administration Cost=\$1,074,462
- Anticipated Funding Needed to Closeout=\$18,818
- **Total additional construction funding needed =\$2,223,000**

80% of this amount (BGDA share) would be **\$1,778,400**.

Total ROW / utility expenditures ended up being less than what was authorized, so the BGDA portion of the difference, approximately \$1,210,000, can be applied toward covering the construction overrun. This leaves a **net \$568,400 in additional BGDA** that will need to be obligated to fully close out the project.

Just wanted to make sure you were aware of this; let us know if you have any questions.

Mike Stanley, PE

STIP Central Region Manager

Division of Planning and Programming

NCDOT

919 707 4642 office

mtstanley@ncdot.gov

1 S Wilmington ST

1534 Mail Service Center

Raleigh, NC 27699-1534

Cabarrus-Rowan MPO
Transportation Update
January 14, 2022

TIP / WBS No.	Description	Let Date	Completion Date	Status	Construction Cost	Contractor	Project Administrator	Comments
PROJECTS UNDER CONSTRUCTION								
I-5858 53061.3.GV1 (C204244)	Pavement Rehabilitation on I-85 from US 29/US 601 in China Grove to US 601 (Jake Alexander Blvd) in Salisbury AND from S. of US 52 in Salisbury to N. of SR 2120 (Long Ferry Rd) in Spencer (totaling 10.88 miles)	July 1, 2019	Anticipated Oct. 1, 2021	79% Complete	\$19,914,202	Blythe Development Co.	Jeb Smith, PE (704)630-3220	Contractor is working on sawing and sealing joints. Anticipated completion date is December 15th, 2021.
R-5789F 44919.3.7 R-5789G 44919.3.8 (DI00235)	ADA Ramps at Various Locations in Davidson, Davie, Forsyth and Rowan Counties	March 1, 2021	March 31, 2022	42% Complete	\$2,524,367	Little Mountain Builders of Catawba County, Inc	Kelly Seitz, PE (704)630-3200	Little Mountain Builders began work April 19, 2021, in Lexington upgrading various wheelchair ramps and sidewalks to new ADA standards. Contractor completed 156 locations in Lexington on 8/6/21, 209 locations in Salisbury on 11/17/21, 80 locations in Kernersville on 11/19/21, 9 locations in King on 11/30/21, 11 locations in Rural Hall on 12/7/21, and 58 locations in East Spencer on 12/9/21. Crews are currently working in Spencer and Lewisville. The project completion date is March 31, 2022.
17BP.9.R.75	Replace Bridge #64 over Beaverdam Creek on SR 1952 (Godbey Rd) in Rowan County	June 1, 2021	May 31, 2022	99% Complete	\$814,269	Smith-Rowe	Jeb Smith, PE (336)630-3220	Smith-Rowe is completed ICT#01 on 12/9/21 and Waiting for 80% Vegetation Established.
17BP.9.R.58	Replace Bridge #261 over Fork of Grant's Creek on SR 1541 (Stirewalt Rd) in Rowan County	September 22, 2021	November 10, 2022	0% Complete	\$591,333	Eastern Structures, LLC	Jeb Smith, PE (336)630-3220	Availability date is January 18, 2022 and a precon meeting is on 1/4/22. The completion date is November 10, 2022
B-4626 38443.3.3 (C204446)	Replace Bridge #3 (EBL), and apply Bridge Preservation Treatment to Bridge #8 (WBL), over Yadkin River/W-S SB RR on NC 49 in Rowan County	October 19, 2021	January 28, 2025	0% Complete	\$13,333,568	Smith-Rowe	Jeb Smith, PE (336)630-3220	Availability date is February 1, 2022 and a precon meeting is on 1/26/22. The completion date is January 28, 2025.
Z-5800IA 44806.3.12	Railway-Highway grade crossing safety project at SR 1753 (Umberger Rd) and Norfolk Southern Crossing #721597M in Mount Ulla	August 30, 2021	TBD	Under Construction	\$25,000	TBD	Nancy Horne, PE (919)707-4105	NEW - install active warning devices - in development
Z-5800IB 44806.3.5	Railway-Highway grade crossing safety project at SR 2120 (Long Ferry Rd) and Norfolk Southern Crossing #715307N in Spencer	August 30, 2021	TBD	Under Construction	\$30,000	TBD	Nancy Horne, PE (919)707-4105	NEW - install active warning devices - in development
PROJECTS UNDER DEVELOPMENT								
B-5772 45728.3.1	Replace Bridge #66 over Norfolk Southern RR on SR 1724 (Hurley School Rd) in Rowan County	June 21, 2022	TBD	ROW Acquisition in progress	\$1,950,000	TBD	Kevin Fischer, PE (919)707-6514	*Schedule based on Adjusted 2020-2029 STIP.
P-5726 47604.3.1 (C204343)	NS Main - Construct Track Improvements, Second Platform, Pedestrian Underpass, Sitework, Retaining Wall, and Signalling Equipment	July 18, 2023	TBD	ROW Acquisition in progress	\$15,100,000	TBD	Matthew Simmons, PE (919)707-4117	* Schedule based on Adjusted 2020-2029 STIP - Raleigh Let

Cabarrus-Rowan MPO
Transportation Update
January 14, 2022

TIP / WBS No.	Description	Let Date	Completion Date	Status	Construction Cost	Contractor	Project Administrator	Comments
PROJECTS UNDER DEVELOPMENT								
P-5733 47612.3.1	NS Main - Rowan County - Upgrade Station Building, expand waiting space and surface parking	July 15, 2025	TBD	ROW Acquisition July 16, 2024	\$2,370,000	TBD	Matthew Simmons, PE (919)707-4117	*The PE work for this project has been temporarily suspended.*
R-5860 47548.3.1	Widen to multilanes - US 52 Rowan County Proposed Misenheimer Bypass to Proposed Rockwell Bypass (4.6 miles)	Post Year Jan., 2040	TBD	ROW Acquisition Jan. 21, 2028	\$39,320,000	TBD	Matt Jones, PE (336)747-7800	DDRL *The PE work for this project has been temporarily suspended.*
U-5738 50163.3.1 (C204426)	Widen to multiple lanes on SR 2528 (Julian Rd) from US 601 (Jake Alexander Blvd) to SR 2667 (Summit Park Dr) in Salisbury	February 15, 2022	TBD	Utility Relocation in Progress	\$14,000,000	TBD	Matt Jones, PE (336)747-7800	DDRL - Raleigh Let - Design is in progress - Team is currently working to finalize all plans for advertisement. Division will be finalizing municipal agreement for the sidewalk in November.
U-5901 44705.3.1	Airport Parkway –Construct 2-lane roadway on Multilane right of way in new location from SR 1710 (Harrison Rd) near US 70/601 (Jake Alexander Blvd) to SR 2539 (Peach Orchard Rd) at US 29 in Salisbury	Post Year Jan., 2040	TBD	ROW Acquisition Jan. 21, 2028	\$39,500,000	TBD	Ryan Newcomb, PE (336)747-7800	DDRL - Raleigh Let. *The PE work for this project has been temporarily suspended.*
U-6062 47486.3.1	Upgrade SR 2739 (N. Main St and S. Main St) to incorporate Bicycle Lanes and Sidewalks, from SR 2000 (Jackson Park Rd/N. Loop Rd) in Kannapolis to SR 1211 (Kimball Rd) in China Grove	Post Year Jan., 2040	TBD	ROW Acquisition June 15, 2029	\$28,400,000	TBD	Ryan Newcomb, PE (336)747-7800	DDRL - *The PE work for this project has been temporarily suspended.* Express design update in progress to revise project estimate.
U-6130 48321.3.1	Construct ramp and intersection improvements on US 29 at NC 152 in China Grove	August 18, 2026	TBD	ROW Acquisition Aug. 30, 2024	\$2,000,000	TBD	Ryan Newcomb, PE (336)747-7800	* Schedule based on Adjusted 2020-2029 STIP - Division POC (DPOC) *The PE work for this project has been temporarily suspended.*
W-5709E 44855.3.5	Construct Roundabout and other safety improvements at Intersection NC 153 (Rice Street) and SR 1197 (Cannon Farm Rd) in China Grove	September 28, 2022	TBD	ROW Acquisition in progress	\$700,000	TBD	Matt Jones, PE (336)747-7800	*Schedule based on Adjusted 2020-2029 STIP - Division POC Let (DPOC) - Project is progressing with design and right of way acquisition.
Y-5500IA 45533.3.4	SR 1526 (Henderson Grove Church Rd) RR Crossing #724 362M Closure	March 23, 2022	TBD	ROW Acquisition in progress	\$2,950,000	TBD	Kumar Trivedi, PE (919)707-4109	Division POC (DPOC) - All work on the project has resumed. Right of Way Acquisition has just restarted. The Let date shown will be reviewed once R/W agents can determine timeline to acquire the needed parcels and to allow time for any utility relocations.
47797	Construct turn lanes on SR 2528 (Heilig Rd) at SR 1006 (Faith Rd) to improve safety and congestion	April, 2022 (State Forces)	TBD	ROW Acquisition in progress	\$462,500	State Forces	Matt Jones, PE (336)747-7800	High Impact Low Cost (HILC) project
48921	Construct right turn lane on SR 1210 (Old Beatty Ford Rd) at US 29.	July 26, 2022	TBD	TBA	\$361,000	State Forces	Matt Jones, PE (336)747-7800	High Impact Low Cost (HILC) project - Project released to move forward. Let date being re-evaluated.
DIVISION BRIDGE PROJECTS UNDER DEVELOPMENT								
15BPR.74	Bridge Rehabilitation - Bridge #137 and #465 on I-85 over Yadkin River.	April 15, 2025	TBD	TBA	\$4,200,000	TBD	Keith Paschal, PE	New - In development
17BP.9.R.76	Replace Bridge #81 over Deals Creek on SR 1926 (Hannah's Ferry Rd) in Rowan County	June 15, 2022	TBD	ROW Acquisition Jan. 11, 2022	\$750,000	TBD	Daniel Dagenhart (336)747-7800	Planning and Design underway - working on 90% plans.
17BP.9.R.80	Replace Bridge #155 over Second Creek on SR 2136 (Agner Rd) in Rowan County	October 26, 2022	TBD	ROW Acquisition March 26, 2022	\$750,000	TBD	Daniel Dagenhart (336)747-7800	Planning and Design underway - working on 65% plans.

Cabarrus-Rowan MPO
Transportation Update
 January 14, 2022

TIP / WBS No.	Description	Let Date	Completion Date	Status	Construction Cost	Contractor	Project Administrator	Comments
DIVISION BRIDGE PROJECTS UNDER DEVELOPMENT								
17BP.9.R.82	Replace Bridge #248 over Prong of Grant's Creek on SR 1211 (Kimball Rd) in Rowan County	June 15, 2022	TBD	ROW Acquisition in progress	\$1,450,000	TBD	Daniel Dagenhart (336)747-7800	Planning and Design underway.
17BP.9.R.85	Replace Bridge #198 and Bridge #199 over Crane Creek on SR 2529 (St. Paul Church Rd) in Rowan County	April 26, 2023	TBD	ROW Acquisition Oct. 26, 2022	\$1,200,000	TBD	Daniel Dagenhart (336)747-7801	Planning and Design underway.
17BP.9.R.86	Replace Bridge #205 over Grant's Creek on SR 1516 (Airport Rd) in Rowan County	February 8, 2023	TBD	ROW Acquisition April. 8, 2022	\$1,000,000	TBD	Daniel Dagenhart (336)747-7800	Planning and Design underway.
17BP.9.R.96	Replace Bridge #254 over Kerr Creek on SR 1547 (Caldwell Rd) in Rowan County	February 28, 2024	TBD	ROW Acquisition Jan. 28, 2023	\$900,000	TBD	Daniel Dagenhart (336)747-7800	Planning and Design underway.
BP9-R004 BP9-R004.3 (formerly 17BP.9.R.78)	Replace Bridge #235 over Unnamed Creek on SR 1322 (Ebenezer Rd) in Rowan County	September 27, 2023	TBD	ROW Acquisition Sept. 27, 2022	\$750,000	TBD	Daniel Dagenhart (336)747-7800	Planning and Design underway.
BP9-R012 BP9-R012.3 (formerly 17BP.9.R.105)	Replace Bridge #108 over Tuckertown Reservoir on SR 1004 (Stokes Ferry Rd) in Rowan County	August 23, 2024	TBD	ROW Acquisition July 23, 2023	\$1,500,000	TBD	Daniel Dagenhart (336)747-7800	Planning and Design underway.
LOCALLY ADMINISTERED PROJECTS								
C-5603D 43713.3.4	Construct sidewalks on Old Concord Rd from Ryan St to Jake Alexander Blvd	July 30, 2022	TBD	ROW Acquisition September 30, 2021	\$414,000	TBD	Jeff Turner (336)747-7800	Non-DOT let (LAP) - City of Salisbury - in design. The R/W date shown will need to be updated upon coordination with the City of Salisbury.
C-5603H 43713.3.8	Brenner Ave from Statesville Blvd. to W Horah St and Brenner Ave. at Link Ave. in Salisbury	September 30, 2022	TBD	ROW Acquisition October 29, 2021	\$130,000	TBD	Jeff Turner (336)747-7800	Non-DOT let (LAP) - City of Salisbury - in design. The City has requested ROW authorization.
EB-5619B 56033.3.3	Grants Creek Greenway - Construct Multi-use trail from Kelsey Scott Park to Forestdale Dr in Salisbury	September 29, 2023	TBD	ROW Acquisition in progress	\$1,070,000	TBD	Jeff Turner (336)747-7800	*Schedule based on Adjusted 2020-2029 STIP - NON-DOT let (LAP)
HL-0005	Various, City of Salisbury Signal System Upgrade.	March 31, 2022	TBD	ROW Acquisition in progress	TBA	TBD	Jeff Turner (336)747-7800	The let date shown will need to be updated upon further coordination with the City of Salisbury.
COMPLETED PROJECTS								
2021CPT.09.07.10801 2021CPT.09.08.20801 (DI00240)	Contract resurfacing of (5) Primary Routes and (4) Secondary Routes in Rowan County, totaling 17.103 miles.	December 9, 2020	November 15, 2021	100% Complete	\$3,452,110	J.T. Russell & Sons, Inc.	Kelly Seitz, PE (704)630-3200	Project Completed December 14, 2021.

TIP/WBS No#	DESCRIPTION	LET DATE	COMPLETION DATE	STATUS	CONSTRUCTION COST	CONTRACTOR	PROJECT ADMINISTRATOR	COMMENTS	
ARRA RAILROAD									
I-85 PROJECT									
I 8 5 P R O J E C T	I-3802A	I-85 Widening Kannaopolis Reconstruction of US 29/601, Earnhardt Blvd. and Lane Street Interchanges from NC 73 to Rowan County. Landscaping for I-85 NC 73 to Lane Street.	LET April 2014	November 1, 2021	98% Complete	\$249,166,172	Blythe Construction	NCDOT Chris Fine 704-983-4380	Final Punch List work ongoing throughout project. Project expected to be fully complete by November 1, 2021.
	I-5394	I-85 Widening. Mile Marker 42-TO-Mile Marker 48. Pavement Rehab.			% Complete	\$ 7.3 M		NCDOT Rick Baucom 704-983-4401	PROJECT ON HOLD
URBAN PROJECTS									
U R B A N P R	U-3415A	SR 1394 Poplar Tent Rd. Concord Derita Rd. -TO-George Liles Pkwy. Widen to 4 lane divided.	R/W-2021 LET-2024	2027 <i>PROJECTED</i>	15 % Complete	\$ 20.5 M	Santec	NCDOT Sean Epperson 704-983-4400	PROJECT ON HOLD
	U-3440	NC 3 Kannapolis. U-2009 (Westside Bypass)-TO-SR 1691 (Loop Road). Widen existing route to multi-lane facility.	LET November 2016	October 31, 2022	72% Complete	\$ 34.1 M	JT Russell	NCDOT Jon Hinson 980-523-0085	ACTIVE PROJECT. A section of Dale Earnhardt Blvd. will be closed until FALL 2021
	U-4910	SR 1445 Derita Rd. Concord Poplar Tent Rd.-TO-Meck County Line.	LET February 2017	March 30, 2022	85 % Complete	\$19,442,264	BLYTHE Development	City of Concord & Chris Fine 704-983-4380	ACTIVE PROJECT. Currently under constr. Jetstream Blvd. closed and expected to reopen <i>November</i> 2021. Bridge construction complete. Project expected to be complete by end of 2021.
	U-6029	SR 1394 Poplar Tent Rd. Concord Derita Rd.-TO-NC 73. Widen to 4 lanes.	R/W-2029 LET TBD	TBD	5 % Complete	43.6 M	TBD	NCDOT Sean Epperson 704-983-4400	PROJECT ON HOLD

	TIP/WBS No#	DESCRIPTION	LET DATE	COMPLETION DATE	STATUS	CONSTRUCTION COST	CONTRACTOR	PROJECT ADMINISTRATOR	COMMENTS
O J E C T S	U-6032	Mallard Creek Rd. (SR-2467)/Derita Rd (SR-1445) from I-485 to Concord Mills Blvd. Widen to 6 lanes	June.17, 2025	2027 <i>PROJECTED</i>	75% Plans	\$ 25,000,000 EST.	KCI	NCDOT Donald Griffith 704-983-4418	ACTIVE PROJECT. Currently in Design. PE work continuing. ROW acquisition approved to move forward.
	U-5956	US 29 Concord. Realign Union Cemetery Rd.-TO-Intersect US 29 at Rock Hill Church Rd.	R/W-2022 LET 2023	2025 <i>PROJECTED</i>	65% Complete	\$ 8.1 M	Kimley-Horn	NCDOT Sean Epperson 704-983-4400	PROJECT IS REACTIVATED and moving forward.
	U-5761	NC 3 (Dale Earnhardt Blvd.) Kannapolis Improve Intersection of NC 3 and US 29/601.	LET June 17, 2025	2027 <i>PROJECTED</i>	90% Plans R/W 60% ROW acquisition set to continue beginning November 2021	\$ 10,960,000 EST	RS&H	NCDOT Donald Griffith 704-983-4418	ACTIVE PROJECT. Currently in Design. PE work is continuing, slowly.
	U-5806	Concord Mills Flyover. Concord I-85-TO-Concord Mills Mall. Construct a flyover to the first mall entrance.	LET December 2017	December 1.,2021	97% Complete	\$10,216,654.00	BLYTHE Development	NCDOT Chris Fine 704-983-4380	ACTIVE PROJECT. Currently under constr. Flyover bridge expected to be open to traffic in mid-November 2021. Overall project expected to be complete by the end of 2021.

CONJESTION PROJECTS									
C O N G E S T I O N	C-4918A	CMAQ. Intersection Concord US 29-TO-Poplar Tent Rd. Re-design and convert to superstreet. Intersection improvements and add turn lanes at Poplar Tent and US 29.	LET Nov.7, 2017	January.4, 2020	100 % Complete	\$ 2.75M	SANTEC	City of Concord Terry Burleson Closing	PROJECT COMPLETE. <i>This project has been finalized and CLOSED.</i>
	C-5557	Miramar St. Concord NE Subset sidewalk extension CMAQ project.	LET Nov15,2018	June.29,2020	100 % Complete	\$417,090	SEALAND	City of Concord Terry Burleson Closing	PROJECT COMPLETE. <i>This project has been finalized and CLOSED.</i>

HIGHWAY SAFETY PROJECTS									
	47866/ SS-4910CK	Poplar Tent Rd. at Rock Hill Church Rd. & Eva Dr. Concord Intersection improvements.	LET Feb. 2023	TBD	In R/W	\$ 1.1 M	TBD	NCDOT Donald Harward 704-983-4400	Project Approved to move forward. High Impact/Low Cost

	TIP/WBS No#	DESCRIPTION	LET DATE	COMPLETION DATE	STATUS	CONSTRUCTION COST	CONTRACTOR	PROJECT ADMINISTRATOR	COMMENTS
S A F E T Y	W-5601HQ 47858	NC 3 Concord and Odell School Road. Install a Roundabout	LET June 2022	TBD	In R/W	\$ 1.24 M	TBD	NCDOT Donald Harward 704-983-4400	Project Approved to move Forward. High Impact/Low Cost
	W-5710C	SR 2180 (Lane St. & Jackson Park Rd.) Kannapolis US Main St.-TO-West of I-85 ramp in Kannapolis.	LET September 2021	August.27, 2022	0% Complete	\$ 2.69 M	NJR Group	NCDOT Donald Harward 704-983-4400	READY FOR CONSTRUCTION. Design is Complete. Scheduled for a LET in September. Construction in March.
	HS-2010D	NC 24/27 and Bethel School Road	LET August 2023	TBD	In Design	\$392,000	TBD	NCDOT Donald Harward 704-983-4400	
	W-5710AO	Salisbury-Concord Rd/ Old Concord Rd. Kannapolis -TO-Irish Potato Road. Install Roundabout.	LET May 2023	TBD	In Design	\$ 1.15 M	TBD	NCDOT Donald Harward 704-983-4400	Project Approved to move Forward.

BRIDGE PROJECTS

B-5813	Bridge 120132 / NC 73 over Dutch Buffalo Creek	LET October 2021 <i>Pending</i>	May. 2023	0% Complete - Project Not Yet Let	\$4,300,000	TBD	NCDOT Garland Haywood 704-975-2795	Currently Developing Final Plans and relocating existing utility conflicts.
B-5808	Bridge 120057 & 120059 (US 29/601) over Irish Dutch Buffalo Creek near Poplar Tent Road.	LET May 2022 <i>Pending</i>	May. 2025	0% Complete - Project Not Yet Let	\$5,100,000	TBD	NCDOT Garland Haywood 704-975-2795	Currently Developing ROW Plans for use in acquiring construction limits and relocating existing utility conflicts.
B-5136	US 29/601. Concord NC 73-TO-Davidson Dr. Replace bridges 66 & 69.	LET August 2015	March 15, 2021	100 % Complete	\$ 13.1 M	HRI Bridge Co.	NCDOT Jon Hinson 980-523-0085	ACTIVE PROJECT. Working on Project Closeout.
17BP.10.R.144	Bridge 120053 / SR 2114 (Centergrove Rd.) Kannapolis over Cold Water Creek.	LET Scheduled 4-21-2021	April, 2022	9% Complete	\$1,761,841	Dane Construction	NCDOT Garland Haywood 704-975-2795	ACTIVE PROJECT. Existing struct has been demolished. Crews are preparing to do drilled shafts and progress with substructure.

Cabarrus-Rowan MPO
Division 10 Transportation Update
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	TIP/WBS No#	DESCRIPTION	LET DATE	COMPLETION DATE	STATUS	CONSTRUCTION COST	CONTRACTOR	PROJECT ADMINISTRATOR	COMMENTS
B R I D G E E P R O J E C T S	17BP.10.R.110	Bridge 120105 / E. Gold Hill Rd. Mt. Pleasant Replace bridge over branch of Big Bear Creek.	LET July 2021 <i>Pending</i>	March, 2022	0% Complete - Project Not Yet Let	\$600,000	TBD	NCDOT Garland Haywood 704-975-2795	Currently in Design. Plan development has resume in anticipation of scheduled LET date. On current 12 MLL.
	BP10.R055	Bridge 120292 / Mauney Rd. Mt. Pleasant Replace bridge over Little Meadow Creek.	LET August 2025 <i>Pending</i>	May, 2026	0% Complete - Project Not Yet Let	\$600,000	TBD	NCDOT Garland Haywood 704-975-2795	Currently in Design. Plan development will resume in anticipation of scheduled LET date.
	17BP.10.C.4	Bridge 120015 / Tuckesegee Rd. Kannapolis Replace bridge over Mill Creek.	LET July 2021 <i>Pending</i>	December, 2021	0% Complete - Project Not Yet Let	\$635,000	TBD	NCDOT Garland Haywood 704-975-2795	Currently in Design. Plan development will resume in anticipation of scheduled LET date.
	17BP.10.C.4	Bridge 120015 / Tuckesegee Rd. Kannapolis Replace bridge over Mill Creek.	LET June 16, 2021	December, 2021	0% Complete - Project Availability Date 8-2-2021	\$668,031	Dane Construction	NCDOT Garland Haywood 704-975-2795	The availability date for the contract - (The date the contractor will start the project) is scheduled as August 2, 2021.
	BP10.C002	Pipe 120247 St. Stephens Rd. / Mt. Pleasant Replace Pipes over Butcher Branch	LET September 2022 <i>Pending</i>	November, 2023	0% Complete - Project Not Yet Let	\$600,000	TBD	NCDOT Garland Haywood 704-975-2795	Currently in Design. Plan development will resume in anticipation of scheduled LET date.
	B-5810	Bridge 120022 /NC24-27. Mt. Pleasant Replace bridge over Rocky River.	LET June 2023 <i>Pending</i>	October, 2024	0% Complete - Project Not Yet Let	\$6,200,000	TBD	NCDOT Garland Haywood 704-975-2795	This is the eastbound bridge on NC 24/27 and traffic will be shifted onto the westbound bridge during construction.
	TBD	Weddington Rd. Concord Bearing plates needing mitigation. Also, bridge deck joints needed attention.			% Complete	\$	Arete Engineers/ Buckeye Bridge	NCDOT Garland Haywood 704-975-2795	Arete Engineers contracted to develop mitigation plan and bridge jacking design. Awarded to Buckeye Bridge. Contract in route.
	B-5372	Bridge 120109 / SR 1706. Kannapolis Bridge on (East First St.) over US 29.	LET March 2022 <i>Pending</i>	May, 2023	0% Complete - Project Not Yet Let	\$3,850,000	TBD	NCDOT Garland Haywood 704-975-2795	Currently in Design. Plan development will resume in anticipation of scheduled LET date.
	B-5375	Bridge120 137 / SR 1132. (Miami Church Rd.) Mt. Pleasant over Dutch Buffalo Creek.	LET January 2022	August, 2022	0% Complete - Project Not Yet Let	\$600,000	TBD	NCDOT Garland Haywood 704-975-2795	Currently in Design. Plan development will resume in anticipation of scheduled LET date.

Cabarrus-Rowan MPO
Division 10 Transportation Update
1/17/2022

	TIP/WBS No#	DESCRIPTION	LET DATE	COMPLETION DATE	STATUS	CONSTRUCTION COST	CONTRACTOR	PROJECT ADMINISTRATOR	COMMENTS
J E C T S	BP10.R015	Bridge 120129 / SR 2635. (Old Airport Rd.) Concord over Cold Water Creek.	Original Date of 4/22 Postponed until July 2023	October, 2023	0% Complete - Project Not Yet Let	\$1,300,000	TBD	NCDOT Garland Haywood 704-975-2795	Currently in Design. Plan development will resume in anticipation of scheduled LET date. Let Date was postponed do to insufficient funds.
	BP10.R020	Bridge 120101 / SR 2453 (Lentz-Harness Shop Rd.) over Little Bear Creek	LET September 2021 Pending	April, 2022	0% Complete - Project Not Yet Let	\$770,000	TBD	NCDOT Garland Haywood 704-975-2795	Currently in Design. Plan development will resume in anticipation of scheduled LET date.
	BP10.R010	Bridge 120245 / SR 1309 (Stough Rd.) over Wolf Meadow Creek	LET April 2022 Pending	March, 2023	0% Complete - Project Not Yet Let	\$770,000	TBD	NCDOT Garland Haywood 704-975-2795	Currently in Design. Plan development will resume in anticipation of scheduled LET date.
	BP10.R019	Bridge 120173 / SR 1169 (Peach Orchard Rd.) Harrisburg over McKee Creek	LET Date Beyond 2026 and Not Est. Currently	LETTING DATE NOT APPROVED CURRENTLY - THUS, UNABLE TO DETERMINE	0% Complete - Project Not Yet Let	\$500,000	TBD	NCDOT Garland Haywood 704-975-2795	Plan Development will NOT proceed until LET has been scheduled and confirmed.
	BP10.C002	Bridge 120219 / SR 2710 (Walker Rd.) Concord over Adams Creek.	LET Date Beyond 2026 and Not Est. Currently	LETTING DATE NOT APPROVED CURRENTLY - THUS, UNABLE TO DETERMINE	0% Complete - Project Not Yet Let	\$450,000	TBD	NCDOT Garland Haywood 704-975-2795	Plan Development will NOT proceed until LET has been scheduled and confirmed.
	BP10.C004.1 BP10.C004.2 BP10.C004.3	Bethel Church Road	LET January 5 2021		100% COMPLETE	\$211,000	NCDOT	NCDOT Garland Haywood 704-975-2795	PROJECT COMPLETE Bethel Church Road has been reopened.
	BP10.R031	Bridge 210 / SR 1006 (Mt Pleasant Rd.) Mt. Pleasant over Bost Creek.	LET Date Beyond 2026 and Not Est. Currently	LETTING DATE NOT APPROVED CURRENTLY - THUS, UNABLE TO DETERMINE	0% Complete - Project Not Yet Let	\$550,000	TBD	NCDOT Garland Haywood 704-975-2795	Project has been scoped. Plan Development will NOT proceed until LET has been scheduled and confirmed.
	BP10.R034	Bridge 120073 / SR 2416 (Mt Olive Rd.) Mt. Pleasant over Branch of Dutch Buffalo Creek	LET April 2022 Pending	December, 2022	0% Complete - Project Not Yet Let	\$600,000	TBD	NCDOT Garland Haywood 704-975-2795	Project has been scoped. Plan Development will NOT proceed until LET has been scheduled and confirmed.

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TIP/WBS No#	DESCRIPTION	LET DATE	COMPLETION DATE	STATUS	CONSTRUCTION COST	CONTRACTOR	PROJECT ADMINISTRATOR	COMMENTS
BP10.R047	Bridge 120083 / SR 2408 (Gold Hill Rd.) over Dutch Buffalo Creek	LET July 2024 <i>Pending</i>	October, 2025	0% Complete - Project Not Yet Let	\$700,000	TBD	NCDOT Garland Haywood 704-975-2795	Project has been scoped. Plan Development will NOT proceed until LET has been scheduled and confirmed.
MUNICIPAL PROJECTS								
U-5522	Concord Traffic Management Center. ITS/Signal.	LET July 2018	April 2, 2021	100 % Complete	\$ 732 K	Traffic Control Devices	City of Concord Oversight Tim Canup 704-213-2107	PROJECT COMPLETE Accepted on May 5, 2021 Waiting on final invoice submittal from Concord.
C-5159	Kannapolis Roxie St & NC 3-TO-Dale Earnhardt Blvd. Street Improvements	SCOPE	MOVED TO	I-85	\$	N/A	City of Concord	Deleted from 2020-2029 STIP. THIS PROJECT HAS BEEN ADDED TO THE I-85 PROJECT.
C-5161	Greenway MUP. Kannapolis - Irish Buffalo Creek Greenway. Construct greenway.	LET June 2019	June.7, 2021	100 % Complete	\$ 2.85 M	J. D. Goodrum, Inc.	City of Concord Oversight Tim Canup 704-213-2107	CloseOut Conference scheduled for 10/25/2021. Materials Received Reports needed to certify project. Final invoice to be submitted by Concord. 1446B remains.
EB-5902	Concord Downtown Pedestrian Signal Upgrades	LET March 2020	November, 2020	75% Complete	\$198,435	ALS	City of Concord NCDOT oversight Neal Stroup 704-589-2045	Open cutting complete. City of Concord has to do work on a signal pole before contractor could complete construction.
EB-5903	Union Street Concord Sidewalk Extension	LET December 2019	May.21, 2021	100 % Complete	\$879,280	Performance Management Construction	City of Concord NCDOT oversight Kellie Crump 980-439-6363	Final Acceptance 10/1/21. Working on Final Billing and 1446B.
EB-5732	SR 2894 (Concord Mills Blvd.) Concord Construct Sidewalks on Concord Mills Blvd. and portions of Weddington Rd. from US 29 TO-SR 1431	R/W 2020 LET 2022	2023 <i>PROJECTED</i>	25 % Complete Page 84	\$ 6 M	HNTB	NCDOT Sean Epperson 704-983-4400	PROJECT IS REACTIVATED and moving forward. Working toward 65% plans on 1/18/22

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Cabarrus-Rowan MPO
Division 10 Transportation Update
1/17/2022

	TIP/WBS No#	DESCRIPTION	LET DATE	COMPLETION DATE	STATUS	CONSTRUCTION COST	CONTRACTOR	PROJECT ADMINISTRATOR	COMMENTS
L P R O J E C T S	U-6098/47706	Cabarrus County - Various ; Left turn lane at NC 73 and SR 1430 // Turn lanes at access rd. NC 73 // RAB SR 1620 & SR 1621 // Extend storage I-85 ramps.	LET February 2018			2,700,000		City of Kannapolis NCDOT oversight Marc Morgan	Phase I complete. Waiting on Developer or City of Kannapolis to complete Phase II (Per Agreement)
	C-5603E	SR 1120 (Bethel School Rd.) Construct Sidewalks and Crosswalks.	March.25, 2021	TBD	0% complete	108,029	Trull Contracting, LLC	Neal Stroup Oversight NCDOT	Project LET 3/25/21. Pre-construction conference held 9/14/21.
	C-5603F	Bethpage Rd. From South Main St. -TO- Leoanard Ave. and from Westgreen Dr. -TO- Klondale Ave sidewalk.	TBD	TBD	0% complete	208,000	TBD	Kannapolis/Tim Kirk oversight NCDOT preconstruction	PE suspension lifted on July 9, 2021.
	C-5603G	Bruton Smith Blvd. and Weddington Rd. Concord.	TBD	TBD	0% complete	141,680	TBD	Concord/ Tim Kirk oversight NCDOT preconstruction	Construction had been previously suspended due to funding availability, but the uspension has been lifted. Construction authorization letter to be sent 9/8/20. New bid opening held on 2/25/21; and of the two bids received, both were over budget. Will look to secure additional funds.
	C-5603I	US 601. From Flowe Store Rd. -TO- Zion Rd. with US 601 and Flowe Store Rd. Sidewalk and intersection improvements.	TBD	TBD	0% complete	1,516,368	TBD	Concord/ Tim Kirk oversight NCDOT preconstruction	Preliminary Plans (25%) submitted for review on 9/29/01.
	EB-5844	Little Texas Rd. /Lane St - TO- Dale Earnhardt Blvd. sidewalk.	TBD	TBD	0% complete	2,051,200	TBD	Concord/ Tim Kirk oversight NCDOT preconstruction	Currently In PE phase. Preliminary plans were reviewed along with drainage plans and preliminary structure plans. Next step; Environmental documents.

RURAL PROJECTS

Cabarrus-Rowan MPO
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1/17/2022

	TIP/WBS No#	DESCRIPTION	LET DATE	COMPLETION DATE	STATUS	CONSTRUCTION COST	CONTRACTOR	PROJECT ADMINISTRATOR	COMMENTS
U R A L	R-2246A	George Liles Parkway. Concord NC 49 -TO- Roberta Rd. Widen to Multi- Lanes	R/W 2025 LET 2028	2031 PROJECTED	0 % Complete	\$ 16.5 M	TBD	NCDOT Sean Epperson 704-983-4400	PROJECT ON HOLD

VARIOUS PROJECTS									
V A R I O U S	2020CPT.10.1 2.20131 - Contract DJ00365	26 Map Sections of Secondary Roads.	March, 2021	June, 2022	50% completed	\$2 million	Boggs Contracting	NCDOT Marc Morgan	All maps resurfaced except for the 4 FDR Maps which are scheduled for Spring of 2022. Waiting on final striping.
	2021CPT.10.1 4.10131 - Contract DJ00375	NC 3 (1 Primary section) and 23 sections of secondary roads.	April, 2021	June, 2022	80% completed	\$2.8 Million	Bythe Brothers	NCDOT Marc Morgan	All roads resurfaced. Waiting on final thermoplastic markings and rumble strips to be placed.
	2020CTP.10.0 2.10131, etc	NC3. Resurfacing--2 sections of NC 3, 1 section of NC 73 and 25 sections of secondary roads.	LET March 2019	September 30,,2021	100% Complete	\$5,036,205.00	Blythe Construction Company, Inc	NCDOT Marc Morgan 704-983-4380	PROJECT COMPLETE & CLOSED
	R-5790JF 44920.3.14	LOCATION Installation of curb ramps.	LET January 2020	TBD	100 % Complete	\$ 165.6 K	Little Mountain Builders of Catawba County	NCDOT Chris Fine 704-983-4380	PROJECT COMPLETE August 2020. Closed the agreement with the Town of Badin on 10/29/20. Overpayment HAS been refunded.
	R-5790JG 44920.3.15	LOCATION Installation of curb ramps.	LET March 2022	TBD	% Complete	\$ 3M	TBD	Barrett Eatman	Letters sent to municipalities. Project being prepared for LET.
	SS-6010T 49436.3.1 (48794)	Irish Potato Rd & Gold Hill Rd. Concord Scope has been changed w/ new findings.	August 2021	August 2021	100 % Complete	\$30k	NCDOT	NCDOT Tony Tagliaferri 704-983-4400	PROJECT COMPLETE
	48795	NC 73 Concord Main St. (Mt. Pleasant Rd.) Install left turn lanes.	LET Summer 2021	August 2021	100 % Complete	\$	TBD	NCDOT Donald Harward 704-983-4400	PROJECT COMPLETE
	SS - 6010D 48986.1.1 48986.3.1	NC 73 & Central Dr. Concord Roadway & Pavement Markings Improvements.	August 2021	August 2021	50% Complete	\$23,000	NCDOT	NCDOT Tony Tagliaferri 704-983-4400	Pavement markings complete. Bollards to soon be installed.

Cabarrus-Rowan MPO
 Division 10 Transportation Update
 1/17/2022

	TIP/WBS No#	DESCRIPTION	LET DATE	COMPLETION DATE	STATUS	CONSTRUCTION COST	CONTRACTOR	PROJECT ADMINISTRATOR	COMMENTS
U	SS - 6010E 48987.1.1 48987.3.1	NC 73 & Cabarrus Ave. Concord Traffic Signal & Pavement Markings Revisions			100 % Complete	\$2,500	NCDOT	NCDOT Tony Tagliaferri 704-983-4400	PROJECT COMPLETE
	SS-4910DM 48485.1.1 48485.2.1	Roberta Rd. & Cochran Rd. Concord -TO- Brookville Ave. Mini Roundabout Construction	LET Summer 2023		In Design	\$180,000	TBD	NCDOT Donald Harward 704-983-4400	SPOT Safety Project. If utilities cooperate we will Let Summer 2022

II-A Data and Planning Support

This section covers data and processes used to support transportation planning related to transportation infrastructure.

Programmed Amount: \$97688

17% of staff budget

II-A-1 Networks and Support Systems Total: \$ 19500

- The Cabarrus-Rowan MPO will create and maintain spatial data for the MPO planning area.
- Provide the public and MPO members with traffic count data from the NCDOT traffic count program.
- The Cabarrus-Rowan MPO will update GIS data for fixed routes, deviated fixed routes, service areas, and ridership for transit providers in the region.
- Maintain a GIS inventory of existing data from local, state, and federal partners related to bicycle and pedestrian transportation facilities. Continue to update sidewalk, greenways and bicycle facility data based on data available from local partners.
- Develop online mapping for displaying draft 2050 MTP, socioeconomic data, and other NCDOT-generated GIS layers.
- The MPO will pay the annual fee for the Remix software.

II-A-2 Travelers and Behavior Total: \$ 15750

- The Cabarrus-Rowan MPO will maintain an inventory of building permit data to generate a base year update and report land use changes by Transportation Analysis Zone on an annual basis.
- CRMPO staff will update the major employer data (part of InfoUSA database) that was recently used in the Metrolina Regional Model.

II-A-3 Transportation Modeling Total: \$ 62438

- CRMPO will provide the CR MPO portion of the Model Custodian staff-generated expenses for the Metrolina Regional Travel Model Maintenance.

II-B Planning Process

Tasks within this category are related to the development of the MPO Metropolitan Transportation Plan and Comprehensive Transportation Plan. Federal regulations require each MPO to have a fiscally-constrained long range transportation plan looking out at least 20 years. The plan must be updated every four years. The MPO also participates in the development of the Comprehensive Transportation Plan. The plan is developed jointly with NCDOT and reflects the vision and long term needs of the transportation system. In addition, the MPO is responsible for a number of ongoing long-range planning activities such as corridor studies, congestion management monitoring and air quality planning.

Programmed Amount: \$216,600

27% of staff budget (excludes Special Studies)

II-B-1 Targeted Planning Total: \$ 40800

- Participate in FAST Act related trainings and workshops
- Continue the 2050 MTP Update including the financial plan, highway networks, congestion management strategies, air quality and conformity planning and documentation.
- Forecast of travel patterns using the Metrolina Regional Model

II-B-2 Regional Planning Total: \$ 45800

- Support the next CTP Update including assembling the Steering Committee and setting up a process for public and stakeholder input
- Review MTP items that are the responsibility of the MPO staff; begin implementation as appropriate.
- Work with transit providers in the region to implement Section 5307 formula distribution; assist providers with any changes in federal or state funding programs and five-year CTSPs as needed.
- Coordinate with private freight carriers in the region to identify major freight needs in the region including key corridors, bottlenecks, truck parking issues and potential projects where NCDOT/CRMPO can facilitate cooperation; incorporate their plans into the MTP
- Mapping in support of TIP, Merger, Long Range Planning, Prioritization, and any background material for the Board, Committees, workgroups, and the public.

II-B-3 Special Studies : \$ 74000:

- The CRMPO staff will assist subgrantee members with reporting requirements and maintain the budgets for projects funded through this UPWP category.

III-D. Statewide and Extra-Regional Planning

Tasks within this category relate to the unique role that the MPO plays within our region and illustrate the broad impacts of transportation on the built and natural environment, and includes working to understand and help craft planning policy and standards at the statewide level.

Programmed Amount: \$69900

22% of staff budget

III-D Statewide and Extra-Regional Planning Total: \$ 69900

- Coordinate with other regional, state and federal agencies involved in transportation planning activities; monitor federal and state legislation.
- Participate in the North Carolina Association of MPOs and attend ongoing statewide meetings to discuss transportation planning issues.
- Participate in and coordinate regional planning activities such as CRAFT, Metrolina Regional Model, Interagency, SICM, NCAMPO, etc.

III-E. Management and Operations

This category relates to the on-going administrative responsibilities related to the MPO, including support of both the Transportation Coordinating Committee and the MPO Board.

Programmed Amount: \$71000

22% of staff budget

III-E Management Ops, Program Support Admin Total: \$ 71000

- Provide direct support to the MPO Governing Board and Technical Coordinating Committee (TCC), including agenda preparation and circulation, preparation of minutes, and scheduling, notification, virtual arrangement, venue setup and breakdown, and facilitation of both in-person and virtual meetings.
- Procure supplies related to transportation planning activities.
- Support staff training and development.
- Cover direct costs associated with MPO administration.

Cabarrus-Rowan MPO FY 2022-2023 UPWP

FTA CODE	TASK CODE	TASK DESCRIPTION	MPO Planning and Admin - PL104			Transit Planning - 5303				SECTION 5307				TIGER II			STP-DA Flex Funds		
			Local 20%	Federal 80%	TOTAL	Local (10%)	State (10%)	Federal (80%)	Fund Total	Local	State	FTA 80%	5307 Total	Local	Federal	TIGER	Project	Local	Federal
	II-A	Data and Planning Support	\$ 19,538	\$ 78,151	\$ 97,688	\$19,564	\$19,564	\$156,511	\$195,639										
44.24.00	II-A-1	Networks and Support Systems	\$ 3,900	\$ 15,600	\$ 19,500	\$19,564	\$19,564	\$156,511	\$195,639										
44.23.01	II-A-2	Travelers and Behavior	\$ 3,150	\$ 12,600	\$ 15,750														
44.23.02	II-A-3	Transportation Modeling	\$ 12,488	\$ 49,951	\$ 62,438														
	II-B	Planning Process	\$ 32,120	\$ 128,480	\$ 160,600														
44.23.02	II-B-1	Targeted Planning	\$ 8,160	\$ 32,640	\$ 40,800														
44.23.01	II-B-2	Regional Planning	\$ 9,160	\$ 36,640	\$ 45,800														
44.27.00	II-B-3	Special Studies	14,800	\$ 59,200	\$ 74,000														
	III-A	Planning Work Program	\$ 2,400	\$ 9,600	\$ 12,000														
44.21.00	III-A-1	Planning Work Program	\$ 1,000	\$ 4,000	\$ 5,000														
44.24.00	III-A-2	Metrics and Performance Measures	\$ 1,400	\$ 5,600	\$ 7,000														
	III-B	Transp. Improvement Plan	\$ 3,650	\$ 14,600	\$ 18,250														
44.25.00	III-B-1	Prioritization	\$ 2,400	\$ 9,600	\$ 12,000														
44.25.00	III-B-2	Metropolitan TIP	\$ 1,000	\$ 4,000	\$ 5,000														
44.25.00	III-B-3	Merger/Project Development	\$ 250	\$ 1,000	\$ 1,250														
	III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.	\$ 2,750	\$ 11,000	\$ 13,750														
44.27.00	III-C-1	Title VI Compliance	\$ 250	\$ 1,000	\$ 1,250														
44.27.00	III-C-2	Environmental Justice	\$ 500	\$ 2,000	\$ 2,500														
44.27.00	III-C-3	Minority Business Enterprise Planning																	
44.27.00	III-C-4	Planning for the Elderly																	
44.27.00	III-C-5	Safety/Drug Control Planning																	
44.27.00	III-C-6	Public Involvement	\$ 2,000	\$ 8,000	\$ 10,000														
44.27.00	III-C-7	Private Sector Participation																	
	III-D	Statewide & Extra-Regional Planning	\$ 13,980	\$ 55,920	\$ 69,900														
44.27.00	III-D-1	Statewide & Extra-Regional Planning	\$ 13,980	\$ 55,920	\$ 69,900														
	III-E	Management Ops, Program Suppt Admin	\$ 14,200	\$ 56,800	\$ 71,000														
44.27.00		Management Operations	\$ 14,200	\$ 56,800	\$ 71,000														
44.27.00		Program Support Administration	\$ -	\$ -	\$ -														
		TOTALS	\$ 88,638	\$ 354,551	\$ 443,188	\$19,564	\$19,564	\$156,511	\$195,639	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

MPO	Cabarrus-Rowan
FTA Code	44.24.00
Task Code	II-A-1
Title	Network and Support Systems
Task Objective	Rider and Cabarrus County completed a Long Range Transit Plan to assess the type and level of transit services needed (locally and regionally) for all public transit in Cabarrus County over the next 20 years. Rider and Cabarrus County will conduct a Consolidation Implementation Study as well as an update to the DBE Goals and Plan, and a Customer Satisfaction Survey.
Tangible Product Expected	Quarterly and annual reporting information / statistics
Expected Completion Date of Products	Continuous
Previous Work	Rider System planning
Relationship	Transit Planning
Responsible Agency	LPA / PTD
SPR - Highway - NCDOT 20%	
SPR - Highway - F11WA 80%	
Section 104 (f) PL, Local 20%	3,900
Section 104 (f) PL, FHWA 80%	15,600
Section 5303 Local 10%	19,564
Section 5303 NCDOT 10%	19,564
Section 5303 FTA 80%	156,511
Section 5307 Transit - Local 10%	
Section 5307 Transit - NCDOT 10%	
Section 5307 Transit - FTA 80%	
Additional Funds - Local 100%	

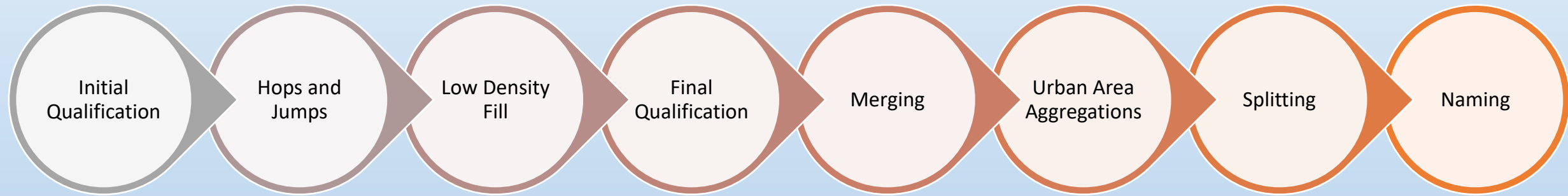
Cabarrus-Rowan MPO Local Match Table

MPO Member	2020 Pop.	Percent	
Concord	105,240	28.2%	\$ 20,851
Rowan County	81,117	21.8%	\$ 16,072
Cabarrus County	52,396	14.1%	\$ 10,381
Kannapolis	53,114	14.3%	\$ 10,523
Salisbury	35,540	9.5%	\$ 7,041
Harrisburg	18,967	5.1%	\$ 3,758
China Grove	4,684	1.3%	\$ 928
Spencer	4,434	1.2%	\$ 878
Landis	3,690	1.0%	\$ 731
Midland	3,308	0.9%	\$ 655
Granite Quarry	2,984	0.8%	\$ 591
Rockwell	2,302	0.6%	\$ 456
E. Spencer	1,671	0.4%	\$ 331
Mount Pleasant	1,567	0.4%	\$ 310
Cleveland	846	0.2%	\$ 168
Faith	819	0.2%	\$ 162
Total	372,679		\$ 73,838

Schedule

February 19, 2021	Publish Proposed Urban/Rural Criteria in the Federal Register Notice
Summer 2021	Review comments on Proposed Urban/Rural Criteria published in the Federal Register Notice
February/March 2022	Publish Final Urban/Rural Criteria in the Federal Register Notice
Summer 2022	Publish Federal Register Notice announcing qualifying Urban Areas

Final Urban Area Criteria



From: Wasserman, David S [mailto:dswasserman@ncdot.gov]

Sent: Thursday, June 10, 2021 4:07 PM

To: pconrad@mblsolution.com

Cc: Argabright, Van <vargabright@ncdot.gov>; 'Phillip Graham' <grahamp@concordnc.gov>; Basham, Stuart L <slbasham@ncdot.gov>; Miller, Jerome S <jsmiller3@ncdot.gov>; Stanley, Mike <mtstanley@ncdot.gov>; McIntyre, Ray <rmcintyre@ncdot.gov>; Robinson, Teresa <tmrobinson1@ncdot.gov>

Subject: RE: [External] FW: memo documenting funding swap

Glad you were able to locate my email – I was about to search for it.

See the table below for CRMPO’s combined total of STBG-DA and TAP-DA through FY 26.

Available funding: \$36.9M (includes the \$6M swap credit)

Already programmed: \$16.3M

Available DA funds (includes TAP-DA): **\$20.6M available through FY 26**

\$ in Thousands	Unused balance at the end of FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26
TAP-DA		\$250	\$250	\$250	\$250	\$250	\$250
Amount available (normal apportionment)	\$5,986	\$3,632	\$3,632	\$3,632	\$3,632	\$3,632	\$3,632
Additional apportionment - COVID Relief		\$1,450					
FY 21 Infrastructure Funds		\$209					
2019 Fund Swap	\$6,000						
Programmed amounts (main STIP)		\$2,585	\$4,416	\$3,033	\$3,140	\$3,140	\$0

Your DA funds are currently programmed as follows.

TIP	Fund	Phase		2,020	2,021	2,022	2,023	2,024	2,025
HL-0001	STBG-DA	PE			1368				
HL-0001	STBG-DA	ROW				4,416			
HL-0001	STBG-DA	CON						3,140	3,140
HL-0005	STBG-DA	CON			343				
EB-5619C	STBG-DA	PE			294				
EB-5619C	STBG-DA	CON					1,882		
EB-5619B	STBG-DA	CON					1,151		
EB-5619B	STBG-DA	PE		660					
TL-0005	STBG-DA	CON			580				
EB-5903	TAP-DA	CON		320					
EB-5902	TAP-DA	CON		250					

David Wasserman, P.E.

STIP Western Region Manager

North Carolina Department of Transportation

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Attendees

Participant		Advisory	Other
Anthony Prinz	Karyl Fuller	Brooke Boyle	Aldea Coleman
Austin Chamberlain	Matt Day	Stephanie Ayers	Catherine Peele
Chris Lukasina	Neil Burke	Van Argabright	Joseph Furstenberg
Chris Werner	Pat Ivey		Lee Snuggs
Dana Magliola	Patrick Flanagan		Leigh Wing
David Wasserman	Ray McIntyre		Maddie Shea
Greg Burns	Sarah Lee		Mike Stanley
Jamal Alavi	Tristan Winkler		Neil Perry
Jason Schronce	Tyler Meyer		Randi Gates
Joey Hopkins	Vicki Eastland		Todd Meyer
Julie White			Warren Miller
Justin Green			

Welcome/Agenda Review

Warren Miller of Fountainworks opened the meeting by welcoming attendees and reviewing the day’s agenda. Miller stated that the primary goals of the Workgroup meeting were to 1) reach consensus on the Flexibility Option within the P3-P4-P5 approach, and 2) reach consensus on the Committed/Non-Committed status. [See Workgroup presentation slides for more information.]

Recap of Goals and Accomplishments

Jason Schronce then reviewed the overall goals and accomplishments of the Workgroup and accomplishments so far. The Workgroup has come to partial consensus on the Committed Project Evaluation Method, agreeing to use the P3-P4-P5 approach, but still needing to finalize the details of the flexibility option. [See Workgroup presentation slides for more information.]

STIP Program Update

Jason Schronce updated the Workgroup on P6.0 Funding Availability. There is still an \$11.6 billion overage across all 22 funding buckets before the impacts of the Infrastructure Investment and Jobs Act (IIJA). Schronce reminded Workgroup members that the impacts of the IIJA are still being analyzed, and regardless of its benefits, the Department will still be facing funding challenges. The Board of Transportation agreed to follow Department staff’s recommendation of using a 1.5% inflation rate for the first year and 3% compounded annually for years 2-5 for the next STIP. [See Workgroup presentation slides for more information.]

Next, Schronce provided a brief breakdown of IJIA funding, which can be broken into two major categories: 1) reauthorization (\$477 billion), and 2) new funding for infrastructure. The new funding can be broken down into two additional components, including \$284 billion for transportation and \$264 billion for utilities. These are broken down further into categories including railroads, airports, road safety, electric vehicles, broadband, resiliency, and more. [See Workgroup presentation slides for more information.]

Recap/Follow Up

Schronce then reviewed the Workgroup's main decisions for developing the 2024-2033 STIP.

1. Overall Method: The Department will use Option-1, the Traditional STI prioritization approach, which reduces projects to match budget
2. Delivery Project Scenario (formerly called Held Harmless): The Department will apply Scenario 2 across all STI categories
3. Committed Project Evaluation Method (for non-delivery-set projects): The Department will follow the P3-P4-P5 score approach with flexibility (flexibility parameters to be discussed at this Workgroup meeting)

The process for the traditional approach for the 2024-2033 STIP development involves 1) removing Non-Committed Projects, 2) determining the first set of projects to be added to the next STIP ("Delivery Projects" using Scenario 2), and 3) determining how to finish and top-off each STI category with remaining budget. Scenario 2 includes projects with current let dates in fiscal year 2026 or sooner, are wholly or partially funded with grants, or have full right-of-way authorization. [See Workgroup presentation slides for more information.]

Committed Project Evaluation Method: P3-P4-P5 Approach with Flexibility Option

Next, David Wasserman led a conversation about the Committed Project Evaluation Method. At the November meeting, the Workgroup agreed on the P3-P4-P5 approach, but it still needs to finalize how a flexibility option may work. Wasserman then reviewed the parameters for flexibility, which had been edited to reflect Workgroup members' previous input. [See Workgroup presentation slides for more information.] The schedules of projects can be changed, and projects may be swapped, so long as there is agreement from Divisions acting on behalf of the Department and all affected MPOs and RPOs. Additionally, the cost of the project must be less than 110% of the cost of the project(s) being swapped out. Chris Lukasina noted that this number may cause confusion, as during the previous Workgroup meeting it was listed as 10%. Department staff agreed to revisit this and make sure the parameter is clear. Since the November meeting, Department executive leadership and General Counsel have determined that swapping does not conflict with STI law. Projects may be cascaded *down*, but *not up* – for example, a project funded from the Division category cannot itself be funded with Regional or Statewide funds even if eligible at those categories.

Neil Perry asked if a non-committed project becomes committed when "swapped in"; Wasserman confirmed this and noted that the project being swapped *out* does not maintain its status as a funded project. Karyl Fuller asked if Workgroup members will receive a list of committed projects. Joey Hopkins responded that there will be three new categories: Delivery, Developmental, and Non-funded. Fuller noted that RPOs would like to know where the line is drawn before discussing swaps. Wasserman stated

that once the Department has a preliminary draft STIP, it would share that with the planning organizations; but first the Board must agree with the STIP development process.

Neil Burke and David Wasserman confirmed that projects could be swapped between P3, P4, and/or P5, as long as they fit the other criteria. Joey Hopkins emphasized the importance of planning organizations being involved in discussions about value assessments. Tristan Winkler agreed that having a clearly defined process, including templates for documentation, will be crucial for planning organizations' understanding of the flexibility option.

Anthony Prinz stated that he is in favor of the current direction and parameters of the flexibility option. Prinz highlighted that establishing a reasonable schedule will be important, especially when it comes to reaching agreement across regional local governments. Hopkins shared his confidence that the Department can begin establishing this in late winter and early spring in preparation for the late 2022 deadline.

There were many indications of agreement in the chat on the parameters for the Flexibility Option.

Consensus Point: *The Workgroup agrees on the Flexibility Option and Parameters as presented in the slides and documentation.*

Committed/Non-Committed Status in the 2024-2033 STIP

After a short break, Jason Schronce reiterated that the second objective of the Workgroup meeting is to establish consensus on the Committed/Non-Committed Status for the 2024-2033 STIP. He noted that the Department desires consensus on this decision point sooner than it typically has for previous STIPs.

He returned to the Budget Expended by Delivery Projects graph and shared five status options that the Department has heard in its discussions. [See Workgroup presentation slides for more information.] Schronce noted that in recent conversations, most Board members have expressed a desire for committing less as opposed to more so that there may be future funding availability, though there was not clear direction as some Board members had differing views.

Patrick Flanagan noted that he is leaning toward Option 2 – drawing a 5-year line for right-of-way by FY28 or sooner. Tyler Meyer asked if Option 2 is more expansive or restrictive option than Option 1. David Wasserman noted that without going into programming, it may be hard to say the difference between the options, but that there is a possibility of combining them (Option 4).

With Option 5, once a bucket is programmed up to a certain percentage, those projects would then be considered Committed; anything beyond that would go to P7. Wasserman noted that this percentage is a bit arbitrary and not based on project schedules. Matt Day asked how the order is determined, if it is not based on schedule but rather the order projects are programmed; Department staff responded that this process has not yet been defined.

Tristan Winkler stated that he prefers either Option 2 or Option 5, and that Option 5 may help more with the goal of making sure there is funding available in future cycles. Winkler stated that he is comfortable with pushing Option 2 to a 4-year line, if not now than in the future, to help get the Department eventually back to normal, considering the increasing frequency of fluid schedules and cost increases.

Neil Perry asked if Option 1 would result in more P7 projects potentially being programmed (compared to Options 2, 3, and 4). Hopkins responded that it would result in more P7 projects being programmed compared to Option 4, but its comparison to Options 2 and 3 would depend on the funding bucket.

Anthony Prinz stated he is unsure if this is a good time for the Workgroup to be considering Option 5, and instead advocates for either Options 2 or 3, especially given the Workgroup members' obligation to the public. With the added flexibility option, Prinz does not feel a strong preference toward either Option 2 or 3. Prinz noted that the more revolutionary changes could be deferred until another STIP cycle, and the Workgroup should simply focus on moving forward with programming for this time.

Neil Burke agreed with Prinz and added that he is in favor of Option 2 because he wants to make sure there is revenue for P7 and would like to explore Option 5 in the P7 Workgroup. Tyler Meyer noted that without historical percentages for Option 5, it may be premature to consider. Between Options 2 and 3, Meyer prefers Option 2 because the 6-year ROW commitment timeline is too expansive. He stated that the 6-year line was an innovation from the last round, but it was created for specific circumstances, and contributed to overcommitment.

Chris Werner acknowledged that the Department is challenged to deliver projects on time, and reassured Workgroup members that the Department is working hard to address these challenges. The Department wishes to better integrate preliminary engineering, ROW, and utilities to develop more meaningful schedules. Werner expressed that he is hopeful that as the Department stabilizes, it will do better at establishing realistic schedules.

Tristan Winkler asked what process the Department would use to determine what projects go first in a delivery project list. Wasserman reiterated that there is no set process, but the Department would look at several criteria including geographic distribution, emphasizing the need to spread projects out based on contractors' availability across the state. Chris Lukasina emphasized the need for appropriate messaging to explain criteria to those outside the Workgroup.

Warren Miller led a straw poll in the chat on Option 2. There were many indications of agreement in favor of Option 2, with many specifying that it should be based on right-of-way.

Consensus Point: *The Workgroup recommends Option 2 (5-year line: ROW and/or CON dates by Fiscal Year 2028 or sooner).*

Communicating the Path Forward

After a lunch break, Jason Schronce introduced a conversation about next steps for communication and resources. Some examples that had been previously suggested included spreadsheets, webinars, and a set procedure and deadline for determining project swaps with planning organizations.

Warren Miller led a conversation about future needs from the Department, dates and timelines to be aware of, and success factors for moving forward. Tristan Winkler suggested clearer terminology, especially to avoid confusion around items such as "Non-Committed Delivery projects," and Jason Schronce added that the Department hopes to avoid those types of terms as well.

Neil Burke suggested that the SPOT Office and/or STIP Unit prepare a workshop for planning organizations. Many others echoed this as a priority, and Vicki Eastland noted that Division staff and others should be included so that there is uniform messaging to all partners. David Wasserman asked the Workgroup if the next NCAMPO or NCARPO meetings would be a good opportunity to have such a workshop, but some Workgroup members recommended this be held separately due to the two groups' schedules.

Neil Burke also requested a preliminary P7 schedule and a timeline for the next opportunity for projects to be re-submitted. Karyl Fuller echoed this need. Schronce added that the P7 process would likely begin in fall/winter 2022.

Patrick Flanagan asked for a date for finalizing delivery projects. Department staff noted that they need to thoroughly review the delivery list and verify corrections, and the date may be around the beginning of February. The Department is not accelerating projects to meet Delivery.

Karyl Fuller asked how the Department will communicate what the Workgroup is doing. Joey Hopkins stated the Department would, at the least, share they are working on a preliminary draft STIP. The Department will put more consideration into exactly what materials are needed and understands the need for a shared understanding among stakeholders and the public.

Chris Lukasina reemphasized need for clear messaging and the importance of considering the public at large. Matt Day emphasized that planning organizations need as much time as possible to plan and coordinate, so the earlier they can receive a preliminary draft STIP, the better. The Department staff stated that the likely timeline is 2-3 months after Board approval; if the Board votes in February 2022, perhaps the preliminary draft would be available in April or May.

Wrap Up & Next Steps

Jason Schronce noted that Workgroup has addressed most of remaining parking lot items and that there were no outstanding topics. Tristan Winkler noted his desire to move newer/more “revolutionary” ideas forward with the P7 Workgroup.

Schronce closed the meeting by thanking the participants for their input. Current action items are as follows:

- The Department will work to schedule STIP webinar for planning organizations and division staff
- The Department will review the current Delivery list and verify corrections
- The Department will inform all partners that a preliminary draft STIP is being worked on

The January 4th Workgroup meeting has been cancelled since the Board of Transportation will not meet before then. Schronce noted that the Workgroup reached consensus on every decision point it was charged with, but one final meeting may be helpful. This meeting would be in February 2022, likely on Tuesday, February 15th.

Charlotte Regional Alliance For Transportation

Technical Committee Meeting

November 30, 2021

10:00 AM

[Zoom Link](#)

Phone: 1-301-715-8592
Meeting ID: 886 1188 9399

AGENDA

1. Welcome and Introductions-**Lee Snuggs**
2. September Meeting Recap-**All**
3. Semi-Annual Work Program Review-**All**
4. UPWP Planning Priorities & Budgeting-**All**
5. Project Coordination/Adjacent Planning Boundaries-**All**
6. CONNECT Beyond Update-**Jason Lawrence**
7. Metropolitan Transportation Plan-**All**
8. CommunityVIZ-**Bob Cook**
9. Project Transparency - ArcGIS Online Mapping-**All**
10. CAV Task Force-**Bob Cook**
11. North BRT Study-**Neil Burke**
12. Transportation Performance Management-**Bob Cook & Brian Elgort**
13. ITS Update-**Bob Cook**
14. 2022 Census Urbanized Area Data Release-**All**
15. Next Meeting
Host: GCLMPO/R. Gates
Date: Tuesday, January 25, 2022
16. Adjournment



CRAFT Minutes
Charlotte Regional Alliance For Transportation
November 30, 2021
10:00 AM

Attendees: Curtis Bridges, Juan Garcia, Martin Kinnamon, Neil Burke, Jennifer Stafford, Dominique Boyd, J. Andy Bailey, Agustin Rodriguez, Anna Gallup, Stephen Allen, David Hooper, J. Travis Johnson, Judy Dellert-O'Keef, Jerrel Leonard, Jason Lawrence, Julio Paredes, Randi Gates, Phil Conrad, Roger Castillo, S Baguilar-Hernandez, Temekia Dae, Stuart Basham, Theo Thompson, Tony Tagliaferri, Robert Cook, Arthur Cashwell, Alex Riemondy, Brian Elgort, Scott Miller, Lisa Park, and Lee Snuggs.

- 1. Welcome and Introductions:** Lee Snuggs opened the meeting by welcoming everyone to the November 2021 CRAFT Technical Meeting.
- 2. September Meeting Recap:** To be discussed at the January 2022 meeting.
- 3. Semi-Annual Work Program Review:**
 - David Hooper, RFATS suggested additional meetings be scheduled in 2022 to discuss the transportation performance management needs.
- 4. UPWP Planning Priorities & Budgeting:**
 - Take a look mid-year as to where we stand with the Work Program, priorities and budget.
 - Could the passage of the Infrastructure Bill help to fund ITS update?
 - Request to budget a significant amount to the upcoming model expenses.
 - Would the endorsement of Connect Beyond require a shift of priorities in Work Programs?
 - Schedule additional meeting prior to January 2022 scheduled CRAFT meeting to identify tasks to be included in the FY23 PWP or the possibility of amendments.

5. Project Coordination/Adjacent Planning Boundaries:

- The GCLMPO will hold a public involvement/comment period for the Catawba Crossings Feasibility Study from January 14, 2022 - February 13, 2022. They will also hold an in-person meeting on the Kimbrell campus of Gaston College on February 2, 2022. The center line remains the same as approved as part of Garden Parkway. The budget/estimated cost will be provided to the public.
- In the November meeting of CRTPO they adopted their first Strategic Plan. Components of the plan include regional issues, coordination and funding. This will be a partnership between MPO's, RPO's, CATS, etc. More information will be available next year.

6. CONNECT Beyond Update:

- CATS in partnership with our economic development department and a private developer applied for a RAISE Grant to redevelop Charlotte Transportation Center into a mixed-use development. We applied for 25 million and were awarded 15 million for the construction of this facility.
- The focus of Connect Beyond since our last conversion has been moving through boards, committees and the public process needed to be adopted.
- A detailed presentation on components of the plan was provided to the group.
- There is a December 7, 2021 meeting planned with Concord City Council to provide a presentation including updates with the Connect Beyond effort.

7. Metropolitan Transportation Plan:

- MTP's are in the developing, summarizing data and review stages. Once the draft is complete, it will be followed by a thirty-day public comment period before being finalized for adoption.

8. CommunityVIZ:

- FY23 Work Program, all participated in the data gathering process to support the land use components of the model. The data gathered is the foundation for the socioeconomic allocations. The contracting for this process as it relates to CommunityViz, usually occurs late FY22 so that work can begin in the first quarter of FY23. It needs to be determined what funds will need to be put aside for FY23 budget.
- Discussion of process, benefits, and cost estimates of shifting from a four year heavy workload data update to an annual maintenance updating cycle.

9. Project Transparency - ArcGIS Online Mapping:

- Online mapping of STIP projects for NC & SC.
- Organizations are appreciative of the information resources provided by ArcGIS online mapping.

10.CAV Task Force:

- Hoping to restart the group in 2022. CRTPO is using their on-call consultants to refresh the previously prepared roadmap (2018) to guide us to the right path and avoid obstacles to a successful introduction of CAV's to the Charlotte region.

11.North BRT Study:

- A study area map with concepts was shared with the group. It was an overview of the 77 Corridor Transit between Charlotte and Mooresville, identifying potential new Park-n-Rides, BRT, expanding current Park-n-Rides and new direct connect interchanges.

12.Transportation Performance Management:

- This is a follow-up to the September meeting when the group initially started to talk about dates for the calendar year 2022 for MPO's to be concerned with performance-based planning requirements. A pdf with feedback from NCDOT & SCDOT was presented for discussion.

13. ITS Update:

- Centralina has taken a lead for the region to get an update to the ITS plan funded and carried out. Unfortunately, they have been unsuccessful in the attempts. With the possible monies that will be available with the new infrastructure bill, it was discussed that instead of trying to use the old model for local funding, because of the additional monies to use the model from the Triade/Triangle and have NCDOT to hopefully fund most of the project.

14. 2022 Census Urbanized Area Data Release:

- Group discussion including the possibility of it being Fall of 2022 before the official mapping of urbanized boundaries is released.