

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

**Wednesday March 16, 2022**

10:00 AM to 12:00 noon

**VIRTUAL MEETING**

**Agenda**

**1) Call to Order & Quorum TCC Chairman Gover**

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

**2) Approval of January 19, 2022 minutes TCC Chairman Gover**

**3) 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 3 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; 2) Discuss; and 3) Recommend that the TAC consider endorsing modification #11 to the FY 2020-2029 MTIP.

**4) 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.crmo.org/Plans/Mobility](http://www.crmo.org/Plans/Mobility), and an executive summary is

provided as attachment 4. The MPO released the Draft MTP for public comment on February 7<sup>th</sup> for 30 days.

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

**5) FY 2020-2029 MTIP Amendment #6 Phil Conrad**

**INFORMATION:** The NCDOT has requested the following STIP amendments to the 2020-2023 Transportation Improvement Program (TIP) for U-5956, R-5706B, U-3415A, U-6032, Y-4810, and P-2918 which include a cost increase exceeding \$2 million and the 25% threshold. The first project is the realignment of Union Cemetery Road to US 29 at Rock Hill Church Road (U-5956). The second project is the widening of Odell School Road Concord Mills Blvd to I-485 (U-6032). The third project is a CMAQ project for equipment and capital yard maintenance facility for the Piedmont train operations between Charlotte and Raleigh (P-2918). The fourth project is the widening of Poplar Tent Road from George Liles Pkwy to east of I-85 (U-3415A). The fifth project is the grade separation project at Rogers Lake Road (Y-4810). The sixth project is the widening of NC 73 from Poplar Tent Road to US 29 (R-5706B). The seventh project is the intersection improvements for NC 3 and US 29/601 (U-5761) and has been delayed to FY 24 for construction. These amendments to the STIP have already been presented to the Board of Transportation for approval. An accompanying resolution is included as attachment 5.

**ACTION/RECOMMENDATION:** 1) Receive a report on Amendment #6 to the FY 2020-2029 MTIP; 2) Discuss; and 3) Recommend that the TAC consider endorsing amendment #6 to the FY 2020-2029 MTIP.

**6) 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 2021. The MPO received a CMAQ project proposal for improvements to the waiting room at the Salisbury Amtrak rail station, which is attachment 6A. Attachment 6B is a resolution of support for this new CMAQ project for statewide funds. This statewide competitive 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 from the City of Salisbury; 2) Discuss; and 3) Recommend that the TAC consider endorsing the statewide CMAQ Project submittal as presented.

**7) STBGP Fund Decision**

**Mike Stanley**

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

**ACTION / RECOMMENDATION:** 1) Receive a report on a STBGP Fund decision by NCDOT; and 2) Discuss.

**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; and 3) Recommend that the TAC consider certifying the CR MPO transportation planning process and consider adopting the FY 2022-2023 UPWP.

**9) 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: [www.ckrider.com/resources/documents/](http://www.ckrider.com/resources/documents/)

**ACTION/RECOMMENDATION:** 1) Receive a report on the Rider Public Transportation Agency Safety Plan; 2) Discuss; and 3) Recommend that the TAC consider approving the Rider Public Transportation Agency Safety Plan.

**10) Reports / MPO Business** **Phil Conrad / TCC Members**

- Local Reports – MPO/NCDOT Division 9 & 10/TPD
- Infrastructure Investment and Jobs Act – NCDOT
- NCDOT Complete Streets – NCDOT Division 9
- Special Studies Update – Rowan County, Town of China Grove, and 2050 MTP Assistance
- MPO Staffing RFLOI
- Update on Census Defined Urban Areas – FY 22
- FY 26 STPBG Balance and 2022 Project Call

**11) Informational Items** **Phil Conrad**

- Rider Transit, Salisbury Transit, and MTC Ridership
- TPD Newsletter
- SPOT Workgroup Summary Notes
- CRAFT Meeting Minutes
- NC MPO Conference – April 20-22

**Next scheduled meeting: April 20, 2022**

- Agenda items for April TCC meeting

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 23<sup>rd</sup> 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.

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

\* INDICATES FEDERAL AMENDMENT



***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](http://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](http://www.crm-po.org), [gclmpo.org](http://www.gclmpo.org) and [www.crt-po.org](http://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 |             |             |
|--------------------|-------------|-------------|
|                    | <b>2014</b> | <b>2026</b> |
| <b>NOx</b>         | 11,814      | 4,903       |
| <b>VOC</b>         | 7,173       | 4,888       |

| Gaston Cleveland Lincoln MPO |             |             |
|------------------------------|-------------|-------------|
|                              | <b>2014</b> | <b>2026</b> |
| <b>NOx</b>                   | 10,079      | 3,768       |
| <b>VOC</b>                   | 5,916       | 3,472       |

| Charlotte Regional TPO- Rocky River RPO |             |             |
|---|-------------|-------------|
|   | <b>2014</b> | <b>2026</b> |
| <b>NOx</b>                              | 32,679      | 12,241      |
| <b>VOC</b>                              | 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)

| <b>CRMPO Emissions Comparison Summary<br/>(kilograms/day)</b> |                          |                       |                          |                       |
|---|--------------------------|-----------------------|--------------------------|-----------------------|
| <b>Year</b>   | <b>NO<sub>x</sub></b>    |                       | <b>VOC</b>               |                       |
|   | <b>MTP<br/>Emissions</b> | <b>SIP<br/>Budget</b> | <b>MTP<br/>Emissions</b> | <b>SIP<br/>Budget</b> |
| 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)

| <b>GCLMPO Emissions Comparison Summary<br/>(kilograms/day)</b> |                          |                       |                          |                       |
|--|--------------------------|-----------------------|--------------------------|-----------------------|
| <b>Year</b>  | <b>NO<sub>x</sub></b>    |                       | <b>VOC</b>               |                       |
|  | <b>MTP<br/>Emissions</b> | <b>SIP<br/>Budget</b> | <b>MTP<br/>Emissions</b> | <b>SIP<br/>Budget</b> |
| 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)

| <b>CRTPO and RRPO Emissions Comparison<br/>Summary (kilograms/day)</b> |                          |                       |                          |                       |
|--|--------------------------|-----------------------|--------------------------|-----------------------|
| <b>Year</b>  | <b>NO<sub>x</sub></b>    |                       | <b>VOC</b>               |                       |
|  | <b>MTP<br/>Emissions</b> | <b>SIP<br/>Budget</b> | <b>MTP<br/>Emissions</b> | <b>SIP<br/>Budget</b> |
| 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.

**#4A (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

## #4B (3/23/22)

### **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



RESOLUTION ADOPTING AMENDMENT #6 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 amend it;

**WHEREAS**, the following attached amendment 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 2050, 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 amendment 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 amended as listed above on this the 23<sup>rd</sup> 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.

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Meredith Smith, Chair  
Transportation Advisory Committee

REVISIONS TO THE 2020-2029 STIP  
HIGHWAY PROGRAM

CABARRUS-ROWAN URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

|               |                                     |  |              |           |               |     |
|---------------|-------------------------------------|--|--------------|-----------|---------------|-----|
| * R-5706A     | - CABARRUS-ROWAN URBAN AREA         | NC 73 (DAVIDSON HIGHWAY), SR 2693 (DAVIDSON-         | RIGHT-OF-WAY | FY 2023 - | \$3,500,000   | (T) |
| CABARRUS      | METROPOLITAN PLANNING ORGANIZATION  | CONCORD ROAD) TO SR 1394 (POPLAR TENT ROAD).         |              | FY 2024 - | \$3,500,000   | (T) |
| MECKLENBURG   | - CHARLOTTE REGIONAL TRANSPORTATION | <u>COST INCREASE EXCEEDING \$2 MILLION AND 25%</u>   | UTILITIES    | FY 2023 - | \$500,000     | (T) |
| PROJ.CATEGORY | PLANNING ORGANIZATION               | <u>THRESHOLDS. TO ASSIST IN BALANCING FUNDS.</u>     | CONSTRUCTION | FY 2026 - | \$6,375,000   | (T) |
| REGIONAL      |                                     | <u>DELAY RIGHT-OF-WAY FROM FY 22 TO FY 23 AND</u>    |              | FY 2027 - | \$6,375,000   | (T) |
|               |                                     | <u>CONSTRUCTION FROM FY 24 TO FY 26. SCHEDULE TO</u> |              | FY 2028 - | \$6,375,000   | (T) |
|               |                                     | <u>ALIGN WITH R-2632AB.</u>                          |              | FY 2029 - | \$6,375,000   | (T) |
|               |                                     |  |              |           | \$33,000,000  |     |
| * R-5706B     | - CABARRUS-ROWAN URBAN AREA         | NC 73 (DAVIDSON HIGHWAY), SR 1394 (POPLAR TENT       | RIGHT-OF-WAY | FY 2025 - | \$23,333,000  | (T) |
| CABARRUS      | METROPOLITAN PLANNING ORGANIZATION  | ROAD) TO US 29.                                      |              | FY 2026 - | \$23,333,000  | (T) |
| PROJ.CATEGORY |                                     | <u>COST INCREASE EXCEEDING \$2 MILLION AND 25%</u>   |              | FY 2027 - | \$23,334,000  | (T) |
| REGIONAL      |                                     | <u>THRESHOLDS. TO ASSIST IN BALANCING FUNDS.</u>     | UTILITIES    | FY 2025 - | \$1,050,000   | (T) |
|               |                                     | <u>DELAY RIGHT-OF-WAY FROM FY 22 TO FY 25 AND</u>    |              | FY 2026 - | \$1,050,000   | (T) |
|               |                                     | <u>CONSTRUCTION FROM FY 24 TO FY 28.</u>             | CONSTRUCTION | FY 2028 - | \$36,525,000  | (T) |
|               |                                     |  |              | FY 2029 - | \$36,525,000  | (T) |
|               |                                     |  |              | POST YR-  | \$73,050,000  | (T) |
|               |                                     |  |              |           | \$218,200,000 |     |

\* INDICATES FEDERAL AMENDMENT

REVISIONS TO THE 2020-2029 STIP  
HIGHWAY PROGRAM

CABARRUS-ROWAN URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

|  |  |   |              |           |             |     |
|--|--|---|--------------|-----------|-------------|-----|
| * U-3415A<br>CABARRUS<br>PROJ.CATEGORY<br>DIVISION | - CABARRUS-ROWAN URBAN AREA<br>METROPOLITAN PLANNING<br>ORGANIZATION | SR 1394 (POPLAR TENT ROAD), EAST OF I-85 TO<br>GEORGE LILES PARKWAY<br><u>TO ASSIST IN BALANCING FUNDS, DELAY RIGHT-OF-<br/>WAY FROM FY 21 TO FY 24 AND CONSTRUCTION<br/>FROM FY 24 TO FY 26.</u>   | BUILD NC ROW | FY 2024 - | \$172,000   | (T) |
|  |  |   |              | FY 2025 - | \$172,000   | (T) |
|  |  |   |              | FY 2026 - | \$172,000   | (T) |
|  |  |   |              | FY 2027 - | \$172,000   | (T) |
|  |  |   |              | FY 2028 - | \$172,000   | (T) |
|  |  |   |              | FY 2029 - | \$172,000   | (T) |
|  |  |   |              | POST YR.  | \$1,548,000 | (T) |
|  |  |   | RIGHT-OF-WAY | FY 2024 - | \$1,200,000 | (T) |
|  |  |   |              | FY 2025 - | \$1,200,000 | (T) |
|  |  |   | UTILITIES    | FY 2024 - | \$300,000   | (T) |
|  |  |   |              | FY 2025 - | \$300,000   | (T) |
|  |  |   | BUILD NC CON | FY 2026 - | \$686,000   | (T) |
|  |  |   |              | FY 2027 - | \$686,000   | (T) |
|  | FY 2028 -  | \$686,000   | (T)          |           |             |     |
|  | FY 2029 -  | \$686,000   | (T)          |           |             |     |
|  | POST YR.   | \$7,546,000   | (T)          |           |             |     |
| CONSTRUCTION                                       | FY 2026 -  | \$2,667,000   | (T)          |           |             |     |
|  | FY 2027 -  | \$2,667,000   | (T)          |           |             |     |
|  | FY 2028 -  | \$2,666,000   | (T)          |           |             |     |
|  |  | \$23,870,000  |              |           |             |     |
| * U-5761<br>CABARRUS<br>PROJ.CATEGORY<br>REGIONAL  | - CABARRUS-ROWAN URBAN AREA<br>METROPOLITAN PLANNING<br>ORGANIZATION | NC 3 (DALE EARNHARDT BOULEVARD),<br>INTERSECTION OF NC 3 (DALE EARNHARDT<br>BOULEVARD) AND US 29/601 (CANNON BOULEVARD).<br>CONSTRUCT INTERSECTION IMPROVEMENTS.<br><u>PROJECT TO NO LONGER UTILIZE BUILD NC BONDS.<br/>TO ASSIST IN BALANCING FUNDS, DELAY<br/>CONSTRUCTION FROM FY 21 TO FY 24.</u> | CONSTRUCTION | FY 2024 - | \$4,050,000 | (T) |
|  |  |   |              | FY 2025 - | \$4,050,000 | (T) |
|  |  |   |              |           | \$8,100,000 |     |

\* INDICATES FEDERAL AMENDMENT

Thursday, September 3, 2020

REVISIONS TO THE 2020-2029 STIP  
HIGHWAY PROGRAM

CABARRUS-ROWAN URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

|  |  |  |              |   |
|--|--|--|--------------|---|
| * Y-4810K<br>CABARRUS<br><b>PROJ.CATEGORY</b><br>STATEWIDE | - CABARRUS-ROWAN URBAN AREA<br>METROPOLITAN PLANNING<br>ORGANIZATION | NORFOLK SOUTHERN MAINLINE, GRADE<br>SEPARATION AT ROGERS LAKE ROAD CROSSING<br>(724408Y) IN KANNAPOLIS.<br><b><u>COST INCREASE EXCEEDING \$2 MILLION AND 25%<br/>THRESHOLDS.</u></b> | CONSTRUCTION | FY 2022 - \$4,000,000 (T)<br>FY 2022 - \$450,000 (O)<br>FY 2023 - \$4,000,000 (T)<br>FY 2024 - <u>\$4,000,000</u> (T)<br>\$12,450,000 |
|--|--|--|--------------|---|

STIP DELETIONS

|  |  |   |              |  |
|--|--|---|--------------|--|
| * B-4626<br>ROWAN<br><b>PROJ.CATEGORY</b><br>STATEWIDE | - HIGH POINT URBAN AREA<br>METROPOLITAN PLANNING<br>ORGANIZATION<br>- CABARRUS-ROWAN URBAN AREA<br>METROPOLITAN PLANNING<br>ORGANIZATION | NC 8 / NC 49, REPLACE BRIDGE 790003 AND APPLY<br>DECK PRESERVATION TREATMENT TO BRIDGE<br>790008 OVER YADKIN RIVER AND WINSTON-SALEM<br>SOUTHBOUND RAILROAD.<br><b><u>PROJECT WILL BE COMPLETED UNDER THE STATE<br/>BRIDGE PROGRAM.</u></b> | CONSTRUCTION | FY 2025 - \$5,400,000 (BGLT5)<br>FY 2026 - \$5,400,000 (BGLT5)<br>FY 2027 - <u>\$5,400,000</u> (BGLT5)<br>\$16,200,000 |
|--|--|---|--------------|--|

\* INDICATES FEDERAL AMENDMENT

REVISIONS TO THE 2020-2029 STIP  
HIGHWAY PROGRAM

CABARRUS-ROWAN URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

|  |  |  |              |           |                    |     |
|--|--|--|--------------|-----------|--------------------|-----|
| * U-3415A<br>CABARRUS<br>PROJ.CATEGORY<br>DIVISION               | - CABARRUS-ROWAN URBAN AREA<br>METROPOLITAN PLANNING ORGANIZATION  | SR 1394 (POPLAR TENT ROAD), EAST OF I-85 TO<br>GEORGE LILES PARKWAY<br><u>COST INCREASE EXCEEDING \$2 MILLION AND 25%<br/>THRESHOLDS.</u>  | BUILD NC ROW | FY 2024 - | \$172,000          | (T) |
|  |  |  |              | FY 2025 - | \$172,000          | (T) |
|  |  |  |              | FY 2026 - | \$172,000          | (T) |
|  |  |  |              | FY 2027 - | \$172,000          | (T) |
|  |  |  |              | FY 2028 - | \$172,000          | (T) |
|  |  |  |              | FY 2029 - | \$172,000          | (T) |
|  |  |  |              | POST YR-  | \$1,548,000        | (T) |
|  |  |  | RIGHT-OF-WAY | FY 2024 - | \$10,350,000       | (T) |
|  |  |  |              | FY 2025 - | \$10,350,000       | (T) |
|  |  |  | UTILITIES    | FY 2024 - | \$1,850,000        | (T) |
|  |  |  |              | FY 2025 - | \$1,850,000        | (T) |
|  |  |  | BUILD NC CON | FY 2026 - | \$686,000          | (T) |
|  |  |  |              | FY 2027 - | \$686,000          | (T) |
|  | FY 2028 -  | \$686,000  | (T)          |           |                    |     |
|  | FY 2029 -  | \$686,000  | (T)          |           |                    |     |
|  | POST YR-   | \$7,374,000  | (T)          |           |                    |     |
| CONSTRUCTION   | FY 2026 -  | \$2,667,000  | (T)          |           |                    |     |
|  | FY 2027 -  | \$2,667,000  | (T)          |           |                    |     |
|  | FY 2028 -  | <u>\$2,666,000</u>   | (T)          |           |                    |     |
|  |  | \$45,098,000   |              |           |                    |     |
| * U-6032<br>CABARRUS<br>MECKLENBURG<br>PROJ.CATEGORY<br>DIVISION | - CABARRUS-ROWAN URBAN AREA<br>METROPOLITAN PLANNING ORGANIZATION<br>- CHARLOTTE REGIONAL<br>TRANSPORTATION PLANNING<br>ORGANIZATION | SR 2467 (MALLARD CREEK ROAD)/ SR 1445 (DERITA<br>ROAD), I-485 TO CONCORD MILLS BOULEVARD (SR<br>2894). WIDEN TO MULTI-LANES.<br><u>COST INCREASE EXCEEDING \$2 MILLION AND 25%<br/>THRESHOLDS.</u> | RIGHT-OF-WAY | FY 2022 - | \$4,800,000        | (T) |
|  |  |  |              | FY 2023 - | \$4,800,000        | (T) |
|  |  |  |              | FY 2024 - | \$4,800,000        | (T) |
|  |  |  | UTILITIES    | FY 2022 - | \$500,000          | (T) |
|  |  |  | CONSTRUCTION | FY 2025 - | \$8,333,000        | (T) |
|  |  |  |              | FY 2026 - | \$8,333,000        | (T) |
|  |  |  |              | FY 2027 - | <u>\$8,334,000</u> | (T) |
|  |  |  |              |           | \$39,900,000       |     |

\* INDICATES FEDERAL AMENDMENT

REVISIONS TO THE 2020-2029 STIP  
HIGHWAY PROGRAM

CABARRUS-ROWAN URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

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

\* INDICATES FEDERAL AMENDMENT

REVISIONS TO THE 2020-2029 STIP  
HIGHWAY PROGRAM

CABARRUS-ROWAN URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

|  |  |  |              |           |              |         |
|--|--|--|--------------|-----------|--------------|---------|
| EB-5732<br>CABARRUS<br>PROJ.CATEGORY<br>DIVISION                 | - CABARRUS-ROWAN URBAN AREA<br>METROPOLITAN PLANNING ORGANIZATION  | BRUTON SMITH BLVD/ CONCORD MILLS BLVD/<br>PORTION OF WEDDINGTON ROAD, US 29 TO<br>WEDDINGTON ROAD. CONSTRUCT SIDEWALK ON<br>BOTH SIDES OF THE ROAD, INCLUDING A PORTION OF<br>WEDDINGTON ROAD.<br><u>TO ALLOW ADDITIONAL TIME FOR PRELIMINARY<br/>ENGINEERING, DELAY RIGHT-OF-WAY FROM FY 21 TO<br/>FY 22.</u> | RIGHT-OF-WAY | FY 2022 - | \$80,000     | (TAANY) |
|  |  |  |              | FY 2022 - | \$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 - | \$46,000     | (L)     |
|  |  |  |              |           | \$6,100,000  |         |
| * U-5956<br>CABARRUS<br>PROJ.CATEGORY<br>REGIONAL                | - CABARRUS-ROWAN URBAN AREA<br>METROPOLITAN PLANNING ORGANIZATION  | US 29, REALIGN UNION CEMETERY ROAD TO<br>INTERSECT US 29 AT ROCK HILL CHURCH ROAD AND<br>CONSTRUCT IMPROVEMENTS ALONG US 29 FROM 0.6<br>MILE WEST OF ROCK HILL CHURCH ROAD TO JUST<br>EAST OF ROCK HILL CHURCH ROAD.<br><u>COST INCREASE EXCEEDING \$2 MILLION AND 25%<br/>THRESHOLDS.</u>                     | RIGHT-OF-WAY | FY 2022 - | \$3,400,000  | (T)     |
|  |  |  | UTILITIES    | FY 2022 - | \$1,050,000  | (T)     |
|  |  |  | CONSTRUCTION | FY 2023 - | \$1,050,000  | (T)     |
|  |  |  |              | FY 2025 - | \$3,384,000  | (T)     |
|  |  |  |              | FY 2026 - | \$5,942,000  | (T)     |
|  |  |  |              | FY 2027 - | \$2,474,000  | (T)     |
|  |  |  |              |           | \$17,300,000 |         |
| * U-6032<br>CABARRUS<br>MECKLENBURG<br>PROJ.CATEGORY<br>DIVISION | - CABARRUS-ROWAN URBAN AREA<br>METROPOLITAN PLANNING ORGANIZATION<br>- CHARLOTTE REGIONAL<br>TRANSPORTATION PLANNING<br>ORGANIZATION | SR 2467 (MALLARD CREEK ROAD)/ SR 1445 (DERITA<br>ROAD), I-485 TO CONCORD MILLS BOULEVARD (SR<br>2894). WIDEN TO MULTI-LANES.<br><u>COST INCREASE EXCEEDING \$2 MILLION AND 25%<br/>THRESHOLDS.</u>   | RIGHT-OF-WAY | FY 2022 - | \$4,800,000  | (T)     |
|  |  |  |              | FY 2023 - | \$4,800,000  | (T)     |
|  |  |  |              | FY 2024 - | \$4,800,000  | (T)     |
|  |  |  | UTILITIES    | FY 2022 - | \$2,600,000  | (T)     |
|  |  |  | CONSTRUCTION | FY 2025 - | \$258,000    | (T)     |
|  |  |  |              | FY 2026 - | \$10,186,000 | (T)     |
|  |  |  |              | FY 2027 - | \$9,431,000  | (T)     |
|  |  |  |              | FY 2028 - | \$5,128,000  | (T)     |
|  |  |  |              | FY 2029 - | \$796,000    | (T)     |
|  |  |  |              |           | \$42,799,000 |         |

\* INDICATES FEDERAL AMENDMENT



# 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)

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

### 3 PROJECT SPONSOR INFORMATION

|               |  |               |                       |
|---------------|--|---------------|-----------------------|
| Agency        | City of Salisbury  |               |                       |
| Contact Name  | Wendy Brindle  |               |                       |
| Contact Title | City Engineer  |               |                       |
| Address       | 132 North Main Street <span style="float:right">+</span> |               |                       |
| Telephone     | 704-638-5201   | Email Address | wbrin@salisburync.gov |

### 4 PROJECT INFORMATION

|             |   |
|-------------|---|
| Title       | Salisbury Multi-Modal Depot   |
| Description | Purchase and renovate the historic Salisbury Depot to restore use as a transportation hub, <span style="float:right">+</span> |

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   |
|--|----------------|-----------------|-----------------|------|
| <input checked="" type="checkbox"/> Planning, Engineering & Design | 523440         | 196560          | 720000          | 2023 |
| <input checked="" type="checkbox"/> Right-of-Way                   | 1454000        | 546000          | 2000000         | 2024 |
| <input checked="" type="checkbox"/> Construction                   | 6543000        | 2457000         | 9000000         | 2024 |
| <input type="checkbox"/> Transit Operation                         |                |                 | 0               |      |
| <input type="checkbox"/> Transit Implementation                    |                |                 | 0               |      |
| <input type="checkbox"/> Non-transit Implementation                |                |                 | 0               |      |
| <b>Project Total</b>   | <b>8520440</b> | <b>3199560</b>  | <b>11720000</b> |      |

### 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:  | 08/2023    |
| Plans, Specifications & Estimate package to be complete:   | 02/2024    |
| Right-of-Way acquisition to begin:   | 09/2023    |
| Anticipated let date (opening of bids):  | 07/2024    |
| Anticipated completion date of project (including project close-out & reimbursement of all eligible expenses): | 09/2025    |

**7 LIST THE SOURCE(S) OF MATCHING FUNDS:**

NCDOT Project P-5733 \$3,200,000 (State funds \$2.8 million and City funds \$320,000) for 27.3% local match

**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

|                                   |  |   |  |  |   |  |  |
|-----------------------------------|--|---|--|--|---|--|--|
| <input type="checkbox"/> Cabarrus | <input checked="" type="checkbox"/> Davidson | <input checked="" type="checkbox"/> Edgecombe | <input checked="" type="checkbox"/> Gaston   | <input type="checkbox"/> Haywood*            | <input type="checkbox"/> Lincoln                | <input checked="" type="checkbox"/> Orange | <input type="checkbox"/> Swain*          |
| <input type="checkbox"/> Catawba  | <input type="checkbox"/> Davie               | <input type="checkbox"/> Forsyth              | <input type="checkbox"/> Granville           | <input type="checkbox"/> Iredell*            | <input checked="" type="checkbox"/> Mecklenburg | <input type="checkbox"/> Person            | <input type="checkbox"/> Union           |
| <input type="checkbox"/> Chatham* | <input checked="" type="checkbox"/> Durham   | <input type="checkbox"/> Franklin             | <input checked="" type="checkbox"/> Guilford | <input checked="" type="checkbox"/> Johnston | <input checked="" type="checkbox"/> Nash        | <input checked="" type="checkbox"/> Rowan  | <input checked="" type="checkbox"/> Wake |

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

|   |   |
|---|---|
| <input type="checkbox"/> Transportation Control Measures        | <input type="checkbox"/> Extreme Low-Temperature Cold Start Programs              |
| <input type="checkbox"/> Alternative Fuels                      | <input checked="" type="checkbox"/> Congestion Relief & Traffic Flow Improvements |
| <input type="checkbox"/> Transit Improvements                   | <input type="checkbox"/> Bicycle/Pedestrian Facilities & Programs                 |
| <input type="checkbox"/> Transportation Management Associations | <input type="checkbox"/> Carpooling & Vanpooling                                  |
| <input type="checkbox"/> Freight/Intermodal                     | <input type="checkbox"/> Diesel Engine Retrofits                                  |
| <input type="checkbox"/> Idle Reduction                         | <input type="checkbox"/> Training   |
| <input type="checkbox"/> Travel Demand Management               | <input type="checkbox"/> Public Education & Outreach Activities                   |
| <input type="checkbox"/> I/M Programs                           | <input type="checkbox"/> 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 metro area to the use of non-motorized vehicles or pedestrian  |

- 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)                          |                             |                           | 2456                           |
| Volatile Organic Compounds (VOC)              |                             |                           | 110                            |
| Oxides of Nitrogen (NOx)                      |                             |                           | 91                             |
| Particulate Matter (PM2.5)                    |                             |                           |                                |
| Carbon Dioxide equivalent (CO <sub>2</sub> e) |                             |                           |                                |
| <b>Total Daily Emissions (kg)</b>             | <b>0</b>                    | <b>0</b>                  | <b>2657</b>                    |

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

See attached spreadsheet for assumptions and calculations. Reductions shown an annual amounts

**14 MISCELLANEOUS**

- For construction of trails, has the Department of Interior been contacted  Yes  No  N/A
- Is the fare/fee subsidy program part of a broad program to reduce emissions  Yes  No  N/A
- Will the ITS project conform to the National ITS architecture  Yes  No  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: Resolution of Support from City of Salisbury City Council and Letter of Support from NC

**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 eventer 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 XXXXXXXXXXXX.

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

LOS

NC DOT

RAILS DIV

(Placeholder)

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  | <b>1,226,385</b> |
| 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             | <b>183,958</b>   |

**CALCULATE POLLUTANT REDUCTION**

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

LDGV = Light Duty Gasoline Vehicle (passenger car)





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

| <b>Item</b>       | <b>2018 Est</b> | <b>Current Estimate</b> | <b>Notes</b>                          |
|-------------------|-----------------|-------------------------|---------------------------------------|
| 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      |
| <b>Total</b>      |                 | <b>\$11,720,000.00</b>  |                                       |

| 27-Aug-18                                    |          | CAPITAL BUILDING CONSULTANTS<br>11040 OLD US HIGHWAY 52<br>WINSTON-SALEM, NC 27107<br>PHONE: 336-775-1904 |          | Rehabilitation and Renovation of Station |       | Project: Historic Salisbury RR Station<br>Salisbury, North Carolina |         | Job Description: Design Development<br>Estimator: Dave Snider |       | conditioned space<br>unconditioned space |       | total |       | total |       | total  |       |
|--|----------|---|----------|--|-------|---|---------|---|-------|--|-------|-------|-------|-------|-------|--------|-------|
| Description                                  | quantity | unit  | material | labor                                    | total | labor   | total   | equip/<br>sub   | total | equip/sub                                | total | total | total | total | total | total  | total |
| <b>1. Foundations</b>                        |          |   |          |  | 0     | 0   | 0       |   |       |  |       |       |       |       |       |        |       |
| footings 1.5'x1'x25'                         | 14       | cy  | 175.00   | \$ 150                                   | 2450  | 2100  | 0       |   |       |  |       | 0     | \$    | 0     | \$    | 4,550  |       |
| <b>2. Substructures</b>                      |          |   |          |  | 0     | 0   | 0       |   |       |  |       |       |       |       |       |        |       |
| <b>3. Superstructure</b>                     |          |   |          |  | 0     | 0   | 0       |   |       |  |       |       |       |       |       |        |       |
| remove existing concrete slab                | 715      | sf  |          | 2  | 0     | 1430  | 2.00    |   |       |  |       | 1430  | \$    | 0     | \$    | 2,860  |       |
| new handicap ramps                           |          |   |          |  | 0     | 0   | 0       |   |       |  |       | 0     | \$    | 0     | \$    |        |       |
| new pads                                     | 788      | sf  |          |  | 0     | 0   | 0       |   |       |  |       | 0     | \$    | 0     | \$    |        |       |
| concrete                                     | 10       | cy  | 123      |  | 1230  | 0   |         |   |       |  |       | 0     | \$    | 0     | \$    | 1,230  |       |
| form   | 20       | sfca  | 5        | 100                                      | 1000  | 200   |         |   |       |  |       | 0     | \$    | 0     | \$    | 300    |       |
| place  | 10       | cy  | 36       | 356                                      | 4     | 36  |         |   |       |  |       | 0     | \$    | 0     | \$    | 392    |       |
| finish                                       | 788      | sf  |          | 2  | 0     | 1576  |         |   |       |  |       | 0     | \$    | 0     | \$    | 1,576  |       |
| edge rails 1 1/2" dia galv 3 line w/knuckles | 172      | lf  | 95       | 16340                                    | 25    | 4300  | 1.25    |   |       |  |       | 215   | \$    | 0     | \$    | 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   |         |   |       |  |       | 0     | \$    | 0     | \$    | 510    |       |
| place  | 2        | cy  |          | 100                                      | 200   | 1   |         |   |       |  |       | 1     | \$    | 0     | \$    | 201    |       |
| finish                                       | 68       | sf  |          | 2  | 102   | 102   |         |   |       |  |       | 68    | \$    | 0     | \$    | 170    |       |
| parking remove bad portion                   | 90       | sy  |          | 3  | 257   | 2.15  |         |   |       |  |       | 194   | \$    | 0     | \$    | 450    |       |
| haul off debris                              | 134      | cy  |          | 5  | 683   | 6.70  |         |   |       |  |       | 398   | \$    | 0     | \$    | 1,581  |       |
| dump fee                                     | 200      | ton   | 85       | 17000                                    | 50    | 10000   | 65.00   |   |       |  |       | 13000 | \$    | 0     | \$    | 40,000 |       |
| structural backfill 4'                       | 194      | ton   | 45       | 8730                                     | 45    | 270   | 25.00   |   |       |  |       | 4850  | \$    | 0     | \$    | 13,580 |       |
| haul asphalt                                 | 6        | cy  |          |  | 0     | 0   |         |   |       |  |       | 0     | \$    | 0     | \$    | 270    |       |
| repave                                       | 100      | sy  |          |  | 0     | 0   |         |   |       |  |       | 0     | \$    | 0     | \$    | 7,500  |       |
| strip  | 1        | alw   | 1000     | 1500                                     | 1500  | 1500  | 1500.00 |   |       |  |       | 1500  | \$    | 0     | \$    | 4,000  |       |
| hardscape repairs                            | 1        | alw   | 1000     | 1500                                     | 1500  | 1500  | 1500.00 |   |       |  |       | 1500  | \$    | 0     | \$    | 4,000  |       |
| repair rose trellis remove & replace         | 1        | alw   | 2000     | 3000                                     | 3000  | 3000  | 3000.00 |   |       |  |       | 3000  | \$    | 0     | \$    | 5,000  |       |
| landscape maintenance & upgrade              | 1        | alw   |          |  | 0     | 0   | 25000   |   |       |  |       | 25000 | \$    | 0     | \$    | 25,000 |       |
| irrigation system repair                     | 0        | lea   |          |  | 0     | 0   | 5000    |   |       |  |       | 5000  | \$    | 0     | \$    | 5,000  |       |
| new gold leaf signage                        | 2        | lea   | 500      | 1000                                     | 100   | 200   |         |   |       |  |       | 0     | \$    | 0     | \$    | 1,200  |       |
| R&R tower floor w/ 3/4"plywood               | 441      | sf  | 2        | 882                                      | 5     | 2205  |         |   |       |  |       | 0     | \$    | 0     | \$    | 3,087  |       |

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|---|--|------------------------------|------|-------------------------|----------------|-------------------------|-------------|------------------------|------------------|--|--------|
| 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  |
| <b>4. Exterior Closure</b>                                    |  |                              |      |                         | 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 8x12' 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  |

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|---|----------|------------------------------|----------|-------------------------------------|-------|-------------------------|-------|---------------------|-----------|--|--|
| 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                                    |  |
| <b>5. Roofing</b>                               |          |                              |          |                                     |       |                         |       |                     |           |  |  |
| Remove roof clay tiles                          | 12927    | sf                           |          |                                     | 0     |                         |       | 0                   |           | 0  |  |
| haul off debris                                 | 85       | Cy                           |          |                                     | 0     |                         | 6.50  | 84026               |           | 84,026                                   |  |
| dump fees                                       | 130      | ton                          | 85       |                                     | 0     |                         | 50    | 4250                |           | 4,250                                    |  |
| 30# felt  | 13000    | sf                           |          |                                     | 11050 |                         | 65    | 8450                |           | 19,500                                   |  |
| Replace original clay tiles with new clay tiles |          |                              |          |                                     | 1690  |                         | 2     | 26000               |           | 27,690                                   |  |
| clay tiles                                      | 13000    | sf                           |          |                                     | 0     |                         | 45    | 585000              |           | 585,000                                  |  |
| Remove & Replace dormer terra cotta wall tiles  | 320      | sf                           |          |                                     | 0     |                         |       | 0                   |           | 0  |  |
| remove  | 4        | sq                           |          |                                     | 185   |                         | 6.50  | 740                 |           | 26                                       |  |
| haul off debris                                 | 2        | Cy                           |          |                                     | 30    |                         | 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  |  |
| 24ga. prefinished standing seam roof            | 15525    | sf                           |          |                                     | 0     |                         | 12    | 186300              |           | 186,300                                  |  |
| lead coated copper flashing 16oz                |          |                              |          |                                     | 0     |                         |       | 0                   |           | 0  |  |
| remove & replace                                | 160      | sf                           | 6        |                                     | 960   |                         | 19    | 3040                |           | 4,000                                    |  |
| counter flashing 16oz                           |          |                              |          |                                     | 0     |                         |       | 0                   |           | 0  |  |
| remove & replace                                | 420      | sf                           |          |                                     | 0     |                         | 19    | 7770                |           | 7,770                                    |  |
| gutter liners 16oz                              | 30       | sf                           |          |                                     | 0     |                         | 15    | 450                 |           | 450                                      |  |
| remove & replace                                |          |                              |          |                                     | 0     |                         |       | 0                   |           | 0  |  |
| gutters half round copper 6"                    | 332      | sf                           |          |                                     | 0     |                         | 20    | 6640                |           | 6,640                                    |  |
| remove & replace                                |          |                              |          |                                     | 0     |                         |       | 0                   |           | 0  |  |
| downspout elbows 5" dia copper lead             | 780      | lf                           |          |                                     | 0     |                         | 22    | 17160               |           | 17,160                                   |  |
| remove & replace                                |          |                              |          |                                     | 0     |                         |       | 0                   |           | 0  |  |
| downspouts                                      | 150      | lf                           |          |                                     | 0     |                         | 26    | 3900                |           | 3,900                                    |  |
| remove & replace                                |          |                              |          |                                     | 0     |                         |       | 0                   |           | 0  |  |
| remove & replace                                | 340      | lf                           |          |                                     | 0     |                         | 28    | 9520                |           | 9,520                                    |  |
| scuppers  | 2        | ea                           |          |                                     | 0     |                         | 350   | 700                 |           | 700                                      |  |
| metal   | 4        | ea                           |          |                                     | 0     |                         | 250   | 1000                |           | 1,000                                    |  |
| cast iron gutter boots                          |          |                              |          |                                     | 0     |                         |       | 0                   |           | 0  |  |
| remove & replace                                | 20       | ea                           |          |                                     | 0     |                         | 175   | 3500                |           | 3,500                                    |  |
| remove & replace existing skylites              |          |                              |          |                                     | 0     |                         |       | 0                   |           | 0  |  |
| 5' x 8' at ridge ( remove & replace)            | 2        | ea                           |          |                                     | 0     |                         | 8,500 | 17000               |           | 17,000                                   |  |
| 8' x 12' remove & replace                       | 10       | ea                           |          |                                     | 0     |                         | 6,800 | 68000               |           | 68,000                                   |  |

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|--|----------|------------------------------|------------------|-------------------------------------|-------|-------------------------|-----------|---------------------|-------|--|--|
| 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                                    |  |
| <b>6. Interior Construction</b>  |          |                              |                  | 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                  | 250   | 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 / 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              | 3150                                | 90    | 630                     | 0         | 3780                | 3780  | 3,780                                    |  |
| 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                                   | 500   | 500                     | 250       | 250                 | 250   | 750                                      |  |

| 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   | 3,300  |
| remove & replace damaged window glass                                | 1        | law                                      | 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        | ls                                       | 150      | 150   | 250   | 250      | 250   | 500   | 500    | 900   |        |
| Saw cut new air opening through existing basement wall               | 0        |  | 0        | 0     | 0     | 0        | 0     | 0     | 0      | 0     |        |
| use hand excavation for construction of new well                     | 14       | lf                                       | 161      | 2254  | 25    | 350      | 25    | 350   | 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     |        |
| new plastic clad cabinets  | 0        |  | 0        | 0     | 0     | 0        | 0     | 0     | 0      | 0     |        |
| base   | 13       | lf                                       | 250      | 3250  | 15    | 195      | 15    | 195   | 0      | 0     | 3,445  |
| wall   | 13       | lf                                       | 175      | 2275  | 34    | 442      | 34    | 442   | 0      | 0     | 2,717  |
| countertop-solid surface   | 13       | lf                                       | 120      | 1560  | 0     | 0        | 0     | 650   | 650    | 2,210 |        |
| Toilet accessories   | 1        | ls                                       | 500      | 500   | 500   | 500      | 500   | 500   | 500    | 1,000 |        |
| Appliances   | 0        |  | 0        | 0     | 0     | 0        | 0     | 0     | 0      | 0     |        |
| micro wave   | 1        | ea                                       | 500      | 500   | 219   | 219      | 219   | 0     | 0      | 719   |        |
| under counter refrigerator   | 1        | ea                                       | 775      | 775   | 60    | 60       | 60    | 0     | 0      | 835   |        |
| furnish/bolt to fl back to back seating benches 18"                  | 144      | lf                                       | 390      | 56160 | 55    | 7920     | 55    | 7920  | 0      | 0     | 64,080 |
| furnish & install full height lockers                                | 4        | ea                                       | 256      | 1024  | 26    | 104      | 26    | 104   | 0      | 0     | 1,128  |
| rekey existing doors   | 20       | ea                                       | 0        | 0     | 0     | 0        | 0     | 75    | 75     | 1,500 |        |
| remove & replace & paint water damaged t&g pine ceiling              | 280      | sf                                       | 5        | 1400  | 10    | 2800     | 10    | 2800  | 0      | 0     | 4,200  |
| remove & replace & finish water damaged t&g maple floor              | 280      | sf                                       | 10       | 2800  | 15    | 4200     | 15    | 4200  | 0      | 0     | 7,000  |

|   |   |       |          |                   |       |                |               |                    |       |         |  |       |       |        |       |  |                   |  |  |     |  |  |                     |  |  |  |  |  |
|---|---|-------|----------|-------------------|-------|----------------|---------------|--------------------|-------|---------|--|-------|-------|--------|-------|--|-------------------|--|--|-----|--|--|---------------------|--|--|--|--|--|
| 27-Aug-18   | <b>CAPITAL BUILDING CONSULTANTS</b><br><b>11040 OLD US HIGHWAY 52</b><br><b>WINSTON-SALEM, NC 27107</b><br><b>PHONE: 336-775-1904</b> |       |          |                   |       |                |               |                    |       |         |  |       |       |        |       |  |                   |  |  |     |  |  |                     |  |  |  |  |  |
| <b>Rehabilitation and Renovation of Station</b>   |   |       |          |                   |       |                |               |                    |       |         |  |       |       |        |       |  |                   |  |  |     |  |  |                     |  |  |  |  |  |
| Project: Historic Salisbury RR Station  |   |       |          |                   |       |                |               |                    |       |         |  |       |       |        |       |  |                   |  |  |     |  |  |                     |  |  |  |  |  |
| Salisbury, North Carolina   |   |       |          |                   |       |                |               |                    |       |         |  |       |       |        |       |  |                   |  |  |     |  |  |                     |  |  |  |  |  |
| Job Description: Design Development   |   |       |          |                   |       |                |               |                    |       |         |  |       |       |        |       |  |                   |  |  |     |  |  |                     |  |  |  |  |  |
| Estimator: Dave Snider  |   |       |          |                   |       |                |               |                    |       |         |  |       |       |        |       |  |                   |  |  |     |  |  |                     |  |  |  |  |  |
| <table border="0" style="width: 100%;"> <tr> <td style="width: 30%;"></td> <td style="width: 10%; text-align: center;">total</td> <td style="width: 10%; text-align: center;">total</td> <td style="width: 10%; text-align: center;">equip/</td> <td style="width: 10%; text-align: center;">total</td> <td style="width: 10%;"></td> </tr> <tr> <td>conditioned space</td> <td></td> <td></td> <td>sub</td> <td></td> <td></td> </tr> <tr> <td>unconditioned space</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </table> |   |       |          |                   |       |                |               |                    |       |         |  | total | total | equip/ | total |  | conditioned space |  |  | sub |  |  | unconditioned space |  |  |  |  |  |
|   | total   | total | equip/   | total             |       |                |               |                    |       |         |  |       |       |        |       |  |                   |  |  |     |  |  |                     |  |  |  |  |  |
| conditioned space   |   |       | sub      |                   |       |                |               |                    |       |         |  |       |       |        |       |  |                   |  |  |     |  |  |                     |  |  |  |  |  |
| unconditioned space   |   |       |          |                   |       |                |               |                    |       |         |  |       |       |        |       |  |                   |  |  |     |  |  |                     |  |  |  |  |  |
| <b>Description</b>  | quantity  | unit  | material | total<br>material | labor | total<br>labor | equip/<br>sub | total<br>equip/sub | total |         |  |       |       |        |       |  |                   |  |  |     |  |  |                     |  |  |  |  |  |
| <b>7. Conveying</b>   |   |       |          | 0                 |       | 0              |               | 0                  | \$    | -       |  |       |       |        |       |  |                   |  |  |     |  |  |                     |  |  |  |  |  |
| remove & replace existing sprinkler heads   |   |       |          | 0                 |       | 0              |               | 0                  | \$    | -       |  |       |       |        |       |  |                   |  |  |     |  |  |                     |  |  |  |  |  |
|   | 34000sf/300sf/head  | 140   | heads    | 0                 |       | 0              | \$ 143        | 20020              | \$    | 20,020  |  |       |       |        |       |  |                   |  |  |     |  |  |                     |  |  |  |  |  |
| <b>8. Mechanical Systems</b>  |   |       |          | 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  |  |       |       |        |       |  |                   |  |  |     |  |  |                     |  |  |  |  |  |
| <b>9. Plumbing</b>  |   |       |          | 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        | 650                | \$    | 2,000   |  |       |       |        |       |  |                   |  |  |     |  |  |                     |  |  |  |  |  |
|   | dual water cooler   | 1     | ea       | 1820              | 1820  | 170            | \$ 1,800      | 1800               | \$    | 3,790   |  |       |       |        |       |  |                   |  |  |     |  |  |                     |  |  |  |  |  |
|   | wall hung lavatory  | 3     | ea       | 320               | 960   | 122            | \$ 366        | 1,000              | \$    | 4,326   |  |       |       |        |       |  |                   |  |  |     |  |  |                     |  |  |  |  |  |
|   | water closets   | 3     | ea       | 360               | 1080  | 180            | \$ 540        | 1,200              | \$    | 5,220   |  |       |       |        |       |  |                   |  |  |     |  |  |                     |  |  |  |  |  |
|   | two bowl ss sink  | 1     | ea       | 570               | 570   | 202            | \$ 202        | 950                | \$    | 1,722   |  |       |       |        |       |  |                   |  |  |     |  |  |                     |  |  |  |  |  |
|   | faucets   | 6     | ea       | 150               | 900   | 35             | \$ 210        | 450                | \$    | 3,810   |  |       |       |        |       |  |                   |  |  |     |  |  |                     |  |  |  |  |  |
| remove & replace existing water heater w/40 gallon low boy  |   | 1     | ea       | 0                 |       | 0              | \$ 4,500      | 4500               | \$    | 4,500   |  |       |       |        |       |  |                   |  |  |     |  |  |                     |  |  |  |  |  |
| <b>10. Electrical</b>   |   |       |          |                   |       |                |               |                    |       |         |  |       |       |        |       |  |                   |  |  |     |  |  |                     |  |  |  |  |  |
| 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,   |   |       |          | 0                 |       | 0              |               | 0                  | \$    | -       |  |       |       |        |       |  |                   |  |  |     |  |  |                     |  |  |  |  |  |
|   | 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   |  |       |       |        |       |  |                   |  |  |     |  |  |                     |  |  |  |  |  |
| <b>11. Special Construction</b>   |   |       |          | 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     | total labor | total labor  | equip/sub | total   |
| miscellaneous pavement repairs                             |  | new concrete curb & sidewalk                               |  | concrete                            |  | concrete                |  | concrete            |  | 1  | alw  | 0            | 0           | 0            | \$ 5,000  | 5000    |
| handicap post signs  |  | parking space reserved note on pavement                    |  | place                               |  | finish                  |  | finish              |  | 2  | cy   | 123          | 246         | 0            | 0         | 0       |
| adjust st pl (1.5'x10' +/-) secure in place in parking lot |  | repair LC copper flash cover corner at lightwell Depot St  |  | 5 ea                                |  | 6 ea                    |  | 6 lf                |  | 2  | cy   | 0            | 50          | 0            | 0         | 100     |
| R&R damaged brick cap at 1989 mech enclosure               |  | R&R concrete walk near Council Street (10'x20' +/-)        |  | 110 sf                              |  | 5 ea                    |  | 3 cy                |  | 1  | ea   | 0            | 0           | 0            | 0         | 330     |
| parking space reserved note on pavement                    |  | adjust st pl (1.5'x10' +/-) secure in place in parking lot |  | 4 ea                                |  | 6 ea                    |  | 3 cy                |  | 5  | ea   | 95           | 475         | 175          | 0         | 650     |
| R&R concrete walk near Council Street (10'x20' +/-)        |  | handicap post signs  |  | 1 ea                                |  | 1 ea                    |  | 3 cy                |  | 4  | ea   | 185          | 740         | 200          | 0         | 940     |
| R&R concrete walk near Council Street (10'x20' +/-)        |  | parking space reserved note on pavement                    |  | 1 ea                                |  | 1 ea                    |  | 3 cy                |  | 6  | ea   | 55           | 330         | 600          | 0         | 930     |
| R&R concrete walk near Council Street (10'x20' +/-)        |  | adjust st pl (1.5'x10' +/-) secure in place in parking lot |  | 1 ea                                |  | 1 ea                    |  | 3 cy                |  | 1  | ea   | 155          | 155         | 150          | 0         | 305     |
| R&R concrete walk near Council Street (10'x20' +/-)        |  | repair LC copper flash cover corner at lightwell Depot St  |  | 6 lf                                |  | 15                      |  | 3 cy                |  | 1  | ea   | 225          | 325         | 325          | 0         | 550     |
| R&R concrete walk near Council Street (10'x20' +/-)        |  | handicap post signs  |  | 3 cy                                |  | 123                     |  | 3 cy                |  | 3  | cy   | 0            | 369         | 0            | 0         | 369     |
| R&R concrete walk near Council Street (10'x20' +/-)        |  | parking space reserved note on pavement                    |  | 3 cy                                |  | 0                       |  | 3 cy                |  | 0  | cy   | 20           | 59          | 0            | 0         | 59      |
| R&R concrete walk near Council Street (10'x20' +/-)        |  | adjust st pl (1.5'x10' +/-) secure in place in parking lot |  | 200 sf                              |  | 200 sf                  |  | 3 cy                |  | 2  | sf   | 0            | 300         | 300          | 0         | 900     |
| R&R concrete walk near Council Street (10'x20' +/-)        |  | straighten litepost at Depot Street                        |  | 200 sf                              |  | 0                       |  | 3 cy                |  | 0  | sf   | 0            | 0           | 15           | 3000      |         |
| R&R concrete walk near Council Street (10'x20' +/-)        |  | remove & replace hotbox cover                              |  | 1 ea                                |  | 0                       |  | 3 cy                |  | 1  | ea   | 0            | 0           | 500          | 500       |         |
| R&R concrete walk near Council Street (10'x20' +/-)        |  | asp topping at settled area of old bldg (10'x20'x6" +/-)   |  | 1 ea                                |  | 0                       |  | 3 cy                |  | 1  | ea   | 0            | 0           | 2,000        | 2000      |         |
| R&R concrete walk near Council Street (10'x20' +/-)        |  | straighten litepost at Depot Street                        |  | 1 ls                                |  | 30000                   |  | 30000               |  | 1  | ls   | 0            | 185000      | 185000       | 0         | 50000   |
| R&R concrete walk near Council Street (10'x20' +/-)        |  | remove & replace hotbox cover                              |  | 1 ls                                |  | 0                       |  | 30000               |  | 0  | ls   | 0            | 0           | 0            | 0         | 265,000 |
| R&R concrete walk near Council Street (10'x20' +/-)        |  | R&R concrete walk near Council Street (10'x20' +/-)        |  | Sub Total                           |  | \$ 256,374              |  | \$ 373,808          |  | \$ 2,369,687                             |      | \$ 2,999,868 |             | \$ 17,946    |           |         |
| R&R concrete walk near Council Street (10'x20' +/-)        |  | R&R concrete walk near Council Street (10'x20' +/-)        |  | NC sales tax 7%                     |  | \$ 17,946               |  | \$ 130,833          |  | \$ 3,148,647                             |      | \$ 314,865   |             | \$ 3,778,376 |           |         |
| R&R concrete walk near Council Street (10'x20' +/-)        |  | R&R concrete walk near Council Street (10'x20' +/-)        |  | WC & Payroll tax 35%                |  | \$ 274,320              |  | \$ 604,641          |  | \$ 2,369,687                             |      | \$ 314,865   |             | \$ 755,675   |           |         |
| R&R concrete walk near Council Street (10'x20' +/-)        |  | R&R concrete walk near Council Street (10'x20' +/-)        |  | SUB TOTAL                           |  |                         |  |                     |  |  |      |              |             |              |           |         |
| R&R concrete walk near Council Street (10'x20' +/-)        |  | R&R concrete walk near Council Street (10'x20' +/-)        |  | CONTRACTORS OVERHEAD 10%            |  |                         |  |                     |  |  |      |              |             |              |           |         |
| R&R concrete walk near Council Street (10'x20' +/-)        |  | R&R concrete walk near Council Street (10'x20' +/-)        |  | CONTRACTORS FEE 10%                 |  |                         |  |                     |  |  |      |              |             |              |           |         |
| R&R concrete walk near Council Street (10'x20' +/-)        |  | R&R concrete walk near Council Street (10'x20' +/-)        |  | SUB TOTAL                           |  |                         |  |                     |  |  |      |              |             |              |           |         |
| R&R concrete walk near Council Street (10'x20' +/-)        |  | R&R concrete walk near Council Street (10'x20' +/-)        |  | CONTINGENCY 20%                     |  |                         |  |                     |  |  |      |              |             |              |           |         |
| R&R concrete walk near Council Street (10'x20' +/-)        |  | R&R concrete walk near Council Street (10'x20' +/-)        |  | 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          |          | conditioned space                   |          |       |       |           |       |       |           |       |        |   |            |
| Estimator: Dave Snider                       |          | unconditioned space                 |          |       |       |           |       |       |           |       |        |   |            |
| Description                                  | quantity | unit                                | material | cost: | total | material  | labor | cost: | total     | labor | equip/ | total   | total      |
|  |          |                                     |          |       |       |           |       |       |           |       | sub    | equip/sub                                     |            |
| <b>1. Foundations</b>                        |          |                                     |          |       |       |           |       |       |           |       |        |   |            |
| footings 1.5'x1'x12"                         | 8        | Cy                                  | 175      | 1400  | 50    | 400       | 0     | 0     | 0         | 0     | 0      | 0   | 0          |
| saw cut                                      | 90       | lf                                  | 10       | 900   | 15    | 1350      | 15    | 1350  | 15        | 1350  | 15     | 1350  | 3,600      |
| <b>2. Substructures</b>                      |          |                                     |          |       |       |           |       |       |           |       |        |   |            |
| <b>3. Superstructure</b>                     |          |                                     |          |       |       |           |       |       |           |       |        |   |            |
| new handicap ramps                           |          |                                     |          |       |       |           |       |       |           |       |        |   |            |
| new pads/walks                               | 160      | sf                                  |          |       |       |           |       |       |           |       |        |   |            |
| concrete                                     | 2        | Cy                                  | 123      | 246   | 0     | 0         | 0     | 0     | 0         | 0     | 0      | 0   | 246        |
| form   | 10       | Sfca                                | 5        | 50    | 10    | 100       | 0     | 0     | 0         | 0     | 0      | 0   | 150        |
| place  | 2        | Cy                                  | 36       | 71    | 4     | 7         | 0     | 0     | 0         | 0     | 0      | 0   | 78         |
| finish                                       | 160      | Sf                                  |          |       | 2     | 320       | 0     | 0     | 0         | 0     | 0      | 0   | 320        |
| edge rails 1 1/2" dia galv 3 line w/knuckles | 134      | lf                                  | 95       | 12730 | 25    | 3350      | 1.25  | 168   | 168       | 168   | 1.25   | 168   | 16,248     |
| new hc ramps                                 | 1        | ea                                  |          |       | 0     | 0         | 0     | 0     | 0         | 0     | 0      | 0   | 0          |
| concrete                                     | 14       | Cy                                  | 123      | 1722  | 0     | 0         | 0     | 0     | 0         | 0     | 0      | 0   | 1,722      |
| form   | 200      | Sfca                                | 5        | 1000  | 10    | 2000      | 0     | 0     | 0         | 0     | 0      | 0   | 3,000      |
| place  | 14       | Cy                                  |          |       | 100   | 1400      | 0.65  | 9     | 9         | 9     | 0.65   | 9   | 1,409      |
| finish                                       | 704      | Sf                                  |          |       | 2     | 1056      | 1.00  | 704   | 704       | 704   | 1.00   | 704   | 1,760      |
| gut enclosure & walls                        | 2800     | Sf                                  |          |       | 5     | 14000     | 0     | 0     | 0         | 0     | 0      | 0   | 14,000     |
| HVAC   | 2800     | Sf                                  |          |       | 0     | 0         | 0     | 0     | 0         | 0     | 2      | 4200  | 4,200      |
| Elect  | 2800     | Sf                                  |          |       | 0     | 0         | 0     | 0     | 0         | 0     | 1      | 2800  | 2,800      |
| Pibg   | 2800     | Sf                                  |          |       | 0     | 0         | 0     | 0     | 0         | 0     | 1      | 2800  | 2,800      |
| remove top 4" conc slab                      | 4900     | Sf                                  |          |       | 2     | 9800      | 0     | 0     | 0         | 0     | 2      | 9800  | 19,600     |
| remove 10" setting bed                       | 4900     | Sf                                  |          |       | 0     | 0         | 1     | 4900  | 1         | 4900  | 1      | 4900  | 9,800      |
| patch existing slab                          | 1        | alw                                 | 1400     | 1400  | 0     | 0         | 0     | 0     | 0         | 0     | 3500   | 3500  | 4,900      |
| paint overhead                               | 2800     | Sf                                  |          |       | 0     | 0         | 0     | 0     | 0         | 0     | 3      | 8400  | 8,400      |
| electrical lights                            | 1        | alw                                 |          |       | 0     | 0         | 0     | 0     | 0         | 0     | 12500  | 12500   | 12,500     |
| <b>13. General Conditions</b>                |          |                                     |          |       |       |           |       |       |           |       |        |   |            |
| PM/Suppt/Gen Lbr./job requirements           | 1        | ls                                  | 500      | 500   | 6500  | 6500      | 500   | 500   | 500       | 500   | 500    | 500   | 7,500      |
| <b>Sub Total</b>                             |          |                                     |          |       |       |           |       |       |           |       |        |   |            |
|  |          |                                     |          |       |       | \$ 20,019 |       |       | \$ 45,183 |       |        | \$ 51,631                                     | \$ 116,833 |
| NC sales tax 7%                              |          |                                     |          |       |       |           |       |       |           |       |        |   | \$ 1,401   |
| WC & Payroll tax 35%                         |          |                                     |          |       |       |           |       |       |           |       |        |   | \$ 15,814  |
| <b>SUB TOTAL</b>                             |          |                                     |          |       |       |           |       |       |           |       |        |   | \$ 134,048 |
| <b>CONTRACTORS OVERHEAD 10%</b>              |          |                                     |          |       |       |           |       |       |           |       |        |   | \$ 13,405  |
| <b>CONTRACTORS FEE 10%</b>                   |          |                                     |          |       |       |           |       |       |           |       |        |   | \$ 13,405  |
| <b>SUB TOTAL</b>                             |          |                                     |          |       |       |           |       |       |           |       |        |   | \$ 160,858 |
| <b>CONTINGENCY 20%</b>                       |          |                                     |          |       |       |           |       |       |           |       |        |   | \$ 32,172  |
| <b>PROJECTED CURRENT DAY TOTAL COST</b>      |          |                                     |          |       |       |           |       |       |           |       |        |   | \$ 193,030 |



Salisbury Bus Depot  
 Alternate 2  
 Planning Estimate

CONSTR. COST

North Carolina Department of Transportation  
 Preliminary Estimate

Prepared By:  
 Requested By:  
 Priced By:

Date: 7/17/2018

Mo/Itt & Nichol

| 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     |
| <b>Pavement</b>  |     |         |   |          |      |                 |                 |
| 1121000000-E     | P   | 520     | Aggregate Base Course                               | 570      | Tons | \$ 34.24        | \$ 19,514.52    |
| 1275000000-E     | P   | 600     | Prime Coat  | 440      | Gal  | \$ 7.66         | \$ 3,368.64     |
| 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     |
| <b>Site Work</b> |     |         |   |          |      |                 |                 |
| 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    |

1-gth 3.26

Contract Cost \$ 2,245,938.88

Construction Cost \$ 2,245,938.88



**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 23<sup>rd</sup> 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 23<sup>rd</sup> day of March 2022.

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Meredith Smith, Chair  
Transportation Advisory Committee

**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](mailto: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          | <b>Single Family Residential</b> | Cemeteries                  |
| Churches                     | STIP P-5208C | Railroads                  | Single Family Residential        | Historic District           |
| Child Care Center            | Roads        | P-5208C Closure            | SFR Subdivisions                 | <b>Municipal Boundaries</b> |
| Direct Community Impact Area | Streams      | Multifamily Residential    | Landis                           | China Grove                 |
|                              |              | Manufactured Home District |                                  |                             |

## 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 <sup>1</sup>
- 80% Federal share of expenditures: \$2,010,000
- **Net STBGDA funding not need for ROW: \$1,210,000**

<sup>1</sup>Estimated – 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=\$18,818<sup>2</sup>
- 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**

<sup>2</sup>Estimated – subject to change

**From:** [Stanley, Mike](#)  
**To:** [pconrad@mblsolution.com](mailto:pconrad@mblsolution.com)  
**Subject:** RE: [External] FW: Cabarrus Rowan MPO TCC Meeting Notice  
**Date:** Saturday, January 22, 2022 12:20:54 PM  
**Attachments:** [image001.png](#)  
[image003.png](#)

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Hey, Phil- as a follow-up to the TCC ask at Wednesday's meeting, here's what I was able to find out from the Division regarding the extended administration cost:

- The amount that was shown is the total administration cost, not a delta. However, this amount was not captured in the initial construction authorization, which is why it is included in the request for additional funds.
- "Extended" refers to the fact that final project acceptance occurred more than a year after the contract completion date. This necessitated additional oversight, resulting in approximately \$475,000 additional administrative cost.
- Outside of the extended time duration, there were no significant differences in administrative cost between this project and other similar-scale projects.

Let me know if you need additional information in order to facilitate further discussion at your next meeting.

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

919 707 4642 office  
[mtstanley@ncdot.gov](mailto:mtstanley@ncdot.gov)

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



*Email correspondence to and from this address is subject to the North Carolina Public Records Law and may be disclosed to third parties.*

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**From:** pconrad@mblsolution.com <pconrad@mblsolution.com>  
**Sent:** Thursday, January 13, 2022 5:04 PM  
**To:** Stanley, Mike <mtstanley@ncdot.gov>; Argabright, Van <vargabright@ncdot.gov>  
**Subject:** [External] FW: Cabarrus Rowan MPO TCC Meeting Notice

## 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.





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      | <b>Data and Planning Support</b>               | \$ 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      | <b>Planning Process</b>                        | \$ 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     | <b>Planning Work Program</b>                   | \$ 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     | <b>Transp. Improvement Plan</b>                | \$ 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     | <b>Cvl Rgts. Cmp./Otr .Reg. Reqs.</b>          | \$ 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     | <b>Statewide &amp; Extra-Regional Planning</b> | \$ 21,380                      | \$ 85,520   | \$ 106,900 |                         |             |               |            |              |       |         |            |          |         |       |                   |       |         |
| 44.27.00 | III-D-1   | Statewide & Extra-Regional Planning            | \$ 21,380                      | \$ 85,520   | \$ 106,900 |                         |             |               |            |              |       |         |            |          |         |       |                   |       |         |
|          | III-E     | <b>Management Ops, Program Suppt Admin</b>     | \$ 21,600                      | \$ 86,400   | \$ 108,000 |                         |             |               |            |              |       |         |            |          |         |       |                   |       |         |
| 44.27.00 |           | Management Operations                          | \$ 21,600                      | \$ 86,400   | \$ 108,000 |                         |             |               |            |              |       |         |            |          |         |       |                   |       |         |
| 44.27.00 |           | Program Support Administration                 | \$ -                           | \$ -        |            |                         |             |               |            |              |       |         |            |          |         |       |                   |       |         |
|          |           | <b>TOTALS</b>                                  | \$ 88,638                      | \$ 354,551  | \$ 443,188 | \$19,564                | \$19,564    | \$156,511     | \$195,639  | \$0          | \$0   | \$0     | \$0        | \$0      | \$0     | \$0   | \$0               | \$0   | \$0     |



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

**Attachment # 7**  
**Anticipated DBE Contracting Opportunities for 2022-23**

Name of MPO: Cabarrus-Rowan MPO                       Check here if no anticipated DBE opportunities

Person Completing Form: Phil Conrad                      Telephone Number: 704-795-7528

| Prospectus Task Code | Prospectus Description                            | Name of Agency Contracting Out | Type of Contracting Opportunity (Consultant, etc.) | Federal Funds to be Contracted Out | Total Funds to be Contracted Out |
|----------------------|---|--------------------------------|--|------------------------------------|----------------------------------|
|                      |   |                                |  |                                    |                                  |
| II-A-1               | Network and Support Systems (Section 5303)        | City of Concord                | Consultant   | \$15,601                           | \$19,501                         |
| II-A-1               | Consolidation Implementation Study (Section 5303) | City of Concord/MPO            | Consultant   | \$84,910                           | \$106,138                        |
| II-A-1               | Update of the DBE Goals and Plan (Section 5303)   | City of Concord/MPO            | Consultant   | \$28,000                           | \$35,000                         |
| II-A-1               | Customer Service Survey (Section 5303)            | City of Concord/MPO            | Consultant   | \$28,000                           | \$35,000                         |
|                      |   |                                |  |                                    |                                  |

Sample Entry:

|         |                         |                              |            |          |          |
|---------|-------------------------|------------------------------|------------|----------|----------|
| II-C-11 | Transit Plan Evaluation | Big City Planning Department | Consultant | \$48,000 | \$60,000 |
|---------|-------------------------|------------------------------|------------|----------|----------|

**Note: This form must be submitted to NCDOT-PTD even if you anticipate no DBE Contracting Opportunities. Note “No contracting opportunities” on the table if you do not anticipate having any contracting opportunities.**

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.

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Chair, Transportation Advisory Committee

## Cabarrus-Rowan MPO Local Match Table

| <b>MPO Member</b> | <b>2010 Pop.</b> | <b>Percent</b> |                  |
|-------------------|------------------|----------------|------------------|
| 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           |
| <b>Total</b>      | <b>316,439</b>   |                | <b>\$ 73,838</b> |

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 23<sup>rd</sup> day of March, 2022.

\_\_\_\_\_  
TAC Chair

Subscribed and sworn to me this 23<sup>rd</sup> 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   |
|---|--|--------------------|--------------------------|-----------------------------------|-------------------|---|--------------------------------------|--|
| <b>PROJECTS UNDER CONSTRUCTION</b>                                      |  |                    |                          |                                   |                   |   |                                      |  |
| <b>I-5858</b><br>53061.3.GV1<br>(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<br>(704)630-3220       | Contractor is working on sawing and sealing joints. Anticipated completion date is December 15th, 2021.  |
| <b>R-5789F</b><br>44919.3.7<br><b>R-5789G</b><br>44919.3.8<br>(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<br>(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.   |
| <b>17BP.9.R.58</b>  | 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<br>(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>B-4626</b><br>38443.3.3<br>(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<br>(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. |
| <b>Z-5800IA</b><br>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<br>(919)707-4105     | <b>NEW</b> - install active warning devices - in development   |
| <b>Z-5800IB</b><br>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<br>(919)707-4105     | <b>NEW</b> - install active warning devices - in development   |
| <b>U-5738</b><br>50163.3.1<br>(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<br>(336)747-7800      | DDRL - Raleigh Let - To be considered by BOT on March 10, 2022.  |
| <b>PROJECTS UNDER DEVELOPMENT</b>                                       |  |                    |                          |                                   |                   |   |                                      |  |
| <b>B-5772</b><br>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<br>(919)707-6514   | <b>*Schedule based on Adjusted 2020-2029 STIP.</b> 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.   |
| <b>P-5726</b><br>47604.3.1<br>(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<br>(919)707-4117 | <b>* Schedule based on Adjusted 2020-2029 STIP -</b> Raleigh Let   |
| <b>P-5733</b><br>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<br>(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  |
|---|---|----------------------------|-----------------|--------------------------------|-------------------|--------------|--------------------------------|---|
| <b>PROJECTS UNDER DEVELOPMENT</b>                 |   |                            |                 |                                |                   |              |                                |   |
| R-5860<br>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<br>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<br>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<br>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<br>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<br>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.  |
| <b>DIVISION BRIDGE PROJECTS UNDER DEVELOPMENT</b> |   |                            |                 |                                |                   |              |                                |   |
| 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  |
|--|--|--------------------|-----------------|-----------------------------------|-------------------|------------|--------------------------------|---|
| <b>DIVISION BRIDGE PROJECTS UNDER DEVELOPMENT</b>        |  |                    |                 |                                   |                   |            |                                |   |
| <b>17BP.9.R.96</b>                                       | 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.   |
| <b>BP9-R004</b><br>BP9-R004.3<br>(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.   |
| <b>BP9-R012</b><br>BP9-R012.3<br>(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.   |
| <b>LOCALLY ADMINISTERED PROJECTS</b>                     |  |                    |                 |                                   |                   |            |                                |   |
| <b>C-5603D</b><br>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.               |
| <b>C-5603H</b><br>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.  |
| <b>EB-5619B</b><br>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      | <b>*Schedule based on Adjusted 2020-2029 STIP - NON-DOT let (LAP)</b>   |
| <b>HL-0005</b>   | 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.  |
| <b>COMPLETED PROJECTS</b>                                |  |                    |                 |                                   |                   |            |                                |   |
| <b>17BP.9.R.75</b>                                       | 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 |
|-------------|-------------|----------|-----------------|--------|-------------------|------------|-----------------------|----------|
|-------------|-------------|----------|-----------------|--------|-------------------|------------|-----------------------|----------|

|        |                      |  |  |  |  |  |  |  |
|--------|----------------------|--|--|--|--|--|--|--|
| R<br>R | <b>ARRA RAILROAD</b> |  |  |  |  |  |  |  |
|        |                      |  |  |  |  |  |  |  |

| I<br>8<br>5<br>P<br>R<br>O<br>J<br>E<br>C<br>T | <b>I-85 PROJECT</b> |  |                |                  |                      |               |                     |                                      |  |
|--|---------------------|--|----------------|------------------|----------------------|---------------|---------------------|--------------------------------------|--|
|  | <b>I-3802A</b>      | <b>I-85 Widening Kannaopolis</b><br>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 | <b>100% COMPLETE</b> | \$249,166,172 | Blythe Construction | NCDOT<br>Chris Fine<br>704-983-4380  | <b>PROJECT COMPLETE</b><br>Accepted on 11/22/2021. |
|  | <b>I-5394</b>       | <b>I-85 Widening.</b> Mile Marker 42-TO-Mile Marker 48. Pavement Rehab.  |                |                  | % Complete           | \$ 7.3 M      |                     | NCDOT<br>Rick Baucom<br>704-983-4401 | <b>PROJECT ON HOLD</b>                             |

| U<br>R<br>B<br>A<br>N<br>P<br>R<br>O<br>J<br>E<br>C<br>T | <b>URBAN PROJECTS</b> |   |                      |                          |               |              |                       |   |   |
|--|-----------------------|---|----------------------|--------------------------|---------------|--------------|-----------------------|---|---|
|  | <b>U-3415A</b>        | <b>SR 1394 Poplar Tent Rd. Concord</b> Derita Rd. -TO-George Liles Pkwy. Widen to 4 lane divided.                     | R/W-2021<br>LET-2024 | 2027<br><b>PROJECTED</b> | 15 % Complete | \$ 20.5 M    | Santec                | NCDOT<br>Sean Epperson<br>704-983-4400          | <b>PROJECT ON HOLD</b>  |
|  | <b>U-3440</b>         | <b>NC 3 Kannapolis.</b> U-2009 (Westside Bypass)-TO-SR 1691 (Loop Road). Widen existing route to multi-lane facility. | LET<br>November 2016 | October 31, 2022         | 82% Complete  | \$ 34.1 M    | JT Russell            | NCDOT<br>Jon Hinson<br>980-523-0085             | ACTIVE PROJECT. Project will be open to thru traffic by March 2022.   |
|  | <b>U-4910</b>         | <b>SR 1445 Derita Rd. Concord</b> Poplar Tent Rd.-TO-Meck County Line.  | LET<br>February 2017 | March 30, 2022           | 93 % Complete | \$19,442,264 | BLYTHE<br>Development | City of Concord &<br>Chris Fine<br>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 <b>March 2022</b> . |
|  | <b>U-6029</b>         | <b>SR 1394 Poplar Tent Rd. Concord</b> Derita Rd.-TO-NC 73. Widen to 4 lanes.   | R/W-2029<br>LET TBD  | TBD                      | 5 % Complete  | 43.6 M       | TBD                   | NCDOT<br>Sean Epperson<br>704-983-4400          | <b>PROJECT ON HOLD</b>  |

|                                 | TIP/WBS No# | DESCRIPTION  | LET DATE             | COMPLETION DATE          | STATUS   | CONSTRUCTION COST  | CONTRACTOR         | PROJECT ADMINISTRATOR                    | COMMENTS   |
|---------------------------------|-------------|--|----------------------|--------------------------|--|--------------------|--------------------|--|--|
| N<br>O<br>J<br>E<br>C<br>T<br>S | U-6032      | Mallard Creek Rd. (SR-2467)/Derita Rd (SR-1445) from I-485 to Concord Mills Blvd. Widen to 6 lanes         | June.17, 2025        | 2027<br><i>PROJECTED</i> | 75% Plans  | \$ 25,000,000 EST. | KCI                | NCDOT<br>Donald Griffith<br>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<br>LET 2023 | 2025<br><i>PROJECTED</i> | 65% Complete   | \$ 8.1 M           | Kimley-Horn        | NCDOT<br>Sean Epperson<br>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<br>June 17, 2025 | 2027<br><i>PROJECTED</i> | 90% Plans<br>R/W 60% ROW acquisition set to continue beginning November 2021 | \$ 10,960,000 EST  | RS&H               | NCDOT<br>Donald Griffith<br>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<br>December 2017 | December 1, 2021         | 97% Complete   | \$10,216,654.00    | BLYTHE Development | NCDOT<br>Chris Fine<br>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 <b>April 2022</b> . |

### CONGESTION PROJECTS

|  |         |   |                    |                 |                |           |         |  |  |
|--|---------|---|--------------------|-----------------|----------------|-----------|---------|--|--|
| C<br>O<br>N<br>G<br>E<br>S<br>T<br>I<br>O<br>N | C-4918A | <b>CMAQ. Intersection Concord</b> 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<br>Nov.7, 2017 | January.4, 2020 | 100 % Complete | \$ 2.75M  | SANTEC  | City of Concord<br>Terry Burleson<br>Closing | <b>PROJECT COMPLETE.</b><br><i>This project has been finalized and CLOSED.</i> |
|  | C-5557  | <b>Miramar St. Concord NE</b> Subset sidewalk extension CMAQ project.   | LET<br>Nov15,2018  | June.29,2020    | 100 % Complete | \$417,090 | SEALAND | City of Concord<br>Terry Burleson<br>Closing | <b>PROJECT COMPLETE.</b><br><i>This project has been finalized and CLOSED.</i> |

### HIGHWAY SAFETY PROJECTS

|  |                     |   |                  |     |                   |          |     |   |   |
|--|---------------------|---|------------------|-----|-------------------|----------|-----|---|---|
|  | 47866/<br>SS-4910CK | <b>Poplar Tent Rd. at Rock Hill Church Rd. &amp; Eva Dr. Concord</b> Intersection improvements. | LET<br>Feb. 2023 | TBD | In R/W<br>Page 76 | \$ 1.1 M | TBD | NCDOT<br>Donald Harward<br>704-983-4400 | Project Approved to move forward. High Impact/Low Cost<br>Printed on 3/9/22 |
|--|---------------------|---|------------------|-----|-------------------|----------|-----|---|---|

|                            | TIP/WBS No#       | DESCRIPTION  | LET DATE              | COMPLETION DATE | STATUS      | CONSTRUCTION COST | CONTRACTOR | PROJECT ADMINISTRATOR                   | COMMENTS   |
|----------------------------|-------------------|--|-----------------------|-----------------|-------------|-------------------|------------|---|--|
| S<br>A<br>F<br>E<br>T<br>Y | W-5601HQ<br>47858 | NC 3 Concord and Odell School Road. Install a Roundabout   | LET<br>June 2022      | TBD             | In R/W      | \$ 1.24 M         | TBD        | NCDOT<br>Donald Harward<br>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<br>September 2021 | August.27, 2022 | 0% Complete | \$ 2.69 M         | NJR Group  | NCDOT<br>Donald Harward<br>704-983-4400 | <b>Construction scheduled to begin in Spring 2022.</b> |
|                            | HS-2010D          | NC 24/27 and Bethel School Road  | LET<br>August 2023    | TBD             | In Design   | \$392,000         | TBD        | NCDOT<br>Donald Harward<br>704-983-4400 |  |
|                            | W-5710AO          | Salisbury-Concord Rd/ Old Concord Rd. Kannapolis -TO-Irish Potato Road. Install Roundabout.      | LET<br>May 2023       | TBD             | In Design   | \$ 1.15 M         | TBD        | NCDOT<br>Donald Harward<br>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<br>Garland Haywood<br>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<br><i>Pending</i> | May. 2025      | 0% Complete - Project Not Yet Let | \$5,100,000 | TBD               | NCDOT<br>Garland Haywood<br>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<br>August 2015             | March 15, 2021 | 100 % Complete                    | \$ 13.1 M   | HRI Bridge Co.    | NCDOT<br>Jon Hinson<br>980-523-0085      | <b>ACTIVE PROJECT.</b> Working on Project Closeout.  |
| 17BP.10.R.144 | Bridge 120053 / SR 2114 (Centergrove Rd.) Kannapolis over Cold Water Creek.              | LET<br>Scheduled 4-21-2021     | April, 2022    | 62% Complete                      | \$1,761,841 | Dane Construction | NCDOT<br>Garland Haywood<br>704-975-2795 | <b>ACTIVE PROJECT.</b> 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<br>R<br>I<br>D<br>G<br>E<br>P<br>R<br>O | 17BP.10.R.110 | <b>Bridge 120105 / E. Gold Hill Rd. Mt. Pleasant</b><br>Replace bridge over branch of Big Bear Creek.          | LET July 2021<br><i>Pending</i>      | March, 2022     | 0% Complete - Project Not Yet Let                | \$600,000         | TBD                                | NCDOT<br>Garland Haywood<br>704-975-2795 | Currently in Design. Plan development has resume in anticipation of scheduled LET date. <b>On current 12 MLL.</b>              |
|   | BP10.R055     | <b>Bridge 120292 / Mauney Rd. Mt. Pleasant</b><br>Replace bridge over Little Meadow Creek.                     | LET August 2025<br><i>Pending</i>    | May, 2026       | 0% Complete - Project Not Yet Let                | \$600,000         | TBD                                | NCDOT<br>Garland Haywood<br>704-975-2795 | Currently in Design. Plan development will resume in anticipation of scheduled LET date.                                       |
|   | 17BP.10.C.4   | <b>Bridge 120015 / Tuckesegee Rd. Kannapolis</b><br>Replace bridge over Mill Creek.                            | LET July 2021<br><i>Pending</i>      | December, 2021  | 0% Complete - Project Not Yet Let                | \$635,000         | TBD                                | NCDOT<br>Garland Haywood<br>704-975-2795 | Currently in Design. Plan development will resume in anticipation of scheduled LET date.                                       |
|   | 17BP.10.C.4   | <b>Bridge 120015 / Tuckesegee Rd. Kannapolis</b><br>Replace bridge over Mill Creek.                            | LET June 16, 2021                    | December, 2021  | 0% Complete - Project Availability Date 8-2-2021 | \$668,031         | Dane Construction                  | NCDOT<br>Garland Haywood<br>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     | <b>Pipe 120247 St. Stephens Rd. / Mt. Pleasant</b><br>Replace Pipes over Butcher Branch                        | LET September 2022<br><i>Pending</i> | November, 2023  | 0% Complete - Project Not Yet Let                | \$600,000         | TBD                                | NCDOT<br>Garland Haywood<br>704-975-2795 | Currently in Design. Plan development will resume in anticipation of scheduled LET date.                                       |
|   | B-5810        | <b>Bridge 120022 /NC24-27. Mt. Pleasant</b><br>Replace bridge over Rocky River.                                | LET June 2023<br><i>Pending</i>      | October, 2024   | 0% Complete - Project Not Yet Let                | \$6,200,000       | TBD                                | NCDOT<br>Garland Haywood<br>704-975-2795 | This is the eastbound bridge on NC 24/27 and traffic will be shifted onto the westbound bridge during construction.            |
|   | TBD           | <b>Weddington Rd. Concord</b><br>Bearing plates needing mitigation. Also, bridge deck joints needed attention. |                                      |                 | % Complete                                       | \$                | Arete Engineers/<br>Buckeye Bridge | NCDOT<br>Garland Haywood<br>704-975-2795 | Arete Engineers contracted to develop mitigation plan and bridge jacking design. Awarded to Buckeye Bridge. Contract in route. |
|   | B-5372        | <b>Bridge 120109 / SR 1706. Kannapolis</b><br>Bridge on (East First St.) over US 29.                           | LET March 2022<br><i>Pending</i>     | May, 2023       | 0% Complete - Project Not Yet Let                | \$3,850,000       | TBD                                | NCDOT<br>Garland Haywood<br>704-975-2795 | Currently in Design. Plan development will resume in anticipation of scheduled LET date.                                       |
|   | B-5375        | <b>Bridge120 137 / SR 1132. (Miami Church Rd.) Mt. Pleasant</b><br>over Dutch Buffalo Creek.                   | LET January 2022                     | August, 2022    | 0% Complete - Project Not Yet Let                | \$600,000         | TBD                                | NCDOT<br>Garland Haywood<br>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<br>E<br>C<br>T<br>S | BP10.R015                                 | Bridge 120129 / SR 2635. (Old Airport Rd.) Concord over Cold Water Creek.              | Original Date of 4/22<br>Postponed until July 2023 | October, 2023   | 0% Complete - Project Not Yet Let | \$1,300,000       | TBD        | NCDOT<br>Garland Haywood<br>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<br>Pending                      | April, 2022   | 0% Complete - Project Not Yet Let | \$770,000         | TBD        | NCDOT<br>Garland Haywood<br>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<br>Pending                          | March, 2023   | 0% Complete - Project Not Yet Let | \$770,000         | TBD        | NCDOT<br>Garland Haywood<br>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<br>Garland Haywood<br>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<br>Garland Haywood<br>704-975-2795 | Plan Development will NOT proceed until LET has been scheduled and confirmed.   |
|                       | BP10.C004.1<br>BP10.C004.2<br>BP10.C004.3 | Bethel Church Road   | LET January 5 2021                                 |   | 100% COMPLETE                     | \$211,000         | NCDOT      | NCDOT<br>Garland Haywood<br>704-975-2795 | PROJECT COMPLETE<br>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<br>Garland Haywood<br>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<br>Pending                          | December, 2022  | 0% Complete - Project Not Yet Let | \$600,000         | TBD        | NCDOT<br>Garland Haywood<br>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<br><i>Pending</i> | October, 2025   | 0% Complete - Project Not Yet Let | \$700,000         | TBD        | NCDOT<br>Garland Haywood<br>704-975-2795 | Project has been scoped. Plan Development will NOT proceed until LET has been scheduled and confirmed. |

## MUNICIPAL PROJECTS

|   |         |   |                      |                          |                |           |                                     |  |   |
|---|---------|---|----------------------|--------------------------|----------------|-----------|-------------------------------------|--|---|
| M<br>U<br>N<br>I<br>C<br>I<br>P<br>A<br>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<br>Kellie Crump<br>Closing                         | <b>PROJECT COMPLETE</b><br>Accepted on May 5, 2021<br><b>THIS PROJECT HAS BEEN CLOSED.</b>  |
|   | 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<br>Kellie Crump<br>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<br>NCDOT oversight<br>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<br>NCDOT oversight<br>Kellie Crump<br>980-439-6363 | <b>Final Acceptance 5/21/21.</b><br>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<br>LET 2022 | 2023<br><b>PROJECTED</b> | 25 % Complete  | \$ 6 M    | HNTB                                | NCDOT<br>Sean Epperson<br>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<br>U<br>R<br>A<br>L | U-6098/47706 | <b>Cabarrus County - Various;</b> 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<br>NCDOT oversight<br>Marc Morgan    | Phase I complete. Waiting on Developer or City of Kannapolis to complete Phase II (Per Agreement)   |
|                       | C-5603E      | <b>SR 1120 (Bethel School Rd.)</b> Construct Sidewalks and Crosswalks.   | March.25, 2021    | TBD             | 0% complete | 108,029           | Trull Contracting, LLC | Neal Stroup<br>Oversight<br>NCDOT                       | Project LET 3/25/21. Pre-construction conference held 9/14/21. NTP issued   |
|                       | C-5603F      | <b>Bethpage Rd.</b> From South Main St. -TO- Leonard Ave. and from Westgreen Dr. -TO- Klondale Ave sidewalk.   | TBD               | TBD             | 0% complete | 208,000           | TBD                    | Kannapolis/Tim Kirk oversight<br>NCDOT preconstruction  | PE suspension lifted on July 9, 2021.   |
|                       | C-5603G      | <b>Bruton Smith Blvd. and Weddington Rd. Concord.</b>  | TBD               | TBD             | 0% complete | 141,680           | TBD                    | Concord/<br>Tim Kirk oversight<br>NCDOT preconstruction | <b>THIS PROJECT IS BEING DELETED PER THE CITY OF CONCORD.</b>   |
|                       | C-5603I      | <b>US 601.</b> 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/<br>Tim Kirk oversight<br>NCDOT preconstruction | Preliminary Plans (25%) submitted for review on 9/29/01.  |
|                       | EB-5844      | <b>Little Texas Rd. /Lane St -TO- Dale Earnhardt Blvd.</b> sidewalk.   | TBD               | TBD             | 0% complete | 2,051,200         | TBD                    | Concord/<br>Tim Kirk oversight<br>NCDOT preconstruction | Currently In PE phase. Preliminary plans were reviewed along with drainage plans and preliminary structure plans. Next step; Environmental documents. |

## RURAL PROJECTS

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

| TIP/WBS No#  | DESCRIPTION   | LET DATE         | COMPLETION DATE    | STATUS                | CONSTRUCTION COST | CONTRACTOR                                 | PROJECT ADMINISTRATOR               | COMMENTS  |
|--|---|------------------|--------------------|-----------------------|-------------------|--|-------------------------------------|---|
| <b>VARIOUS PROJECTS</b>  |   |                  |                    |                       |                   |  |                                     |   |
| <b>2020CPT.10.1</b><br><b>2.20131 -</b><br>Contract<br>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.                          |
| <b>2021CPT.10.1</b><br><b>4.10131 -</b><br>Contract<br>DJ00375 | <b>NC 3</b> (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. |
| <b>2020CTP.10.0</b><br><b>2.10131, etc</b>                     | <b>NC3.</b> Resurfacing--2 sections of NC 3, 1 section of NC 73 and 25 sections of secondary roads. | LET March 2019   | September 30, 2021 | <b>100% Complete</b>  | \$5,036,205.00    | Blythe Construction Company, Inc           | NCDOT Marc Morgan 704-983-4380      | <b>PROJECT COMPLETE &amp; CLOSED</b>  |
| <b>R-5790JF</b><br><b>44920.3.14</b>                           | LOCATION Installation of curb ramps.  | LET January 2020 | TBD                | <b>100 % Complete</b> | \$ 165.6 K        | Little Mountain Builders of Catawba County | NCDOT Chris Fine 704-983-4380       | <b>PROJECT COMPLETE</b><br>August 2020. Closed the agreement with the Town of Badin on 10/29/20. Overpayment HAS been refunded.           |
| <b>R-5790JG</b><br><b>44920.3.15</b>                           | LOCATION Installation of curb ramps.  | LET March 2022   | TBD                | % Complete            | \$ 3M             | TBD  | Barrett Eatman                      | Letters sent to municipalities. Project being prepared for LET.   |
| <b>SS-6010T</b><br><b>49436.3.1</b><br><b>(48794)</b>          | <b>Irish Potato Rd &amp; Gold Hill Rd. Concord</b> Scope has been changed w/ new findings.          | August 2021      | August 2021        | <b>100 % Complete</b> | \$30k             | NCDOT                                      | NCDOT Tony Tagliaferri 704-983-4400 | <b>PROJECT COMPLETE</b>   |
| <b>48795</b>   | <b>NC 73 Concord Main St. (Mt. Pleasant Rd.)</b> Install left turn lanes.                           | LET Summer 2021  | August 2021        | <b>100 % Complete</b> | \$                | TBD  | NCDOT Donald Harward 704-983-4400   | <b>PROJECT COMPLETE</b>   |
| <b>SS - 6010D</b><br><b>48986.1.1</b><br><b>48986.3.1</b>      | <b>NC 73 &amp; Central Dr. Concord</b> Roadway & Pavement Markings Improvements.                    | August 2021      | August 2021        | <b>100 % Complete</b> | \$23,000          | NCDOT                                      | NCDOT Tony Tagliaferri 704-983-4400 | <b>PROJECT COMPLETE</b>   |
| <b>SS - 6010E</b><br><b>48987.1.1</b><br><b>48987.3.1</b>      | <b>NC 73 &amp; Cabarrus Ave. Concord</b> Traffic Signal & Pavement Markings Revisions               |                  |                    | <b>100 % Complete</b> | \$2,500           | NCDOT                                      | NCDOT Tony Tagliaferri 704-983-4400 | <b>PROJECT COMPLETE</b>   |

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



# NORTH CAROLINA

Department of Transportation



# Complete Streets Updates

Fredrick D. Haith  
Planning Engineer, Division 9

March 16, 2022

# Topics

- Complete Streets goals
- Evolution of Complete Streets in North Carolina
- Implementation challenges
- Summary of new implementation guidance for project development
- Next steps & resources



- Reduce pedestrian crashes and unsafe conditions
- Improve access and mobility for those without a vehicle
- Enhance quality of life by providing transportation choices
- Ensure NCDOT has an equitable transportation system that works for everyone

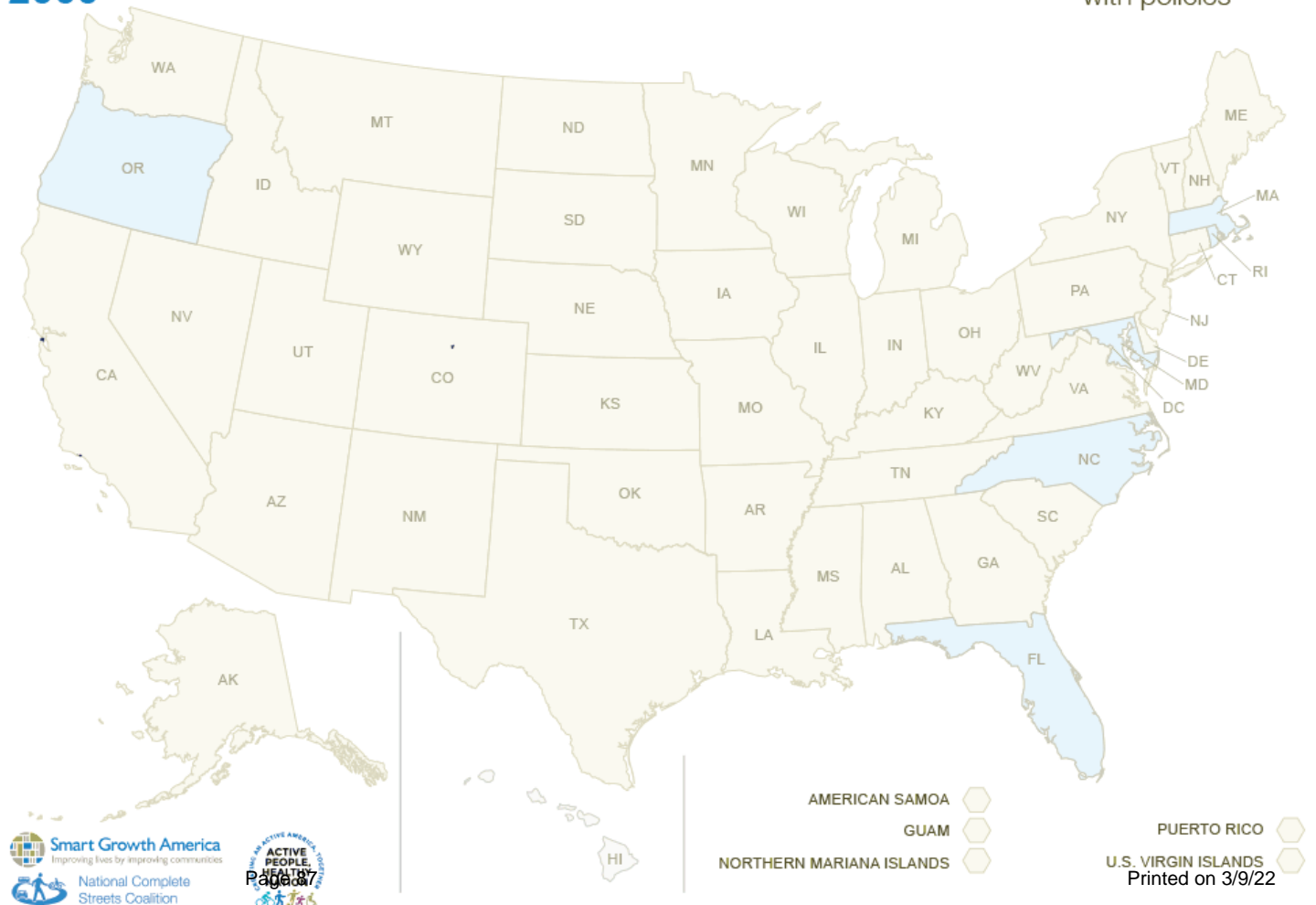


# US Progression of Complete Streets

- Policy establishes framework for decisions
- Plans and state/national guidance assist with project design and implementation
- 2021 Bipartisan Infrastructure Law emphasizes Complete Streets

## Complete Streets Policy Adoption 2000

9  
jurisdictions  
with policies



# Evolution of Complete Streets and NCDOT

- NC first State to establish a Bicycle Program (1974)
  - Expanded in 1992 to also address Pedestrian accommodations.
- NCDOT Board adopts Complete Streets Policy (2009)
  - Supplemental planning and design guide created
  - Bicycle and Pedestrian Policies continue
- NCDOT Board updates Complete Streets Policy (2019)
  - Rescinded and replaced previous policies and guidelines
  - Integrated into IPD, Roadway Design Manual, and ATLAS (ongoing)
- Bike/Ped Merger with Public Transit to become the Integrated Mobility Division (IMD) (2019-2021)
- Release of updated methodology for Complete Streets Review (Feb 2022)
  - Workgroups to address policy gaps: maintenance, cost estimation and impacts, IPD, planning (March – July 2022)



# Implementation Challenges

Key challenges with implementation of the Policy include:

- Inconsistent implementation across Divisions
- Lack of standards and need to streamline
- Policy gaps in key areas (e.g. maintenance)
- Limited metrics, data and tracking
- Need for enhanced training



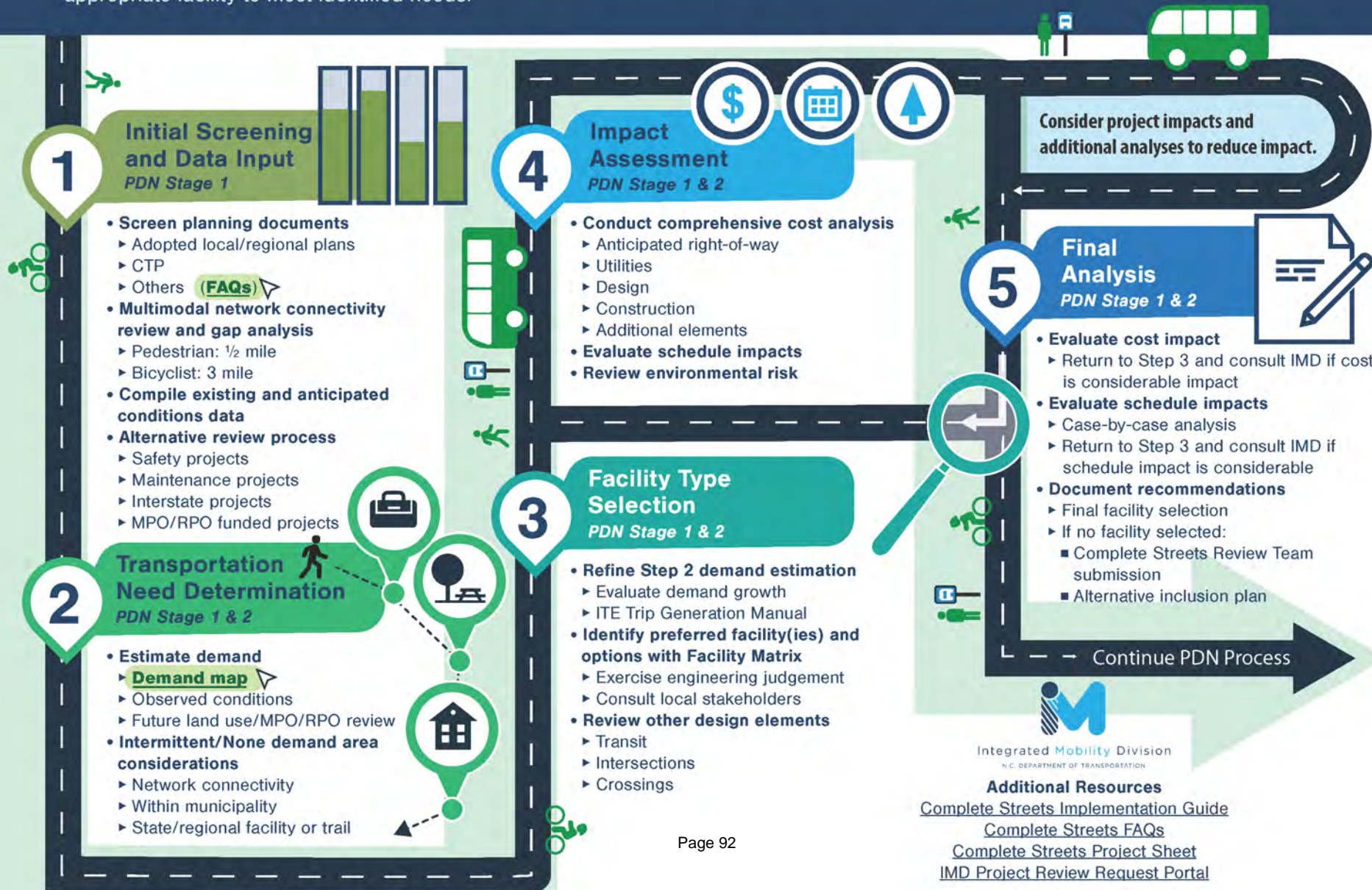
# Proposed Implementation Improvements

- New project evaluation methodology to identify multimodal needs, select the appropriate facility type, and assess impacts.
- Modifications to Implementation Guide to integrate new evaluation methodology and to clarify key guidance areas, including:
  - Clarify that NCDOT pays the full cost of complete streets elements when a need is identified *AND* the elements are in a plan.
  - Clarify that maintenance agreements are needed for all separated facilities, with some exceptions (exceptions parameters are under development).

# Goals of New Evaluation Methodology

- NCDOT's new evaluation methodology is standardized and streamlined, and will guide project managers through a process of identifying needs, selecting the appropriate facility type, and estimating added impacts to the project.
- The new approach better integrates Complete Streets evaluation into project development and will lead to more consistent inclusion of appropriate bicycle and pedestrian facilities on NCDOT projects statewide.
- Tools developed for the new process will be supplemented with site observations, project-specific data, and discussions with local partners when determining need and choosing an appropriate facility type.

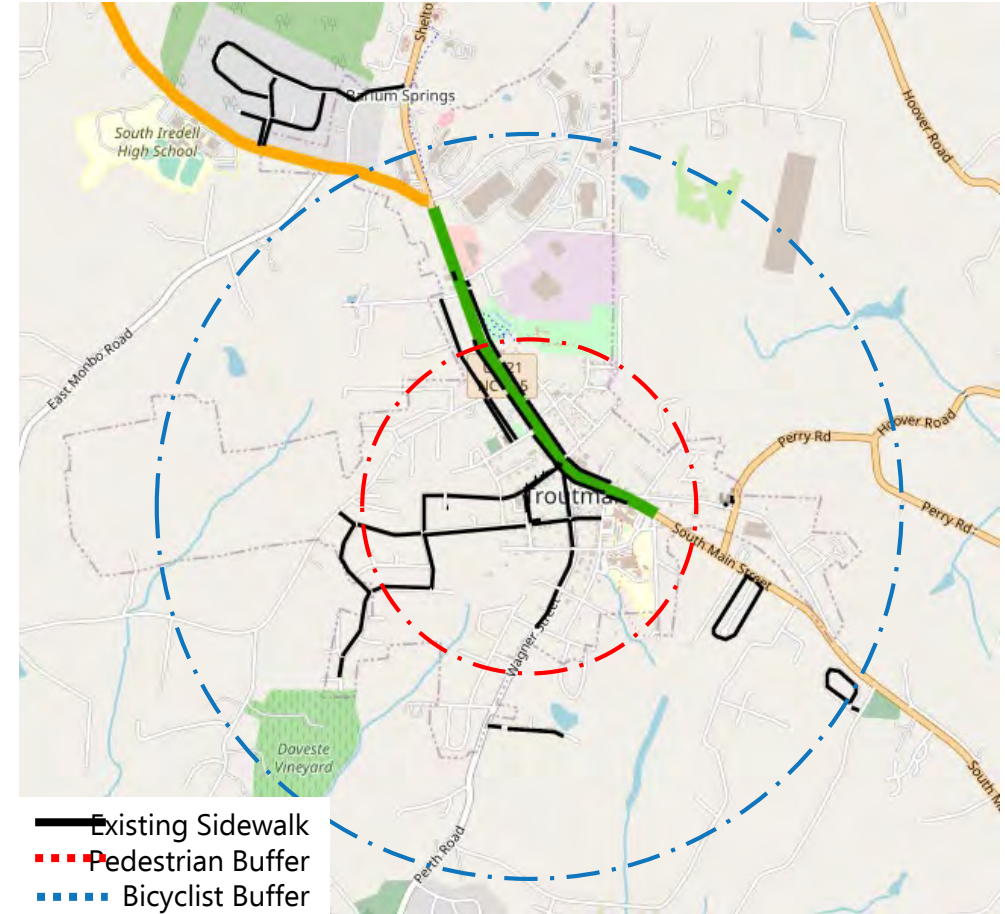
**The Complete Streets Project Evaluation Methodology process** serves as guidance to aid in the evaluation of highway projects for Complete Streets elements. This guidance is intended to support Project Leads and Managers throughout the PDN stages, beginning with all five steps in PDN Stage 1 and select steps revisited in PDN Stage 2. Project Leads and Managers should supplement this process with local conversations, detailed analysis of conditions, and engineering judgement to design the appropriate facility to meet identified needs.



# Initial Screening and Data Input

*PDN Stage 1*

- Screen planning documents
  - Comprehensive Transportation Plan (CTP)
  - Adopted local/regional plans
  - Others (See [FAQs](#))
- Multimodal network connectivity review and gap analysis from project limits
  - Pedestrian: ½ mile
  - Bicyclist: 3 miles
- Compile existing and anticipated conditions data
- Alternative review process
  - Safety projects
  - Maintenance projects
  - Interstate projects where y-lines are not modified
  - Others (see methodology)



*Conceptual gap analysis for discussion only*  
Printed on 3/9/22

# Transportation Need Determination

*PDN Stage 1 & 2*

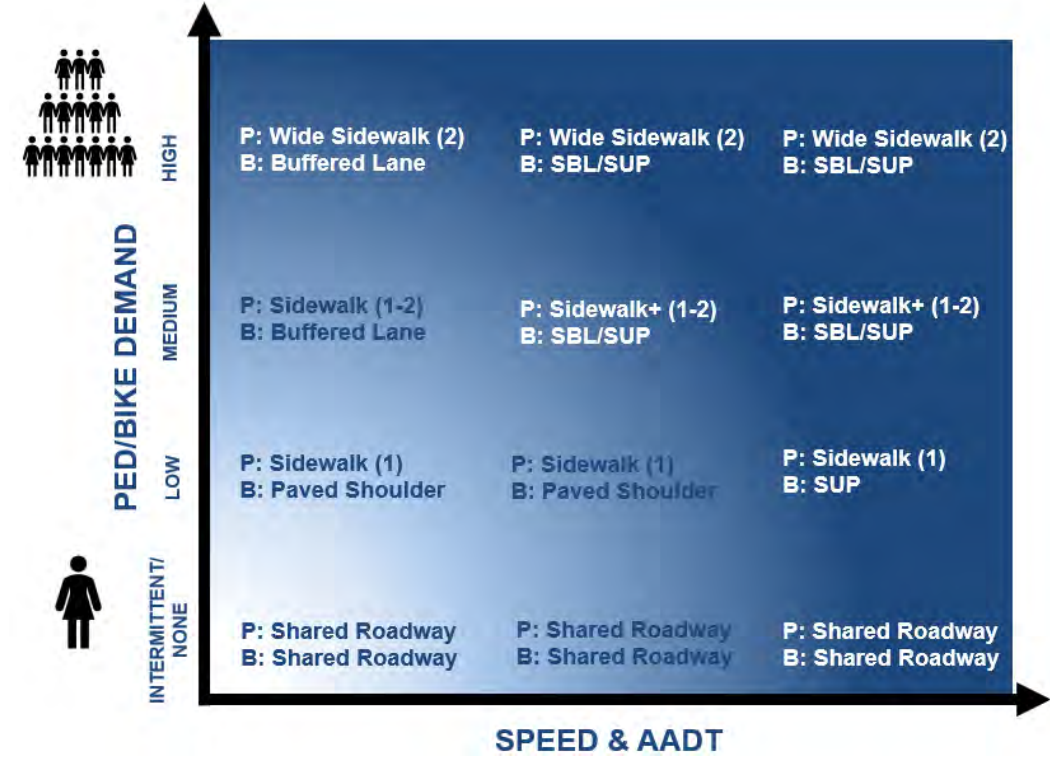
- Estimate demand (several tools available)
  - [Demand map](#) (see right)
  - Observed conditions
  - Land use (current and future)
  - Other tools (see methodology)
- Intermittent/None demand area considerations
  - Continue evaluation if any of the following apply:
    - Network connectivity gap
    - Within municipality
    - State/regional facility or trail



# Risk Assessment and Facility Type Selection

*PDN Stage 1 & 2*

- Refine Step 2 demand estimation
  - Update vehicular and bike/ped levels with project growth rate(s), *OR*
  - ITE Trip General Manual.
  - Also, incorporate local consultation on future land use.
- Identify preferred and option facility types with Facility Selection guidance
  - Select facility types using refined anticipated demand levels and planned roadway configuration.
  - Exercise engineering judgement.
  - Consult local stakeholders.
- Review other design elements
  - Transit
  - Intersections
  - Midblock crossings

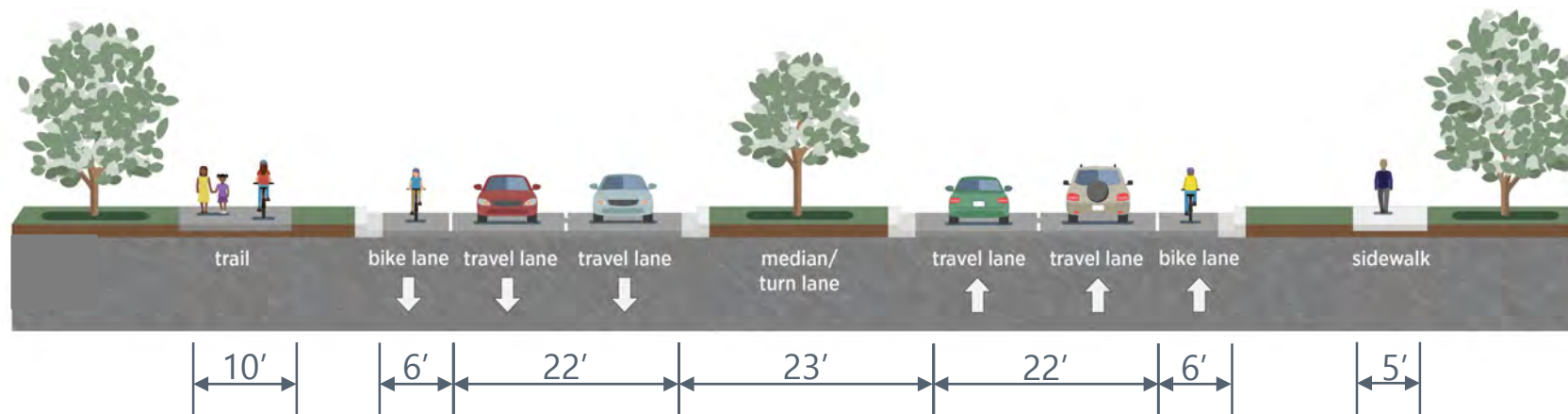


*Conceptual graphic depicting facility selection given demand, operational speed, and vehicle AADT*

# Impact Assessment

*PDN Stage 1 & 2*

- Conduct comprehensive cost analysis
  - Anticipated right-of-way
  - Utilities
  - Design
  - Construction
  - Additional enhancements
- Evaluate schedule impact
- Review environmental risk





# Final Analysis

*PDN Stage 1 & 2*

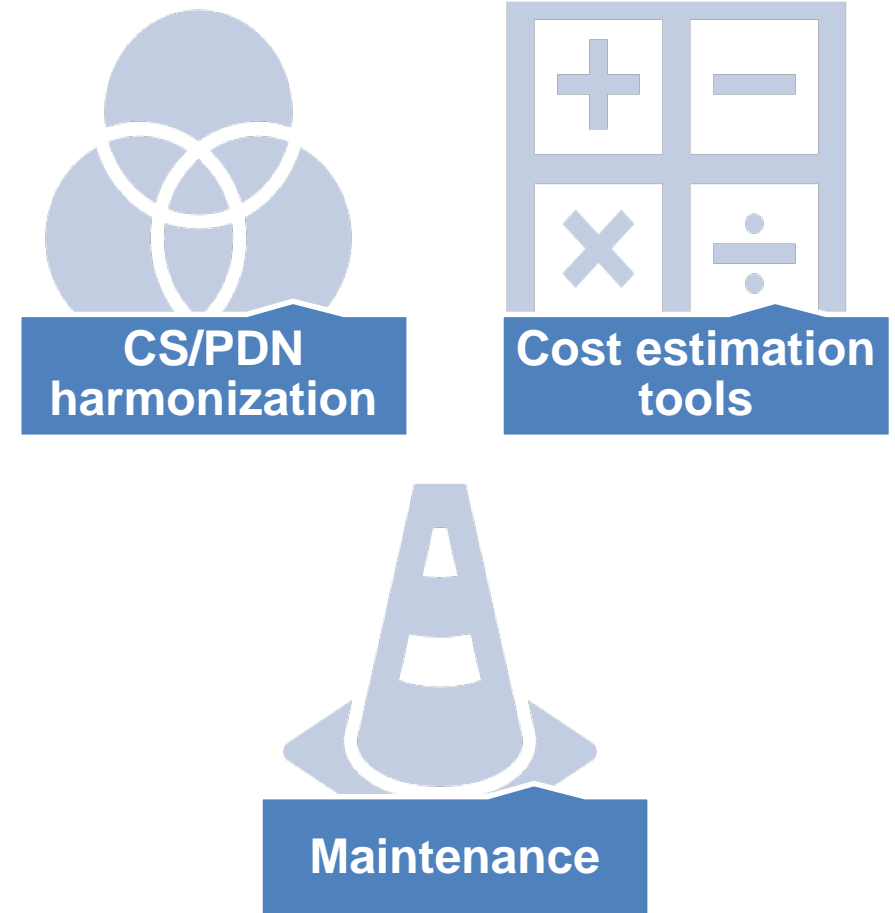
- Evaluate cost impact
  - Projects that exceed a 10% cost increase would be subject to greater scrutiny.
  - Review of NCDOT let lists has shown typical Complete Streets increase is 2%-10%.
  - Return to Step 3 and consult IMD if cost impact is considerable; evaluate alternative facility types and design modifications to meet the identified transportation need.
  - Discuss project modifications with LGA to manage cost impact.
- Evaluate schedule impact
  - Case-by-case analysis.
  - Return to Step 3 and consult IMD if schedule impacts are considerable; evaluate alternative facility types and design modifications to meet the identified transportation need.
  - Discuss project modifications with LGA to manage schedule impact.
- Document recommendations
  - Final facility selection.
  - If no facility recommended, submit Complete Streets Review Team report for review and develop alternative inclusion plan if Complete Streets Review Team grants request.

# Ongoing Discussions on Key Issues


- Maintenance of separated multimodal (i.e. sidewalks, shared-use paths, etc.) facilities, particularly outside of municipal boundaries.
- Inclusion of complete streets elements on maintenance projects.
- Harmonization of complete streets processes with the Project Delivery Network (PDN) including Planning and Express Design.
- Alignment of pedestrian/bike need determination between CTP and Complete Streets methodologies.
- Local coordination when determining bike/ped needs and choosing facility.
- Determining costs and benefits of complete streets elements.
- Incorporating complete streets elements in projects prior to programming.

# Work Groups

- Convening three work groups to refine PDN harmonization, cost estimates, and maintenance issues.
- Representatives from Divisions, other units, and MPO/RPOs.
- Anticipated discussions March – July
- Recommendations incorporated in next Complete Streets updates.



## Next Steps Summary

- 
- Continue training and outreach on the methodology and resources.
  - Convene work groups and develop update recommendations.
  - Make updates to Complete Streets resources as necessary and provide revised guidance and/or trainings.
  - Collect data, monitor implementation, and identify additional improvements to guidance for planning, prioritization, project development, and maintenance activities.

# Thank you!

Policy and support documents for Complete Streets are available online: [Complete Streets Connect](#)

[completestreets@ncdot.gov](mailto:completestreets@ncdot.gov)



## North Carolina Department of Transportation Complete Streets Implementation Guide

The North Carolina Department of Transportation (NCDOT) Complete Streets Implementation Guide (Guide) is designed to assist NCDOT staff engineers, project managers and designers in implementing the Complete Streets Policy as adopted by the NCDOT Board of Transportation. This document provides comprehensive guidance for incorporating a Complete Streets approach into NCDOT's planning, programming, design, and maintenance processes.

### Elements of this Guide:

- 1. Complete Streets Project Evaluation Methodology**
- 2. Planning**
- 3. Project Development**
- 4. Resurfacing and Maintenance Activities**
- 5. Work Zone Accommodations**
- 6. Related Policies**
- 7. Cost Share**
- 8. Design Guidance**
- 9. Administration**

This Guide will be updated periodically as processes and procedures are refined, with a comprehensive review and update every five years, beginning in August 2024.

### **1. Complete Streets Project Evaluation Methodology**

All projects will be evaluated using the Complete Streets project evaluation methodology attached and referenced herein. The five-step evaluation methodology will assist project managers and engineers in identifying bicycle and pedestrian needs, selecting the appropriate facility type, and estimating added impacts to the project.

### **2. Planning**

This section outlines the approach for ensuring Complete Streets elements are evaluated as a roadway project is planned, prioritized and programmed. Each proposed roadway project will include the preparation of a Complete Streets Project Sheet as detailed below. The Project Sheet will identify planned multi-modal facilities and document facility selection decisions in the course of project development.

### **2.1 Adopted Plans**

A Comprehensive Transportation Plan (CTP) is a mutually adopted transportation planning document that identifies the multi-modal transportation needs of a community or jurisdiction. The CTP may include and/or reference locally adopted plans for public transportation, bicycle facilities, pedestrian facilities and greenways. The adopted CTP will be considered the controlling plan for the identification of non-motorized facilities to be evaluated as part of a roadway project. Other locally adopted plans will be considered so long as 1) the planned facility addresses a transportation need and 2) the planned facility meets the design guidance standards referenced in Section 8.

### **2.2 Complete Streets Project Sheet (Prioritization 6.0)**

For projects where a project sheet has yet to be developed as part of the CTP process, a Complete Streets Project Sheet will be used to document the types of pedestrian, bicycle, public transit, and other multimodal facilities to be evaluated in each roadway project. This sheet will be submitted during the Strategic Prioritization submittal process. The Complete Streets Project Sheet will carry forward as a key document in the Project Advancing Transportation through Linkages, Automation, and Screening (ATLAS) workbench, allowing any personnel to access the project later in development.

### **2.3 Complete Streets Project Sheet (within the CTP)**

Comprehensive Transportation Plans (CTP) developed through NCDOT's Transportation Planning Division identify projects to address network deficiencies for motorists, pedestrians, bicyclists, and transit users. Complete Streets Project Sheets are being introduced into the revised CTP process. The Project Sheet outlines the recommended improvement, proposes a typical cross-section for roadway projects, explains the identified need for the project, provides current and projected traffic volume and capacity, identifies high-level environmental constraints and provides Complete Street recommendations. These sheets lay the foundation for Complete Streets facilities and serve as a starting point for projects selected for Strategic Prioritization submittal and carry forward as a key document in the project development phase. The information and data points within the Project Sheets may be considered for decision-making within Steps 1 -3 of the Complete Streets Evaluation Methodology Guidance.

### **2.4 Exceptions to Policy**

The Complete Streets Project Sheet will document the outcomes of the Complete Streets Evaluation Methodology Guidance (i.e. Steps 1-5), alternative evaluation criteria, and decisions on project inclusion from the Complete Streets Review Team (i.e. "exceptions"). Exceptions may be requested after the Project Engineer has documented the decisions reached under the Complete Streets Evaluation Methodology Guidance and indicated the Step where a decision of excluding a Complete Street facility(ies) was reached. This request may be considered any time throughout the process through the

Complete Streets Program Administrator in the Integrated Mobility Division.

A multi-disciplinary Complete Streets Review Team will review all requests for exceptions to the Complete Streets Policy. The Review Team will consider the justification for the proposed exception as detailed on the Complete Streets Project Sheet and within the Complete Streets Evaluation Methodology Guidance and decide whether to recommend approval of the exception. Exceptions will be automatically granted if requested by the local government.

If the exception is not approved, the Review Team will initiate additional discussion with relevant parties, including the Project Manager, to explore options and alternatives for including appropriate multi-modal elements in the project such as consideration of additional alternative facility elements or design concepts, increased local cost share, and/or an alternative plan for add the enhancements through other methods or projects. If necessary, the decision will be elevated to the Chief Operating Officer and/or Secretary for a final decision.

The Complete Streets Review Team consists of:

- Complete Streets Program Administrator,
- State Traffic Engineer or designee,
- State Roadway Engineer or designee,
- Integrated Mobility Division Director or designee, and
- Division Planning Engineer/Corridor Development Engineer or designee.

### 3. Project Development

The Project Development Network (PDN) carries a project from concept to the specific roadway design to be constructed. The PDN process considers the context, constraints and purpose of a project. All planned facilities will receive the same consideration as a project moves through the development process.

The Complete Streets Project Sheet will carry forward with a project through the PDN stages. Project managers will use the Complete Streets Project Sheet in PDN Stage 1 for determining facilities to be included in preliminary project design alternatives. Information within the Complete Streets Project Sheet may be revised, verified, or revisited in PDN Stage 2 depending on new analyses, data availability, etc.

The Complete Streets Project Sheet will be a ‘key document’ in the Project Advancing Transportation through Linkages, Automation, and Screening (ATLAS) workbench, allowing all personnel working on the project throughout the development process to refer to the information. Project ATLAS features a workbench tool to organize technical reports and data needed during project delivery. As part of the Workbench structure, the Project Manager will be responsible for documenting how Complete Street elements are reflected in the project design.

#### 3.1 Project Development

The Project Engineer will coordinate with NCDOT’s Integrated Mobility Division (IMD) on all programmed roadway projects. The Integrated Mobility Division will participate in scoping meetings and respond to Project Engineer requests for guidance on facility recommendations and design guidance as appropriate. Project Engineers should refer to the steps identified in the Complete Streets Evaluation Methodology



Guidance for identifying and incorporation Complete Streets elements.

### 3.2 Bridge Projects

The Complete Streets Project Sheet will be integrated into the Structures Management Planning Process for bridge replacements and refurbishments. Until specific procedures are complete, the Project Engineer will coordinate with the Integrated Mobility Division through scoping requests to incorporate Complete Streets elements in bridge designs for each bridge replacement project undertaken by NCDOT.

For bridge projects where a present transportation need has been identified:

- Pedestrian facilities will be included if there is a present identified pedestrian transportation need.
- Bicycle facilities will be included if there is a present identified bicycle transportation need.
- Multi-use facilities will be included if there is a present identified multi-use transportation need.

Due to the long useful life of bridges, on bridges with shoulder approach sections, where:

- There is a reasonable expectation of future pedestrian need, sufficient deck space and weight capacity will be made available on the replacement bridge for future construction of sidewalks.
- There is a reasonable expectation of future bicycle need, sufficient width and weight capacity for bike facilities will be provided.
- There is a reasonable expectation of future multi-use need, sufficient width and weight capacity for the appropriate facility will be provided on and/or below the structure.

### 3.3 Equal or Better Performance of a Facility and Alternative Facilities

Conditions often change between the time a project is added to the STIP and the when the project development process begins that may support the incorporation of a different type of bicycle or pedestrian improvement than shown in an adopted plan. NCDOT will review an alternative facility(ies) to the bicycle and/or pedestrian facility type proposed in the adopted plan based upon the evaluations and decisions reached within the Complete Streets Evaluation Methodology Guidance or upon the written request of the local representatives to the Project Engineer.<sup>1</sup> The Project Engineer will document the evaluation of the alternative facility(ies) and consult with the Complete Streets Program Administrator for additional guidance as needed. The facility decision documentation will be incorporated in ATLAS or a relevant NCDOT project tracking mechanism in coordination with IMD. If there are considerable cost and or schedule impacts that cannot be resolved through selection of an alternative facility, the Project Engineer should submit a project request to the Complete Streets Review Team as identified in Step 5 – Final Analysis of the Complete Streets Evaluation Methodology Guidance.

## 4. Resurfacing and Maintenance Activities

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<sup>1</sup> Table 3 within the Complete Streets Evaluation Methodology Guidance includes pedestrian and bicycle facilities and other roadway improvements that can accommodate those users based upon roadway configuration, operational speeds, demand level, and vehicle volumes.

#### 4.1 Scheduled Resurfacing

Each year, a county-level resurfacing schedule is developed within each NCDOT Division. NCDOT Division staff will meet with local agencies to review the scheduled roadways and identify locations to evaluate Complete Streets improvements. These may include striping, markings and associated signage.

The following process will be followed to review resurfacing projects for complete street improvements:

- The Operations Program Management Unit will coordinate with the Integrated Mobility Division to identify planned facilities within the project limits suitable for implementation in conjunction with maintenance activities.
- Identified locations for Complete Streets improvements will be noted on a resurfacing list distributed to each unit of local government.
- The local government concurrence with recommended Complete Streets improvements will be provided to the local NCDOT Division in writing.
- Completed improvements will be incorporated into the Pedestrian and Bicycle Infrastructure Network (PBIN) and ATLAS upon completion.

#### 4.2 Addition of Rumble Strips/Stripes

Rumble strips/stripes are recognized as a safety countermeasure to reduce lane departure motor vehicle crashes. Rumble strips/stripes, raised traffic bars, asphalt or concrete dikes, reflectors and other such surface alterations where installed on roadways without full access control will be placed in a manner as not to present hazards to bicyclists or interfere with existing on-road bicycle facilities.

Rumble strips/stripes will not be extended across the shoulder of the roadway or other areas intended for bicycle travel. For shoulders suitable for bicycle use, refer to the authoritative design references outlined in Section 8 of this Guide. The Mobility & Safety Division in coordination with the Integrated Mobility Division will evaluate situations on a case by case basis where rumble strips/stripes recommended for safety may conflict with bicycle travel.

### 5. Work Zone Accommodations

The continuity of existing bicycle and pedestrian facilities will be maintained during construction and maintenance activities. During the construction phase of a roadway project, NCDOT's [Guidelines for the Level of Pedestrian Accommodation in Work Zones](#) will be followed.

### 6. Policy References

#### 6.1 Eliminated Policies

The following policy documents are superseded by the Complete Streets Policy (2019):

- *Complete Streets Policy* (2009) and *Complete Streets Planning and Design Guidelines* (2012)
- *Bicycle Policy* (2009, update)
- *Pedestrian Policy Guidelines* (2001)
- *Administrative Action to Include Local Adopted Greenway Plans in the NCDOT Highway Planning Process* (1994)

## 6.2 Related Policies

The NCDOT Roadway Design Manual (RDM) includes policies for bicycle and pedestrian facilities in addition to design specifications. The following policy documents include elements related to Complete Streets implementation:

- *Traditional Neighborhood Development Manual* (2000).
- *Bridge Policy* (2000).
- *Policy on Street and Driveway Access to North Carolina Highways* (2003).
- *Exceptions to Maintenance Responsibilities on State Highway System Streets in Municipalities* (2003).
- *Guidelines for Inclusion of Greenway Accommodation Underneath a Bridge as Part of a NCDOT Project* (2015).
- *Subdivision Roads: Minimum Construction Standards* (2016).

## 7. Cost Share

### 7.1 Complete Street Cost Share

The table below illustrates the funding responsibilities for Complete Streets incorporating bicycle and pedestrian and public transportation facilities.

| <b>Complete Street Cost Share</b> |   |   |                   |
|-----------------------------------|---|---|-------------------|
| <b>Facility Type</b>              | <b>In Plan and Need Identified Through Evaluation Process</b> | <b>Not in Plan, but Need Identified</b> | <b>Betterment</b> |
| Pedestrian Facility               | NCDOT pays full   | Cost Share                              | Local             |
| On Road Bicycle Facility          | NCDOT pays full   | NCDOT pays full                         | Local             |
| Shared-use Path/Sidepath          | NCDOT pays full   | Cost Share                              | Local             |
| Separated Bicycle Facility        | NCDOT pays full   | Cost Share                              | Local             |
| Greenway Crossing                 | NCDOT pays full   | Cost Share                              | Local             |
| Transit Facilities*               | NCDOT pays full   | Cost Share                              | Local             |

NCDOT will pay the full cost of bicycle and pedestrian enhancements when in a qualifying Plan – either directly or by reference as described in Section 1.1 – and the need for the enhancement is identified through the Complete Streets evaluation process. Facilities will be designed based on the authoritative design references outlined in Section 8 of this Guide and will be informed by the Complete Streets Evaluation Methodology Guidance. NCDOT will fully fund the cost of designing, acquiring right of way, and constructing facilities, not including elements identified as betterments as defined in Section 7.3 and those instances where the Local Government Agency (LGA) has increased its cost share participation.

NCDOT is responsible for the full cost of bridge replacements and bridge widenings, including approved pedestrian and bicycle facilities on the structure. Bridges will not be included in the total project construction cost for cost-sharing purposes.

## 7.2 Cost Share Formula

Bicycle and pedestrian facilities incidental to a roadway project where a need has been identified through the project scoping process but not identified in an adopted plan may be included in the project. Inclusion of these incidental facilities requires the local jurisdiction to share the incremental cost of constructing the identified improvements, based on the population thresholds below.

| Cost Share Formula  |                    |       |
|---|--------------------|-------|
| Jurisdiction<br>Population*                                     | Cost Participation |       |
|   | NCDOT              | Local |
| > 100,000   | 80%                | 20%   |
| 50,000 to 100,000   | 85%                | 15%   |
| 10,000 to 50,000  | 90%                | 10%   |
| < 10,000  | 95%                | 5%    |
| <i>*For counties, the non-municipal county population, OSBM</i> |                    |       |

NCDOT will estimate the incremental cost of proposed improvements. The percentage of the total cost share for these improvements will be set according to the population of the jurisdiction in the most recent [annual certified estimate of population](#) as determined by the state demographer, and executed through a local agreement.

## 7.3 Betterment

A roadway project betterment is defined as:

- A requested bicycle, pedestrian or public transportation improvement that exceeds the recommendations appearing in an adopted plan and/or exceeds the needs identified through the project development process; or
- Aesthetic materials and treatments, if this cost is determined to exceed the cost of standard construction materials; or
- Landscaping in excess of standard treatments as defined by NCDOT [Roadside Aesthetics Policy](#); or
- Lighting in excess of standard treatments as defined by NCDOT lighting policy.

The additional costs associated with inclusion of these elements in a roadway project are the responsibility of the local jurisdiction, executed through a local agreement.

## 7.4 Maintenance

A local maintenance agreement will be executed within the timeframe identified in the PDN for all separated bicycle and pedestrian improvements (e.g., sidewalk or shared-use path) inside or outside a municipal boundary. In the event an agreement cannot be reached, the next highest non-separated facility type will be evaluated for inclusion in the project. Exceptions may be made on a case-by-case basis and NCDOT may agree to maintain separated facilities when a maintenance agreement is not in place in unique project areas of high pedestrian/bicycle demand or high risk related to crossing distance

or other conditions.

## 8. Design Guidance

The NCDOT **Roadway Design Manual** will serve as the authoritative reference for Complete Streets design. Cross-sections from the Manual will be used in each stage of project planning, prioritization and development.

American Association of State Highway Transportation Officials (**AASHTO**) guides will serve as authoritative references for street design and will be used in coordination with the NCDOT Roadway Design Manual.

National Association of City Transportation Officials (**NACTO**) guides will serve as supplemental references for street design and will be used in coordination with the NCDOT Roadway Design Manual and AASHTO guides, including—but not limited to—guidance on bikeways, transit, intersections, and urban street design.

The Federal Highway Administration (**FHWA**) provides supplemental guidance on selecting appropriate bicycle and pedestrian facilities. These include guides on countermeasures, bikeways, raised medians and other facilities.

## 9. Administration of the Policy

The Complete Streets Core Technical Team (CTT) will meet quarterly to oversee the implementation of Complete Streets. The primary role of the CTT will be to review and maintain the Implementation Guide, recommend updates and process improvements and establish performance metrics for implementation. The CTT will direct the implementation of recommendations contained within the NCDOT Complete Streets 2.0 Recommendations document.

The CTT is comprised of representatives of the following units:

- ADA/Title VI Office
- Integrated Mobility Division
- Chief Deputy Secretary's Office
- Division of Highways
- Environmental Policy Unit
- Mobility & Safety
- Planning & Programming
- Rail Division
- Roadway Design Unit
- Technical Services
- Transportation Planning Division

SPOT ID: \_\_\_\_\_ TIP #: \_\_\_\_\_ WBS #: \_\_\_\_\_

Route/Project Name: \_\_\_\_\_

Submitting Organization: \_\_\_\_\_ Contact Name: \_\_\_\_\_

Date: \_\_\_\_\_ NCDOT Project Manager: \_\_\_\_\_

**Instructions:** Complete the boxes below and on page 2 to note which facilities are being evaluated as part of the project. Check all facilities that apply, or if facilities for a particular mode will not be evaluated, check the reason(s) that apply. **Include the link and page number to all state, regional, or local planning documents and maps for the project area in the "Notes and Other Elements" section for each facility type or provide an attachment.**

Upload the completed document for review here: [IMD Project Review Submission Portal](#)

**Pedestrian facilities to be evaluated:**

- Sidewalks\*
- Marked crosswalks
- Pedestrian crossing countermeasures
- Pedestrian signalization
- Multi-use path or sidepath\*
- Notes and Other element(s):

**Pedestrian facilities will NOT be evaluated because (at least one):**

- Location is greater than one mile from any existing or planned pedestrian facility, residential or commercial land use, school, or public transit stop.
- Location has unique site constraints.
- Pedestrian uses are prohibited.
- Additional reasons(s) or notes:

\*Subject to local municipal agreement

**Bicycle facilities to be evaluated:**

- Multi-use path or sidepath\*
- Protected bike lane
- Striped bike lane (buffered or standard)
- Marked shoulder with supplemental pavement markings
- Notes and Other element(s):

**Bicycle facilities will NOT be evaluated because (at least one):**

- Location has unique site constraints.
- Bicycle uses are prohibited.
- Additional reasons(s) or notes:

\*Subject to local municipal agreement

# Complete Streets Project Sheet

**Public transit improvements to be evaluated:**

- Improved bus stops\*
- Sidewalks\*
- Pedestrian crossing treatments
- Bus pullouts
- Transit signal priority
- Bus on Shoulder System (BOSS)
- Dedicated lanes/Bus Rapid Transit Facility
- Notes and Other element(s):

**Public transit improvements will NOT be evaluated because (at least one):**

- Location is not served by any public transit routes and no new service is identified in any public transit agency plans.
- Location has unique site constraints
- Additional reason(s) or notes:

\*Subject to local municipal agreement

Project Area Context Information

Please note below additional considerations for the project area including known environmental or historical constraints, input from municipal partners, and any other project information that may impact the review for multi-modal considerations.

*Remainder of sheet is intended for use by Complete Streets Review Team.*

Date reviewed:

Reviewed by:

- Project Sheet submission reviewed and approved by the Complete Streets Policy Administrator or designee.
- Exception has been reviewed and approved by the Complete Streets Review Team.
- Exception has been reviewed and NOT approved by the Complete Streets Review Team.

State Traffic Engineer or designee

Date

Director of Bike Ped/Public Transportation Division or designee

Date

Division Planning Engineer/Corridor Development Engineer or designee

Date



**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

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|               | 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           |              |
| <b>Totals</b> | <b>415235</b> | <b>371176</b> | <b>416016</b> | <b>425346</b> | <b>279229</b> | <b>349,993</b> | <b>33,921</b> | <b>7391</b>           | <b>10197</b> | <b>11076</b> | <b>12560</b> | <b>12106</b> | <b>16091</b> | <b>2649</b> | <b>18,792</b> | <b>7,948</b> | <b>7,969</b> | <b>11,087</b> | <b>2,027</b> |

|               | 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         |             |  |  |  |  |  |  |  |
| <b>Totals</b> | <b>122500</b>            | <b>150943</b> | <b>140206</b> | <b>133387</b> | <b>76086</b> | <b>29176</b> |                           |  | <b>3746</b> | <b>8016</b> | <b>6937</b> | <b>4041</b> |  |  |  |  |  |  |  |

**Metropolitan Transit Commission**  
**Charlotte Area Transit System Ridership Report**  
**Jan-22**

| Mode / Service                       | Percent        |                |                   | YTD              |                  | Percent Increase/Decrease | Avg Daily Ridership per Month |              |              |
|--------------------------------------|----------------|----------------|-------------------|------------------|------------------|---------------------------|-------------------------------|--------------|--------------|
|                                      | Jan-22         | Jan-21         | Increase/Decrease | FY 2022          | FY 2021          |                           | WeekDay                       | Saturday     | Sunday       |
| <b>Local</b>                         |                |                |                   |                  |                  |                           |                               |              |              |
| BOD Local                            | 413,130        | 429,925        | -3.9 %            | 3,278,163        | 3,304,956        | -0.8 %                    | 16,962                        | 8,073        | 6,861        |
| <b>Subtotal</b>                      | <b>413,130</b> | <b>429,925</b> | <b>-3.9 %</b>     | <b>3,278,163</b> | <b>3,304,956</b> | <b>-0.8 %</b>             | <b>16,962</b>                 | <b>8,073</b> | <b>6,861</b> |
| <b>Local Express</b>                 |                |                |                   |                  |                  |                           |                               |              |              |
| Harrisburg Road Express              | 384            | 210            | 82.9 %            | 3,837            | 2,007            | 91.2 %                    | 20                            | -            | -            |
| Northcross Express                   | 315            | 203            | 55.2 %            | 3,254            | 1,784            | 82.4 %                    | 17                            | -            | -            |
| Idlewild Road Express                | 418            | 239            | 74.9 %            | 3,679            | 2,331            | 57.8 %                    | 22                            | -            | -            |
| Independence Blvd Express            | 310            | 55             | 463.6 %           | 3,786            | 883              | 328.8 %                   | 16                            | -            | -            |
| Lawyers Road Express                 | 315            | 189            | 66.7 %            | 2,685            | 2,102            | 27.7 %                    | 17                            | -            | -            |
| Northlake Express                    | 242            | 183            | 32.2 %            | 2,799            | 1,439            | 94.5 %                    | 13                            | -            | -            |
| North Mecklenburg Express            | 732            | 136            | 438.2 %           | 6,887            | 1,604            | 329.4 %                   | 39                            | -            | -            |
| Huntersville Express                 | 506            | 258            | 96.1 %            | 6,284            | 2,439            | 157.6 %                   | 27                            | -            | -            |
| Rea Road Express                     | 458            | 261            | 75.5 %            | 3,718            | 2,041            | 82.2 %                    | 24                            | -            | -            |
| Huntersville Greenhouse Express      | 95             | 101            | -5.9 %            | 817              | 844              | -3.2 %                    | 5                             | -            | -            |
| <b>Subtotal</b>                      | <b>3,775</b>   | <b>1,835</b>   | <b>105.7 %</b>    | <b>37,746</b>    | <b>17,474</b>    | <b>116.0 %</b>            | <b>200</b>                    | <b>-</b>     | <b>-</b>     |
| <b>Regional Express</b>              |                |                |                   |                  |                  |                           |                               |              |              |
| Gastonia Express                     | 393            | 403            | -2.5 %            | 4,394            | 3,814            | 15.2 %                    | 21                            | -            | -            |
| Rock Hill Express                    | 295            | 261            | 13.0 %            | 2,746            | 1,671            | 64.3 %                    | 16                            | -            | -            |
| Union County Express                 | 194            | 161            | 20.5 %            | 2,183            | 1,648            | 32.5 %                    | 10                            | -            | -            |
| <b>Subtotal</b>                      | <b>882</b>     | <b>825</b>     | <b>6.9 %</b>      | <b>9,323</b>     | <b>7,133</b>     | <b>30.7 %</b>             | <b>47</b>                     | <b>-</b>     | <b>-</b>     |
| <b>Community Circulator</b>          |                |                |                   |                  |                  |                           |                               |              |              |
| Neighborhood Shuttles                | 11,688         | 13,607         | -14.1 %           | 86,718           | 105,275          | -17.6 %                   | 487                           | 218          | 181          |
| Eastland Neighborhood Shuttle        | 5,965          | 7,500          | -20.5 %           | 51,129           | 60,921           | -16.1 %                   | 222                           | 155          | 135          |
| Pineville-Matthews Road              | 1,133          | 1,305          | -13.2 %           | 8,726            | 10,251           | -14.9 %                   | 52                            | 22           | -            |
| Village Rider                        | 2,387          | 3,159          | -24.4 %           | 22,860           | 25,339           | -9.8 %                    | 103                           | 37           | 34           |
| <b>Subtotal</b>                      | <b>21,173</b>  | <b>25,571</b>  | <b>-17.2 %</b>    | <b>169,433</b>   | <b>201,786</b>   | <b>-16.0 %</b>            | <b>864</b>                    | <b>432</b>   | <b>350</b>   |
| <b>Human Services Transportation</b> |                |                |                   |                  |                  |                           |                               |              |              |
| Special Transportation Services      | 10,948         | 10,723         | 2.1 %             | 94,058           | 78,424           | 19.9 %                    | 471                           | 125          | 84           |
| DSS                                  | -              | 2,528          | n/a               | 16,688           | 8,271            | 101.8 %                   | -                             | -            | -            |
| <b>Subtotal</b>                      | <b>10,948</b>  | <b>13,251</b>  | <b>-17.4 %</b>    | <b>110,746</b>   | <b>86,695</b>    | <b>27.7 %</b>             | <b>471</b>                    | <b>125</b>   | <b>84</b>    |
| <b>Rideshare Services</b>            |                |                |                   |                  |                  |                           |                               |              |              |
| Vanpool                              | 3,283          | 2,652          | 23.8 %            | 21,215           | 22,699           | -6.5 %                    | 145                           | 24           | 25           |
| <b>Subtotal</b>                      | <b>3,283</b>   | <b>2,652</b>   | <b>23.8 %</b>     | <b>21,215</b>    | <b>22,699</b>    | <b>-6.5 %</b>             | <b>145</b>                    | <b>24</b>    | <b>25</b>    |
| <b>Rail</b>                          |                |                |                   |                  |                  |                           |                               |              |              |
| LYNX Blue Line                       | 245,725        | 181,956        | 35.0 %            | 2,019,891        | 1,518,482        | 33.0 %                    | 8,604                         | 7,676        | 5,876        |





## 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)

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

### Helpful Links:

Click on links below to learn more:

- NCDOT home page—[ncdot.gov](http://ncdot.gov)
- Real-Time Traffic—[DriveNC.gov](http://DriveNC.gov) | [North Carolina Traffic & Travel Information](#)
- Report a pothole—[NCDOT Contact Us Form](#)
- NCDOT: State Transportation Improvement Program - [ncdot.gov/sti](http://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](#)

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**To:** [Wannetta Mallette](#); [Phil Conrad](#); [Chris Lukasina](#); [Rickard, Alex](#); [Cook, Robert W](#); [Burke, Neil](#); [Johnson, Jason](#); [Cain, Aaron](#); [Hank Graham](#); [Tristan Winkler](#); [Gates, Randi P](#); [Julio Paredes](#); [mhoeweler@wrcog.org](#); [Daniel Newquist](#); [Brian Horton](#); [Averi Ritchie](#); [Mcintyre, Lydia](#); [Meyer, Tyler](#); [Eluid De Jesus](#); [Venable, Greg](#); [John.hanes@highpointnc.gov](#); [Anthony Prinz](#); [Kutz, Stephanie](#); [Trebil, Deanna](#); [Kim Maxey](#); [Felicia McRee](#); [Reedy, Jordan](#); [Mike Kozlosky](#); [Lorenzo, Abigail C](#); [Garvin, Kelly A](#); [Brown, Byron](#); [Angela Welsh](#); [pflanagan](#); [EVERSOLE, BIGE](#); [ANDERSON, MICA/DAH](#); [David Graham](#); [Karyl Fuller](#); [Harmon, Stephanie](#); [Vicki Eastland](#); [Janet Robertson](#); [Mike Rutan](#); [DWS - Bryant Buck LA52](#); [Richards, K](#); [Carter Spradling](#); [Jesse Day](#); [Kelly Larkins](#); [Lee Snuggs](#); [rose](#); [Matthew Day](#); [James Salmons](#); [Samuel Boswell](#); [ktalton@goldsboronc.gov](#); [Guthrie, Randy](#)  
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**Subject:** 2024-2033 STIP Updates for February  
**Date:** Friday, February 4, 2022 10:16:07 AM  
**Attachments:** [image001.png](#)  
**Importance:** High

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Prioritization Partners,

Here are a few updates related to the development of the future 2024-2033 STIP that we wanted to share.

As some of you may have seen, Joey Hopkins shared with the Board of Transportation the Workgroup's recommendation of using the "P3-P4-P5 Approach with Flexibility" at their meeting on Wednesday 2/2/2022. The Board concurred with this method as the final requirement in developing the set of projects for the next draft STIP. This is exciting news and gives the STIP Unit the information they need to initiate the programming of projects.

The Board of Transportation was also presented with the Workgroup's recommendation of a 5-year line for Project Prioritization Status for the 2024-2033 STIP (previously referred to as the Committed/Non-Committed Window). The Board Members requested additional information related to how much of the future budget for each STI funding category would be available for P7 projects and therefore additional time is needed to reach agreement on this decision.

Additionally, we are developing an education and communication strategy for disseminating the information to a broader audience. We are considering two rounds of webinars that would be live and recorded for posting on our website: a high level overview (for Elected Officials and interested parties) and technical level (MPO/RPO/Division staff). As these are drafted, we'll be requesting feedback from our Workgroup partners. The target for these webinars would be early March 2022 and would cover such topics as schedule, project swaps, long-term process improvements, and next steps.

The Workgroup Meeting for Tuesday 2/15/2022 will be cancelled and we'll reach out to schedule a future meeting if needed.



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

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

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



## **5. Project Coordination/Adjacent Planning Boundaries:**

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

## **6. CONNECT Beyond Update:**

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

## **7. Metropolitan Transportation Plan:**

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

## **8. CommunityVIZ:**

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

## **9. Project Transparency - ArcGIS Online Mapping:**

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

## **10.CAV Task Force:**

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

## **11.North BRT Study:**

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

## **12.Transportation Performance Management:**

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

## **13. ITS Update:**

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

## **14. 2022 Census Urbanized Area Data Release:**

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