

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

Wednesday October 20, 2021
10:00 AM to 12:00 noon

NC Research Campus
Kannapolis City Hall
401 Laureate Way
Kannapolis, NC 28081

1) Call to Order & Quorum TCC Chairman Graham

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

2) Approval of August 18, 2021 minutes TCC Chairman Graham

3) CTP Amendments Phil Conrad

INFORMATION: The Town of Harrisburg and City of Concord are presenting some Comprehensive Transportation Plan (CTP) amendments. The municipalities have already adopted these amendments as part of their own CTP process. The MPO's CTP was last amended in August 2020. The summary tables for the CTP changes are included as attachment 3.

ACTION / RECOMMENDATION: 1) Receive a report on the draft CTP Amendments; 2) Discuss; and 3) Recommend that the TAC consider adopting the CTP amendments.

4) FY 2020-2029 MTIP Amendment #5 Phil Conrad

INFORMATION: The NCDOT has requested a STIP Amendment to add TL-0021 for the purchase of a new 35 feet hybrid electric bus. The second amendment is to add a roundabout and intersection improvements at Brenner Avenue (HL-0049). The third amendment is to add four transit buses that have exceeded their useful life (TC-0023). These amendments to the STIP would be presented to the Board of Transportation for approval at an upcoming meeting. An accompanying resolution is included as attachment 4.

ACTION/RECOMMENDATION: 1) Receive a report on Amendment #5 to the FY 2020-2029 MTIP; 2) Discuss; and 3) Request the TAC consider endorsing amendment #5 to the FY 2020-2029 MTIP.

5) FY 2020-2029 MTIP Modification #9

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 for EB-5732 to FY 2022. Attachment 5 is a resolution modifying the MTIP for this project.

ACTION/RECOMMENDATION: 1) Receive a report on modification #9 to the FY 2020-2029 MTIP; 2) Discuss; and 3) Recommend that the TAC consider endorsing modification #9 to the FY 2020-2029 MTIP.

6) Rider Transit Program of Projects (POP)

Phil Conrad

INFORMATION: The Program of Projects is a list of proposed FTA grant requests to support the operations of Rider Transit in Fiscal Year 2021. Rider has elected to use the MPO Public Involvement procedures to process this annual requirement. Attachment 6 is the POP.

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

7) Performance-Based Planning: Safety Targets

Brian Murphy

INFORMATION: The federal transportation legislation or FAST Act requires that State DOTs and MPOs adopt performance-based planning as a component of the metropolitan transportation planning process. The NCDOT just released the next round of safety targets for North Carolina and it is up to each MPO to either adopt these targets or devise their own targets. The proposed safety targets will be published on the MPO's website. A draft resolution in support of the new safety targets for 2022 is included as attachment 7.

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

8) 2050 MTP DRAFT List of CMP Corridors

Phil Conrad

INFORMATION: The 2050 MTP will include an updated list of corridors for the Congestion Management Process (CMP). This list began with the 2035 MTP and has been updated with each successive MTP. A big component of the evaluation is the regional travel model, which includes data on forecasted travel and capacity. In addition, safety data was included with the 2040 MTP and tracked by corridor. The USDOT now requires performance based planning that ties into the

CMP and requires MPO's to establish targets or endorse the NCDOT targets statewide. The TCC received a presentation from the NCDOT Traffic Safety Unit in May on this process and data specific to the 2 county area. Attachment 8 is the draft list of corridors in the MPO area.

ACTION/RECOMMENDATION: 1) Receive a report on the draft list of CMP corridors; and 2) Discuss.

9) Reports / MPO Business Phil Conrad / TCC Members

- Local Reports – MPO/NCDOT Division 9 & 10/TPD
- NCDOT Express Design Coordination and STIP Costs
- P7.0 Process and Schedule
- Update on Census Defined Urban Areas – FY 22
- Special Studies Update – Rowan County, Town of China Grove, and 2050 MTP Assistance
- Update on the CRMPO Staffing Recommendations
- FY 2023 CMAQ Project Call
- FY 26 STPBG Balance and 2022 Project Call

10) Informational Items Phil Conrad

- Rider Transit, Salisbury Transit, and MTC Ridership
- SPOT Workgroup Summary Notes
- CRAFT Meeting Minutes

Next scheduled meeting: November 17, 2021

- Agenda items for November TCC meeting

MINUTES

TECHNICAL COORDINATING COMMITTEE

Wednesday, August 18, 2021

HYBRID MEETING DUE TO COVID-19 PANDEMIC

Members:

Phillip Graham	City of Concord
Susie Morris	Cabarrus County
Ed Muire	Rowan County & Town of Cleveland
Stuart Basham	NCDOT Div. 10 *
Wendy Brindle	City of Salisbury
Fred Haith	NCDOT Div. 9
Joel Taylor	Town of Spencer
Scott Kaufhold	City of Kannapolis *
Jason Hord	Town of Granite Quarry
Franklin Gover	Town of China Grove *
Erin Burris	Town of Mt. Pleasant

Others:

Phil Conrad	CRMPO Director*
Connie Cunningham	MPO Staff
Phil Collins	Cabarrus County
Loretta Barren	FHWA
J. Scott Miller	NCDOT Div10*
Phillip Craver	NCDOT Div 9
Peter Franzese	Spencer
LJ Weslowski	RIDER Transit
Andy Bailey	NCDOT TPD
Jeff Littlefield	NCDOT Div10
Roger Castillo	NCDOT TPD
Kenetta McLean	NCDOT
David Wasserman	NCDOT STIP
Teresa Robinson	NCDOT STIP
Rodney Harrison	SalisburyTransit
Pat Ivy	NCDOT Div 9
Valerie Steele	Rowan Airport
Jason Wager	CCOG
Khoa Gritson	NCDOT
Grant Jacobs	NCDOT
Jorge Luna	HDR

- Attended in person

Call to Order

The August 18, 2021 meeting of the Cabarrus Rowan MPO TCC was called to order by Chairman Phillip Graham. Chairman Graham welcomed the members and called the roll of eligible TCC members and determined that a quorum was met. Chairman Graham continued on by asking if there were any adjustments to the meeting agenda. With none heard, Chairman Graham continued by asking if there were any speakers from the floor. With no speakers being heard, Chairman Graham moved to the next item.

Approval of Minutes

TCC Chairman Graham called the TCC members' attention to the meeting minutes of the May 19, 2021 TCC meeting included in their meeting packets. Chairman Graham asked if there were any corrections or additions to the minutes. With no corrections or additions being heard, Mr. Ed

Muire made a motion to approve the minutes as presented. Chairman Graham seconded the motion and the TCC members voted unanimously to approve.

CTP Amendment

CRMPO Director Conrad reminded the TCC members that amendments to the CTP had been presented to them at the last CRMPO TCC meeting by the City of Concord and the Town of Harrisburg. The items were tabled to have time to gather some additional information on the Town of Harrisburg's submittal after questions and concerns were raised by Mr. Andy Bailey with NCDOT. Director Conrad explained to the TCC members that the Town of Harrisburg had made some changes to their CTP submittal while the City of Concord submittal remained the same. Director Conrad called members' attention to Attachment 3 in their meeting packets which were summary tables of the CTP changes.

Mr. Andy Bailey addressed the members and stated that there were concerns about some of the functional classifications in the Town of Harrisburg's first submittal. Mr. Bailey explained that he had met with the Town of Harrisburg and they were able to resolve the initial issues.

At that time, Mr. Bailey took the opportunity to introduce Mr. Roger Castillo with NCDOT TPD. Andy explained the Mr. Castillo will soon be taking over the responsibilities as the NCDOT Coordinator for the Cabarrus Rowan MPO. The group welcomed Mr. Castillo.

Chairman Graham addressed the TCC members and asked if there were any questions or comments on the proposed CTP amendments as presented. With none being heard, Mrs. Wendy Brindle made a motion to recommend that the CRMPO TAC consider releasing the CTP amendments for public comment. Mrs. Susie Morris seconded the motion and the TCC members voted unanimously to approve.

FY 2020-2029 MTIP Modification #3

Director Phil Conrad reported to the members that the City of Salisbury has requested a STIP amendment be submitted for consideration with project number 5339(b). 5339(b) are funds for bus replacement and vehicle related equipment such as fare boxes, destination signs, camera systems and automated voice annunciation systems. The amendment Director Conrad, explained would add \$800,000 to Bus and Bus Facilities-Routine Capital (TC-0023) using Section 5339(b) funds at a Federal share of \$640,000 and local share of \$160,000. He called members' attention to page 16 in their meeting packets which was a copy of the request.

Director Conrad then asked if Mr. Rodney Harrison with Salisbury Transit has anything to add and Mr. Harrison reported he had no additional information to add. The Director then called TCC members' attention to Attachment 4 in their packets which was a draft resolution for their consideration.

CRMPO TCC Chairman Graham asked if there were any questions or comments on the request. With none being heard, Mrs. Wendy Brindle made a motion to recommend that the CRMPO TAC

consider endorsing Amendment #3 to the FY 2020-2029 MTIP. Mr. Ed Muire seconded the motion and members voted unanimously to approve.

FY 2020-2029 MTIP Amendment #4

Director Conrad reported to the TCC members that NCDOT has made a request for three STIP Amendments. The first is to add HS-2010D RCI for NC 24/27 and Bethel School Road. Their second amendment request is to add a sidewalk connection to project BL-0034 Kelsey Scott Park Greenway and the third request is to add statewide ITS device operations for HO-0005. Director Conrad called members' attention to the requests included in their packets.

The Director went on to report that these amendments to the STIP would be presented to the Board of Transportation for approval at an upcoming meeting. He then referenced Attachment 5 in their packets with was a draft resolution for their consideration.

TCC Chairman Phillip Graham asked if there were any questions or comments. With none heard, Chairman Graham made a motion to recommend that the CRMPO TAC consider endorsing amendment #4 to the FY 2020-2029 MTIP. Mr. Franklin Gover seconded the motion and the TCC members voted unanimously to approve.

FY 2020-2029 MTIP Modification #7

Director Phil Conrad reminded the TCC members that CRMPO staff is at times requested to bring amendments or modifications from recent NCDOT Board of Transportation agendas to the TCC/TAC for consideration. The first project modification being requested is to delay construction of AV-5731 South Development Area Apron Expansion to FY 2023 for construction.

The second project modification is to delay right-of-way to FY 2023 for the EB-5844 Little Texas Road sidewalk. The third requested modification is to delay construction for the EB-5861 Third Street Greenway to FY 2022. The fourth requested modification is for C-4903 which requests an addition of the Air Awareness Program by NCDQA in FY 2022 and the fifth request asked for a delay in acquiring eight rail cars by NCRR to FY 2022 for project P-5719C. Director Conrad reviewed the modification requests with the members and asked for any questions or comments.

With no questions or comments being heard, Mrs. Erin Burris made a motion to recommend that the CRMPO TAC consider endorsing modification #7 to the FY2020-2029 MTIP. Chairman Phillip Graham seconded the motions and the TCC members voted unanimously in favor of the modification.

FY 2020-2029 MTIP Modification #8

CRMPO Director Conrad reported to the TCC members that NCDOT has recently revised the STIP Prologue to include language related to Transit Safety Targets required by FTA. He continued by stating that NCDOT has requested that the CRMPO take action to revise the MTIP to include a revised version. Director Conrad then called members' attention to Attachment 7A which was the STIP Prologue with the applicable language and Attachment 7B which was the

incorporation of the language into the MTIP. He also called attention to an email in their packets from Mr. David Wasserman that further provided additional information.

With no questions or comments being heard, Chairman Phillip Graham made a motion to recommend that the CRMPO TAC consider endorsing modification #8 to the FY 2020-2029 MTIP. Mr. Scott Kaufhold seconded the motion and the TCC members voted unanimously to approve.

Public Transportation Agency Safety Plan Targets

Director Phil Conrad reminded the TCC members that 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 grand funds, to develop safety plans that include the processes and procedures necessary for implementing Safety Management Systems.

Director Conrad explained that the Concord/Kannapolis Area Transit System and Salisbury Transit opted to use the NCDOT Safety Plan which allowed them to draft and certify their Public Transportation Agency Safety Plan under NCDOT's framework and requirements. The Concord/Kannapolis Area Transit System is allowed to choose this option because they operate less than 100 buses and are considered a small public transportation provider.

Director Conrad continued by explaining that approval by the Cabarrus Rowan Metropolitan Planning Organization is required for approval and certification by NCDOT. He also reported that NCDOT has requested that the CRMPO adopt a resolution establishing the transit safety targets for the two systems. Director Conrad then called members' attention to Attachment #8 in their packets and reviewed the safety targets with the members.

With no comments or questions heard, Mrs. Wendy Brindle made a motion to recommend that the CRMPO TAC consider approving the Rider Public Transportation Agency Safety Plan. Mrs. Erin Burriss seconded that motion and the TCC members voted unanimously to approve.

Federal Funds Call for New Proposed Projects

CRMPO Director Conrad reminded TCC members that CRMPO staff issued a call for project proposals for the STBGP funding source. The call ended on August 6, 2021 and staff received a total of three project requests from three member jurisdictions. Director Conrad continued by stating that the total cost of these three projects is \$7.445 million. He went on to report to the TCC members that the project call is for the \$1.446 million in CARES funds and the \$208,994 Infrastructure funds allocated to the CRMPO by USDOT. In addition, Phil stated that according to NCDOT staff the CRMPO has a rolling balance of \$3.6 million in federal STBGP funds. He then called members' attention to a memo from Mr. David Wasserman on page 33 and 34 regarding the funding. Mr. Wasserman reviewed the memo with the TCC members.

At this time, Director Conrad called the members' attention to Attachment 9 which was a list of the project proposals. He reviewed the project proposals for the members and then asked the project sponsors to add any comments to the group regarding their proposals. Mrs. Erin Burriss provided information on the Mount Pleasant North Washington Street Roadway Improvements

proposed project to the members. When Mrs. Burris was finished Director Conrad asked for any questions and comments. Mr. David Wasserman reported to Mrs. Burris and the TCC members that the Town cannot spend State funds on a local street project. Mrs. Burris explained she had been working with NCDOT on this project proposal and this is the first time she was made aware of this information. After discussions, it was determined that Director Conrad would hold this project proposal for discussion with NCDOT staff after the meeting.

Director Conrad called upon Mr. L.J. Weslowski to review the RIDER Transit System project proposal. Mr. Weslowski explained that the request was to purchase eight (8) replacement 35' hybrid electric heavy duty low floor buses. After review, there were no questions or comments. Director Conrad then requested Mrs. Wendy Brindle explain the City of Salisbury's project proposal. Mrs. Brindle reviewed the City's request for Brenner Avenue Traffic Flow and Safety Improvements. After review, there were no questions or comments from the members.

With no further information provided and no other discussion, Mrs. Wendy Brindle made a motion to recommend that the CRMPO TAC consider endorsing all three project proposals and provide funding to the RIDER Transit and City of Salisbury project proposals with the remaining funding going to the Mt. Pleasant project proposal once it is determined to be eligible. Mr. Scott Kaufhold seconded the motion and the TCC members voted unanimously to approve.

FY 2021-2022 UPWP Amendment #1

Director Phil Conrad reminded the TCC members that \$60,000 had been programed in Special Studies for the FY 2021-22 UPWP. These funds were put in this category as supplemental technical assistance for the 2050 MTP and is available to all members of the CRMPO for eligible projects. Phil reported that the Town of China Grove had previously been awarded \$44,000 for the Main Street Corridor Study under Special Studies.

Director Conrad said another request for Special Studies funds has been made by Rowan County to complete a corridor study of Long Ferry Road. The local match Phil reported, would be paid by Rowan County. Director Conrad referred members to page 68 in their packets which explained in detail the request. Director Conrad called members' attention to Attachment 10A which was a draft resolution to amend the UPWP and reallocate \$30,000 under Special Studies task code to fund the Long Ferry Road corridor study. He went on to also call members' attention to Attachment 10B which was a revised local match table for the 2050 MTP technical assistance. Director Conrad then asked for questions or comments.

Mrs. Susie Morris asked if the new census will change local match amounts. Director Conrad replied that this amendment is for this fiscal year so will fall under current match amounts. Representatives of Salisbury, China Grove and Kannapolis reported that their respective jurisdictions are in support of the request. With no further discussion, Mrs. Wendy Brindle made a motion to recommend that the CRMPO consider adopting Amendment #1 to the FY 2021-22 UPWP. Mr. Scott Kaufhold seconded the motion and the TCC members voted unanimously to approve.

Reports/CRMPO Business

1. Local Reports – MPO/NCDOT Division 9 and 10/PTD- Mr. Pat Ivy, NCDOT Division 9 representative reviewed the Division 9 Project Update spreadsheet included in the members' packet.

Mr. Stuart Basham, NCDOT Division 10 representative called the TCC members' attention to a spreadsheet of Division 10 project updates and highlighted some of the ongoing projects in Division 10.

2. Division 9 Presentation – Mr. Pat Ivey with Division 9 provided members with a power point presentation on the STIP Program Update. The presentation covered the background of the STIP, the Cost Estimation Improvement Process, the STIP Cost Review and Board of Transportation considerations.

3. FY 26 STPBG Balance and Project Call – After discussion by the TCC members it was determined by consensus to have Director Conrad bring this before the CRMPO TAC.

Informational Items

- RIDER Transit, Salisbury Transit and MTC Ridership Information – Phil called attention to the ridership information included in their packets
- CRAFT Meeting Minutes – Director Conrad called members' attention to the minutes included in their packets.
- Next scheduled meeting is September 15, 2021.

With no further business to discuss, Director Phil Conrad adjourned the meeting. It was determined by consensus of the members due to the late hour to take a one-minute break and then return for the Connect Beyond Recommendation presentation provided by CCOG.

Roadway Name	From	To	Improvement Type	Existing Lanes	Proposed Section	Proposed ROW	Future Lanes (CRMPO CTP)	Federal Functional Classification	CRMPO CTP Classification
NC 49	Coddle Creek	The east border of the Harrisburg ETJ	Widening	4 lane w/ med	4A	180	N/A	Other Principal Arterial	Boulevard - Needs Improvement
Rocky River Rd	I-485	Lower Rocky River Rd	Widening	2-4 lane	4J	125	N/A	Major Collector	Boulevard - Needs Improvement
Lower Rocky River Rd	Peach Orchard Rd	Rocky River Rd	Bike/Ped Facility	2 lane	2E	60	N/A	Minor Collector	Minor Thoroughfare - Needs Improvement
Harrisburg Veterans Rd Ext/Harrisburg Veterans	Rocky River Crossing Rd	Stallings Rd (SR 1161)	Widening	2-4 lane	4J	125	4D	PARTIAL Major Collector	Boulevard - Needs Improvement
Roberta Rd	Blackwelder Rd (SR 1307)	Rocky River Crossing Rd	Widening	2 lane	3C	80	4D	Major Collector	Boulevard - Needs Improvement
Robinson Church Rd (SR 1168)	Mecklenburg County	Tom Query Rd (SR 1166)	Bike/Ped Facility	2 lane w/ TWLTL	3E	90	4D	Major Collector	Boulevard - Needs Improvement
Robinson Church Rd (SR 1166)	Tom Query Rd (SR 1166)	Stallings Rd (SR 1161)	Widening	2 lane	3E	90	3B	Major Collector	Minor Thoroughfare - Needs Improvement
Stallings Rd (SR 1161)	Robinson Church Rd (SR 1166)	Rocky River Rd (SR 1139)	Widening	2-3 lane	3E	90	3C	Local	Minor Thoroughfare - Needs Improvement
Caldwell Rd (SR 1173)	Tom Query Rd (SR 1166)	NC 49	Bike/Ped Facility	2 lane w/ TWLTL	3E	90	4D	Local	Boulevard - Needs Improvement
Caldwell Rd Connector - Alternative 1	Caldwell Rd at NC 49	The County Line	New Location	N/A	3E	90	UNKNOWN	N/A	N/A
Caldwell Rd Connector - Alternative 2	Caldwell Rd at NC 49	Just north of the proposed Carolina Thread Trail	New Location	N/A	3E	90	N/A	N/A	N/A
Shamrock Rd	NC 49	Pharr Mill Rd	Widening	2 lane	3E	90	N/A	Local	Minor Thoroughfare - Needs Improvement
Pharr Mill Rd (SR 1158)	NC 49	Rocky River Rd	Widening	2 lane	3E	90	3C AND 4D	Local	PARTIAL Boulevard and PARTIAL Minor Thoroughfare
Morehead Rd (SR 1300)	Rocky River Crossing Rd	NC 49	Widening	2 lane	3C	80	4D	Minor Arterial	Other Major Thoroughfare - Needs Improvement
NC 49	Caldwell Rd (SR 1173)	Coddle Creek	Widening	4 lane w/ TWLTL	4J	125	4D AND 4B	Other Principal Arterial	Boulevard - Needs Improvement
Plaza Rd Ext	Rocky River Rd	Larewood Dr	Widening	2 lane	3E	90	3C	Local	Minor Thoroughfare - Existing
Hickory Ridge Rd (SR 1138)	Roberta Rd Ext	Raging Ridge Rd	Widening	2 lane	4J	125	4G	Local	Boulevard - Needs Improvement
Hickory Ridge Rd (SR 1138)	Raging Ridge Rd	Lower Rocky River Rd	Widening	2-3 lane	3C	80	N/A	N/A	N/A

THOROUGHFARE INDEX			EXISTING			2019-2020		COMMENTS
ID#	Facility & Segment	From - To	New Location	lanes	Dist (mi)	Cross-Section	ROW (ft)	Multi-Use Corridor
131	ARCHIBALD RD (SR 1153)	Rocky River Rd -- Zion Church Rd		2	1.11	2-A / ADQ		
113	BEARD RD EXT.	Mecklenburg Co -- Christenbury Pkwy	Y	--	0.86	3-C	80	
265	BROOKWOOD AV	Church St -- Burrage Rd		2	1.05	3-C	80	
746	BRUTON SMITH BOULEVARD (SR 2894)	US 29 -- ZMAX Raceway		4	0.60	6-F	130	MB; W/O BIKE LANES
772	BRUTON SMITH BOULEVARD (SR 2894)	ZMAX Raceway -- I-85		5	1.44	6-F	130	MB; W/O BIKE LANES
747	BUFFALO AV	McGill Ave -- Church St		2	0.22	2-G	85	
748	BURRAGE RD	Old Salisbury-Concord Rd -- Brookwood Ave		2	0.94	2-E	60	
749	BURRAGE RD	Brookwood Ave -- NC 3 (Branchview Dr)		2	1.25	2-E	60	
250	BURRAGE RD	NC 3 (Branchview Dr) -- Lake Concord Rd		2	0.55	2-E	60	
752	CABARRUS AV (SR 1002)	US 29 -- US 601		4	0.24	5-A	100	
751	CABARRUS AV (SR 1002)	US 601 -- Old Charlotte Rd		4	0.82	2-J	90	
750	CABARRUS AV (SR 1002)	Old Charlotte Rd -- Kerr St		2	0.51	2-J	90	
753	CABARRUS AV (SR 1002)	Kerr St -- NC 73 (Church St)		2	0.57	2-J	90	
921	CABARRUS AV (SR 1002)	NC 73 (Church St) -- NC 3 (Branchview Dr)		2	0.76	2-J	90	
754, 77, 98	CALDWELL CONNECTOR	Weddington Rd Ext -- US 29	Y	--	2.02	4-D	110	
192	CENTRAL DR NW	NC 73 -- US 29		2	0.28	3-C	80	
1053	CENTRAL DR NW	McGill Ave -- End/Central Dr EXT		2	0.37	2H	75	
1102	CENTRAL DR EXT	Central Dr NW -- Epworth St NW	Y	--	0.18	2H	75	
49	CHESTNUT DR	Lincoln St -- NC 73 (Union St)		2	0.23	2-E	60	
88	CHRISTENBURY PKWY (SR 1447)	Derita Rd (SR 1445) -- Cox Mill Rd (SR 1448)		4	0.39	4-D / ADQ	110	
33	CHRISTENBURY PKWY (SR 1447)	Cox Mill Rd -- Millstream Ridge		2	0.56	4-D	110	MB; W/O BIKE LANES
566	CONCORD MILLS BLVD (SR 2894)	Derita Rd -- I-85		4	1.08	6-F	130	MB; W/O BIKE LANES
245	COPPERFIELD BLVD	I-85 -- NC 3 (Branchview Dr)		5	1.71	5-A / ADQ	100	
256	CORBAN AV	Powder St -- NC 73 (Church St)		2	0.77	2-H	75	
263	COUNTRY CLUB	NC 3 (Branchview Dr) -- US 29 (Concord Pkwy)		2	0.61	3-C	80	
50	COX MILL RD (SR 1448)	Poplar Tent Rd (SR 1394) -- Rocky River		2	1.52	3-C	80	
87	COX MILL RD (SR 1448)	Rocky River -- Christenbury Pkwy (SR 1447)		2	0.75	3-C	80	
243	CRESTMONT DR (SR 2643)	Old Airport Rd (SR 2635) -- NC 73		2	2.00	2-C	50	
86	DERITA RD (SR 1445)	Poplar Tent Rd -- Concord Mills Blvd		2	2.54	4-C	110	W/ SHARROWS
1141	DERITA RD (SR 1445)	Concord Mills Blvd -- Meck. County		2	0.24	4-D	110	MB; W/O BIKE LANES
1007	DICKENS PL EXT	Copperfield Blvd -- Penninger Rd	Y	--	1.77	3-C	80	
1008	GEORGE LILES PKWY	Poplar Tent Rd -- I-85		4	0.58	4-A	180	
176	GEORGE LILES PKWY (SR 1430)	Weddington Rd -- Poplar Tent Rd		4	1.07	4-A / ADQ	180	MA
39	GEORGE LILES PKWY	US 29 (Concord Pkwy) -- Weddington Rd (SR 1431)		4	1.27	4-A	180	
125	GEORGE LILES PKWY (ROBERTA CHURCH RD)	Roberta Rd (SR 1304) -- US 29 (Concord Pkwy)		2	1.70	4-A	180	
72	GEORGE LILES PKWY (STOUGH RD)	NC 49 -- Roberta Rd		2	1.84	4-A	180	MA
32	HARRIS RD (SR 1449)	Meck Co -- Odell School Rd (SR 1442)		2	3.37	4-D	110	
185	INTERNATIONAL DR (SR 1429)	Poplar Tent Rd (SR 1394) -- NC 73 (Davidson Hwy)		2	1.39	2-L	80	
90, 574, 583, 584	INTERSTATE 85	Mecklenburg Co -- NC 73 (Davidson Hwy)		8	6.36	8-B	250	
574, 583, 584, 40, 585	INTERSTATE 85	NC 73 (Davidson Hwy) -- Centergrove Rd (SR 2114)		4	5.29	8-B	250	
864	KANNAPOLIS HWY (SR 1008)	I-85 -- US 29		2	1.16	3-B	80	
	KANNAPOLIS HWY (SR 1008)	I-85 -- Winecoff School Road		2		3-B	80	
254	KERR ST	McGill Ave -- Cabarrus Av (SR 1002)		2	1.00	2-H	75	
841	LAKE CONCORD RD	Burrage Rd -- NC 3 (Branchview Dr)		5	0.65	4-D/ADQ	110	
260	LAKE CONCORD RD	Church St (SR 2287) -- Burrage Rd		4	0.3	5A	110	
762	LINCOLN ST / RUTHERFORD ST	Chestnut Dr -- Wilshire Ave		2	1.40	2-E	60	
165	MCGILL AVENUE	US 29 -- RailRoad		4	0.41	3-C / ADQ	80	MB; SIDEWALK/BIKE LANE ONE SIDE
884	MCGILL AVENUE	Railroad -- Spring St / Buffalo Av		2	0.83	2-E	60	
79, 104	MOREHEAD RD (SR 1300)	Harrisburg City Limits/Patricia Ave -- US 29		3	0.87	4-D	110	
1009	MOREHEAD RD (SR 1300)	US 29 -- Caldwell Rd Ext		2	0.65	4-D	110	
247	NC 3 (BRANCHVIEW DR)	Lake Concord Rd -- Kannapolis City Limits (I-85)		2	0.60	4-D	135	
264	NC 3 (BRANCHVIEW DR)	Bradley St -- Lake Concord Rd		3	0.44	4-D	135	MB; W/O BIKE LANES
669, 670	NC 3 (BRANCHVIEW DR)	Bradley St -- NC 73 (Corban Av SE)		2	3.12	4-D	110	
61	NC 3 (BRANCHVIEW DR)	NC 73 (Corban Av SE) -- Old Airport Rd (SR 2635)		2	2.33	4-A	200	
136	NC 3 (S UNION ST)	US 601 (Warren C. Coleman Blvd) -- Old Airport Rd (SR 2635)		2	0.51	5-A	100	
578	NC 49	Cold Springs Rd -- US 601		4D	3.54	4-B / ADQ	200	
684	NC 49	US 601 -- Zion Church Rd		4D	1.63	4-B / ADQ	200	
638	NC 49	Zion Church Rd -- Old Charlotte Rd		4D	1.22	4-B / ADQ	200	
682	NC 49	Old Charlotte Rd -- George Liles Blvd (Stough Rd)		4D	1.11	4-B / ADQ	200	
680, 681	NC 49	George Liles Blvd (Stough Rd) -- Coddle Creek		4	0.36	4-B / ADQ	200	
261	NC 73 (CHURCH ST)	US 29 -- Davidson Dr		4	0.37	4-D	110	

262	NC 73 (CHURCH ST)	Davidson Dr -- Winecoff Ave		4	0.95	4-D / ADQ	110	
252, 694	NC 73 (CHURCH ST)	Winecoff Ave -- Douglas Av		3	0.38	3-C	80	
259, 695, 696	NC 73 (CHURCH ST)	Douglas Av -- Cabarrus Av		2	0.95	3-C	80	
697	NC 73 (CHURCH ST)	Cabarrus Av -- Corban Av		2	0.17	3-C	80	
253, 698	NC 73 (CORBAN AVE)	Church St -- NC 3		2	0.58	3-C	80	
1135	NC 73 (DAVIDSON DR)	Church St -- US 29		2	0.27	4-D	110	
696, 692, 693	NC 73 (DAVIDSON HWY)	US 29 -- I 85		2	2.81	4-D	135	
699	NC 73 (MT PLEASANT HWY)	NC 3 -- Crestmont Dr		2	1.47	4-F	100	MB; W/O BIKE LANES
902	ODELL SCHOOL RD (SR 1601)	NC 73 -- Poplar Tent Rd		2	2.84	4-D	110	
44	OLD AIRPORT RD (SR 2635)	NC 3 -- Crestmont Dr		2	0.87	3-C	80	
903	OLD AIRPORT RD (SR 2635)	Crestmont Dr -- NC 49		2	2.41	3-C	80	
47	OLD CHARLOTTE RD	Cabarrus Av -- US 601		2	1.10	3-C	80	
913	OLD CHARLOTTE RD (SR 1335, SR 1157)	US 601 -- Roberta Rd		2	0.32	4-D	110	
133	OLD CHARLOTTE RD (SR 1335, SR 1157)	Roberta Rd -- NC 49		2	1.65	4-D	110	
1136	OLD HOLLAND RD	Quay Rd EXT -- Caldwell Connector		2	0.23	3-C	80	
251, 922	OLD SALISBURY-CONCORD RD (SR 1002)	NC 3 -- Penninger Rd		2	1.33	4-B	130	
1133, 1132	PENNINGER RD (SR 2113)	Old Salisbury - Centergrove Rd		2	2	3-C	80	
244	PENNINGER RD (SR 2113)	Centergrove Rd -- Old Salisbury-Concord Rd (SR 1002)		2	0.9	3-C	80	
933, 177	PITTS SCHOOL RD (SR 1305)	Poplar Tent -- US 29		2	2.49	4-D	110	
932	PITTS SCHOOL RD (SR 1305)	Roberta Rd -- US 29		2	2.83	4-D	110	
935	POPLAR TENT RD (SR 1394)	NC 73 -- Derita Rd		2	4.22	4-D	110	MB; W/O BIKE LANES
936, 1139	POPLAR TENT RD (SR 1394)	Derita Rd (SR 1445) -- Woodhaven Place		2	1.54	4-D	110	
937	POPLAR TENT RD (SR 1394)	Woodhaven Place -- George Liles Pkwy (SR 1430)		2	1.35	4-D	110	MB; W/O BIKE LANES
31	POPLAR TENT RD (SR 1394)	George Liles Pkwy -- US 29		2	3.09	4-D	110	MB; W/O BIKE LANES
258	POWDER ST SW	Cabarrus Ave - Corban Ave		2	0.07	3-C	80	
1132	QUAY RD (SR 1446)	Quay Rd Ext -- Carolina Lilly		2	0.88	3-C	80	
1140	QUAY RD EXT.	Quay Rd - Old Holland Rd	Y	--	0.17	3-C	80	
953	ROBERTA RD (SR 1304)	Old Charlotte Rd -- George Liles Pkwy (Roberta Church Rd)		2	2.57	4-D	110	MB; N. Side
952	ROBERTA RD (SR 1304)	George Liles Pkwy (Roberta Church Rd) -- Pitts School Rd		2	1.44	4-D	110	MB; N. Side
189	ROCK HILL CHURCH RD (SR 1414)	Poplar Tent Rd -- Weddington Rd		2	1.19	3-C	80	
188	ROCK HILL CHURCH RD (SR 1414)	Weddington Rd -- US 29		2	0.76	4-D	110	
956	ROCKY RIVER RD (SR 1139)	NC 49 -- Pharr Mill Rd		2	3.91	4-D	110	
46	UNION CEMETERY RD	Old Charlotte -- Sunderland Rd		2	0.78	2-E	60	
139	UNION CEMETERY RD RELOCATION	Sunderland Rd --US 29 (Rock Hill Church Rd Ext Relocation)	Y	--	0.58	2-E	60	
983	UNION ST	Corban Av -- Manor Av		2	1.72	2-E	60	
65	UNION ST	Manor Av -- NC 3		2	0.68	3-C	80	
616	US 29 (CONCORD PKWY)	I-85 S -- Kannapolis Hwy (SR 1008)		4D	0.63	6-F	130	
614	US 29 (CONCORD PKWY)	Kannapolis Hwy (SR 1008) -- Church St (SR 2287)		4D	0.18	6-F	130	
611, 612, 613	US 29 (CONCORD PKWY)	Church St -- Central Av		4D	0.95	6-F	130	MB; W/O BIKE LANES
610	US 29 (CONCORD PKWY)	Central Av -- Poplar Tent Rd		4	0.85	6-F	130	MB; W/O BIKE LANES
609	US 29 (CONCORD PKWY)	Poplar Tent Rd -- US 601		4	1.04	6-F	130	MB; W/O BIKE LANES
607	US 29 (CONCORD PKWY)	US 601 --Cabarrus Av		4	0.45	6-F	130	MB; W/O BIKE LANES
606	US 29 (CONCORD PKWY)	Cabarrus Av -- Rock Hill Church Rd		4	0.28	6-F	130	
605	US 29 (CONCORD PKWY)	Rock Hill Church Rd -- George Liles Pkwy		4	1.92	6-F	130	
604	US 29 (CONCORD PKWY)	George Liles Pkwy -- Pitts School Rd		4	1.43	6-F	130	
603	US 29 (CONCORD PKWY)	Pitts School Rd -- Rocky River		4	1.18	6-F	130	
602	US 29 (CONCORD PKWY)	Rocky River -- Bruton Smith Blvd		6	0.73	6-F	130	
601	US 29 (CONCORD PKWY)	Bruton Smith Blvd -- Morehead Rd		6	0.24	6-F	130	
57, 96	US 29 (CONCORD PKWY)	Morehead Rd -- Mecklenburg Co		6	0.26	6-B	150	
126, 663	US 601 (WARREN COLEMAN BLVD)	NC 3 -- Flowes Store Rd		2	1	4-D	110	MA
64, 665, 666, 664	US 601 (WARREN COLEMAN BLVD)	NC 3 -- US 29		2	4	4-D	110	MA
524	WEDDINGTON RD (SR 1431)	Old Holland Rd -- Bruton Smith Blvd		2	0.42	4-D	110	
526	WEDDINGTON RD (SR 1431)	Bruton Smith Blvd -- Ruben Linker Rd		4	1.20	4-D	110	
45, 987, 525	WEDDINGTON RD (SR 1431)	Ruben Linker Rd -- Rock Hill Ch Rd		2	4.61	4-D	110	MB; W/O BIKE LANES
48	WILSHIRE AVE (SR 1157)	Old Charlotte Rd -- US 601		2	0.94	4-D	110	
996	WILSHIRE AVE (SR 1157)	US 601 -- Union St		2	1.32	4-D	110	
266	WILSHIRE AVE EXT (SR 1157)	Union St -- NC 3	Y	--	0.68	4-D	110	
190	WINECOFF SCHOOL RD (SR 1790)	NC 73 -- I-85		2	0.62	3-C	80	
191	WINECOFF SCHOOL RD (SR 1790)	Linker Ave -- S Ridge Rd		2	0.94	3-C	80	
1001, 1002, 129	ZION CHURCH RD (SR 1482,1155,1153)	NC 49 -- Flowes Store Rd		2	3.75	3-C	80	
132, 539, 1003	ZION CHURCH RD (SR 1482,1155,1153)	Wilshire Ave -- NC 49		2	1.2	3-C	80	
134	ZION CHURCH RD EAST (SR 1153)	Zion Church Rd -- US 601		2	1.62	3-C	80	

COLLECTOR STREET INDEX			EXISTING	2019 - 2020		Comments
ID#	Facility & Segment	From - To	New Location	lanes	Dist	
1039	ARLEE CT	Central Heights Dr -- End / Arlee Ct Ext		2	0.33	Cross-2E ROW 60

1063	ARLEE CT EXT	End / Arlee Ct -- Zion Church Rd (SR 1153)	Y	--	0.48	2E	60
1059	BRAXTON DRIVE	Daffodil Ln (SR 2376) -- Pinev Church Rd (SR 1154)		2	0.29	2H	75
249	BROOKWOOD AV	Harris St -- Church St		2	0.67	3-C	80
1090	BURNING EMBERS LN	Firebrick Ln -- Falls Lake Dr		2	0.42	2H	75
1036	CENTRAL DR NW	NC 73 -- Mills Ave		2	1.06	3C	80
1084	CENTRAL DR NW	US 29 -- McGill Ave		2	0.84	3C	80
1141	CENTRAL HEIGHTS DR	NC 49 - Zion Church Rd		2	1.11	3C	80
1083	CESSNA DR (SR 1443)	Odell School Rd -- Trail Rd		2	0.36	2E	60
1117	CLARK CREEK PKWY (SR 2930)	Ellenwood Rd (SR 1461) -- Mecklenburg County		2	0.95	3C	80
1116	CLOVER RD NW	Pitts School Rd (SR 1305) -- Clearwater Dr		2	0.50	2E	60
1050	COCHRAN ROAD (SR 1306)	Pitts School Rd (SR 1305) --Roberta Rd (SR 1304)		2	0.92	3C	80
1056	CONCORD FARMS RD	Weddington Rd (SR 1431) -- Concord Farms Ext.		2	0.87	3C	80
1096	CONCORD FARMS RD EXT	Concord Farms Rd (SR 1432) -- US 29/Roberta Church Rd	Y	--	0.45	3C	80
1105	COZART AVE SW	Lincoln St -- Georgia St		2	0.18	2H	75
1065	CRESTSIDE DRIVE SE	Branchview Dr (NC 3) -- Corban Ave/Mt Pleasant Hwy (NC 73)		2	0.93	2G	85
1080	DAFFODIL LN (SR 2376)	Braxton Dr -- Scotland Dr		2	0.43	2H	75
1069	DC DRIVE (SR 2320)	Zion Church Rd (SR 1153) -- End / DC Dr Ext		2	0.65	2E	60
1011	DC DRIVE EXT	End / DC Dr -- Braxton Dr	Y	--	0.58	2E	60
1027	DEAL STREET SE	Mt Pleasant Hwy (NC 73) -- Old Salisbury-Concord Rd		2	0.67	2H	75
1010	DRAKE MILL LN	Rocky River Rd(SR 1139) --Greene Mill Ave SW		2	1.15	3C	80
1107	DRAKE MILL LN EXT	Greene Mill Rd -- Flowes Store Rd (SR 1132)	Y	--	1.01	3C	80
1073	ELLENWOOD RD (SR 1461)	Harris Rd (SR 1449) -- Clark Creek Pkwy (SR 2930)		2	0.79	3C	80
1078	ELLENWOOD RD EXT / CLARK CREEK PKWY	Aragorn Ln -- Benjamin Walker Ln	Y	--	0.32	3C	80
1103	EPWORTH ST NW	Central Dr Ext -- Liske Ave NW		2	0.25	2H	75
1079	EVA DR NW	Poplar Tent Rd -- Poplar Tent Rd		2	1.60	2E	60
1038	FALCON DR	Zion Church Rd (SR 1152) -- End/Flintridge Dr Ext		2	0.87	2H	75
1142	FALLS LAKE DR	Burning Embers Ln -- Central Heights Dr		2	0.44	2H	75
1094	FARMWOOD BLVD SW	Roberta Rd -- Woodcrest Dr		2	0.19	3C	80
1109	FIREBRICK LN SW	Hearth Ln SW -- Burning Embers Ln		2	0.11	2H	75
1101, 1121, 1113, 1130	FLINTRIDGE DR EXT	Zion Church Rd (SR 1152) -- Flowes Store Rd	Y	--	1.45	2H	75
1115	FULTON CT	US 601 -- Manteo Dr Ext		2	0.16	2E	60
1066	GEORGIA ST SW	Corban Ave SW -- Cozart Ave		2	0.98	2H	75
1055	GOODMAN RD (SR 1441)	Poplar Tent Rd (SR 1394) -- Glen Afton Blvd		2	1.14	3-C	80
1086	GREEN STREET SW	Roberta Rd (SR 1304) -- Old Charlotte Rd (SR 1157)		2	0.70	2E	60
1026	HARRIS STREET NW	Brookwood Ave NW -- Morton Ave NW		2	0.92	2H	75
1047	HEARTH LN SW	Rocky River Rd (SR 1139) -- Firebrick Ln		2	0.30	2H	75
1041	HEDGEMORE CT (SR 1433)	Pitts School Rd -- End / Hedgemore Ct Ext		2	0.55	2H	75
1022	HEDGEMORE CT EXT	Hedgemore Ct -- Windswept Rd	Y	--	0.54	2H	75
1125	HEGLAR RD	NC 49 -- Old Airport Rd		2	0.78	3C	80
1075	HIGH MEADOW DR (SR 1274)	Rocky River Rd -- End / High Meadow Dr Ext		2	0.65	2E	60
1070	HIGH MEADOW DR EXT	High Meadow Dr -- Zion Church Rd (SR 1152)	Y	--	0.87	2E	60
1076	JOHN Q HAMMONS DR NW	Bruton Smith Blvd -- Scott Padgett Pkwy		2	0.27	3C	80
1093	KISER WOODS DRIVE SW	Central Heights Dr -- Kendra Dr SW		2	0.23	2H	75
1057	LAUREL VIEW DRIVE NW	George Liles Pkwy -- Sunberry Ln Ext		2	0.28	3C	80
1028	LAWDALE AVE SE	Union St S -- NC 3		2	0.67	2E	60
1104	LISKE AVE NW	Epworth St NW -- White St NW		2	0.18	2H	75
1037	MANOR AVE SW	Union St S -- US 601		2	0.80	3C	80
1114	MANTEO DR	Flowes Store Rd -- End/Manteo Dr Ext		2	0.36	2E	60
1012	MANTEO DR EXT	Fulton Ct -- Manteo Dr	Y	--	0.47	2E	60
1111	MILLS AVE NW	Kannapolis Hwy (SR 1008) -- Central Dr		2	0.10	3C	80
1021	MILLSTREAM RIDGE DR	Clark Creek Pkwy -- Christenbury Pkwy		2	0.68	2H	75
1020	MORTON AVE NW	Harris St NW -- Davidson Dr NW		2	0.22	3C	80
1035	MOSS FARM ST EXT	Harris Rd (SR 1449) --Odell School Rd	Y	--	1.51	3C	80
1032	MOSS FARM ST NW	Moss Plantation Ave NW -- Harris Rd (SR 1449)		2	0.55	3C	80
1068	MOSS PLANTATION AVE NW	Ravenscroft Dr -- End/Moss Plantation Ave NW Ext		2	1.42	3C	80
1025	MOSS PLANTATION AVE NW EXT	Moss Plantation Ave NW -- Odell School Rd	Y	--	0.45	3C	80
1085	MOTORSPORTS DR	Stough Rd (SR 1309) -- End / Motorsports Dr Ext		2	0.32	3C	80
1127	MOTORSPORTS DR EXT	Motorsports Dr -- Blackwelder Rd (SR 1307)	Y	--	0.68	3C	80
1017	NEISLER RD (SR 2404)	Gold Hill Rd -- Old Salisbury-Concord Rd		2	1.39	2E	60
1071	NEISLER RD EXT	Old Salisbury-Concord Rd -- Penninger Rd	Y	--	1.47	2E	60
1014	NEISLER RD EXT	Penninger Rd -- Centergrove Rd	Y	--	0.51	2E	60
1042	NEW PROPOSED RD	Zion Church Rd (SR 1153) -- Flowes Store Rd (SR 1132)	Y	--	0.86	2H	75
1024	NEW PROPOSED RD	Pitts School Rd SW (SR 1305) -- US 29 (Concord Pkwy)	Y	--	0.24	2H	75
1095	OLD SOUTH CT	Saddlewood Cir -- End / Old South Ct Ext		2	0.07	2H	75
1054	OLD SOUTH CT EXT	Old South Ct -- Union Cemetery Rd	Y	--	1.22	2H	75
1081	OLD SPEEDWAY DRIVE NW	Montgrove Place NW -- Poplar Tent Road		2	0.79	2H	75
1124	PERRY ST	Pitts School Rd NW (SR 1305) -- US 29 (Concord Pkwy)		2	0.28	2H	75
1082	PINEY CHURCH RD	Zion Church Rd (SR 1153) -- Flowes Store Rd (SR 1132)		2	2.29	2H	75
1033	POPLAR CROSSING DR NW	Poplar Tent Rd -- George Liles Pkwy		2	0.52	3C	80

1122	RED TIP DR SE	Crestmont Dr (SR 2643) -- End		2	0.16	2H	75
1034	RED TIP RD EXT	Red Tip Dr -- Pleasant Hill Dr	Y	--		2E	60
1087	ROBINS WAY SW	US 29 (Concord Pkwy) -- Pitts School Rd NW (SR 1305)		2	0.33	2H	75
1100	SADDLEWOOD CIR SW	Woodcrest Dr SW -- Old South CT		2	0.13	3C	80
1061	SCOTT PADGETT PKWY NW	Bruton Smith Blvd -- John Q Hammons Dr NW		2	0.12	3C	80
1051	SCOTTLAND DR (SR 2910)	Daffodil Ln -- Piney Church Rd		2	0.17	2H	75
1112	SPRING ST NW	Brookwood Ave NW -- Old Salisbury-Concord		2	1.08	2H	75
1058	SPRING ST SW	Old Salisbury-Concord -- Wilshire Ave		2	1.24	2H	75
1044	STOWE LN EXT	Bruton-Smith Blvd -- Caldwell Connector	Y	--	0.17	3-C	80
1092, 1098	SUNBERRY LN EXT	Laurel View Dr NW -- Weddington Rd (SR 1431)	Y	--	0.33	3C	80
1110	TRAIL RD	Cessna Dr (SR 1443) -- End / Trail Rd Ext		2	0.40	2E	60
1089	TRAIL RD EXT	Trail Rd -- Goodman Rd	Y	--	0.66	2E	60
144	TRANSIT CT	US 29 -- End		2	0.25	2E	40-95
1015	TRIBECK	US 29 -- Pitts School Rd (SR 1305)	Y	--	1.05	2H	75
1040	UNION CEMETERY ROAD SW	Old Charlotte Rd -- Wilshire Ave SW		2	0.48	2H	75
1016	UNION ST N	Buffalo Ave -- Corban Ave		2	0.68	2G	85
1045	VILLAGE COMMONS ST NW	NC 73 -- Moss Plantation Ave NW		2	0.35	3C	80
1067	WHIPPOORWILL LN (SR 3010)	Falcon Dr -- End / Whippoorwill Ln Ext		2	0.23	2H	75
1064	WHIPPOORWILL LN EXT	Whippoorwill Ln -- Flowes Store Rd	Y	--	0.26	2H	75
1123	WHITE ST NW	Liske Ave -- Cabarrus Ave W		2	0.52	2H	75
1031	WINDSWEEP RD NW	George W Liles -- End/Hedgemore Ct Ext		2	0.38	2H	75
1108	WOODCREST DR SW	Farmwood Blvd SW -- Saddlewood Cir SW		2	0.09	3C	80

HWY CTP Map Updates 2021:

-Removed the following:

- Benjamin Walker Ln Extension from Cox Mill to Clark Creek Pkwy (Wilburn Park Ln, Aragorn Ln, Benjamin Walker Ln)
- Kendra Dr Ext from Hearthwood Subdivision to Kiser Woods (Kendra Dr to Burning Embers Ln)
- Proposed grade separation at Winecoff School Rd/Kannapolis Hwy

-Added the following Collector roads:

- Central Heights Dr (NC 49 – Zion Church Rd)
 - 3C cross section

-Realigned the following roads:

- Winecoff School Rd
- Realigned Collector route through Hearthwood and Parkview Estates Subdivision to include Falls Lake Dr

-Completed:

- Kannapolis Highway from US-29 to I-85

-Changed Cross Section:

- Lake Concord Rd from Church St to Burrage Rd
 - Changed to 5A due to area unable to accommodate 4D cross section

Pedestrian/Bike CTP Map Update 2021:

- Updated Greenways to reflect new Riverwalk Greenway as existing
- Added Carolina Thread Trail as a background layer and any other regional trail systems.
- Added MB designation to Roberta Road

Transit CTP Map Update 2021: New page!

Cabarrus-Rowan MPO

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

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

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

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

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

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

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

ADOPTED, this the 27th day of October 2021.

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

Signature of the TAC Chair
Cabarrus-Rowan Transportation Advisory Committee

RESOLUTION ADOPTING AMENDMENT #5 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 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 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 27th day of October, 2021.

I, Lori Furr, 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 27th day of October 2021.

Lori Furr, Chair
Transportation Advisory Committee

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

CABARRUS-ROWAN URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP ADDITIONS

* HL-0049 ROWAN PROJ.CATEGORY DIVISION	- CABARRUS-ROWAN URBAN AREA METROPOLITAN PLANNING ORGANIZATION	BRENNER AVENUE, US 70 / US 601 (JAKE ALEXANDER BOULEVARD) TO MILFORD HILLS ROAD IN SALISBURY. CONSTRUCT MEDIAN; CONSTRUCT ROUNDABOUT AT MILFORD HILLS ROAD. <u>ADD COVID RELIEF PROJECT AT THE REQUEST OF THE MPO.</u>	ENGINEERING RIGHT-OF-WAY CONSTRUCTION	FY 2022 - FY 2022 - FY 2023 - FY 2023 - FY 2023 - FY 2023 -	\$145,000 \$36,000 \$11,000 \$3,000 \$664,000 \$166,000	(BGDACV) (L) (BGDACV) (L) (BGDACV) (L)	
							\$1,025,000
* TC-0023 ROWAN PROJ.CATEGORY PUBLIC TRANS	- CABARRUS-ROWAN URBAN AREA METROPOLITAN PLANNING ORGANIZATION	REPLACE FOUR TRANSIT BUSES THAT HAVE EXCEEDED THEIR USEFUL LIFE, AND REPLACE VEHICLE RELATED EQUIPMENT SUCH AS FARE BOXES, DESTINATION SIGNS, CAMERA SYSTEMS, AND AUTOMATED VOICE ANNUNCIATION SYSTEMS. <u>ADD PROJECT AT THE REQUEST OF THE MPO.</u>	CAPITAL	2022 2022 2023 2023 2024 2024 2025 2025 2026 2026	\$120,000 \$640,000 \$120,000 \$640,000 \$120,000 \$640,000 \$120,000 \$640,000 \$120,000 \$640,000	(L) (5339b) (L) (5339b) (L) (5339b) (L) (5339b) (L) (5339b)	
							\$3,800,000
* TL-0021 CABARRUS PROJ.CATEGORY DIVISION	- CABARRUS-ROWAN URBAN AREA METROPOLITAN PLANNING ORGANIZATION	CONCORD, PURCHASE NEW 35 FOOT HYBRID ELECTRIC HEAVY DUTY LOW FLOOR BUS <u>ADD COVID RELIEF PROJECT AT THE REQUEST OF THE MPO.</u>	CONSTRUCTION	FY 2022 - FY 2022 -	\$602,000 \$123,000	(BGDACV) (L)	\$725,000

* INDICATES FEDERAL AMENDMENT

RESOLUTION ADOPTING MODIFICATION #9 TO THE CABARRUS-ROWAN
METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR FY 2020-2029

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

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

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

WHEREAS, the following attached modification has been proposed.

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

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

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

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

NOW THEREFORE, be it resolved by the Cabarrus-Rowan Urban Area Transportation Advisory Committee that the FY 2020- 2029 Metropolitan Transportation Improvement Program dated October 1, 2019, for the Cabarrus Rowan Urban Area Metropolitan Planning Organization be modified as listed above on this the 27th day of October, 2021.

I, Lori Furr, 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 27th day of October 2021.

Lori Furr, Chair
Transportation Advisory Committee

REVISIONS TO THE 2020-2029 STIP
HIGHWAY PROGRAM

CABARRUS-ROWAN URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

EB-5732 CABARRUS PROJ.CATEGORY DIVISION	- CABARRUS-ROWAN URBAN AREA METROPOLITAN PLANNING ORGANIZATION	BRUTON SMITH BLVD/ CONCORD MILLS BLVD/ PORTION OF WEDDINGTON ROAD, US 29 TO WEDDINGTON ROAD. CONSTRUCT SIDEWALK ON BOTH SIDES OF THE ROAD, INCLUDING A PORTION OF WEDDINGTON ROAD. <u>TO ALLOW ADDITIONAL TIME FOR PRELIMINARY ENGINEERING, DELAY RIGHT-OF-WAY FROM FY 21 TO 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 CABARRUS PROJ.CATEGORY REGIONAL	- CABARRUS-ROWAN URBAN AREA METROPOLITAN PLANNING ORGANIZATION	US 29, REALIGN UNION CEMETERY ROAD TO INTERSECT US 29 AT ROCK HILL CHURCH ROAD AND CONSTRUCT IMPROVEMENTS ALONG US 29 FROM 0.6 MILE WEST OF ROCK HILL CHURCH ROAD TO JUST EAST OF ROCK HILL CHURCH ROAD. <u>COST INCREASE EXCEEDING \$2 MILLION AND 25% 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 CABARRUS MECKLENBURG PROJ.CATEGORY DIVISION	- CABARRUS-ROWAN URBAN AREA METROPOLITAN PLANNING ORGANIZATION	SR 2467 (MALLARD CREEK ROAD)/ SR 1445 (DERITA ROAD), I-485 TO CONCORD MILLS BOULEVARD (SR 2894). WIDEN TO MULTI-LANES. <u>COST INCREASE EXCEEDING \$2 MILLION AND 25% THRESHOLDS.</u>	RIGHT-OF-WAY	FY 2022 -	\$4,800,000	(T)	
				FY 2023 -	\$4,800,000	(T)	
				FY 2024 -	\$4,800,000	(T)	
	- CHARLOTTE REGIONAL TRANSPORTATION PLANNING ORGANIZATION			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

How to Make Comments

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

email: pconrad@mblsolution.com

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

Fax: (704)795-7529

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

Locations of Plan Materials:

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

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

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

Background

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

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

FY 2021 Program of Projects

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

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

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

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

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

Section 5307 Urbanized Area Formula Grants – FY 2021

TG-5103C Preventive Maintenance: Contracted Maintenance Capital Costs

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

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

TG-5103A Routine Capital

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

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

TG-5173 Purchase Replacement Buses

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

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

TG-5103B Routine Capital – ADA Service

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

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

TS-5116 Security Enhancements

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

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

TL-0005

Expansion Bus

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

TO-5138

Fixed Route Operating Expenses*

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

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

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

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

Section 5310 Operating (TA-5128B)

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

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

Section 5310 Program Administration (TA-5128C)

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

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

Section 5310 Capital (TA-5128A)

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

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

Section 5339 Bus and Bus Facility Program – FY 2021

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

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

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

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

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

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

Section 5303 Planning Assistance – FY 2021

Planning Assistance – 5303 (TP-5118)

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

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

Specific projects to be considered in FY21:

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

Endorsement of Targets for Safety Performance Measures Established By NCDOT

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

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

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

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

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

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

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

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

NOW THEREFORE, BE IT FURTHER RESOLVED, that by approval of this resolution an amendment is hereby made to the 2045 MTP adopted on January 26, 2022 by the Cabarrus-Rowan MPO Transportation Advisory Committee (TAC).

CERTIFICATE: The undersigned certifies that the foregoing is a true and correct copy of a resolution adopted by the voting members of the TAC on January 26, 2022.

Date: _____

By: _____

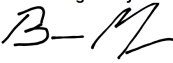
Meredith Smith, TAC Chair

DATE: October 12, 2021

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

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

SUBJECT: Safety Performance Measures – FHWA Assessment and 2022 Targets

DocuSigned by:

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Background

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

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

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

North Carolina Safety Performance Target Achievement Determination

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

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

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

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

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

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

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

2022 State Safety Performance Targets

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

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

Table 3: North Carolina Calendar Year 2022 Safety Performance Targets

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

2022 Cabarrus - Rowan MPO Safety Performance Targets

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

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

Table 4: Cabarrus - Rowan MPO Specific Safety Performance Targets

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

Next Steps

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

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

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

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

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

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

BKM\bgm

2050 Transportation Plan Congestion Management Process

***Technical Coordinating Committee
October 20, 2021***



Phil Conrad
Cabarrus-Rowan MPO

The Metropolitan Transportation Plan?

- The MTP is a multi-modal plan that has the following components:
- At least a 20 year horizon
- Financially constrained
- Meet Federal Air Quality standards
- Includes a Congestion Management Process or CMP (c. 2004)

What is the Congestion Management Process (CMP)?

- Systematic approach for managing congestion
- Provides up-to-date information on transportation system performance related to congestion
- Assess alternative strategies for managing congestion to address the system's needs
- Federally mandated process for TMA's, but approach/implementation is flexible
- Updated concurrent with the MTP Update

The Do's and Do Nots

- CMP defines congestion for MPO area
- CMP identifies strategies to manage congestion
- CMP strategies are considered prior to additional capacity or widening

- CMP does not identify every corridor
- CMP does not reward every corridor or penalize corridors not selected
- CMP is not connected to federal or state formula funds

The First CMP - 2004

■ *Background*

- ▶ Dates back to the 2030 MTP Update
- Included 11 corridors initially with data from the MRM as available
- Top 7 were ranked and peak hour level of service was defined using the MRM
- Identified goals and objectives as well as the process steps

2004 CMP Strategies

- Concord Express Service
- Incident Management Assistance Program – I-85
- Dynamic Message Signs – I-85
- NCDOT's Traveler Information Management System
- CATS vanpool
- Salisbury Transit System
- CK Rider Transit System
- NCDOT and City of Salisbury Traffic Cameras
- Traffic Signal Coordination – City of Concord and City of Salisbury

Short Term Recommendations: Sample

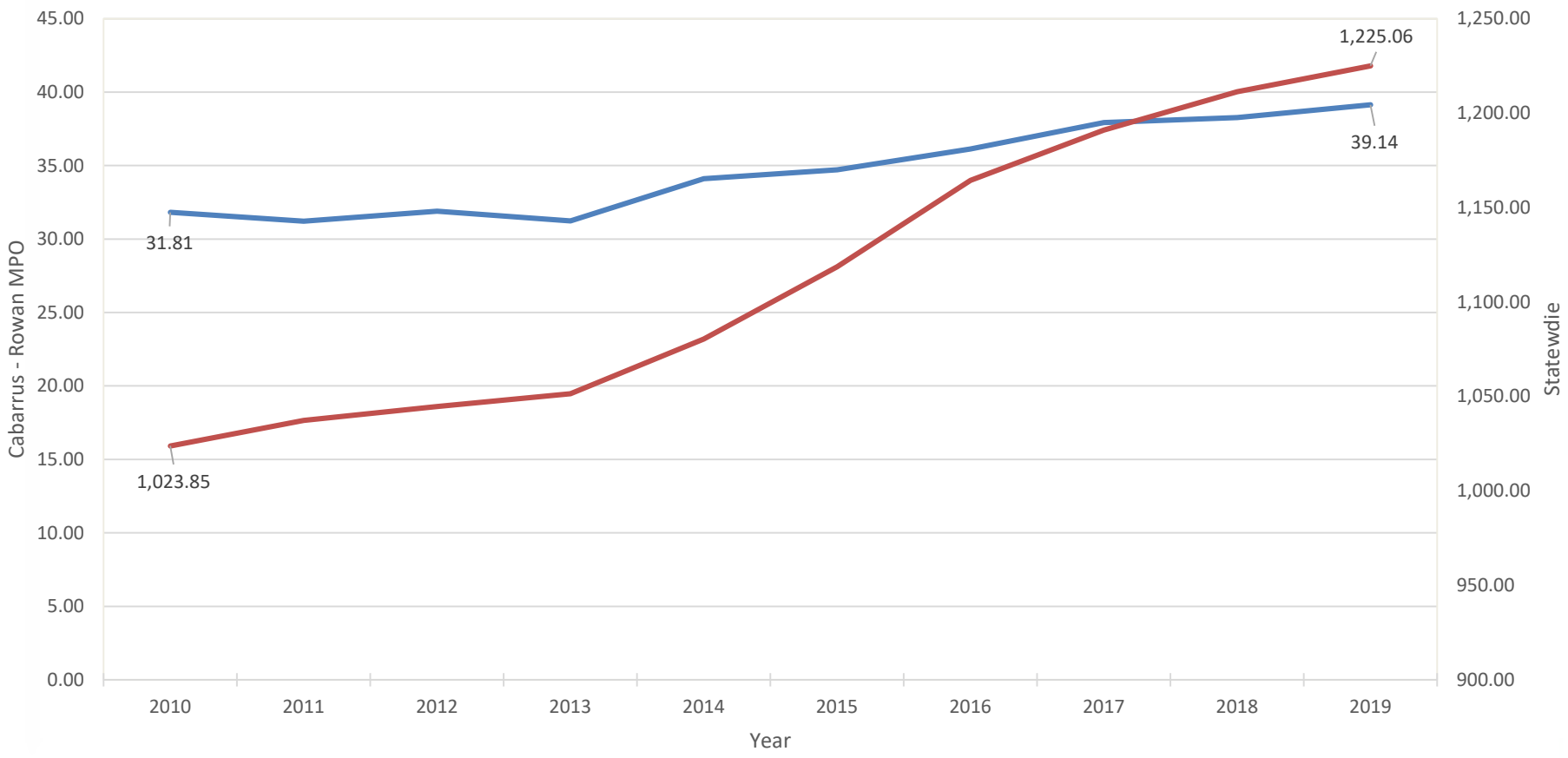
- Opening of rail station in Kannapolis for high speed rail
- Shuttle service to Lowe's Motor Speedway
- CMAQ intersection improvements: NC 3 and Mt. Olivet; Poplar Tent and US 29; US 601 and NC 3
- Free transit service during race weeks and LMS
- Salisbury Traffic Signal System Upgrade
- Free service during ozone action days for Salisbury Transit System
- Weekend service CK Rider Transit System
- Express transit service between Salisbury and Kannapolis

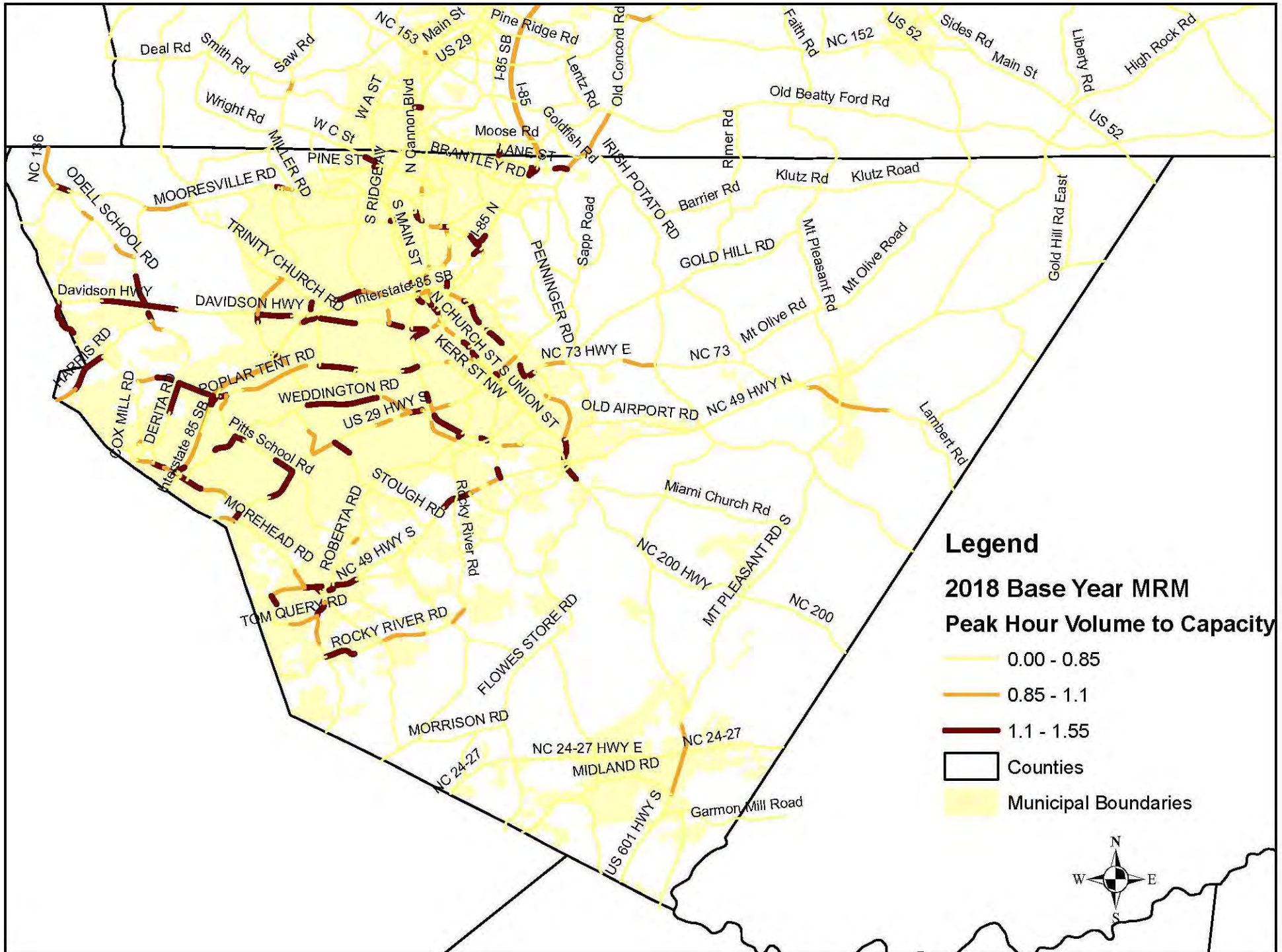
Goals and Performance Metrics

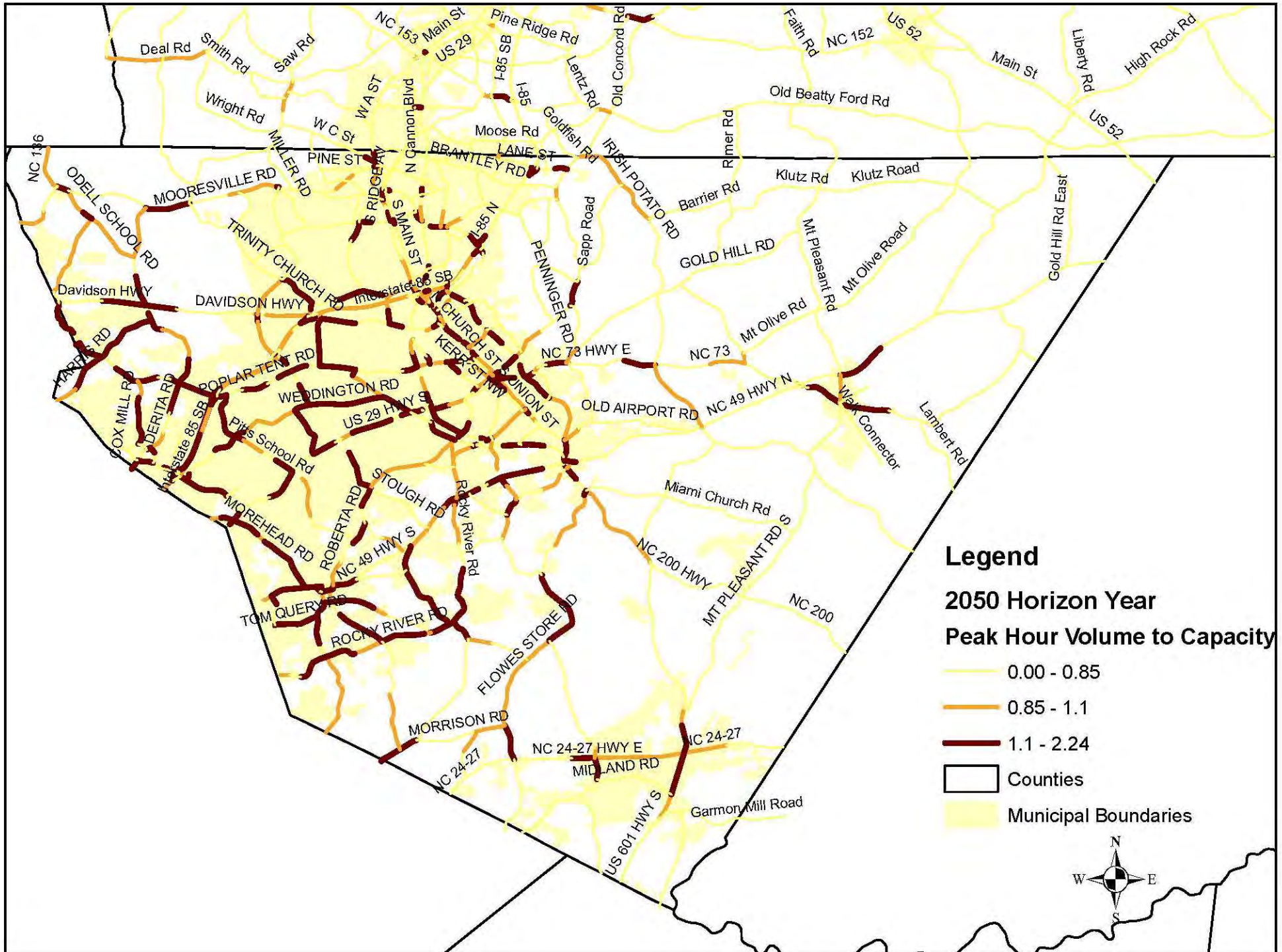
- Goal: Manage Congestion
- Objective: Develop congestion management metrics ie MRM, crash, and HERE data
- Evaluate full range of congestion management strategies
- Apply strategies where appropriate

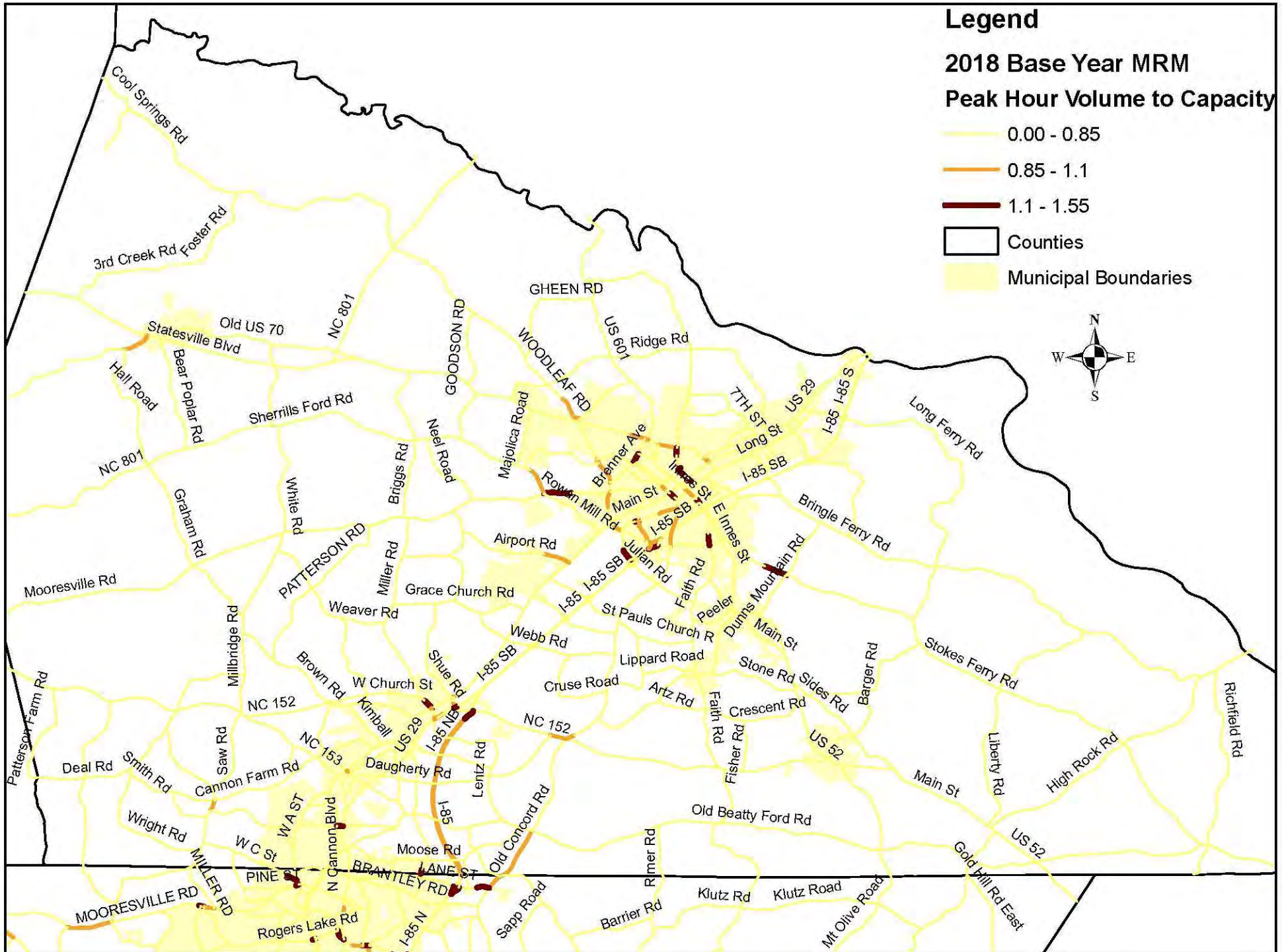


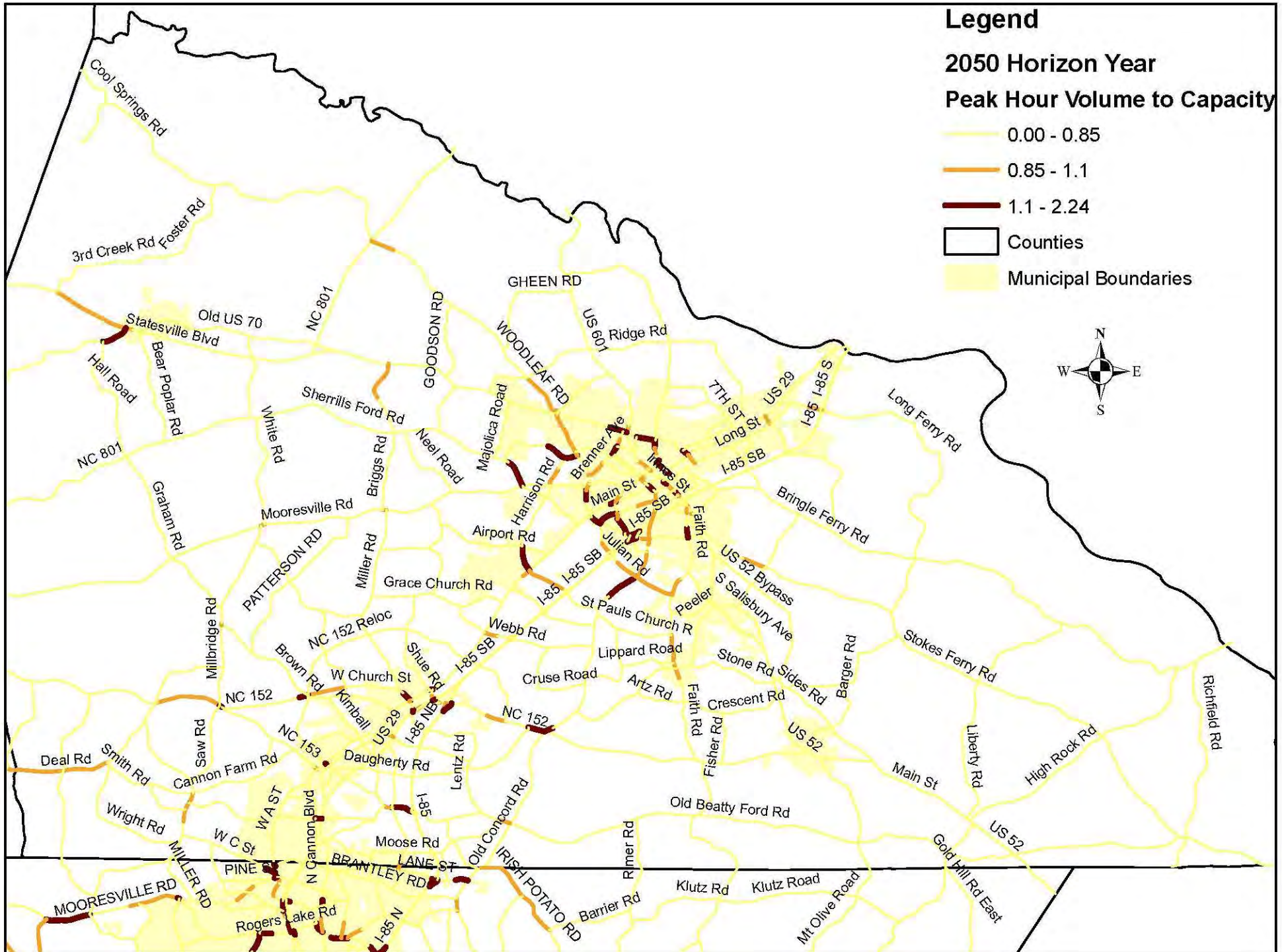
Vehicle Miles Traveled (100 MVM) by Year 2010 - 2019



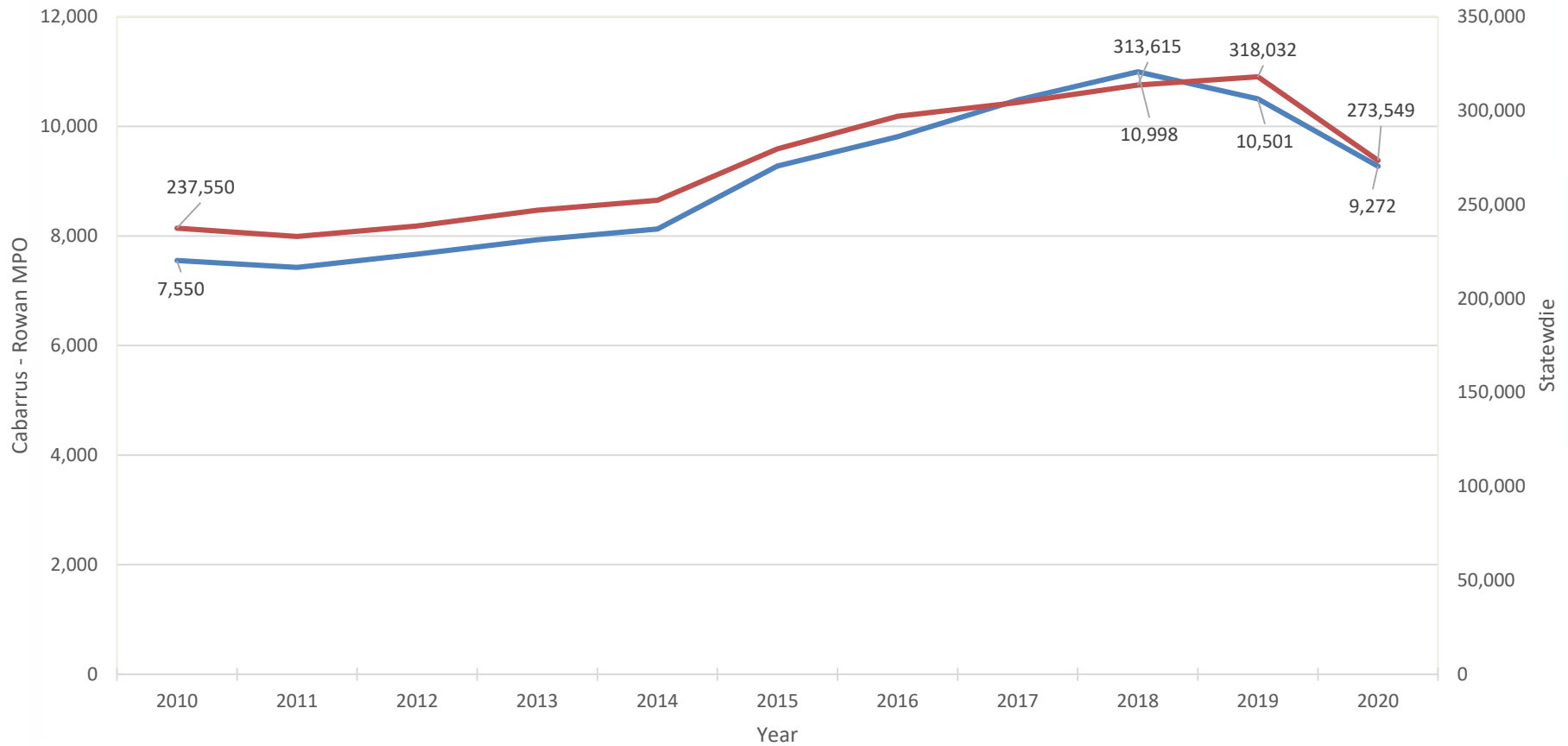




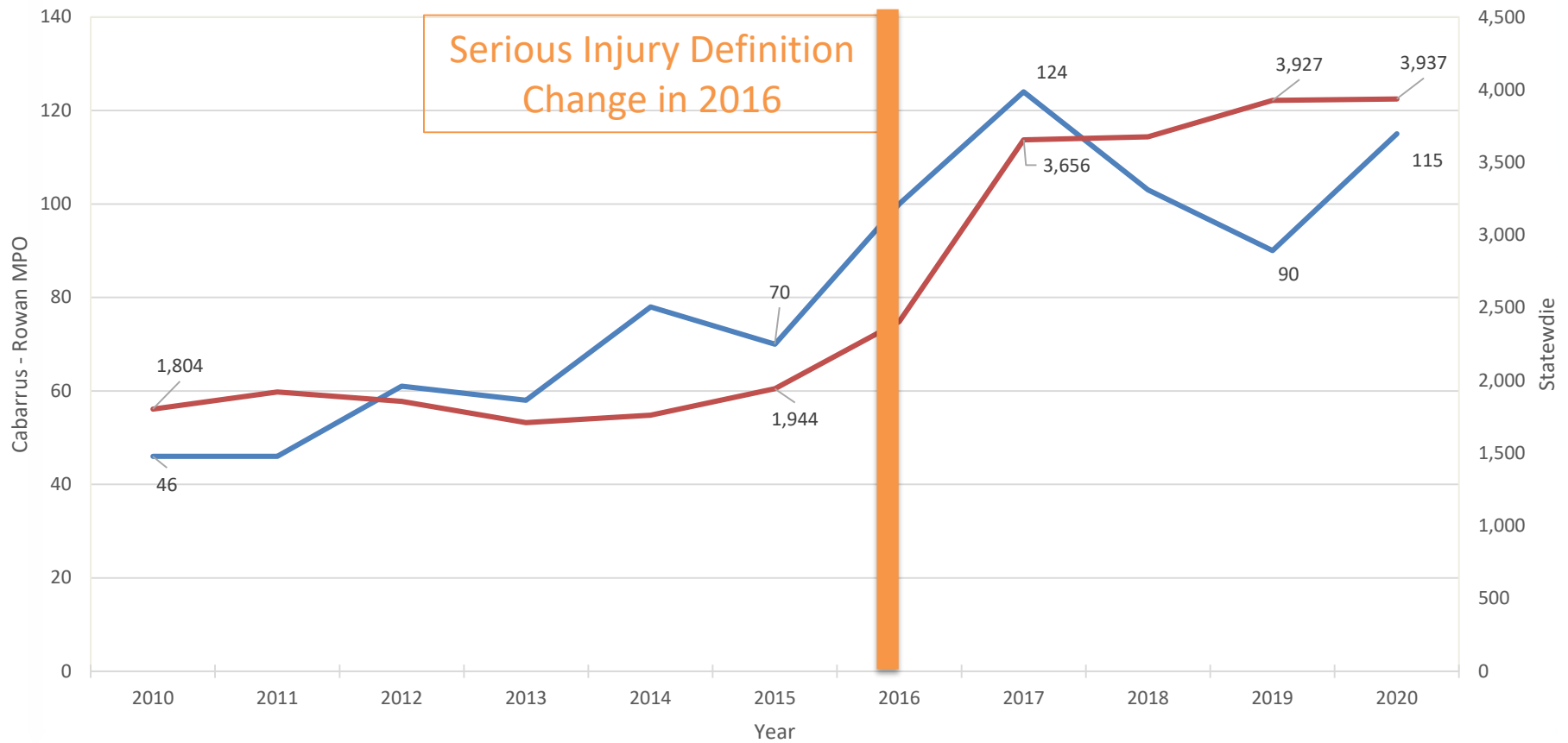




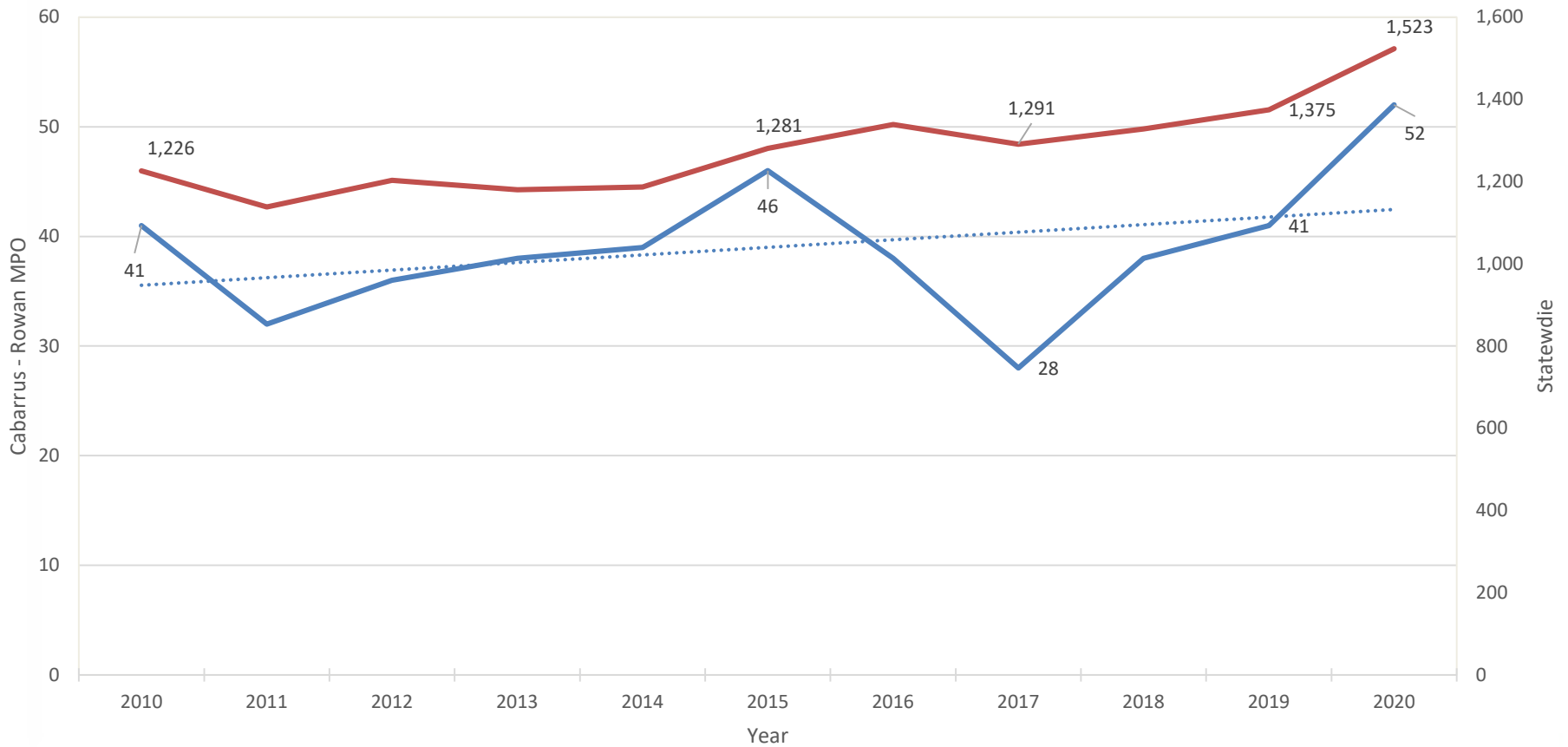
Total Crashes by Year 2010 - 2020



Serious Injury Crashes by Year 2010 - 2020



Fatal Crashes by Year 2010 - 2020



County	Total Crashes	Fatal Crashes	Serious Injury Crashes
Cabarrus	58,453	201	424
Rowan	40,583	228	467
Total	99,036	429	891

Municipality	Total Crashes	Fatal Crashes	Serious Injury Crashes
CHINA GROVE	1,179	2	12
CLEVELAND	201	1	2
CONCORD	30,681	68	176
EAST SPENCER	96	2	1
ENOCHVILLE	41	0	0
FAITH	103	0	1
GOLD HILL	24	0	0
GRANITE QUARRY	471	3	0
HARRISBURG	3,069	9	10
KANNAPOLIS	11,025	64	162
LANDIS	500	8	22
LOCUST	382	2	2
MIDLAND	929	7	5
MOUNT PLEASANT	431	0	1
ROCKWELL	583	0	1
SALISBURY	15,244	53	71
SPENCER	324	2	7
Rural	33,753	208	418
Total	99,036	429	891

HERE Historical Data for 2020: Major

Interstates, US routes, and state routes in 3 counties in North Carolina (1188 TMC segments) Historic average congestion Trend Map for 2020 (Every weekday)

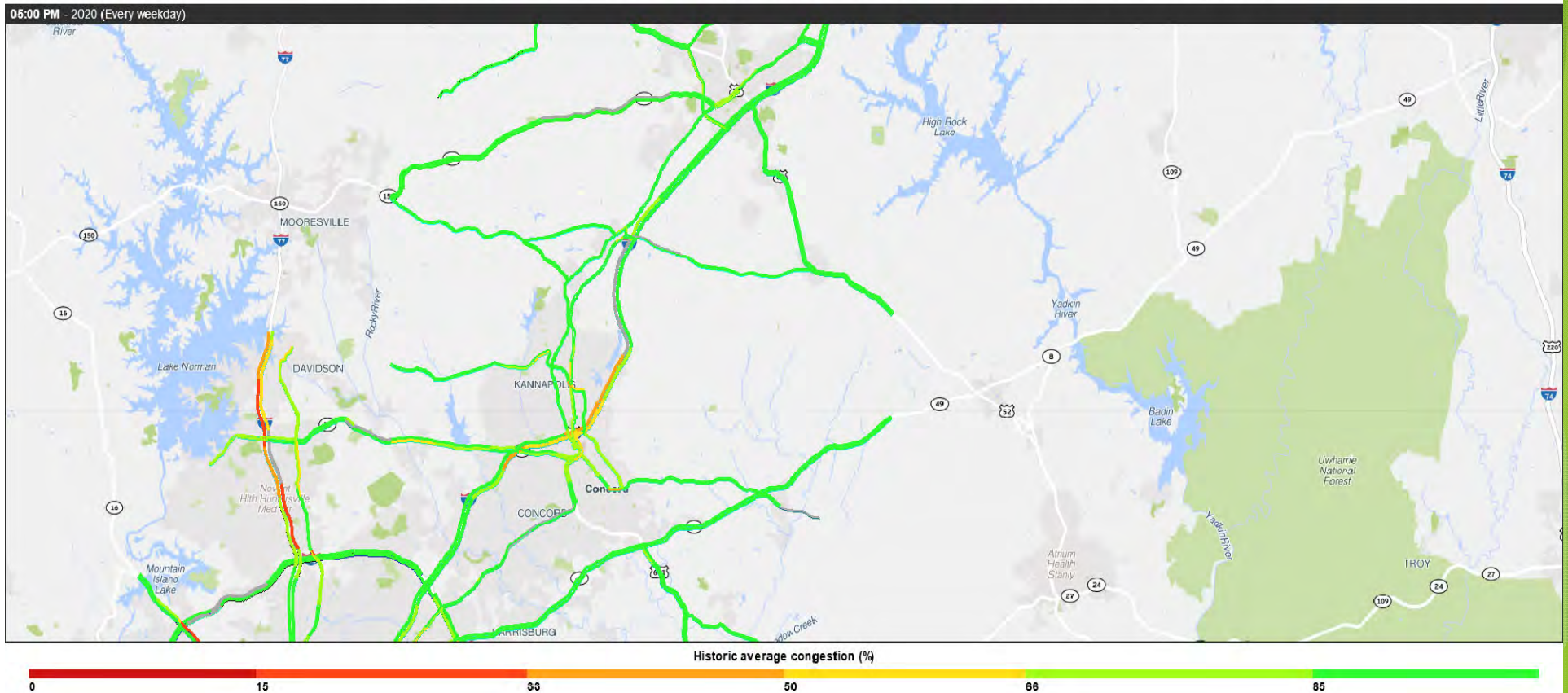


Table 8-2 List of Congested Corridors in the MPO area

Location_Description	Begin_MP	End_MP	Length	Total Crashes	Injury Crashes	AADT	Total Crash Rate	2045 Peak Hour V/C Ratio - MRM	2045 Peak Hour - LOS
US Hwy 601 from Miami Church Road to NC Hwy 49	12.61	13.54	0.93	60	19	22,000	160.69	0.48	B
I-85 from Concord Mills Blvd. To Rowan Co. Line	0.53	14.134	13.604	2,584	693	72,000	144.55	0.88	D
Cannon Blvd. From Concord City Limits to Rowan Co. Line	10.14	14.01	3.87	556	198	25,400	309.93	0.45	B
Hwy 73 from Trinity Church Rd West to the City Limits	4.35	6.01	1.66	111	40	17,000	215.53	0.50	B
Branchview Dr. from Corban Ave N. to City Limits at I-85	2.9	6.485	3.585	336	114	19,400	264.72	0.50	B
Cabarrus Ave. W from US Hwy 601 to US Hwy 29	9.303	9.563	0.26	96	29	12,500	1618.55	0.48	B
So.Main St. from Dale Earnhardt Blvd So.to City Limits	0.81	3.68	2.87	167	73	12,200	261.34	0.45	B
Dale Earnhardt Blvd. From Main St. to Cannon Blvd.	8.638	10.07	1.432	188	64	17,000	423.16	0.44	B
Country Club Dr. NE from US Hwy 29 to Branchview Dr.	0	0.61	0.61	58	13	8,200	635.36	0.46	B
Brookwood Ave. NE from Church St. N to Branchview Dr.	0.66	1.35	0.69	27	10	4,400	487.30	0.49	B
Cochran Rd. from Roberta Rd. to Pitts School Rd.	0	0.92	0.92	4	1	2,300	103.58		

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TIP / WBS No.	Description	Let Date	Completion Date	Status	Construction Cost	Contractor	Project Administrator	Comments
PROJECTS UNDER CONSTRUCTION								
I-5858 53061.3.GV1 (C204244)	Pavement Rehabilitation on I-85 from US 29/US 601 in China Grove to US 601 (Jake Alexander Blvd) in Salisbury AND from S. of US 52 in Salisbury to N. of SR 2120 (Long Ferry Rd) in Spencer (totaling 10.88 miles)	July 1, 2019	Anticipated Oct. 1, 2021	79% Complete	\$19,914,202	Blythe Development Co.	Jeb Smith, PE (704)630-3220	Contractor is working on sawing and sealing joints. Anticipated completion date is December 15th, 2021.
R-5789F 44919.3.7 R-5789G 44919.3.8 (DI00235)	ADA Ramps at Various Locations in Davidson, Davie, Forsyth and Rowan Counties	March 1, 2021	March 31, 2022	20% Complete	\$2,524,367	Little Mountain Builders of Catawba County, Inc	Kelly Seitz, PE (704)630-3200	Little Mountain Builders began work April 19, 2021, in Lexington upgrading various wheelchair ramps and sidewalks to new ADA standards. Contractor completed all 156 locations in Lexington on 8/6/21. Crews are currently working in Salisbury where they have completed 89 of the 206 locations. LMB plans to be finished in Salisbury around the first of November. A second crew begin working September 27, 2021, in Kernersville. There are a total of 67 ramps to replace.
2021CPT.09.07.10801 2021CPT.09.08.20801 (DI00240)	Contract resurfacing of (5) Primary Routes and (4) Secondary Routes in Rowan County, totaling 17.103 miles.	December 9, 2020	November 15, 2021	80% Complete	\$3,452,110	J.T. Russell & Sons, Inc.	Kelly Seitz, PE (704)630-3200	JT Russell has completed paving of US-70 from (Kepley Rd to Hilderbran Rd), US 52 from (Kerns Rd to Crescent Rd), Long Ferry Rd from (US-29 to Hinkle Lane), Neel Rd, and Woodleaf Rd from (US 601 to Gheen Rd). Crews are currently paving Main St (Lafayette St to Chestnut St) with expected completion of paving by October 9, 2021. Innes St (Fulton to RrX Bridge), will be the remaining road that follows. Sub-contractors are working on pavement markings behind JTR. Project completion date is November 15, 2021.
17BP.9.R.75	Replace Bridge #64 over Beaverdam Creek on SR 1952 (Godbey Rd) in Rowan County	June 1, 2021	TBD	11% Complete	\$814,269	Smith-Rowe	Jeb Smith, PE (336)630-3220	A preconstruction conference was held on 5/25/21 @11:00 am and the availability date is 6/1/21. Availability expected to be delayed due to delays in delivery of box beams. Smith-Rowe anticipates closing the road on July 12, 2021.
17BP.9.R.87 DI00226	Replace Bridge #255 over Grant's Creek on SR 1503 (Grace Church Rd) in Rowan County	March 24, 2021	Sept.30, 2021 (except perm vegetation)	58% Complete	\$547,805	NJR Group, Inc.	Kelly Seitz, PE (704)630-3200	NJR is the contractor for the Replacement of the Bridge over Grant's Creek. Grace Church Road was closed on June 15, 2021, with Detour route of Shoe Rd to US 29 North. Contractor has built the new structure, cored slabs were set August 4, and approach slab has been poured. Currently crews are grading for the new roadway, with asphalt paving scheduled for September 30. Guardrail, seeding, and final punch list work will be ongoing the week of October 4, 2021. Project expected completion date is October 11, 2021.
17BP.9.R.58	Replace Bridge #261 over Fork of Grant's Creek on SR 1541 (Stirewalt Rd) in Rowan County	September 22, 2021	TBD	13% Complete	\$591,333	Eastern Structures, LLC	Daniel Dagenhart (336)747-7800	
PROJECTS UNDER DEVELOPMENT								
B-4626 38443.3.3 (C204446)	Replace Bridge #3 (EBL), and apply Bridge Preservation Treatment to Bridge #8 (WBL), over Yadkin River/W-S SB RR on NC 49 in Rowan County	October 19, 2021	TBD	Project is Advertised for Bids	\$48,600,000	TBD	Kevin Fischer, PE (919)707-6514	Planning/Design in Progress. This project has been removed from the STIP; to be completed under the State Bridge Program. Federal Energy Regulatory Commission (FERC) permitt received.
B-5772 45728.3.1	Replace Bridge #66 over Norfolk Southern RR on SR 1724 (Hurley School Rd) in Rowan County	June 21, 2022	TBD	ROW Acquisition in progress	\$1,950,000	TBD	Kevin Fischer, PE (919)707-6514	*Schedule based on Adjusted 2020-2029 STIP. Design in Progress.
P-5726 47604.3.1 (C204343)	NS Main - Construct Track Improvements, Second Platform, Pedestrian Underpass, Sitework, Retaining Wall, and Signalling Equipment	March 15, 2022	TBD	ROW Acquisition in progress	\$15,100,000	TBD	Matthew Simmons, PE (919)707-4117	* Schedule based on Adjusted 2020-2029 STIP - Raleigh Let

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TIP / WBS No.	Description	Let Date	Completion Date	Status	Construction Cost	Contractor	Project Administrator	Comments
PROJECTS UNDER DEVELOPMENT								
P-5733 47612.3.1	NS Main - Rowan County - Upgrade Station Building, expand waiting space and surface parking	July 15, 2025	TBD	ROW Acquisition July 16, 2024	\$2,370,000	TBD	Matthew Simmons, PE (919)707-4117	*The PE work for this project has been temporarily suspended.*
R-5860 47548.3.1	Widen to multilanes - US 52 Rowan County Proposed Misenheimer Bypass to Proposed Rockwell Bypass (4.6 miles)	Post Year Jan., 2040	TBD	ROW Acquisition Jan. 21, 2028	\$39,320,000	TBD	Matt Jones, PE (336)747-7800	DDRL *The PE work for this project has been temporarily suspended.*
U-5738 50163.3.1 (C204426)	Widen to multiple lanes on SR 2528 (Julian Rd) from US 601 (Jake Alexander Blvd) to SR 2667 (Summit Park Dr) in Salisbury	February 15, 2022	TBD	Utility Relocation in Progress	\$14,000,000	TBD	Matt Jones, PE (336)747-7800	DDRL - Raleigh Let - Design is in progress - Team is currently working to finalize all plans for advertisement. Division will be finalizing municipal agreement for the sidewalk in October.
U-5901 44705.3.1	Airport Parkway –Construct 2-lane roadway on Multilane right of way in new location from SR 1710 (Harrison Rd) near US 70/601 (Jake Alexander Blvd) to SR 2539 (Peach Orchard Rd) at US 29 in Salisbury	Post Year Jan., 2040	TBD	ROW Acquisition Jan. 21, 2028	\$39,500,000	TBD	Matt Jones, PE (336)747-7800	DDRL - Raleigh Let. *The PE work for this project has been temporarily suspended.*
U-6062 47486.3.1	Upgrade SR 2739 (N. Main St and S. Main St) to incorporate Bicycle Lanes and Sidewalks, from SR 2000 (Jackson Park Rd/N. Loop Rd) in Kannapolis to SR 1211 (Kimball Rd) in China Grove	Post Year Jan., 2040	TBD	ROW Acquisition June 15, 2029	\$28,400,000	TBD	Matt Jones, PE (336)747-7800	DDRL - *The PE work for this project has been temporarily suspended.*
U-6130 48321.3.1	Construct ramp and intersection improvements on US 29 at NC 152 in China Grove	August 18, 2026	TBD	ROW Acquisition Aug. 30, 2024	\$2,000,000	TBD	Matt Jones, PE (336)747-7800	* Schedule based on Adjusted 2020-2029 STIP - Division POC (DPOC) *The PE work for this project has been temporarily suspended.*
W-5709E 44855.3.5	Construct Roundabout and other safety improvements at Intersection NC 153 (Rice Street) and SR 1197 (Cannon Farm Rd) in China Grove	September 28, 2022	TBD	ROW Acquisition in progress	\$700,000	TBD	Matt Jones, PE (336)747-7800	*Schedule based on Adjusted 2020-2029 STIP - Division POC Let (DPOC) -ON HOLD
Y-5500IA 45533.3.4	SR 1526 (Henderson Grove Church Rd) RR Crossing #724 362M Closure	March 23, 2022	TBD	ROW Acquisition in progress	\$2,950,000	TBD	Kumar Trivedi, PE (919)707-4109	Division POC (DPOC) - All work on the project has resumed. Right of Way Acquisition has just restarted. The Let date shown will be reviewed once R/W agents can determine timeline to acquire the needed parcels and to allow time for any utility relocations.
Z-5800IA 44806.3.12	Railway-Highway grade crossing safety project at SR 1753 (Umberger Rd) and Norfolk Southern Crossing #721597M in Mount Ulla	August 30, 2021	TBD	TBA	\$25,000	TBD	Nancy Horne, PE (919)707-4105	NEW - install active warning devices - in development
Z-5800IB 44806.3.5	Railway-Highway grade crossing safety project at SR 2120 (Long Ferry Rd) and Norfolk Southern Crossing #715307N in Spencer	August 30, 2021	TBD	TBA	\$30,000	TBD	Nancy Horne, PE (919)707-4105	NEW - install active warning devices - in development
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 - On hold pending approved state budget
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 - On hold pending approved state budget - Let date will be evaluated once project is approved for PE Expenditures
DIVISION BRIDGE PROJECTS UNDER DEVELOPMENT								
15BPR.74	Bridge Rehabilitation - Bridge #137 and #465 on I-85 over Yadkin River.	April 15, 2025	TBD	TBA	\$4,200,000	TBD	Keith Paschal, PE	New - In development
17BP.9.R.76	Replace Bridge #81 over Deals Creek on SR 1926 (Hannah's Ferry Rd) in Rowan County	June 15, 2022	TBD	ROW Acquisition Jan. 11, 2022	\$750,000	TBD	Daniel Dagenhart (336)747-7800	Planning and Design underway - working on 90% plans.
17BP.9.R.80	Replace Bridge #155 over Second Creek on SR 2136 (Agner Rd) in Rowan County	October 26, 2022	TBD	ROW Acquisition March 26, 2022	\$750,000	TBD	Daniel Dagenhart (336)747-7800	Planning and Design underway - working on 65% plans.

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TIP / WBS No.	Description	Let Date	Completion Date	Status	Construction Cost	Contractor	Project Administrator	Comments
DIVISION BRIDGE PROJECTS UNDER DEVELOPMENT								
17BP.9.R.82	Replace Bridge #248 over Prong of Grant's Creek on SR 1211 (Kimball Rd) in Rowan County	June 15, 2022	TBD	ROW Acquisition July 30, 2021	\$1,450,000	TBD	Daniel Dagenhart (336)747-7800	Planning and Design underway.
17BP.9.R.85	Replace Bridge #198 and Bridge #199 over Crane Creek on SR 2529 (St. Paul Church Rd) in Rowan County	April 26, 2023	TBD	ROW Acquisition Oct. 26, 2022	\$1,200,000	TBD	Daniel Dagenhart (336)747-7801	Planning and Design underway.
17BP.9.R.86	Replace Bridge #205 over Grant's Creek on SR 1516 (Airport Rd) in Rowan County	February 8, 2023	TBD	ROW Acquisition April. 8, 2022	\$1,000,000	TBD	Daniel Dagenhart (336)747-7800	Planning and Design underway.
17BP.9.R.96	Replace Bridge #254 over Kerr Creek on SR 1547 (Caldwell Rd) in Rowan County	February 28, 2024	TBD	ROW Acquisition Jan. 28, 2023	\$900,000	TBD	Daniel Dagenhart (336)747-7800	Planning and Design underway.
BP9-R004 BP9-R004.3 (formerly 17BP.9.R.78)	Replace Bridge #235 over Unnamed Creek on SR 1322 (Ebenezer Rd) in Rowan County	September 27, 2023	TBD	ROW Acquisition Sept. 27, 2022	\$750,000	TBD	Daniel Dagenhart (336)747-7800	Planning and Design underway.
BP9-R012 BP9-R012.3 (formerly 17BP.9.R.105)	Replace Bridge #108 over Tuckertown Reservoir on SR 1004 (Stokes Ferry Rd) in Rowan County	August 23, 2024	TBD	ROW Acquisition July 23, 2023	\$1,500,000	TBD	Daniel Dagenhart (336)747-7800	Planning and Design underway.
LOCALLY ADMINISTERED PROJECTS								
C-5603D 43713.3.4	Construct sidewalks on Old Concord Rd from Ryan St to Jake Alexander Blvd	July 30, 2022	TBD	ROW Acquisition September 30, 2021	\$414,000	TBD	Jeff Turner (336)747-7800	Non-DOT let (LAP) - City of Salisbury - in design. The R/W date shown will need to be updated upon coordination with the City of Salisbury.
C-5603H 43713.3.8	Brenner Ave from Statesville Blvd. to W Horah St and Brenner Ave. at Link Ave. in Salisbury	July. 30, 2022	TBD	ROW Acquisition October 29,2021	\$130,000	TBD	Jeff Turner (336)747-7800	Non-DOT let (LAP) - City of Salisbury - in design.The R/W date shown will need to be updated upon coordination with the City of Salisbury.
EB-5619B 56033.3.3	Grants Creek Greenway - Construct Multi-use trail from Kelsey Scott Park to Forestdale Dr in Salisbury	September 29, 2023	TBD	ROW Acquisition in progress	\$1,070,000	TBD	Jeff Turner (336)747-7800	*Schedule based on Adjusted 2020-2029 STIP - NON-DOT let (LAP)
HL-0005	Various, City of Salisbury Signal Sytem Upgrade.	October 29, 2021	TBD	ROW Acquisition in progress	TBA	TBD	Jeff Turner (336)747-7800	The let date shown will need to be updated upon further coordination with the City of Salisbury.
COMPLETED PROJECTS								
W-5313 46136.3.3 (C203672)	Grading, Drainage, Paving, Signal and Culvert replacements on SR 1221 (Old Beatty Ford Rd) from SR 1337 (Lentz Rd) to SR 2335 (Lower Stone Church Rd.)	June 20, 2017	January 6, 2021 <i>(perm. vegetation established May 30, 2021)</i>	100% Complete	\$12,689,162	NJR Group, LLC	Jeb Smith, PE (704)630-3220	Vegetation establishment is completed and accepted on 5/13/21, but we're awaiting a signed property release from Phaniel's Church (expected to be signed prior to June 2021).

TIP/WBS No#	DESCRIPTION	LET DATE	COMPLETION DATE	STATUS	CONSTRUCTION COST	CONTRACTOR	PROJECT ADMINISTRATOR	COMMENTS	
ARRA RAILROAD									
I-85 PROJECT									
I 8 5 P R O J E C T	I-3802A	I-85 Widening Kannapolis Reconstruction of US 29/601, Earnhardt Blvd. and Lane Street Interchanges from NC 73 to Rowan County. Landscaping for I-85 NC 73 to Lane Street.	LET April 2014	November 1, 2021	98% Complete	\$249,166,172	Blythe Construction	NCDOT Chris Fine 704-983-4380	Final Punch List work ongoing throughout project. Project expected to be fully complete by November 1, 2021.
	I-5394	I-85 Widening. Mile Marker 42-TO-Mile Marker 48. Pavement Rehab.			% Complete	\$ 7.3 M		NCDOT Rick Baucom 704-983-4401	PROJECT ON HOLD
URBAN PROJECTS									
U R B A N P R	U-3415A	SR 1394 Poplar Tent Rd. Concord Derita Rd. -TO-George Liles Pkwy. Widen to 4 lane divided.	R/W-2021 LET-2024	2027 PROJECTED	15 % Complete	\$ 20.5 M	Santec	NCDOT Sean Epperson 704-983-4400	PROJECT ON HOLD
	U-3440	NC 3 Kannapolis. U-2009 (Westside Bypass)-TO-SR 1691 (Loop Road). Widen existing route to multi-lane facility.	LET November 2016	April 6, 2022	72% Complete	\$ 34.1 M	JT Russell	NCDOT Jon Hinson 980-523-0085	ACTIVE PROJECT. A section of Dale Earnhardt Blvd. will be closed until FALL 2021
	U-4910	SR 1445 Derita Rd. Concord Poplar Tent Rd.-TO-Meck County Line.	LET February 2017	March 30, 2022	85 % Complete	\$19,442,264	BLYTHE Development	City of Concord & Chris Fine 704-983-4380	ACTIVE PROJECT. Currently under constr. Jetstream Blvd. closed and expected to reopen <i>November</i> 2021. Bridge construction complete. Project expected to be complete by end of 2021.
	U-6029	SR 1394 Poplar Tent Rd. Concord Derita Rd.-TO-NC 73. Widen to 4 lanes.	R/W-2029 LET TBD	TBD	5 % Complete	43.6 M	TBD	NCDOT Sean Epperson 704-983-4400	PROJECT ON HOLD

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

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

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

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

BRIDGE PROJECTS

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

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

Cabarrus-Rowan MPO
Division 10 Transportation Update
10/13/2021

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

Cabarrus-Rowan MPO
Division 10 Transportation Update
10/13/2021

TIP/WBS No#	DESCRIPTION	LET DATE	COMPLETION DATE	STATUS	CONSTRUCTION COST	CONTRACTOR	PROJECT ADMINISTRATOR	COMMENTS
BP10.R047	Bridge 120083 / SR 2408 (Gold Hill Rd.) over Dutch Buffalo Creek	LET July 2024 <i>Pending</i>	October, 2025	0% Complete - Project Not Yet Let	\$700,000	TBD	NCDOT Garland Haywood 704-975-2795	Project has been scoped. Plan Development will NOT proceed until LET has been scheduled and confirmed.
MUNICIPAL PROJECTS								
U-5522	Concord Traffic Management Center. ITS/Signal.	LET July 2018	April 2, 2021	100 % Complete	\$ 732 K	Traffic Control Devices	City of Concord Oversight Tim Canup 704-213-2107	PROJECT COMPLETE Accepted on May 5, 2021 Waiting on final invoice submittal from Concord.
C-5159	Kannapolis Roxie St & NC 3-TO-Dale Earnhardt Blvd. Street Improvements	SCOPE	MOVED TO	I-85	\$	N/A	City of Concord	Deleted from 2020-2029 STIP. THIS PROJECT HAS BEEN ADDED TO THE I-85 PROJECT.
C-5161	Greenway MUP. Kannapolis - Irish Buffalo Creek Greenway. Construct greenway.	LET June 2019	June.7, 2021	100 % Complete	\$ 2.85 M	J. D. Goodrum, Inc.	City of Concord Oversight Tim Canup 704-213-2107	CloseOut Conference scheduled for 10/25/2021. Materials Received Reports needed to certify project. Final invoice to be submitted by Concord. 1446B remains.
EB-5902	Concord Downtown Pedestrian Signal Upgrades	LET March 2020	November, 2020	75% Complete	\$198,435	ALS	City of Concord NCDOT oversight Neal Stroup 704-589-2045	Open cutting complete. City of Concord has to do work on a signal pole before contractor could complete construction.
EB-5903	Union Street Concord Sidewalk Extension	LET December 2019	May.21, 2021	100 % Complete	\$879,280	Performance Management Construction	City of Concord NCDOT oversight Kellie Crump 980-439-6363	Final Acceptance 10/1/21. Working on Final Billing and 1446B.
EB-5732	SR 2894 (Concord Mills Blvd.) Concord Construct Sidewalks on Concord Mills Blvd. and portions of Weddington Rd. from US 29 TO-SR 1431	R/W 2020 LET 2022	2023 <i>PROJECTED</i>	25 % Complete Page 58	\$ 6 M	HNTB	NCDOT Sean Epperson 704-983-4400	PROJECT ON HOLD Printed on 10/18/21

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Cabarrus-Rowan MPO
Division 10 Transportation Update
10/13/2021

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

RURAL PROJECTS

Cabarrus-Rowan MPO
Division 10 Transportation Update
10/13/2021

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

VARIOUS PROJECTS									
V A R I O	2020CPT.10.1 2.20131 - Contract DJ00365	26 Map Sections of Secondary Roads.	March, 2021	June, 2022	50% completed	\$2 million	Boggs Contracting	NCDOT Marc Morgan	All maps resurfaced except for the 4 FDR Maps which are scheduled for Spring of 2022. Waiting on final striping.
	2021CPT.10.1 4.10131 - Contract DJ00375	NC 3 (1 Primary section) and 23 sections of secondary roads.	April, 2021	June, 2022	80% completed	\$2.8 Million	Bythe Brothers	NCDOT Marc Morgan	All roads resurfaced. Waiting on final thermoplastic markings and rumble strips to be placed.
	2020CTP.10.0 2.10131, etc	NC3. Resurfacing--2 sections of NC 3, 1 section of NC 73 and 25 sections of secondary roads.	LET March 2019	September 30, 2021	100% Complete	\$5,036,205.00	Blythe Construction Company, Inc	NCDOT Marc Morgan 704-983-4380	PROJECT COMPLETE & CLOSED
	R-5790JF 44920.3.14	LOCATION Installation of curb ramps.	LET January 2020	TBD	100 % Complete	\$ 165.6 K	Little Mountain Builders of Catawba County	NCDOT Chris Fine 704-983-4380	PROJECT COMPLETE August 2020. Closed the agreement with the Town of Badin on 10/29/20. Overpayment HAS been refunded.
	R-5790JG 44920.3.15	LOCATION Installation of curb ramps.	LET March 2022	TBD	% Complete	\$ 3M	TBD	Barrett Eatman	Letters sent to municipalities. Project being prepared for LET.
	SS-6010T 49436.3.1 (48794)	Irish Potato Rd & Gold Hill Rd. Concord Scope has been changed w/ new findings.	August 2021	August 2021	100 % Complete	\$30k	NCDOT	NCDOT Tony Tagliaferri 704-983-4400	PROJECT COMPLETE
	48795	NC 73 Concord Main St. (Mt. Pleasant Rd.) Install left turn lanes.	LET Summer 2021	TBD	100 % Complete	\$	TBD	NCDOT Donald Harward 704-983-4400	PROJECT COMPLETE
SS - 6010D 48986.1.1 48986.3.1	NC 73 & Central Dr. Concord Roadway & Pavement Markings Improvements.	August 2021	August 2021	50% Complete	\$23,000	NCDOT	NCDOT Tony Tagliaferri 704-983-4400	Pavement markings complete. <small>Printed on 10/18/21</small> Bollards to soon be installed.	

Cabarrus-Rowan MPO
 Division 10 Transportation Update
 10/13/2021

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

From: Boland, Timothy M [<mailto:tboland@ncdot.gov>]
Sent: Thursday, September 30, 2021 8:41 AM
Subject: RE: [External] NCDOT-SRTS coordinator

Paul,

I appreciate the information and it is obvious you are very passionate about this effort. I have discussed this with our District Engineer, Marc Morgan as well as our Planning Engineer, Stuart Basham who are involved with the scoring process with the MPOs. Unfortunately, I don't have good news. For the reasons that follow below, we don't think this project is viable at this time.

The proposed project is through a wetland area. While we have done projects like this in the past, it is highly unlikely that we would even be able to get a permit for the proposed design.

Safe Routes to Schools (SRTS) does not have a funding source for projects and instead relies on the planning organizations to fund such projects through their local processes or relies on NCDOT to fund them through the STI process. All bike/ped projects compete in the STI process in the Division Needs Tier only. This tier has the least amount of funding available and has the greatest amount of modes competing for that limited funding. In this tier, there are highway projects on local and secondary roads competing for funding, along with bike/ped, rail, aviation, and transit projects. Only a small percentage of projects in each mode are funded due to limited funding availability.

In reference to the STI, the P6.0 process was halted recently. From our conversations with the SPOT Office, P7.0 is not expected to get underway until sometime in the summer of 2024. The process is two years typically, meaning that we wouldn't have a new draft TIP with newly funded P7.0 projects until around the end of 2026. Even if this project should be successful in making funding, it doesn't mean that funding for it would be available in 2026. It simply means that funding will be somewhere within the 10 range of the TIP. The year in which it would end up being programmed for funding is somewhat dependent on its final combined STI score. For example, the higher scoring projects are typically programmed in the earlier year of the TIP.

There aren't any projections for how much funding might be available for P7.0. Recent conversations we have had the SPOT Office seem to indicate there will be some new money available, but not as much as we might see in a typical STI cycle.

If the desire is for this to be submitted into STI for funding consideration in P7.0, the Cabarrus-Rowan MPO would have to agree to submit it as a project. The request to submit it would have to be made to the CRMPO by either the City of Concord or Cabarrus County. The City of Concord is the most likely one to make this request. The CRMPO would have to be willing to support the project and the CRMPO Board would also have to approve it in their list of P7.0 projects to be submitted into STI for funding competition. To further clarify, only the MPO or the NCDOT Division is allowed to submit projects into STI. Local jurisdictions cannot submit projects.

Any bike/ped project submitted into STI for funding competition is required to be in some sort of locally adopted plan. In this case, this would need to be a greenway master plan or some sort of bike ped/plan that is adopted by the local governing municipality. Typically, the NCDOT Divisions do not submit bike/ped, rail, aviation, rail or transit projects due to the excess of submittal slots the planning organizations have within each mode. The MPO/RPO Planning organizations have more slots available than projects submitted, so they routinely take on this task of submitting projects. Note that an excess of submittal slots does not mean that all available funding is not being used up. It really means that everyone recognizes that there is little chance that a project in any of these modes will be funded, so only the strongest projects are submitted. Routinely, we only see about 10% of submitted bike/ped projects end up being funded in a typical cycle.

Once again I wish I had better news for you but we simply don't have a good avenue for this project right now.


From: Paul Wanish <pwanish@gmail.com>
Sent: Wednesday, September 29, 2021 1:38 PM
To: Boland, Timothy M <tboland@ncdot.gov>
Subject: Re: [External] NCDOT-SRTS coordinator

Sounds good, thanks. I'm sorry for bugging, but from my side, SRTS wasn't an obvious program, getting from fed down to the district was protracted and I don't want to be late to get finding (i.e., your scoring). I felt like trying to get attention by hollering down a very long hall. 😊

What may make this somewhat unique, it's an SRTS infrastructure spend, doesn't involve any "pavement" and partially planned/engineered/funded by the county.

On the plus side, NCDOT gets full credit at (what I expect) a reasonable expense supporting a federal program for District 10. The state seems to lack all infrastructure changes for SRTS; maybe we'll even make the [NCDOT SRTS publications](#).

Attached are a few slides going to the Cabarrus school board to inform them, but the maps are excellent to share the scope of the impact from the bridge. Paul



2020 Census NPRM Proposed Urban Area Criteria

March 24, 2021

Next Steps

- Winter 2021 - USCB publishes the urban area criteria
- Summer 2022 – Federal Register Notice (FRN) announcing Urban Areas
- FHWA –
 - FRN – Announcing Transportation Management Areas (TMA)



May 1, 2018
Mr. Vincent Osier
Geographic Standards, Criteria, and Quality Branch
Geography Division
U.S. Census Bureau
Room 4H173
4600 Silver Hill Road
Washington, DC 20233-7400

Re:
Block Groups for the 2020 Census – Proposed Criteria (Docket Number 171005975-7975-01)
Census County Divisions and Equivalent Entities for the 2020 Census – Proposed Criteria (Docket Number 171002955-7972-01)
Census Designated Places for the 2020 Census – Proposed Criteria (Docket Number 171002956-7974-01)
Census Tracts for the 2020 Census – Proposed Criteria (Docket Number 171005976-7976-01)

To the U.S. Census Bureau:

The Association of Metropolitan Planning Organizations (AMPO) welcomes the opportunity to submit comments to the U.S. Census Bureau in response to the proposed updates to the boundaries and attributes of the block groups under the Participant Statistical Areas Program (PSAP) and the review and update of census tracts, census designated places, and census county divisions.

AMPO is a nonprofit, nonpartisan membership organization established in 1994 to serve the needs and interests of metropolitan planning organizations (MPOs) nationwide. Federal highway and transit statutes require, as a condition for spending federal highway or transit funds in urbanized areas, the designation of MPOs, which have responsibility for planning, programming and coordinating federal highway and transit investments. AMPO offers its member MPOs technical assistance and training, conferences and workshops, frequent print and electronic communications, research, a forum for transportation policy development and coalition building, and a variety of other services.

Since the passing of the Moving Ahead for Progress in the 21st Century Act (MAP-21), AMPO has been working diligently with its members and U.S. DOT to ensure that the performance-based planning framework established by Congress in MAP-21 and defined by U.S. DOT through the recently finalized performance measures is successfully implemented and integrated into the transportation planning and programming process.

The intent of establishing a performance-based approach is to ensure that the project selection process is data-driven and accountable. Together, MPOs and State Departments of Transportation (State DOTs) plan, maintain, and operate much of the nation's transportation network. As part of this process, MPOs and State DOTs develop federally required transportation plans and products using census data on employment, housing, and demographics to inform the selection of future transportation projects. In doing so, the MPOs and State DOTs seek to deliver a high-quality transportation network that is safe, reliable, and accessible for all.

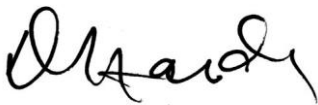
The 2020 Census data and the subsequent American Community Survey (ACS) will provide critical information that allows for MPOs to make informed decisions about the future of our nation's transportation network. As the U.S Census Bureau reviews the boundaries and attributes of the block groups under the Participant Statistical Areas Program (PSAP), AMPO encourages the consideration of the following recommendations:

- Determine minimum employment thresholds needed to have an equivalent level of sampling validity as population thresholds have for both the block group and census tract levels;
- If population sample size requirements are a reasonable sample size proxy for employment sample size needs, the minimum employment thresholds could be the same thresholds as population: block group - 600; census tract - 1,200;
- Have no maximum employment threshold;
- Add these employment thresholds as alternative criteria of the standard block group type or census tract type;
- Allow PSAP participants to use their own local employment data to justify delineating within these thresholds;
- Allow employment number to be reflective of 2010 to current year data, or projections for growth by approximately 2020.

Employment data is a cornerstone of travel modelling therefore, it is critical that job locations as well as residences are accurately incorporated into the planning process. AMPO and its members believe that the adoption of these recommendations will improve the ability of MPOs to deliver a high-quality transportation network that is safe, reliable, and accessible for all. We are supportive of efforts to modernize the Census in ways that could provide potential cost savings, increase participation, and improve data quality. However, accurate information is critical as MPOs strive to best meet the needs of their regions and communities.

Thank you for your consideration on this important issue. Should you have any questions, please contact Bill Keyrouze at 202-624-3680 or bkeyrouze@ampo.org.

Sincerely,



DeLania L. Hardy
Executive Director
Association of Metropolitan Planning Organizations

From: Jones, Phyllis Denise [mailto:pdjones@ncdot.gov]
Sent: Thursday, September 16, 2021 11:00 AM
To: NCDOT Service Account - CMAQ Improvement Program <CMAQ@ncdot.gov>
Subject: UPDATED CMAQ Application for FY 2023 Call for Projects

Good Morning,

Please find attached an updated version of the CMAQ application for FY23. As a reminder, the call for projects will be conducted from **November 1, 2021 to February 28, 2022.**

Thanks for your continued interest in the CMAQ program.

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

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

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

To: pconrad@mblsolution.com

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

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

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

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

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

Already programmed: \$16.3M

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

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

Your DA funds are currently programmed as follows.

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

David Wasserman, P.E.

STIP Western Region Manager

North Carolina Department of Transportation

919 707 4743

dswasserman@ncdot.gov

	RIDER TRANSIT						RIDER ADA PARATRANSIT						ROWAN TRANSIT					
	2016	2017	2018	2019	2020	2021	2016	2017	2018	2019	2020	2021	2016	2017	2018	2019	2020	2021
January	30677	32527	28,618	35154	32,795	19,946	464	727	786	1014	1233	1064	1362	1394	1382		1281	611
February	33853	33599	30231	32851	31073	23,498	623	755	887	1001	1238	1065	1543	1816	1318		1299	679
March	36896	34813	32443	35038	25626	36652	633	932	972	1066	887	1558	1631	1631	1213		1388	737
April	35155	32820	33153	33822	15732	36209	606	814	903	1117	550	1555	1604	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	1869	1543	694	1378	828	
August	36933	37535	42211	38455	22020	27824	687	862	995	1041	1191	1233	1821	2018		1425	826	
September	35357	33850	35060	35590	21712	27014	694	864	895	1076	1231	1286	1791	1667		1413	824	
October	37970	35584	39504	37,727	24,501		803	957	1147	1175	1024		1773	1670		1412	930	
November	35018	33804	33695	32930	22073		657	881	972	1132	959		1527	1446		1214	684	
December	34245	32746	30639	32848	19994		635	885	781	1049	1044		1564	764		1127	721	
Totals	415235	371176	416016	425346	279229	270,640	7391	10197	11076	12560	12106	11900	16,485	18,792	7,948	7,969	11,087	2,027

	SALISBURY TRANSIT SYSTEM						SALISBURY ADA PARATRANSIT												
	2016	2017	2018	2019	2020	2021		2018	2019	2020	2021								
January	10162	12497	10192	11588	10836	4631			669	662	605								
February	11732	12872	11786	10819	10426	4495			664	587	553								
March	12840	12973	11945	10813	8444	5069			621	641	711								
April		12144	12075	11383	4344	5058			629	442	737								
May		12871	12139	15528	4230	4698			754	505	673								
June		10964	11581	10983	5406	5225			698	618	762								
July	13433	10777	11581	12228	5987			706	855	605									
August	15616	15964	13855	13186	5505			739	854	495									
September	15581	13978	11689	11472	5350			532	827	529									
October	15794	13214	13304	12645	5758			695	801	590									
November	14387	11558	10889	12742	4384			582	644	545									
December	12955	11131	9170		5416			492		718									
Totals	122500	150943	140206	133387	76086			3746	8016	6937	4041								

P6.0 Workgroup Meeting #12 Summary Notes

Virtual Meeting via GoTo Meeting

Tuesday, September 21, 2021, 9:30 am – 3:00 pm

Attendees

Participant		Advisory	Other
Anthony Prinz	Karyl Fuller	Brooke Boyle	Joseph Furstenberg
Austin Chamberlain	Matt Day	Cat Peele	Leigh Wing
Beau Mills	Neil Burke	George Hoops	Maddie Shea
Brian Burch	Pat Ivey	Jason Orthner	Mason Chamblee
Chris Lukasina	Patrick Flanagan	Ryan Brumfield	Mike Stanley
Chris Werner	Sarah Lee		Ray McIntyre
Dana Magliola	Stephanie Ayers		Tony Lathrop
David Wasserman	Steven Hulse		Van Argabright
Greg Burns	Tristan Winkler		Warren Miller
Jamal Alavi	Tyler Meyer		Zebedee Brye
Jason Schronce	Vicki Eastland		
Joey Hopkins			
Julie White			

Welcome/Agenda Review

Jason Schronce opened the meeting by welcoming the attendees. Schronce then introduced Warren Miller of Fountainworks.

Review

Warren Miller summarized the August 10th P6.0 Workgroup meeting:

- The Workgroup agreed on several overall goals, including to have a trustworthy and dependable STIP, and to create a solution that results in funding being available for P7.0 projects (2026-2035 STIP) in all 22 funding categories.
- The Workgroup discussed inflation, cost increases, and the Federal Infrastructure Bill and Federal Aid Reauthorization Act.
- The Workgroup introduced concepts around developing the next STIP, including Committed Project Evaluation, P3-P4-P5 reprogramming, and splitting the STIP into two documents (Planning and Delivery STIPs).
- In the end, the question is not whether the Workgroup is willing to decommit projects, but how to choose to decommit them.

Jason Schronce reviewed the three decision points that need to be made for developing the 2024-2033 STIP:

- Overall Method
- Held Harmless Method
- Committed Project Evaluation Method

Schronce briefly reviewed the revised P6.0 schedule. The SPOT Office shared this schedule with the Board of Transportation at its recent meeting; several Board members expressed a desire to accelerate this schedule. [See Workgroup presentation slides for schedule.]

Unknowns

Schronce reviewed several unknown factors that will impact the Workgroup's decision-making:

- Inflation factor in next STIP: The STIP Unit will take research information on inflation to the October Board of Transportation meeting and hopes to have more guidance from the Board afterward.
- The Federal Infrastructure Bill and Federal Aid Reauthorization Act will both have an influence, but it is not known exactly how much of an influence until they pass the Senate.
- Updated costs of 2020-2029 Committed projects are 99.6% complete as of September 15, 2021.
- Updated costs of 2020-2029 Non-Committed projects are 75.8% complete as of September 15, 2021 at a total increase of \$2.4 billion; the costs are due to be provided to the STIP Unit by October 1, 2021.

Grant Funding

Julie White coordinated presentations from Steven Hulse (NCDOT Division of Planning and Programming), Jason Ortner (NCDOT Rail Division), and Ryan Brumfield (NCDOT Integrated Mobility Division) about large grant programs used mainly for highway, rail, and transit projects, respectively.

Hulse presented on NCDOT and USDOT Discretionary Grants, including their background, use, and cost match. He also reviewed the new process moving forward for managing these grants. [See Workgroup presentation slides for more information.]

Patrick Flanagan thanked Hulse and asked for a definition of a non-federal match for these projects. Hulse shared that these are usually state-funded projects, funded by local municipalities, or could come from private foundations – anything without federal funds. Stephanie Ayers asked if projects in the first five years or all of the STIP are eligible to be packaged as a grant application; Joey Hopkins responded that typically these would be Committed projects in the first few years of STIP, so that they may be delivered on schedule of the grant.

Next, Jason Orthner and Ryan Brumfield presented on Discretionary Grants for Modes, including the focus of grants, use in Rail and Transit modes, and process for selection. They also discussed

considerations for future grant opportunities. [See Workgroup presentation slides for more information.]

STIP Program Update

Jason Schronce provided an update on STIP Programming. Currently, the Committed project cost updates are 99.6% complete. All 22 funding buckets are currently overprogrammed, based on available funding for the 2024-2033 (P6) timeframe. In the worst-case scenario of no action taken, a few Divisions may have funds available for P7 submittals; however, more realistically, most would not have any until P9. [See Workgroup presentation slides for more information.]

2024-2033 STIP Development

After a short break, Schronce shared the three biggest decisions the Workgroup needs to make to reach its end goal of developing the next STIP:

- Overall Method
 - Option-1 Traditional STI Prioritization Approach: reduce projects to match budget
 - Option-2 Two STIP Document Approach: Delivery STIP and Planning STIP
- Held Harmless Scenario Method
- Committed Evaluation Method (for non-held-harmless projects)

Overall Method

Jason began the Workgroup discussion on decision point #1, the Overall Method. He presented two slides displaying graphic representations of Options 1 and 2, and discussed the specifics of each. [See Workgroup presentation slides for more information.]

Warren Miller opened a discussion for the full Workgroup. Anthony Prinz expressed preference for Option 2 because it creates an intuitive sequential process for the Department as planners. A downside for Option 1 is that projects may not be ready for execution, and depending on scoring factors, can jump from a new project idea to the Committed list immediately. It circumvents the due diligence work for project oversight.

Chris Lukasina stated that the heart of Option 2, creating more diligence, is a good idea, though it may create additional confusion, especially for local governments. He noted that it can help to better flesh out projects, and projects that are farther along in their development do better anyways. Lukasina proposed exploring a way to keep a singular STIP but still meeting the idea behind Option 2. Tristan Winkler concurred with Prinz and Lukasina, but asked if it is entirely necessary to move into a two-step process.

Neil Burke asked how Option 2 would materially differ from the Deliverable vs. Development STIP approach that is typically referred to. Schronce stated that the STIP Unit has moved away from those

two terms and moved toward Committed and Non-Committed. David Wasserman noted that the Delivery vs. Development terms were from pre-STI, from when Prioritization first began.

Austin Chamberlain added that it is not necessarily referring to two separate documents, but rather the policies and rules that govern projects and how they move. It gives a little higher requirement for a certain project to pass. Schronce added that Committed projects are not necessarily all in the first five years, but by having two separate groups of projects, it would clarify those that are going to be let or moved to right-of-way. The idea clearly defines projects' status within the DOT structure.

Tyler Meyer asked if other states have created a model like Option 2, and, if so, what are the details of that. He also raised the concern of how to budget for Planning STIP, since the development of STIP always involves balancing anticipated costs versus the revenues. Schronce added that the SPOT Office has similar questions. As far as other states, Schronce shared that Virginia has a similar approach called SmartScale, in which most preliminary engineering work is done upfront, so once they are submitted, there are little to no cost increase problems.

Anthony Prinz shared anecdotally that he favors the seven-year STIP because that is a realistic timeline of how long these projects take. Patrick Flanagan said this feels like a distraction and is a major change for the Department. He noted that we need to fix the problems right ahead of us. When the Department is "relaxed", everyone can come back and address this discussion.

Many other members echoed their agreement; in that Option 2 feels like it adds complication at this time. ***Consensus was reached that Option 1 is best for moving forward right now in order to land on a reliable STIP.***

Hold Harmless Project List

Following a lunch break, Jason Schronce moved the Workgroup to decision point #2, the Hold Harmless Project List. Jason presented 5 scenarios, beginning with a base scenario with each subsequent one built upon the previous one. At the last meeting, the Workgroup agreed on the need to develop this list so projects would not be lost from delivery. [See Workgroup presentation slides for more information.] The slides displayed tables showing amounts over/under budget for each Region and Division when applying the held harmless scenarios. Moving from Scenario 1 to Scenario 5, the amounts continue to reduce. The analysis was based on programming to 100 percent of the available budget.

Scenario 1 is a starting point, the minimum the Department is willing to accept. There are a few ways to apply these scenarios, including applying Scenario 1 or 2 across the board. Another option is to define a target threshold percentage for each funding category (for example, 25%). The question then is how far one can go in each scenario before hitting a threshold of money you want remaining. Each category could have a threshold applied to it.

Next, Warren Miller opened discussion with the larger group.

Tyler Meyer stressed that the process be framed in a way that makes it as tight as possible, partly to provide flexibility and not lock everything in. Tristan Winkler echoed Meyer and expressed concern about using cost as the only factor. Winkler asked about potentially rescoping projects into the hold harmless list. Joey Hopkins stated that anything that changes the overall number would affect the

dollars amount available in each bucket, and that would in turn influence this process. However, this does not need to be done before the hold harmless list is finalized.

Karyl Fuller noted the big difference is if the Department picks a target for Option 2, it is more equitable; every Division and every Region would have the same amount for programming. With Option 1, there is a vast discrepancy in amounts. Fuller noted that Foothills RPO would have a preference to hold as many projects harmless as possible.

Tyler Meyer stated that increasing the percentage of funds in the hold harmless set would essentially just be increasing the number of projects under hold harmless. Meyer leaned towards taking the minimal hold harmless approach. Matt Day concurred, stating that Scenarios 1 or 2 are more tied to the solution the Workgroup is seeking to achieve.

Anthony Prinz agreed with Matt Day that fairness is subjective and would rather the Department populate the approach with Committed projects already in progress. Chris Lukasina agreed with Prinz, and added that the Workgroup should be less focused on getting new projects into the STIP and instead focus on maximizing finishing projects already in the STIP.

Jason Schronce relayed to the group that nothing new is being added to the STIP. Instead, the issue at hand is how *much* of the projects need to be pulled forward into the STIP. Chris Lukasina noted that perhaps some, or many, of these projects need to go back and look at cost effective ways of accomplishing their goals. These costs will impact the hold harmless list significantly, so that needs to be analyzed.

Chris Werner agreed that the Workgroup needs to make sure it is doing exactly what Chris Lukasina noted. Some major changes were noticed when new cost estimates began to come in. A brand-new program called the "value assessment program" was initiated to look at how a project is programmed in the STIP and how things in the original STIP were altered, starting with the projects that had the largest cost increases. Right now, teams are going back through the data and looking for cost reductions during a fourth phase. It might not make sense to accept as many recommendations as the teams were promoting, so there may be a need to look at some upcoming projects.

Joey Hopkins agreed with Chris Lukasina about the scope and scale. Unfortunately, with the timing and scope, recently Committed projects are projected to be \$7-8 billion overbudgeted. The timing does not play out to have this as a sequential process; it must be done concurrently. The coordination has not happened with the MPOs, RPOs, or local municipalities. The Divisions were to report out on approximately forty projects with the highest cost increases. As more information is received, there will be updates regarding the overall picture.

Lukasina suggested a potentially new part of the process at the next Workgroup meeting is to ask "is this only internal?" There may be other options that are outside the view of the project team to explore and consider. Patrick Flanagan shared that it seems right now the Workgroup is working off a baseline that not everyone is satisfied with. When there was reprogramming last year, a majority of STIP projects were pushed back by three years.

Stephanie Ayers asked about cost estimating, stating that there are a lot of projects that are in the future STIP that are 500-600% over budget. Another potential suggestion is the first step being "if your

project is under 125% overbudget you get first consideration.” Ayers added that currently, no one is getting punished for projects that go 800% overbudget.

The Board of Transportation is still considering proposing changes to the STICR Committee. There is general conversation about changing the threshold and making it more applicable to all the projects in the STIP.

Tyler Meyer circled back to the express designs without consultation, adding that it may be more than a matter of tightening up of lane width and instead be an issue with the whole scope of the project, especially those that came back with high-cost increases. Given with the approaching deadline, the Department is not entirely confident in the ability to complete current processes; all of 2022 would be required for implementation. The current focus should be on projects with the most “bang for your buck”.

It appeared the group was leaning towards a scenario that is applied equally across all categories. The plan is for this Workgroup to meet through the end of 2021. To have a normal P7 cycle, the Department needs to constrain projects to their budgets, meaning it must uncommit enough projects to get in line with projected revenue. The problem currently being experienced is a programming issue, not a cash issue.

Committed Evaluation Method (for non-held-harmless projects) / Committed Project Eval Matrix

Jason Schronce briefed the group on the Evaluation Matrix, one of the concepts for methods to evaluate Committed Projects. This tool was originally designed for Statewide projects; the Statewide approach is a fully quantitative method, and this was expanded to Regional Impact and Division Needs as well. [See Workgroup presentation slides for more information]

Discussion began on the method to evaluate Committed projects., Chris Lukasina suggested using P5 scoring and deprogramming, or decommitting up to the Department’s funding constraint. David Wasserman added that concept #2 (P3, P4, P5 score approach) follows this suggestion. Anything outside of that would have to re compete for funding in P7. Jason Schronce offered that the idea behind the Evaluation Matrix is that there may be priorities that were picked up in later cycles that hold higher priority for the locals.

Tristan Winkler said he liked the idea of the Matrix and some of the recommended criteria, but does not think looking at cost increase is a good idea – it does not necessarily reflect if a project is good or bad. Schronce noted that inflation is accounted for between different cycles of Prioritization; projects that were funded in earlier rounds are at a different starting point. In P3, projects were programmed based on 2014 current year cost estimates. When 2016 STIP was developed, P3 projects are still based on 2014.

Neil Burke shared that one of the best things about STI is the public input process - do not want to lose out on the partnership between Divisions and POs if it’s not built into the process. For every Division or PO to follow a different process, there may be unintended consequences. Joey Hopkins concurred with Burke.

Patrick Flanagan raised a major concern about using “Prioritization evaluated cost” as measure, as it contributed to the problem. “Cost increase” should only apply to projects with scope change, approved by the local PO. There cannot be penalization for a tool that does not work. Tyler Meyer suggested starting at a baseline of costs at a more recent date (such as beginning of 2020) versus beginning of the Prioritization round. In some of the earlier rounds there was systemic replacement of costs that were entered by the submitting PO. Meyer expressed preference for scoring from top to bottom, because it forces a separation and prevents a washout.

Matt Day shared a similar concern about weighting and rescaling scores if they were already rescaled back in P3, P4, and P5. He raised a concern about how the Department would apply the suggested priority ranking. Chris Lukasina added that using data from years ago may not take into consideration other factors/changing situations.

Tony Lathrop added a concern about legal consideration – is there legal authority to go in and take projects out of the STIP once they’re in and Committed? Joey Hopkins noted that nothing in STI law addresses this and they want to ensure an open and transparent approach.

Matt Day suggested the group go through and develop a preprogramming list, take that draft program to locals, and give an opportunity for them to shift around. Karyl Fuller suggested narrowing down by using an approach similar to the low-cost high-impact approach where if a project gets 50 points, it is put into a pool for consideration, then POs pick based on that pool.

Wrap Up & Next Steps

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

- Held Harmless List action items

The next meetings are scheduled for October 12th, November 9th, and December 14th (all Tuesdays).

CRAFT Technical Committee Meeting

Tuesday, July 27 2021 ▫ 10:00 AM

MINUTES

Attendees: Dominique Boyd (NCDOT); Jerome Pearson (SCDOT); Bob Cook (CRTPO); Theo Thomson (CRTPO); Michelle Nance (CCOG); Jason Wager (CCOG); Lee Snuggs (RRRPO); Stephen Allen (CRCOG); Phil Conrad (CRMPO); Randi Gates (GCLMPO); Julio Paredes (GCLMPO); Chris Herrmann (RFATS); David Hooper (RFATS); Juan Garcia, (GCLMPO); Grant Jacob, NCDOT; Bryan Eglort, CRPTO; Jennifer Stratford; Curtis Bridges, City of Charlotte; J. Travis Johnson, CRPTO; Andy Bailey (NCDOT); Roger Castillo, (NCDOT); Grant Jacob (SCDOT), Tommica Day, (CRPTO); Loretta Barren (FHWA; Augustine Rodriguez (CRPTO), Adam Howell (Adkins).

- 1. Welcome & Introduction:** Stephen Allen, CRCOG began the online zoom meeting at 10:00 AM and welcomed everyone in attendance.
- 2. Approval of May 25, 2021 Minutes:** Mr. Allen asked if there were any corrections, additions and / or deletions to the May 25, 2021 minutes. No proposed changes were made.
- 3. CRAFT Workplan Agenda for FY21-22:** The meeting was led by Mr. Allen who led the group through an in-depth discussion of the 2021-2022 workplan. Mr. Allen walked through each of the four main topic areas of the workplan to include administrative, planning & project coordination, planning studies/initiatives, and legislative/grant planning, seeking open input from the members. Mr. Allen received significant input from the members during the discussion, making live changes to the plan during the meeting. The following changes/notes were made and are divided by the bold highlighted section below, the remainder of the document remained as-is:

Administrative:

- Technical Committee (TC): The TC would continue to meet on the 4th Tuesday of every other month and continue the same hosting schedule.
- Executive Committee: It was decided that the Executive Committee planning meeting would be revisited in December after the November elections.

Planning and Project Coordination:

- Metropolitan Transportation Plan: This item is scheduled as a reoccurring agenda item (as needed) at each CRAFT Meeting.
- Transportation Performance Management:
 - Added Placeholder in September for CMAQ, Transit Asset Management, and End Term TPM Reporting.

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- CTP/Thoroughfare Planning: Moved “All major changes would occur every 5 years in full CTP update,” from May to March.

Planning Studies / Initiatives:

- Regional Freight Mobility Plan:
 - Removed C. Land Use Outreach.
- I-77 Corridor Study: This item will be moved to the November meeting so as the latest project updates can be provided.
- CAV Task Force: Discussion items were added for November and/or January.
- North BRT Study: The date for this item was added to the November meeting.
- Catawba Crossing Feasibility Study: This item was removed.
- Strategic Planning CRPTO: This item was scheduled for January.

Legislative Grant Planning

- Added Census Urbanized Area data release for the November meeting.

The consensus of the group is to use the matrix to plan future CRAFT meeting agendas over the next 12-month period.

4. **ITS/TSMO project update:** Michelle Nance, CCOG, provided the status, background, and challenges of the project, as well as recent attempts to acquire funding to implement the ITS/TSMO project through a Build Grant (2020) and RAISE Discretionary Grant (2021) programs; SPR funding from the CRPPO program (NCDOT) (2021); and requested stimulus funding through Senator Tillis’ and Congressman Adams Offices. Ms. Nance stated that the CCOG was not successful in acquiring funding through their endeavors and hoped that other funding opportunities would become available in the future.
5. **Other Business:** Mr. Augustine Rodriguez, CRPTO gave an update to the I-77 BEYOND project. Mr. Rodriguez reported that the implementation plan has been completed with recommended removal of 20 or so solutions, alternative funding recommendations, and the final deliverables, including the final report, are due on September 30th.

Mr. Robert Cook provided an overview of the CRPTO Strategic Plan. Mr. Cook mentioned that they are developing the final goals and strategies with guidance from their steering committee. Mr. Cook also expects to present the final document to their TCC and Policy Board in November.

6. **Next Meeting Date:** Mr. Allen noted that the next meeting is scheduled for September 28, 2021, and will be hosted by CRPTO on Zoom.
7. **Adjournment:** The meeting adjourned at approximately 11:27 am.

Respectively submitted,

Stephen A Allen

Stephen A Allen, AICP

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