

Cabarrus Rowan Urban Area
Metropolitan Planning Organization
Transportation Advisory Committee

Wednesday January 27, 2021

5:30 pm

VIRTUAL MEETING

Agenda

1) Call to Order TAC Chair Furr

- Pledge of Allegiance
- Roll Call of Members for Quorum & Introduction of Guests
- List of Eligible TAC Voting Members
- Ethics Reminder
- NCDOT/NC First Commission Update – Secretary Boyette
- Chamber of Commerce Update
- Speakers from the Floor (3 minutes per speaker)
- Adjustments/Approval to the Agenda including Consent

CONSENT AGENDA

All items on the consent agenda are considered to be routine and may be enacted by one motion. If a TAC member requests discussion on an item, the item will be removed from the consent agenda and considered separately. The following items are presented for TAC consideration on the Consent Agenda:

2) FY 2020-2029 MTIP Modification #4 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 delay in right-of-way to FY 2021 for a bridge project (B-5808) on US 29/US 601. The second modification is the delay in right-of-way to FY 2028 for an aircraft helipad (AV-5820). The third modification is the delay in construction to FY 2022 for the Hurley School Road bridge replacement over the railroad (B-5772). Attachment 2 is a resolution modifying the MTIP for these projects.

ACTION/RECOMMENDATION: 1) Receive a report on modification #4 to the FY 2020-2029 MTIP; and 2) Consider endorsing modification #4 to the FY 2020-2029 MTIP.

3) DRAFT 2022-2031 TIP Project Call – SPOT Request Phil Conrad

INFORMATION: The MPO held a call for *new* projects (all modes) that concluded on January 31, 2019 for the next TIP cycle (2022-2031). The NCDOT SPOT Office subsequently determined that H192609 Poplar Tent and Harris Road is considered a committed project and cannot be quantitatively evaluated. It has been determined that it would be best to remove the project for P6.0 consideration. The MPO awarded STBGP funds to this project earlier this year.

ACTION/RECOMMENDATION: 1) Receive a report on the request to remove SPOT ID H192609 from consideration for the next TIP; and 2) Consider endorsing this request to remove H192609 from SPOT P6.0.

4) Salisbury Transit Public Transportation Safety Plan Phil Conrad

INFORMATION: The Public Transportation Agency Safety Plan (PTASP) final rule (49 C.F.R. Part 673) requires certain operators of public transportation systems that are recipients or subrecipients of FTA grant funds to develop safety plans that include the processes and procedures necessary for implementing Safety Management Systems (SMS). The PTASP was approved by the Salisbury City Council. A request for approval by the MPO is the last step prior to going to NCDOT for final approval and certification. The PTASP (37 pages) is included as attachment 4.

ACTION/RECOMMENDATION: 1) Receive a report on the Salisbury Transit Public Transportation Agency Safety Plan; and 2) Consider approving the Salisbury Transit Public Transportation Agency Safety Plan.

THIS CONCLUDES THE CONSENT AGENDA

5) Approval of October 28, 2020 minutes TAC Chair Furr

6) Nomination and Election of TAC Vice-Chair Phil Conrad

INFORMATION: The Cabarrus-Rowan TAC Bylaws state that a new TAC Vice-Chair must be elected each year. The TAC Vice-Chair rotates to the Chair position automatically. In addition, the TAC Chair and Vice-Chair must be rotated between jurisdictions in Cabarrus and Rowan Counties. The TAC will need to nominate and elect a Vice-Chair from Rowan County for 2021.

ACTION / RECOMMENDATION: 1) Receive a report on the TAC Vice-Chair vacancy; and 2) Nominate and elect a TAC Vice-Chair for 2021.

7) 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 will be published on the MPO's website. No public comments were received during the comment period, which ended January 13th. A draft resolution in support of the new safety targets for 2021 is included as attachment 7.

ACTION/RECOMMENDATION: 1) Receive a report on the NCDOT Safety Targets; 2) Discuss; and 3) Consider endorsing the 2021 Safety Targets.

8) CTP Amendment **Phil Conrad**

INFORMATION: MPO staff presented some Comprehensive Transportation Plan (CTP) amendments to the Public Transportation and Rail Map to the TAC in October. These amendments were associated with the Cabarrus County Public Transportation Master Plan. The City of Concord will also be folding these amendments into their own CTP process. The MPO's CTP was last amended in June 2020. The public comment period for these amendments concluded on December 16th. The adoption sheet for the CTP is included as attachment 8A and a draft resolution is included as attachment 8B.

ACTION / RECOMMENDATION: 1) Receive a report on the draft CTP Amendments; and 2) Consider endorsing the CTP amendments as presented in the Public Transportation and Rail Map.

9) Reports / MPO Business **Phil Conrad / TAC Members**

- Local Reports – NCDOT Division 9 & 10
- COVID-19 Funding Impacts
- 2050 DRAFT MTP Projects List
- FY 2021-22 UPWP (Budget)
- Regional Transit Plan HCT Recommendations
- CMAQ Project Call
- TAC Member Orientation: Metropolitan Transportation Planning
- Legislative Caucus

10) Information Items **Phil Conrad**

- Rider, Rowan Express, and Salisbury Transit Ridership

➤ Little Texas Road Sidewalk Public Meeting – Jan. 26th at 6 pm

Next meeting: February 24, 2021

- Agenda items for February TAC meeting





NORTH CAROLINA STATE ETHICS COMMISSION

SAMPLE¹

ETHICS AWARENESS & CONFLICT OF INTEREST REMINDER

(to be read by the Chair or his or her designee at the beginning of each meeting)

In accordance with the State Government Ethics Act, it is the duty of every [Board] member to avoid conflicts of interest.

Does any [Board] member have any known conflict of interest with respect to any matters coming before the [Board] today?

If so, please identify the conflict and refrain from any participation in the particular matter involved.

Rev 12-13-12

¹ N.C.G.S. §138A-15 (e): “At the beginning of any meeting of a board, the chair shall remind all members of their duty to avoid conflicts of interest under [Chapter 138A].” There is no set language required by the Act. Specific language can and should be tailored to fit the needs of each covered board as necessary.

J. Eric Boyette Transportation Secretary



Eric Boyette was appointed secretary of the N.C. Department of Transportation in February 2020.

With more than 20 years of experience in state government, Boyette began his career with NCDOT and served in several leadership roles, including chief information officer, inspector general and Division of Motor Vehicles commissioner.

In April 2017, Boyette was appointed as secretary and state chief information officer at the N.C. Department of Information Technology. In this role, he led the state department responsible for all IT procurement, state cybersecurity, operational services, broadband infrastructure, solutions division, data analytics center, the N.C. 911 Board and strategic IT planning. He previously served as the deputy state chief information officer for solution delivery for NCDIT.

Boyette chairs the North Carolina 911 Board, which is responsible for policies and procedures for 911 communications in the state and administers the state's 911 Fund used to support equipment purchases for 911 centers in the state.

Boyette earned a Bachelor of Science from Barton College and resides in Kenly with his wife Dana, son Jay and daughter Morgan.

2. Executive Summary

The NC FIRST Commission was formed to advise the Secretary of Transportation in the formation of a sustainable long-range transportation investment strategy. Both the recommendations and the associated funding and financing options included in this report are the result of extensive research and analysis conducted over an 18-month period. During the investigative phase, the Commission defined investment goals that will both replace revenue losses and enhance investment levels to ensure North Carolina remains competitive and attractive from an economic, quality of life, and safety perspective.

Currently, North Carolina's annual transportation investment level will equal an estimated \$50 billion over the next decade (roughly \$5 billion annually). The Commission's consensus recommendation is to increase the total investment level over the next decade by at least an additional \$20 billion.

For North Carolina to reach this level of investment, new investment strategies must be implemented to both offset declining gas tax revenue and provide for the additional investment levels recommended. The Commission has identified a menu of potential options that could be utilized to reach this goal. Implementation of multiple investment strategies will allow North Carolina to modernize and increase total transportation investments, create a safer and more resilient transportation network, better connect rural areas, and support technological advancements. This will ensure the state's continued economic vitality and quality of life as well as future competitiveness.

The Commission found the strategies listed here to be viable options for meeting the investment recommendation set forth in this report:

Options Providing an Immediate Impact

Highway Use Tax and Alternative Highway Use Tax

- Increase the HUT by 2 percentage points
- Eliminate the net-of-trade exemption for dealerships
- Transfer proceeds from short-term vehicle rentals, vehicle subscription services, and car sharing from the General Fund to NCDOT

State Sales Tax

- Increase the state Sales Tax rate

- Transfer existing Sales Tax revenues from transportation-related goods and services to NCDOT
- Tax Transportation Network Companies (TNCs)

DMV Fees

- Increase the Electric Vehicle (EV) Fee and enact a Hybrid Vehicle Fee
- Amend DMV registration fees for heavy vehicles
- Automatically adjust fees for inflation every two years
- Authorize a Road Impact Fee for e-commerce deliveries

Options Providing for Long-term Modernization

Mileage-Based User Fee

- Authorize a pilot Mileage-Based User Fee program for electric and plug-in hybrid vehicles and for Transportation Network Companies
- Adopt a permanent fee to fully replace the Motor Fuels Tax by 2030

Highway Tolling

- Increase highway tolling by raising or removing the statutory cap on toll projects
- Pursue projects that may relieve freight congestion and high-cost road and bridge projects

Public-Private Partnerships

- Increase the use of public-private partnerships by removing the statutory cap on partnership projects
- Conduct a holistic evaluation of state-owned infrastructure for monetization potential

State Infrastructure Bank

- Re-authorize and recapitalize the state-funded State Infrastructure Bank to offer low interest loans for the construction of infrastructure improvements

Value Capture

- Authorize value capture techniques, such as the ability to monetize air rights and rights-of-way associated with transportation infrastructure

Options for Local Governments

Local Sales Tax

- Authorize additional local option Sales Taxes for transportation purposes

Local Road Impact Fee

- Authorize a local Road Impact Fee for e-commerce deliveries, such as Amazon or other online retailers

Local Infrastructure Banks

- Authorize, establish, and fund local infrastructure banks to offer low interest loans to local governments for the construction of infrastructure improvements

Local Value Capture

- Authorize local use of value capture techniques, such as the ability to monetize air rights and rights-of-way associated with transportation infrastructure

Additional Opportunities and Options

Expand Broadband

- Use transportation maintenance, renovation, and construction projects as an opportunity to lay fiber to local communities and thereby facilitate broadband expansion across the state
- Integrate broadband installation into highway projects, especially in rural areas
- Explore public-private partnerships

Increase Debt Capacity

- Raise NCDOT's allowable debt-to-revenue ratio to compare with other states that have an AAA bond rating

Chief Innovation Officer for NCDOT

- Establish the position of and appoint a Chief Innovation Officer within NCDOT so that NC is at the forefront of changes in technologies

3. The NC FIRST Commission

Mission

The NC FIRST Commission’s mission is to utilize the research of national and international trends to advise the Secretary of Transportation of the potential components of a **sustainable long-range transportation investment strategy** that will provide the critical and necessary resources to build and maintain North Carolina’s future transportation system to ensure the state’s **economic vitality** and **competitiveness** in the future.

About the Commission

The NC FIRST Commission was established by former NCDOT Secretary James Trogon in March 2019. The Commission consisted of 14 members and two advisory members. In forming its recommendations, the Commission adopted five guiding principles:

- Avoid near-term harm
- Develop durable revenue and finance options
- Diversify and broaden funding streams
- Support user pays principle
- Adhere to principles of fundamental fairness

The full Commission met 10 times from May 2019 to January 2021. A local government workgroup met once in September 2020 and a finance workgroup met twice in August and September 2020. All meetings were held at the NCDOT headquarters in Raleigh until April 2020 when the meetings shifted to a virtual format due to COVID-19 pandemic restrictions on in-person gatherings. The Commission’s educational process included over 26 state and national speakers, 14 briefing papers, two internal and three external surveys, and participation in a Mileage-Based User Fee pilot. In addition, the CRAFTS (Creating Revenue and Finding Transportation Solutions) investment calculator tool was developed for commissioners to run simulations to demonstrate the amount of investment needed to make transportation improvements and identify revenue changes to fund the improvements. All meetings were broadcast live and recordings of each meeting were made available on the Commission’s website (www.ncdot.gov/ncfirst) along with presentation slides and other meeting materials. Meeting summaries are in Appendix A.

How Recommendations and Related Options Were Chosen

The Commission’s recommendation for a 10-year level of investment was formed by consensus; funding and finance options were offered summarily. In addition to the official Commission meetings, the co-chairs liaised with each commissioner individually to gather input. Two workgroups—one on local government issues and one on finance—met separately and provided recommendations for the full Commission’s consideration for inclusion in the final report.

Members

The Honorable Nancy McFarlane, Former Mayor, Raleigh

N.C. FIRST Commission Co-Chair

Chair of the Local Government Workgroup

Ward Nye, Chairman, President, and Chief Executive Officer of Martin Marietta

N.C. FIRST Commission Co-Chair

Chair of the Finance Workgroup

Aaron Chatterji, Ph.D., Professor, Duke University

Member of the Finance Workgroup

The Honorable Janet Cowell, Chief Executive Officer, Girls Who Invest

Member of the Finance and Local Government Workgroups

Jesse Cureton, Executive Vice President and Chief Consumer Officer, Novant Health

Stephen De May, North Carolina President, Duke Energy

The Honorable Julie Eiselt, Mayor Pro Tem, City of Charlotte

Member of the Finance and Local Government Workgroups

Peter Hans, former President, North Carolina Community College System

Resigned in July 2020 upon appointment as President of the UNC University System

The Honorable William G. Lapsley, P.E., Chairman, Henderson County Board of Directors

Member of the Local Government Workgroup

Resigned in November 2020

The Honorable Brenda Lyerly, Mayor, Town of Banner Elk

Member of the Local Government Workgroup

Kim Saunders, President and Chief Executive Officer, National Bankers Association

Member of the Finance Workgroup

Sallie Shuping-Russell, Managing Director (Retired), BlackRock

Member of the Finance Workgroup

Michael Walden, Ph.D., Professor, North Carolina State University

Member of the Local Government Workgroup

Patrick Woodie, President, North Carolina Rural Center

Advisory Members

Eric Boyette, Secretary of NCDOT

Joined in February 2020 upon appointment as Secretary

Jim Trogdon, Former Secretary of NCDOT

Resigned in February 2020 upon Secretary Boyette's appointment

Tony Lathrop, Member, NCDOT Board of Transportation; Chair, NCDOT Board Finance Committee; Partner, Moore & Van Allen PLLC

Member of the Finance and Local Government Workgroups

RESOLUTION ADOPTING MODIFICATION #4 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 27th day of January, 2021.

I, Lori Furr, Transportation Advisory Committee Chairman, 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 27th day of January 2021.

Lori Furr, Chair
Transportation Advisory Committee

REVISIONS TO THE 2020-2029 STIP
HIGHWAY PROGRAM

CABARRUS-ROWAN URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

| | | | | | | |
|---------------|------------------------------------|--|--------------|-----------|--------------------|--------|
| B-5808 | - CABARRUS-ROWAN URBAN AREA | US 29 US 601, REPLACE BRIDGE 120057 AND BRIDGE | RIGHT-OF-WAY | FY 2021 - | \$255,000 | (NHPB) |
| CABARRUS | METROPOLITAN PLANNING ORGANIZATION | 120059 OVER IRISH BUFFALO CREEK. | CONSTRUCTION | FY 2022 - | \$2,550,000 | (NHPB) |
| PROJ.CATEGORY | | <u>TO ASSIST IN BALANCING FUNDS, DELAY RIGHT-OF-</u> | | FY 2023 - | <u>\$2,550,000</u> | (NHPB) |
| REGIONAL | | <u>WAY FROM FY 20 TO FY 21.</u> | | | \$5,355,000 | |

* INDICATES FEDERAL AMENDMENT

REVISIONS TO THE 2020-2029 STIP
HIGHWAY PROGRAM

CABARRUS-ROWAN URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

| | | | | |
|---|---|---|---|---|
| AV-5820 ROWAN PROJ.CATEGORY DIVISION | - CABARRUS-ROWAN URBAN AREA METROPOLITAN PLANNING ORGANIZATION | ROWAN COUNTY AIRPORT (RUQ), ACQUIRE RIGHT OF WAY FOR AIRCRAFT APRON / HELIPAD. <u>TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN AND COORDINATION WITH U-5901, DELAY RIGHT-OF-WAY FROM FY 21 TO FY 28.</u> | RIGHT-OF-WAY | FY 2028 - <u>\$400,000</u> (T) \$400,000 |
| B-5772 ROWAN PROJ.CATEGORY DIVISION | - CABARRUS-ROWAN URBAN AREA METROPOLITAN PLANNING ORGANIZATION | SR 1724 (HURLEY SCHOOL ROAD), REPLACE BRIDGE 790066 OVER NORFOLK SOUTHERN RAILROAD. <u>TO ALLOW ADDITIONAL TIME FOR DESIGN, DELAY CONSTRUCTION FROM FY 21 TO FY 22.</u> | RIGHT-OF-WAY UTILITIES CONSTRUCTION | FY 2021 - \$77,000 (BGOFF) FY 2021 - \$31,000 (BGOFF) FY 2022 - <u>\$1,950,000</u> (BGOFF) \$2,058,000 |
| * P-2918 ALAMANCE CABARRUS DAVIDSON DURHAM GUILFORD MECKLENBURG ORANGE RANDOLPH ROWAN WAKE PROJ.CATEGORY EXEMPT | - CHARLOTTE REGIONAL TRANSPORTATION PLANNING ORGANIZATION - CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION - GREENSBORO URBAN AREA METROPOLITAN PLANNING ORGANIZATION - BURLINGTON-GRAHAM URBAN AREA METROPOLITAN PLANNING ORGANIZATION - DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION - HIGH POINT URBAN AREA METROPOLITAN PLANNING ORGANIZATION - CABARRUS-ROWAN URBAN AREA METROPOLITAN PLANNING ORGANIZATION | PIEDMONT CORRIDOR, TRAIN 74 / 75 OPERATIONS BETWEEN CHARLOTTE AND RALEIGH, EQUIPMENT AND CAPITAL YARD MAINTENANCE FACILITY. <u>ADD OPERATIONS IN 21 NOT PREVIOUSLY PROGRAMMED AT REQUEST OF RAIL DIVISION. COST INCREASE EXCEEDING \$2 MILLION AND 25% THRESHOLDS.</u> | OPERATIONS | FY 2021 - \$6,569,000 (CMAQ) FY 2021 - <u>\$1,642,000</u> (S) \$8,211,000 |

* INDICATES FEDERAL AMENDMENT

#3 (1/27/21)

From: Schronce, Jason B [mailto:jschronce@ncdot.gov]

Sent: Wednesday, December 9, 2020 10:08 PM

To: Basham, Stuart L <slbasham@ncdot.gov>; Wasserman, David S <dswasserman@ncdot.gov>; pconrad@mblsolution.com

Cc: Green, Justin D <jdgreen@ncdot.gov>; Chamberlain, Steven A <sachamberlain@ncdot.gov>; Cook, Hannah K <hkcook@ncdot.gov>; Miller, Jerome S <jsmiller3@ncdot.gov>; Schronce, Jason B <jschronce@ncdot.gov>

Subject: RE: H192609 vs HL-0001

Stuart – my apologies on taking a couple days to respond to this topic. I’m going to walk through a few things here and we all may need to set up a call to fully discuss and determine a path forward; though I did want to fully lay out the information for everyone to digest.

First, the U-6029 (H090677) project is a P6 Carryover project and there are no concerns from that perspective about having a larger corridor project and the H192609 Harris intersection project both being evaluated in P6 scoring.

However, since Cabarrus-Rowan MPO used their DA funds for HL-0001 with a selected ROW date of FY22; this does make the intersection improvements of the Harris intersection a Committed Project with the DA funding.

The rule we operate with is that we can not evaluate a committed STIP scope in Prioritization. This has come up multiple times recently in Division 5 and Division 13 and I can share those situations with you later. The main issue we have is developing Travel Time Savings. The base model for TTS is the “existing+committed” network. With the Committed HL-0001 improvements, the intersection improvements in the project would match the baseline existing condition for the intersection. Therefore, showing no benefit or change.

I see two options:

1. Delete H192609 since these improvements are committed under HL-0001
2. *(maybe complicated and this is my concept which has not been vetted by STIP)* CRMPO work with Western STIP to adjust the schedule of HL-0001 to move ROW to FY26 making HL-0001 a non-Committed status by funding year. Therefore, we could run the H192609 TTS with the base condition as seen today. Then, based on P6 results, the determination could be made to move forward with the STI or DA project.

I’m fairly open on Friday 12/11 and Monday 12/14 if we need to set up a MS Teams meeting. Please let me know.

Jason B. Schronce, PE

SPOT Manager

Strategic Prioritization Office of Transportation

North Carolina Department of Transportation

919.707.4646 office

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Public Transportation Agency Safety Plan

Salisbury Transit System



November 17, 2020

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Section 1. Transit Agency Information

General Information
Salisbury Transit System
300 W. Franklin St.
Salisbury, N.C. 28144
<https://salisburync.gov/Government/Transit>

Accountable Executive: Rodney Harrison
Chief Safety Officer: Kimberly Bell

Modes of Service: Fixed Route & Complimentary ADA Paratransit
FTA Funding Sources: FTA Section: 5307, 5339, State Maintenance Assistance Program

Modes of Service Directly Provided:

- | | | |
|--|---|--|
| <input checked="" type="checkbox"/> Bus (MB) | <input type="checkbox"/> Bus Rapid Transit (RB) | <input type="checkbox"/> Public (PB) |
| <input checked="" type="checkbox"/> Demand Response (DR) | <input type="checkbox"/> Commuter Bus (CB) | <input type="checkbox"/> Trolleybus (TB) |
| <input type="checkbox"/> Demand Response Taxi (DT) | <input type="checkbox"/> Jitney (JT) | <input type="checkbox"/> Vanpool (VP) |

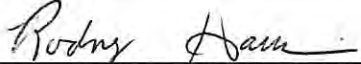
Salisbury Transit System does not provide transit services on behalf of another transit agency or entity.

Salisbury Transit System provides the below transit modes on behalf of the following transit agency(s) or entity(s).

Transit Agency: _____

- | | | |
|--|---|--|
| <input type="checkbox"/> Bus (MB) | <input type="checkbox"/> Bus Rapid Transit (RB) | <input type="checkbox"/> Public (PB) |
| <input type="checkbox"/> Demand Response (DR) | <input type="checkbox"/> Commuter Bus (CB) | <input type="checkbox"/> Trolleybus (TB) |
| <input type="checkbox"/> Demand Response Taxi (DT) | <input type="checkbox"/> Jitney (JT) | <input type="checkbox"/> Vanpool (VP) |

Section 2. Plan Development, Approval, and Updates

| | | | |
|--|---|------------------------------|--------------------|
| Name of Entity That Drafted This Plan | Salisbury Transit System | | |
| Signature by the Accountable Executive | Signature of Accountable Executive | Date of Signature | |
| |  | November 9, 2020 | |
| Approval by the Board of Directors or an Equivalent Authority | Name of Individual/Entity That Approved This Plan | Date of Approval | |
| | Approved by City Council Karen K. Alexander, Mayor | November 17, 2020 | |
| | Relevant Documentation (title and location) | | |
| Certification of Compliance | Name of Individual/Entity That Certified This Plan | Date of Certification | |
| | Certified by City Council Karen K. Alexander, Mayor | December 16, 2020 | |
| | Relevant Documentation (title and location) | | |
| | | | |
| Version Number and Updates | | | |
| <i>Record the complete history of successive versions of this plan.</i> | | | |
| Version Number | Section/Pages Affected | Reason for Change | Date Issued |
| 1.0 | | Original | 11-17-2020 |
| | | | |
| | | | |
| | | | |
| | | | |
| Annual Review and Update of the Public Transportation Agency Safety Plan | | | |
| <i>Describe the process and timeline for conducting an annual review and update of the Public Transportation Agency Safety Plan.</i> | | | |
| Annual review and update to the Public Transportation Safety Plan will occur each calendar year. Initial review will begin in November with a final certification due at the end of December in order to be prepared for the new calendar year starting January 1. | | | |

Section 3. Safety Performance Targets

| Safety Performance Targets | | | | | | | |
|---|-------------------|----------------------------------|-----------------|--------------------------------|----------------------|-------------------------------------|---------------------------|
| <i>Specify performance targets based on the safety performance measures established under the National Public Transportation Safety Plan.</i> | | | | | | | |
| Mode of Transit Service | Fatalities | Fatalities (per 100k VRM) | Injuries | Injuries (per 100k VRM) | Safety Events | Safety Events (per 100k VRM) | System Reliability |
| Fixed Route Bus | 0 | 0 | 1 | 0.1 | 1 | 0.1 | 34,524.25 |
| Demand Response | 0 | 0 | 1 | 0.1 | 1 | 0.1 | 000 |

Performance Measures:

- ◆ **SAFETY PERFORMANCE MEASURE: FATALITIES** (total number of reportable fatalities and rate per total vehicle revenue miles by mode)
 - *Customers, employees and the public*
 - 0 – Fatalities by mode
 - 100,000 – Revenue miles by mode
- ◆ **SAFETY PERFORMANCE MEASURE: INJURIES** (total number of reportable injuries and rate per total vehicle revenue miles by mode)
 - *Customers, employees and the public*
 - 1– Accidents with injuries by mode
 - 100,000– Revenue miles by mode
- ◆ **SAFETY PERFORMANCE MEASURE: SAFETY EVENTS** (total number of reportable events and rate per total vehicle revenue miles by mode)
 - *Combined above with reportable incidents for customers, employees and the public*
 - 1 – Safety incidents by mode
 - 100,000 – Revenue miles by mode
 - DEFINE – Safety incident vs. other incidents (reference page 36 of the PTASP)
- ◆ **SAFETY PERFORMANCE MEASURE: SYSTEM RELIABILITY** (mean distance between major mechanical failures by mode)
 - *Relationship with TAM Plan – State of Good Repair (SGR) by mode*
 - DATA – Definition of system SGR in TAMS (reference TAMS; page 2 of 12).
 - DATA – Annual target data by mode (reference TAMS Plan; page 1)
 - Reference to TAM plan policies impacting system reliability-reference pages 2 & 5.
 - DATA – Include annual System Reliability (reference section #3; page 7)
 - 100,000 – Revenue miles by mode (reference section #6; page27)
 - 05 Major Mechanical Failures /Dates– Fixed Route- 3/7/2018,7/20/2018,9/6/2019,9/19/2018,11/5/2018,1/21/2019
 - DEFINE – Major mechanical failure (Section 6; page 27)
 - Towed from service

- Greater than \$35,000.00 of repairs
- Greater than 3 days out of service

Safety Performance Target Coordination

Describe the coordination with the State and Metropolitan Planning Organization(s) (MPO) in the selection of State and MPO safety performance targets.

Salisbury Transit System shares safety performance targets Cabarrus Rowan MPO annually as part of our continued coordination of transit data. This data also includes Transit Asset Management Plan updates and anticipated capital replacement schedules.

| Targets Transmitted to the State | State Entity Name | Date Targets Transmitted |
|--|--|--------------------------|
| | NC DOT | 12-30-2020 |
| Targets Transmitted to the Metropolitan Planning Organization(s) | Metropolitan Planning Organization Name | Date Targets Transmitted |
| | Cabarrus Rowan MPO | 12-30-2020 |
| | 135 Cabarrus Ave E # 101, Concord, NC 28025 Phone: <u>(704) 795-7528</u> | |

Section 4. Safety Management Policy

Safety Management Policy Statement

Salisbury Transit System ([TS]) strives to provide safe, reliable, comfortable, and innovative transportation options to every member of the community. The Public Transportation Agency Safety Plan (PTASP) has been developed to integrate safety into all Salisbury Transit System operations. By using the procedures contained in the PTASP, Salisbury Transit System can continue to improve the safety and security of Salisbury Transit System's operation and services.

This PTASP describes the policies, procedures, and requirements to be followed by management, maintenance, and operations personnel to provide a safe environment for Salisbury Transit System employees, customers, and the general public. The goal of this program is to eliminate the human and fiscal cost of avoidable personal injury and vehicle accidents.

Each department has a responsibility under the PTASP. The Transit Director and supervisors shall provide the continuing support necessary to achieve the PTASP objectives. A key to the success of this effort is for employees to be aware that they are accountable for safely performing the requirements of their position. The success of the program also depends on all employees actively identifying potential hazards and making a commitment to the safety of others.

Salisbury Transit System must be aware that decisions and actions often affect the safety of those in other operations. By following the processes described in the PTASP, Salisbury Transit System will continue to improve performance and the safety of the system while creating a culture of safety.

Salisbury Transit System's commitment is to:

- **Support** the management of safety through the provision of appropriate resources that will result in an organizational culture that fosters safe practices, encourages effective employee safety reporting and communication, and actively manages safety with the same attention to results as the attention to the results of the other management systems of the organization;
- **Integrate** the management of safety among the primary responsibilities of all managers and employees;
- **Clearly define** for all staff, managers, and employees alike, their accountabilities and responsibilities for the delivery of the organization's safety performance and the performance of Salisbury Transit System's safety management system;
- **Establish and operate** hazard identification and analysis, and safety risk evaluation activities--including an employee safety reporting program as a fundamental source for safety concerns and hazard identification--to eliminate or mitigate the safety risks of the consequences of hazards resulting from Salisbury Transit System operations or activities to a point which is consistent with an acceptable level of safety performance;

- **Ensure** that no action will be taken against any employee who discloses a safety concern through the employee safety reporting program, unless disclosure indicates, beyond any reasonable doubt, an illegal act, gross negligence, or a deliberate or willful disregard of regulations or procedures;
- **Comply** with, and wherever possible exceed, legislative and regulatory requirements and standards;
- **Ensure** that sufficient skilled and trained human resources are available to implement safety management processes;
- **Ensure** that all staff are provided with adequate and appropriate safety-related information and training, are competent in safety management matters, and are allocated only tasks commensurate with their skills;
- **Establish and measure** safety performance against realistic and data-driven safety performance indicators and safety performance targets;
- **Continually improve** safety performance through management processes that ensure that appropriate safety management action is taken and is effective; and
- **Ensure** externally supplied systems and services to support operations are delivered, meeting established safety performance standards.

Salisbury Transit System's goals for Safety are established as follows:

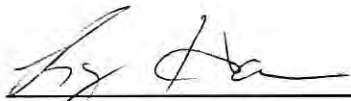
- In collaboration with the Rowan County service area, design, construct, test, and operate a transportation system that achieves an optimum level of safety, exceeding the safety performance of other Salisbury Transit Systems of a similar size in the United States.
- Identify and evaluate, then eliminate or control hazards to employees, customers, and the public.
- Meet or exceed all government and industry occupational health and safety standards and practices.
- Maximize the safety of future operations by affecting the design and procurement processes.

The objectives of the PTASP are the means to achieving its goals. They also provide a method of evaluating the effectiveness of Salisbury Transit System's safety efforts. The PTASP objectives are:

- Integrate safety management and hazard control practices within each Salisbury Transit System department.
- Assign responsibilities for developing, updating, complying with, and enforcing safety policies, procedures, and requirements.

- Verify compliance with Salisbury Transit System safety policies, procedures, and requirements through performance evaluations, accident/incident trends, and internal audits.
- Investigate all accidents/incidents, including identifying and documenting the causes for the purpose of implementing corrective action to prevent a recurrence.
- Increase investigation and systematic documentation of near misses.
- Identify, analyze and resolve safety hazards in a timely manner.
- Minimize system modifications during the operational phase by establishing and utilizing safety controls at system design and procurement phases.
- Ensure that system modifications do not create new hazards.
- Train employees and supervisors on the safety components of their job functions.

Salisbury Transit System takes these commitments seriously as the lives of Salisbury Transit System riders, employees and the general public depend on Salisbury Transit System's ability to operate in a culture of safety.



Accountable Executive

11-9-2020

Date

Safety Management Policy Communication

Salisbury Transit System realizes the importance of ensuring its employees and riders are aware of Salisbury Transit System safety management policies and procedures to effectively manage the system's day-to-day operations. To do this, Salisbury Transit System relies on several forms of effective communication.

Employees: Salisbury Transit System is constantly evaluating existing policies and procedures to verify their effectiveness. To do this, Salisbury Transit System seeks input from all staff and other City of Salisbury departments to determine if change is necessary based on trends, data analysis, operational changes or new assets. Several methods are used to communicate policy and/or procedure changes, including:

- ◆ Bulletin board notices
- ◆ Employee email notification
- ◆ Departmental meetings/conference calls
- ◆ Text message blasts

Salisbury Transit System includes a training element for safety management policies impacting safety or service delivery and is conducted before the policy effective date. New policies and procedures are incorporated into orientation training for new employees as well.

Depending on the importance of the policy or procedure change, an acknowledgement signature is required of each employee verifying their understanding of the change.

Riders: If a rider policy is changed or added, Salisbury Transit System notifies riders through the following methods:

- ◆ Notice posted on vehicle and facilities including effective date and who to contact for more information
- ◆ Changes to digital rider guidance including schedules and ride guides as appropriate
- ◆ Public Meetings
- ◆ Social Media
- ◆ Any services impacted by policies changes will include outreach as required by Federal Guidance.
- ◆ Office voice-mail

Authorities, Accountabilities, and Responsibilities

As mentioned in the Safety Policy Statement, the ultimate authority for the success of this PTASP falls to the Transit Director/Accountable Executive (AE). The Operations Supervisor/ Chief Safety Officer (CSO), the administration and management team, as well as employees fulfilling their commitment to safety on a day-to-day basis support the AE.

Accountable Executive (AE): The Accountable Executive will determine, based on feedback from senior staff, the level of Safety Management System principals to maintain to ensure a safe work environment, rider experience and community safety. Salisbury Transit System's AE is committed to providing employees with the tools and training needed to be successful and safe in their roles with [TS]. The AE will continually strive to create a culture of safety among the employees, and Salisbury Transit System expects each employee to play a role in maintaining a safe workplace.

Salisbury Transit System's AE is accountable for ensuring that the agency's SMS is effectively implemented throughout the agency's public transportation system. The AE is accountable for ensuring action is taken, as necessary, to address substandard performance in the agency's SMS. *He or She* may delegate specific responsibilities, but the ultimate accountability for the transit agency's safety performance cannot be delegated and always rests with the AE.

The current AE, Rodney Harrison is also the Transit Manager or Transit Director and has ultimate responsibility for carrying out the Public Transportation Agency Safety Plan of a public transportation agency; responsibility for carrying out the agency's Transit Asset Management Plan; and control or direction over the human and capital resources needed to develop and maintain both the agency's Public Transportation Agency Safety Plan, in accordance with 49 U.S.C. § 5329(d), and the agency's Transit Asset Management Plan in accordance with 49 U.S.C. § 5326.

Chief Safety Officer (CSO): Salisbury Transit System has concluded one OPERATIONS SUPERVISOR will be sufficient to manage the day-to-day adherence to this Plan and, while in this role, report directly to the AE. As CSO, this individual will monitor safety and security throughout the organization including sub-contractors. All departments have been notified of the CSO's role and the established reporting requirements relating to safety-related matters. The OPERATIONS SUPERVISOR has been adequately trained for this role and has the authority and responsibility for day-to-day implementation and operation of Salisbury Transit System's SMS. Along with OPERATIONS SUPERVISOR responsibilities, the OPERATIONS SUPERVISOR is also the Transit Supervisor.

Salisbury Transit System's OPERATIONS SUPERVISOR will be responsible for the following:

- ◆ Developing and maintaining SMS documentation;
- ◆ Directing hazard identification and safety risk assessment;
- ◆ Monitoring safety risk mitigation activities;
- ◆ Providing periodic reports on safety performance;
- ◆ Briefing the Accountable Executive and the Transit Advisory Board (TAB) on SMS implementation progress; and
- ◆ Planning safety management training.

Roll of Staff to Develop and Manage Safety Management Systems (SMS)

Accountable Executive

The Accountable Executive (AE), who also serves as General Manager, will work with the Chief Safety Officer (CSO) and Administrative staff to adjust the PTASP as needed based on staff feedback, trends, and data analysis. The AE is vested with the primary responsibility for the activities of the Salisbury Transit System and overall safety performance. The AE fulfills these responsibilities by providing the resources necessary to achieve PTASP goals and objectives by exercising the approval authority for system modifications as warranted. The AE also sets the agenda and facilitates the cooperative decision making of the Leadership Council (management team).

Chief Safety Officer (CSO)

For purposes of managing the SMS and PTASP, the OPERATIONS SUPERVISOR will report directly to the AE to determine strategy, policy, and goals for maintaining safety and security for passengers, employees, and the general public. The OPERATIONS SUPERVISOR will monitor day-to-day operations and work with staff to identify and mitigate risk through evaluation, feedback, and data analysis.

Supervisors

Supervisors are responsible for the safety performance of all personnel and equipment under their supervision. They are responsible for the initial investigation of all accidents and incidents, and for reporting these accidents and incidents to the Human Resources, Risk Management and Transportation Operations Department.

Employees

All Salisbury Transit System personnel are responsible for performing their work safely and for following established safety-related rules, procedures, and work practices. This includes reporting all accidents, incidents, and hazards to their supervisor per established requirements for the protection of themselves, co-workers, customers, facilities, and equipment.

Key Staff

Salisbury Transit System staff will be responsible for maintaining high standards of safety, customer service, and security. The Employee Safety Reporting Program (ESRP) will define the employees' role to identify and mitigate risk through open communication to superiors including the OPERATIONS SUPERVISOR and AE. Administrative staff will be instrumental in ensuring action is taken to reduce risk and the whole system is continuously monitored to ensure actions are effective and appropriate.

Salisbury Transit System staff will be involved with updates, modifications and implementation of the PTASP. Each staff member brings a valued perspective to the development of policies and procedures he or she will be expected to implement. Every opportunity will be given for employees and riders to provide input to increasing safety at Salisbury Transit. Those opportunities include monthly safety meetings, annual employee meetings and training, department meetings, customer and employee surveys and an open-door policy with access to all management staff.

Employee Safety Reporting Program (ESRP)

As stated in the Safety Management Policy Statement, Salisbury Transit System is determined to provide a safe working environment for its employees, riders and the general public. To ensure success, Salisbury Transit System has developed an ESRP to enable employees to report any risk or perceived risk to a supervisor, CSO, or member of administration.

The ESRP allows each employee to report detailed information and observations whether they are a driver in service, maintenance staff, or other on-duty employee. This program dovetails with other methods currently in place to proactively identify hazards or threats. Those methods include but are not limited to the following:

- ◆ Zonar- Pre/Post Trip Inspections
- ◆ Preventive Maintenance Inspections
- ◆ Employee Evaluations
- ◆ Facility Maintenance Plan
- ◆ Service Evaluation and Planning Program
- ◆ Training Program
- ◆ Rider and Public Complaint/Compliment Process
- ◆ Safety and Employee Meetings
- ◆ Incident/Accident Policies
- ◆ Safety Committee

Hazard Reporting Process

Salisbury Transit System has developed a Hazard Report protocol used to identify and provide information about hazards observed by Salisbury Transit System employees while on-duty. The three-page form identifies vital information to assist employees in determining an action to mitigate the threat or hazard. This form is not meant to replace accident forms currently being used, but instead used in conjunction with the accident forms. It is a proactive reporting method to identify a perceived threat or hazard, potentially endangering employees, riders or the general public. The form serves a dual role as an incident, illness, and near miss report. The form is located in Appendix 1 of this Plan.

Effective July 20, 2020 all Salisbury Transit System employees will receive one hour of training on the procedures associated with the Hazard Report Form. The training will cover the following areas:

- ◆ Locations of blank Hazard Report Form
- ◆ When to use a Hazard Report Form
- ◆ Capturing critical information on the form
- ◆ Notification process depending on the hazard
- ◆ Proper assessment of the reported hazard
- ◆ Levels of likelihood of repeat
- ◆ Supervisor and OPERATIONS SUPERVISOR role in completing the form

- ◆ Follow-up process to determine effectiveness of mitigation

The following process is used as part of the ESRP.

Immediate Action Required

If you have identified a hazard which you perceive to be a risk to yourself, fellow employees, passengers, or the public you must report it immediately to the on-duty supervisor/dispatcher. Once reported you must determine if immediate action is necessary to prevent additional risk. If so, communicate to supervisor before taking action if time allows. Once action has been taken to mitigate the potential harm to yourself, others or property advise a supervisor of the results of your actions. Once you are able, complete the Loss Prevention Investigation Report with complete information and give to supervisor on-duty.

Delayed Action Required

Once a hazard has been identified, the Salisbury Transit System employee should assess if the hazard requires immediate action to reduce the risk of if delayed action can be taken. If the employee determines delayed action is appropriate a full report must be completed using the Loss Prevention Investigation Report and submitted to the on-duty supervisor.

Role of Supervisor

The on-duty supervisor is responsible for advising the employee on immediate action or delayed action to mitigate a hazard. The supervisor must then review the Loss Prevention Investigation Report to ensure all information is included adding additional information from their perspective. Once the form is complete it must be reviewed by the OPERATIONS SUPERVISOR to determine action necessary, investigate root cause of hazard and follow-up.

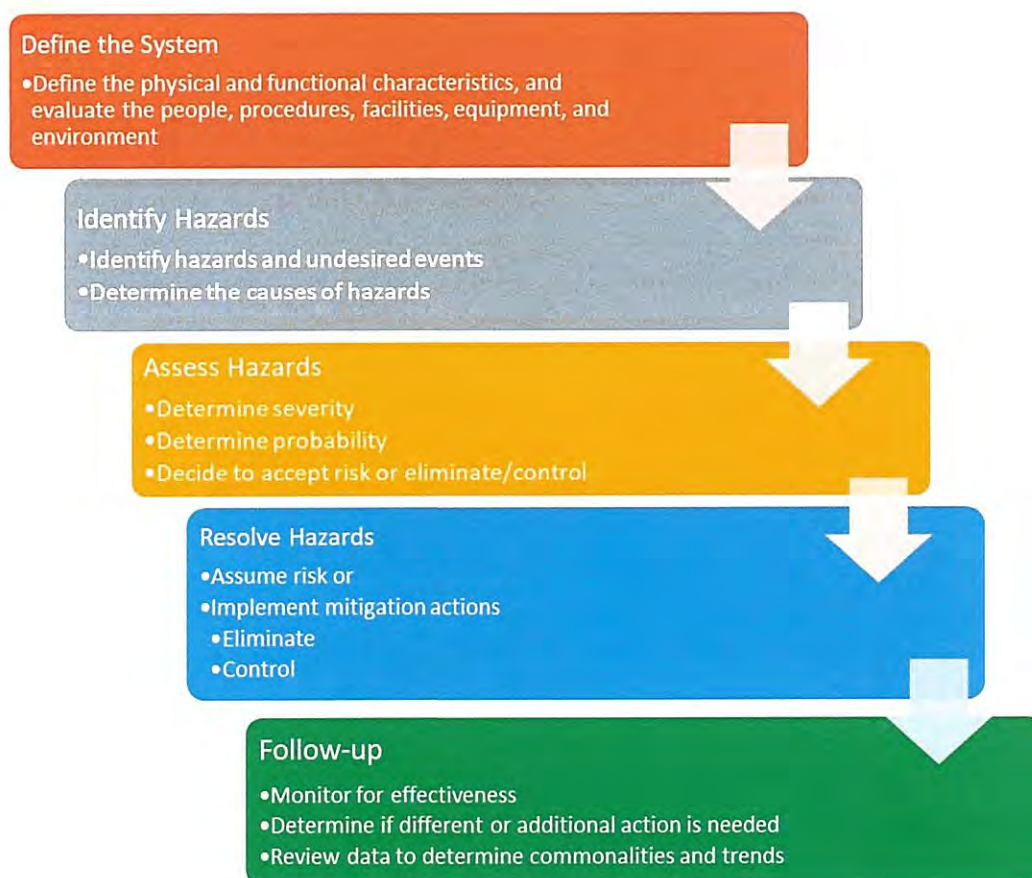
The Operations Supervisor is responsible for determining the status of each hazard reported. In some cases hazards may be identified and are not able to be resolved but actions are taken to reduce the risk of the hazard. It is Salisbury Transit System's goal to eliminate all identified hazards if possible. Some hazards may require continuous monitoring to ensure the hazard does not elevate to an action level.

All hazard reports will be documented and integrated into current performance measures and data collection. The OPERATIONS SUPERVISOR will track each hazard to completion and recommend policy or procedural changes if needed as a result of the hazard mitigation.

Salisbury Transit System Responsibility

Salisbury Transit System takes every hazard report seriously and investigates each one to determine if it's an isolated case, or emerging trend requiring evaluation of policies and procedures or service modifications. Employees reporting hazards will not face disciplinary action unless that employee contributed to the hazard. Salisbury Transit System wants to encourage all employees to report any hazard or threat they observe and help make the Salisbury Transit System as safe as possible for its employees, riders, and the general public. Employees may report the hazard to their immediate supervisor or go directly to the OPERATIONS SUPERVISOR to submit and discuss their report.

The following process chart illustrates the steps taken as part of the hazard identification process through the ESRP.



Section 5. Safety Risk Management

Salisbury Transit System provides training to all personnel in the identification of hazards and security threat while also providing tools to enable personnel to report these risks. Once the risk has been identified Salisbury Transit System conducts an assessment of the risk to determine the necessary response and response time. The response may include further investigation or monitoring, action(s) to mitigate the hazard or security threat and follow-up assessment to ensure action taken is appropriate and effective.

Safety Hazard Identification:

Hazard and security threats are identified through different methods of monitoring the system. This includes system, employee and asset assessments conducted daily and on incremental basis. Additionally, Salisbury Transit System communicates with peers across the state, FTA and NCDOT to identify common hazards impacting multiple systems. Salisbury Transit System conducts the following routine and random evaluations of the system in the following departments:

Personnel

Each Salisbury Transit System employee is evaluated annually to ensure they are performing their job to the expectations of the Agency. As part of their orientation process the employee is provided training and tools to perform their job while not receiving permanent status until completing 180 days of employment. During the 180 - day period, the employee is evaluated to determine if they are properly prepared to perform their job.

Additional evaluations of the employee are conducted throughout the year through operator trailing's, BTW observations and time checks of some aspect of their job function. If through spot-check or annual evaluation it is determined the employee's performance does not meet expectations or training standards, remedial training will be provided and additional evaluations will take place to ensure remedial training was effective.

Assets

Rolling stock, facilities and equipment are monitored through a vigorous preventive maintenance plan aimed at identifying hazards and deficiencies as part of daily and scheduled inspections. Operations and Maintenance Departments coordinate the preventive maintenance program including daily Driver Vehicle Inspection Reports (DVIR), incremental and annual inspections.

Salisbury Transit System updates the FTA required Transit Asset Management (TAM) Plan annually with data relevant to each asset to include a condition assessment, miles (with rolling stock and non-revenue vehicles) and age as to whether the asset is in a State of Good Repair (SGR). The TAM Plan allows Salisbury Transit System management to plan asset replacement or rehabilitation for future years.

System

As part of Salisbury Transit System's safety management system monitoring, the agency uses service evaluations when planning, spot-checking or responding to an event like an accident or incident. New

routes are strategically developed with safety being the first priority and passenger access second. Salisbury Transit System route planners plan and test all routes before activating the route for revenue service. All routes are reviewed periodically to determine if environmental hazards may exist requiring modification to the route, schedule or vehicle.

All front-line staff have been trained to note any changes to service which may be considered a hazard or security threat and through the ESRP, notify their supervisors immediately or upon return to Salisbury Transit System depending on the severity of the hazard.

Hazard Identification Procedure

- Any employee seeing something through inspection or observation they deem to be a hazard are instructed to immediately report that hazard to the immediate supervisor regardless of the perceived level of threat. Depending on the situation, either the immediate supervisor or the employee will complete a Hazard Report Form and submit it to the CSO/Supervisor.
- If the hazard requires immediate mitigation, the employee will be instructed on steps to take to reduce the risk which may or may not alleviate the risk completely. Additional actions may be taken once the immediate risk mitigation has been taken. Some hazards may not pose an immediate risk but are still reported and the immediate supervisor will be responsible for risk assessment, investigation and mitigation strategy.
- In some cases, a passenger or member of the general public may call Salisbury Transit System with a complaint about a front-line employee which may rise to the level of hazardous behavior or actions. Salisbury Transit System currently documents all customer complaints/compliments and takes appropriate action to investigate any complaints. Complaints deemed hazardous will trigger immediate action by on-duty supervisors.
- Hazard Report Forms will be located on all vehicles along with standard safety kits for accident and incident reporting, with all Customer Service Representatives (CSR)'s, Dispatch, Operations, and Maintenance Departments. A copy of the form is located in Appendix 1.
- The Hazard Report Form will require the employee to briefly describe the hazard noting date, time of day, location, and other pertinent information. The form includes a section for the Operations Supervisor or immediate supervisor to document immediate action taken to reduce risk, a risk assessment chart prioritizing the risk, and a section for additional follow-up action. All forms will be processed by the OPERATIONS SUPERVISOR and summarized periodically for trend analysis and include in safety performance measures.

49 CFR part 673.5

Hazard means any real or potential condition that can cause injury, illness, or death; damage to or loss of the facilities, equipment, rolling stock, or infrastructure of a public transportation system; or damage to the environment.

Safety Risk Assessment

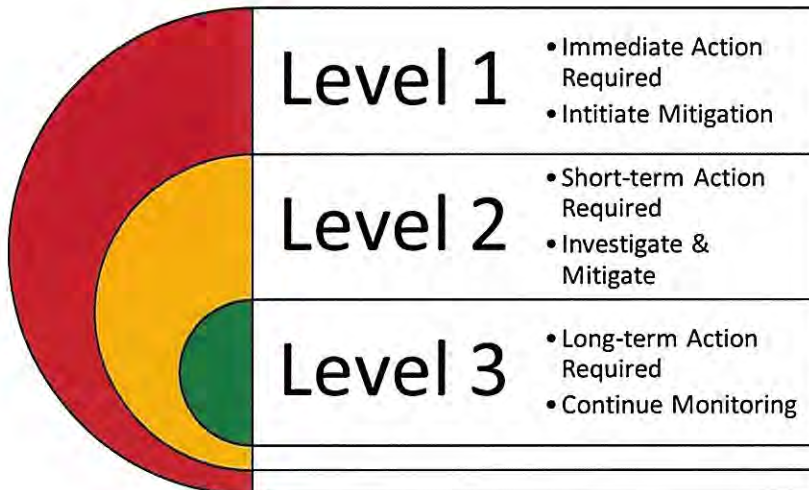
All Salisbury Transit System staff have been provided with training appropriate for their positions within the organization. Salisbury Transit System expects its employees to respond to hazards or threats with professional judgement as sometimes there might not be time to contact a supervisor to prevent an emergency event. In cases where the hazard can be reported without immediate risk, the employee will make an initial assessment of the risk as part of their report.

Once received by the CSO/Supervisor, the initial risk assessment may be amended requiring immediate, short, or long-term response.

Level 1 - Immediate: A deficiency, threat or hazard requiring immediate attention to mitigate risk either temporarily until further action can be taken or complete mitigation.

Level 2 - Short Term: Action is needed within seven days to mitigate an identified deficiency, threat or hazard. The deficiency, threat or hazard does not pose immediate danger but if no action is taken could elevate to an immediate level risk.

Level 3 - Long Term: A deficiency, threat or hazard has been identified but does not pose a threat currently but could at a later time. Continued monitoring and awareness are required.



The Operations Supervisor in coordination with staff will investigate each identified hazard, assess the risk, and take appropriate action to mitigate the risk. Additional mitigation may be needed based on follow-up monitoring to the action taken.

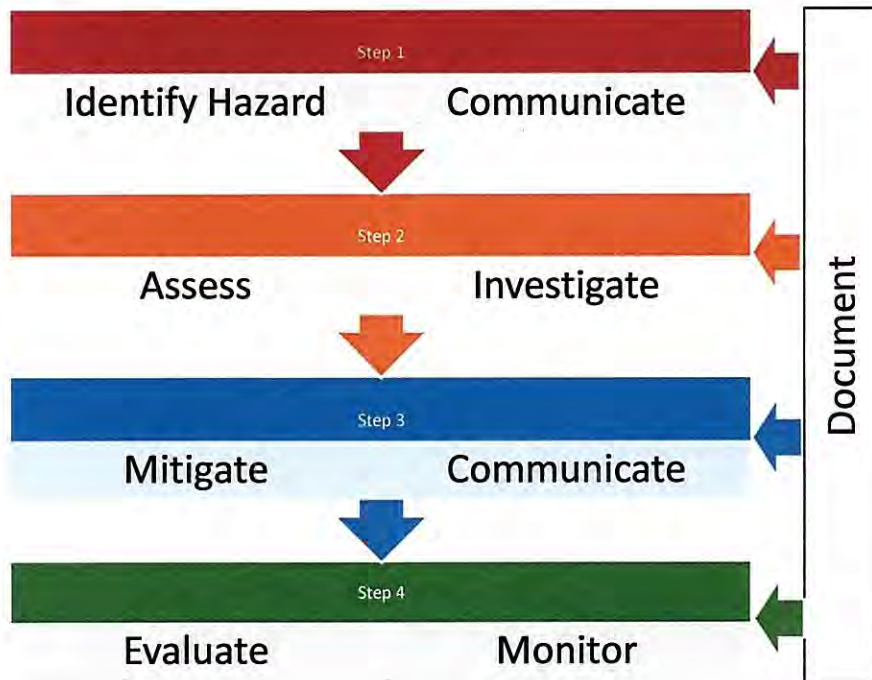
Safety Risk Mitigation

In response to all identified and assessed hazards, Salisbury Transit System will take steps to mitigate the hazard and reduce or eliminate the risk to employees, riders, and public. Mitigation strategies will be dependent on results of investigation into the elements contributing to the risks. The investigation may include more than one department and may include interviews outside of the Salisbury Transit System.

Actions to mitigate risk will include all employees, riders, and public who may be impacted by either the hazard or the actions to reduce or alleviate the risk. Salisbury Transit System will communicate actions to appropriate staff through methods appropriate risk assessment. In some cases, immediate communication through two-way communications (dispatch system, text burst, email, or web alert) may be necessary. In other cases, bulletin board notices or memorandum posting may be appropriate.

Once a risk mitigation strategy has been implemented. Salisbury Transit System will monitor the actions to determine if full mitigation is possible and if not, is additional action necessary to alleviate the risk or is stepped up monitoring necessary. Some risks may not be completely mitigated but awareness to the risk will is a top priority.

All actions taken to mitigate risk will be responsibility of the Transit Director and the Operations Supervisor, documented and linked to the initial deficiency, threat, or hazard identification step.



Section 6. Safety Performance Monitoring and Measurement

Safety performance monitoring and measurement involves the continual monitoring of the transit agency's activities to understand safety performance. Through these efforts, Salisbury Transit System can determine whether it is meeting its safety objectives and safety performance targets, as well as the extent to which it is effectively implementing Safety Management Systems (SMS).

Salisbury Transit System is constantly striving to maintain the highest level of safety through its monitoring methods to include adherence to policies and procedures, safety and maintenance plans, and system and employee evaluation processes. These methods allow Salisbury Transit System to determine the need to make changes to improve policies, employee training and service delivery.

The Operations Supervisor will monitor operations daily through observation, data analysis, communication and safety updates to identify mitigation strategies that may be ineffective. If mitigation actions are found to be ineffective additional strategies will be developed through key and impacted staff feedback.

Maintenance

Maintenance Standards and Procedures. Standards and procedures are included in the Salisbury Transit System Maintenance Plan. In general, maintenance procedures are designed to ensure that the maintenance recommendations of the manufacturer are met, maximum efficiency in performance and operation is obtained, and maximum bus life and condition are maintained. Daily bus inspections, an active Preventive Maintenance Program, contractor oversight, and careful monitoring are included in procedures to ensure the safety of buses and adequacy of the Fleet Maintenance Plan.

Operator Inspections. All operators are required to perform a pre-trip and post-trip inspection to ensure that the vehicle is safe and in good operating condition. If any defects are noted by the operator, a Defect Slip is completed and, depending on the severity and extent of the defect, the vehicle may be repaired or taken out of service until a repair can be made. In the case of a defect that develops or is noted once a vehicle is in service, the operator is required to communicate the problem to Operations and enter that information into Zonar, an electronic pre and post trip inspection tool. Operations will also notify the maintenance staff once they have been made aware of the problem.

Mileage-Based Maintenance Inspections. All buses receive preventive maintenance inspections (PMI) at designated mileage intervals. Mileages are determined by vehicle and subcomponent manufacturers and real-world experience. A description of the schedule and type of inspection and service performed for each bus series is included in the Salisbury Transit System Maintenance Plan.

Maintenance Inspections of Contracted Providers. Salisbury Transit System contracts for the operation and maintenance of paratransit services. The contractor must ensure that all passenger vehicles and associated equipment are maintained in proper working condition. The contractor is required to implement a maintenance and safety program that includes a preventive maintenance schedule that complies with FTA requirements for preventive maintenance for vehicles. Further, contractors are required to maintain comprehensive maintenance records on each vehicle and send the information to Salisbury Transit Systems.

Operations

Facility Monitoring

Formal facility inspections of all Salisbury Transit System facilities and grounds are conducted by Salisbury Transit System

Maintenance/Safety/Facilities quarterly using a facility checklist. The purpose of the inspections is to identify any unsafe or unhealthy conditions which may exist, and that may require maintenance or modification. Each facility is also visually inspected for compliance with OSHA and local fire codes.

Any guests to Salisbury Transit System's administration facility must check in through a secured process requiring check-in and validation of visit purpose. Employees are trained on procedures for visitors in the workplace and facility access is limited through security systems.

Frequency

The Safety Committee conducts its safety inspections quarterly. Mechanics and Facilities Maintenance employees look for potential hazards with equipment whenever they are using that equipment. The vehicle hoists, chain pulls, and cranes in the vehicle maintenance shop are inspected annually by contractors. Preventive maintenance of equipment and facilities is performed in accordance with the manufacturer's recommended practice. Hazards are also identified by analyzing work accident trends, through Hazard Report Forms submitted by employees. Forms are used by employees to report safety concerns and to make safety recommendations.

Reporting

When deficiencies are *noted during quarterly inspections*, they are documented and reported to the director of the department in which the safety hazard is located. When safety hazards are noted by non-scheduled observation, they must be reported by the observer to a supervisor or CSO. Hazard Report Forms are routed to the department, Chief Safety Officer or director best equipped to evaluate the concern and, when necessary, propose a resolution.

Hazard Resolution

The primary purpose of facility inspections and hazard reporting is to identify conditions that could lead to accidents and losses. In view of this, it is crucial that all departments and employees be involved in the Facility Inspection and the Hazard Identification and Resolution processes. Hazard resolution is related to the severity of the hazard and the probability and severity of a negative consequence of the hazard.

Follow-up

Corrective action for a confirmed hazard that has been identified by any established process is the responsibility of the director of the department area in which the hazard exists or the CSO. This includes arranging for the services of other Salisbury Transit System departments or outside parties, as necessary, to eliminate or control the hazard.

Documentation

Hazards that have been identified, proposed resolutions, and corrective actions are recorded in hard copy by the Safety Committee and maintained by CSO

All front-line personnel are responsible for monitoring safety and security as part of their respective positions. If a hazard is identified through observation or interaction with customers or the general public, it is reported to the immediate supervisor as well as following Salisbury Transit System's hazard reporting process.

Employee Hazard Reporting

Loss Reports

Employees can fill out a Hazard Report Form which is turned into the effected department and/or the CSO, talk with the Mechanic Supervisor, Operations Manager or the active dispatcher. They can also contact a Safety Committee member which is comprised of bus operators, the operations supervisor, the mechanic supervisor and administrative members. Depending on the severity/risk of the hazard identified, immediate action may be taken, or the input will be brought to the Safety Committee for discussion. Feedback will be provided to the employee on what action, if any, will be taken. All employees follow the Employee Hazard Reporting Program Policy.

Route/Operations Safety

Employees can fill out a Hazard Report Form or discuss suggestions for making the system/route safer. Salisbury Transit System encourages employees to be advocates for safety while also suggesting methods of increasing performance. Management has an open-door policy and makes clear the importance of employee feedback; positive and negative.

Safety Events

Accident and Incident Reporting Process

All accidents and loss incidents are to be investigated. Salisbury Transit System's safe driving standards require professional safe performance of all operators. To ensure better than average safety performance, Salisbury Transit System employs the Smith System Defensive Driving, National Safety Council, INRTAP, other guidelines to determine if a collision or onboard incident could have been prevented. All personnel operating any Salisbury Transit System vehicle are held to this standard.

The Salisbury Transit System "Standard Operating Procedures (SOP)" includes procedures and responsibilities for accident/incident investigation. The combined manuals establish procedures for accident notification, response, and investigation.

Transit Operations coordinates with outside law enforcement agencies if they investigate an event. Administrative staff coordinates with outside insurance providers and provides support among Salisbury Transit System departments and independent investigation to manage Salisbury Transit System liability and claims.

Most accidents and incidents involving Salisbury Transit System are relatively minor in severity and are investigated by the Operations Supervisor and Risk Management. Since most accidents involve buses, this section focuses on bus accidents. However, all non-bus accidents and incidents are also investigated.

Notification

Bus Operators are to notify the Operations Supervisor anytime a Salisbury Transit System vehicle might have been damaged, anytime a Salisbury Transit System vehicle and another vehicle come into contact, or anytime an instance occurs in where a customer may have been injured. An Operations Supervisor & Risk Manager will be directed to the scene. Police and ambulance will be dispatched, if necessary.

At-Scene Procedures

Bus Operators will adhere to the following procedures.

- ◆ Assist the injured.
- ◆ If blocking traffic, set out reflective triangles.
- ◆ Do not move the coach unless required to do so by an Operations Supervisor, fire or police order, or impending danger from traffic.
- ◆ Obtain names, addresses, and phone numbers of all witnesses.

- ◆ Have all customers sign the customer list.

Operations Supervisors are responsible for conducting on-scene investigations of accidents and incidents. Depending on the severity and the nature of the event, various mechanisms will be used for preserving transient evidence. These may include digital photography, bus video, field sketches, interviews, and observations.

Investigation

An attempt is made to complete the investigation of most accidents within three days. Operations Supervisors are required to complete an Accident/Incident Report. Operators are required to complete an *Accident Information Report*. The Supervisor is required to *file both reports electronically as well as a hard copy* and attach all relevant media for use by the Transit Director, Human Resources and the City Attorney.

An "Accident/Incident Report" Form and must be completed if an employee suffers an injury or illness as a result of an accident or incident.

Accident Review Process

Accidents and Incidents are classified as Preventable or Non-Preventable.

Preventable accidents are defined as those accidents that could have been reasonably avoided if the operator had followed all defensive driving techniques as established by the *National Safety Council Guidelines, the Five Keys of the Smith System, and/or Transit Operations Procedures and Policies*.

After reviewing all related documents and evidence, the investigating Operations Supervisor and Risk Manager makes an independent preliminary determination of whether the accident was preventable.

The final accident determination is made by the Risk Manager. The Safety Committee may also be used as a resource for accident determinations if needed. The committee meets a minimum of once monthly and is comprised of two bus operators, a mechanic designee if the Maintenance Manager is unable to attend, a Transit Operations Supervisor, and the Administrative representative to take minutes.

The Committee follows all policies, procedures, and definitions as established in the City of Salisbury Employee Manual, The City of Salisbury All Hazards Emergency Action Plan, The Standard Operations Procedure Plan (SOP) and the Safety Systems Program Plan (SSP). Examples of investigations may include reviews of accident and injury reports, vehicle condition reports, witness statements, employee interviews, accident scene sketches, bus videos, physical evidence, brake test reports, training manuals, and accident site visits. Employees who are not in agreement with the Committee's determination can appeal directly to the Committee by providing additional evidence and testimony. If the employee is not in agreement with the appeal results, he or she can make a second and final appeal to the Transit Director/Accountable Executive and Risk Management. The Transit Manager may review all relevant information, interview the employee making the appeal, interview Safety Committee members, and confer with any available person or resource he or she considers valuable to his or her deliberation.

Hazard Resolution

The primary purpose of the Accident Investigation process is to determine the cause(s) of accidents so that they may be prevented or mitigated in the future. To this end, it is crucial that all relevant departments be appropriately involved in the process. A serious attempt is made to use lessons learned through the investigatory process to incorporate hazard resolutions into future procedures, designs, construction, modifications, training, and procurements.

Follow-up

Follow-up in the form of corrective actions is the responsibility of the employee's Transit Director or Operations Supervisor. The responsibility may be delegated to the employee's Operations Supervisor or Dispatcher.

Any disciplinary action will be assessed using the City of Salisbury's Employee Manual. Disciplinary consequences for accidents may include warnings, suspensions, and discharge.

Training will be provided, in most cases, for employees who have been involved in one or more preventable accidents within one year. Training and re-training are not disciplinary in nature.

Internal Reporting

The Operations Supervisor is responsible for ensuring that all accident reports are completed and filed with Human Resources and Risk Management. Human Resources will advise on the history of the employee if a pattern of safety events is evident.

Documentation

Risk Management, Human Resources and OPERATIONS SUPERVISOR maintain the accident investigation documentation.

Performance Measures

A mechanical failure is any incident that precludes a revenue vehicle from completing its trip or beginning its next scheduled trip. Salisbury Transit Systems, through a series of performance measures relative to operations, maintenance, and safety, can monitor the system's safety & reliability by identifying trends and gaps in policies, procedures, training, and monitoring efforts. The following performance measures are on a daily, monthly, and quarterly basis.

Maintenance

- ◆ **Preventive Maintenance On-time Inspection Percentage** – determines the effectiveness of the maintenance department to ensure all inspections are conducted per manufacturing and Salisbury Transit System mileage intervals.
- ◆ **Vehicles Removed/Towed From Revenue Service** – tracks vehicles removed from service due to a mechanical defect developed while in service requiring immediate service either on-site of failure or once returned to the facility.
- ◆ **Annual Vehicle Condition Assessment** – through annual inspection, determines on a scale of 1-5 the overall condition of the asset. This performance measure is also used in annual updates of Salisbury Transit System's Transit Asset Management Plan.

Operations

- ◆ **Customer Complaints Per Month** – tracks all customer complaints to identify areas of deficiency with vehicle, driver or other Salisbury Transit System areas. Safety-related complaints are immediately routed to a supervisor on-duty or the OPERATIONS SUPERVISOR for investigation mitigation and response. Complaints may be a result of phone calls, website or Salisbury Transit System public forums.
- ◆ **On-time Performance** – serves as an indicator to issues with time management, environmental factors, scheduling, and vehicle and driver performance.
- ◆ **On-board Surveys** – conducted annually, allow Salisbury Transit System to receive rider feedback about bus operator performance, customer service, and vehicle safety.

Safety

- ◆ **Safety Performance Measure: Fatalities** (total number of reportable fatalities and rate per total vehicle revenue miles by mode)
- ◆ **Safety Performance Measure: Injuries** (total number of reportable injuries and rate per total vehicle revenue miles by mode)
- ◆ **Safety Performance Measure: Safety Events** (total number of reportable events and rate per total vehicle revenue miles by mode)
- ◆ **Safety Performance Measure: System Reliability** (mean distance between major mechanical failures by mode)

7. Safety Promotion

Operator Selection

Hiring Practices

Selecting applicants best suited to excel at the Bus Operator job requirements is critical to safe transit operations. The transit Bus Operator is directly responsible for the safety of not only the passengers, but also the pedestrians, bicyclists, drivers, and all others who share the road with the transit vehicle. Salisbury Transit System's hiring process includes the following components:

Applications

Applicants are sought through postings in traditional and culturally diverse media, referrals from current employees, posted in City Hall, local newspaper, Salisbury Transit System website and applications filed by prospective candidates when there are no positions available. The applications are screened by key personnel in Human Resources and Transit Operations.

Interview

After application reviews, applicants are then interviewed by a panel comprised of an Operations Supervisor and/or Transportation Director, and an HR or other administrative staff person. The interview process is designed to evaluate a candidate's strengths in customer service, the ability to simultaneously perform tasks, conflict resolution, and the ability to perform well under temporal and interpersonal pressure.

Driving Record

To be eligible for hire, a candidate must submit an acceptable driving record dating back five years. This establishes 21 years as the de facto minimum age requirement for new hire Bus Operators.

Licensing

To be eligible for hire, a candidate must hold a current CDL with a Passenger and Air Brake Endorsement.

Criminal Background Check

To be eligible for hire, a candidate must submit to a Criminal Background Check administered by the North Carolina State Police with the Federal Bureau of Investigation. The results must meet all statutory and Salisbury Transit System standards for the Bus Operator position.

Drug Testing

To be eligible for hire, a candidate must produce a negative result for a pre-employment drug test.

Training

There are formal training programs for Bus Operators, Maintenance employees and Operations employees. These include in-person training classes, sponsored online THINKHR Classes, City of Salisbury manuals, Salisbury Transit System Standard Operating Procedures manual, and on-the-job training.

The safety component of training is designed to make employees aware of the hazards associated with their jobs and the appropriate methods for controlling these hazards. The training is intended to motivate employees to work safely. Trainings fall into three main categories: (1) Initial, (2) Periodic, and (3) Remedial or Refresher.

Initial Bus Operator Training

New Bus Operators receive an intensive two/four week or 40 hours or more training course work that covers every aspect of their new job. Additional training may be required to proficiently pass operator training. Some components of the training are delivered in the classroom. The majority of learning occurs on the buses during off-route and on-route training. The training includes, but is not limited to, the following areas:

- *Orientation to Bus System*
- *Basic Bus Maneuvers*

- *Advanced Bus Maneuvers*
- *Service Stops*
- *System Overview*
- *System Procedures*
- *Communication skills*
- *Customer Service*
- *Accessible Service*
- *Emergency Management*
- *Fleet Services/service work duties*
- *Personal Safety*
- *Health/Injury Prevention & Reporting*
- *Stress Management*
- *On-route Training*
- *Vehicle Orientation of all Vehicles*
- *SMS Training*

On-route training provides real service experience with an Operator Instructor on the new operator's regularly scheduled work. The time the new employee operates the revenue route is increased daily. Each day the student receives a full review and debriefing from his or her instructor. Instructors communicate among one another regarding where additional training for new operators is required. Student rotation among the Operator Instructor group provides each student with experience across a variety of routes, vehicles, times of day, instructional styles, and driving conditions.

After the initial training, new Bus Operators receive additional support and training, including:

- *Check-rides at the following intervals: one month, three months, six months, nine months, and twelve months*
- *Procedure and Policy Review*
- *THINKHR -Defensive Driving Course (online course work)*
- *" Behind the Wheel" and "Trailing"*
- *Debriefing with Operations Training Supervisor and safety review with Human Resources, Operations Supervisor/CFO.*
- *Dealing with Difficult People Video*

- Senior transit operators are utilized in training, retraining and monitoring new operators by answering questions on route and observing policy adherence.

Annual Training For All Bus Operators

Every year, each Bus Operator receives one full day of refresher and topical training. The training addresses, but is not limited to, the following topics:

- Fatigue Awareness
- Dealing With Difficult People
- Resolving Conflict
- Harassment
- Effectively Dealing With People of Differing Ages
- Proper Securement of Mobility Devices
- Defensive Driving Course
- Blood borne Pathogens
- Safety/Security Update
- Injury Prevention
- Accessible Service Sensitivity
- In addition to their initial training, all transit supervisors are sent to additional training sponsored by ThinkHR, NCPTA, NCDOT, TSI, APTA, EMI and other transportation entities in relation to public transportation & customer service.

Initial Operation Supervisor Training

Transit Operations Supervisors begin their career path, almost exclusively, as Bus Operators who first work in the position of Temporary Supervisor. A Temporary Supervisor performs many functions of the full supervisory position and receives training in, but not limited to, the following areas:

- Drug & Alcohol (Policy and procedures for all types of FTA-mandated testing)
- Accident Investigation (based on the TSI model)
- Emergency Procedures
- Security Procedures
- On-the-job Injury Claims
- Blood Borne Pathogens
- Data Entry and Recordkeeping
- Harassment

- Cultural Diversity
- Employee Coaching Strategies
- Dispatch Operations
- Field Operations
- First Aid
- Basic Writing
- Conflict Resolution

In addition to their initial training, all transit supervisors are sent to additional training sponsored by ThinkHR, NCPTA, NCDOT, TSI, APTA, EMI and other transportation entities in relation to public transportation & customer service.

Injury and Illness Prevention Training

Injury and Illness Prevention Training is directed toward achieving a safe working environment for all employees and reducing the chance of occupational-related injuries and illnesses. The majority of training, targets employees working in the Maintenance and Facilities Maintenance Departments because these employees have the greatest exposure to occupational hazards. The program is based on applicable Federal, State, and local safety codes and regulations. Some areas addressed in training include:

- *Handling Hazardous Materials (Right to Know)*
- *Slips, Trips, and Falls*
- *Personal Protection Equipment*
- *Material Safety Data Sheets (MSDS) and Labels*
- *First Aid*
- *Blood borne Pathogens*
- *Hazardous Materials Storage*
- *Confined Space Program*
- *Hazard Communication Program*

Emergency Response Planning and Coordination

Details are contained in the Salisbury Transit System "All Hazards Emergency Action Plan" and Evacuation Request Procedures.

System Modification Design Review and Approval

General Process

The Salisbury Transit System bus system is regularly modified in response to operational experience, the addition of new types of service, and changes in service design and levels. Salisbury Transit System's philosophy is to use appropriate new technologies to benefit the environment and the community it serves. The challenge is to review any proposed modification adequately before it is approved. Any proposed modification should be evaluated to ensure it is compatible with existing systems and does not introduce new hazards to the system or reduce the effectiveness of existing hazard controls.

Equipment modifications may be proposed by any employee of any department that uses the equipment. Changes may also occur from an analysis of reliability performance, historical data, and available improvements in equipment design and components.

Modification Design Review

A review of any modification in equipment design shall be made by the director and managers of the department responsible for the equipment. It is an informal practice to include Human Resources and Operations in the review of any change that might affect safety. The impact on the safety of all designs and specifications should be identified and evaluated before the change is approved. Some of the areas to be considered include but are not limited to:

- Hazardous Materials (handling and use)
- Occupational Health and Safety
- Fire Protection
- Braking systems
- Mirrors
- Warning Devices

Modifications must not be made before it is determined how they might affect the safety of the system, or any other systems. Other departments may evaluate a proposed change to determine its compatibility with other systems (e.g., hoists, fueling systems, communications systems). The evaluation may also include a review of applicable regulations, such as the Federal Motor Vehicle Safety Standards and Regulations and the U.S. Department of Labor's Occupational Safety and Health Act.

Testing may also be performed to evaluate the safety of a proposed modification. The testing of small changes may be minimal. For substantial modifications, extensive field testing, mock-ups, and structural evaluations may be employed.

Modification Design Approval

Final approval is generally made by either the Director of Transit or the Maintenance Manager and Finance. When modifications are made by a bus manufacturer, the Director of Maintenance works with the manufacturer, and contractual changes may be made. If changes are substantial, additional training will be provided for maintenance and operation staff.

Monitoring

Once a modification is put in place, feedback from the operating department is solicited to evaluate the performance of the modification. Unsolicited input from the operating department and its employees (end users) is also encouraged. Depending on the nature of the modification, Human Resources, Planning and the Safety Committee/Transit Advisory Board (TAB) may be involved for input.

Documentation

The Maintenance Department is responsible for documenting any vehicle modifications. Facilities Services is responsible for documenting any modifications made to a facility. Documentation may involve changing diagrams, schematics, manuals, service bulletins, service intervals, standard operating procedures, and Material Safety Data Sheets. Maintenance Supervisors are responsible for updating Safety Data Sheets based on input from product manufacturers.

Routes

Route modifications are designed by *the Transit & Planning Departments. Both respective departments use a current Bus Operator to test routing and bus stop placement.* This experience-based, real-world process is designed to protect the safety of the transit bus, transit passengers, other vehicles, and pedestrians.

The Planning Department informs the Operations Department Transit Advisory Board of any proposed route modifications. The Planning Department can request that the Committee evaluate a specific proposal, or the Committee can choose to evaluate any proposed modifications.

Transit operations management may request a route modification it believes will improve operations. It may also choose to evaluate a modification that has been proposed by another department. Input from individual Bus Operators is encouraged through the Hazard Report Form, direct communication, and periodic surveying of Operators conducted by the Transit Department.

Finally, the Planning Department maintains a cooperative working relationship with the appropriate planning and road departments of all municipal levels of government within which Salisbury Transit System operates.

8. Additional Information

This PTASP was developed from information in other Salisbury Transit System documents, policies and procedures and manuals. Those documents are listed below:

- *Salisbury Transit System Employee Handbook*
- *Safety and Security Plan (SSP)*
- *Vehicle Maintenance Plan*

- *City Ordinances*
- *Facility Maintenance Plan*
- *Training Manual*
- *Fire Prevention Plan*
- *Drug & Alcohol Policy*
- *Security Plan*
- *Standard Operations Plan (SOP)*
- *Emergency Action Plan*

9. Definitions of Terms Used in the Safety Plan

Salisbury Transit System incorporates all of FTA's definitions that are in 49 CFR § 673.5 of the Public Transportation Agency Safety Plan regulation.

- **Accident** means an Event that involves any of the following: A loss of life; a report of a serious injury to a person; a collision of public transportation vehicles; a runaway train; an evacuation for life safety reasons; or any derailment of a rail transit vehicle, at any location, at any time, whatever the cause.
- **Accountable Executive** means a single, identifiable person who has ultimate responsibility for carrying out the Public Transportation Agency Safety Plan of a public transportation agency; responsibility for carrying out the agency's Transit Asset Management Plan; and control or direction over the human and capital resources needed to develop and maintain both the agency's Public Transportation Agency Safety Plan, in accordance with 49 U.S.C. 5329(d), and the agency's Transit Asset Management Plan, in accordance with 49 U.S.C. 5326.
- **Equivalent Authority** means an entity that carries out duties similar to that of a Board of Directors for a recipient or sub recipient of FTA funds under 49 U.S.C. Chapter 53, including sufficient authority to review and approve a recipient or sub recipient's Public Transportation Agency Safety Plan.
- **Event** means any Accident, Incident, or Occurrence.
- **Hazard** means any real or potential condition that can cause injury, illness, or death; damage to or loss of the facilities, equipment, rolling stock, or infrastructure of a public transportation system; or damage to the environment.
- **Incident** means an event that involves any of the following: a personal injury that is not a serious injury; one or more injuries requiring medical transport; or damage to facilities, equipment, rolling stock, or infrastructure that disrupts the operations of a transit agency.
- **Investigation** means the process of determining the causal and contributing factors of an accident, incident, or hazard, for the purpose of preventing recurrence and mitigating risk.
- **National Public Transportation Safety Plan** means the plan to improve the safety of all public transportation systems that receive Federal financial assistance under 49 U.S.C. Chapter 53.

- **Occurrence** means an Event without any personal injury in which any damage to facilities, equipment, rolling stock, or infrastructure does not disrupt the operations of a transit agency.
- **Operator** of a public transportation system means a provider of public transportation as defined under 49 U.S.C. 5302.
- **Performance measure** means an expression based on a quantifiable indicator of performance or condition that is used to establish targets and to assess progress toward meeting the established targets.
- **Performance target** means a quantifiable level of performance or condition, expressed as a value for the measure, to be achieved within a time period required by the FTA.
- **Public Transportation Agency Safety Plan (or Agency Safety Plan)** means the documented comprehensive Agency Safety Plan for a transit agency that is required by 49 U.S.C. 5329 and Part 673.
- **Risk** means the composite of predicted severity and likelihood of the potential effect of a hazard.
- **Risk mitigation** means a method or methods to eliminate or reduce the effects of hazards.
- **Safety Assurance** means processes within a transit agency's Safety Management System that function to ensure the implementation and effectiveness of safety risk mitigation, and to ensure that the transit agency meets or exceeds its safety objectives through the collection, analysis, and assessment of information.
- **Safety Management Policy** means a transit agency's documented commitment to safety, which defines the transit agency's safety objectives and the accountabilities and responsibilities of its employees in regard to safety.
- **Safety Management System** means the formal, top-down, organization-wide approach to managing safety risk and assuring the effectiveness of a transit agency's safety risk mitigation. SMS includes systematic procedures, practices, and policies for managing risks and hazards.
- **Safety performance target** means a performance target related to safety management activities.
- **Safety Promotion** means a combination of training and communication of safety information to support SMS as applied to the transit agency's public transportation system.
- **Safety risk assessment** means the formal activity whereby a transit agency determines Safety Risk Management priorities by establishing the significance or value of its safety risks.
- **Safety Risk Management** means a process within a transit agency's Agency Safety Plan for identifying hazards and analyzing, assessing, and mitigating safety risk.
- **Serious injury** means any injury which: (1) Requires hospitalization for more than 48 hours, commencing within 7 days from the date when the injury was received; (2) Results in a fracture of any bone (except simple fractures of fingers, toes, or noses); (3) Causes severe hemorrhages, nerve, muscle, or tendon damage; (4) Involves any internal organ; or (5) Involves second or third-degree burns, or any burns affecting more than 5 percent of the body surface.
- **Transit agency** means an operator of a public transportation system.

- **Transit Asset Management Plan** means the strategic and systematic practice of procuring, operating, inspecting, maintaining, rehabilitating, and replacing transit capital assets to manage their performance, risks, and costs over their life cycles, for the purpose of providing safe, cost effective, and reliable public transportation, as required by 49 U.S.C. 5326 and 49 CFR Part 625.

10. Commonly Used Acronyms

| Acronym | Word or Phrase |
|----------|--|
| ADA | American's with Disabilities Act of 1990 |
| ASP | Agency Safety Plan (also referred to as a PTASP in Part 673) |
| CFR | Code of Federal Regulations |
| CT | County Transit |
| ESRP | Employee Safety Reporting Program |
| FTA | Federal Transit Administration |
| NCDOT | North Carolina Department of Transportation |
| MPO | Metropolitan Planning Organization |
| Part 673 | 49 CFR Part 673 (Public Transportation Agency Safety Plan) |
| SMS | Safety Management System |
| SSP | System Safety Plan |
| U.S.C. | United States Code |
| VRM | Vehicle Revenue Miles |

#7 (1/27/21)

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, 2020, 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, 2020, 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 2020 Highway Safety Improvement Plan (HSIP), the goal is to reduce total fatalities by 4.2 percent each year from 1,427.2 (2015-2019 average) to 1,309.9 (2017-2021 average) by December 31, 2021.**
- **For the 2020 Highway Safety Improvement Plan (HSIP), the goal is to reduce the fatality rate by 4.35 percent each year from 1.208 (2015-2019 average) to 1.105 (2017-2021 average) by December 31, 2021.**
- **For the 2020 Highway Safety Improvement Plan (HSIP), the goal is to reduce total serious injuries by 3.24 percent each year from 3,905.0 (2015-2019 average) to 3,656.1 (2017-2021 average) by December 31, 2021.**
- **For the 2020 Highway Safety Improvement Plan (HSIP), the goal is to reduce the serious injury rate by 3.35 percent each year from 3.281 (2015-2019 average) to 3.065 (2017-2021 average) by December 31, 2021.**
- **For the 2020 Highway Safety Improvement Plan (HSIP), the goal is to reduce the total nonmotorized fatalities and serious injuries by 3.65 percent each year from 543.4 (2015-2019 average) to 504.4 (2017-2021 average) by December 31, 2021.**

NOW THEREFORE, BE IT FURTHER RESOLVED, that by approval of this resolution an amendment is hereby made to the 2045 MTP adopted on January 27, 2021 by the Cabarrus-Rowan MPO Transportation Advisory Committee (TAC).

CERTIFICATE: The undersigned certifies that the foregoing is a true and correct copy of a resolution adopted by the voting members of the TAC on January 27, 2021.

Date: _____

By: _____

Lori Furr, TAC Chair

DATE: September 10, 2020

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 2021 Targets

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 2020, FHWA completed an assessment of target achievement for NCDOT's calendar year (CY) 2018 safety targets, based on the 5-year averages for 2014-2018 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 2018 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 2018

| Performance Measures | 5-year Rolling Averages | | | Target Achieved? | (Actual) Better than Baseline? | Met or Made Significant Progress? |
|--|-------------------------|-------------|-------------|------------------|--------------------------------|-----------------------------------|
| | Target | Actual | Baseline | | | |
| | 2014 - 2018 | 2014 - 2018 | 2012 - 2016 | | | |
| Fatalities (5 Year Average) | 1,207.3 | 1,392.4 | 1,340.4 | No | No | No |
| Fatality Rate (5 Year Average) | 1.114 | 1.206 | 1.226 | No | Yes | |
| Serious Injuries (5 Year Average) | 2,161.2 | 3,537.6 | 2,396.0 | No | No | |
| Serious Injury Rate (5 Year Average) | 1.988 | 3.028 | 2.184 | No | No | |
| Non-motorized Fatalities and Serious Injuries (5 Year Average) | 438.8 | 473.6 | 422.6 | No | No | |

Table 2 below shows what this determination would look like if the state’s methodology for establishing the CY 2018 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 2018

| Performance Measures | 5-year Rolling Averages | | | Target Achieved? | (Actual) Better than Baseline? | Met or Made Significant Progress? |
|--|-------------------------|-------------|-------------|------------------|--------------------------------|-----------------------------------|
| | Target | Actual | Baseline | | | |
| | 2014 - 2018 | 2014 - 2018 | 2012 - 2016 | | | |
| Fatalities (5 Year Average) | 38.9 | 40.0 | 43.2 | No | Yes | No |
| Fatality Rate (5 Year Average) | 1.169 | 1.111 | 1.290 | Yes | Yes | |
| Serious Injuries (5 Year Average) | 79.9 | 117.4 | 92.2 | No | No | |
| Serious Injury Rate (5 Year Average) | 2.378 | 3.219 | 2.725 | No | No | |
| Non-motorized Fatalities and Serious Injuries (5 Year Average) | 13.0 | 13.8 | 14.2 | No | Yes | |

2021 State Safety Performance Targets

2021 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/Crash%20Data%20and%20TEAAS%20System/Crash%20Data%20and%20Information/NC%20Performance%20Measures%20\(Final%20HSIP%20CY%202021%20Targets\).pdf](https://connect.ncdot.gov/resources/safety/Crash%20Data%20and%20TEAAS%20System/Crash%20Data%20and%20Information/NC%20Performance%20Measures%20(Final%20HSIP%20CY%202021%20Targets).pdf)

Table 3: North Carolina Calendar Year 2021 Safety Performance Targets

| Performance Measure | CY 2021 |
|---|---------|
| Number of Fatalities | 1,309.9 |
| Rate of Fatalities | 1.105 |
| Number of Serious Injuries | 3,656.1 |
| Rate of Serious Injuries | 3.065 |
| Number of Non-Motorized Fatalities & Serious Injuries | 504.4 |

2021 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/Crash%20Data%20and%20TEAAS%20System/Crash%20Data%20and%20Information/NC_PerformanceMeasuresData_2021Targets_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 | 42.4 | 1.284 | 62.2 | 1.894 | 11.4 |
| 2009 - 2013 | 41.8 | 1.296 | 64.8 | 2.018 | 13.6 |
| 2010 - 2014 | 41.2 | 1.286 | 72.2 | 2.244 | 14.8 |
| 2011 - 2015 | 42.0 | 1.286 | 77.6 | 2.370 | 13.2 |
| 2012 - 2016 | 43.2 | 1.290 | 92.2 | 2.725 | 14.2 |
| 2013 - 2017 | 41.2 | 1.197 | 107.0 | 3.037 | 15.4 |
| 2014 - 2018 | 40.0 | 1.111 | 117.4 | 3.219 | 13.8 |
| 2015 - 2019 | 40.2 | 1.085 | 121.6 | 3.256 | 13.4 |
| 2021 Target | 36.8 | 0.990 | 112.2 | 2.996 | 12.4 |

Next Steps

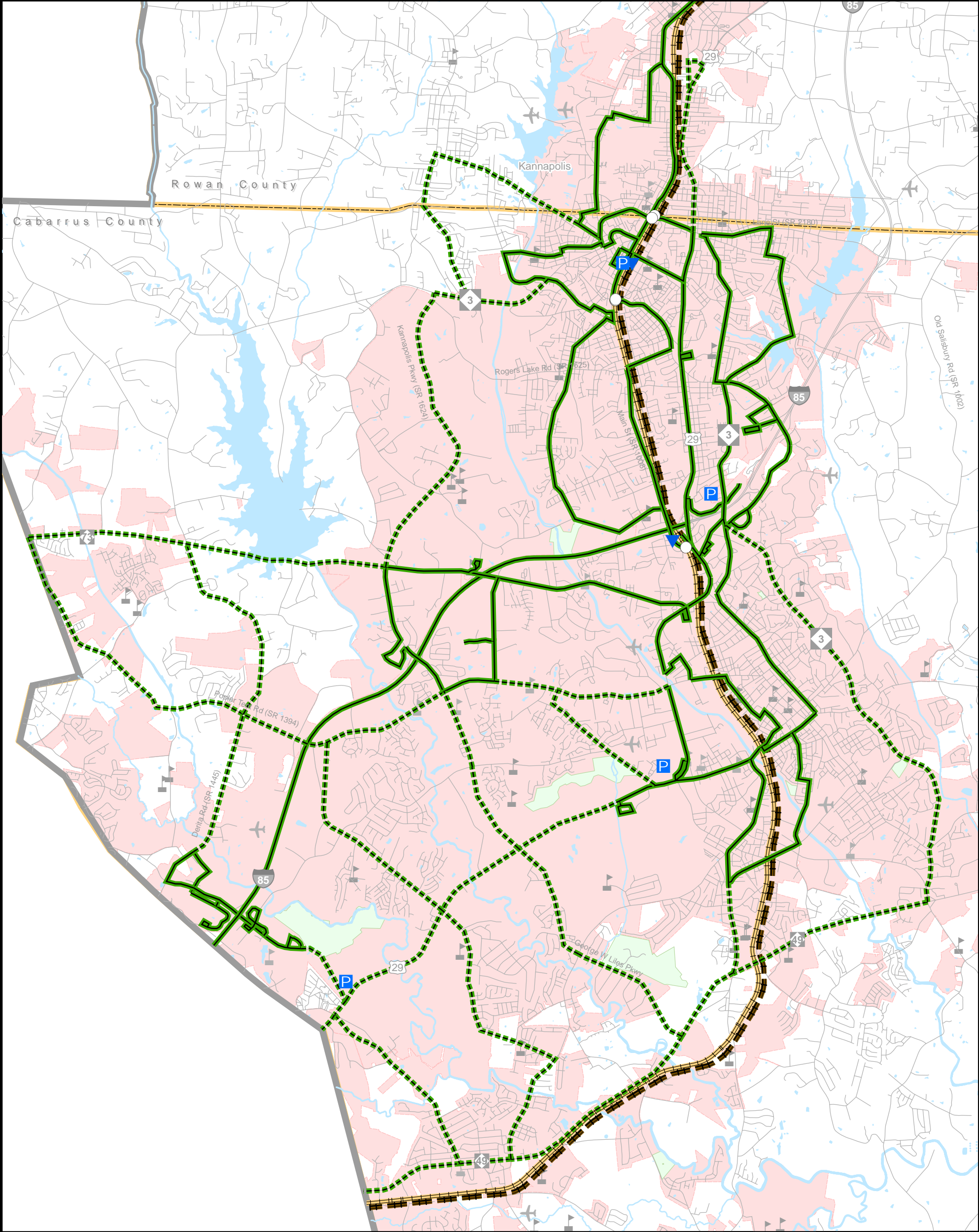
MPOs are not directly assessed by FHWA on their progress towards meeting safety performance targets. However, coordination and deliberate action will be needed to achieve the goals outlined in the NC Strategic Highway Safety Plan and as communicated through the safety performance targets. We encourage 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.

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

BKM\bgm

cc: Jamal Alavi, PE, CPM
 J. Kevin Lacy, PE, CPM
 George Hoops, PE



| | | |
|-------------------------------|---------------------------------|-----------------------------|
| Bus Routes | Rail Corridor | Multimodal Connector |
| Existing | Active | Existing |
| Needs Improvement | Inactive | Recommended |
| Recommended | Recommended | |
| Fixed Guideway | High Speed Rail Corridor | Park and Ride Lot |
| Existing | Existing | Existing |
| Needs Improvement | Recommended | Recommended |
| Recommended | | |
| Operational Strategies | Existing Grade Separation | |
| Existing | Proposed Grade Separation | |
| Needs Improvement | | |
| Recommended | | |

0 1 2 Miles

Sheet 3B of 5

Base map date: January 21, 2015

Refer to CTP document for more details
Page 59

Public Transportation and Rail Map
Inset B
Cabarrus-Rowan MPO

Comprehensive Transportation Plan

Plan date: September 26, 2016

Adopted by:

Cabarrus-Rowan MPO
Date: January 25, 2017
Amendment: March 27, 2019
Amendment 2: August 26, 2020

NCDOT
Date: March 9, 2017
Amendment: May 2, 2019
Amendment 2: October 8, 2020

Recommended by:

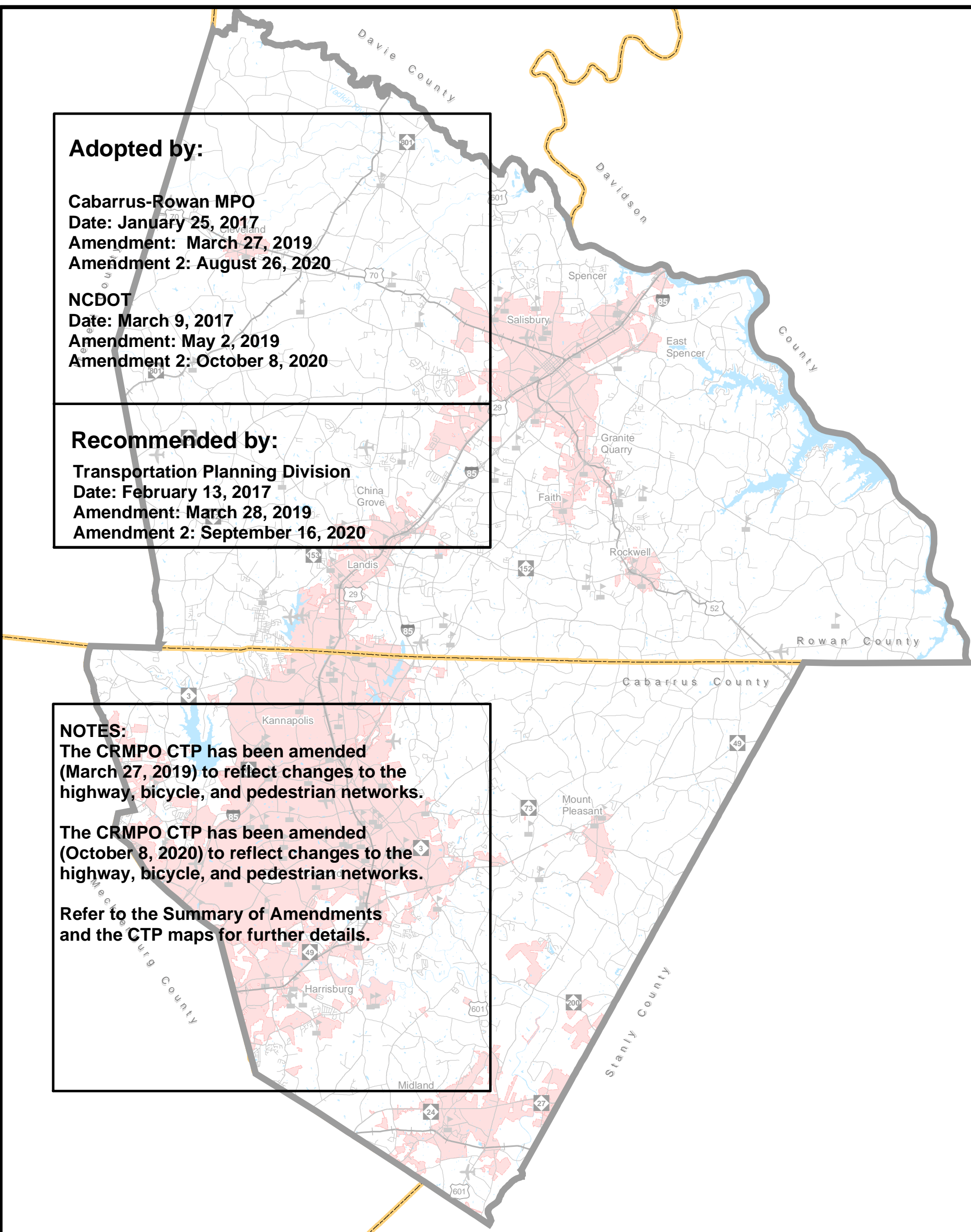
Transportation Planning Division
Date: February 13, 2017
Amendment: March 28, 2019
Amendment 2: September 16, 2020

NOTES:

The CRMPO CTP has been amended (March 27, 2019) to reflect changes to the highway, bicycle, and pedestrian networks.

The CRMPO CTP has been amended (October 8, 2020) to reflect changes to the highway, bicycle, and pedestrian networks.

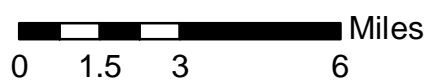
Refer to the Summary of Amendments and the CTP maps for further details.



- Sheet 1 Adoption Sheet
- Sheet 2 Highway Map
- Sheet 3 Public Transportation and Rail Map
- Sheet 4 Bicycle Map
- Sheet 5 Pedestrian Map

Legend

- School
- Airport
- Roads
- Railroad
- Water Bodies
- Municipal Boundary
- MPO Boundary
- County Boundary



Sheet 1 of 5

Base map date: February 19, 2020

**Cabarrus-Rowan
MPO
AMENDED**

**Cabarrus Rowan Metropolitan
Planning Organization
North Carolina**

**Comprehensive
Transportation Plan**

Plan date: September 26, 2016
Revision date: March 26, 2019
Revision 2 date: March 10, 2020

Cabarrus-Rowan MPO

After further discussion and review, upon a motion of _____, seconded by _____ and, upon being put to a vote, was carried _____, the Transportation Advisory Committee approved the following resolution:

***Resolution
Amending the Comprehensive Transportation Plan
For the Cabarrus-Rowan MPO***

WHEREAS, the Cabarrus-Rowan Metropolitan Planning Organization and the Transportation Planning Branch, North Carolina Department of Transportation actively worked to develop a comprehensive transportation plan for the Cabarrus-Rowan MPO; and

WHEREAS, the MPO and the Department of Transportation are directed by North Carolina General Statutes 136-66.2 to reach agreement for a transportation system that will serve present and anticipated volumes of traffic in the MPO; and

WHEREAS, it is recognized that the proper movement of traffic within and through the MPO is a highly desirable element of the comprehensive plan for the orderly growth and development of the MPO; and

WHEREAS, after full study of the plan, and following a public workshop, the MPO Transportation Advisory Committee feel it to be in the best interest of the MPO to amend the plan pursuant to General Statutes 136-66.2;

NOW THEREFORE, BE IT RESOLVED: that the Cabarrus-Rowan MPO Comprehensive Transportation Plan as shown on a map dated January 27, 2021, be approved and amended as a guide in the development of the transportation system in the MPO and the same is hereby recommended to the North Carolina Department of Transportation for its subsequent adoption.

ADOPTED, this the 27th day of January 2021 .

I, Lori Furr, hereby certify that the foregoing is a true and correct copy of a resolution adopted in an adjourned meeting of said MPO held on January 27, 2021 . WITNESS my hand and official seal this the 27th day of January , 2021 .

Signature of the TAC Chair
Cabarrus-Rowan Transportation Advisory Committee

| 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) | April 16, 2019 | Revised June 15, 2021 | 46% Complete | \$16,273,639 | Blythe Development Co. | Kelly Seitz, PE (704)630-3220 | Blythe Development has begun diamond grinding. Slab are finishing up. Anticipated completion date is June 1, 2021. |
| W-5313 46136.3.3 (C203672) | Grading, Drainage, Paving, Signal and Culvert replacements on SR 1221 (Old Beatty Ford Rd) from SR 1337 (Lentz Rd) to SR 2335 (Lower Stone Church Rd.) | June 20, 2017 | Estimated Jan. 15, 2021 <i>(perm. vegetation established May 30, 2021)</i> | 99% Complete | \$12,689,162 | NJR Group, LLC | Kelly Seitz, PE (704)630-3220 | NJR Group is working on the final punchlist for ICT# 01 by middle of January 2021. The Overall Contract is anticipated to be complete by the end of May 2021, for establishment of vegetation. |
| 2020CPT.09.07.10801 2020CPT.09.08.20801 (C204269) | Contract resurfacing on Primary Routes including (1) section of US 52 and (16) sections of Secondary Routes, totaling 25.843 miles, in Rowan County | Dec. 18, 2018 | Estimated Jan. 8, 2021 | 90.4% Complete | \$5,750,915 | J.T. Russell & Sons, Inc. | Mezak Tucker, PE (704)630-3200 | Construction began on July 17, 2019. Resurfacing of all maps on the project was completed December 11, 2020. Crews are currently finishing the pavement markings on 7 different maps. |
| 2021CPT.09.07.10801 2021CPT.09.08.20801 (D100240) | Asphalt Surface Treatment (AST) of (5) Primary Routes and (4) Secondary Routes in Rowan County, totaling 17.103 miles. | Dec. 9, 2020 | Nov. 15, 2021 | Availability date March 17, 2021 | \$3,452,110 | J.T. Russell & Sons, Inc. | Mezak Tucker, PE (704)630-3200 | Contract awarded Dec. 10, 2020. |

| TIP / WBS No. | Description | Let Date | Completion Date | Status | Construction Cost | Contractor | Project Administrator | Comments |
|--|---|----------------------|-----------------|--------------------------------|-------------------|------------|-----------------------------------|---|
| PROJECTS UNDER DEVELOPMENT | | | | | | | | |
| 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 | TBD | ROW Acquisition in progress | \$16,200,000 | TBD | Kevin Fischer, PE (919)707-6514 | Planning/Design in Progress. *This project has been removed from the STIP; to be completed under the State Bridge Program |
| B-5772 45728.3.1 | Replace Bridge #66 over Norfolk Southern RR on SR 1724 (Hurley School Rd) in Rowan County | Nov. 16, 2021 | 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 | Nov. 16, 2021 | TBD | ROW Acquisition in progress | \$6,431,000 | TBD | Matthew Simmons, PE (919)707-4117 | * Schedule based on Adjusted 2020-2029 STIP - Raleigh Let |
| 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-5789F 44919.3.7 R-5789G 44919.3.8 | ADA Ramps at Various Locations in Davidson, Davie, Forsyth and Rowan Counties | Oct. 26, 2022 | TBD | | \$2,900,000 | TBD | Brett Abernathy, PE (336)747-7800 | *Schedule based on Adjusted 2020-2029 STIP - Division POC Let (DPOC) -ON HOLD |
| 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 | \$36,726,000 | TBD | Brett Abernathy, 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 | Feb. 15, 2022 | TBD | Utility Relocation in Progress | \$13,000,000 | TBD | Brett Abernathy, PE (336)747-7800 | DDRL - Raleigh Let - Design is in progress - Currently working on signal design, water/sewer design and ramp revisions at I-85 NB offramp. Let date has been delayed to reflect the effort to prioritize project delivery. PE has been approved to restart. We are coordinating with our firm to resume design activities to meet the current schedule. |
| 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 | \$30,045,000 | TBD | Brett Abernathy, PE (336)747-7800 | DDRL - Raleigh Let. Rowan County Commissioners provided a resolution of support for an alternate that connected to Peach Orchard Rd. on the east side of US 29. NCDOT has met with our consultant and we have scoped the next phase of the project. We will essentially start over by looking at the additional area east of the airport for the new alignment including a new grade separated crossing of the railroad. Let date has been adjusted to reflect the effort to prioritize project delivery. *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 | \$5,760,000 | TBD | Brett Abernathy, PE (336)747-7800 | DDRL - Based on Approved STIP R/W will remain in FY 2024 but construction will be delayed to FY 2027. Currently working with our design firm to continue the planning work where we stopped last year. Let date has been adjusted to reflect the effort to prioritize project delivery. *The PE work for this project has been temporarily suspended.* |
| U-6130 48321.3.1 | Construct ramp and intersection improvements on US 29 at NC 152 in China Grove | Aug. 18, 2026 | TBD | ROW Acquisition Aug. 30, 2024 | \$600,000 | TBD | Brett Abernathy, PE (336)747-7800 | * Schedule based on Adjusted 2020-2029 STIP - Division POC (DPOC) |
| 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 | March 23, 2022 | TBD | Row Acquisition in progress | \$700,000 | TBD | Brett Abernathy, PE (336)747-7800 | *Schedule based on Adjusted 2020-2029 STIP - Division POC Let (DPOC) -ON HOLD |
| 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 | Brett Abernathy, PE (336)747-7800 | Division POC (DPOC) - ROW complete, utilities complete - *The PE work for this project has been temporarily suspended.* |

| TIP / WBS No. | Description | Let Date | Completion Date | Status | Construction Cost | Contractor | Project Administrator | Comments |
|---|---|----------------|-----------------|-----------------------------------|-------------------|--------------|--------------------------------------|--|
| DIVISION BRIDGE PROJECTS UNDER DEVELOPMENT | | | | | | | | |
| 17BP.9.R.58 | Replace Bridge #261 over Fork of Grant's Creek on SR 1541 (Stirewalt Rd) in Rowan County | Sept. 29, 2021 | TBD | Row Acquisition March 28, 2021 | \$700,000 | TBD | Daniel Dagenhart (336)747-7800 | Planning and Design underway. *This project has been temporarily suspended due to project prioritization.* |
| 17BP.9.R.75 | Replace Bridge #64 over Beaverdam Creek on SR 1952 (Godbey Rd) in Rowan County | April 28, 2021 | TBD | ROW Acquisition Complete | \$775,000 | TBD | Daniel Dagenhart (336)747-7800 | Planning and Design underway - working on Final Plans. |
| 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 | \$675,000 | TBD | Daniel Dagenhart (336)747-7800 | Planning and Design underway - working on 90% plans. *This project has been temporarily suspended due to project prioritization.* |
| 17BP.9.R.78 | Replace Bridge #235 over Unnamed Creek on SR 1322 (Ebenezer Rd) in Rowan County | Sept. 27, 2023 | TBD | Row Acquisition March 24, 2023 | \$725,000 | TBD | Daniel Dagenhart (336)747-7800 | Planning and Design underway. *This project has been temporarily suspended due to project prioritization.* |
| 17BP.9.R.80 | Replace Bridge #155 over Second Creek on SR 2136 (Agner Rd) in Rowan County | Sept. 22, 2023 | TBD | Row Acquisition March 22, 2021 | \$700,000 | TBD | Daniel Dagenhart (336)747-7800 | Planning and Design underway - working on 65% plans. *This project has been temporarily suspended due to project prioritization.* |
| 17BP.9.R.82 | Replace Bridge #248 over Prong of Grant's Creek on SR 1211 (Kimball Rd) in Rowan County | March 30, 2022 | TBD | Row Acquisition Sept. 25, 2021 | \$775,000 | TBD | Daniel Dagenhart (336)747-7800 | Planning and Design underway. *This project has been temporarily suspended due to project prioritization.* |
| 17BP.9.R.85 | Replace Bridge #198 and Bridge #199 over Crane Creek on SR 2529 (St. Paul Church Rd) in Rowan County | Feb. 22, 2024 | TBD | Row Acquisition Aug. 22, 2022 | \$1,400,000 | TBD | Daniel Dagenhart (336)747-7801 | Planning and Design underway. *This project has been temporarily suspended due to project prioritization.* |
| 17BP.9.R.86 | Replace Bridge #205 over Grant's Creek on SR 1516 (Airport Rd) in Rowan County | April 12, 2024 | TBD | Row Acquisition Oct. 12, 2022 | \$1,000,000 | TBD | Daniel Dagenhart (336)747-7800 | Planning and Design underway. *This project has been temporarily suspended due to project prioritization.* |
| 17BP.9.R.87 DI00226 | Replace Bridge #255 over Grant's Creek on SR 1503 (Grace Church Rd) in Rowan County | March 31, 2021 | TBD | Row Complete | \$750,000 | TBD | Daniel Dagenhart (336)747-7800 | Project is ready for let. |
| 17BP.9.R.96 | Replace Bridge #254 over Kerr Creek on SR 1547 (Caldwell Rd) in Rowan County | Feb. 28, 2024 | TBD | Row Acquisition Aug. 12, 2023 | \$900,000 | TBD | Daniel Dagenhart (336)747-7800 | Planning and Design underway. *This project has been temporarily suspended due to project prioritization.* |
| 17BP.9.R.105 | Replace Bridge #108 over Tuckertown Reservoir on SR 1004 (Stokes Ferry Rd) in Rowan County | Aug. 23, 2024 | TBD | ROW Acquisition Feb. 23, 2024 | \$1,500,000 | TBD | Daniel Dagenhart (336)747-7800 | Division POC Let (DPOC) - In development. *This project has been temporarily suspended due to project prioritization.* |
| 17BP.9.R.106 | Replace Culvert #2311 over HRL on SR 2140 (St Matthews Church Rd) in Rowan County | TBD | TBD | TBD | TBD | TBD | Daniel Dagenhart (336)747-7800 | In development. *This project has been temporarily suspended due to project prioritization.* |
| 47797 | Construct turn lanes on SR 2528 (Heilig Rd) at SR 1006 (Faith Rd) to improve safety and congestion | April 19, 2021 | TBD | | \$462,500 | State Forces | Brett Abernathy, PE (336)747-7800 | High Impact Low Cost (HILC) project - On hold |
| 48694 | Installation of new 18" crossline pipe by bore across SR 2538 (Peeler Rd) in Rowan County | March 23, 2020 | Complete | 100% Complete | \$40,000 | State Forces | Brett Abernathy, PE (336)747-7800 | |
| 48921 | Construct right turn lane on SR 1210 (Old Beatty Ford Rd) at US 29. | July 26, 2021 | TBD | | \$361,000 | State Forces | Brett Abernathy, PE (336)747-7800 | High Impact Low Cost (HILC) project - on hold |
| 44370 | Installation of two temporary traffic signals and concrete barrier wall on SR 2140 (St Matthews Church Rd) causeway in Rowan County, to allow for single lane operation. Project needed due to delay in long term repair. | TBD | TBD | | \$200,000 | State Forces | Brett Abernathy, PE (336)747-7800 | High Impact Low Cost (HILC) project |

| TIP / WBS No. | Description | Let Date | Completion Date | Status | Construction Cost | Contractor | Project Administrator | Comments |
|--|---|-----------------|---|----------------------------------|-------------------|---------------------------------|-----------------------------------|---|
| LOCALLY ADMINISTERED PROJECTS | | | | | | | | |
| C-5160 46225.3.3 | Construct bike lanes on Newsome Rd in Salisbury | Feb 18, 2020 | April 17, 2021 | 95% Complete | \$2,170,616 | JT Russell & Sons Co., Inc | Jeff Turner (336)747-7800 | Punchlist items are being done. Final Walk thru Dec. 17, 2020 |
| C-5603D 43713.3.4 | Construct sidewalks on Old Concord Rd from Ryan St to Jake Alexander Blvd | March 30, 2021 | TBD | ROW Acquisition May 29, 2020 | \$414,000 | TBD | Brett Abernathy, PE (336)747-7800 | Non-DOT let (LAP) - City of Salisbury - in design |
| C-5603H 43713.3.8 | Brenner Ave from Statesville Blvd. to W Horah St and Brenner Ave. at Link Ave. in Salisbury | June 30, 2021 | TBD | ROW Acquisition June 30, 2020 | \$130,000 | TBD | Brett Abernathy, PE (336)747-7800 | Non-DOT let (LAP) - City of Salisbury - in design |
| EB-5619A 56033.3.2 | Grants Creek Greenway - Construct Multi-use trail from Forestdale Dr to Catawba College in Salisbury | June 11, 2020** | Sept. 30, 2021 | Contract Awarded | \$414,083 | Dane Construction | Jeff Turner (336)747-7800 | *Schedule based on Adjusted 2020-2029 STIP - Non-DOT let (LAP) - Construction Authorization granted Oct., 2019. Contract awarded June, 2020. |
| EB-5619B 56033.3.3 | Grants Creek Greenway - Construct Multi-use trail from Kelsey Scott Park to Forestdale Dr in Salisbury | Sept. 30, 2020 | TBD | ROW Acquisition in progress | \$1,070,000 | TBD | Brett Abernathy, PE (336)747-7800 | *Schedule based on Adjusted 2020-2029 STIP - NON-DOT let (LAP) - Right-of-way phase authorized Oct. 24, 2019 |
| COMPLETED PROJECTS | | | | | | | | |
| 17BP.9.R.61 17BP.9.R.104 (C203681) | Express Design Build - Replace (2) Bridges in Davidson, (1) in Davie, (3) Bridges in Rowan, and (4) Bridges in Stokes County. | May 19, 2015 | Nov. 6, 2020 | 100% Complete | \$10,642,621 | Smith-Rowe, LLC | Larry Shaver (336)249-6255 | Express Design Build Contract - Contractor has completed all work on project |
| 17BP.9.R.97 (Old B-4808) (DI00180) | Replace Bridge #141 over S. Second Creek on SR 1004 (Stokes Ferry Rd) in Rowan County | Feb. 14, 2018 | Nov. 11, 2020 | 100% Complete | \$3,387,311 | Dellinger, Inc | Kelly Seitz, PE (704)630-3220 | Work was completed and accepted Nov. 11, 2020 |
| I-3802B I-3804 I-3610 B-5365 36780.3.GV3 38708.3.1 (C203702) | DESIGN BUILD - I-85 from N. of Lane Street (Exit 63) in Cabarrus Co to US 29/601 Connector (Exit 68) in Rowan Co. Includes converting grade separation to Interchange on I-85 at SR 1221 (Old Beatty Ford Rd) near Landis (I-3804), I-85 interchange revisions at US 29/NC 152 (I-3610) and replacing Bridge #21 and #34 on US 29/NC 152 over NSRR in China Grove (B-5365) | Feb. 25, 2016 | Dec. 1, 2020 | 99.9% Complete | \$115,033,118 | The Lane Construction Group | Kelly Seitz, PE (704)630-3220 | DESIGN BUILD - Punch list is being worked on. I-85 has opened up to 4 lanes in each direction. Reforestation and punch list are the remaining items. |
| U-5608 45836.3.1 (DI00200) | Grading, Drainage, Paving, Widening, Resurfacing, Signing, and Signals on SR 1211 (Coach Deal Dr) from SR 1221 (Bostian Rd) to SR 1242 (N Chapel St) in China Grove and Landis | June 27, 2018 | Estimated Dec. 31, 2020 (perm. veg established by Jan. 20, 2021) | 99.9% Complete | \$4,485,225 | North State Environmental, Inc. | Mezak Tucker, PE (704)630-3200 | Work began on August 2, 2018. A project final inspection was held December 1, 2020 with a few items noted needing to be finished. Crews are currently working on finishing the punch list items throughout the project, along with installing the final pavement markings and permanent signs. Estimated project completion of everything but vegetation is by the end of 2020. |
| U-5820A 44392.3.1 (DI00199) | Road Improvements on Innes St/Market Drive Extension from SR 2576 (Bendix Dr) to SR 1006 (Innes St) in Salisbury | April 25, 2018 | Oct. 7, 2020 | 100% Complete | \$816,408 | Blythe Development Co. | Kelly Seitz, PE (704)630-3220 | Project was accepted on October 7th, 2020 |

| 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 | January 10, 2021 | 96% Complete | \$249,166,172 | Blythe Construction | NCDOT Chris Fine 704-983-4380 Exit 58 (US 601/29) DDI opened in December 2020. Expect Y-Line completion in Spring 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 PROJECTED | 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 | November 21, 2021 | 49 % Complete | \$ 34.1 M | JT Russell | NCDOT Jon Hinson 980-523-0085 ACTIVE PROJECT. A section of Dale Earnhardt Blvd. will be closed until Spring 2021 |
| | U-4910 | SR 1445 Derita Rd. Concord Poplar Tent Rd.-TO-Meck County Line. | LET February 2017 | March 30, 2022 | 61 % 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 by Spring 2021. Bridge construction to be complete in the Spring 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 |

Cabarrus-Rowan MPO
Division 10 Transportation Update
1/20/2021

| | TIP/WBS No# | DESCRIPTION | LET DATE | COMPLETION DATE | STATUS | CONSTRUCTION COST | CONTRACTOR | PROJECT ADMINISTRATOR | COMMENTS |
|----------------------------|-------------|--|----------------------|---------------------------------------|---|-----------------------|-----------------------|--|--|
| O J E C T S | U-6032 | SR 1394 Poplar Tent Rd. Concord I-485-TO-Concord Mills Blvd. Widen to 6 lanes. | LET June.20,2023 | 2026 <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 was set to begin, but was put on hold. |
| | U-5956 | US 29 Concord. Realign Union Cemetery Rd.-TO-Intersect US 29 at Rock Hill Church Rd. | R/W-2021 LET 2023 | 2025 <i>PROJECTED</i> | 65% Complete | \$ 8.1 M | Kimley-Horn | NCDOT Sean Epperson 704-983-4400 | PROJECT ON HOLD |
| | 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% complete but on hold. | \$ 10,960,000 EST | RS&H | NCDOT Donald Griffith 704-983-4418 | ACTIVE PROJECT. Currently in Design. PE work continuing. |
| | U-5806 | Concord Mills Flyover. Concord I-85-TO-Concord Mills Mall. Construct a flyover to the first mall entrance. | LET December 2017 | December 26,,2021 <i>PROJECTED</i> | 60 % 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 early 2021. |

CONGESTION 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. Working on project closeout. |
| | C-5557 | Miramar St. Concord NE Subset sidewalk extension CMAQ project. | LET Nov.15,2018 | June.29,2020 | 100 % Complete | \$417,090 | SEALAND | City of Concord Terry Burleson Closing | PROJECT ACCEPTED ON JUNE 29, 2020 All WBS elements in C50. Final Invoice sent to the City of Concord on 12/2/20. |

HIGHWAY SAFETY PROJECTS

| | | | | | | | | | |
|---|---------------------|--|-----------------------------|-----|-------------------|----------|-----|---|--|
| S | 47866/ SS-4910CK | Poplar Tent Rd. at Rock Hill Church Rd. & Eva Dr. Concord Intersection improvements. | R/W-2021 LET May 2022 | TBD | In R/W Page 67 | \$ 1.1 M | TBD | NCDOT Donald Harward 704-983-4400 | PROJECT ON HOLD High Impact/Low Cost |
|---|---------------------|--|-----------------------------|-----|-------------------|----------|-----|---|--|

| | TIP/WBS No# | DESCRIPTION | LET DATE | COMPLETION DATE | STATUS | CONSTRUCTION COST | CONTRACTOR | PROJECT ADMINISTRATOR | COMMENTS |
|-----------------------|-------------------|--|-------------------|-----------------|--------------|-------------------|------------|---|--|
| A F E T Y | W-5601HQ 47858 | NC 3 Concord and Odell School Road. Install a Roundabout | LET July 2022 | TBD | In R/W | \$ 1.24 M | TBD | NCDOT Donald Harward 704-983-4400 | PROJECT ON HOLD 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 March 2022 | TBD | Ready to LET | \$ 2.69 M | TBD | NCDOT Donald Harward 704-983-4400 | PROJECT ON HOLD Design is Complete, pending City of Kannapolis replacing existing waterline under Lane Street. |
| | W-5710AO | Salisbury-Concord Rd/Old Concord Rd. Kannapolis -TO-Irish Potato Road. Install Roundabout. | LET May 2022 | TBD | In Design | \$ 1.15 M | TBD | NCDOT Donald Harward 704-983-4400 | PROJECT ON HOLD |

| BRIDGE PROJECTS | | | | | | | | | |
|------------------------|---------------|---|---|----------------|-----------------------------------|--------------------------------|----------------|--|--|
| B R | BP10.R058 | Bridge 890145 / Macedonia Church Rd. Monroe Replace bridge over Little Richardson Creek. | LET September 2025 <i>Pending</i> | May, 2026 | 0% Complete - Project Not Yet Let | \$550,000 | N/A | NCDOT Garland Haywood 704-975-2795 | Design previously delayed, but recently set to continue. Plan development will resume in anticipation of scheduled LET date. |
| | B-5136 | US 29/601. Concord NC 73-TO-Davidson Dr. Replace bridges 66 & 69. | LET August 2015 | March 15, 2021 | 97 % Complete | \$ 13.1 M | HRI Bridge Co. | NCDOT Jon Hinson 980-523-0085 | ACTIVE PROJECT. Stage III bridge structure. Final deck pour Nov 4, 2020. |
| | 17BP.10.R.104 | Bridge 120250 / Ben Black Rd. Midland Replace bridge over Clear Creek. | N/A | N/A | N/A | Not Going Forward with Project | N/A | NCDOT Garland Haywood 704-975-2795 | Project is NOT moving forward and the bridge will be maintained without need to warrant replacement for now. |
| | 17BP.10.R.110 | Bridge 120105 / E. Gold Hill Rd. Mt. Pleasant Replace bridge over branch of Big Bear Creek. | LET April 2021 <i>Pending</i> | December, 2021 | 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.R.108 | 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. |

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| | TIP/WBS No# | DESCRIPTION | LET DATE | COMPLETION DATE | STATUS | CONSTRUCTION COST | CONTRACTOR | PROJECT ADMINISTRATOR | COMMENTS |
|---------------------------------|---------------|---|----------------------------------|-----------------|-----------------------------------|-------------------|------------------------------------|--|---|
| I D G E | 17BP.10.C4 | Bridge 120015 / Tuckesegee Rd. Kannapolis Replace bridge over Mill Creek. | LET March 2021 <i>Pending</i> | September, 2021 | 0% Complete - Project Not Yet Let | \$630,000 | TBD | NCDOT Garland Haywood 704-975-2795 | Currently in Design. Plan development will resume in anticipation of scheduled LET date. |
| | 17BP.10.R.139 | Bridge 1200239 / Main Street (SR 1006). Mt. Pleasant Replace bridge over Adams Creek. | LET April 2020 | MAY, 2021 | 97 % Complete | \$747,837 | APAC Atlantic | NCDOT Raymond Gerdus 704-634-9837 | Estimated time to open for traffic is December 2020. |
| P R O J E C T | B-5813 | Bridge 120132 /NC 73. Mt. Pleasant Replace bridge over Dutch Buffalo Creek. | LET June 2021 | July, 2022 | % 0 Complete | \$ 2.90 M | TBD | NCDOT Garland Haywood 704-975-2795 | New Bridge to be Constructed to the north of existing NC 73 bridge and thus maintaining on-site detour, though Dutch Rd. will be closed for part of the construction. |
| | 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. |
| | BP10.R015 | Bridge 120129 / SR 2635. (Old Airport Rd.) Concord over Cold Water Creek. | LET Scheduled 12-1-2021 | July, 2022 | 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. |
| | 17BP.10.R.144 | Bridge 120053 / SR 2114 (Centergrove Rd.) Kannapolis over Cold Water Creek. | LET Scheduled 4-21-2021 | March, 2022 | 0% Complete - Project Not Yet Let | \$1,605,000 | TBD | NCDOT Garland Haywood 704-975-2795 | Design is complete and awaiting LET date. Printed on 1/21/21 |

| TIP/WBS No# | DESCRIPTION | LET DATE | COMPLETION DATE | STATUS | CONSTRUCTION COST | CONTRACTOR | PROJECT ADMINISTRATOR | COMMENTS | |
|----------------|---------------|---|---|---|---|------------|-----------------------|--|---|
| T S | 17BP.10.R.158 | 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. |
| | 17BP.10.C.8 | 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.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 <i>Pending</i> | 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. |

MUNICIPAL PROJECTS

| | | | | | | | | | |
|----------|--------|---|------------------|-----------------|----------------------------------|-----------|-------------------------------|--|--|
| M | U-5522 | Concord Traffic Management Center. ITS/Signal. | LET July 2018 | April 2, 2021 | 5.0 % Complete (Last Project) | \$ 732 K | Traffic Control Devices | City of Concord Oversight Tim Canup 704-213-2107 | 3 separate projects. Last project is under construction. Construction began 10/26/20. |
| | C-5159 | Kannapolis Roxie St & NC 3-TO-Dale Earnhardt Blvd. Street Improvements | SCOPE | MOVED TO | % Complete | \$ | I-85 | 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 | April 1, 2021 | 93 % Complete | \$ 2.85 M | J. D. Goodrum, Inc. | City of Concord Oversight Tim Canup 704-213-2107 | Behind schedule, grading complete, bridges set, base and paving remain. |

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| | TIP/WBS No# | DESCRIPTION | LET DATE | COMPLETION DATE | STATUS | CONSTRUCTION COST | CONTRACTOR | PROJECT ADMINISTRATOR | COMMENTS |
|---|--------------|---|----------------------|--------------------------|---------------|-------------------|-------------------------------------|---|--|
| U N I C I P A L P R O J E | EB-5902 | Concord Downtown Pedestrian Signal Upgrades | LET March 2020 | November, 2020 | % 0 Complete | \$198,435 | ALS | City of Concord NCDOT Garland Haywood 704-975-2795 | Project Provides 120 consecutive calendar days fo completion of the entire projects and work is expected to begin August 2020 due to utility conflicts. City of Concord Discussing Supplemental Agreement to revise contract to account for open cutting and repaving intersection locations |
| | EB-5903 | Union Street Concord Sidewalk Extension | LET December 2019 | November.26,2020 | 65 % Complete | \$879,280 | Performance Management Construction | NCDOT Garland Haywood 704-975-2795 | Project Provides 120 consecutive calendar days fo completion of the entire projects and work began August 5, 2020 due to traffic control conflicts with utility contractor trying to move their service lines. |
| | 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 PROJECTED | 25 % Complete | \$ 6 M | HNTB | NCDOT Sean Epperson 704-983-4400 | PROJECT ON HOLD |
| | 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. | TBD | TBD | 0% complete | 108,029 | TBD | Midland/Tim Kirk oversight NCDOT Preconstruction | Project in PE stage. Construction had been suspended due to funding availabilitiy. Suspension lifted 9/2/20. Construction authorization letter to be sent to Midland on 9/8/20. |

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1/20/2021

| | TIP/WBS No# | DESCRIPTION | LET DATE | COMPLETION DATE | STATUS | CONSTRUCTION COST | CONTRACTOR | PROJECT ADMINISTRATOR | COMMENTS |
|-------------|-------------|---|----------|-----------------|-------------|-------------------|------------|---|---|
| C T S | 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 suspended due to funding availability |
| | 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 suspended due to funding availability. Suspension has been lifted. Construction authorization letter to be sent 9/8/20. |
| | 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 | PE suspended due to funding availability |
| | 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 | In PE phase |

| R U R A L | RURAL PROJECTS | | | | | | | | |
|-----------------------|-----------------------|--|----------------------|--------------------------|--------------|-----------|-----|--|------------------------|
| | R-2246A | George Liles Parkway. Concord NC 49 -TO- Roberta Rd. Widen to Multi-Lanes | R/W 2025 LET 2028 | 2031 <i>PROJECTED</i> | 0 % Complete | \$ 16.5 M | TBD | NCDOT Sean Epperson 704-983-4400 | PROJECT ON HOLD |

| VARIOUS PROJECTS | | | | | | | | | |
|------------------------------|---|----------------|--------------------|-----------------|----------------|----------------------------------|--------------------------------------|--|--|
| 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 | 7 % Complete | \$5,036,205.00 | Blythe Construction Company, Inc | NCDOT Marc Morgan 704-983-4380 | Jim Sossoman Rd., Robinson Church Rd., Pokeberry Trail, Altacrest Drive, Apsen Way, Little Texas Rd., Cold Springs South, Hess Rd., Old Farm Rd., NC 73 and Mt. Pleasant Rd. to be completed this fall. All other roads to be complete by 9/30/21. | |
| R-2533 CC (L) | Mt. Pleasant. NC 49 & NC 73 | LET June 2019 | January 20,,2021 | 97.42% Complete | \$300,000 | Country Boy Landscaping, Inc. | NCDOT Bruce Myers 704-244-8263 | Work is in Establishment Period - Ends 01/31/2021 <small>Printed on 1/21/21</small> | |

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| | TIP/WBS No# | DESCRIPTION | LET DATE | COMPLETION DATE | STATUS | CONSTRUCTION COST | CONTRACTOR | PROJECT ADMINISTRATOR | COMMENTS |
|---------------------------------|--------------------------------------|---|--------------------------|-----------------|--------------------------------|-------------------|--|---|---|
| V A R I O U S | W-5710AO 44856.1.43 | Old Concord Road. Concord Old Concord -TO- Irish Potato Rd. Convert to AWS (All Way Stop) | LET May 2023 | TBD | In Design | \$ 1 M | TBD | NCDOT Donald Harward 704-983-4400 | PROJECT ON HOLD High Hazard. |
| | 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 | \$ 3 M est. | TBD | Barrett Eatman | PROJECT ON HOLD |
| | W-5601HQ 47858 | NC3 & Odell School Rd. Concord Roundabout Construction. | LET July 2022 | TBD | Currently paused within R/W | \$1.2 M | TBD | NCDOT Donald Harward 704-983-4400 | R/W is ongoing however, PROJECT IS ON HOLD <i>High Impact/Low Cost</i> |
| | 48794 | Irish Potato Rd & Gold Hill Rd. Concord Scope has be changed w/ new findings. | LET February 2022 | TBD | 0 % Complete | \$ 1.5 M | TBD | NCDOT Donald Harward 704-983-4400 | SCOPE HAS CHANGED <i>High Impact/Low Cost</i> Scope changing to an all way stop condition. |
| | 48795 | NC 73 Concord Main St. (Mt. Pleasant Rd.) Install left turn lanes. Install street parking from stop bar. | LET September 2022 | TBD | Ready to LET | \$ | TBD | NCDOT Donald Harward 704-983-4400 | PROJECT ON HOLD Plans are Complete. |
| | SS - 6010D 48986.1.1 48986.3.1 | NC 73 & Central Dr. Concord Roadway & Pavement Markings Improvements. | ON HOLD | ON HOLD | 0 % Complete | \$23,000 | TBD | NCDOT Tony Tagliaferri 704-983-4400 | PROJECT ON HOLD <i>Spot Safety Project</i> |
| | SS - 6010E 48987.1.1 48987.3.1 | NC 73 & Cabarrus Ave. Concord Traffic Signal & Pavement Markings Revisions | ON HOLD | ON HOLD | 0 % Complete | \$2,500 | TBD | NCDOT Tony Tagliaferri 704-983-4400 | PROJECT ON HOLD <i>Spot Safety Project</i> |
| | SS-4910DM 48485.1.1 48485.2.1 | Roberta Rd. & Cochran Rd. Concord -TO- Brookville Ave. Mini Roundabout Construction | PENDING | TBD | In Design | \$ | TBD | NCDOT Donald Harward 704-983-4400 | PROJECT ON HOLD <i>Spot Safety Project - Project to be reevaluated.</i> |

From: Fahim, Neda [mailto:nfahim@ncdot.gov]
Sent: Wednesday, January 20, 2021 11:23 AM
To: pconrad@mblsolution.com
Cc: Miller, Jerome S <jsmiller3@ncdot.gov>; Basham, Stuart L <slbasham@ncdot.gov>
Subject: Funded Safety Projects-Cabarrus County

Phil,

Please see chart below the recently funded safety projects. We are converting these intersections from 2 way stops to All Way Stop Control Intersections. Please let me know if you have any questions.

| County | Location | Treatment |
|----------|---|---|
| Cabarrus | SR 2408 (Gold Hill Road) and SR 2411 (Irish Potato Road). | Install an All-Way stop with upgraded flashers. |
| Cabarrus | NC 200 and SR 1006 (Mount Pleasant Road) near Mount Pleasant. | Install an All-Way stop condition with upgraded flashers. |
| Cabarrus | SR 2635 (Old Airport Road) and SR 2636 (Hagler/Lake Lynn Road) near Mt. Pleasant. | Install an All-Way Stop Condition |
| Cabarrus | SR 1134 (Pioneer Mill Road) and SR 1135 (Morrison Road) | Install an All-Way Stop Condition |
| Cabarrus | SR 2408 (Gold Hill Road) and SR 1006 (Mt Pleasant Road). | Install an All-Way Stop condition with upgraded flashers. |
| Cabarrus | SR 2400 (Irish Potato Road) and SR 2402 (Sapp Road). | Install and All Way Stop condition without flashers. |

Thanks,

Neda Fahim
Regional Traffic Safety Engineer
Transportation Mobility & Safety Division
North Carolina Department of Transportation

704 983 4400 Office
980 262 6292 Office
nfahim@ncdot.gov

716 W. Main Street
Albemarle, North Carolina 28001

Table 7-5 Transportation Improvements (2018-2025 Horizon)

| 2018 TO 2025 HORIZON YEARS | | | | | | | | | | | | |
|----------------------------|---------|------|---------|--|------------------------|--------------------------------------|--------|------------|----------|---------|---|----------------|
| DIV. # | Index # | Tier | TIP # | FACILITY | FROM | TO | LENGTH | TIP LENGTH | EXISTING | FUTURE | DESCRIPTION | ESTIMATED COST |
| 9 | 11 | S | I-3802B | I-85 (I-3802B) includes I-3610 NC 152 Interchange and I-3804 OBF interchange | North of Lane Street | US Hwy 29/601 connector in Rowan Co. | 6.1 | 13.6 | 4 Lanes | 8 Lanes | Freeway / Expressway | \$ 69,500,000 |
| 9 | 12 | S | I-2304 | I-85 (I-2304) | North of Exit 81 | Davidson County line | 1.5 | 6.8 | 4 lanes | 8 lanes | Freeway / Expressway | \$ 57,860,000 |
| 9 | 30 | D | STP | Coach Deal Drive (U-5608) | N. Chapel Street | Bostian Rd | 0.6 | 0.6 | | 2 Lanes | Connector to US 29 with sidewalks and bike lanes | \$8,025,000 |
| 9 | 54 | D | U-5820 | Newsome Road | Bendix Dr | US 52 | 0.6 | 0.6 | | 2 Lanes | New Roadway | \$ 8,860,000 |
| 9 | 32 | D | U-5738 | Julian Road | Jake Alexander Blvd | Summit Park Drive | 1.3 | 1.3 | 2 Lanes | 4 Lanes | Widen with median-divded, sidewalks, bike lanes, and bus turnouts | \$ 18,900,000 |
| 9 | 8 | S | I-4718 | I-85 (I-4718)** | Cabarrus County line | NC 152 | 5.0 | 5.0 | | | Pavement Rehabilitation | \$ 662,000 |
| 9 | 58 | S | I-5858 | I-85 | N. of Peach Orchard Rd | US 601 | 11.2 | 11.2 | | | Pavement Rehabilitation | \$ 8,580,000 |
| 9 | 74 | D | U-6237 | Service Road near SR 2120 Long Ferry Road | | | | | | | | \$ 365,000 |
| 10 | 13 | S | I-3803 | I-85 (I-3803) | Speedway Blvd | NC 73 | 7.2 | 12.8 | 4 Lanes | 8 Lanes | Freeway / Expressway | \$ 56,480,000 |
| 10 | 15 | R | U-3440 | NC 3 (U-3440) | Kannapolis Parkway | Loop Road | 2.5 | 2.5 | 2 Lanes | 4 Lanes | Widen to improve access to downtown Kannapolis | \$48,456,000 |
| 10 | 17 | D | U-4910 | Derita Road (U-4910) | Poplar Tent Road | Aviation Blvd | 1.5 | 2.6 | 2 Lanes | 4 Lanes | Widen and improve with entrance to the Concord Airport | \$ 8,005,000 |
| 10 | 17 | D | STP | Derita Road (U-4910) | Aviation Blvd | Concord Mills Blvd | 1.1 | 2.6 | 2 Lanes | 4 Lanes | Median-divided widened with sidewalks and bike lanes (\$4.1 mil local part.) | \$ 9,400,000 |
| 10 | 11 | S | I-3802A | I-85 (I-3802) | NC 73 | North of Lane Street Interchange | 7.5 | 13.6 | 4 Lanes | 8 Lanes | Freeway / Expressway | \$ 53,673,000 |
| 10 | 51 | R | U-5761 | Intersection of NC 3 and US 29/601 | | | | | | | Intersection Improvement | \$ 11,760,000 |
| 10 | 52 | D | U-5806 | Intersection of Concord Mills Blvd | | | | | | | Construct 2-lane grade separated directional left flyover (\$2.4 mil local part.) | \$ 24,961,000 |
| 10 | 60 | D | R-5778 | Bill McGee Rd | Wallace Rd | Proposed Industrial Site | 0.5 | 0.5 | | 2 Lanes | Improve Existing Road and Extend to Industrial Site | \$810,000 |
| 10 | 50 | S | Y-4810K | Rogers Lake Road | | | | | | | Rogers Lake Road Railroad Grade Separation | \$ 15,600,000 |
| 10 | 62 | D | U-5522 | Concord Traffic Management System | | | | | | | | \$1,100,000 |
| 10 | 73 | D | STP | Intersection of Harris Road and Poplar Tent Road | | | 0.75 | | | | Intersection Improvement | \$15,080,000 |

Table 7-6 Transportation Improvements (2026-2035)

| 2026 TO 2035 HORIZON YEARS | | | | | | | | | | | | |
|----------------------------|---------|------|---------|---|-------------------------|--------------------------|--------|------------|----------|---------|--|-------------------|
| DIV. # | Index # | Tier | TIP # | FACILITY | FROM | TO | LENGTH | TIP LENGTH | EXISTING | FUTURE | DESCRIPTION | ESTIMATED COST |
| 9 | 63 | D | U-6062 | Main St (US 29A) | Jackson Park Rd/Loop Rd | Coach Deal Rd | 4.3 | 4.3 | 2 Lanes | 3 Lanes | Improve roadway incorporating bike lanes and sidewalk | \$ 39,400,000 |
| 9 | 72 | R | U-6130 | NC 152 Intersection Improvements | | | | | | | Intersection and ramp improvement | \$ 810,000 |
| 9 | 68 | S | R-5860 | US 52 Widening | Rockwell Bypass | Misenheimer Bypass | 4.6 | 4.6 | 2 Lanes | 4 Lanes | Widen with median-divided | \$47,222,000 |
| 9 | 34 | D | U-5901 | Airport Pkwy Extension | Jake Alexander Blvd | US 29/Peach Orchard Road | 3.6 | 3.6 | | 2 Lanes | Connector road on multi-lane right-of-way | \$38,310,000 |
| 10 | 66 | R | P-5723 | 22nd Street | Airport Road | US 29 | 0.5 | | | 2 Lanes | 22nd Street Railroad Grade Separation | \$ 12,200,000 |
| | | | | | | | | | | | Total Balance Estimated - Division | \$ 77,710,000 |
| | | | | | | | | | | | Total Balance Estimated - Regional | \$ 60,232,000 |
| | | | | | | | | | | | Division Tier Revenue Estimate | \$ 78,046,980 |
| | | | | | | | | | | | Regional Tier Revenue Estimate | \$ 81,305,856 |
| | | | | | | | | | | | Division Tier Deficit/Balance | 336,980 |
| | | | | | | | | | | | Regional Tier Deficit/Balance | \$ 21,073,856 |
| | | | | | | | | | | | \$ 21,410,837 | |
| 10 | 59 | D | U-6032 | Odell School Road | Concord Mills Blvd | I-485 | 0.9 | 0.9 | 2 Lanes | 6 Lanes | Median-divided widening | \$ 26,302,000 |
| 10 | 36 | D | U-3415A | Poplar Tent Road (U-3415) | Derita Rd | George Liles Pkwy | 1.35 | 1.35 | 2 Lanes | 4 Lanes | Median-divided widened with sidewalks and bike lane | \$20,870,000 |
| 10 | 61 | R | U-5956 | Intersection of US 29, Rock Hill Church Rd, Union Cemetery Rd | | | | | | | Realign Union Cemetery Rd to intersection US 29 at Rock Hill Church Rd | \$4,500,000 |
| | | | | | | | | | | | Total Balance Estimated - Division | \$ 47,172,000 |
| | | | | | | | | | | | Total Balance Estimated - Regional | \$ 4,500,000 |
| | | | | | | | | | | | Division Tier Revenue Estimate | \$57,197,584 |
| | | | | | | | | | | | Regional Tier Revenue Estimate | \$ 123,434,878 |
| | | | | | | | | | | | Division Tier Deficit/Balance | \$ 10,025,584.25 |
| | | | | | | | | | | | Regional Tier Deficit/Balance | \$ 118,934,877.87 |
| | | | | | | | | | | | \$ 128,960,462.12 | |

**Table 7-7
Transportation Improvements (2036-2045)**

| 2036 TO 2045 HORIZON YEAR | | | | | | | | | | | | |
|---------------------------|---------|------|---------|--------------------------------------|-------------------------|-------------------------|--------|------------|----------|---------|--|----------------|
| DIV. # | Index # | Tier | TIP # | FACILITY | FROM | TO | LENGTH | TIP LENGTH | EXISTING | FUTURE | DESCRIPTION | ESTIMATED COST |
| 9 | 67 | S | U-6075 | US 52 Bypass | South of Granite Quarry | North of Granite Quarry | 4.6 | 4.6 | | 4 Lanes | Widen with median-divided | \$78,867,000 |
| 9 | 33 | R | U-5900 | NC 150 | Airport Road | West of Grants Creek | 3 | 3 | 2 Lanes | 4 Lanes | Median-divided widened with sidewalks and bike lanes | \$ 57,889,000 |
| 9 | 64 | D | | Long Ferry Rd Grade Separation | | | 1 | | 2 Lanes | | Railroad Grade Separation | 17,740,000 |
| 9 | 76 | D | | New I-85 Interchange at McCanless Rd | | | | | | | New Interchange | 15,960,000 |
| 9 | 70 | S | | US 52 Bypass | South of Rockwell | North of Rockwell | 3.96 | | 2 Lanes | 4 Lanes | Widen with median-divided | 68,668,000 |
| | | | | | | | | | | | Total Balance Estimated - Division | \$33,700,000 |
| | | | | | | | | | | | Total Balance Estimated - Regional | \$205,424,000 |
| | | | | | | | | | | | Division Tier Revenue Estimate | \$120,920,825 |
| | | | | | | | | | | | Regional Tier Revenue Estimate | \$148,133,695 |
| | | | | | | | | | | | Division Tier Deficit/Balance | \$87,220,825 |
| | | | | | | | | | | | Regional Tier Deficit/Balance | -\$57,290,305 |
| | | | | | | | | | | | \$29,930,520 | |
| 10 | 37 | D | U-6029 | Poplar Tent Road | NC 73 | Derita Road | 4.2 | 4.2 | 2 Lanes | 4 Lanes | Median-divided widened with sidewalks and bike lanes | \$59,640,000 |
| 10 | 71 | D | U-3415B | Poplar Tent Road (U-3415) | George Liles Pkwy | US 29 | 3.08 | 3.08 | 2 Lanes | 4 Lanes | Median-divided widened with sidewalks and bike lanes | \$40,800,000 |
| 10 | 46 | R | R-5706B | NC 73 | US 29 | Poplar Tent Road | 8.92 | 10.9 | 2 Lanes | 4 Lanes | Median-divided widened with sidewalks and bike lanes | \$218,200,000 |
| 10 | 39 | R | U-5773A | NC 3 | Dale Earnhardt Blvd | NC 73 | 5.09 | 8 | 2 Lanes | 4 Lanes | Median-divided widened with sidewalks and bike lanes | \$68,745,000 |
| 10 | 69 | R | U-5773B | NC 3 | NC 73 | US 601 | 2.87 | 8 | 2 Lanes | 4 Lanes | Median-divided widened with sidewalks and bike lanes | \$29,700,000 |
| | | | | | | | | | | | Total Balance Estimated - Division | \$100,440,000 |
| | | | | | | | | | | | Total Balance Estimated - Regional | \$316,645,000 |
| | | | | | | | | | | | Division Tier Revenue Estimate | \$100,609,636 |
| | | | | | | | | | | | Regional Tier Revenue Estimate | \$316,661,614 |
| | | | | | | | | | | | Division Tier Deficit/Balance | \$169,636 |
| | | | | | | | | | | | Regional Tier Deficit/Balance | \$16,614 |
| | | | | | | | | | | | \$186,250 | |

**Table 7-8
Transportation Improvements (2046-2050)**

| 2046 TO 2050 HORIZON YEAR | | | | | | | | | | | | |
|---------------------------|---------|------|--------|----------------------------|---------------------------|-------------------|--------|------------|----------|-----------------|--|-------------------|
| DIV. # | Index # | Tier | TIP # | FACILITY | FROM | TO | LENGTH | TIP LENGTH | EXISTING | FUTURE | DESCRIPTION | ESTIMATED COST |
| 9 | 31 | R | | NC 152 Bypass | NC 152 East | NC 152 West | 7.5 | | | 3 Lanes | Urban bypass to facilitate east-west traffic | 77,292,000 |
| | | | | | | | | | | | Total Balance Estimated - Division | - |
| | | | | | | | | | | | Total Balance Estimated - Regional | 77,292,000 |
| | | | | | | | | | | | Division Tier Revenue Estimate | 60,291,922 |
| | | | | | | | | | | | Regional Tier Revenue Estimate | 63,529,919 |
| | | | | | | | | | | | Division Tier Deficit/Balance | 60,291,922 |
| | | | | | | | | | | | Regional Tier Deficit/Balance | (13,762,081) |
| | | | | | | | | | | | | 92,420,361 |
| 10 | 38 | D | R-2246 | George Liles Pkwy (R-2246) | NC 49 | Roberta Rd | 5.21 | 6.5 | 2 Lanes | 4 Lanes | Widen roadway with part on new location | 32,304,000 |
| 10 | 41 | R | | US Hwy 29 | I-85 | Church Street | 0.36 | | 4 Lanes | 7 Lanes | Median-divided widened with sidewalks and bike lanes | \$9,600,000.00 |
| 10 | 45 | R | | US Hwy 601 | NC 3 (South Union Street) | Flowes Store Road | 1.15 | | 2 Lanes | 4 Lanes Divided | Median-divided widened with sidewalks and bike lanes | \$10,200,000.00 |
| | | | | | | | | | | | Total Balance Estimated - Division | 32,304,000 |
| | | | | | | | | | | | Total Balance Estimated - Regional | 19,800,000 |
| | | | | | | | | | | | Division Tier Revenue Estimate | 45,292,026 |
| | | | | | | | | | | | Regional Tier Revenue Estimate | 98,863,368 |
| | | | | | | | | | | | Division Tier Deficit/Balance | 12,988,026 |
| | | | | | | | | | | | Regional Tier Deficit/Balance | 79,063,368 |
| | | | | | | | | | | | | 92,051,394 |

Cabarrus County Long Range Public Transportation Master Plan

| Fixed Route Service (YOE Dollars) | MTP Horizon Year | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | FY 2025 | FY 2035 | FY 2045 | FY 2050 |
|-----------------------------------|------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|---------------------|---------------------|---------------------|
| Route 100 | 2035 | | | | | | | \$1,495,347 | \$1,495,347 | \$1,495,347 |
| Route 101 | 2035 | | | | | | | \$477,606 | \$477,606 | \$477,606 |
| Route 102 | 2035 | | | | | | | \$1,495,347 | \$1,495,347 | \$1,495,347 |
| Route 103 | 2035 | | | | | | | \$1,495,347 | \$1,495,347 | \$1,495,347 |
| Route 201 | 2025 | \$477,606 | \$477,606 | \$477,606 | \$816,853 | \$816,853 | \$816,853 | \$1,495,347 | \$1,495,347 | \$1,495,347 |
| Route 202 | 2025 | \$477,606 | \$477,606 | \$477,606 | \$816,853 | \$816,853 | \$816,853 | \$1,495,347 | \$1,495,347 | \$1,495,347 |
| Route 203 | 2025 | \$477,606 | \$477,606 | \$477,606 | \$816,853 | \$816,853 | \$816,853 | \$1,495,347 | \$1,495,347 | \$1,495,347 |
| Route 204 | 2025 | \$477,606 | \$477,606 | \$477,606 | \$816,853 | \$816,853 | \$816,853 | \$1,495,347 | \$1,495,347 | \$1,495,347 |
| Route 205 | 2025 | \$477,606 | \$477,606 | \$477,606 | \$816,853 | \$816,853 | \$816,853 | \$1,495,347 | \$1,495,347 | \$1,495,347 |
| Route 206 | 2025 | \$477,606 | \$477,606 | \$477,606 | \$816,853 | \$816,853 | \$816,853 | \$1,495,347 | \$1,495,347 | \$1,495,347 |
| Route 207 | 2025 | \$477,606 | \$477,606 | \$477,606 | \$816,853 | \$816,853 | \$816,853 | \$1,495,347 | \$1,495,347 | \$1,495,347 |
| Route 208 | 2035 | | | | | | | \$2,173,841 | \$2,173,841 | \$2,173,841 |
| Route 301 | 2035 | | | | | | | \$1,495,347 | \$1,495,347 | \$1,495,347 |
| Route 302 | 2035 | | | | | | | \$1,495,347 | \$1,495,347 | \$1,495,347 |
| Route 303 | 2035 | | | | | | | \$3,267,413 | \$3,267,413 | \$3,267,413 |
| Route 304 | 2035 | | | | | | | \$1,495,347 | \$816,853 | \$816,853 |
| Route 401 | 2045 | | | | | | | | \$1,495,347 | \$1,495,347 |
| Concord Mills Circulator | 2035 | | | | | | | \$2,865,639 | \$2,865,639 | \$2,865,639 |
| CCX | 2025 | \$477,606 | \$477,606 | \$477,606 | \$816,853 | \$816,853 | \$816,853 | \$2,517,079 | \$2,517,079 | \$2,517,079 |
| CHX | 2035 | | | | | | | \$1,432,819 | \$1,432,819 | \$1,432,819 |
| KCX | 2035 | | | | | | | \$477,606 | \$477,606 | \$477,606 |
| Light Rail to CMS | 2050 | | | | | | | | | 1,500,000,000 |
| Fixed-Route Total | | \$3,904,910 | \$3,990,879 | \$4,078,759 | \$7,128,842 | \$7,285,678 | \$7,446,435 | \$46,250,873 | \$58,270,942 | \$63,740,092 |

Cabarrus-Rowan MPO FY 2021-2022 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 | \$ 11,139 | \$ 44,556 | \$ 55,695 | \$9,575 | \$9,575 | \$76,601 | \$95,751 | | | | | | | | | | |
| 44.24.00 | II-A-1 | Networks and Support Systems | \$ 3,900 | \$ 15,600 | \$ 19,500 | \$9,575 | \$9,575 | \$76,601 | \$95,751 | | | | | | | | | | |
| 44.23.01 | II-A-2 | Travelers and Behavior | \$ 3,800 | \$ 15,200 | \$ 19,000 | | | | | | | | | | | | | | |
| 44.23.02 | II-A-3 | Transportation Modeling | \$ 3,439 | \$ 13,756 | \$ 17,195 | | | | | | | | | | | | | | |
| | II-B | Planning Process | \$ 43,320 | \$ 173,280 | \$ 216,600 | | | | | | | | | | | | | | |
| 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 | 26,000 | \$ 104,000 | \$ 130,000 | | | | | | | | | | | | | | |
| | 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 | \$ 3,000 | \$ 12,000 | \$ 15,000 | | | | | | | | | | | | | | |
| 44.25.00 | III-B-1 | Prioritization | \$ 2,100 | \$ 8,400 | \$ 10,500 | | | | | | | | | | | | | | |
| 44.25.00 | III-B-2 | Metropolitan TIP | \$ 650 | \$ 2,600 | \$ 3,250 | | | | | | | | | | | | | | |
| 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 | \$ 90,789 | \$ 363,156 | \$ 453,945 | \$9,575 | \$9,575 | \$76,601 | \$95,751 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |

II-A Data and Planning Support

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

Programmed Amount: \$55695

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: \$ 19000

- 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: \$ 17195

- 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 : \$ 130000:

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

III-A Unified Planning Work Program

The single task within this category relates to the preparation and monitoring of the MPO Unified Planning Work Program, and preparation of quarterly reports, the annual report, and requests for reimbursement.

Programmed Amount: \$12000 **4% of staff budget**

III-A-1 Planning Work Program Total: \$ 5000

- The Cabarrus-Rowan MPO will develop a Planning Work Program (PWP) with the guidance of the Technical Coordinating Committee (TCC) and MPO Board; Present the UPWP for approval to the Transportation Advisory Committee.
- Develop the FY 2022-FY 2027 Planning Work Program Calendar
- . Prepare quarterly reports, the annual report, and requests for reimbursement

III-A-2 Metrics and Performance Measures Total: \$ 7000

- Provide the release of statewide performance measures to the TCC and TAC and amend the 2045 MTP as needed to reflect those performance measures

III-B Transportation Improvement Program

This category relates directly to the identification and prioritization of transportation improvement projects within the MPO area on an on-going basis, coordination of the MTIP with the STIP and SPOT processes, the development of the MTIP, and processing of MTIP amendments.

Programmed Amount: \$15000 **5% of staff budget III-**

B-1 Prioritization Total: \$ 10500

- Maintenance of a prioritized needs list or SPOT Prioritization list of potential STIP projects.
- Work with subcommittee to update and improve local prioritization process for SPOT and STP-DA/TA projects.
- Data, Maps and Resolutions for STIP Project Recommendations as needed.
- Attendance of any STIP- or SPOT-related meetings.
- Gathering and entry of data required for SPOT ranking of projects.
- Field questions from TIP Unit on projects questions and funding requests and swaps

III-B-2 Metropolitan TIP Total: \$ 3250

- Work cooperatively with NCDOT and other partner agencies to review Draft and final STIP and review and adopt the corresponding metropolitan area TIP.
- Review and refine schedules and descriptions for TIP projects in the Draft TIP.
- Coordinate meaningful public involvement in the TIP process and in review of the TIP.

III-B-3 Merger/Project Development Total: \$ 1250

- Review design issues for TIP Projects and provide comments to appropriate agencies.
- Participate in the environmental study process for TIP projects and provide MPO representation to the NEPA/401 Merger Teams.

III-C. Civil Rights Compliance (Title VI) and Other Regulatory Requirements

Tasks within this category relate to the goal of integrating public involvement and context sensitivity into every aspect of the MPO

Programmed Amount: \$13750 **4% of staff budget**

III-C-1 Title VI Compliance Total: \$ 1250

- Conduct ongoing analysis of all MPO planning activities for compliance with Title VI of the Civil Rights Act of 1964; 49 CFR part 21.
- Implementation of Title VI documentation and policies

III-C-2 Environmental Justice Total: \$ 2500

- Analysis and outreach to insure that transportation plans and projects comply with Environmental Justice policies.

III-C-3 Public Involvement Total: \$ 10000

- Develop outreach efforts for effectively communicating with the community about transportation planning and projects.
- Increase public involvement through updates to the CRMPO website.
- Place advertisements in media outlets as required by Public Participation Plan.
- Respond to interview and data requests from the media & public.
- Ensure compliance with North Carolina general statutes regarding open meetings and public records.

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, 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

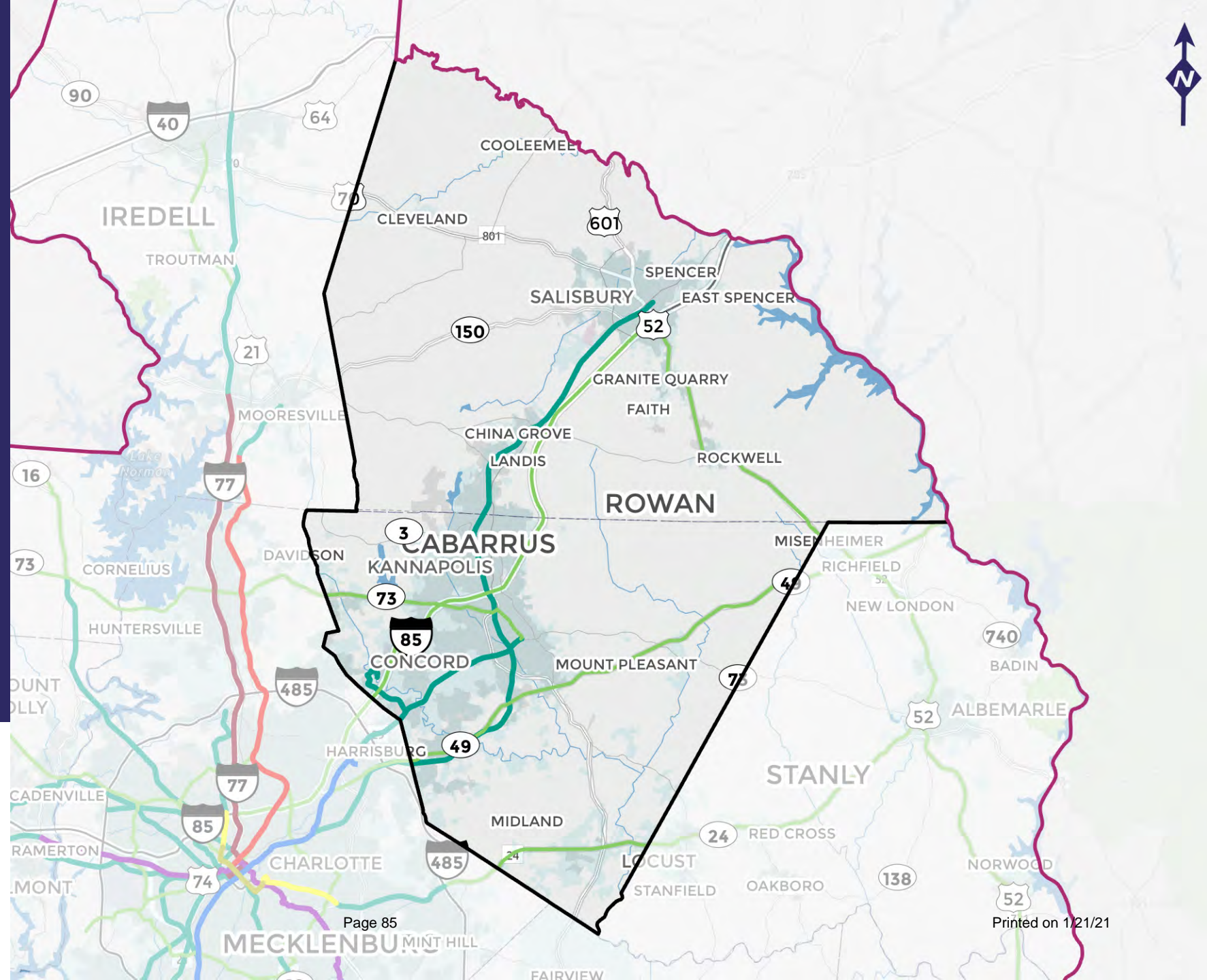
III-E Management Ops, Program Support Admin Total: \$ 71000

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

Cabarrus-Rowan MPO Local Match Table

| MPO Member | Percent | |
|-------------------|----------------|------------------|
| Concord | 25.0% | \$ 16,188 |
| Rowan County | 24.2% | \$ 15,703 |
| Cabarrus County | 15.6% | \$ 10,135 |
| Kannapolis | 13.5% | \$ 8,727 |
| Salisbury | 10.6% | \$ 6,864 |
| Harrisburg | 3.6% | \$ 2,360 |
| China Grove | 1.3% | \$ 852 |
| Spencer | 1.0% | \$ 669 |
| Landis | 1.0% | \$ 634 |
| Midland | 1.0% | \$ 629 |
| Granite Quarry | 0.9% | \$ 600 |
| Rockwell | 0.7% | \$ 432 |
| E. Spencer | 0.5% | \$ 314 |
| Mount Pleasant | 0.5% | \$ 338 |
| Cleveland | 0.3% | \$ 178 |
| Faith | 0.3% | \$ 165 |
| Total | | \$ 64,789 |

Cabarrus & Rowan



From: NCDOT Service Account - CMAQ Improvement Program [mailto:CMAQ@ncdot.gov]
Sent: Monday, November 16, 2020 12:29 PM
Subject: CMAQ FY 2022 Call for Projects

Good Afternoon,

Thanks for your continued interest in the CMAQ program. The Transportation Planning Division will conduct a FY 2022 call for CMAQ projects during January 2021.

For the FY 2022 round of CMAQ projects, and in order to ensure timely project delivery, the funding will be distributed as 55% allocated to MPOs/RPOs and 45% allocated to NCDOT (includes statewide and regional) and as presented in the attached FY 2022 CMAQ budget. The NCDOT allocation has been further decreased by \$310,081 to increase the allocation for 5 MPO/RPO areas that do not meet the minimum \$100,000 threshold.

As required, the proposed projects will go through the normal review and interagency approval process. Funding for CMAQ projects selected for FY 2022 will be available starting in July 2021.

Thanks,
CMAQ Program
Transportation Planning Division
cmaq@ncdot.gov

Metropolitan Transportation Planning: Executive Seminar



**FHWA/FTA Transportation
Planning Capacity Building
Program**



Purpose of this presentation

To provide MPO board members with an overview of the federal perspective on:

- The purpose and process of metropolitan transportation planning, and the larger context for it
- The authority and responsibilities of a Metropolitan Planning Organization (MPO)
- The role of the MPO Board - TAC



What is transportation planning?

Transportation planning is

a continuous process that requires monitoring of the system's performance and condition

Transportation planning provides

the information, tools, and public involvement needed for improving transportation system performance



What decisions are influenced by transportation planning?

- Policies
- Choices among alternative strategies
- Priorities
- Funding allocations



Transportation planning is about more than transportation

- Land Use (State and local law)
- Clean Air Act / Air Quality Standards
- National Environmental Policy Act (NEPA)
- Americans With Disabilities Act (ADA)
- Title VI / Environmental Justice



The MPO is.....

- Federally designated agency for transportation planning in Cabarrus and Rowan Counties
- Local elected officials serve on the policy board (TAC) – "*Regional Vision*"
- The region's policy making organization responsible for prioritizing transportation programs and projects



The MPO Board - TAC

- Takes approval actions
- Sets regional long-term transportation policy and approves plans
- Prioritizes and programs specific transportation initiatives for funding



In making decisions, the TAC should consider...

- Public comments and community values
- Long-term vision for the region
- Effect on system operations
- Impacts on the environment and the economy
- Comparison with alternative options
- Cost effectiveness and short- and long-term availability of funding
- Federal, State, and local regulations and plans
- Whether **more information** is needed



Basic requirements

- **Reflect**
 - The “3C” planning process
 - The ten FAST planning factors
- **Develop**
 - A Unified Planning Work Program (UPWP) or simplified statement of work
 - Public involvement process/plan (PIP)
 - Financial Plan or Revenue Picture
- **Produce and maintain**
 - Metropolitan Transportation Plan
 - Transportation Improvement Program (TIP)



MPO planning and programming

Planning:

- Developing a vision
- Creating policies and strategies to support the vision
- Long-term – 30+ years

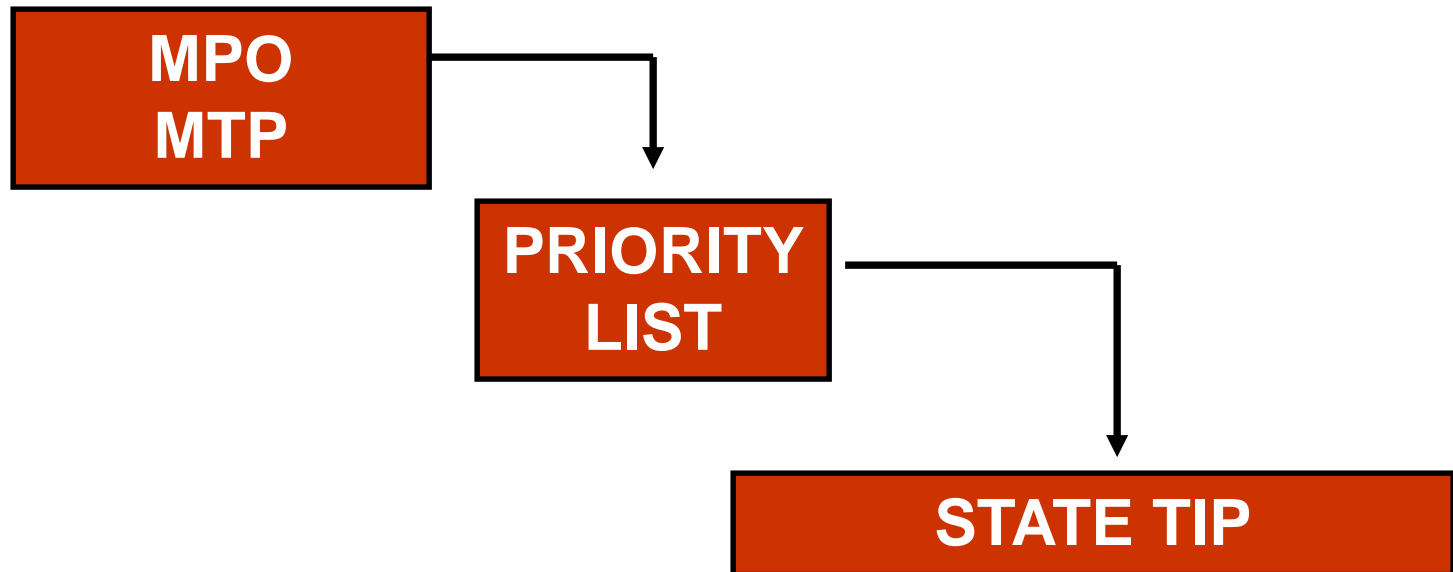
Programming:

- Prioritizing proposed initiatives
- Matching initiatives with available funds
- Short-term – 7 years or less

The public must be involved in both



The MPO programming process



Who provides funding for MPO transportation initiatives?

- Federal government (FHWA, FTA)
- State government
- Local governments
- Transportation agencies
- Public-private partnerships



About Federal funding

- Many types, including:
 - Special programs (e.g., Congestion Mitigation and Air Quality [CMAQ])
 - Formula-based funding
 - Transit
- Most come through the State DOT
- Nearly all Federal funding programs require matching funds from State or local sources



The Metropolitan Transportation Plan

- Describes vision for the region, and policies, operational strategies, and projects to achieve it
- Covers at least the next 20 years
- Leads to an intermodal system
- Reflects public involvement
- Contains a financial plan and is fiscally constrained
- Is updated every 4 years





What does air quality have to do with projects?

- Transportation initiatives and TIPs must conform with the State's plan for achieving **air quality** standards (the **SIP**)
- During a conformity lapse, some types of Federal-aid funding cannot be used



SUMMARY

- CRMPO is lead agency for 2 county area
- MPO is year round “regional” process
- All local governments work together to plan for transportation in our area
- Citizen Involvement and Participation
- Support the Metropolitan Plan and future corridors by planning for them





Questions

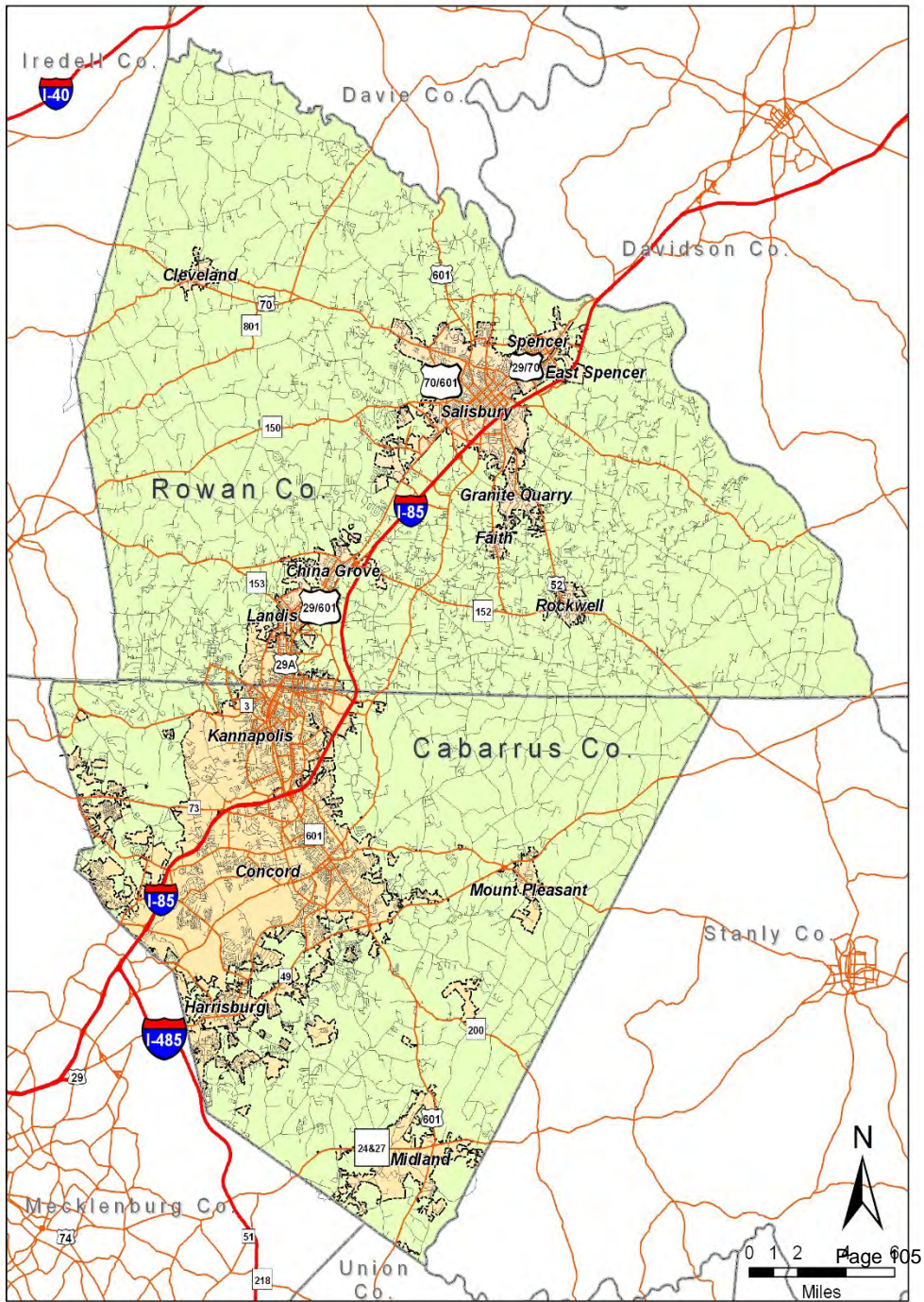
Developed by the Federal Highway Administration, the Federal Transit Administration, and the Volpe National Transportation Systems Center





TAC Member Orientation

PHIL CONRAD, AICP
CABARRUS-ROWAN MPO
JANUARY 27, 2021



Fast Facts

- 2020 OSB Population – 360k
- Home to CMS/Concord Mills, NASCAR, S&D Coffee, NCRC, Food Lion, Cheerwine – 12,000 jobs and growing
- 140 square miles
- 16 voting and dues-paying members

2 County MPO/TMA



CR MPO Function

- MPO strength is in the membership and each member has an equal vote
- Each member pays dues based on their Census population
- Structure, function, and vision of MPO is consensus based among the members
- Planning and STI programming boundaries coincide with County lines
- Unified vision and priorities – I-85 Corridor Improvements

Multi-modal Planning for All Modes

- 2 fixed route transit systems – 11 routes total
- Connecting intercity express route – Rowan Express
- 1 General Aviation airport – Mid-Carolina
Regional 1 Commercial Service airport
Concord-Padgett Regional
- Bicycle and pedestrian planning through connecting Greenway Plans and NCDOT grant funded initiatives
- Local Ordinance requirements for sidewalks, connectivity, and CTP corridor preservation

Cabarrus-Rowan STI Priorities

- Completion of I-85 and associated interchange improvements
- Widening of NC 73 and NC 150
- Widening Poplar Tent Rd and Harris Road intersection
- Airport Pkwy Extension and George Liles Pkwy Extension

Summary

- Member-based organization
- Incorporating and planning for all modes of transportation
- Maximize discretionary grant funding – CMAQ, TAP, and STBGP
- Local support of the STI Projects like Poplar Tent and Airport Parkway

Questions/Comments



| | RIDER TRANSIT | | | | | | RIDER ADA PARATRANSIT | | | | | | ROWAN TRANSIT | | | | | |
|---------------|---------------|---------------|---------------|---------------|---------------|------|-----------------------|--------------|--------------|--------------|--------------|------|---------------|--------------|-------------|-------------|--------------|------|
| | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 |
| January | 30677 | 32527 | 28,618 | 35154 | 32,795 | | 464 | 727 | 786 | 1014 | 1233 | | 1362 | 1394 | 1382 | | 1281 | |
| February | 33853 | 33599 | 30231 | 32851 | 31073 | | 623 | 755 | 887 | 1001 | 1238 | | 1543 | 1816 | 1318 | | 1299 | |
| March | 36896 | 34813 | 32443 | 35038 | 25626 | | 633 | 932 | 972 | 1066 | 887 | | 1631 | 1631 | 1213 | | 1388 | |
| April | 35155 | 32820 | 33153 | 33822 | 15732 | | 606 | 814 | 903 | 1117 | 550 | | 1604 | 1697 | 1229 | | 858 | |
| May | 32227 | 32719 | 35578 | 36,735 | 18,489 | | 565 | 864 | 1005 | 1015 | 687 | | | 1487 | 1196 | | 651 | |
| June | 33978 | 33,987 | 38320 | 36931 | 22239 | | 495 | 837 | 893 | 918 | 997 | | | 1659 | 916 | | 797 | |
| July | 32926 | 32776 | 36564 | 37265 | 22975 | | 529 | 819 | 840 | 956 | 1065 | | 1869 | 1543 | 694 | 1378 | 828 | |
| August | 36933 | 37535 | 42211 | 38455 | 22020 | | 687 | 862 | 995 | 1041 | 1191 | | 1821 | 2018 | | 1425 | 826 | |
| September | 35357 | 33850 | 35060 | 35590 | 21712 | | 694 | 864 | 895 | 1076 | 1231 | | 1791 | 1667 | | 1413 | 824 | |
| October | 37970 | 35584 | 39504 | 37,727 | 24,501 | | 803 | 957 | 1147 | 1175 | 1024 | | 1773 | 1670 | | 1412 | 930 | |
| November | 35018 | 33804 | 33695 | 32930 | 22073 | | 657 | 881 | 972 | 1132 | 959 | | 1527 | 1446 | | 1214 | 684 | |
| December | 34245 | 32746 | 30639 | 32848 | 19994 | | 635 | 885 | 781 | 1049 | 1044 | | 1564 | 764 | | 1127 | 721 | |
| | | | | | | | | | | | | | 16485 | 18792 | 7948 | 7969 | 11087 | |
| Totals | 415235 | 371176 | 416016 | 425346 | 279229 | | 7391 | 10197 | 11076 | 12560 | 12106 | | | | | | | |

| | SALISBURY TRANSIT SYSTEM | | | | | | SALISBURY ADA PARATRANSIT | | | | | | | | | | |
|-----------|--------------------------|---------------|---------------|---------------|--------------|------|---------------------------|-------------|-------------|------|--|--|--|--|--|--|--|
| | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2018 | 2019 | 2020 | 2021 | | | | | | | |
| January | 10162 | 12497 | 10192 | 11588 | 10836 | | | 669 | 662 | | | | | | | | |
| February | 11732 | 12872 | 11786 | 10819 | 10426 | | | 664 | 587 | | | | | | | | |
| March | 12840 | 12973 | 11945 | 10813 | 8444 | | | 621 | 641 | | | | | | | | |
| April | | 12144 | 12075 | 11383 | 4344 | | | 629 | 442 | | | | | | | | |
| May | | 12871 | 12139 | 15528 | 4230 | | | 754 | 505 | | | | | | | | |
| June | | 10964 | 11581 | 10983 | 5406 | | | 698 | 618 | | | | | | | | |
| July | 13433 | 10777 | 11581 | 12228 | 5987 | | 706 | 855 | 605 | | | | | | | | |
| August | 15616 | 15964 | 13855 | 13186 | 5505 | | 739 | 854 | 495 | | | | | | | | |
| September | 15581 | 13978 | 11689 | 11472 | 5350 | | 532 | 827 | 529 | | | | | | | | |
| October | 15794 | 13214 | 13304 | 12645 | 5758 | | 695 | 801 | 590 | | | | | | | | |
| November | 14387 | 11558 | 10889 | 12742 | 4384 | | 582 | 644 | 545 | | | | | | | | |
| December | 12955 | 11131 | 9170 | | 5416 | | 492 | | 718 | | | | | | | | |
| | 122500 | 150943 | 140206 | 133387 | 76086 | | 3746 | 8016 | 6937 | | | | | | | | |