Chapter 8 Financial Plan

Concord Padgett Regional Airport is ranked as the third busiest towered airport in North Carolina

Introduction

In accordance with federal requirements, a Financial Plan should demonstrate how the adopted Metropolitan Transportation Plan can be implemented, indicate resources from public and private sources that are reasonably expected to be made available to carry out the plan, and recommend additional financing strategies for needed projects and programs.

By requiring Financial Plans, the federal intent is for local and state officials to consider how funding can be generated in the future to construct the recommended projects. Evaluating financial resources is an integral part of the transportation planning process and often defines the choices available to the Transportation Advisory Committee (TAC) of the MPO. One of the most critical elements of any plan is to make sure that adequate funds are available to construct the recommended projects. If adequate funds are not available, the project list should be reduced or new revenue sources identified.

Overview of Existing Financial Sources

This section presents the financial resources that are presently being used in the MPO planning area and the sustainability of those funds. Primarily, the CR MPO relies on federal and state revenues to fund their transportation needs. The majority of transportation revenue is linked to the gasoline taxes levied by the state and federal governments. Federal funds are collected and distributed to federal highway, railway, and transit programs. The State of North Carolina receives funds based upon eligible projects and funding formulas dictated by legislation.

The Highway Fund and Highway Trust Fund are the sources of funding for most of the programs

in the Urban Area. These funds can be used for constructing new highways, widening existing facilities, intermodal programs, and development of mass transit. Powell Bill funds are primarily used for the maintenance of the existing local road network and may also be used for sidewalk improvements. The NCDOT Maintenance or Secondary Roads Paving Program allocates funding to each NCDOT Division for the purpose of upgrading those secondary State-maintained roads determined deficient by NCDOT. The list of these roads is presented annually to the County Commissioner's since most of the roads are outside of the municipalities.

Over the next ten years (based on the current State Transportation Improvement Program (STIP) the CR MPO can expect to receive approximately $49 million annually from State and Federal sources. Beginning in 2036, this annual allocation will increase slightly to $53.5 million annually due to the growth in population for Division 9 and 10 under the new STI funding formula. The MPO used calculations from the 2050 NCMOVES Statewide Plan to estimate revenues in 2045 and 2050.

Table 8-1 lists the total estimated State Formula revenue by horizon year for the Urban Area.

Powell Bill funds are monies returned to eligible cities and towns by NCDOT for maintaining, repairing, constructing, reconstructing, or widening of municipal streets. Additionally, the funding can be used for the planning, construction, and maintenance of sidewalks and bikeways located within the rights-of-way of public street and highways. The amount of Powell Bill funds received is based upon two criteria: the number of miles of streets to be maintained and the municipality's population. The source of the Powell Bill funds is the gasoline tax imposed by the State on users of the highway system. Municipalities within the CR MPO are projected to receive approximately $10 million annually over the next 25 years. This estimate is based on historical trend of the Powell Bill funds forecasted to the year 2050.

Table 8-2 lists the annual Powell Bill revenue based on current expenditures provided by NCDOT.

NCDOT also provides funding for maintaining and paving secondary roads to both Rowan and Cabarrus Counties. Each county must review a list of roads that are scheduled for improvements by NCDOT over the next year. These improvements do not include general widening/capacity improvements. The CR MPO is projected to receive approximately $37 million annually over the next 25 years. This estimate is based on historical trend of the NCDOT Maintenance Program forecasted to the year 2050.

Table 8-3 lists the annual Maintenance Revenues based on current expenditures provided by NCDOT.

Table 8-1 - Summary of CR MPO State Formula Funding by Horizon Years

County	Funding Type	Horizon Years 2018-2025	Horizon Years 2026-2035	Horizon Years 2036-2045	Horizon Years 2046-2050
Cabarrus	Regional	$98,747,902	$123,434,878	$197,726,736	$98,863,368
	Division	$45,758,067	$57,197,584	$90,584,052	$45,292,026
Rowan	Regional	$65,044,685	$81,305,856	$127,059,838	$63,529,919
	Division	$62,437,584	$78,046,980	$120,583,845	$60,291,922

Table 8-2 - Summary of CR MPO State Powell Bill Funding by Horizon Years

County	Horizon Years 2018-2025	Horizon Years 2026-2035	Horizon Years 2036-2045	Horizon Years 2046-2050
Cabarrus	$37,008,224	$53,642,967	$61,694,249	$33,888,108
Rowan	$26,127,234	$45,455,623	$58,176,106	$33,818,205

Table 8-3 - Summary of CR MPO State Maintenance Funding by Horizon Years

County	Horizon Years 2018-2025	Horizon Years 2026-2035	Horizon Years 2036-2045	Horizon Years 2046-2050
Cabarrus	$216,333,495	$425,008,946	$621,660,057	$392,239,960
Rowan	$198,388,290	$376,147,649	$542,049,759	$340,650,530

Financial Projections and Calculations

The following section presents an assessment and analysis of available funds for the CR MPO Transportation Plan from current sources. NCDOT has provided funding projections for state and federal funds. The methodology includes:

- Forecast of Federal and State Strategic Investment Formula Funds
- Forecast of Maintenance Revenue
- Forecast of Powell Bill Revenue

The methodology for calculating the Strategic Investment Formula funds is listed below:

The Strategic Mobility Formula replaces the state's outdated Equity Formula, which was implemented in 1989 and was not providing sufficient flexibility to meet North Carolina's current needs. NCDOT's previous 10-year plan included 260 projects and created 240,000 jobs. The new formula will fund at least 478 projects and create more than 292,000 jobs over the next 10 years.

The Strategic Mobility Formula takes a tiered approach to funding transportation improvements, with the statewide level receiving 40 percent of available funding ($8.2 billion), the regional level receiving 30 percent of available funding ($6.1 billion) and the division level also receiving 30 percent of available funding ($6.1 billion) over the next 10 years. The new formula was fully implemented on July 1, 2015. Projects funded for construction before then will proceed as scheduled; projects slated after that time will be ranked and programmed according to the new formula.

For the MPO's MTP, the revenue for the first horizon year 2025 is consistent with the 2020-2029 State TIP. Project schedules were adjusted to coincide with completion dates projected through the 2020-2029 STIP. As part of the previous STIP, NCDOT decided to fund the widening of I-85 (I-3803) in Cabarrus County with Trust Fund and GARVEE Bonds, which allows NCDOT to leverage more debt by borrowing against future federal revenues. The CR MPO was projecting an annual payout of about $4.5 million annually over the next 20 years to retire the debt ($103 million) on this project through the TIP/Equity Formula funds in NCDOT Division 10. However, the STI eliminated the pay back on GARVEE funds, so this liability is no longer a factor in the MPO's Financial Plan.

Moreover, the NCDOT has historically provided to the NC MPOs annual statewide projections for construction expenditures. These projections included a very modest inflation factor over time, averaging less than 1 percent a year. (The NCDOT Board is re-considering this number as inflation has become a real factor for estimating project costs.) Each MPO would determine how to allocate these funds from the state level to the region, division, and county level. Beginning in the summer of 2015, all projects will be evaluated as part of a three tier system: statewide, regional and division. (As indicated for a 10 year increment, the MPO assumed $6.1 billion statewide for regional tier projects and $6.1 billion statewide for division tier projects.)

In order to allocate revenue between 2018 and 2050, the CR MPO assumed that the new formula would translate a fair share of funds from the state level to each county in the state based on population and equal share for the regional tier and division tier projects. (The CR MPO only has a few legitimate highway projects that would qualify

for the portion of funds allocated to the statewide tier.) The CR MPO used the average population for horizon years (2025, 2035, 2045, and 2050) as a basis for determining the available funds by tier and county. The CR MPO calculated these funds for each of the counties within both NCDOT Divisions, so that a regional allocation could be obtained for the surrounding counties in neighboring MPOs. The CR MPO forecasted Maintenance and Powell Bill revenue by using historical data and the forecast function in Microsoft Excel. A 1 percent contingency factor was added to the NCDOT Maintenance Program for Non-Roadway Maintenance i.e. lighting, traffic signals, traffic cameras, etc.

Table 8-4 provides a summary of estimated State and Federal Revenues for the CR MPO.

Project Cost Estimates

Cost estimates for all projects identified on the Metropolitan Transportation Plan were developed by using a cost spreadsheet provided by the NCDOT, TIP Unit. The cost figures accounted for specific project-related items including:

- New roadways based on cross section (i.e., number of lanes, median, curb and gutter, shoulders, structures, etc.);
- Widening existing facilities;
- New bridges or grade separations;
- Bridge widenings;
- Preliminary engineering; and
- Inflation, overhead, administration, and contingency.

Table 8-4 - CR MPO Projected Transportation Revenue by Source

Horizon Period	Capital Revenue		Maintenance Revenue		Federal Suballocations				Total Funding
	State	Federal	State	Powell	CMAQ	STBGP	TA	Local	
2018 - 2025	51,492,058	205,968,233	414,721,785	63,135,458	12,868,329	26,560,000	1,910,000	20,111,649	796,767,511
2026 - 2035	67,997,060	271,988,239	801,156,595	99,098,591	16,698,889	37,095,560	2,553,384	34,323,460	1,772,148,728
2036 - 2045	107,190,894	428,763,577	1,163,709,815	119,870,355	18,445,962	40,739,810	2,804,227	44,403,228	2,459,439,618
2046 - 2050	53,595,447	214,381,788	732,890,490	67,706,313	9,934,529	21,765,912	1,498,204	25,981,527	1,435,516,577
Total	**280,275,459**	**1,121,101,8377**	**3,112,478,685**	**349,810,716**	**57,947,709**	**126,161,282**	**8,765,815**	**124,819,864**	**5,028,355,857**

*Reflects ongoing revenue adjustments statewide due to COVID-19 in 2020

Tables 8-5, 8-6, 8-7 and 8-8 included all Transportation Plan projects by Horizon Year (2025, 2035, 2045, and 2050) and the project termini, length, existing cross-section, ultimate cross-section, and estimated total cost.

In addition, the MPO did not program the full allocation by horizon year in order to account for a substantial decreased buying power over time. Therefore, spending was constrained (by horizon year) to balance against inflationary costs. The 2050 horizon year is particularly lean with only 4 projects complete and open for traffic during this time period. Moreover, a percentage of the project cost was dedicated to miscellaneous contract expenses and to contingency expenses. By contrast, the 2045 Horizon Year is bolstered by the financial commitments and cost estimates in the 2020-2029 State TIP.

Additional Funding Sources and Conclusion

This section outlines the current local funds used for capital road projects and road maintenance. A factor not included in the overall revenue projections is local revenue and transit subsidies. Several MPO member jurisdictions program transportation projects through their respective municipal budgets. The City of Concord has a 2 cent tax on real property to pay for transportation projects such as sidewalks and intersection improvements. This tax is projected to generate approximately $4 million annually by the year 2050. The City of Concord has a $5 vehicle license tax and the City of Kannapolis has a $25 vehicle license tax that is used to supplement expenses for the local Rider Transit System. These fees are projected to generate approximately $1.8 million annually for the 2 cities for Rider by 2050.

Table 8-5 - Transportation Plan Projects Horizon Years 2018 to 2025

Div #	Index #	Tier	TIP #	Facility	From	To	Dist.	TIP Dist.	Description	Exist. Lanes	Future Lanes	Functional Class	Reg. Sig.	Cost (Thou)
9	11	S	I-3802B	I-85 (I-3802B) includes I-3610 NC 152 Interchange and I-3804 OBF interchange	North of Lane Street	US Hwy 29/601 connector in Rowan Co.	6.1	13.6	Freeway/Expressway	4	8	Interstate	YES	$69,500
9	12	S	I-2304	I-85 (I-2304)	North of Exit 81	Davidson Co. line	1.5	6.8	Freeway/Expressway	4	8	Interstate	YES	$57,860
9	30	D	STP	Coach Deal Drive (U-5608)	N. Chapel Street	Bostian Rd	0.6	0.6	Connector to US 29 with sidewalks and bike lanes		2	Major Collector	NO	$8,025
9	54	D	U-5820	Newsome Road	Bendix Dr	US 52	0.6	0.6	New Roadway		2	Major Collector	NO	$8,860
9	32	D	U-5738	Julian Road	Jake Alexander Blvd	Summit Park Drive	1.3	1.3	Widen, median-divided, side-walks, bike lanes, bus turnouts	2	4	Local	NO	$16,900
9	8	S	I-4718	I-85 (I-4718)**	Cabarrus Co. line	NC 152	5.0	5.0	Pavement Rehabilitation					$662
9	58	S	I-5858	I-85	N. of Peach Orchard Rd	US 601	11.2	11.2	Pavement Rehabilitation					$8,580
9	74	D	U-6237	Service Road near Long Ferry Road (SR 2120)								Local		$365
10	13	S	I-3803	I-85 (I-3803)	Speedway Blvd	NC 73	7.2	12.8	Freeway/Expressway	4	8	Interstate	YES	$56,480
10	15	R	U-3440	NC 3 (U-3440)	Kannapolis Parkway	Loop Road	2.5	2.5	Widen to improve access to downtown Kannapolis	2	4	Minor Arterial	YES	$48,456
10	17	D	U-4910	Derita Road (U-4910)	Poplar Tent Road	Aviation Blvd	1.5	2.6	Widen and improve with entrance to the Concord Airport	2	4	Major Collector	YES	$8,005
10	17	D	STP	Derita Road (U-4910) ($4.1 mil. local part)	Aviation Blvd	Concord Mills Blvd	1.1	2.6	Median-divided widened, sidewalks, bike lanes ($4.1 mil local part)	2	4	Major Collector	YES	$9,400
10	11	S	I-3802A	I-85 (I-3802)	NC 73	North of Lane St Interchange	7.5	13.6	Freeway/Expressway	4	8	Interstate	YES	$53,673
10	51	R	U-5761	Intersection -NC 3 & US 29/601					Intersection Improvement			Principal Arterial		$11,865
10	52	D	U-5806	Intersection of Concord Mills Blvd (20% local match)					Construct 2-lane grade separated directional flyover ($2.4 mil local part)			Minor Arterial	YES	$24,961
10	60	D	R-5778	Bill McGee Rd	Wallace Rd	Proposed Industrial Site	0.5	0.5	Improve Existing Road and Extend to Industrial Site		2	Local	NO	$810
10	50	S	Y-4810K	Rogers Lake Road					Railroad Grade Separation			Major Collector		$15,600
10	62	D	U-5522	Concord Traffic Management System					Concord Traffic Management System					$1,100
10	73	D	STP	Intersection of Harris Road and Poplar Tent Road			0.75		Intersection Improvement					$15,080
10	75	D	U-6098	Left Turn Lane at NC 73					Intersection Improvement					$850

Table 8-6 - Transportation Plan Projects Horizon Years 2026 to 2035

Div #	Index #	Tier	TIP #	Facility	From	To	Dist.	TIP Dist.	Description	Exist. Lanes	Future Lanes	Functional Class	Reg. Sig.	Cost (Thou)
9	34	D	U-5901	Airport Parkway Extension	Jake Alexander Blvd	US 29/Peach Orchard Road	3.6	3.6	Connector road on multi-lane right-of-way		2	Principal Arterial	YES	$34,135
9	63	D	U-6062	Main Street (US 29A)	Jackson Park Rd/ Loop Rd	Coach Deal Drive	4.3	4.3	Improve roadway incorporating bike lanes and sidewalks	2	3	Minor Arterial	NO	$61,200
9	68	S	R-5860	US 52 Widening	Rockwell Bypass	Misenheimer Bypass	4.6	4.6	Connector road on multi-lane right-of-way	2	4	Principal Arterial	YES	$47,212
9	72	R	U-6130	NC 152 Intersections					Intersection and Ramp Improvements			Principal Arterial	YES	$4,200
10	66	R	P-5723	22nd Street	Airport Road	US 29	0.5		22nd St Railroad Grade Separation		2	Local	NO	$13,700
10	59	D	U-6032	Odell School Road	Concord Mills Blvd	I-485	0.9	0.9	Median-divided widening	2	6	Major Collector	YES	$42,800
10	36	D	U-3415A	Poplar Tent Road (U-3415)	Derita Rd	George Liles Pkwy	1.35	1.35	Median-divided widened with side-walks and bike lanes	2	4	Minor Arterial	NO	$45,098
10	61	R	U-5956	Intersection US 29, Rock Hill Church Rd, Union Cemetery Rd					Realign Union Cemetery Rd to inter-section US 29 at Rock Hill Church Rd			Principal Arterial	YES	$13,600

Table 8-7 - Transportation Plan Projects Horizon Years 2036 to 2045

Div #	Index #	Tier	TIP #	Facility	From	To	Dist.	TIP Dist.	Description	Exist. Lanes	Future Lanes	Functional Class	Reg. Sig.	Cost (Thou)
9	67	S	U-6075	US 52 Bypass	South of Granite Quarry	North of Granite Quarry	4.6	4.6	Median-divided widened		4	Principal Arterial	YES	$78,867
9	33	R	U-5900	NC150	Airport Road	West of Grants Creek	3	3	Median-divided widened with sidewalks and bike lanes	2	4	Minor Arterial	NO	$57,889
9	64	D		Long Ferry Rd Grade Separation			1		Railroad Grade Separation	2		Minor Arterial		$17,740
9	70	S		US 52 Bypass	South of Rockwell	North of Rockwell	3.96		Median-divided widened	2	4	Principal Arterial	YES	$68,668
9	76	D		New I-85 Interchange at McCanless Road					New Interchange			Minor Arterial		$22,100
10	37	D	U-6029	Poplar Tent Road	NC 73	Derita Rd	4.2	4.2	Median-divided widened with sidewalks and bike lanes	2	4	Minor Arterial	NO	$59,640
10	71	D	U-3415B	Poplar Tent Road (U-3415)	George Liles Pkwy	US 29	3.08	3.08	Median-divided widened with sidewalks and bike lanes	2	4	Minor Arterial	NO	$40,800
10	46	R	R-5706B	NC 73	US 29	Poplar Tent Road	8.92	10.9	Median-divided widened with sidewalks and bike lanes	2	4	Principal Arterial	YES	$218,200
10	39	R	U-5773A	NC 3	Dale Earnhardt Blvd.	NC 73	5.09	8	Median-divided widened with sidewalks and bike lanes	2	4	Minor Arterial	NO	$68,745
10	69	R	U-5773B	NC 3	NC 73	US 601	2.87	8	Median-divided widened with sidewalks and bike lanes	2	4	Minor Arterial	NO	$29,700

Table 8-8 - Transportation Plan Projects Horizon Years 2046 to 2050

Div #	Index #	Tier	TIP #	Facility	From	To	Dist.	TIP Dist.	Description	Exist. Lanes	Future Lanes	Functional Class	Reg. Sig.	Cost (Thou)
9	31	R	U-6075	NC 152 Bypass	NC 152 East	NC 152 West	7.5		Urban Bypass to facilitate east-west traffic		3	Minor Arterial	YES	$77,292
10	38	D	R-2246	George Liles Pkwy (R-2246)	NC 49	Roberta Rd	5.21	6.5	Median-divided widened with part on new location	2	4	Minor Arterial	NO	$31,100
10	41	R		US Highway 29	I-85	Church Street	0.36		Median-divided widened with sidewalks and bike lanes	4	7	Principal Arterial	YES	$9,600
10	45	R		US Highway 601	NC 3 (South Union St)	Flowes Store Rd	1.15		Median-divided widened with sidewalks and bike lanes	2	4	Principal Arterial	YES	$10,200

The City of Salisbury collects a $5 vehicle license tax for their local transit system, which is projected to generate $162,000 annually by 2050. The City of Salisbury and the City of Concord also receive grant funds for operating the 2 fixed route transit systems in the MPO: Rider and Salisbury Transit. In addition to these funds, the State and Federal government provide a large amount of subsidies required to maintain and operate urban transit services. The operations grant alone is projected to produce over $4 million annually by the year 2050. These funds are contingent upon annual grant allocations from the State and Federal governments and can fluctuate depending upon state and federal policy. In addition, the inclusion of the financial assumptions from the Long Range Public Transportation Master Plan (LRPTM) for Cabarrus County provide the following projected revenues for the service expansions to Rider Transit.

Total 20 Year Plan Projected Revenue	
1 cent Sales Tax Adjusted (beg 2026)	$783,266,087
Federal Allocation Adjusted	$49,996,934
State Allocation Adjusted	$15,707,459
Current Annual Farebox from Rider	$50,246,582
Current Annual CCTS Reimbursements	$31,398,707
Total Revenue	**$930,615,772**

Table 8-9 - Summary of City of Concord 2 Cent Revenue Funding by Horizon Years

	HY 2018-2025	HY 2026-2035	HY 2036-2045	HY 2046-2050
Forecast	$19,976,859	$33,983,624	$43,963,592	$25,724,284
Inflated	$20,111,649	$34,323,460	$44,403,228	$25,981,527

Table 8-10 - Summary of City of Concord $5 Vehicle License Tax Revenue Funding by Horizon Years

	HY 2018-2025	HY 2026-2035	HY 2036-2045	HY 2046-2050
Forecast	$3,348,111	$4,759,505	$5,257,455	$2,831,532
# of Vehicles per year	78,658 to 90,084	90,985 to 99,509	100,504 to 109,919	111,019 to 115,526

Table 8-11 - Summary of City of Salisbury $5 Vehicle License Tax Revenue Funding by Horizon Years

	HY 2018-2025	HY 2026-2035	HY 2036-2045	HY 2046-2050
Forecast	$979,825	$1,341,176	$1,481,492	$797,894
# of Vehicles per year	23,532 to 25,385	25,638 to 28,040	28,321 to 30,974	31,284 to 32,554

Table 8-12 - Summary of City of Kannapolis $25 Vehicle License Tax Revenue Funding by Horizon Years

	HY 2018-2025	HY 2026-2035	HY 2036-2045	HY 2046-2050
Forecast	$6,376,818	$10,550,557	$11,654,379	$6,276,754
# of Vehicles per year	45,326 to 39,938	40,338 to 44,117	44,558 to 48,732	49,220 to 51,218

Table 8-13 - Summary of Concord/Kannapolis and Salisbury Transit Local Revenues by Horizon Years

	HY 2018-2025	HY 2026-2035	HY 2036-2045	HY 2046-2050
Cabarrus	$14,772,565	$23,922,635	$30,272,300	$17,517,274
Inflated	$14,861,748	$24,161,861	$30,575,023	$17,692,447
Salisbury	$3,116,931	$4,085,886	$4,513,360	$2,430,782
Inflated	$3,135,885	$4,126,745	$4,558,494	$2,455,089

The 2050 MTP has adjusted these numbers to cover the remaining horizon years of this plan. Some form of High Capacity Transit into Cabarrus County could begin as early as 2046 pending additional sales tax revenue to extend the LYNX/Blue Line out of Mecklenburg County.

Table 8-9, 8-10, 8-11, 8-12 and 8-13 provide a summary of estimated Local and Federal Transit Revenues for the CR MPO.

Cabarrus Transit Master Plan

The need for transit expansion in the rapidly growing Concord and Kannapolis areas have led to the cities and Cabarrus County embarking on the first county-wide Long Range Public Transportation Master Plan (LRPTM). This Plan includes additional service, increased frequency, service on-demand with the demand response zones, and other recommendations.

The Cabarrus Transit Master Plan includes six phases covering 20 years and does not include projected costs for High Capacity Transit. The total capital investment includes the addition of new transit vehicles (Fixed Route and Demand Response) over the life of the plan; replacement vehicles, bus amenities, technologies, software and data, a new administrative and maintenance facility, several feasibility studies required during the life of the plan, 3 new transit hubs in Cabarrus County, and park-and-ride facilities.

Table 8-14 provide a summary of estimated Local and Federal Transit Revenues for the Cabarrus Transit Master Plan

Table 8-14 - CR MPO - Cabarrus Transit Master Plan

Horizon Period	Cabarrus County Transit Master Plan			Total Funding
	Local	Sales Tax*	Fed/State	
2018-25				
2026-35		$395,898,395	$45,338,555	$441,236,950
2036-45	$47,653,893	$448,255,848	$37,602,010	$533,511,751
2046-50	$43,847,853	$243,489,372	$20,425,143	$307,762,368
Total	**$91,501,746**	**$1,087,643,615**	**$103,365,707**	**$1,282,511,068**

*Assumes 1 cent sales tax revenue collection begins in 2026

Finally, private development can be a large contributor to the transportation system through exactions. Through diligent planning and earlier project identification, regulations, policies, and procedures could be developed to protect future thoroughfare corridors and require contributions from developers when the property is subdivided. These measures would reduce the cost of ROW and would require (in some cases) the developer to make improvements to the roadway that would result in a lower cost when the improvement is actually constructed.

To accomplish this goal, it will take a cooperative effort between local planning staff, NCDOT Division staff, and the development community. The MPO facilitated the development and completion of the Comprehensive Transportation Plan Highway map and Index as tools to assist in this endeavor. Often overlooked in MPO plans is the NCDOT Street and Driveway Access Permitting process which is the portal for establishing the need for a Traffic Impact Study (TIS). The TIS is the tool for determining the level of improvements required of the prospective property owner(s) or developer and can be submitted with a site plan in order to satisfy requirements toward NCDOT granting access to the street system in the form of a permit.

The permitting process includes other items such as bonding, inspection/verification, or a plan of record. Over time these local and division tools will hopefully reduce the right-of-way costs and construct more affordable infrastructure for the area's streets and highways.

Appendix 8-1 includes an overview of the NCDOT Street and Driveway Access Permit Process

Appendix 8-2 includes an overview of the 2050 MTP Financial Planning Assumptions