

Cabarrus Rowan Urban Area
Metropolitan Planning Organization
Transportation Advisory Committee

Wednesday March 23, 2022

5:30 pm

VIRTUAL MEETING

Agenda

1) Call to Order TAC Chair Smith

- Pledge of Allegiance
- Roll Call of Members for Quorum & Introduction of Guests
- List of Eligible TAC Voting Members
- Ethics Reminder
- Chamber of Commerce Update
- NCDOT Rail Update – Eddie McFalls
- 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 #11 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 right-of-way to FY 2023 for EB-5732 Bruton Smith Blvd sidewalk. The second project is to add project segmentation to P-5726A Salisbury Train station second platform and pedestrian underpass at the request of the Rail Division. The third project is to add project segmentation to P-5726B Salisbury Norfolk Southern crossover relocation. Attachment 2 is a resolution modifying the MTIP for removal of this project.

ACTION/RECOMMENDATION: 1) Receive a report on modification #11 to the FY 2020-2029 MTIP; and 2) Consider endorsing modification #11 to the FY 2020-2029 MTIP.

3) Rider Public Transportation Agency 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). On 12/16/2019, Concord Kannapolis Area Transit/City of Concord notified NCDOT that they would not be drafting and certifying it's own Public Transportation Agency Safety Plan, choosing to draft and certify their Public Transportation Agency Safety Plan under NCDOT's framework and requirements as they are allowed by FTA to do as a small (less than 100 bus) public transportation provider. The document was approved by the Concord Kannapolis Area Transit Commission on February 1, 2022 and will go to the Concord City Council for approval following action by the MPO. A request for approval by the NCDOT is the last step prior to final certification. The PTASP (307 pages) can be found at: <http://www.ckrider.com/resources/documents/>

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

4) Connect Beyond Study Phil Conrad

INFORMATION: The Cabarrus-Rowan MPO membership was a funding partner in the recently completed Connect Beyond Transit Study. Much of the material for this study came from the recently completed Cabarrus County Public Transportation Master Plan and from the remaining 3 transit systems in the MPO area. A lot of focus on the Cabarrus County portion revolved around the high capacity corridors, particularly the connection along US 29. The Study (160 pages) can be found at the following link: <https://www.connect-beyond.com/plan/>. A resolution acknowledging completion of the study is included as attachment 4.

ACTION/RECOMMENDATION: 1) Receive a report on the Connect Study; and 2) Consider a resolution acknowledging completion of the study.

THIS CONCLUDES THE CONSENT AGENDA

5) Approval of January 26, 2022 minutes TAC Chair Smith

6) 2050 MTP and Transportation Conformity Update Phil Conrad

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

the 2050 MTP, and that the Conformity Report is consistent with the approved State Implementation Plan (SIP) by EPA. The draft 2050 MTP report is posted on the MPO website at www.crmipo.org/Plans/Mobility, and an executive summary is provided as attachment 6. The MPO released the Draft MTP for public comment on February 7th for 30 days. No public comments were received by the deadline.

ACTION / RECOMMENDATION: 1) Receive an update on the 2050 MTP and Transportation Conformity Determination Report; 2) Discuss; and 3) Consider endorsing the 2050 MTP with resolution 6B and the Metrolina Conformity Determination Report with resolution 6C.

7) Proposed Statewide CMAQ Project Submittal Phil Conrad

INFORMATION: CMAQ or Congestion Mitigation and Air Quality funds are a federal funding source for areas designated non-attainment by the EPA. CMAQ funds require a local sponsor and a 20 percent local match. Eligible projects must demonstrate an emissions reduction benefit to the local area. NCDOT has issued a call for new project applications that must be submitted by the end of March 2022. The MPO received a CMAQ project proposal for improvements to the waiting room at the Salisbury Amtrak rail station, which is attachment 7A. Attachment 7B is a resolution of support for this new CMAQ project for statewide funds. This statewide category of CMAQ funds is in addition to the funds suballocated by NCDOT directly to the MPO's.

ACTION/RECOMMENDATION: 1) Receive a report on the statewide CMAQ Project submittal; 2) Discuss; and 3) Consider endorsing the statewide CMAQ Project submittal as presented.

8) FY 2022-2023 DRAFT UPWP Phil Conrad

INFORMATION: Each year the Cabarrus-Rowan MPO develops and adopts a unified planning work program (UPWP). The UPWP is the MPO budget and follows the state fiscal year 2022-2023 and is included as attachment 8A. The UPWP identifies the planning tasks, responsible agencies, and funding sources for regional transportation planning activities to be conducted within the planning area during the next fiscal year. These projects include MPO planning activities undertaken by local agencies, the N.C. Department of Transportation, and a line item for Regional Model and MTP Maintenance. In the fall of 2021, the NCDOT indicated that the allocation in FY 23 to the MPO is \$354,600. There is no more unobligated balance for PL funds to MPO's in NC. As part of the UPWP, the Federal government is requiring all MPO's to certify their transportation planning process on an annual basis. Attachment 8B is a checklist for the CR MPO to certify the MPO transportation planning process. The local match table is included as attachment 8C and the resolution adopting the UPWP is included as attachment 8D.

ACTION/RECOMMENDATION: 1) Receive a report on the FY 2022-2023 UPWP; 2) Discuss; 3) Consider certifying the CR MPO transportation planning process with resolution 8B; and 4) Consider adopting the FY 2022-2023 UPWP with resolution 8D.

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

- Local Reports – NCDOT Division 9 & 10
- STBGP Fund Transfer – NCDOT TIP Unit
- Special Studies Update – Rowan County, Town of China Grove, and 2050 MTP Assistance
- FY 26 STPBG Balance and 2022 Project Call
- SEI Filing Deadline April 18th and Newsletter

10) Information Items **Phil Conrad**

- Rider and Salisbury Transit Ridership
- TPD Newsletter

Next meeting: April 27, 2022

- Agenda items for April 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.

RESOLUTION ADOPTING MODIFICATION #11 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 23rd day of March, 2022.

I, Meredith Smith, Transportation Advisory Committee Chair, do hereby certify that the above is a true and correct copy of the excerpt from the minutes of a meeting of the Cabarrus-Rowan Transportation Advisory Committee, duly held on the 23rd day of March 2022.

Meredith Smith, Chair
Transportation Advisory Committee

**REVISIONS TO THE 2020-2029 STIP
HIGHWAY PROGRAM**

CABARRUS-ROWAN URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

EB-5732 CABARRUS PROJ.CATEGORY DIVISION	- CABARRUS-ROWAN URBAN AREA METROPOLITAN PLANNING ORGANIZATION	BRUTON SMITH BLVD/ CONCORD MILLS BLVD/ PORTION OF WEDDINGTON ROAD, US 29 TO WEDDINGTON ROAD. CONSTRUCT SIDEWALK ON BOTH SIDES OF THE ROAD, INCLUDING A PORTION OF WEDDINGTON ROAD. <u>TO ALLOW ADDITIONAL TIME FOR PRELIMINARY ENGINEERING, DELAY RIGHT-OF-WAY FROM FY 22 TO FY 23.</u>	RIGHT-OF-WAY	FY 2023 -	\$80,000	(TAANY)
				FY 2023 -	\$20,000	(L)
			CONSTRUCTION	FY 2024 -	\$2,298,000	(TAANY)
				FY 2024 -	\$575,000	(L)
				FY 2025 -	\$2,318,000	(TAANY)
				FY 2025 -	\$579,000	(L)
				FY 2026 -	\$184,000	(TAANY)
	FY 2026 -	<u>\$46,000</u>	(L)			
				\$6,100,000		
P-5726A ROWAN PROJ.CATEGORY REGIONAL	- CABARRUS-ROWAN URBAN AREA METROPOLITAN PLANNING ORGANIZATION	NORFOLK SOUTHERN, SALISBURY TRAIN STATION SECOND PLATFORM AND PEDESTRIAN UNDERPASS. <u>ADD PROJECT SEGMENT A AT REQUEST OF RAIL DIVISION.</u>	CONSTRUCTION	FY 2022 -	<u>\$2,500,000</u>	(T)
					\$2,500,000	
P-5726B ROWAN PROJ.CATEGORY REGIONAL	- CABARRUS-ROWAN URBAN AREA METROPOLITAN PLANNING ORGANIZATION	NORFOLK SOUTHERN, SALISBURY NORFOLK SOUTHERN CROSSOVER RELOCATION. <u>ADD PROJECT SEGMENT B AT REQUEST OF RAIL DIVISION.</u>	CONSTRUCTION	FY 2022 -	\$500,000	(T)
				FY 2023 -	\$2,000,000	(T)
				FY 2024 -	\$1,000,000	(T)
				FY 2025 -	<u>\$500,000</u>	(T)
				\$4,000,000		

* INDICATES FEDERAL AMENDMENT

**RESOLUTION TO ACKNOWLEDGE COMPLETION OF THE
CONNECT BEYOND REGIONAL MOBILITY PLAN**

WHEREAS, in 2020, CATS, Centralina Regional Council, Charlotte Regional Transportation Planning Organization (CRTPO), Cabarrus-Rowan MPO (CR MPO), Gaston Cleveland Lincoln Metropolitan Planning Organization (GCLMPO), Rock Hill-Fort Mill Area Transportation Study (RFATS), North Carolina Department of Transportation (NCDOT), and South Carolina Department of Transportation (SCDOT) agreed to jointly fund and manage a regional mobility initiative called CONNECT Beyond; and

WHEREAS, beginning in March 2020 and over the next 18 months, the CONNECT Beyond project team collaborated with municipal and county governments, regional planning organizations, transit agencies, and residents in the 12-county study area to develop recommendations in an open and comprehensive manner; and

WHEREAS, in July 2021, the CONNECT Beyond project team presented to the public the study recommendations to be advanced as Five Mobility Moves: Create Mobility Friendly Places, Expand Mobility Choices, Strengthen Rural to Urban Connections, Build a Better Bus Network, and Invest in Strategic Mobility Corridors; and

WHEREAS, the CONNECT Beyond project team members previously presented study results and recommendations to the Cabarrus-Rowan TCC and TAC; and

WHEREAS, in October 2021, the Centralina Regional Council Board of Delegates and the Metropolitan Transit Commission (MTC) endorsed the CONNECT Beyond Plan and Recommendations;

NOW, THEREFORE BE IT RESOLVED, That the MPO Board of the CRMPO hereby acknowledges completion of the CONNECT Beyond Regional Mobility Plan that developed an integrated regional mobility system to allow residents and visitors to travel seamlessly throughout the region using high-quality public transportation services.

I, Meredith Smith, TAC Chair do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the Cabarrus-Rowan Transportation Advisory Committee, duly held on the 23rd day of March, 2022.

TAC Chair

MINUTES

TRANSPORTATION ADVISORY COMMITTEE

Wednesday, January 26, 2022

VIRTUAL MEETING
DUE TO COVID-19 PANDEMIC

Members

Meredith Bare Smith	Town of Landis
Lori Furr	Town of Mt. Pleasant
JC McKenzie	City of Concord
Greg Edds	Rowan County
Ryan Dayvault	City of Kannapolis
Brittany Barnhardt	Town of Granite Quarry
Karen Alexander	City of Salisbury
Ron Smith	Town of Harrisburg
Dillon Brewer	Town of Rockwell
Charles Seaford	Town of China Grove
Andrew Perkins	NCDOT Board

Others

Phil Conrad	CRMPO Director
Pat Ivey	NCDOT Div 9
Connie Cunningham	CRMPO Staff
Stuart Basham	NCDOT Div 10
Jeff Littlefield	NCDOT Div 10
Alex Rankin	Cabarrus Chamber
Phillip Craver	NCDOT Div 9
Loretta Barren	FHWA
Roger Castillo	NCDOT TPD
Jason Pauling	City of Concord
Elaine Spaulding	Rowan Chamber
Andy Bailey	NCDOT TPD
Wilmer Melton	City of Kannapolis
Phillip Graham	City of Concord
Carl Ford	NC Senator
Brielle Hartney	City of Concord
Terry Crawford	City of Concord
Cheryl Sheets	Town of China Grove
Eddie McFalls	NC DOT Rail Div
Kyle Bridges	13 th District Office
Diamond Staton-Williams	Town of Harrisburg

Call to Order

TAC Chair Meredith Bare Smith called the January 26, 2022 meeting of the Cabarrus Rowan MPO TAC to order. She welcomed all in attendance and asked all present to recite the Pledge of Allegiance to a flag displayed on their screens. After reciting the pledge, Chair Smith called the roll of eligible voting TAC members and determined that a quorum had been met.

CRMPO Executive Director Phil Conrad read the NC State Ethics Commission Ethics Awareness and Conflict of Interest requirement and asked that should a conflict arise

during any part of the meeting, TAC members should recuse themselves from that portion of the meeting.

Director Conrad recognized NC Senator Carl Ford who indicated that work continues in Raleigh, and was happy to report the completion of the State Budget, which included a lot of compromises and negotiations. Director Conrad asked NCDOT Board member Anthony Perkins for any comments. Mr. Perkins reported to the members that construction estimates on projects were complete. With this information the Board will be able to determine which projects to pursue and which pending projects to evaluate when funding becomes available.

CRMPO Executive Director Conrad continued by asking for any Chamber of Commerce updates. Mr. Alex Rankin with the Cabarrus Chamber reported to TAC members of upcoming meetings at the Cabarrus Chamber as well as a successful State of the Region Summit held in November. Mrs. Elaine Spaulding from the Rowan Chamber reported of upcoming meetings with the Rowan Chamber as well as the resumption of in-person Power in Partnership meetings in 2022.

Director Conrad indicated the untimely passing Mr. Tony Hillian and his service to the Town of East Spencer and the MPO Board. He asked for a moment of silence in Mr. Hillian's memory. The TAC membership followed with a moment of silence.

Vice Chair Smith asked if there were any speakers from the floor who would like to speak. With none heard, she moved on to the next order of business.

Director Phil Conrad introduced Mr. Phillip Graham from the City of Concord who provided the TAC members with an update on the CRMPO staffing situation. Mr. Graham indicated that the City had decided to continue with the bid or contract process for staffing rather than bringing the function in house. TAC members commended Mr. Graham on this decision and for coming back to the TAC with an update.

Mr. Kyle Bridges from the 13th District of Tedd Budd's office provided an update on federal activities including the recently passed Bipartisan Infrastructure Bill. He noted a number of grant opportunities in the bill.

Chair Smith asked if there were any adjustments to the meeting agenda including the Consent Agenda. Without any adjustments, Chair Smith made the motion to approve the agenda with adjustments including the Consent Agenda and Mayor Barnhardt seconded the motion. The TAC members voted unanimously to approve.

CONSENT AGENDA

All items on the consent agenda are considered 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 were presented for TAC consideration on the Consent Agenda:

FY 2020-2029 MTIP Modification #10

The project modification is the deletion of AV-5820 at the request of Mid-Carolina Regional Airport and Rowan County.

2050 MTP and Transportation Conformity Update

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

THIS CONCLUDES THE CONSENT AGENDA

Approval of October 27, 2021 Minutes

Chair Smith called members' attention to the minutes from the October 27, 2021 meeting included in their meeting packets. Chair Smith asked if there were any corrections or additions to the minutes. With none being heard, Chair Smith made the motion to approve the minutes as presented. Mr. Ryan Dayvault seconded the motion and the TAC members followed with a unanimous vote to approve.

Nomination and Election of TAC Vice-Chair

CRMPO Director Conrad indicated that the Cabarrus-Rowan TAC Bylaws state that a new TAC Vice-Chair must be elected each year and the TAC Vice-Chair rotates to the Chair position automatically in the following year. In addition, the TAC Chair and Vice-Chair must be rotated between jurisdictions in Cabarrus and Rowan Counties. He stated that the TAC will need to nominate and elect a Vice-Chair from Cabarrus County for 2022.

Mayor Karen Alexander made a motion to nominated Ryan Dayvault as the TAC Vice Chair. Mr. Greg Edds seconded the motion and the TAC members voted unanimously to approve Mr. Dayvault's appointment.

Rider Transit Program of Projects

Director Conrad reported to the TAC members that the Program of Projects is a list of proposed FTA grant requests to support the operations of Rider Transit in Fiscal Year 2021. Rider has elected to use the MPO Public Involvement procedures to process this annual requirement. Phil noted that no public comments were received during the comment period, which ended on December 6th.

Director Conrad asked if there were any questions or comments. With none heard, Mr. JC McKenzie made a motion to adopt the Rider Transit Program of Projects (POP). Mr. Ryan Dayvault seconded the motion and the TAC members voted unanimously to approve.

Performance-Based Planning: Safety Targets

Director Phil Conrad reported to the TAC members that 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. He stated that the NCDOT just released the next round of safety targets for North Carolina and it is up to each MPO to either adopt these targets or devise their own targets. The proposed safety targets were published on the MPO's website and no public comments were received during the comment period, which concluded December 6th.

Director Conrad asked if there were any questions or comments. With none heard, Chair Smith made a motion to endorse the Safety Targets for 2022. Mayor Charles Seaford seconded the motion and the TAC members voted unanimously to approve.

Proposed CMAQ Project Submittals

Director Conrad reported that the CMAQ or Congestion Mitigation and Air Quality funds are a federal funding source for areas designated non-attainment by the EPA. He stated that CMAQ funds require a local sponsor and a 20 percent local match. Eligible projects must demonstrate an emissions reduction benefit to the local area. He indicated that NCDOT has issued a call for new project applications that must be submitted by the end of March 2022. He stated that the MPO received a CMAQ project proposal for the Clarke Creek Greenway from the City of Concord. NCDOT has estimated that the MPO will receive about \$1.55 million in the federal CMAQ funds for FY 2023. Jason Pauling provided some feedback on the application and the City Council's support for the project. There were no other projects submitted by the membership.

Director Conrad asked if there were any questions or comments. With none heard, Mr. JC McKenzie made a motion for the MPO to endorse the CMAQ project proposed by the City as presented. Chair Smith seconded the motion and the TAC members voted unanimously to approve.

FY 2022-2023 DRAFT UPWP

Director Conrad indicated that each year the Cabarrus-Rowan MPO develops and adopts a unified planning work program (UPWP). The UPWP is the MPO budget and follows the state fiscal year 2022-2023. He stated that the UPWP identifies the planning tasks, responsible agencies, and funding sources for regional transportation planning activities to be conducted within the planning area during the next fiscal year. He concluded that these projects include MPO planning activities undertaken by local agencies, the N.C. Department of Transportation, and a line item for Regional Model and MTP Maintenance. NCDOT has indicated that the allocation in FY 23 to the CR MPO is \$354,600.

Reports/CRMPO Business

1. Local Reports - NCDOT Division 9 & 10 – Mr. Pat Ivey, NCDOT Division 9 informed TAC members that Division 9 Updates are included in their meeting packet. He offered to discuss any projects on the list with members.

Mr. Brett Canipe, NCDOT Division 10 representative called TAC members' attention to a spreadsheet of Division 10 project updates. He reviewed some of the ongoing projects in Division 10.

2. NCDOT Rail Update – This item was tabled until a future meeting.
3. Special Studies Update – Rowan County, Town of China Grove, and 2050 MTP Assistance - Director Conrad gave a brief update on the 3 special studies that are ongoing.
4. FY26 STBGP Balance and 2022 Project Call – CRMPO Director Conrad reported that information was included in the packet for their information and review.
5. TAC Member Orientation: Metropolitan Transportation Planning – This item was tabled until a future meeting.

Informational Items

- ✦ RIDER Transit and Salisbury Transit Ridership Information - Phil called the TAC members' attention to the ridership information included in their packets.

Next Meeting is February 23, 2022

Adjournment

With no other business to bring before the TAC, Chair Smith made a motion to adjourn the meeting and Mayor Barnhardt followed with a second and the meeting was adjourned.

2050 Transportation Plan Conformity Determination

VIRTUAL
March 23, 2022

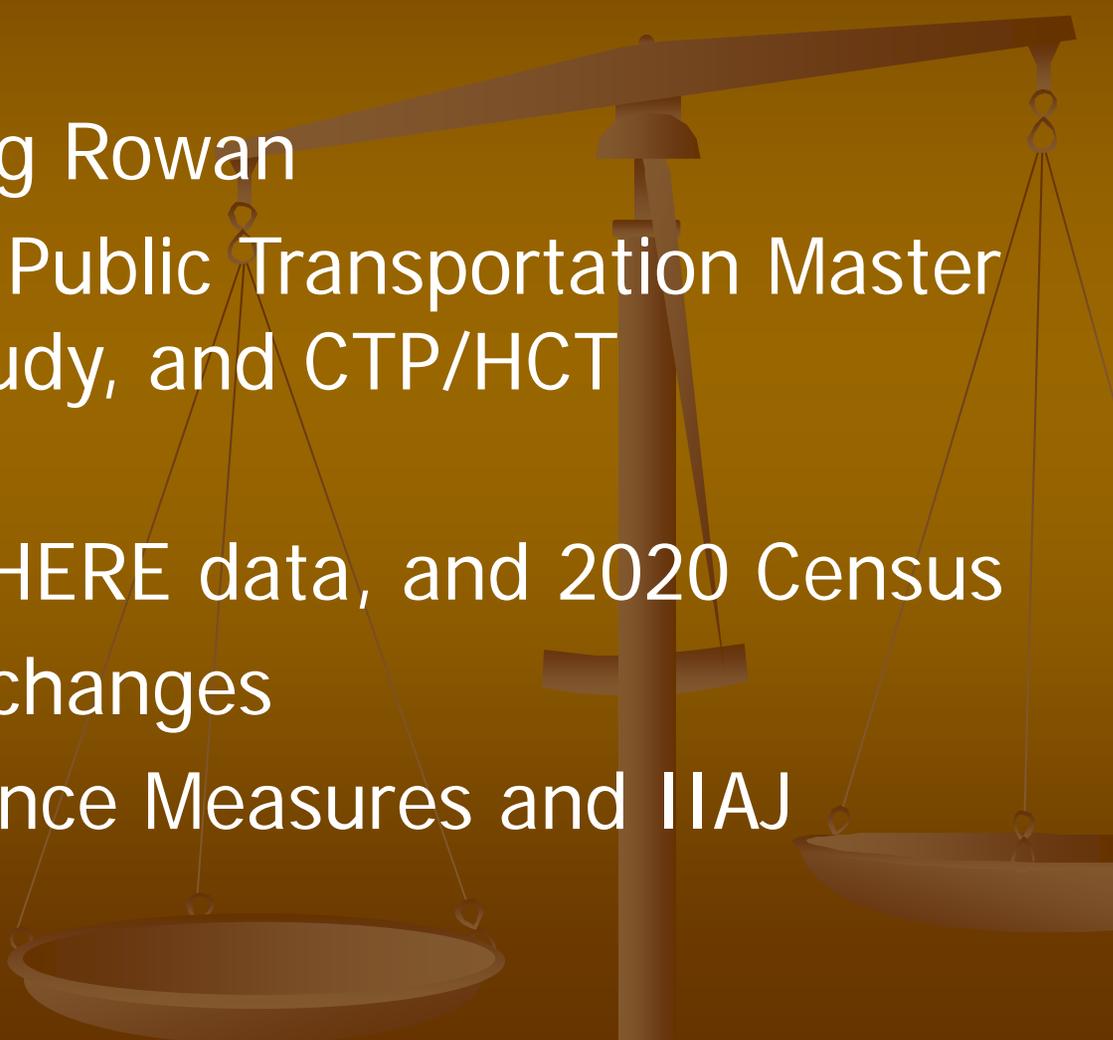


Phil Conrad, AICP
Cabarrus-Rowan MPO

What is a Transportation Plan?

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

What's NEW since 2018?

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

Transportation Plan Elements

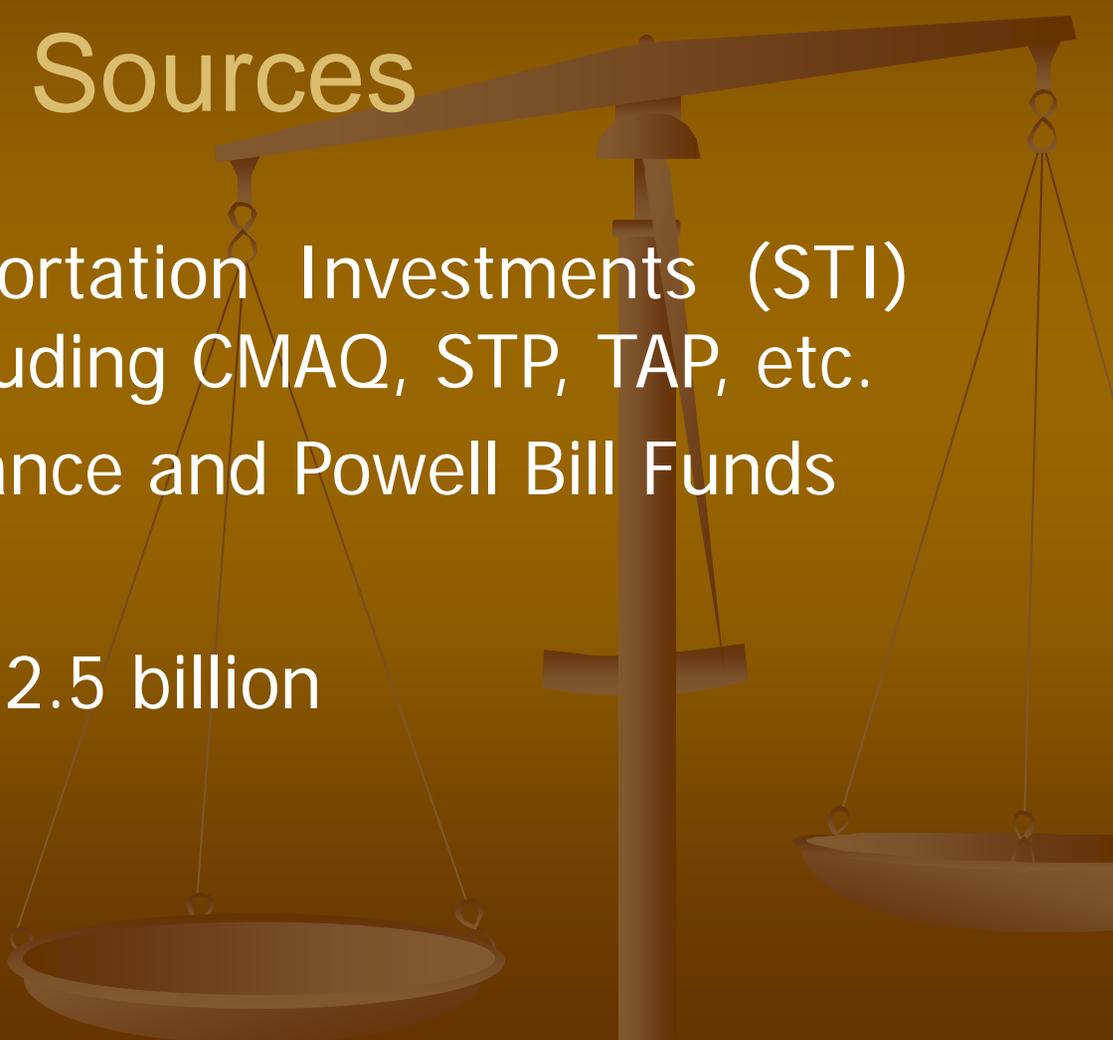
- Goals and Objectives
- Public Involvement
- Demographic Assumptions
- Highway
- Transit
- Bicycle and Pedestrian
- Aviation
- Financial Plan
- Freight



Financial Constraint

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

Transportation Revenue Sources

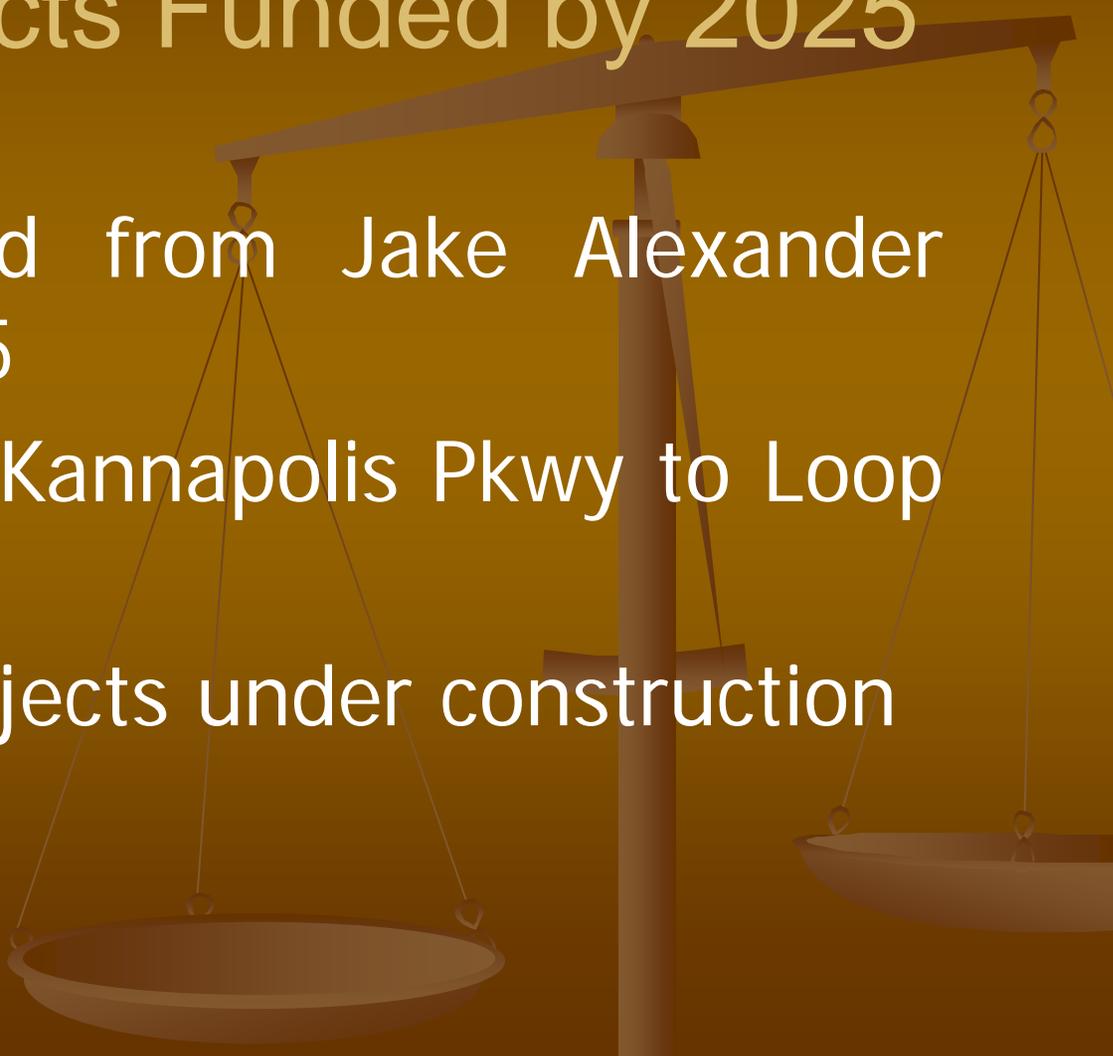


- Strategic Transportation Investments (STI) or TIP funds including CMAQ, STP, TAP, etc.
- NCDOT Maintenance and Powell Bill Funds
- Local Funds
- Total Funding - \$2.5 billion

Revenue Forecast

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

Key Projects Funded by 2025



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

Key Projects Funded by 2035

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

Key Projects Funded by 2045

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

Key Transit Projects Funded

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

What is Conformity?

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

Transportation Plan Conformity

Bridges the gap between air quality planning
and transportation planning:

The SIP

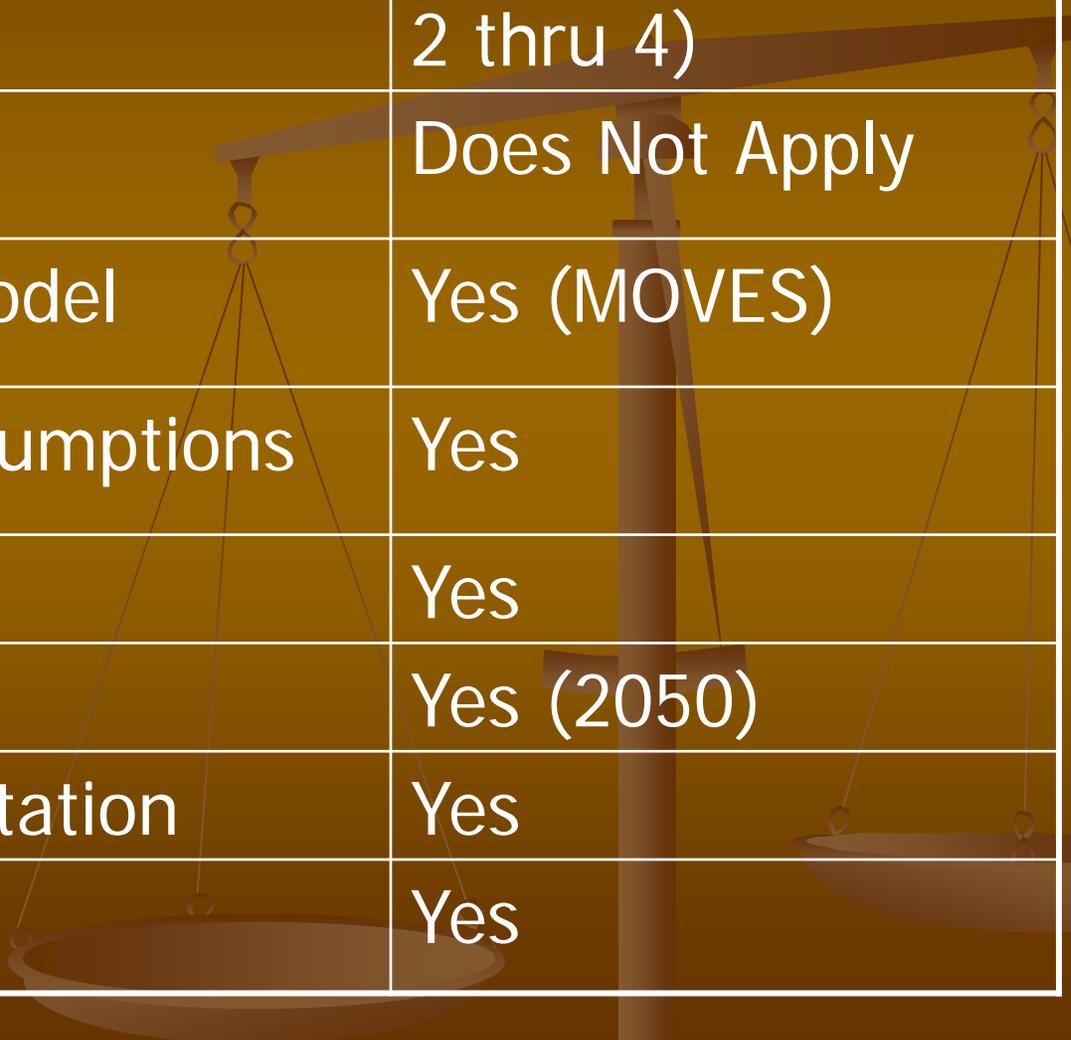
(State Air
Quality
Plan)

conformity

Transportation
Plan, and
Transportation
Improvement
Program (TIP)

Motor Vehicle Emissions Budgets

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



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

Schedule

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

QUESTIONS ?





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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

2020-2029 Transportation Improvement Program as Amended

2050 Metropolitan Transportation Plan

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

(2008 8-hour Ozone)

(1997 8-hour Ozone)

April XX, 2022

Prepared by:

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

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

In cooperation with:

The North Carolina Department of Environmental Quality
Division of Air Quality

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

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1.0 Introduction

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

The purpose of this report is to document compliance with the provisions of the Clean Air Act Amendments of 1990 (CAAA), the Moving Ahead for Progress in the 21st Century Act (MAP-21), Fixing America's Surface Transportation ACT (FAST Act) and the Infrastructure Investment and Jobs Act (IIJA) also known as the Bipartisan Infrastructure Law (BIL). The conformity determination for the Amended FY 2020-2029 Transportation Improvement Program amendments is based primarily on a regional emissions analysis that utilized the transportation networks in adopted and conforming 2050 Metropolitan Transportation Plans and the resulting emissions modeled by the North Carolina Division of Air Quality. The aforementioned processes will be completed on April XX, 2022. The Conformity Determination Report (CDR) for the 2050 MTP updates is available on the following websites:

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

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

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

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

- Cabarrus-Rowan MPO: March 23, 2022
- Gaston-Cleveland-Lincoln MPO: March 24, 2022
- Charlotte Regional Transportation Planning Organization: March 16, 2022
- The North Carolina Department of Transportation (NCDOT) (for the donut portion in Union County in the Metrolina Ozone Maintenance Area): March XX, 2022

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

Metropolitan Transportation Plans

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

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

FISCAL CONSTRAINT DETERMINATION

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

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

O&M costs. Each MTP describes in detail its own financing plan.

2.0 Relationship of the MTP and TIP

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

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

This report documents that the TIPs for FY 2020-2029 as amended are a direct subset of the 2050 MTPs for the Cabarrus-Rowan MPO, the Gaston-Cleveland-Lincoln MPO, the Charlotte Regional Transportation Planning Organization and the projects from the donut area in Union County is the responsibility of the North Carolina Department of Transportation. The 2050 MTPs for these areas are fiscally-constrained and are consistent with 23 CFR Part 450 Subpart C. This conformity determination is based on the most recent estimates of the emissions and the most recent planning assumptions (including population, employment, travel and congestion estimates available) as determined by the appropriate MPOs and NCDOT. It has been demonstrated in the Conformity Determination Report that the 2050 MTPs conform to the provisions of the CAAA of 1990, FAST Act, IJJA and 40 CFR Parts 51 and 93. Also, the 2050 MTPs conform to the purpose of the SIP in accordance with 40 CFR Part 93.

3.0 Latest Planning Assumptions

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

4.0 Transportation Control Measures

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

5.0 Interagency Consultation

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

6.0 Public Involvement

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

7.0 Regional Emissions Analysis Approach

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

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

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

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

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

8.0 Emission Comparison Summary Tests by Location and Pollutants

Ozone

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

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

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

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

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

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

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

9.0 Findings of Conformity

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

Based on the analysis and consultation and involvement process described in this report, the Cabarrus-Rowan MPO 2050 Metropolitan Transportation Plan and 2020-2029 Transportation Improvement Program as amended are found to conform to the purpose of the North Carolina SIP. The emissions expected from the implementation of the Cabarrus-Rowan MPO 2050 Metropolitan Transportation Plan and 2020-2029 Transportation Improvement Program as amended are in conformity with the 1997 and 2008 8-hour ozone standard.

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

Based on the analysis and consultation and involvement process described in this report, the Gaston-Cleveland-Lincoln MPO 2050 Metropolitan Transportation Plan and 2020-2029 Transportation Improvement Program as amended are found to conform to the purpose of the North Carolina SIP. The emissions expected from the implementation of the Gaston-Cleveland-Lincoln MPO 2050 Metropolitan Transportation Plan and 2020-2029 Transportation Improvement Program as amended are in conformity with the 1997 and 2008 8-hour ozone standard.

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

Based on the analysis and consultation and involvement process described in this report, the Charlotte Regional Transportation Planning Organization 2050 Metropolitan Transportation Plan and 2020-2029 Transportation Improvement Program as amended are found to conform to the purpose of the North Carolina SIP. The emissions expected from the implementation of the Charlotte Regional Transportation Planning Organization 2050 Metropolitan Transportation Plan and 2020-2029 Transportation Improvement Program as amended are in conformity with the 1997 and 2008 8-hour ozone standard.

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

Based on the analysis and consultation and involvement process described in this report, the projects from the 2020-2029 State Transportation Improvement Program as amended for the donut area in Union County that is outside of the MPO boundary is found to conform to the purpose of the North Carolina State Implementation Plan. The emissions expected from the implementation of the projects from the 2020-2029 State Transportation Improvement Program as amended are in conformity with the 1997 and 2008 8-hour ozone standard.

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

#6B (3/23/22)

RESOLUTION ADOPTED BY THE CABARRUS-ROWAN METROPOLITAN PLANNING ORGANIZATION TRANSPORTATION ADVISORY COMMITTEE APPROVING THE 2050 METROPOLITAN TRANSPORTATION PLAN

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

WHEREAS, the Cabarrus-Rowan Metropolitan Planning Organization (MPO), and the North Carolina Department of Transportation are actively involved in transportation planning for the Cabarrus-Rowan Urban Area; and

WHEREAS, the Cabarrus-Rowan MPO has an existing 2045 Metropolitan Transportation Plan adopted in March 2018; and

WHEREAS, the Cabarrus-Rowan Transportation Advisory Committee (TAC) is the duly recognized transportation decision making body for the 3-C transportation planning process in the Cabarrus-Rowan MPO as required by 23 U.S.C. 134; and

WHEREAS, the Cabarrus-Rowan Technical Coordinating Committee (TCC) and the TAC for the MPO have prepared an update to the 2050 Metropolitan Transportation Plan for the MPO; and

WHEREAS, it is recognized that the proper movement of traffic within and through the Cabarrus-Rowan MPO is a highly desirable element of the Metropolitan Transportation Plan for the orderly growth and development of the Urban Area; and

WHEREAS, after the full study of the updated Metropolitan Transportation Plan the TAC of the Cabarrus-Rowan MPO finds the plan to be compliant with the requirements of the 23 U.S.C. 134; and

WHEREAS, the Metropolitan Transportation Plan has at least a 20 year horizon year and is fiscally constrained as required by 23 CFR Part 450.322; and

WHEREAS, the public has had the opportunity to review and comment on the Metropolitan Transportation Plan through public meetings and document sharing.

NOW, THEREFORE, BE IT RESOLVED THAT members of the Cabarrus-Rowan MPO approve and endorse the 2050 Metropolitan Transportation Plan as prepared by the Cabarrus-Rowan TCC, the TAC, and the North Carolina Department of Transportation.

I, Meredith Smith, Transportation Advisory Committee Chair, do hereby certify that the above is a true and correct copy from the excerpt from the minutes of a meeting of the Cabarrus-Rowan Transportation Advisory Committee, duly held on the 23rd day of March, 2022.

Signature of the TAC Chair
Cabarrus-Rowan MPO

Resolution Finding the Cabarrus-Rowan Urban Area 2050 Metropolitan Transportation Plan and the 2020-2024 Amended Transportation Improvement Program in Compliance with the Provisions of the Clean Air Act Amendments of 1990 and 23 U.S.C. 134

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

WHEREAS, the Transportation Advisory Committee is the duly recognized decision making body of the 3-C transportation planning process for the Cabarrus-Rowan Urban Area; and

WHEREAS, the Cabarrus-Rowan 2050 Metropolitan Transportation Plan meets the planning requirements of 23 CFR Part 450.322; and

WHEREAS, the 2020-2023 Amended Transportation Improvement Program is a direct subset of the 2050 Metropolitan Transportation plan; and

WHEREAS, the United States Environmental Protection Agency (USEPA) designated Cabarrus-Rowan Urban Area as a marginal nonattainment area for the 2008 ozone standard effective on July 20, 2012, and due to improved air quality in the region was re-designated as a maintenance area on August 27, 2015; and

WHEREAS, the transportation conformity analysis of the Cabarrus-Rowan 2050 Metropolitan transportation plan is based on the most recent estimates of population, employment, travel, and congestion; and

WHEREAS, the Cabarrus-Rowan 2050 Metropolitan Transportation Plan is financially constrained; and

WHEREAS, there are no transportation control measures in the North Carolina State Implementation Plan (SIP) that pertain to the Cabarrus-Rowan area; and

WHEREAS, the most recent vehicle emissions model was used to prepared the quantitative emissions analysis; and

WHEREAS, those projects and programs included in the Cabarrus-Rowan 2050 Metropolitan Transportation Plan contribute to annual emissions reductions as shown by the quantitative emissions analysis.

NOW, THEREFORE BE IT RESOLVED, that the Cabarrus-Rowan Transportation Advisory Committee finds that the Cabarrus-Rowan 2050 Metropolitan Transportation Plan and 2020-2023 Amended Transportation Improvement Program conform to the purpose of the North Carolina State Implementation Plan in accordance with Clean Air Act as Amended (CAAA), and the 23 U.S.C. 134.

I, Meredith Smith, Transportation Advisory Committee Chair, do hereby certify that the above is a true and correct copy from the excerpt from the minutes of a meeting of the Cabarrus-Rowan Transportation Advisory Committee, duly held on the 23rd day of March, 2022.

Signature of the TAC Chair
Cabarrus-Rowan Urban Area



#7A (3/23/22)

CMAQ PROJECT APPLICATION

FOR NCDOT USE ONLY

APP ID

STIP ID

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

GENERAL PROJECT INFORMATION

1 SELECT CMAQ PROJECT TYPE

PO Allocation Competitive DOT Allocation

2 SELECT MPO/RPO(S)

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

3 PROJECT SPONSOR INFORMATION

Agency			
Contact Name			
Contact Title			
Address			
Telephone		Email Address	

4 PROJECT INFORMATION

Title	
Description	

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

PROJECT COSTS & DELIVERY SCHEDULE

5 APPLICABLE PROJECT PHASES, FUNDING & YEARS

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

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

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

6 ANTICIPATED PROJECT MILESTONE DATES

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

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

7 LIST THE SOURCE(S) OF MATCHING FUNDS:

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

GENERAL PROJECT INFORMATION

9 SELECT NC NONATTAINMENT/MAINTENANCE COUNTY(IES):

* Indicates partial county AQ designation

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

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

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

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

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

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

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

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

13 EMISSIONS REDUCTION CRITERIA

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

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

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

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

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

14 MISCELLANEOUS

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

15 SUPPORTING INFORMATION CHECK LIST

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

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

16 MPO/RPO PRIORITY INFORMATION (OPTIONAL)

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

17 SUBMIT

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



City of Salisbury North Carolina

The City of Salisbury is pleased to have the opportunity to submit, for consideration, a request for the statewide tier of Congestion, Mitigation and Air Quality (CMAQ) funding for the Salisbury Historic Depot Improvements. The Salisbury Depot is located at 215 Depot Street in the heart of downtown Salisbury. The building was constructed in 1908 by Southern Railroad, and was placed on the National Register of Historic Places in 1975. The station is currently owned and managed by the Historic Salisbury Foundation as an event center, with a small, glassed-in Amtrak facility located under the concourse and leased for use. In 2009, the City of Salisbury and the North Carolina Department of Transportation (NCDOT) partnered for construction of a 600-foot platform and 300-foot canopy, and passengers access the single train platform via a covered walkway.

Full service at the Salisbury Depot consists of ten trains per day (five each direction), with plans for expansion in 2024-2025. Programs, such as the Piedmont Improvement Program, have provided track improvements and grade separations along the corridor serving the Salisbury Station, and the current State Transportation Improvement Program (STIP) includes \$19.7 million for project P-5726 to construct a second platform, canopy and access tunnel to safely expand passenger and freight services at the station. This project is anticipated to be let in July 2023.

Because the planned improvements at this station will encourage continued growth of the Piedmont corridor, both a connectivity study and a station improvement study were conducted by NCDOT to determine how to better connect residents and travelers to easy and affordable transportation options. Potential passengers include residents travelling for work or leisure, students travelling to or from nearby colleges, and veterans seeking health care at the W.G. Hefner VA Medical Center. The studies indicate that improvements to the station to accommodate intercity buses, long-distance buses (such as Greyhound), private carriers, and bicycle and pedestrian options, while restoring the historic train station waiting room to its original use, would greatly enhance the operational characteristics of the existing facility. Making the Salisbury Historic Depot a true transit hub, while retaining the character of the area would allow safe travels via multiple modes of transportation.

The studies provided by NCDOT were used to identify funding in the STIP as project P-5733 for construction in 2025. The \$3.2 million established funding will fall short of the funds needed for the purchase and renovations of the station, which are estimated to be approximately \$11.7 million (based on estimates from 2018 with a 5% inflation rate applied until anticipated construction in FY 2024). Under the current schedule, the NEPA process is anticipated to be complete in August 2023. However, the process consists of a categorical exclusion, and could be accelerated if funding is secured. Likewise, preliminary plans have been established to help

expedite a final design, plans and specifications. The acquisition phase of the project is ready to begin immediately, and Historic Salisbury Foundation, the current owners of the Depot, are entertaining an option for purchase from the City of Salisbury to allow time to establish funding and execute agreements.

Enclosed are the 2018 estimates and preliminary plans for the renovations of the historic depot, the feasibility study, and the connectivity study. Because the improvements to the Salisbury Station will have an impact on travel across multiple areas both in and out of North Carolina, the emissions calculations include destinations along the corridor both inside and outside of North Carolina, using road-miles per trip diverted from non-attainment/maintenance counties. The data and calculations are based on Amtrak ridership data from 2019, and are included for review. Please note that calculations are based on annual data and results.

The City of Salisbury, with support of the NCDOT Rails Division, is pleased to have this opportunity to request funding to turn this flagship station into a viable transportation hub.



**RESOLUTION SUPPORTING
A CMAQ APPLICATION FOR THE PURCHASE AND RENOVATION OF THE
HISTORIC SALISBURY DEPOT**

WHEREAS, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA) (Public Law 109-59, August 10, 2005) continues the Congestion Mitigation and Air Quality Improvement Program (CMAQ) (23 U.S.C. §149); and

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

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

WHEREAS, the City of Salisbury is requesting funds for the purchase and renovation of the Historic Salisbury Depot; and

WHEREAS, the project will restore an iconic landmark to its original function, connect employees and citizens to essential government services, and increase private investment within the community; and

WHEREAS, preparing for growth means planning for transportation choices; and

WHEREAS, the project will further enhance current projects, including the pedestrian tunnel and second platform; and

WHEREAS, the Cabarrus-Rowan MPO will consider endorsement of the project for statewide CMAQ funds.

NOW THEREFORE, the City of Salisbury City Council supports the application for statewide CMAQ funds for the purchase and renovation of the Historic Salisbury Depot for expansion of the Amtrak waiting area and the establishment of a multi-modal center.

Adopted this the 1st day of March 2022.

Karen K. Alexander, Mayor

ATTEST:

Kelly Baker, City Clerk

March 16, 2022

Mayor Karen K. Alexander
City of Salisbury
P.O. Box 479
Salisbury, NC 28145

Subject: P-5733 Salisbury Station Upgrades – CMAQ Application Letter of Support

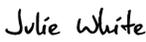
Dear Mayor Alexander:

Please accept this letter of support on behalf of the North Carolina Department of Transportation Rail Division for the City of Salisbury's CMAQ grant application for the Salisbury Station Upgrades (P-5733). The project is one of several station improvements resulting from a partnership between the Department and City of Salisbury that dates to the 1990's. The project will enhance the experience of NC By Train passengers traveling to and from Salisbury, by moving to the large historic waiting area from the current small waiting room. The increased waiting room space will support the station's capacity for handling additional passengers. The City also intends to develop the property as a multi-modal transportation center including slips for local scheduled bus routes, which also addresses the Department's mission of connecting people, products and places safely and efficiently.

The City and Department are currently advancing P-5726 Salisbury Second Platform, which is scheduled to be bid in 2023 and completed in 2024. That project will construct a second platform on the double track mainline to improve passenger and freight train operations through Rowan County. The passenger concourse under the tracks aligns with the main trackside entrance to the historic waiting room, in anticipation of the P-5733 waiting room upgrade.

We support the City of Salisbury's application for Federal funding and seeing this project move forward.

Sincerely,

DocuSigned by:

B1309F15DE4B46B...

Julie A. White
Deputy Secretary for Multi-Modal Transportation

cc Heather J. Hildebrandt, Technical Services Unit
Jason T. Orthner, P.E., CPM, Rail Division Director

SALISBURY MULTI-MODAL DFPO1

CMAQ FUNDING APPLICATION CALCULATIONS

MARCH 2022

The Salisbury Waiting Room will be expanded by 176% from 960 sf to 2650 sf. Amtrak has determined that on average, train station improvement projects resulted in an 18% increase in ridership. NCDOT previously determined that train passengers if driving versus taking the train would do so at an average rate of 1.2 passengers per vehicle.

Ridership data from 2019 was used as a baseline for this analysis

For each city that Salisbury passengers traveled to or from, an equivalent highway route and mileage within NC was calculated. Mileage through attainment counties was deducted. The resulting total is for all passenger miles diverted from highways within non-attainment counties.

That total is the basis for the pollutant reduction calculation below.

CONVERT PASSENGER MILES TO VEHICLE MILES

Total Passenger Miles Diverted from Non-Attainment Counties in NC	1,226,385
Percentage Increase in ridership due to expanded Salisbury Station	18%
Additional Passenger Miles due to expanded Salisbury Station	220,749
Vehicle Occupancy Ratio	1.2
Total Vehicle Miles Diverted from Non-Attainment Counties in NC	183,958
Percentage of new Ridership Diverted from Automobiles	100%
Vehicle Miles Diverted from Non-Attainment Areas in NC	183,958

CALCULATE POLLUTANT REDUCTION

Pollutant	Roadway Type	Factor (LDGV*) (grams/mile)	Avg Speed (mph)	Reduction
CO	Urban interstate	13.349	61	2,456 Kgs
VOC	Urban interstate	0.596	61	110 Kgs
NOX	Urban interstate	0.493	61	91 Kgs

LDGV = Light Duty Gasoline Vehicle (passenger car)

**Salisbury Multi-Modal Depot
Purchase and Renovation
Estimate
March 2022**

Item	2018 Est	Current Estimate	Notes
Acquisition		\$2,000,000.00	
Bldg Renovation	\$4,500,000.00	\$6,000,000.00	Assume 5% annual inflation to FY 2024
Site Improvements	\$2,300,000.00	\$3,000,000.00	Assume 5% annual inflation to FY 2024
Design/Const Docs		\$720,000.00	Approximately 6% of construction
Total		\$11,720,000.00	

27-Aug-18		CAPITAL BUILDING CONSULTANTS 11040 OLD US HIGHWAY 52 WINSTON-SALEM, NC 27107 PHONE: 336-775-1904		Rehabilitation and Renovation of Station		conditioned space unconditioned space		Estimator: Dave Snider		Description		quantity	unit	material	total material	labor	total labor	equip/ sub	total equip/sub	total		
1.	Foundations	footings 1.5'x1'x250'	14	cy	175.00	2450	\$	150	2100	0	0	0	\$	0	0	0	0	0	0	0	\$	4,550
2.	Substructures					0			0	0	0											0
3.	Superstructure	remove existing concrete slab	715	sf		0		2	1430	2.00	1430									1430	\$	2,860
		new handicap ramps				0			0		0									0	\$	-
		new pads	788	sf		0			0		0									0	\$	-
		concrete	10	cy	123	1230		10	200		0									0	\$	1,230
		form	20	sfca	5	100		10	36		200									0	\$	300
		place	10	cy	36	356		4	36		36									0	\$	392
		finish	788	sf		0		2	1576		1576									0	\$	1,576
		edge rails 1 1/2" dia galv 3 line w/knuckles	172	lf	95	16340		25	4300	1.25	4300									215	\$	20,855
		new hc ramp (4'x17')	1	lea		0			0		0									0	\$	-
		concrete	3	cy	123	369			0		0									0	\$	369
		form	34	sfca	5	170		10	340		340									0	\$	510
		place	2	cy		0		100	200	0.65	200									1	\$	201
		finish	68	sf		0		2	102	1.00	102									68	\$	170
		haul off debris	90	sy		0		3	257	2.15	257									194	\$	450
		dump fee	134	cy		0		5	683	6.70	683									398	\$	1,581
		structural backfill 4'	200	ton	85	17000		50	10000	65.00	10000									13000	\$	40,000
		haul asphalt	194	ton	45	8730		45	270	25.00	270									4850	\$	13,580
		repave	6	cy		0			0		0									0	\$	270
	strip	100	sy			0			0		0									7500	\$	7,500
		hardscape repairs	1	alw	1000	1000		1500	1500	1500.00	1500									1500	\$	4,000
		repair rose trellis remove & replace	1	alw	1000	1000		1500	1500	1500.00	1500									1500	\$	4,000
		landscape maintenance & upgrade	1	alw	2000	2000		3000	3000		3000									0	\$	5,000
		irrigation system repair	1	alw		0			0		0									25000	\$	25,000
		new gold leaf signage	1	lea		0			0		0									5000	\$	5,000
		R&R tower floor w/ 3/4"plywood	2	lea	500	1000		100	200		200									0	\$	1,200
			441	sf	2	882		5	2205		2205									0	\$	3,087

27-Aug-18		CAPITAL BUILDING CONSULTANTS		11040 OLD US HIGHWAY 52		WINSTON-SALEM, NC 27107		PHONE: 336-775-1904		Rehabilitation and Renovation of Station	
Project: Historic Salisbury RR Station		Salisbury, North Carolina		conditioned space		unconditioned space		Estimator: Dave Snider		Job Description: Design, Development	
Description		quantity	unit	material	total material	labor	total labor	equip./sub	total equip./sub	total	total
4. Exterior Closure					0		0		0	\$	\$
repoint exterior masonry 16658 sf x10%=-		1700	sf	0	0		0	\$ 15.00	25500	\$	25,500
clean masonry		16658	sf		0		0	\$ 1.00	16658	\$	16,658
R&R window sill washes with nonshrink grout		74	cf	10	0		0	\$ 20.00	1480	\$	1,480
repair ext wndws/drs/frms & paint, lead pnt remed					0		0		0	\$	-
double doors		12	lea	200	2400	300	3600		0	\$	6,000
single doors		12	lea	100	1200	150	1800		0	\$	3,000
windows single		142	lea	75	10650	150	21300		0	\$	31,950
windows double		6	lea	150	900	300	1800		0	\$	2,700
fan lites		22	lea	75	1650	200	4400		0	\$	6,050
louvers		5	lea	75	375	150	750		0	\$	1,125
F&I 8'x12' fixed tempered glass window w/ horizl blinds		3	lea	4500	13500	500	1500		0	\$	15,000
repair gaskets & seals of storefront					0		0	\$ 3,000	3000	\$	3,000
repaint all exterior wood & metal surfaces		1	law		0		0		0	\$	-
prep		13618	sf		0	1	13618	\$ 5.00	68090	\$	81,708
paint		13618	sf	0	0	1	13618	\$ 1	13618	\$	27,236
furnish & install new horizontal & vertical exterior sealants		1	law		0		0	\$ 7,500	7500	\$	7,500
remove terra cotta sills at tall tower windows		75	lf		0	60	4500		0	\$	4,500
replace terra cotta sills at tall tower windows		75	lf		0		0	\$ 130	9750	\$	9,750
remove/rehabilitate/repair/reinstall 4 gargoyles at tower		4	lea		0		0	\$ 5,000	20000	\$	20,000
R&R/rehabilitate/repair/reinstall terra cotta fascia at tower		1	law		0	1200	1200	\$ 9,000	9000	\$	10,200
Repair det of deck/struct components		1	law	2500	2500	5000	5000		0	\$	7,500
framing to match existing.					0		0		0	\$	-
flat area		4000	bf	2	8000	3	12000		0	\$	20,000
Frame		3000	bf	2	6000	5	15000		0	\$	21,000
close doors in locked position		3	lea	5	15	75	225		0	\$	240
salvage for reuse doors		2	lea		0	125	250		0	\$	250
tighten up soffit & fascia		80	sf	2	160	10	800		0	\$	960
R&R glass canopy chains w/ stainless steel chains		2	lea	150	300	250	500		0	\$	800
repair glass canopy roof		1	law		0		0	\$ 5,000	5000	\$	5,000

27-Aug-18		CAPITAL BUILDING CONSULTANTS		11040 OLD US HIGHWAY 52		WINSTON-SALEM, NC 27107		PHONE: 336-775-1904		Rehabilitation and Renovation of Station	
Project: Historic Salisbury RR Station		Salisbury, North Carolina		Job Description: Design Development		Estimator: Dave Snider		conditioned space		unconditioned space	
Description	quantity	unit	material	labor	total	equip/ sub	total	equip/ sub	total	equip/sub	total
5. Roofing											
Remove roof clay tiles	12927	sf			0		0		0		0
haul off debris	85	Cy			0		0	6.50	84026		84,026
dump fees	130	ton	85		11050		0	50	4250		4,250
30# felt	13000	sf			0		0	65	8450		19,500
Replace original clay tiles with new clay tiles					0		0	2	26000		27,690
clay tiles	13000	sf			0		0	45	585000		585,000
Remove & Replace dormer terra cotta wall tiles remove	320	sf			0		0		0		0
remove	4	sq		185	740		6.50		26		766
haul off debris	2	Cy		30	60		50		100		160
dump fees	3	ton	85		255		65		195		450
30# felt	4	sq	12		50		20		80		130
clay tiles	4	sq	1265		5060		1,835		7340		12,400
F&I new standing seam roof over sheet roofing					0		0		0		0
24ga. unfinished standing seam roof	15525	sf			0		0	12	186300		186,300
lead coated copper flashing 16oz					0		0		0		0
remove & replace	160	sf	6	19	960		3040		0		4,000
counter flashing 16oz					0		0		0		0
remove & replace	420	sf			0		0	19	7770		7,770
gutter liners 16oz	30	sf			0		0	15	450		450
remove & replace					0		0		0		0
gutters half round copper 6"	332	sf			0		0	20	6840		6,840
remove & replace					0		0		0		0
downspout elbows 5" dia copper lead	780	lf			0		0	22	17160		17,160
remove & replace					0		0		0		0
downspouts	150	lf			0		0	26	3900		3,900
remove & replace					0		0		0		0
remove & replace	340	lf			0		0	28	9520		9,520
scuppers	2	ea			0		0	350	700		700
metal	4	ea			0		0	250	1000		1,000
cast iron gutter boots					0		0		0		0
remove & replace	20	ea			0		0	175	3500		3,500
remove & replace existing skylites					0		0		0		0
5' x 8' at ridge (remove & replace)	2	ea			0		0	8,500	17000		17,000
8' x 12' remove & replace	10	ea			0		0	6,800	68000		68,000

27-Aug-18		CAPITAL BUILDING CONSULTANTS		11040 OLD US HIGHWAY 52		WINSTON-SALEM, NC 27107		PHONE: 336-775-1904		Rehabilitation and Renovation of Station	
Project: Historic Salisbury RR Station		Salisbury, North Carolina		Job Description: Design Development		Estimator: Dave Snider		conditioned space		unconditioned space	
Description	quantity	unit	material	total material	labor	total labor	equip/sub	total equip/sub	total	total	
6. Interior Construction				0	0	0	0	0	0	0	
F&I 4"conc over 4"ABC stone in baggage claim	5	cy	concrete & stone	0	0	0	0	0	0	0	
place	5	cy	145	725	0	0	0	0	0	725	
finish	336	sf	0	0	45	225	3.50	18	18	243	
repair existing interior painted surfaces	15162	sf	0	0	2	504	3.50	1176	1176	1,680	
ceramic tile repair(wall cracks & raised floor)	1	alw	4000	4000	0	0	3.50	53067	53067	53,067	
furnish & install missing floor ceramic tile	28	sf	0	0	0	0	25	700	700	700	
demolish existing air well grates backfill with stone.A20	1	ea	0	0	250	250	0	250	250	250	
stone	1	cy	0	0	0	0	500.00	500	500	500	
place	1	ea	0	0	200	200	50	50	50	250	
furnish and install 5/8" GWB on 2 1/2" metal stud	1308	sf	0	419	1	1295	3.50	4578	4578	6,291	
2 1/2" metal stud 12' tall	2608	sf	0	1174	1	2738	2	5216	5216	9,128	
5/8" GWB (each side)	45	x12	0	0	0	0	0	0	0	0	
2 Hr firewall in attic 5/8"gwb/ 5/8"gwb / 2 1/2" mtl stud 25 gal 5/8" gwb/ 5/8" gwb	540	sf	0	173	1	535	2	1080	1080	1,787	
2 1/2" metal stud 25 ga	2160	sf	0	778	0	886	1	2160	2160	3,823	
5/8" gwb	1	alw	500	500	500	500	1,500	1500	1500	2,500	
Miscellaneous cut & patch	440	sf	0	141	1	436	2	880	880	1,456	
over office #5 fire rated enclosure around attic Mechanical unit	1760	sf	0	792	0	722	1	1760	1760	3,274	
wall framing 25ga 2 1/2" metal stud 25ga	200	1 ea	200	200	50	50	0	250	250	250	
4 layers 5/8" gwb	675	1 ea	675	675	100	100	0	775	775	775	
fire rated door frame	250	1 ea	250	250	100	100	0	350	350	350	
fire rated door	250	1 ea	250	250	75	75	0	325	325	325	
hardware	7	ea	150	150	50	50	0	200	200	200	
modified hardware of existing fire rated door	7	ea	450	450	90	90	0	540	540	540	
furnish and install new solid core wood door in hmf	10.5	pr	70	735	15	158	0	893	893	893	
frame	7	ea	275	1925	55	385	0	2310	2310	2,310	
door	2657	sf	0	0	0	0	0	0	0	0	
hinges	650	lf	0	130	0	0	3.50	9300	9300	9,300	
lockset	7800	sf	0	1170	1	3900	2.50	19500	19500	24,570	
vct flooring	2657	sf	0	824	1	2790	3.50	9300	9300	12,913	
painted wood base 8"	2657	sf	0	0	0	0	1.500	1500	1500	1,500	
painted walls	1	ea	0	0	500	500	250	250	250	750	
painted ceiling	1	ea	0	0	0	0	0	0	0	0	
cut new well for air intake to basement 5'x5'	1	ea	0	0	0	0	0	0	0	0	
demo	1	ea	0	0	0	0	0	0	0	0	

27-Aug-18		CAPITAL BUILDING CONSULTANTS									
		11040 OLD US HIGHWAY 52									
		WINSTON-SALEM, NC 27107									
		PHONE: 336-775-1904									
		Rehabilitation and Renovation of Station									
Project: Historic Salisbury RR Station											
Salisbury, North Carolina											
Job Description: Design Development		conditioned space									
Estimator: Dave Snider		unconditioned space									
Description	quantity	unit	material	labor	total	material	labor	total	equip/	sub	total
2'x2'	1 ea		100	200	100	200	200	200	0	0	300
repair opened cracks in t&g grooved ceiling boards	2056 sf		2	3084	3	6168	3	6168	0	0	9,252
clean & treat mould damaged plaster above wainscot	60 sf		1	30	3	150	3	150	0	0	180
repair water damage on ceiling	155 sf		3	388	7	1085	7	1085	0	0	1,473
repair damaged plaster	120 sf		3	300	5	600	5	600	20	200	2,400
remove & replace damaged window glass	1 latw		25	25	50	50	50	200	200	200	275
remove & replace damaged vct in room storage #4	72 sf		0	0	0	0	0	720	720	720	
repair damaged finish of t&g flooring	50 sf		0	0	0	0	0	1000	1000	1,000	
repair &/or epoxy consolidation	0		0	0	0	0	0	0	0	0	
windows	5 ea		50	150	250	150	750	250	0	0	1,000
doors	12 ea		50	600	150	1800	150	1800	0	0	2,400
repair door hardware	5 ea		100	500	100	500	100	500	0	0	1,000
reactivate existing doors	11 ea		75	825	100	1100	100	1100	0	0	1,925
repair crack in t&g ceiling	24 lf		10	240	25	600	25	600	0	0	840
seal & prep stained wall	50 sf		2	75	5	250	5	250	0	0	325
resecure loose ceiling boards	16 lf		2	32	5	80	5	80	0	0	112
resecure loose ceiling boards	1 lf		150	150	250	250	500	500	500	500	900
Saw cut new air opening through existing basement wall	0		0	0	0	0	0	0	0	0	0
use hand excavation for construction of new well	14 lf		161	2254	25	350	350	2,604	0	0	2,604
finish and install new hardwood base cab w/solid surface counter top	0		0	0	0	0	0	0	0	0	0
new plastic clad cabinets	0		0	0	0	0	0	0	0	0	0
base	13 lf		250	3250	15	195	195	3,445	0	0	3,445
wall	13 lf		175	2275	34	442	442	2,717	0	0	2,717
countertop-solid surface	13 lf		120	1560	0	0	0	650	50	650	2,210
Toilet accessories	1 ls		500	500	500	500	500	500	500	500	1,000
Appliances											
micro wave	1 ea		500	500	219	219	219	719	0	0	719
under counter refrigerator	1 ea		775	775	60	60	60	835	0	0	835
furnish/bolt to fl back to back seating benches 18"	144 lf		390	56160	55	7920	7920	64,080	0	0	64,080
furnish & install full height lockers	4 ea		256	1024	26	104	104	1,128	0	0	1,128
rekey existing doors	20 ea		0	0	0	0	0	1500	75	1500	1,500
remove & replace & paint water damaged t&g pine ceiling	280 sf		5	1400	10	2800	2800	4,200	0	0	4,200
remove & replace & finish water damaged t&g maple floor	280 sf		10	2800	15	4200	4200	7,000	0	0	7,000

27-Aug-18	CAPITAL BUILDING CONSULTANTS 11040 OLD US HIGHWAY 52 WINSTON-SALEM, NC 27107 PHONE: 336-775-1904									
Rehabilitation and Renovation of Station										
Project: Historic Salisbury RR Station Salisbury, North Carolina										
Job Description: Design Development										
Estimator: Dave Snider										
conditioned space										
unconditioned space										
Description	quantity	unit	material	total material	labor	total labor	equip/ sub	total equip/sub	total	
7. Conveying				0		0		0	\$	-
remove & replace existing sprinkler heads				0		0		0	\$	-
	34000sf/300sf/head	140	heads	0		0	\$ 143	20020	\$	20,020
8. Mechanical Systems				0		0		0	\$	-
remove/replace 10 existing air handler units.				0		0		0	\$	-
	(15,308/400 sf/ton= 39 tons)	10	ea	0		0	\$ 15,000	150000	\$	150,000
Remove & replace 60 ton chiller		1	ea	0	0	0	\$ 135,000	135000	\$	135,000
F&I new building wide energy management system		1	alw	0		0	\$ 55,000	55000	\$	55,000
duct & pipe insulation		1	alw	0		0	\$ 40,000	40000	\$	40,000
valve replacements		1	alw	0		0	\$ 20,000	20000	\$	20,000
9. Plumbing				0		0		0	\$	-
adjust slope of existing sagging sewer pipe		1	alw	0		0	\$ 3,500	3500	\$	3,500
ext/add vent pipe thru roof at grand hall		1	alw	0		0	\$ 4,500	4500	\$	4,500
R&R 40 gallon electric water heater		1	ea	0		0	\$ 6,500	6500	\$	6,500
furnish and install new plumbing fixtures				0		0		0	\$	-
	mop sinks	2	ea	190	380	160	\$ 320	1300	\$	2,000
	dual water cooler	1	ea	1820	1820	170	\$ 1,800	1800	\$	3,790
	wall hung lavatory	3	ea	320	960	122	\$ 366	3000	\$	4,326
	water closets	3	ea	360	1080	180	\$ 540	3600	\$	5,220
	two bowl ss sink	1	ea	570	570	202	\$ 202	950	\$	1,722
	faucets	6	ea	150	900	35	\$ 210	2700	\$	3,810
remove & replace existing water heater w/40 gallon low boy		1	ea	0		0	\$ 4,500	4500	\$	4,500
10. Electrical										
existing service 120/208v,3phase,4wire w/6 meters										
R&R existing emergency generator with larger unit										
	gas fired 400KW 120/208 3 phase, 4 wire	1	ea	0		0	\$ 235,000	235000	\$	235,000
1000 amp automatic transfer switch 120/208, 3 phase, 4 wire										
upgrades to exist elec sys: exit light,emer lighting, and fire alarm horns and strobes.		1	alw	0		0	\$ 75,000	75000	\$	75,000
rework elec wiring per elec "recommendations" in report.		1	alw	0		0	\$ 50,000	50000	\$	50,000
remove abandoned knob & tube wiring		1	alw	0		0	\$ 75,000	75000	\$	75,000
furnish & install conduit for future security system		1	alw	0		0	\$ 10,000	10000	\$	10,000
miscellaneous repairs		1	alw	0		0	\$ 5,000	5000	\$	5,000
signage		1	alw	0		0	\$ 5,000	5000	\$	5,000
11. Special Construction				0		0		0	\$	-

27-Aug-18		CAPITAL BUILDING CONSULTANTS		11040 OLD US HIGHWAY 52		WINSTON-SALEM, NC 27107		PHONE: 336-775-1904		Rehabilitation and Renovation of Station						
Project: Historic Salisbury RR Station		Salisbury, North Carolina		Job Description: Design Development		Estimator: Dave Snider		Description		quantity	unit	material	labor	total	equip/	total
				conditioned space		unconditioned space									sub	total
12. Steward		1	alw					0							\$ 5,000	5,000
miscellaneous pavement repairs																\$ 5,000
new concrete curb & sidewalk																
	concrete	2	cy	123				246								246
	place	2	cy					0								100
	finish	110	sf				50	0							\$ 3	330
	new concrete wheel stops	5	ea	95				475	35							650
	handicap post signs	4	ea	185				740	50							940
	parking space reserved note on pavement	6	ea	55				330	100							930
	adjust st pl (1.5'x10' +/-) secure in place in parking lot	1	ea	155				155	150							305
	repair LC copper flash cover corner at lightwell Depot St	1	ea	225				225	325							550
	R&R damaged brick cap at 1989 mech enclosure	6	lf	15				90	50							390
	R&R concrete walk near Council Street (10'x20' +/-)							0								0
	concrete	3	cy	123				369								369
	place	3	cy					0	20							59
	finish	200	sf					0	2						\$ 3.00	600
	asp topping at settled area of old bldg (10'x20'x6" +/-)	200	sf					0							\$ 15	3,000
	straighten litepost at Depot Street	1	ea					0							\$ 500	500
	remove & replace hotbox cover	1	ea					0							\$ 2,000	2,000
13. General Conditions								0								0
	PM/Sup/Gen Lbr /job requirements	1	ls	30000				30000	185000						\$ 50,000	50000
								0								0
	Sub Total							\$ 256,374					\$ 373,808			\$ 2,369,687
	NC sales tax 7%							\$ 17,946								\$ 17,946
	WC & Payroll tax 35%							\$ 130,833								\$ 130,833
	SUB TOTAL							\$ 274,320					\$ 604,641			\$ 2,369,687
	CONTRACTORS OVERHEAD 10%															\$ 314,865
	CONTRACTORS FEE 10%															\$ 314,865
	SUB TOTAL															\$ 3,778,376
	CONTINGENCY 20%															\$ 755,675
PROJECTED CURRENT DAY TOTAL COST																\$ 4,534,051

27-Aug-18		CAPITAL BUILDING CONSULTANTS														
		11040 OLD US HIGHWAY 52														
		WINSTON-SALEM, NC 27107														
		PHONE: 336-775-1904														
		Alternate #1														
		Return facility to original design														
		(Demolish Glassed Enclosure at the Concourse)														
Project: Historic Salisbury RR Station																
Salisbury, North Carolina																
Job Description: Design Development																
Estimator: Dave Snider																
Description		quantity	unit	material	cost:	total	labor	cost:	total	labor	cost:	total	equip/	total	total	
					material	material	labor	labor	labor	labor	labor	equip/	sub	equip/sub	total	
1. Foundations																
footings 1.5'x1'x12"		8	Cy	175	1400	50	400	50	400	15	1350	15		1350	\$ 3,600	
saw cut		90	lf	10	900	15		15								
2. Substructures																
3. Superstructure																
new handicap ramps		160	sf													
concrete		2	Cy	123	246										246	
form		10	Sfca	5	50	10	100	10	100	4	40				150	
place		2	Cy	36	71		7		7						78	
finish		160	Sf				320	2	320						320	
edge rails 1 1/2" dia galv 3 line w/kruckles		134	lf	95	12730	25	3350	25	3350	1.25	168	1.25		168	\$ 16,248	
new hc ramps		1	ea				0		0						0	
concrete		14	Cy	123	1722										1,722	
form		200	Sfca	5	1000	10	2000	10	2000						3,000	
place		14	Cy			100	1400	100	1400	0.65	9	0.65		9	1,409	
finish		704	Sf				2	1056	2	1.00	704	1.00		704	\$ 1,760	
gut enclosure & walls		2800	Sf				5	14000	5						14,000	
HVAC		2800	Sf				0		0			2		4200	\$ 4,200	
Elect		2800	Sf				0		0			1		2800	\$ 2,800	
Plbfg		2800	Sf				0		0			1		2800	\$ 2,800	
remove top 4" conc slab		4900	Sf				2	9800	2			2		9800	\$ 19,600	
remove 10" setting bed		4900	Sf				0	1	4900	1	4900	1		4900	\$ 9,800	
patch existing slab		1	alw	1400	1400		0		0			3500		3500	\$ 4,900	
paint overhead		2800	Sf				0		0			3		8400	\$ 8,400	
electrical lights		1	alw				0		0			12500		12500	\$ 12,500	
13. General Conditions																
PM/Suppt/Gen Lbr./job requirements		1	ls	500	500	6500	6500	500	6500	500	500			500	\$ 7,500	
Sub Total																
						\$ 20,019			\$ 45,183					\$ 51,631	\$ 116,833	
NC sales tax 7%															\$ 1,401	
WC & Payroll tax 35%															\$ 15,814	
SUB TOTAL															\$ 51,631	\$ 134,048
CONTRACTORS OVERHEAD 10%															\$ 13,405	
CONTRACTORS FEE 10%															\$ 13,405	
SUB TOTAL															\$ 160,858	
CONTINGENCY 20%															\$ 32,172	
PROJECTED CURRENT DAY TOTAL COST															\$ 193,030	

TIP No.

Salisbury Bus Depot
Alternate 2
Planning Estimate

Proj.

County:

Rowan

North Carolina Department of Transportation
Preliminary Estimate

CONSTR. COST

Prepared By: Meffat & Nichol Date: 7/17/2018
Requested By: Date:
Priced By: Date:

Line Item	Des	Sec No.	Description	Quantity	Unit	Price	Amount
0000100000-N	M	800	Mobilization	1	LS	\$ 14,863.03	\$ 14,863.03
0000400000-N	M	801	Construction Surveying	1	LS	\$ 25,000.00	\$ 25,000.00
0043000000-N	G	226	Grading	1	LS	\$ 10,000.00	\$ 10,000.00
0150000000-E	G	250	Removal of Existing Asphalt Pavement	1,280	SY	\$ 4.85	\$ 6,208.00
Pavement							
1121000000-E	P	520	Aggregate Base Course	570	Tons	\$ 34.24	\$ 19,514.52
1275000000-E	P	600	Prime Coat	440	Gal	\$ 7.66	\$ 3,365.64
1523000000-E	P	610	Asphalt Concrete Surface Course, Type S9.5C	500	Tons	\$ 78.22	\$ 39,108.00
1575000000-E	P	620	Asphalt Binder for Plant Mix	30	Tons	\$ 480.66	\$ 14,419.80
2591000000-E	P	847	4" Concrete Sidewalk	50	SY	\$ 40.96	\$ 2,047.80
4685000000-E	PM	1205	Thermoplastic Pavement Marking Lines (4", 90 Mils)	350	LF	\$ 0.75	\$ 262.50
4695000000-E	PM	1205	Thermoplastic Pavement Marking Lines (8", 90 Mils)	5,000	LF	\$ 3.75	\$ 18,750.00
4721000000-E	PM	1205	Thermoplastic Pavement Marking Character (120 Mils)	51	EA	\$ 135.00	\$ 6,885.00
4725000000-E	PM	1205	Thermoplastic Pavement Marking Symbol (90 Mils)	6	EA	\$ 145.00	\$ 870.00
6029000000-E	L	SP	Safety Fence	1000	LF	\$ 2.20	\$ 2,196.00
Site Work							
SP			Bus Depot and Commercial Building	1	EA	\$ 2,000,000.00	\$ 2,000,000.00
SP			Relocate Bus Shelters, Concrete Pad, Car Bumpers	4	EA	\$ 3,500.00	\$ 14,000.00
SP			Concrete Planters	6	EA	\$ 900.00	\$ 5,400.00
SP			Granite Curb Relay	441	LF	\$ 25.00	\$ 11,025.00
			Misc. (35% Functional)				\$ 52,020.59
							\$ 2,245,938.88
Contract Cost							\$ 2,245,938.88
Construction Cost							\$ 2,245,938.88

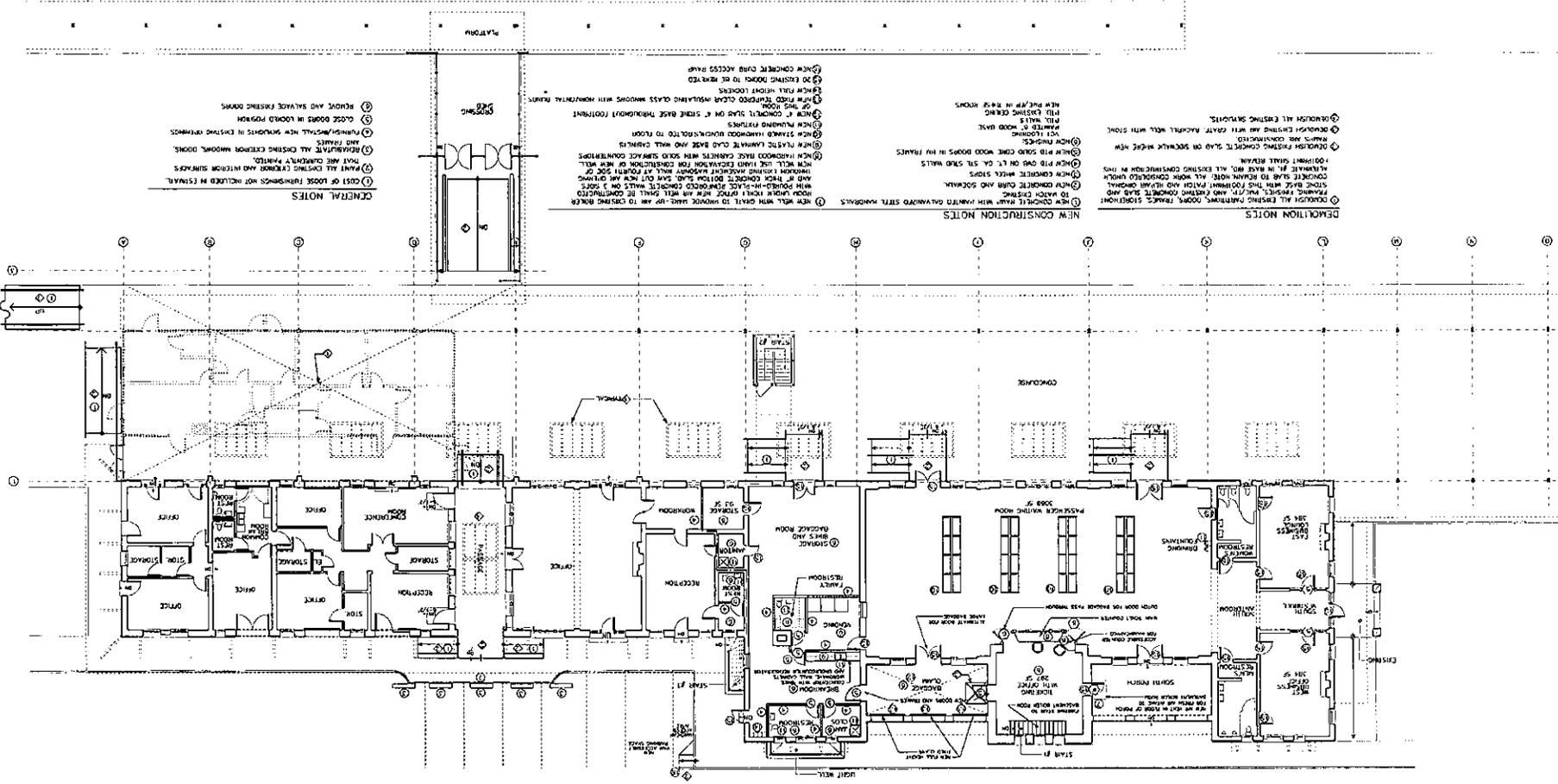
1-gth 3.26

FIRST FLOOR CONCEPT PLAN - SCHEME 4 - REVISED
 SCALE: 3/32" = 1'-0"
 DATE: 01.10.2018
 DRAWN BY: [Signature]
 CHECKED BY: [Signature]
 APPROVED BY: [Signature]

- GENERAL NOTES**
1. COST OF LOOSE FINISHES NOT INCLUDED IN SUMMARY.
 2. PAINT ALL EXISTING PARTITIONS AND INTERIOR SURFACES AND REPAIR ALL EXISTING EXTERIOR WINDOW, DOORS, AND FINISHES.
 3. REPAIR/REPLACE NEW SWELTERS IN EXISTING PARTITIONS.
 4. CLOSE DOORS IN ROOM POSITION.
 5. REMOVE AND SALVAGE EXISTING DOORS.
 6. REMOVE AND SALVAGE EXISTING PARTITIONS.

- DEMOLITION NOTES**
1. DEMOLISH ALL EXISTING PARTITIONS, DOORS, FINISHES, SPOULTERS, FRAMES, AND SINKS. DEMOLITION SHALL BE ACCORDING TO LOCAL AND STATE REGULATIONS. ALL EXISTING CONSTRUCTION SHALL BE DEMOLISHED AND REMOVED FROM THE PROJECT SITE. ALL EXISTING CONSTRUCTION SHALL BE DEMOLISHED AND REMOVED FROM THE PROJECT SITE. ALL EXISTING CONSTRUCTION SHALL BE DEMOLISHED AND REMOVED FROM THE PROJECT SITE.
 2. DEMOLISH EXISTING WALL WITH CAST-IN PLACE CONCRETE. DEMOLITION SHALL BE ACCORDING TO LOCAL AND STATE REGULATIONS.
 3. DEMOLISH EXISTING WALL WITH CAST-IN PLACE CONCRETE. DEMOLITION SHALL BE ACCORDING TO LOCAL AND STATE REGULATIONS.
 4. DEMOLISH EXISTING WALL WITH CAST-IN PLACE CONCRETE. DEMOLITION SHALL BE ACCORDING TO LOCAL AND STATE REGULATIONS.
 5. DEMOLISH EXISTING WALL WITH CAST-IN PLACE CONCRETE. DEMOLITION SHALL BE ACCORDING TO LOCAL AND STATE REGULATIONS.
 6. DEMOLISH EXISTING WALL WITH CAST-IN PLACE CONCRETE. DEMOLITION SHALL BE ACCORDING TO LOCAL AND STATE REGULATIONS.
 7. DEMOLISH EXISTING WALL WITH CAST-IN PLACE CONCRETE. DEMOLITION SHALL BE ACCORDING TO LOCAL AND STATE REGULATIONS.
 8. DEMOLISH EXISTING WALL WITH CAST-IN PLACE CONCRETE. DEMOLITION SHALL BE ACCORDING TO LOCAL AND STATE REGULATIONS.
 9. DEMOLISH EXISTING WALL WITH CAST-IN PLACE CONCRETE. DEMOLITION SHALL BE ACCORDING TO LOCAL AND STATE REGULATIONS.
 10. DEMOLISH EXISTING WALL WITH CAST-IN PLACE CONCRETE. DEMOLITION SHALL BE ACCORDING TO LOCAL AND STATE REGULATIONS.

- NEW CONSTRUCTION NOTES**
1. NEW CONCRETE FLOOR WITH POLISHED GALVANIZED STEEL HANDRAILS.
 2. NEW CONCRETE FLOOR WITH POLISHED GALVANIZED STEEL HANDRAILS.
 3. NEW CONCRETE FLOOR WITH POLISHED GALVANIZED STEEL HANDRAILS.
 4. NEW CONCRETE FLOOR WITH POLISHED GALVANIZED STEEL HANDRAILS.
 5. NEW CONCRETE FLOOR WITH POLISHED GALVANIZED STEEL HANDRAILS.
 6. NEW CONCRETE FLOOR WITH POLISHED GALVANIZED STEEL HANDRAILS.
 7. NEW CONCRETE FLOOR WITH POLISHED GALVANIZED STEEL HANDRAILS.
 8. NEW CONCRETE FLOOR WITH POLISHED GALVANIZED STEEL HANDRAILS.
 9. NEW CONCRETE FLOOR WITH POLISHED GALVANIZED STEEL HANDRAILS.
 10. NEW CONCRETE FLOOR WITH POLISHED GALVANIZED STEEL HANDRAILS.



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

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

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

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

WHEREAS, the City of Salisbury has coordinated with the NCDOT Rail Division on this application; and

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

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

NOW THEREFORE, be it resolved that the CRMPO endorses the City of Salisbury’s application for improvements to the waiting room of the Amtrak Station provided here on this, the 23rd day of March 2022.

I, Meredith Smith, TAC Chair, do hereby certify that the above is a true and correct copy of the action of the CRMPO Transportation Advisory Committee duly held on this, the 23rd day of March 2022.

Meredith Smith, Chair
Transportation Advisory Committee

II-A Data and Planning Support

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

Programmed Amount: \$97688

22% of staff budget

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

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

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

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

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

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

II-B Planning Process

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

Programmed Amount: \$86,600

20% 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 : \$ 0:

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

III-D. Statewide and Extra-Regional Planning

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

Programmed Amount: \$106900

24% of staff budget

III-D Statewide and Extra-Regional Planning Total: \$ 106900

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

III-E. Management and Operations

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

Programmed Amount: \$108000

24% of staff budget

III-E Management Ops, Program Support Admin Total: \$ 108000

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

Cabarrus-Rowan MPO FY 2022-2023 UPWP

FTA CODE	TASK CODE	TASK DESCRIPTION	MPO Planning and Admin - PL104			Transit Planning - 5303				SECTION 5307				TIGER II			STP-DA Flex Funds		
			Local 20%	Federal 80%	TOTAL	Local (10%)	State (10%)	Federal (80%)	Fund Total	Local	State	FTA 80%	5307 Total	Local	Federal	TIGER	Project	Local	Federal
	II-A	Data and Planning Support	\$ 19,538	\$ 78,151	\$ 97,688	\$19,564	\$19,564	\$156,511	\$195,639										
44.24.00	II-A-1	Networks and Support Systems	\$ 3,900	\$ 15,600	\$ 19,500	\$19,564	\$19,564	\$156,511	\$195,639										
44.23.01	II-A-2	Travelers and Behavior	\$ 3,150	\$ 12,600	\$ 15,750														
44.23.02	II-A-3	Transportation Modeling	\$ 12,488	\$ 49,951	\$ 62,438														
	II-B	Planning Process	\$ 17,320	\$ 69,280	\$ 86,600														
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	-	\$ -															
	III-A	Planning Work Program	\$ 2,400	\$ 9,600	\$ 12,000														
44.21.00	III-A-1	Planning Work Program	\$ 1,000	\$ 4,000	\$ 5,000														
44.24.00	III-A-2	Metrics and Performance Measures	\$ 1,400	\$ 5,600	\$ 7,000														
	III-B	Transp. Improvement Plan	\$ 3,650	\$ 14,600	\$ 18,250														
44.25.00	III-B-1	Prioritization	\$ 2,400	\$ 9,600	\$ 12,000														
44.25.00	III-B-2	Metropolitan TIP	\$ 1,000	\$ 4,000	\$ 5,000														
44.25.00	III-B-3	Merger/Project Development	\$ 250	\$ 1,000	\$ 1,250														
	III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.	\$ 2,750	\$ 11,000	\$ 13,750														
44.27.00	III-C-1	Title VI Compliance	\$ 250	\$ 1,000	\$ 1,250														
44.27.00	III-C-2	Environmental Justice	\$ 500	\$ 2,000	\$ 2,500														
44.27.00	III-C-3	Minority Business Enterprise Planning																	
44.27.00	III-C-4	Planning for the Elderly																	
44.27.00	III-C-5	Safety/Drug Control Planning																	
44.27.00	III-C-6	Public Involvement	\$ 2,000	\$ 8,000	\$ 10,000														
44.27.00	III-C-7	Private Sector Participation																	
	III-D	Statewide & Extra-Regional Planning	\$ 21,380	\$ 85,520	\$ 106,900														
44.27.00	III-D-1	Statewide & Extra-Regional Planning	\$ 21,380	\$ 85,520	\$ 106,900														
	III-E	Management Ops, Program Suppt Admin	\$ 21,600	\$ 86,400	\$ 108,000														
44.27.00		Management Operations	\$ 21,600	\$ 86,400	\$ 108,000														
44.27.00		Program Support Administration	\$ -	\$ -															
		TOTALS	\$ 88,638	\$ 354,551	\$ 443,188	\$19,564	\$19,564	\$156,511	\$195,639	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Self-Certification Checklist

1. Is the MPO properly designated by agreement between the Governor and 75% of the urbanized area, including the central city, and in accordance in procedures set forth in state and local law (if applicable)? [23 U.S.C. 134 (b); 49 U.S.C. 5303 (c); 23 CFR 450.306 (a)]
2. Does the policy board include elected officials, major modes of transportation providers and appropriate state officials? [23 U.S.C. 134 (b); 49 U.S.C. 5303 (c); 23 CF R 450.306 (i)]
3. Does the MPO boundary encompass the existing urbanized area and the contiguous area expected to become urbanized within the 20-yr forecast period? [23 U.S.C. 134 (c), 49 U.S.C. 5303 (d); 23 CFR 450.308 (a)]
4. Is there a currently adopted Unified Planning Work Program (UPWP)? 23 CFR 450.314
 - a. Is there an adopted prospectus
 - b. Are tasks and products clearly outlined
 - c. Is the UPWP consistent with the LRTP
 - d. Is the work identified in the UPWP completed in a timely fashion
5. Does the area have a valid transportation planning process?
23 U.S.C. 134; 23 CFR 450
 - a. Is the transportation planning process continuous, cooperative and comprehensive
 - b. Is there a valid LRTP
 - c. Did the LRTP have at least a 20-year horizon at the time of adoption
 - d. Does it address the 8-planning factors
 - e. Does it cover all modes applicable to the area
 - f. Is it financially constrained
 - g. Does it include funding for the maintenance and operation of the system
 - h. Does it conform to the State Implementation Plan (SIP) (if applicable)
 - i. Is it updated/reevaluated in a timely fashion (at least every 4 or 5 years)
6. Is there a valid TIP? 23 CFR 450.324, 326, 328, 330, 332
 - a. Is it consistent with the LRTP
 - b. Is it fiscally constrained
 - c. Is it developed cooperatively with the state and local transit operators
 - d. Is it updated at least every 4-yrs and adopted by the MPO and the Governor
7. Does the area have a valid CMP? (TMA only) 23 CFR 450.320
 - a. Is it consistent with the LRTP
 - b. Was it used for the development of the TIP
 - c. Is it monitored and reevaluated to meet the needs of the area
8. Does the area have a process for including environmental mitigation discussions in the planning process?
 - a. How _____
 - b. Why not _____
9. Does the planning process meet the following requirements:
 - a. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
 - b. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
 - c. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;

- d. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
 - e. Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
 - f. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
 - g. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
 - h. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
 - i. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
 - j. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.
 - k. All other applicable provisions of Federal law. (i.e. Executive Order 12898)
10. Does the area have an adopted PIP/Public Participation Plan? 23 CRR 450.316 (b)(1)
- a. Did the public participate in the development of the PIP?
 - b. Was the PIP made available for public review for at least 45-days prior to adoption?
 - c. Is adequate notice provided for public meetings?
 - d. Are meetings held at convenient times and at accessible locations?
 - e. Is the public given an opportunity to provide oral and/or written comments on the planning process?
 - f. Is the PIP periodically reviewed and updated to ensure its effectiveness?
 - g. Are plans/program documents available in an electronic accessible format, i.e. MPO website?
11. Does the area have a process for including environmental, state, other transportation, historical, local land use and economic development agencies in the planning process?
SAFETEA-LU
- a. How _____
 - b. Why not _____

RESOLUTION CONFIRMING TRANSPORTATION PLANNING PROCESS

RESOLUTION CERTIFYING THE CABARRUS-ROWAN METROPOLITAN PLANNING ORGANIZATION'S TRANSPORTATION PLANNING PROCESS FOR FY 2023

WHEREAS, the Transportation Advisory Committee has found that the Metropolitan Planning Organization is conducting transportation planning in a continuous, cooperative, and comprehensive manner in accordance with 23 U.S.C. 134 and 49 U.S.C. 1607;

WHEREAS, the Transportation Advisory Committee has found the transportation planning process to be in compliance with Sections 174 and 176 (c) and (d) of the Clean Air Act (42 U.S.C. 7504, 7506 (c) and (d));

WHEREAS, the Transportation Advisory Committee has found the Transportation Planning Process to be in full compliance with Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by each State under 23 U.S.C. 324 and 29 U.S.C. 794;

WHEREAS, the Transportation Advisory Committee has considered how the Transportation Planning Process will affect the involvement of Disadvantaged Business Enterprises in the FHWA and the FTA funded planning projects (Section 1003(b) of ISTEA of 1991 (Pub. L. 102-240), Sec. 105(f), Pub. L. 97-424, 96 Stat. 2100, 49 CFR part 23);

WHEREAS, the Transportation Advisory Committee has considered how the Transportation Planning Process will affect the elderly and the disabled per the provision of the Americans With Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat. 327, as amended) and the U.S. DOT implementing regulations (49 CFR parts 27, 37, and 38);

WHEREAS, the Cabarrus-Rowan Metropolitan Transportation Improvement Program is a subset of the currently conforming Cabarrus-Rowan Metropolitan Transportation Plan;

WHEREAS, the Transportation Plan has a planning horizon year of 2050, and meets all the requirements for an adequate Transportation Plan.

NOW THEREFORE, be it resolved that the Cabarrus-Rowan Urban Area Transportation Advisory Committee certifies the transportation planning process for the Cabarrus-Rowan Metropolitan Planning Organization on this the 23rd day of March, 2022.

Chair, Transportation Advisory Committee

Cabarrus-Rowan MPO Local Match Table

MPO Member	2010 Pop.	Percent	
Concord	79,066	25.0%	\$ 18,449
Rowan County	76,698	24.2%	\$ 17,897
Cabarrus County	49,500	15.6%	\$ 11,550
Kannapolis	42,625	13.5%	\$ 9,946
Salisbury	33,527	10.6%	\$ 7,823
Harrisburg	11,526	3.6%	\$ 2,689
China Grove	4,162	1.3%	\$ 971
Spencer	3,267	1.0%	\$ 762
Landis	3,096	1.0%	\$ 722
Midland	3,073	1.0%	\$ 717
Granite Quarry	2,930	0.9%	\$ 684
Rockwell	2,108	0.7%	\$ 492
E. Spencer	1,534	0.5%	\$ 358
Mount Pleasant	1,652	0.5%	\$ 385
Cleveland	868	0.3%	\$ 203
Faith	807	0.3%	\$ 188
Total	316,439		\$ 73,838

Cabarrus-Rowan
Metropolitan Planning Organization

RESOLUTION

Approving the FY 2022-2023 Unified Planning Work Program

March 23, 2022

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

Whereas, a comprehensive and continuing transportation planning program must be carried out cooperatively in order to ensure that funds for transportation projects are effectively allocated to the Cabarrus-Rowan Metropolitan Planning Organization; and

Whereas, the City of Concord has been designated as the recipient of Federal Transit Administration Metropolitan Planning Program funds; and

Whereas, members of the Cabarrus-Rowan Transportation Advisory Committee agree that the Unified Planning Work Program will effectively advance transportation planning for SFY 2022-2023.

Now, therefore, be it resolved that the Transportation Advisory Committee hereby endorses the *Cabarrus-Rowan Metropolitan Planning Organization FY 2022-2023 Unified Planning Work Program for the Cabarrus- Rowan Urban Area.*

I, Meredith Smith, TAC Chair do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the Cabarrus-Rowan Transportation Advisory Committee, duly held on the 23rd day of March, 2022.

TAC Chair

Subscribed and sworn to me this 23rd day of March, 2022.

Notary Public

(Notary seal)

Cabarrus-Rowan MPO
Transportation Update
March 1, 2022

TIP / WBS No.	Description	Let Date	Completion Date	Status	Construction Cost	Contractor	Project Administrator	Comments
PROJECTS UNDER CONSTRUCTION								
I-5858 53061.3.GV1 (C204244)	Pavement Rehabilitation on I-85 from US 29/US 601 in China Grove to US 601 (Jake Alexander Blvd) in Salisbury AND from S. of US 52 in Salisbury to N. of SR 2120 (Long Ferry Rd) in Spencer (totaling 10.88 miles)	July 1, 2019	Anticipated Oct. 1, 2021	79% Complete	\$19,914,202	Blythe Development Co.	Jeb Smith, PE (704)630-3220	Contractor is working on sawing and sealing joints. Anticipated completion date is December 15th, 2021.
R-5789F 44919.3.7 R-5789G 44919.3.8 (DI00235)	ADA Ramps at Various Locations in Davidson, Davie, Forsyth and Rowan Counties	March 1, 2021	March 31, 2022	62% Complete	\$2,524,367	Little Mountain Builders of Catawba County, Inc	Kelly Seitz, PE (704)630-3200	Little Mountain Builders began work April 19, 2021, upgrading various wheelchair ramps and sidewalks to new ADA standards. All installation has been completed in East Spencer, Granite Quarry, Rural Hall, Spencer, Kernersville, King, Lewisville, Lexington, and Salisbury. Contractor is currently working with a crew in China Grove and a crew in Winston Salem. Estimated project completion is June 3, 2022.
17BP.9.R.58	Replace Bridge #261 over Fork of Grant's Creek on SR 1541 (Stirewalt Rd) in Rowan County	September 22, 2021	November 10, 2022	0% Complete	\$591,333	Eastern Structures, LLC	Jeb Smith, PE (336)630-3220	Eastern Structures is form, install and pour the concrete caps and set up the core slabs. The Contractor is anticipated to be completed by November 10, 2022.
B-4626 38443.3.3 (C204446)	Replace Bridge #3 (EBL), and apply Bridge Preservation Treatment to Bridge #8 (WBL), over Yadkin River/W-S SB RR on NC 49 in Rowan County	October 19, 2021	January 28, 2025	0% Complete	\$13,333,568	Smith-Rowe	Jeb Smith, PE (336)630-3220	Please be advised that Smith-Rowe will begin work on NC-49 for B-4626 on March 7, 2022 with the installation of workzone signs. The project will be completed by February 28, 2025. The contractor plans to work from 7:00 AM to 5:30 PM, Monday- Friday. No weekend work is anticipated at this time. During Phase II, the east-bound bridge/lanes of NC-49 over the Yadkin River will be closed, however, east-bound/west-bound traffic will be maintained in a two lane/two way configuration over the west-bound bridge. Access to the boat ramp on the Stanly County side of the river will be maintained throughout the project, but the Scenic Overlook will be closed.
Z-5800IA 44806.3.12	Railway-Highway grade crossing safety project at SR 1753 (Umberger Rd) and Norfolk Southern Crossing #721597M in Mount Ulla	August 30, 2021	TBD	Under Construction	\$25,000	TBD	Nancy Horne, PE (919)707-4105	NEW - install active warning devices - in development
Z-5800IB 44806.3.5	Railway-Highway grade crossing safety project at SR 2120 (Long Ferry Rd) and Norfolk Southern Crossing #715307N in Spencer	August 30, 2021	TBD	Under Construction	\$30,000	TBD	Nancy Horne, PE (919)707-4105	NEW - install active warning devices - in development
U-5738 50163.3.1 (C204426)	Widen to multiple lanes on SR 2528 (Julian Rd) from US 601 (Jake Alexander Blvd) to SR 2667 (Summit Park Dr) in Salisbury	February 15, 2022	TBD	Bids were opened on Feb. 15, 2022	\$13,039,376	J. T. Russell and Sons	Matt Jones, PE (336)747-7800	DDRL - Raleigh Let - To be considered by BOT on March 10, 2022.
PROJECTS UNDER DEVELOPMENT								
B-5772 45728.3.1	Replace Bridge #66 over Norfolk Southern RR on SR 1724 (Hurley School Rd) in Rowan County	June 21, 2022	TBD	ROW Acquisition in progress	\$1,950,000	TBD	Kevin Fischer, PE (919)707-6514	*Schedule based on Adjusted 2020-2029 STIP. The Division is planning to meet the current let date of June. However, due to delays in right of way and utility relocations, the date of availability for the project will be delayed until the Fall of 2022.
P-5726 47604.3.1 (C204343)	NS Main - Construct Track Improvements, Second Platform, Pedestrian Underpass, Sitework, Retaining Wall, and Signalling Equipment	July 18, 2023	TBD	ROW Acquisition in progress	\$15,100,000	TBD	Matthew Simmons, PE (919)707-4117	* Schedule based on Adjusted 2020-2029 STIP - Raleigh Let
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.*

Cabarrus-Rowan MPO
Transportation Update
March 1, 2022

TIP / WBS No.	Description	Let Date	Completion Date	Status	Construction Cost	Contractor	Project Administrator	Comments
PROJECTS UNDER DEVELOPMENT								
R-5860 47548.3.1	Widen to multilanes - US 52 Rowan County Proposed Misenheimer Bypass to Proposed Rockwell Bypass (4.6 miles)	Post Year Jan., 2040	TBD	ROW Acquisition Jan. 21, 2028	\$39,320,000	TBD	Matt Jones, PE (336)747-7800	DDRL *The PE work for this project has been temporarily suspended.*
U-5901 44705.3.1	Airport Parkway –Construct 2-lane roadway on Multilane right of way in new location from SR 1710 (Harrison Rd) near US 70/601 (Jake Alexander Blvd) to SR 2539 (Peach Orchard Rd) at US 29 in Salisbury	Post Year Jan., 2040	TBD	ROW Acquisition Jan. 21, 2028	\$39,500,000	TBD	Ryan Newcomb, PE (336)747-7800	DDRL - Raleigh Let. *The PE work for this project has been temporarily suspended.*
U-6062 47486.3.1	Upgrade SR 2739 (N. Main St and S. Main St) to incorporate Bicycle Lanes and Sidewalks, from SR 2000 (Jackson Park Rd/N. Loop Rd) in Kannapolis to SR 1211 (Kimball Rd) in China Grove	Post Year Jan., 2040	TBD	ROW Acquisition June 15, 2029	\$28,400,000	TBD	Ryan Newcomb, PE (336)747-7800	DDRL - *The PE work for this project has been temporarily suspended.* Express design update in progress to revise project estimate.
U-6130 48321.3.1	Construct ramp and intersection improvements on US 29 at NC 152 in China Grove	August 18, 2026	TBD	ROW Acquisition Aug. 30, 2024	\$2,000,000	TBD	Ryan Newcomb, PE (336)747-7800	* Schedule based on Adjusted 2020-2029 STIP - Division POC (DPOC) *The PE work for this project has been temporarily suspended.*
W-5709E 44855.3.5	Construct Roundabout and other safety improvements at Intersection NC 153 (Rice Street) and SR 1197 (Cannon Farm Rd) in China Grove	September 28, 2022	TBD	ROW Acquisition in progress	\$700,000	TBD	Matt Jones, PE (336)747-7800	*Schedule based on Adjusted 2020-2029 STIP - Division POC Let (DPOC) - Project is progressing with design and right of way acquisition. The let date for the project will be reviewed as we get closer to September. Due to project suspensions, the right of way acquisition was delayed and appraisals had to be updated. This is delaying utility relocations.
Y-5500IA 80000.2.1.12	SR 1526 (Henderson Grove Church Rd) RR Crossing #724 362M Closure	September 27, 2023	TBD	ROW Acquisition in progress	\$2,950,000	TBD	Matt Jones, PE (336)747-7800	Division POC (DPOC) -
47797	Construct turn lanes on SR 2528 (Heilig Rd) at SR 1006 (Faith Rd) to improve safety and congestion	April, 2022 (State Forces)	TBD	ROW Acquisition in progress	\$462,500	State Forces	Matt Jones, PE (336)747-7800	High Impact Low Cost (HILC) project
48921	Construct right turn lane on SR 1210 (Old Beatty Ford Rd) at US 29.	July 26, 2022	TBD	TBA	\$361,000	State Forces	Matt Jones, PE (336)747-7800	High Impact Low Cost (HILC) project - Project released to move forward. Let date being re-evaluated.
DIVISION BRIDGE PROJECTS UNDER DEVELOPMENT								
15BPR.74	Bridge Rehabilitation - Bridge #137 and #465 on I-85 over Yadkin River.	April 15, 2025	TBD	TBA	\$4,200,000	TBD	Keith Paschal, PE	New - In development
17BP.9.R.76	Replace Bridge #81 over Deals Creek on SR 1926 (Hannah's Ferry Rd) in Rowan County	June 15, 2022	TBD	ROW Acquisition in progress	\$750,000	TBD	Daniel Dagenhart (336)747-7800	Planning and Design underway - working on 90% plans.
17BP.9.R.80	Replace Bridge #155 over Second Creek on SR 2136 (Agner Rd) in Rowan County	October 26, 2022	TBD	ROW Acquisition March 26, 2022	\$750,000	TBD	Daniel Dagenhart (336)747-7800	Planning and Design underway - working on 65% plans.
17BP.9.R.82	Replace Bridge #248 over Prong of Grant's Creek on SR 1211 (Kimball Rd) in Rowan County	June 15, 2022	TBD	ROW Acquisition in progress	\$1,450,000	TBD	Daniel Dagenhart (336)747-7800	Planning and Design underway.
17BP.9.R.85	Replace Bridge #198 and Bridge #199 over Crane Creek on SR 2529 (St. Paul Church Rd) in Rowan County	April 26, 2023	TBD	ROW Acquisition Oct. 26, 2022	\$1,200,000	TBD	Daniel Dagenhart (336)747-7801	Planning and Design underway.
17BP.9.R.86	Replace Bridge #205 over Grant's Creek on SR 1516 (Airport Rd) in Rowan County	February 8, 2023	TBD	ROW Acquisition April. 8, 2022	\$1,000,000	TBD	Daniel Dagenhart (336)747-7800	Planning and Design underway.

Cabarrus-Rowan MPO
Transportation Update
March 1, 2022

TIP / WBS No.	Description	Let Date	Completion Date	Status	Construction Cost	Contractor	Project Administrator	Comments
DIVISION BRIDGE PROJECTS UNDER DEVELOPMENT								
17BP.9.R.96	Replace Bridge #254 over Kerr Creek on SR 1547 (Caldwell Rd) in Rowan County	February 28, 2024	TBD	ROW Acquisition Jan. 28, 2023	\$900,000	TBD	Daniel Dagenhart (336)747-7800	Planning and Design underway.
BP9-R004 BP9-R004.3 (formerly 17BP.9.R.78)	Replace Bridge #235 over Unnamed Creek on SR 1322 (Ebenezer Rd) in Rowan County	September 27, 2023	TBD	ROW Acquisition Sept. 27, 2022	\$750,000	TBD	Daniel Dagenhart (336)747-7800	Planning and Design underway.
BP9-R012 BP9-R012.3 (formerly 17BP.9.R.105)	Replace Bridge #108 over Tuckertown Reservoir on SR 1004 (Stokes Ferry Rd) in Rowan County	August 23, 2024	TBD	ROW Acquisition July 23, 2023	\$1,500,000	TBD	Daniel Dagenhart (336)747-7800	Planning and Design underway.
LOCALLY ADMINISTERED PROJECTS								
C-5603D 43713.3.4	Construct sidewalks on Old Concord Rd from Ryan St to Jake Alexander Blvd	July 30, 2022	TBD	ROW Acquisition February 28, 2022	\$414,000	TBD	Jeff Turner (336)747-7800	Non-DOT let (LAP) - City of Salisbury - in design. The R/W date shown will need to be updated upon coordination with the City of Salisbury.
C-5603H 43713.3.8	Brenner Ave from Statesville Blvd. to W Horah St and Brenner Ave. at Link Ave. in Salisbury	September 30, 2022	TBD	ROW Acquisition February 28, 2022	\$130,000	TBD	Jeff Turner (336)747-7800	Non-DOT let (LAP) - City of Salisbury - in design. The City has requested ROW authorizatoin.
EB-5619B 56033.3.3	Grants Creek Greenway - Construct Multi-use trail from Kelsey Scott Park to Forestdale Dr in Salisbury	September 29, 2023	TBD	ROW Acquisition in progress	\$1,070,000	TBD	Jeff Turner (336)747-7800	*Schedule based on Adjusted 2020-2029 STIP - NON-DOT let (LAP)
HL-0005	Various, City of Salisbury Signal Sytem Upgrade.	March 31, 2022	TBD	ROW Acquisition in progress	TBA	TBD	Jeff Turner (336)747-7800	The let date shown will need to be updated upon further coordination with the City of Salisbury.
COMPLETED PROJECTS								
17BP.9.R.75	Replace Bridge #64 over Beaverdam Creek on SR 1952 (Godbey Rd) in Rowan County	June 1, 2021	May 31, 2022	99% Complete	\$814,269	Smith-Rowe	Jeb Smith, PE (336)630-3220	Smith-Rowe is completed ICT#01 on 12/9/21 and waiting for 80% vegetation established. The project is anticipated to be completed by the end of June 2022.

TIP/WBS No#	DESCRIPTION	LET DATE	COMPLETION DATE	STATUS	CONSTRUCTION COST	CONTRACTOR	PROJECT ADMINISTRATOR	COMMENTS
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R R	ARRA RAILROAD							

I 8 5 P R O J E C T	I-85 PROJECT								
	I-3802A	I-85 Widening Kannaopolis Reconstruction of US 29/601, Earnhardt Blvd. and Lane Street Interchanges from NC 73 to Rowan County. Landscaping for I-85 NC 73 to Lane Street.	LET April 2014	November 1, 2021	100% COMPLETE	\$249,166,172	Blythe Construction	NCDOT Chris Fine 704-983-4380	PROJECT COMPLETE Accepted on 11/22/2021.
	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

U R B A N P R O J E C T	URBAN PROJECTS								
	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	October 31, 2022	82% Complete	\$ 34.1 M	JT Russell	NCDOT Jon Hinson 980-523-0085	ACTIVE PROJECT. Project will be open to thru traffic by March 2022.
	U-4910	SR 1445 Derita Rd. Concord Poplar Tent Rd.-TO-Meck County Line.	LET February 2017	March 30, 2022	93 % Complete	\$19,442,264	BLYTHE Development	City of Concord & Chris Fine 704-983-4380	ACTIVE PROJECT. Currently under construction. Contractor working on punch list items. Project is in final pattern and is expected to be complete by March 2022 .
	U-6029	SR 1394 Poplar Tent Rd. Concord Derita Rd.-TO-NC 73. Widen to 4 lanes.	R/W-2029 LET TBD	TBD	5 % Complete	43.6 M	TBD	NCDOT Sean Epperson 704-983-4400	PROJECT ON HOLD

TIP/WBS No#	DESCRIPTION	LET DATE	COMPLETION DATE	STATUS	CONSTRUCTION COST	CONTRACTOR	PROJECT ADMINISTRATOR	COMMENTS
U-6032	Mallard Creek Rd. (SR-2467)/Derita Rd (SR-1445) from I-485 to Concord Mills Blvd. Widen to 6 lanes	June.17, 2025	2027 <i>PROJECTED</i>	75% Plans	\$ 25,000,000 EST.	KCI	NCDOT Donald Griffith 704-983-4418	ACTIVE PROJECT. Currently in Design. PE work continuing. ROW acquisition approved to move forward.
U-5956	US 29 Concord. Realign Union Cemetery Rd.-TO-Intersect US 29 at Rock Hill Church Rd.	R/W-2022 LET 2023	2025 <i>PROJECTED</i>	65% Complete	\$ 8.1 M	Kimley-Horn	NCDOT Sean Epperson 704-983-4400	PROJECT IS REACTIVATED and moving forward.
U-5761	NC 3 (Dale Earnhardt Blvd.) Kannapolis Improve Intersection of NC 3 and US 29/601.	LET June 17, 2025	2027 <i>PROJECTED</i>	90% Plans R/W 60% ROW acquisition set to continue beginning November 2021	\$ 10,960,000 EST	RS&H	NCDOT Donald Griffith 704-983-4418	ACTIVE PROJECT. Currently in Design. PE work is continuing, slowly.
U-5806	Concord Mills Flyover. Concord I-85-TO-Concord Mills Mall. Construct a flyover to the first mall entrance.	LET December 2017	December 1,.2021	97% Complete	\$10,216,654.00	BLYTHE Development	NCDOT Chris Fine 704-983-4380	ACTIVE PROJECT. Currently under construction. Contractor working on punch list items. Flyover opened to traffic on 11/24/21. Project in final pattern and expected to be fully complete by April 2022 .

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

HIGHWAY SAFETY PROJECTS								
47866/ SS-4910CK	Poplar Tent Rd. at Rock Hill Church Rd. & Eva Dr. Concord Intersection improvements.	LET Feb. 2023	TBD	In R/W Page 85	\$ 1.1 M	TBD	NCDOT Donald Harward 704-983-4400	Project Approved to move forward. High Impact/Low Cost Printed on 3/21/22

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

BRIDGE PROJECTS

B-5813	Bridge 120132 / NC 73 over Dutch Buffalo Creek	Jan-22	May. 2023	0% Complete	\$4,300,000	NJR Group	NCDOT Garland Haywood 704-975-2795	Construction expected to begin in Spring 2022.
B-5808	Bridge 120057 & 120059 (US 29/601) over Irish Dutch Buffalo Creek near Poplar Tent Road.	LET May 2022 <i>Pending</i>	May. 2025	0% Complete - Project Not Yet Let	\$5,100,000	TBD	NCDOT Garland Haywood 704-975-2795	Currently Developing ROW Plans for use in acquiring construction limits and relocating existing utility conflicts.
B-5136	US 29/601. Concord NC 73 TO-Davidson Dr. Replace bridges 66 & 69.	LET August 2015	March 15, 2021	100 % Complete	\$ 13.1 M	HRI Bridge Co.	NCDOT Jon Hinson 980-523-0085	ACTIVE PROJECT. Working on Project Closeout.
17BP.10.R.144	Bridge 120053 / SR 2114 (Centergrove Rd.) Kannapolis over Cold Water Creek.	LET Scheduled 4-21-2021	April, 2022	62% Complete	\$1,761,841	Dane Construction	NCDOT Garland Haywood 704-975-2795	ACTIVE PROJECT. Substructure is complete and crews are preparing to pour the concrete bridge deck.

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

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

TIP/WBS No#	DESCRIPTION	LET DATE	COMPLETION DATE	STATUS	CONSTRUCTION COST	CONTRACTOR	PROJECT ADMINISTRATOR	COMMENTS
BP10.R047	Bridge 120083 / SR 2408 (Gold Hill Rd.) over Dutch Buffalo Creek	LET July 2024 <i>Pending</i>	October, 2025	0% Complete - Project Not Yet Let	\$700,000	TBD	NCDOT Garland Haywood 704-975-2795	Project has been scoped. Plan Development will NOT proceed until LET has been scheduled and confirmed.

MUNICIPAL PROJECTS

M U N I C I P A L	U-5522	Concord Traffic Management Center. ITS/Signal.	LET July 2018	April 2, 2021	100 % Complete	\$ 732 K	Traffic Control Devices	City of Concord Kellie Crump Closing	PROJECT COMPLETE Accepted on May 5, 2021 THIS PROJECT HAS BEEN CLOSED.
	C-5159	Kannapolis Roxie St & NC 3-TO-Dale Earnhardt Blvd. Street Improvements	SCOPE	MOVED TO	I-85	\$	N/A	City of Concord	Deleted from 2020-2029 STIP. THIS PROJECT HAS BEEN ADDED TO THE I-85 PROJECT.
	C-5161	Greenway MUP. Kannapolis - Irish Buffalo Creek Greenway. Construct greenway.	LET June 2019	June.7, 2021	100 % Complete	\$ 2.85 M	J. D. Goodrum, Inc.	City of Kannapolis Kellie Crump Closing	Close-Out held and Close-Out form, fully executed. City of Kannapolis needs to submit final invoice.
	EB-5902	Concord Downtown Pedestrian Signal Upgrades	LET March 2020	November, 2020	90% Complete	\$198,435	ALS	City of Concord NCDOT oversight Neal Stroup 704-589-2045	Working on Punch list items.
	EB-5903	Union Street Concord Sidewalk Extension	LET December 2019	May.21, 2021	100 % Complete	\$879,280	Performance Management Construction	City of Concord NCDOT oversight Kellie Crump 980-439-6363	Final Acceptance 5/21/21. NCDOT concurred with final claim for time extension. City of Concord needs to submit final invoice.
	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 IS REACTIVATED and moving forward. Working toward 65% plans.

	TIP/WBS No#	DESCRIPTION	LET DATE	COMPLETION DATE	STATUS	CONSTRUCTION COST	CONTRACTOR	PROJECT ADMINISTRATOR	COMMENTS
R U R A L	U-6098/47706	Cabarrus County - Various ; Left turn lane at NC 73 and SR 1430 // Turn lanes at access rd. NC 73 // RAB SR 1620 & SR 1621 // Extend storage I-85 ramps.	LET February 2018			2,700,000		City of Kannapolis NCDOT oversight Marc Morgan	Phase I complete. Waiting on Developer or City of Kannapolis to complete Phase II (Per Agreement)
	C-5603E	SR 1120 (Bethel School Rd.) Construct Sidewalks and Crosswalks.	March.25, 2021	TBD	0% complete	108,029	Trull Contracting, LLC	Neal Stroup Oversight NCDOT	Project LET 3/25/21. Pre-construction conference held 9/14/21. NTP issued
	C-5603F	Bethpage Rd. From South Main St. -TO- Leoanard Ave. and from Westgreen Dr. -TO- Klondale Ave sidewalk.	TBD	TBD	0% complete	208,000	TBD	Kannapolis/Tim Kirk oversight NCDOT preconstruction	PE suspension lifted on July 9, 2021.
	C-5603G	Bruton Smith Blvd. and Weddington Rd. Concord.	TBD	TBD	0% complete	141,680	TBD	Concord/ Tim Kirk oversight NCDOT preconstruction	THIS PROJECT IS BEING DELETED PER THE CITY OF CONCORD.
	C-5603I	US 601. From Flowe Store Rd. -TO- Zion Rd. with US 601 and Flowe Store Rd. Sidewalk and intersection improvements.	TBD	TBD	0% complete	1,516,368	TBD	Concord/ Tim Kirk oversight NCDOT preconstruction	Preliminary Plans (25%) submitted for review on 9/29/01.
	EB-5844	Little Texas Rd. /Lane St -TO- Dale Earnhardt Blvd. sidewalk.	TBD	TBD	0% complete	2,051,200	TBD	Concord/ Tim Kirk oversight NCDOT preconstruction	Currently In PE phase. Preliminary plans were reviewed along with drainage plans and preliminary structure plans. Next step; Environmental documents.

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 PROJECTED	0 % Complete	\$ 16.5 M	TBD	NCDOT Sean Epperson 704-983-4400	PROJECT ON HOLD

TIP/WBS No#	DESCRIPTION	LET DATE	COMPLETION DATE	STATUS	CONSTRUCTION COST	CONTRACTOR	PROJECT ADMINISTRATOR	COMMENTS
VARIOUS PROJECTS								
2020CPT.10.1 2.20131 - Contract DJ00365	26 Map Sections of Secondary Roads.	March, 2021	June, 2022	50% completed	\$2 million	Boggs Contracting	NCDOT Marc Morgan	All maps resurfaced except for the 4 FDR Maps which are scheduled for Spring of 2022. Waiting on final striping.
2021CPT.10.1 4.10131 - Contract DJ00375	NC 3 (1 Primary section) and 23 sections of secondary roads.	April, 2021	June, 2022	98% completed	\$2.8 Million	Bythe Brothers	NCDOT Marc Morgan	All roads resurfaced. Project finalized on February 4th. Currently awaiting on contractor to finish punch list items to officially close.
2020CTP.10.0 2.10131, etc	NC3. Resurfacing--2 sections of NC 3, 1 section of NC 73 and 25 sections of secondary roads.	LET March 2019	September 30, 2021	100% Complete	\$5,036,205.00	Blythe Construction Company, Inc	NCDOT Marc Morgan 704-983-4380	PROJECT COMPLETE & CLOSED
R-5790JF 44920.3.14	LOCATION Installation of curb ramps.	LET January 2020	TBD	100 % Complete	\$ 165.6 K	Little Mountain Builders of Catawba County	NCDOT Chris Fine 704-983-4380	PROJECT COMPLETE August 2020. Closed the agreement with the Town of Badin on 10/29/20. Overpayment HAS been refunded.
R-5790JG 44920.3.15	LOCATION Installation of curb ramps.	LET March 2022	TBD	% Complete	\$ 3M	TBD	Barrett Eatman	Letters sent to municipalities. Project being prepared for LET.
SS-6010T 49436.3.1 (48794)	Irish Potato Rd & Gold Hill Rd. Concord Scope has been changed w/ new findings.	August 2021	August 2021	100 % Complete	\$30k	NCDOT	NCDOT Tony Tagliaferri 704-983-4400	PROJECT COMPLETE
I 48795	NC 73 Concord Main St. (Mt. Pleasant Rd.) Install left turn lanes.	LET Summer 2021	August 2021	100 % Complete	\$	TBD	NCDOT Donald Harward 704-983-4400	PROJECT COMPLETE
O SS - 6010D 48986.1.1 48986.3.1	NC 73 & Central Dr. Concord Roadway & Pavement Markings Improvements.	August 2021	August 2021	100 % Complete	\$23,000	NCDOT	NCDOT Tony Tagliaferri 704-983-4400	PROJECT COMPLETE
SS - 6010E 48987.1.1 48987.3.1	NC 73 & Cabarrus Ave. Concord Traffic Signal & Pavement Markings Revisions			100 % Complete	\$2,500	NCDOT	NCDOT Tony Tagliaferri 704-983-4400	PROJECT COMPLETE

	TIP/WBS No#	DESCRIPTION	LET DATE	COMPLETION DATE	STATUS	CONSTRUCTION COST	CONTRACTOR	PROJECT ADMINISTRATOR	COMMENTS
U	SS-4910DM 48485.1.1 48485.2.1	Roberta Rd. & Cochran Rd. Concord -TO- Brookville Ave. Mini Roundabout Construction	LET Summer 2023		In Design	\$180,000	TBD	NCDOT Donald Harward 704-983-4400	SPOT Safety Project. If utilities cooperate we will Let Summer 2022

From: Stanley, Mike [mailto:mtstanley@ncdot.gov]
Sent: Thursday, December 30, 2021 12:24 PM
To: Phil Conrad (pconrad@mblsolution.com) <pconrad@mblsolution.com>
Cc: Ivey, Stephen P <pivey@ncdot.gov>; Tucker, Mezak <mtucker@ncdot.gov>; Argabright, Van <vargabright@ncdot.gov>; Lucas, Katina T <ktlucas@ncdot.gov>; Wasserman, David S <dswasserman@ncdot.gov>
Subject: U-5608 - Kimball Rd

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

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

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

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

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

Mike Stanley, PE
STIP Central Region Manager
Division of Planning and Programming
NCDOT

919 707 4642 office
mtstanley@ncdot.gov

1 S Wilmington ST
1534 Mail Service Center
Raleigh, NC 27699-1534



NORTH CAROLINA
Department of Transportation

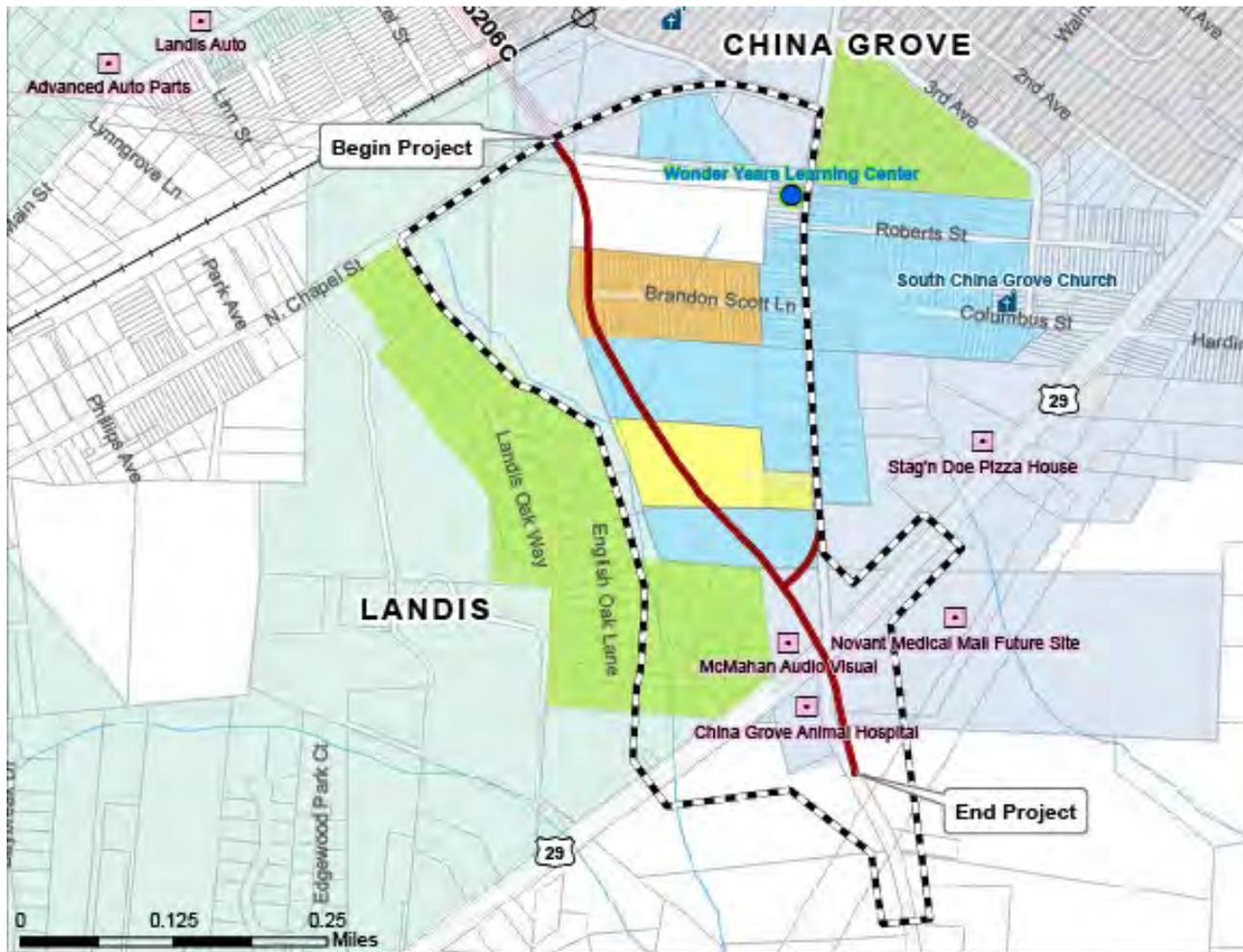
U-5608 - Kimball Road Extension

Additional STBGDA Funds Obligation

Cabarrus -Rowan TCC Meeting
January 19, 2022

Background

- Construction of a 2 -lane extension of Kimball Road from North Chapel Street to US 29 in China Grove
- Project selected in P2.0 and partially funded in draft STIP released September 2012
- Agreement reached between CRMPO and Division to fund with Direct Attributable funds allocated to the MPO in order to program project earlier; NCDOT agrees to cover non -Federal match, based on prioritization result
- Project added to STIP by amendment in December 2013



- | | | | | |
|------------------------------|--------------|-------------------|----------------------------------|-----------------------------|
| Businesses | STIP U-5808 | Parcel Boundaries | Single Family Residential | Cemeteries |
| Churches | STIP P-5208C | Railroads | Single Family Residential | Historic District |
| Child Care Center | Roads | P-5208C Closure | SFR Subdivisions | Municipal Boundaries |
| Direct Community Impact Area | Streams | | Multifamily Residential | Landis |
| | | | Manufactured Home District | China Grove |

Current project status

- Construction complete; project has reached closeout stage
- Total STBGDA obligation to date (PE, ROW, construction):
\$6,705,596
- Total STBGDA obligation for ROW phase: \$3,220,000
- Total expenditures / encumbrances for ROW phase: \$2,512,500 ¹
- 80% Federal share of expenditures: \$2,010,000
- **Net STBGDA funding not need for ROW: \$1,210,000**

¹Estimated – subject to change upon final closeout

Current project status

- Additional funding necessary to cover additional expenses for construction phase: \$2,223,000
 - Low Bid Adjustment= \$985,225
 - Contract Overruns= \$144,495
 - Extended Administration Cost=\$1,074,462
 - Anticipated Funding Needed to Closeout=\$18,818²
- 80% Federal share of amount needed: \$ 1,778,400
- STBGDA not needed for ROW can be applied toward construction
- **Net estimated additional STBGDA to be obligated: \$568,400**

²Estimated – subject to change

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

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

To: pconrad@mblsolution.com

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

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

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

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

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

Already programmed: \$16.3M

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

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

Your DA funds are currently programmed as follows.

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

David Wasserman, P.E.

STIP Western Region Manager

North Carolina Department of Transportation

919 707 4743

dswasserman@ncdot.gov



**It's that time Again...
Annual Statement of Economic Interest (SEI) Due**



Since April 15th is a State Holiday this year, the filing deadline for regular SEI filings is **APRIL 18, 2022**.

However, if you are a **candidate** for a covered office, your SEI was due on **March 14th** so please file as soon as possible. If you are currently serving in a covered office, the filing of your candidate SEI satisfies both your regular and candidate filing obligations.

We encourage you to file your SEI electronically. It's fast, efficient, your information is saved for future filings, and you receive immediate confirmation of your filing. Last year 87% of SEI filings were electronic.

If you do not receive a confirmation number as soon as you e-file, you have not successfully submitted your SEI and you need to log back in and make sure you completed all sections and hit the "submit" button.

We still offer manual filing for those who cannot file electronically but hope you will give electronic filing a try. Trust us, you will be surprised at how easy it really is. Here is the website link to get started: <https://ethics.nc.gov/seis>.



Most common errors that require that you to fix and refile paper SEIs:

In addition to missing questions, those who file manually may make the following errors, requiring that they refile and possibly miss the filing deadline.

- **Income Question:** You should list income sources (not amounts) of over \$5,000. Many select "*I had no reportable income over \$5,000*", which in some cases is an error. For instance, if you or immediate family members are employed, you most likely have income of \$5,000 or more and need to disclose it.
- **"Reason for Filing":** Our electronic SEI filing system lists all Agencies, Boards, Commissions, Community Colleges, Universities, and TACs, so make sure you make the correct selection(s). If you serve on more than one entity, you should list them **all** on your SEI, to avoid the need for multiple filings.
- **Missing Real Estate Disclosure Form (RED) for RPO/MPO filers:** You must select your TAC board as your "Reason for Filing," otherwise the system will not prompt you to complete a RED. If you file manually, the RED will print out with your SEI.
- **Forgetting to Respond to the Candidate Question:** Please answer the candidate question. If you are not a candidate, check 'No.'
- **Not Checking Required Boxes or Providing Requested Details:** Many SEI questions require that you respond by checking "yes" or "no." Please make sure you check those boxes and provide details if you check "yes."

FREQUENTLY ASKED SEI QUESTION

Q: Who must file?

A: Members of State boards, legislators, and judicial officers (justices, judges, district attorneys, clerks of court) must file an SEI, along with certain State employees in exempt positions earning at least \$60,000, must file a SEI. Candidates for covered offices must also file a 2022 SEI.

Q: Do I have to file if my term on a Board or Commission has expired or will expire before April 18?

A: If your term has expired or will expire on or before April 18, 2022, *but you continue to serve because you have not been replaced* prior to April 18th, you are still required to file a SEI.

Q: Where Can I Check My Agency or Board's SEI Compliance?

A: You can check compliance, including your SEI filing date and education received date for your board or agency, here: [Compliance Report](#).

TEST YOUR SEI KNOWLEDGE



Question #6—Income Disclosure

- If Mr. Smith and his spouse earned a State salary last year, is this considered reportable?
 - Yes, Mr. Smith should report any income over \$5,000 received by him or his spouse in response to Question 6 on the SEI. Although the employer may have been listed on page 1 of the SEI, the income question should also include this information.

Question #3—Stock Question:

- As of December 31, 2021, Mr. Smith owned stock valued at \$9,600 in GM and \$11,500 in Google. He also owned \$22,700 in a technology-focused mutual fund which holds stock in Apple in addition to other technology companies. Should Mr. Smith list GM, Google, and Apple in response to Question 3?
 - Mr. Smith **is not** required to report the GM stock because as of December 31st, it did not meet the \$10,000 threshold for individual stocks.
 - Mr. Smith **is** required to report the Google stock because it was over \$10,000 in value as of December 31st.
 - Question 3 excludes stocks owned in mutual funds from the reporting requirement. Although the value of his interests in the technology mutual fund exceeded \$10,000, that interest is not reportable.
- Ms. Jones has extensive stock ownership. Should she only list the name of her brokerage company and ask Ethics Commission staff to contact the brokerage firm for more information?
 - No. Each filer is obligated to disclose those interests on the SEI. This enables members of the public and the filer's colleagues to understand the filer's particular interests in the event there is a potential conflict of interest. Stocks owned may be listed on the SEI or on an attachment to the SEI.

Ethics Commission True or False Trivia

- 1) The eight members of the State Ethics Commission are elected by North Carolina citizens.

False. Four members are appointed by the Governor and four by the General Assembly. There are four Democrats and four Republicans on the Commission.

- 2) The State Ethics Act was fifteen years old in January 2022.

True. Hard to believe! The Ethics Act was enacted on January 1, 2007.

- 3) The Commission's Executive Director was the lead guitarist for "The General Statutes."



False. As the longest serving staff member for the Commission, Kathleen Edwards has been rocking the Ethics Act and Lobbying Law oldies since 2006.

- 4) You must a SEI "Long Form" every year.

False. You should consider the disclosures made on your **last-filed** Long Form. If you have had no changes since that filing, you may file a No Change Form, requiring that you verify that you have had no changes in the interests reported on that Long Form.

Changes requiring that you file a Long Form may include employers, stock holdings, board memberships, or other changes to your financial interests.

Ethics by the Numbers

The State Ethics staff has been very busy this year. Let's review the numbers:

* The Ethics Commission currently has 9 staff members. We are small, but mighty! We are hiring for two positions which will bring our staff to 11.

* The Commission regulates some **6,500** individuals in a variety of State roles, including members of **260** State boards.

* Over 7,000 SEIs are filed with the Commission annually.

* The Ethics Act requires that most new appointees' SEIs be evaluated by Commission staff prior to serving and every two years thereafter. This SEI evaluation requirement is unique to North Carolina, most states only act as repositories for financial disclosure statements but do not individually evaluate those disclosures. In 2021, SEI Unit staff evaluated nearly **2,000** SEIs.

* Commission staff also provides required education to legislators, covered State employees, and some State board members. In 2021, the Commission educated over **2,300** officials.

* Commission staff also provides guidance to legislators, covered State employees, and State board members. In 2021, Commission staff issued over **500** advisory opinions.

* Complaints Unit staff investigates complaints of violations of the Ethics Act and Lobbying Law. In 2021, staff investigated 36 complaints filed under those laws. The Complaints Unit also assists members of the public who have concerns that do not arise under the Ethics Act by directing them to the appropriate forum to express their concerns. In 2021, staff assisted nearly **300** citizens with such concerns.

Hero Corner

Because Ethics Liaisons are our heroes!

Did you know...?

...our **electronic filing system** is a remote, contactless way to submit a Statement of Economic Interest

...electronic filing is **available 24/7** and retains each filer's financial and property information

...when your filers use the electronic filing, the **SEI Compliance Report** is immediately updated.

Please note: Paper filings can be delayed weeks between mailing, delivering, processing, and scanning, making compliance tracking difficult and more time consuming. But with electronic filing the filer will receive immediate confirmation and their SEI will be uploaded within hours!

...the **average electronic filing** takes less than 20 minutes

...Ethics staff can **reset a filer's password remotely**.

Please note: You should call us if your filers need help with their account from last year. Please do not create a new or second electronic filing account because the filer's previous history will not transfer. Filers should also check their spam filter for the password reset email.

...Ethics Liaisons can also create a **mock electronic SEI** to familiarize themselves with the system. But please don't submit your mock SEI.



Ethics Liaison Superheroes – Recognition for Outstanding Service

 **CINDY ENSLEY** of **Craven Community College** keeps the College's trustees and covered employees on track with timely reminders of their upcoming deadlines for both Education and SEI filing. To assist her trustees, she created an account to learn the SEI e-filing system. Wow! That's why *Cindy, you're a Superhero!*

 **KRISTEN DEW** of the **NC Dept. of Public Instruction** works tirelessly to ensure that Commission staff has everything it needs to evaluate Department staff for conflicts of interest. Kristen's laser focus and lightening speed in responding to staff requests guarantees that those SEIs are evaluated without delay. Amazing! And that's why *Kristen, you're a Superhero!*



	RIDER TRANSIT						2022	RIDER ADA PARATRANSIT						2022	ROWAN TRANSIT				
	2016	2017	2018	2019	2020	2021		2016	2017	2018	2019	2020	2021		2017	2018	2019	2020	2021
January	30677	32527	28,618	35154	32,795	19,946	13,670	464	727	786	1014	1233	1064	1,291	1394	1382		1281	611
February	33853	33599	30231	32851	31073	23,498	20,251	623	755	887	1001	1238	1065	1,358	1816	1318		1299	679
March	36896	34813	32443	35038	25626	36652		633	932	972	1066	887	1558		1631	1213		1388	737
April	35155	32820	33153	33822	15732	36209		606	814	903	1117	550	1555		1697	1229		858	
May	32227	32719	35578	36,735	18,489	36,769		565	864	1005	1015	687	1464		1487	1196		651	
June	33978	33,987	38320	36931	22239	35573		495	837	893	918	997	1370		1659	916		797	
July	32926	32776	36564	37265	22975	27155		529	819	840	956	1065	1305		1543	694	1378	828	
August	36933	37535	42211	38455	22020	27824		687	862	995	1041	1191	1233		2018		1425	826	
September	35357	33850	35060	35590	21712	27014		694	864	895	1076	1231	1286		1667		1413	824	
October	37970	35584	39504	37,727	24,501	28779		803	957	1147	1175	1024	1304		1670		1412	930	
November	35018	33804	33695	32930	22073	25692		657	881	972	1132	959	1424		1446		1214	684	
December	34245	32746	30639	32848	19994	24882		635	885	781	1049	1044	1463		764		1127	721	
Totals	415235	371176	416016	425346	279229	349,993	33,921	7391	10197	11076	12560	12106	16091	2649	18,792	7,948	7,969	11,087	2,027

	SALISBURY TRANSIT SYSTEM						SALISBURY ADA PARATRANSIT													
	2016	2017	2018	2019	2020	2021			2018	2019	2020	2021								
January	10162	12497	10192	11588	10836	4631				669	662	605								
February	11732	12872	11786	10819	10426	4495				664	587	553								
March	12840	12973	11945	10813	8444	5069				621	641	711								
April		12144	12075	11383	4344	5058				629	442	737								
May		12871	12139	15528	4230	4698				754	505	673								
June		10964	11581	10983	5406	5225				698	618	762								
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									
Totals	122500	150943	140206	133387	76086	29176			3746	8016	6937	4041								



Transportation Infrastructure Resiliency Fund

The NC Emergency Management has released their call for projects for the Transportation Infrastructure Resiliency Fund Grants. The deadline for applications is March 31, 2022. Projects can be 100% funded with no cost share and are paid on a reimbursement basis. Below are the types of projects that the money can be used. Attached are instructions and link below for how to apply.

Funds can be use for:

1. Projects that update and prepare transportation infrastructure for storms, mudslides, and flooding events taking projections of future risk into consideration.
2. Risk assessments for critical transportation routes, building on existing and future reports such as the I-95 and I-40 Flood Resilience Feasibility Study.
3. Creating community-informed flood risk and vulnerability assessments that identify resilience gaps and project opportunities for transportation routes in North Carolina to help maintain vital transportation functions following flooding events.

<https://www.ncdps.gov/transportationinfrastructureresiliencyfundgrants2022>

Complete Streets Implementation Guidance

On February 11, 2022, NCDOT released updated guidance and resources to support implementation of the Complete Streets Policy. These materials were developed by the NCDOT Division of Highways (DOH) and Integrated Mobility Division (IMD) in coordination with many internal stakeholders as well as MPOs, RPOs, and other external partners.

Since its adoption by the Board of Transportation in 2019, the updated Complete Streets Policy has required the consideration and incorporation of multimodal facilities on all appropriate transportation projects in the state. However, implementation of the policy has been inconsistent and lacked adequate guidance to ensure its success. The new and revised materials released provide clarity, a more streamlined project evaluation process, and improved standards for the consideration and integration of complete streets elements.

More information is available at: <https://connect.ncdot.gov/projects/BikePed/Pages/Complete-Streets.aspx>

“Connecting people, products and places safely and efficiently with customer focus, accountability and environmental sensitivity to enhance the economy and vitality of North Carolina....”

- NCDOT Mission Statement

FHWA News

The U.S. Department of Transportation Secretary Pete Buttigieg [addressed the Transportation Research Board \(TRB\) 2022 Annual Meeting](#). Secretary Buttigieg answered questions from TRB Executive Committee Chair Susan Shaheen of University of California, Berkeley and TRB Vice Chair Nat Ford of Jacksonville Transportation Authority. The Secretary discussed an array of topics, including the [National Roadway Safety Strategy](#), equity, the Infrastructure Investment and Jobs Act, and supply chain issues.



2022 Transportation Summit Sessions' Recordings

On Jan. 19-20, NCDOT and NC GO! hosted the third annual N.C. Transportation Summit. The event was held at the Raleigh Convention Center, and featured speakers from around the world.

Sessions explored innovating for the future, embracing diversity and inclusion and the effects of the pandemic on the industry.

All sessions were recorded and can be reviewed now.

[NCDOT: N.C. Transportation Summit](https://www.ncdot.gov/news/nc-transportation-summit/Pages/default.aspx) (https://www.ncdot.gov/news/nc-transportation-summit/Pages/default.aspx)

Contact Us

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Visit us on the web at
www.ncdot.gov

Upcoming	Date
Last day to submit revisions to TPD for FY 22 (U)PWP with signatures	April 19, 2022
3rd Quarter 5303 Claim (January 1, 2022 to March 31, 2022) due	April 29, 2022
Last day to submit adopted FY23 UPWP with resolution, 5-yr planning calendar, and MPO self-certification of long-range planning.	May 10, 2022
3rd Quarter invoice and work summary due.	

NCDOT Statewide Plans:

To learn more, click on the following links:

- [NC Moves 2050 Plan](#) (or go to ncdot.gov/ncmoves)
- [NCDOT Strategic Transportation Corridors](#) (or go to ncdot.gov and search: Strategic Transportation Corridors)
- [NCDOT Comprehensive State Rail Plan \(25-Year Vision\)](#) (or go to ncdot.gov and search: rail plan)
- [NC Statewide Multimodal Freight Plan \(2015-2040\)](#) (or go to ncdot.gov and search: public transportation plan)
- [Great Trails State Plan](#) (or go to ncdot.gov and search: Great Trails)
- [Connecting North Carolinians to Opportunities \(Public Transportation strategic Plan—2018\)](#) (or go to ncdot.gov and search: public transportation plan)
- [NCDOT Resilience Strategy Report \(2021\)](#) (or go to ncdot.gov and search: resilience strategy report)
- [Statewide Pedestrian & Bicycle Plan \(2013\)](#) (or go to ncdot.gov/biceped/walkbikenc)

Other Plans:

- [N.C. Climate Risk Assessment and Resilience Plan by Department of Environmental Quality](#) (or search: 2020-Climate-Risk-Assessment-and-Resilience-Plan.pdf)
- [NC FIRST Commission](#) (or go to ncdot.gov and search: First Commission)

Helpful Links:

Click on links below to learn more:

- NCDOT home page—ncdot.gov
- Real-Time Traffic—DriveNC.gov | [North Carolina Traffic & Travel Information](#)
- Report a pothole—[NCDOT Contact Us Form](#)
- NCDOT: State Transportation Improvement Program - ncdot.gov/sti
- Interactive Bicycle Routes Map—<https://www.ncdot.gov/bikeped/ncbikeways/default.aspx>—
- Links to all traffic count data information - [Traffic Survey Group \(ncdot.gov\)](#)
- NCDOT Interactive Traffic Volume Map—[Traffic Volume Maps \(ncdot.gov\)](#) —**The Charlotte Regional TPO is counted during even years.**
- Traffic Safety Data & Engineering—[NCDOT: Traffic Safety Data & Engineering](#)