

Cabarrus Rowan Urban Area
Metropolitan Planning Organization
Transportation Advisory Committee

Wednesday August 27, 2025

5:30 pm

Dinner provided by
Town of Faith

PUBLIC WIFI PASSWORD I-Love-Kannapolis!

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

Agenda

1) Call to Order TAC Chairman Smith

- Pledge of Allegiance
- Roll Call of Members for Quorum & Introduction of Guests
- List of Eligible TAC Voting Members
- Ethics Reminder
- Legislative or Board of Transportation Updates
- Chamber of Commerce Update
- Speakers from the Floor (3 minutes per speaker)
- Adjustments/Approval to the Agenda including Consent

CONSENT AGENDA

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

2) FY 2024-2033 MTIP Modification #11 Phil Conrad

INFORMATION: MPO staff typically brings amendments or modifications from recent NCDOT Board of Transportation agendas to the TCC/TAC for consideration. The first project modifications are statewide project additions: M-0570, C-5702E, HO-0024, and R-5753. The second project modification is to add utilities in FY 25 for Brenner Avenue sidewalk project (C-5603H). The third project modification is to add utilities in FY 25 for the Grants Creek Greenway project (EB-5619B). The fourth project modification is to add utilities in FY 25 to the Brenner Avenue safety project (HL-0049). The fifth project modification is to

increase the cost by more than 25 percent for the Brenner Avenue safety project (HL-0049). The sixth project modification is to delay construction to FY 26 for the track improvements, second platform, and pedestrian underpass (P-5725). The seventh project modification is to increase the cost by more than 25 percent for the station building, waiting space and surface parking (P-5733). The eighth project modification is to modify the scope at the request of the Division for various sidewalks in Concord (BL-0087). The ninth project modification is to delay construction to FY 27 for the NC 49 access management improvements (HL-0062). The tenth project modification is to delay right-of-way to FY 26 for the Winecoff School Road pedestrian improvements (HS-2410A). The eleventh project is to delay construction to FY 26 for the Clark Creek Greenway (BL-0060). The twelfth project is to delay construction to FY 26 for the Little Texas Road sidewalk (EB-5844). The thirteenth project is to modify the scope of Poplar Tent Rd widening (U-3415A). Attachment 3 is a resolution modifying the MTIP for these projects.

ACTION/RECOMMENDATION: 1) Receive a report on modification #11 to the FY 2024-2033 MTIP; and 2) Consider endorsing modification #11 to the FY 2024-2033 MTIP.

3) Rider Public Transportation Agency Safety Plan Phil Conrad

INFORMATION: The Public Transportation Agency Safety Plan (PTASP) final rule (49 C.F.R. Part 673) requires certain operators of public transportation systems that are recipients or subrecipients of FTA grant funds to develop safety plans that include the processes and procedures necessary for implementing Safety Management Systems (SMS). On 12/16/2019, Concord Kannapolis Area Transit/City of Concord notified NCDOT that they would not be drafting and certifying it's own Public Transportation Agency Safety Plan, choosing to draft and certify their Public Transportation Agency Safety Plan under NCDOT's framework and requirements as they are allowed by FTA to do as a small (less than 100 bus) public transportation provider. The document was approved by the Concord Kannapolis Area Transit Commission on June 26, 2025 and will go to the Concord City Council for approval following action by the MPO. A request for approval by the NCDOT is the last step prior to final certification. The PTASP (311 pages) can be found at: www.ckrider.com/resources/documents/

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

THIS CONCLUDES THE CONSENT AGENDA

4) Approval of May 26, 2025 minutes TAC Chairman Smith

5) FY 2026-2029 TIP Conformity

Phil Conrad

INFORMATION: The Cabarrus-Rowan MPO and the Metrolina Regional Partners are working on an Air Quality Conformity Analysis and Determination Report for the 2026-2029 TIP. A copy of the report will be posted on the MPO website. The TIP Conformity Report demonstrates that the financially constrained MTP's in the Metrolina Region meet national ambient air quality standards. (An explanation of the fiscal constraint prologue will be provided by NCDOT.) The report also certifies that the Transportation Improvement Program is a subset of the 2050 MTP and the Conformity Report is consistent with the State Implementation Plan (SIP). A public comment period will conclude on August 20th. No comments have been received to date. An excerpt from the TIP Conformity Report is provided as attachment 5.

ACTION / RECOMMENDATION: 1) Receive a report on the Air Quality Conformity Analysis and Determination Report; 2) Discuss; and 3) Consider endorsing the Air Quality Conformity Analysis and Determination for the 2026-2029 TIP and financial prologue for the STIP including resolutions 5A and 5B.

6) STBG Program Project Call

Phil Conrad

INFORMATION: The MPO issued a call for project proposals for the STPBG funding source to the MPO. The call concluded on August 8th. Staff received a total of 8 project requests from 6 project sponsors. The total cost of these projects is \$30.5 million. MPO staff would propose using \$24.46 million in federal STPBG funds (80 percent) for all 8 projects. Attachment 6A is the list of project proposals. The associated application and narrative for these projects is attachment 6B.

ACTION/RECOMMENDATION: 1) Receive a report on the proposed STPBG Call for New Projects; 2) Discuss; and 3) Consider endorsing the 8 project requests from the 6 project sponsors.

7) DRAFT 2028-2037 TIP Project Call

Phil Conrad

INFORMATION: With the recent adoption of the 2026-2035 TIP in July, MPO staff prepared a schedule for identifying and adopting the next STI list for the MPO area. The first step was to have a call for *new* projects (all modes) and the deadline for submitting *new* projects was May 9th. There were no new submittals, primarily due to the decrease in submittal slots by mode from 23 to 16 for the MPO area. Attachment 7 includes a list of the holding tank projects to be evaluated in P8 by NCDOT for those limited slots.

ACTION/RECOMMENDATION: 1) Receive a report on any NEW TIP Priority Projects; 2) Discuss; and 3) Consider endorsing the holding tank projects for submittal (16 per mode) to NCDOT for quantitative review.

8) Funding Swap Request

Phil Conrad

INFORMATION: The NCDOT is proposing the swapping of funding sources for several projects within the CRMPO, which could potentially help NCDOT secure additional federal funding for North Carolina. The funding swap involves switching \$12 million of CRMPO's Surface Transportation Block Grant-Direct Attributable (STBG-DA) federal funds for \$6.7 million in other flexible federal funds in the years the STBG-DA funds were programmed. There is no impact to schedules, local matches, or project management requirements resulting from the swap. Attachment 8 is an email from NCDOT staff explaining the request and proposed swap.

ACTION / RECOMMENDATION: 1) Receive a report on a proposed funding swap request from NCDOT; 2) Discuss; and 3) Consider endorsing the request from NCDOT for the fund swap as proposed.

9) Reports / MPO Business

Phil Conrad / TAC Members

- Local Reports – NCDOT Division 9 & 10/TPD
- Functional Classification Update – Alpesh Patel
- 2055 MTP Update and Public Survey
- FY 26 Special Studies
- FY 26 Bike and Ped Demonstration Planning Studies
- CMAQ Priority Submittal and Funding Update

10) Information Items

Phil Conrad

- Rider and Salisbury Transit Ridership

Next meeting: September 24, 2025

- Agenda items for September TAC meeting

RESOLUTION ADOPTING MODIFICATION #11 TO THE CABARRUS-ROWAN
METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR FY 2024-2033

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 2024-2033 Transportation Improvement Program, dated October 1, 2023, 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 2050, and meets all the requirements in 23 CFR 450; and

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

WHEREAS, the Transportation Advisory Committee has determined that the proposed 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 2024-2033 Metropolitan Transportation Improvement Program dated October 1, 2023, for the Cabarrus Rowan Urban Area Metropolitan Planning Organization be modified as listed above on this the 27th day of August, 2025.

I, Ron Smith, Transportation Advisory Committee Chair, do hereby certify that the above is a true and correct copy of the excerpt from the minutes of a meeting of the Cabarrus-Rowan Transportation Advisory Committee, duly held on the 27th day of August 2025.

Ron Smith, Chair
Transportation Advisory Committee

Modifications to the 2024-2033 STIP

Statewide project additions: M-0570, C-5702E, HO-0024, and R-5753.

- The second project modification is to add utilities in FY 25 for Brenner Avenue sidewalk project (C-5603H).
- The third project modification is to add utilities in FY 25 for the Grants Creek Greenway project (EB-5619B).
- The fourth project modification is to add utilities in FY 25 to the Brenner Avenue safety project (HL-0049).
- The fifth project modification is to increase the cost by more than 25 percent for the Brenner Avenue safety project (HL-0049).
- The sixth project modification is to delay construction to FY 26 for the track improvements, second platform, and pedestrian underpass (P-5725).
- The seventh project modification is to increase the cost by more than 25 percent for the station building, waiting space and surface parking (P-5733).
- The eighth project modification is to modify the scope at the request of the Division for various sidewalks in Concord (BL-0087).
- The ninth project modification is to delay construction to FY 27 for the NC 49 access management improvements (HL-0062).
- The tenth project modification is to delay right-of-way to FY 26 for the Winecoff School Road pedestrian improvements (HS-2410A).
- The eleventh project is to delay construction to FY 26 for the Clark Creek Greenway (BL-0060).
- The twelfth project is to delay construction to FY 26 for the Little Texas Road sidewalk (EB-5844).
- The thirteenth project is to modify the scope of Poplar Tent Rd widening (U-3415A).

REVISIONS TO THE 2024-2033 STIP
HIGHWAY PROGRAM

STATEWIDE PROJECT

STIP ADDITIONS

* M-0570 - STATEWIDE PROJECT
STATEWIDE
PROJ.CATEGORY
EXEMPT

VARIOUS. FUNDING FOR MULTI-MODAL PLANNING.
ADD PROJECT AT THE REQUEST OF THE OFFICE OF
STRATEGIC INITIATIVES AND PROGRAM SUPPORT.

REVISIONS TO THE 2024-2033 STIP HIGHWAY PROGRAM

CABARRUS-ROWAN URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

* BL-0087 CABARRUS PROJ.CATEGORY DIVISION	- CABARRUS-ROWAN URBAN AREA METROPOLITAN PLANNING ORGANIZATION	VARIOUS, ELM AVENUE NORTHWEST FROM GLENN STREET NORTHWEST TO ALEXANDER STREET NORTHWEST. CROWELL DRIVE NORTHWEST FROM CLEARWATER ARTS CENTER DRIVEWAY TO CEDAR DRIVE NORTHWEST. CEDAR DRIVE NORTHWEST FROM GEORGIA STREET NORTHWEST TO BEECH STREET NORTHWEST. CONSTRUCT SIDEWALKS. <u>MODIFY SCOPE AT THE REQUEST OF THE DIVISION.</u>	CONSTRUCTION	FY 2026 - \$1,292,000 (TADA) FY 2026 - \$323,000 (L(M)) \$1,615,000
* 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 AND CONSTRUCT ROUNDABOUT AT MILFORD HILLS ROAD. <u>COST INCREASE EXCEEDING \$2 MILLION AND 25% THRESHOLDS.</u>	RIGHT-OF-WAY UTILITIES CONSTRUCTION	FY 2025 - \$11,000 (BGDA) FY 2025 - \$3,000 (L(M)) FY 2025 - \$160,000 (BGDA) FY 2025 - \$40,000 (L(M)) FY 2026 - \$473,000 (BGDA) FY 2026 - \$118,000 (L(M)) FY 2026 - \$1,601,000 (TADA) FY 2026 - \$400,000 (L(M)) \$2,806,000
HL-0062 CABARRUS PROJ.CATEGORY STATEWIDE	- CABARRUS-ROWAN URBAN AREA METROPOLITAN PLANNING ORGANIZATION	NC 49, SR 1300 (MOREHEAD ROAD) TO CEDAR DRIVE. CONSTRUCT ACCESS MANAGEMENT IMPROVEMENTS. <u>TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN, DELAY RIGHT-OF-WAY AND UTILITIES FROM FY 25 TO FY 26 AND CONSTRUCTION FROM FY 26 TO FY 27.</u>	RIGHT-OF-WAY UTILITIES CONSTRUCTION	FY 2026 - \$579,000 (BGANY) FY 2026 - \$185,000 (BGDA) FY 2026 - \$191,000 (L) FY 2026 - \$306,000 (BGANY) FY 2026 - \$76,000 (L) FY 2027 - \$5,156,000 (BGANY) FY 2027 - \$1,289,000 (L) \$7,782,000
HS-2410A CABARRUS PROJ.CATEGORY DIVISION	- CABARRUS-ROWAN URBAN AREA METROPOLITAN PLANNING ORGANIZATION	SR 1790 (WINECOFF SCHOOL ROAD), WINECOFF ELEMENTARY SCHOOL IN CONCORD. INSTALL PEDESTRIAN ACCOMMODATIONS. <u>TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN, DELAY RIGHT-OF-WAY FROM FY 25 TO FY 26.</u>	RIGHT-OF-WAY CONSTRUCTION	FY 2026 - \$10,000 (HSIP) FY 2028 - \$97,000 (HSIP) \$107,000

* INDICATES FEDERAL AMENDMENT

Wednesday, July 9, 2025

REVISIONS TO THE 2024-2033 STIP
HIGHWAY PROGRAM

CABARRUS-ROWAN URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

* C-5603H ROWAN PROJ.CATEGORY EXEMPT	- CABARRUS-ROWAN URBAN AREA METROPOLITAN PLANNING ORGANIZATION	BRENNER AVENUE, SR 2094 (STATESVILLE BOULEVARD) TO WEST HORAH STREET, AND AT LINK AVENUE IN SALISBURY. CONSTRUCT SIDEWALKS AND ADD TURN LANES AT LINK AVENUE. <u>ADD UTILITIES NOT PREVIOUSLY PROGRAMMED.</u>	UTILITIES CONSTRUCTION	FY 2025 - \$220,000 (CMAQ) FY 2025 - \$55,000 (L(M)) FY 2025 - \$970,000 (CMAQ) FY 2025 - \$305,000 (CRPANY) FY 2025 - \$243,000 (L(M)) FY 2025 - \$76,000 (L) \$1,869,000
* EB-5619B ROWAN PROJ.CATEGORY DIVISION	- CABARRUS-ROWAN URBAN AREA METROPOLITAN PLANNING ORGANIZATION	GRANTS CREEK GREENWAY, CATAWBA COLLEGE AND MEADOWBROOK NEIGHBORHOOD TO SOUTH OF STATESVILLE BOULEVARD IN SALISBURY. CONSTRUCT MULTI-USE PATH. <u>ADD UTILITIES NOT PREVIOUSLY PROGRAMMED.</u>	UTILITIES CONSTRUCTION	FY 2025 - \$8,000 (BGDA) FY 2025 - \$2,000 (L(M)) FY 2025 - \$1,380,000 (BGDA) FY 2025 - \$345,000 (L(M)) \$1,735,000
* 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 AND CONSTRUCT ROUNDABOUT AT MILFORD HILLS ROAD. <u>ADD UTILITIES NOT PREVIOUSLY PROGRAMMED.</u>	RIGHT-OF-WAY UTILITIES CONSTRUCTION	FY 2025 - \$11,000 (BGDA) FY 2025 - \$3,000 (L(M)) FY 2025 - \$160,000 (BGDA) FY 2025 - \$40,000 (L(M)) FY 2026 - \$473,000 (BGDA) FY 2026 - \$118,000 (L(M)) \$805,000
P-5725 CABARRUS PROJ.CATEGORY REGIONAL	- CABARRUS-ROWAN URBAN AREA METROPOLITAN PLANNING ORGANIZATION	VARIOUS, LOCATIONS IN KANNAPOLIS. CONSTRUCT TRACK IMPROVEMENTS, SECOND PLATFORM, PEDESTRIAN UNDERPASS, SITEWORK, RETAINING WALL, AND SIGNALING EQUIPMENT. <u>TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN, DELAY CONSTRUCTION FROM FY 25 TO FY 26. COST INCREASE EXCEEDING \$2 MILLION AND 25% THRESHOLDS.</u>	CONSTRUCTION	FY 2026 - \$135,000 (T) FY 2027 - \$7,290,000 (T) FY 2028 - \$4,050,000 (T) FY 2029 - \$2,025,000 (T) \$13,500,000

* INDICATES FEDERAL AMENDMENT

REVISIONS TO THE 2024-2033 STIP
HIGHWAY PROGRAM

CABARRUS-ROWAN URBAN AREA METROPOLITAN PLANNING ORGANIZATION
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STIP MODIFICATIONS						
* P-5733	- CABARRUS-ROWAN URBAN AREA	NORFOLK SOUTHERN, CITY OF SALISBURY. UPGRADE	RIGHT-OF-WAY	FY 2026 -	\$3,853,000	(CMAQ)
ROWAN	METROPOLITAN PLANNING ORGANIZATION	STATION BUILDING, EXPAND WAITING SPACE AND		FY 2026 -	\$1,447,000	(T)
PROJ.CATEGORY		SURFACE PARKING.	CONSTRUCTION	FY 2026 -	\$2,320,000	(CMAQ)
DIVISION		<u>COST INCREASE EXCEEDING \$2 MILLION AND 25%</u>		FY 2026 -	\$871,000	(T)
		<u>THRESHOLDS.</u>		FY 2027 -	\$1,823,000	(CMAQ)
				FY 2027 -	\$685,000	(T)
					\$10,999,000	

* INDICATES FEDERAL AMENDMENT

REVISIONS TO THE 2024-2033 STIP HIGHWAY PROGRAM

STATEWIDE PROJECT

STIP MODIFICATIONS

* C-5702E STATEWIDE PROJ.CATEGORY EXEMPT	- STATEWIDE PROJECT	NORTH CAROLINA CLEAN ENERGY TECHNOLOGY CENTER, SYSTEMWIDE. CONDUCT EMISSIONS-REDUCING SUB-AWARDS IN ALL CMAQ-ELIGIBLE COUNTIES.	IMPLEMENTATION	FY 2026 - \$2,000,000 (CMAQ) FY 2026 - \$500,000 (L(M)) \$2,500,000
<u>ADD FUNDING IN FY 26 NOT PREVIOUSLY PROGRAMMED AT THE REQUEST OF THE OFFICE OF STRATEGIC INITIATIVES AND PROGRAM SUPPORT.</u>				
HO-0024 STATEWIDE PROJ.CATEGORY EXEMPT	- STATEWIDE PROJECT	STATEWIDE. IMPROVE 1000 ISOLATED CLOSED-LOOP SYSTEM SIGNALS.	IMPLEMENTATION	FY 2026 - \$2,965,000 (DP) FY 2026 - \$250,000 (O(M)) FY 2026 - \$741,000 (HF(M)) FY 2027 - \$3,021,000 (DP) FY 2027 - \$250,000 (O(M)) FY 2027 - \$755,000 (HF(M)) FY 2028 - \$3,060,000 (DP) FY 2028 - \$250,000 (O(M)) FY 2028 - \$765,000 (HF(M)) FY 2029 - \$2,900,000 (DP) FY 2029 - \$250,000 (O(M)) FY 2029 - \$725,000 (HF(M)) \$15,932,000
<u>DELAY IMPLEMENTATION FROM FY 25 TO FY 26 AT THE REQUEST OF THE TRANSPORTATION MOBILITY AND SAFETY DIVISION. DP REPRESENTS FEDERAL ATTAIN GRANT.</u>				
* R-5753 STATEWIDE PROJ.CATEGORY EXEMPT	- STATEWIDE PROJECT	FEDERAL LANDS TRANSPORTATION PROGRAM (FLTP) AND EMERGENCY RELIEF FOR FEDERALLY OWNED ROADS (ERFO), VARIOUS FEDERAL LANDS. IMPROVE ROADS AND BRIDGES ON TRANSPORTATION FACILITIES THAT ARE OWNED BY THE FEDERAL GOVERNMENT THAT PROVIDE ACCESS TO FEDERAL LANDS.	CONSTRUCTION	FY 2025 - \$43,876,000 (ERFO) FY 2025 - \$10,882,000 (FLTP) FY 2026 - \$12,340,000 (FLTP) FY 2027 - \$9,408,000 (ERFO) FY 2027 - \$20,580,000 (FLTP) FY 2027 - \$59,584,000 (O) FY 2028 - \$53,267,000 (ERFO) FY 2028 - \$13,844,000 (FLTP) FY 2028 - \$40,000,000 (O) FY 2029 - \$6,000,000 (FLTP) \$269,781,000
<u>COST INCREASE EXCEEDING \$2 MILLION AND 25% THRESHOLDS.</u>				

* INDICATES FEDERAL AMENDMENT

Thursday, August 7, 2025

REVISIONS TO THE 2024-2033 STIP
HIGHWAY PROGRAM

CABARRUS-ROWAN URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

BL-0060 CABARRUS PROJ.CATEGORY EXEMPT	- CABARRUS-ROWAN URBAN AREA METROPOLITAN PLANNING ORGANIZATION	CLARKE CREEK GREENWAY, BEGINNING AT JE 'JIM' RAMSEUR PARK NEAR COX MILL ELEMENTARY SCHOOL, CROSSING CLARKE CREEK TO THE HIGHLAND CREEK NEIGHBORHOOD AND CROSSING BACK TO A TERMINUS AT THE ALLEN MILLS NEIGHBORHOOD ALONG COX MILL ROAD. CONSTRUCT GREENWAY. <u>TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN, DELAY CONSTRUCTION FROM FY 25 TO FY 26.</u>	CONSTRUCTION	FY 2026 - \$3,680,000 (CMAQ) FY 2026 - <u>\$920,000</u> (L) \$4,600,000
EB-5844 CABARRUS PROJ.CATEGORY DIVISION	- CABARRUS-ROWAN URBAN AREA METROPOLITAN PLANNING ORGANIZATION	SR 2154 (LITTLE TEXAS ROAD), SR 2180 (LANE STREET) TO SR 2126 (DALE EARNHARDT BOULEVARD) IN KANNAPOLIS. CONSTRUCT SIDEWALK AND CURB AND GUTTER. <u>TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN, DELAY CONSTRUCTION FROM FY 25 TO FY 26.</u>	CONSTRUCTION	FY 2026 - \$131,000 (CMAQ) FY 2026 - \$3,230,000 (TAANY) FY 2026 - \$971,000 (L) FY 2026 - <u>\$520,000</u> (HF) \$4,852,000
U-3415A CABARRUS PROJ.CATEGORY DIVISION	- CABARRUS-ROWAN URBAN AREA METROPOLITAN PLANNING ORGANIZATION	SR 1394 (POPLAR TENT ROAD), GABLE OAKS LANE/ WOODHAVEN PLACE TO SEASONS PLACE. WIDEN TO MULTI-LANES. <u>MODIFY PROJECT SCOPE AT THE REQUEST OF THE DIVISION.</u>	RIGHT-OF-WAY UTILITIES CONSTRUCTION	FY 2029 - \$1,548,000 (BGANY) FY 2030 - \$3,225,000 (BGANY) FY 2031 - \$3,225,000 (BGANY) FY 2032 - \$2,322,000 (BGANY) FY 2033 - \$2,580,000 (BGANY) FY 2029 - \$450,000 (BGANY) FY 2030 - \$450,000 (BGANY) FY 2033 - \$3,952,000 (BGANY) AFTER FY 2033 - <u>\$45,448,000</u> (BGANY) \$63,200,000

* INDICATES FEDERAL AMENDMENT

MINUTES

TRANSPORTATION ADVISORY COMMITTEE

Wednesday, May 28, 2025

Rowan County Community Center
1935 Jake Alexander Blvd
Salisbury, NC 28147

Members

J.C. McKenzie	City of Concord
Tamara Sheffield	City of Salisbury
Larry Pittman	Cabarrus County
Ron Smith	Town of Harrisburg
Greg Edds	Rowan County
Brittany Barnhardt	Town of Granite Quarry
Deloris High	Town of East Spencer
Ryan Dayvault	City of Kannapolis

Others

Phil Conrad	CRMPO Director
Sean Epperson	NCDOT Division 10
John Rhyne	NCDOT Division 9
Connie Cunningham	CRMPO Staff
Albert Smith	Town of East Spencer
Karla Leonard	Rowan Chamber
Jared Mathis	City of Salisbury
Rodney Phillips	Town of China Grove
Aaron Church	Rowan Co. Manager
Harry Warren	NC State Rep
Doug Wilson	City of Kannapolis
Grant Campbell	NC State Rep
Jonathan Almond	NC State Rep
Chris Measmer	NC Senate
Beth Hassenfritz	City of Kannapolis

Call to Order

CRMPO TAC Chairman Ron Smith called the meeting of the Cabarrus Rowan Metropolitan Planning Organization (CRMPO) TAC to order after a meal provided by Rowan County. CRMPO Director Phil Conrad acknowledged and thanked Rowan County officials for the meal.

Chairman Smith welcomed those in attendance and asked all present to stand and recite the Pledge of Allegiance to a flag displayed. After the pledge was recited, TAC Chairman Smith went on to call the roll of eligible voting TAC members and determined that a quorum had been met.

CRMPO Executive Director Phil Conrad read the NC State Ethics Commission Ethics Awareness and Conflict of Interest requirement and stated that if a conflict should arise during any part of the meeting; members should recuse themselves from that portion of the meeting.

CRMPO TAC Chairman Smith continued with the meeting and asked for any Chamber of Commerce updates. Mrs. Karla Leonard representing the Rowan Chamber reported to the TAC

members and guests that a Rowan Chamber delegation attended an Economic Summit in Washington, DC earlier in the month. They were able to meet with USDOT representatives to discuss the transportation needs. She went on to inform the members that the Chamber will be holding its annual Dragon Boat Festival on July 26, 2025, and invited everyone to attend.

TAC Chairman Smith then asked if there were any speakers from the floor. Director Conrad called upon the guests from the NC House and Senate and asked them to give any updates they would like to share with the members. NC State Representative Harry Warren was the first to address the TAC members. He reported that the House was working very hard on getting bill and budget recommendations by the deadlines. NC State Representative Jonathan Almond introduced himself and said he was a first time Representative and was focusing on the budget. NC State Representative Dr. Grant Campbell reported that there will be a lot of discussion regarding the healthcare portion of the budget, and neither House nor Senate budgets will pass on first attempt, but negotiations will follow until they can come to an agreement. NC State Senator Chris Measmer reported to the members that budgets are very difficult to negotiate but feels confident that both sides will work on them until there is an agreement.

TAC Chairman Smith then requested any adjustments to Consent Agenda for the night's meeting. The item under the Consent Agenda was FY 2024-2033 MTIP Modification #10. With no adjustments being heard, Mrs. Brittney Barnhardt made a motion to approve the Consent Agenda as presented. Mr. Ryan Dayvault seconded the motion and the TAC members voted unanimously to approve.

Approval of March 26, 2025 Minutes

TAC Chairman Smith asked members to review the minutes from the March 26, 2025 TAC meeting which was included in their meeting packets. Chairman Smith asked if there were any corrections or additions to the minutes. With no corrections or additions heard, Mr. JC McKenzie made a motion to approve the minutes as presented. Mrs. Brittney Barnhardt seconded the motion, and the TAC members followed with a unanimous vote to approve.

Functional Classification System Review

CRMPO Director Phil Conrad reported to TAC members that functional classification is the process by which streets and highways are grouped into classes, or systems according to the character of service they are intended to provide. He went on to state that highways fall into one of four broad categories: principal arterials, minor arterials, collector roads, and local roads and are based on whether the area is urban or rural. He explained that following the 2020 US Census and designation of urban area boundaries, NCDOT must conduct a review of the functional classification system.

Director Conrad explained that NCDOT staff have provided maps and AADT point shapefiles to conduct this review. He highlighted a list of the proposed functional classification system changes included in their packets as attachment 4. Director Conrad also provided a Power Point presentation to review the information in the attachment.

After the presentation was complete, with no further questions or discussion, Ms. Tamara Sheffield made a motion to endorse the proposed Functional Classification System changes and forward them to NCDOT for final approval. Mrs. Brittney Barnhardt seconded the motion and the TAC members voted unanimously to approve.

TAP/CRP Program Project Call

Director Conrad reported to the TAC members that the Transportation Alternatives Program (TAP) is a federal program to fund bicycle and pedestrian infrastructure. This program he went on to state is like the STP-DA suballocation program, requiring a 20 percent local match for those eligible bicycle and pedestrian projects.

He stated that the CRMPO issued a call for project proposals on March 20, 2025, that concluded on May 9, 2025. He stated that a total of 2 projects proposals were submitted by 2 project sponsors. He reported the total cost of these projects is \$5.682 million. He stated that NCDOT has indicated that the CRMPO can anticipate receiving about \$2.85 million in federal TAP funds through FY 2030 and that CRMPO staff would propose using this balance for these projects.

Director Conrad called TCC members' attention to attachment 5A which was a summary table of the projects. He noted Attachment 5B, which was the supporting documentation for these project proposals. CRP or Congestion Reduction Program funds are a federal funding source for areas across the state to reduce transportation emissions under the recent Bipartisan Infrastructure Law (BIL). Director Conrad explained to the members that since the call went out for CRP project submittals, these funds are no longer available and therefore only TAP funds can be applied to projects.

Mrs. Beth Hassenfritz with the City of Kannapolis and Mr. Jared Mathis with the City of Salisbury both were asked to explain and review their jurisdictions proposed projects. Mr. Mathis presented a Power Point presentation for the members. Discussions occurred within the members regarding both projects to determine which project was able to utilize the funds. NCDOT representatives in attendance reported that the CRMPO should receive \$1-2 million for TAP funds but that was not a definite amount.

After all questions and discussion had ended, Mr. Ryan Dayvault made a motion to endorse using TAP funds for the City of Salisbury's Brenner Avenue Safety project for inclusion in the MTIP. Mr. JC McKenzie seconded the motion and the TAC members voted unanimously to approve.

Reports/CRMPO Business

1. Local Reports - NCDOT Division 9 & 10 – Mr. John Rhyne, NCDOT Division 9 reported to the TAC members that Division 9 updates were included in their meeting packets. He also informed the members that drop-in meetings will be held at the Salisbury Train Station on June 2, 2025 and in Kannapolis on June 10, 2025 and that the information is included in their packets.

Mr. Sean Epperson, NCDOT Division 10 noted the Division 10's report included in their packet. He then went on to highlight a spreadsheet of Division 10 project updates.

2. 2026-2035 STIP Conformity – Director Conrad reported that information is included in their meeting packets and additional information will be forthcoming this summer.
3. 2055 MTP Update – Director Conrad noted ongoing work on the MTP Update including an upcoming survey.
4. DRAFT 2028-2037 TIP Project Call – Director Conrad reported that the call for P8.0 projects has concluded.
5. Rowan Transit System Section 5310 Grant Application Letter of Support – Director Phil Conrad reported to the members that Rowan Transit is requesting a letter of support from the CRMPO for their grant funding application. With no discussion heard, Mrs. Brittney Barnhardt made a motion to provide Rowan Transit with a letter of support from the CRMPO. Mr. Ryan Dayvault seconded that motion and the TAC members voted unanimously to approve.
6. City of Kannapolis FY26 Community Project Letter of Support – CR MPO Director Phil Conrad reviewed the project for the members. After the review and with no questions or discussions heard, Ms. Tamara Sheffield made a motion to provide the City of Kannapolis with a letter of support from the CRMPO. Mrs. Brittney Barnhardt seconded that motion and the TAC members voted unanimously to approve.
7. 2024 Bicycle and Pedestrian Planning Grant Applications/Deadline May 12, 2025 – Director Conrad reported that no applications were received.
8. Section 5310 Grant Awards – Director Conrad called members attention to information in their packets on the recently awarded projects to Rowan County and Cabarrus County.
9. CMAQ Priority Submittal and Funding Update - Director Conrad reported that he is continuing to work with NCDOT and project sponsor on this item.
9. STPB Project Call – Director Conrad reported that this item will be discussed at the August 2025 meeting.

Informational Items

- RIDER Transit and Salisbury Transit Ridership Information - Phil highlighted the ridership information included in the TAC packets.
- NCDOT Statewide Multimodal Freight Plan Update – Information included in their TAC packets.
- NC Rail Public Meetings - Information included in their TAC packets.
- Senator Elizabeth Dole Highway Dedication on June 6, 2025

Next Meeting : June 25, 2025

Adjournment

With no other business to bring before the TAC, Mr. Ryan Dayvault made a motion that the meeting be adjourned. Mr. J.C. McKenzie seconded the motion, and the meeting was adjourned.

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

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

2026-2035 Transportation Improvement Program

2050 Metropolitan Transportation Plan

**Projects from the 2026-2035 State Transportation Improvement
Program for the Donut Area in
Union County**

(2008 8-hour Ozone)

(1997 8-hour Ozone)

July 2025

Prepared by:

NC Department of Transportation in coordination with:

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

The North Carolina Department of Environmental Quality
Division of Air Quality

1.0 Introduction

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

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

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

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

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

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

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

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

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

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

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

to the Metrolina maintenance plan and associated MVEBs used for transportation conformity. On May 20, 2019, the USEPA proposed to find that the change in the vehicle model year coverage for the 22 counties subject to the expanded I/M program meets the requirements of the CAA section 110(l) and will not interfere with attainment or maintenance of any NAAQS in North Carolina. The USEPA took final action on September 11, 2019 to approve that North Carolina's SIP revision to the vehicle model year coverage for the 22 counties will not interfere with continued attainment or maintenance of any applicable NAAQS and approve the updated emissions for the 2008 8-hour ozone maintenance plan, including the updated MVEBs for the Charlotte 2008 Ozone Maintenance Area. This rule became effective on October 11, 2019. On August 25, 2021, the USEPA took final action to approve a SIP revision allocating a portion of the available safety margin to revised the 2026 MVEB's used for transportation conformity. On February 13, 2023, EPA approved a second 10-yr Limited Maintenance Plan for the North Carolina portion of the Charlotte Area to provide for the maintenance of the 1997 8-hour ozone NAAQS through 2034, the end of the second 10-year portion of the maintenance period. All of the USEPA's federal register notices are in Appendix A.

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

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

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

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

requirements in Table 1 in 40 CFR 93.109 have been met.

These requirements, which are laid out in Section 2.4 of the USEPA's November 2018 Guidance and are addressed in the remainder of the document and includes:

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

The purpose of this report is to document compliance with the provisions of the Clean Air Act Amendments of 1990 (CAAA), the Moving Ahead for Progress in the 21st Century Act (MAP-21) and the Bipartisan Infrastructure Bill (BIL). The conformity determination for the FY 2026-2035 Transportation Improvement Program is based primarily on a regional emissions analysis that utilized the transportation networks in adopted and conforming 2050 Metropolitan Transportation Plans and the resulting emissions modeled by the North Carolina Division of Air Quality. The Conformity Determination Report (CDR) for the 2026-2035 TIP updates is available on the following websites:

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

The FY 2026-2035 TIPs for the Metrolina Area contain a number of project changes which should be included in the 2050 MTP and Transportation Conformity Determination for the Metrolina Area. This conformity determination for the Metrolina area includes a new regional emissions analysis that ensures that the FY 2026-2035 TIPs are direct subsets of the 2050 MTPs.

The MPOs and the NCDOT are required by 23 CFR Parts 450 and 500 and 40 CFR Parts 51 and 93 to make a conformity determination on any newly adopted or fiscally-constrained MTPs and TIPs. The intent of this report is to document the transportation conformity determination for the FY 2026-2035 TIPs for the Metrolina Area and projects from the FY 2026-2035 State TIP for the donut area in Union County. In addition, the United States Department of Transportation (USDOT), specifically, the Federal Highway Administration (FHWA) must make a conformity determination on the MTPs and TIPs in all non-attainment and maintenance areas. The Metrolina Area is maintenance for the 2008 8-hour ozone.

Transportation Conformity Determinations for the 2050 MTP and 2026-2035 STIP for the Metrolina Area were approved as follows:

- Cabarrus-Rowan MPO: **TBD**
- Gaston-Cleveland-Lincoln MPO: **TBD**
- Charlotte Regional Transportation Planning Organization: **TBD**
- The North Carolina Department of Transportation (NCDOT) (for the donut portion in Union County in the Metrolina Ozone Maintenance Area): **TBD**

By these actions, the MPOs and NCDOT demonstrated that the 2050 MTPs are consistent with Section 176(c) of the Clean Air Act, the State Implementation Plan, MAP-21, and 40 CFR Parts 51 and 93. These conformity demonstrations were documented by the MPOs and NCDOT in this report. This report includes the regional emissions analysis comparison prepared for the 2050 MTPs demonstrating that emissions in each of the analysis years of the MTP (2025, 2035, 2045, and 2050) are less than the motor vehicle emissions budgets established by the attainment demonstration and maintenance plan SIP in accordance with 40 CFR Part 93 and approved by the USEPA. (See Appendix A for details on MVEBs in the SIP.)

Metropolitan Transportation Plans

As noted above, the 2050 MTPs include the timing of regionally significant projects included in the FY 2026-2035 TIP for the Metrolina Area. A new regional emissions analysis was conducted for this transportation conformity determination to reflect the appropriate horizon year for these regionally significant projects. As agreed upon by the interagency consultation partners, the regional emissions analysis work for this process began on June 3, 2025 and was completed on July 8, 2025. Details related to the interagency consultation associated with this conformity determination can be found in Appendix C.

Non-exempt projects in the 2050 MTPs are required to be part of travel demand model assumptions for the appropriate analysis year. All projects are included in the travel model assumptions for the appropriate horizon year. The 2050 MTPs provide an opportunity to incorporate the most current cost estimates as required in the fiscal constraint requirements. This conformity analysis will focus on the regionally significant 2050 MTP projects presented in Appendix D as reviewed by the Interagency partners on May 29, 2025. There were no regional significant projects in the Donut area.

FISCAL CONSTRAINT DETERMINATION

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

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

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

2.0 Relationship of the MTP and TIP

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

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

This report documents that the TIPs for FY 2026-2035 are a direct subset of the 2050 MTPs for the Cabarrus-Rowan MPO, the Gaston-Cleveland-Lincoln MPO, the Charlotte Regional Transportation Planning Organization and the projects from the donut area in Union County is the responsibility of the North Carolina Department of Transportation. The 2050 MTPs for these areas are fiscally-constrained and are consistent with 23 CFR Part 450 Subpart C. This conformity determination is based on the most recent estimates of the emissions and the most recent planning assumptions (including population, employment, travel and congestion estimates available) as determined by the appropriate MPOs and NCDOT. It has been demonstrated in the Conformity Determination Report that the 2050 MTPs conform to the provisions of the CAAA of 1990, MAP-2, and BIL. Also, the 2050 MTPs conform to the purpose of the TIP in accordance with 40 CFR Part 93.

3.0 Latest Planning Assumptions

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

4.0 Transportation Control Measures

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

5.0 Interagency Consultation

The FY 2026-2035 TIP conformity has undergone interagency consultation as required in the North Carolina Administrative Code Title 15A Subpart 02D .0201-.0203 inclusive. An Interagency consultation meeting involving the MPOs, NCDOT, NCDAQ, FHWA and USEPA-Region 4 was held on March 28, 2025. A summary of issues raised and responses, along with any written agency comments, are provided in Appendix I.

6.0 Public Involvement

The FY 2026-2035 TIP and 2050 MTP were reviewed by the public in accordance with the Public Involvement Policies of the Cabarrus-Rowan MPO, the Gaston-Cleveland-Lincoln MPO, the Charlotte Regional Transportation Planning Organization and the NCDOT. This report was also made available for public review by the Rocky River Rural Planning Organization (RRRPO). Copies of citizen comments and agency responses to them are attached to this report in Appendix I. The newspaper advertisements for public review and comment period are attached to this report in Appendix J.

7.0 Regional Emissions Analysis Approach

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

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

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

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

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

8.0 Emission Comparison Summary Tests by Location and Pollutants

Ozone

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

CRMPO Emissions Comparison Summary (kilograms/day)				
Year	NO_x		VOC	
	MTP Emissions	SIP Budget	MTP Emissions	SIP Budget
2026	4,320	6,543	3,127	4,753
2035	1,678	6,543	2,184	4,753
2045	1,286	6,543	1,968	4,753
2050	1,298	6,543	1,901	4,753

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

GCLMPO Emissions Comparison Summary (kilograms/day)				
Year	NO_x		VOC	
	MTP Emissions	SIP Budget	MTP Emissions	SIP Budget
2026	3,932	5,117	2,629	3,583
2035	1,360	5,117	1,678	3,583
2045	948	5,117	1,407	3,583
2050	925	5,117	1,318	3,583

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

CRTPO and RRPO Emissions Comparison Summary (kilograms/day)				
Year	NO_x		VOC	
	MTP Emissions	SIP Budget	MTP Emissions	SIP Budget
2026	15,165	22,417	9,679	13,818
2035	7,168	22,417	7,933	13,818
2045	5,307	22,417	7,168	13,818
2050	5,280	22,417	6,807	13,818

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

9.0 Findings of Conformity

Cabarrus-Rowan MPO Ozone Conformity Finding for the 2050 Metropolitan Transportation Plan and 2026-2035 Transportation Improvement Program

Based on the analysis and consultation and involvement process described in this report, the Cabarrus-Rowan MPO 2050 Metropolitan Transportation Plan and **2026-2035** Transportation Improvement Program are found to conform to the purpose of the North Carolina SIP. The emissions expected from the implementation of the Cabarrus-Rowan MPO 2050 Metropolitan Transportation Plan and **2026-2035** Transportation Improvement Program are in conformity with the 2008 8-hour ozone standard.

Gaston-Cleveland-Lincoln MPO Ozone Conformity Finding for the 2050 Metropolitan Transportation Plan and 2026-2035 Transportation Improvement Program

Based on the analysis and consultation and involvement process described in this report, the Gaston-Cleveland-Lincoln MPO 2050 Metropolitan Transportation Plan and **2026-2035** Transportation Improvement Program are found to conform to the purpose of the North Carolina SIP. The emissions expected from the implementation of the Gaston-Cleveland-Lincoln MPO 2050 Metropolitan Transportation Plan and **2026-2035** Transportation Improvement Program are in conformity with the 2008 8-hour ozone standard.

Charlotte Regional Transportation Planning Organization Ozone Conformity Finding for the 2050 Metropolitan Transportation Plan and 2026-2035 Transportation Improvement Program

Based on the analysis and consultation and involvement process described in this report, the Charlotte Regional Transportation Planning Organization 2050 Metropolitan Transportation Plan and **2026-2035** Transportation Improvement Program are found to conform to the purpose of the North Carolina SIP. The emissions expected from the implementation of the Charlotte Regional Transportation Planning Organization 2050 Metropolitan Transportation Plan and **2026-2035** Transportation Improvement Program are in conformity with the 2008 8-hour ozone standard.

NCDOT Donut Area Conformity Finding for Projects from the 2026-2035 State Transportation Improvement Program

Based on the analysis and consultation and involvement process described in this report, the projects from the **2026-2035** State Transportation Improvement Program for the donut area in Union County that is outside of the MPO boundary is found to conform to the purpose of the North Carolina State Implementation Plan. The emissions expected from the implementation of the projects from the **2026-2035** State Transportation Improvement Program are in conformity with the 2008 8-hour ozone standard.

The MPO/NCDOT conformity determinations and TIP/MTP adoptions are provided in Appendix J. The USDOT Conformity Determination Letter is provided in Appendix K.

Resolution Finding the Cabarrus-Rowan Urban Area 2050 Metropolitan Transportation Plan and the 2026-2029 Transportation Improvement Program in Compliance with the Provisions of the Clean Air Act Amendments of 1990 and 23 U.S.C. 134

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

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

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

WHEREAS, the FY 2026-2029 Transportation Improvement Program is a direct subset of the 2050 Metropolitan Transportation plan; and

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

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

WHEREAS, the Cabarrus-Rowan 2050 Metropolitan Transportation Plan and the FY 2026-2029 Transportation Improvement Program are financially constrained; and

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

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

WHEREAS, those projects and programs included in the Cabarrus-Rowan 2050 Metropolitan Transportation Plan and the FY 2026-2029 Transportation Improvement Program contribute to annual emissions reductions as shown by the quantitative emissions analysis.

NOW, THEREFORE BE IT RESOLVED, that the Cabarrus-Rowan Transportation Advisory Committee finds that the Cabarrus-Rowan 2050 Metropolitan Transportation Plan and FY 2026-2029 Transportation Improvement Program conform to the purpose of the North Carolina State Implementation Plan in accordance with Clean Air Act as Amended (CAAA), and the 23 U.S.C. 134.

I, Ron Smith, Transportation Advisory Committee Chair, do hereby certify that the above is a true and correct copy from the excerpt from the minutes of a meeting of the Cabarrus-Rowan Transportation Advisory Committee, duly held on the 27th day of August, 2025.

Signature of the TAC Chair
Cabarrus-Rowan Urban Area

**RESOLUTION ADOPTING THE FY 2026-2029 CABARRUS-ROWAN MPO METROPOLITAN
TRANSPORTATION IMPROVEMENT PROGRAM (MTIP)**

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

WHEREAS, the Transportation Advisory Committee has found that the Metropolitan Planning Organization is conducting transportation planning in a continuous, cooperative, and comprehensive manner in accordance with 23 CFR Part 450.322; and

WHEREAS, The Metropolitan Transportation Improvement Program (MTIP) is a staged multiple year listing of all 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, 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 Cabarrus-Rowan MPO FY 2026-2029 Metropolitan Transportation Improvement Program (MTIP) is a direct subset of the currently conforming 2050 Metropolitan Transportation Plan as adopted March 23, 2022, which means that no changes in scope, timing, number of travel lanes, or design have occurred; and

WHEREAS, the following attached amendment has been proposed; and

WHEREAS, the Metropolitan Transportation Plan has a planning horizon year of 2050, and meets all the requirements in 23 CFR 450; and

WHEREAS, the Transportation Advisory Committee has found that the Transportation Improvement Program conforms to the purpose of the North Carolina State Implementation Plan for maintaining the National Ambient Air Quality Standards in accordance with 40 CFR 51 & 93; and

WHEREAS, the Transportation Advisory Committee has provided for a public comment period for the Metropolitan Transportation Improvement Program Amendment consistent with the MPO TIP Public Involvement Policy; and

NOW THEREFORE, be it resolved by the Cabarrus-Rowan Urban Area Transportation Advisory Committee that the FY 2026-2029 Metropolitan Transportation Improvement Program dated August 27, 2025, for the Cabarrus Rowan Urban Area Metropolitan Planning Organization be adopted on this the 27th day of August, 2025.

I, Ron Smith, Transportation Advisory Committee Chair, do hereby certify that the above is a true and correct copy from the excerpt from the minutes of a meeting of the Cabarrus-Rowan Transportation Advisory Committee, duly held on the 27th day of August, 2025.

Signature of the TAC Chair
Cabarrus-Rowan Urban Area

From: [Robinson, Teresa](#)
To: [Phil Conrad](#)
Cc: [Wasserman, David S](#); [Hyland, Melissa A](#)
Subject: 2026 - 2035 STIP_CRMPO
Date: Thursday, July 10, 2025 11:35:15 AM
Attachments: [image001.png](#)
[NCDOT Final 2026-2035 STIP Adopted July 9 2025.xlsx](#)
[Final 2026-2035 STIP Prologue \(11 x 17\) with Cover.pdf](#)
[CRMPO Inflated Funding Summary.pdf](#)

Good Morning,

As many of you likely watched online, the NC Board of Transportation adopted the 2026-2035 STIP at their virtual meeting yesterday morning. The STIP excel document and the Prologue document are attached for your reference.

With the STIP being in an Excel format, you should be able to filter to your MPO and print for a list of projects in your area. The "2026-2035 STIP Funding Details" tab also shows the cashflows for the Scheduled for Delivery projects.

As you adopt your TIPs over the coming months, please be sure to include all Statewide projects in your MTIP. These can be identified by filtering to "Statewide" in the "County" column in the STIP excel file. Additionally, please include the attached Fiscal Constraint summaries in your document provided with this email AND a statement similar to the following:

"The NCDOT has demonstrated fiscal constraint on the 2026-2035 STIP adopted on 7/9/2025. The Cabarrus-Rowan MPO TIP is a subset of the STIP and by extension therefore demonstrates fiscal constraint."

This will provide those reviewing the TIP context regarding the fiscal constraint summaries. Of course, feel free to include additional language as you see fit. The fiscal constraint/funding summary provides a summation of the programmed dollars by the various funding sources for projects within your MPO. This includes federal, state, and local funds for the first four years of the STIP (2026-2029).

We will be packaging all MPO TIPs together to send to FHWA and FTA and anticipate receiving federal approval around September 2025. To ensure we meet this anticipated approval schedule, **please send me your MTIP and adoption resolution once approved by your TAC.**

Please let me know if you have any questions.

Thanks,

Teresa Robinson, PE
STIP Western Region Manager
Planning and Programming Division
North Carolina Department of Transportation

919.707.4614 | office
tmrobinson1@ncdot.gov

1 S. Wilmington Street
Raleigh, NC 27699-1534

**NORTH CAROLINA 2026 – 2035
STATE TRANSPORTATION IMPROVEMENT PROGRAM**

What is a State Transportation Improvement Program (STIP)?

The STIP is a multi-year capital improvement document which denotes the scheduling and funding of construction projects across the state over a minimum 4-year time period as required by Federal law. North Carolina's STIP covers a 10-year period, with the first five years (2026-2030 in this version) referred to as the delivery STIP and the latter five years (2031-2035 in this version) as the developmental STIP. Per 23 CFR 450.216 & 23 U.S. Code § 135 STIP's must also:

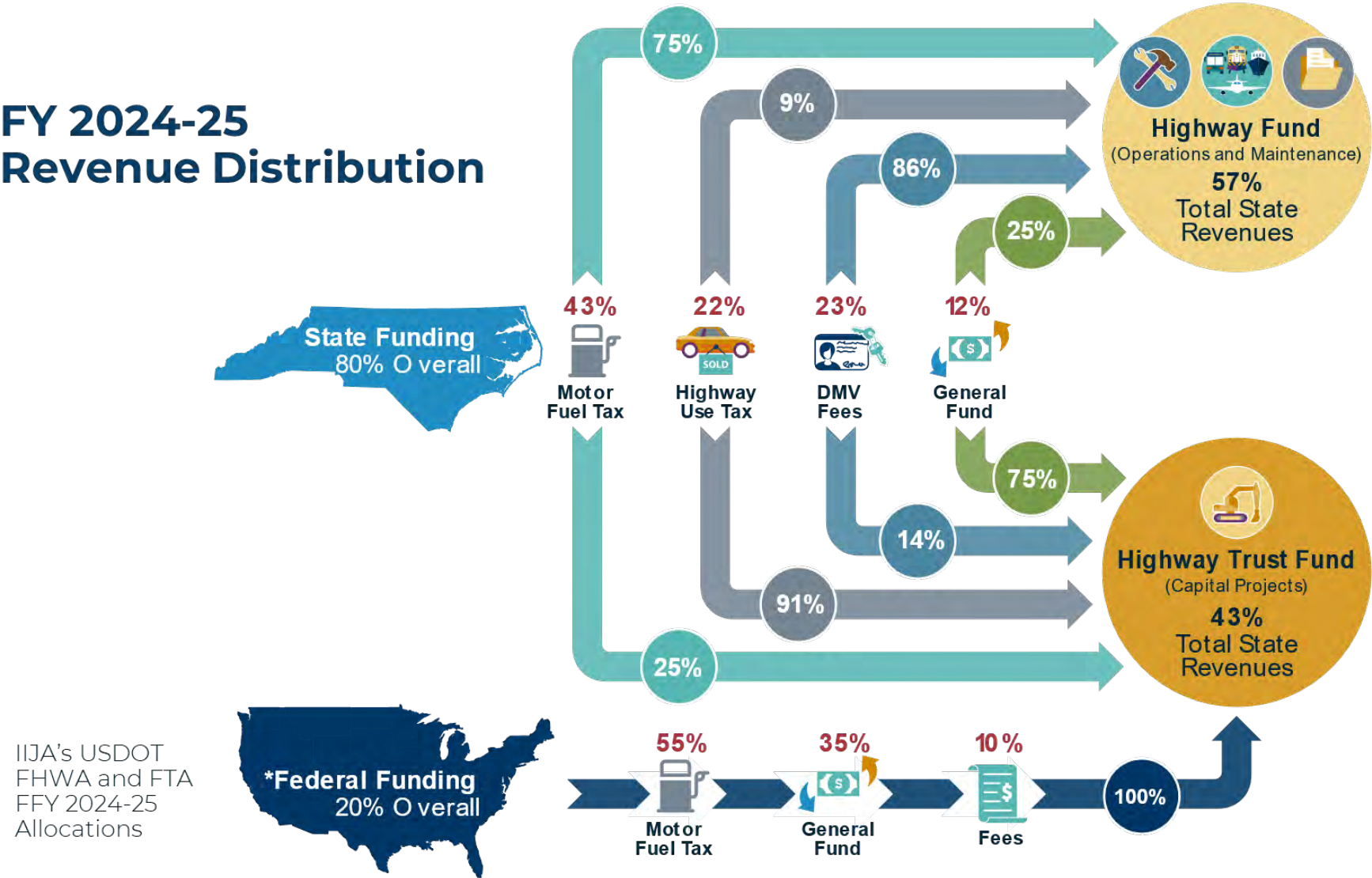
- Be submitted to Federal Highway Administration (FHWA) & Federal Transit Administration (FTA) for approval at least every 4 years
- Be fiscally constrained by year
- Include all capital and non-capital projects using Title 23 USC or Title 49 USC funds, other than certain safety, planning, and research funds
- Include metropolitan TIPs from Metropolitan Planning Organizations
- Provide public comment opportunity on STIP document
- And include the following information:
 - Project description and termini
 - Estimated total cost (NCDOT includes Utility, R/W, and Construction costs)
 - Federal funds to be obligated
 - Responsible agency (such as municipality)

North Carolina's STIP is typically updated every two years (but no later than every four years) and developed in concert with federal and state revenue forecasts, North Carolina Department of Transportation's (NCDOT's) Strategic Prioritization process, preconstruction, and project development timetables, and in adherence with federal and state laws. North Carolina state law requires Board of Transportation (BOT) action to approve the STIP.

This is the fifth STIP developed under the Strategic Transportation Investments (STI) law passed in June 2013. This landmark legislation elevates the use of transportation criteria and the input of local communities to determine project priorities and directs the use of dollars for transportation projects.

Maintenance and Capital Improvement Funding for North Carolina

NCDOT uses three major sources of funds for transportation improvements. Federal Funding and State Highway Trust Funds are used for capital improvements while the Highway Fund is used for maintenance activities. The chart below illustrates these funds and their sources.



Performance Management Targets

NCDOT has established performance management targets for highway safety (established in the Strategic Highway Safety Plan (SHSP)), transit tier 2 providers that choose to participate in NCDOT's Group Transit Asset Management (TAM) Plan, and performance management targets for infrastructure condition, congestion, system reliability, emissions, and freight movement. The NCDOT anticipates meeting their identified targets with the State funded Highway Maintenance Improvement Program (HMIP) and the mix of projects included in the STIP aided by the Strategic Transportation Investments Prioritization and Programming process. The HMIP is a State funded program of projects that are programmed outside of the STIP. NCDOT collects data and other information at regular time intervals from the transit agencies relative to measure and assess progress toward meeting performance targets.

In North Carolina, pavement and bridge performance is primarily impacted through state funded programs that are managed outside the STIP. The Department's HMIP, identifies planned maintenance activities for a five-year time period, which include pavement, bridge and other general maintenance projects across our entire roadway network. The amount of funding provided through these state funded programs is roughly equivalent to the amount of state and federal funding programmed in the STIP over the same time period. In relation to NHS specific routes, the STIP does include some specific federal funding for interstate pavement and bridge maintenance through our own internal interstate maintenance program. Federal funding for bridges included in the STIP is applied primarily to non-NHS bridges. While the STIP can have an impact to the condition of our NHS pavements and bridges, specifically on the interstate system, the majority of the funding impacting the condition of our pavements and bridges is managed outside the STIP.

Public transit projects included in the STIP align with the transit safety planning and target setting process undertaken by the transit agencies and MPOs. While the North Carolina DOT aided with the development of a template for the initial Public Transportation Agency Safety Plans (PTASPs), each large urban transit provider is responsible for implementing its PTASP, which includes transit safety targets. Investments are made in alignment with PTASPs with the intent of keeping the state's public transit operations, vehicles, and facilities safe and meeting transit safety targets. State and federal funding sources that can be used by transit agencies for operations, vehicles, and facility improvements are outlined in the Public Transportation Project Funding section of the NCDOT 2026-2035 Current STIP. Individual transit agencies determine the use of these sources for capital and operating expenses based on their local needs.

How is the STIP organized?

The STIP contains funding information and schedules for transportation modes and programs including: Highways, Aviation, Bicycle and Pedestrian, Ferry, Public Transportation, Rail, Governor's Highway Safety and statewide related programs. The Appendix also contains a reference list of completions and deletions since the 2024-2033 STIP, which was approved in 2023.

The transportation program in the STIP is organized in an Excel file that can be sorted and filtered as needed by the reader. The information included for each project includes details on the location of the project: County, NCDOT Highway Division, Route, Description, and Planning Organization. Projects also list the STI category they are funded from, i.e., Statewide Mobility, Regional Impact, or Division Needs. The phases of projects (such as Right of Way (R), Utility relocation (U), and Construction (C) are listed by Fiscal Year along with their costs and anticipated funding sources. For those projects with their first phase of work beginning in the second half of the STIP (years 2031-2035), they are listed as "Funded for Preliminary Engineering Only." The Department will begin Preliminary Engineering activities (environmental documentation and design work) at the appropriate time, but the project will need to compete for funding in a future round of Prioritization and therefore the funding years for phases are unknown at this time. (See next section titled "Strategic Prioritization" for details on project prioritization.)

All projects require extensive planning, environmental impact and design studies. The location and exact type of improvements are subject to refinement and modification during the planning and design phases.

Strategic Prioritization

The Department manages a project prioritization process known as Strategic Prioritization. Strategic Prioritization uses transportation data as well as input of local government partners and the public to generate scores and ultimately rankings of projects across the state. Multiple public input opportunities were provided during the late spring through early fall of 2023 regarding the submittal of projects for each Metropolitan Planning Organization (MPO), Rural Planning Organization (RPO), and NCDOT's transportation Divisions. Additional opportunities for public input occurred in the second half of 2024 regarding the assignment of local input points.

The P7.0 process (the most recent cycle of Prioritization) was organized similarly to previous prioritization cycles and resulted in each transportation mode using different quantitative criteria, measures, and weights to provide quantitative scores for projects as recommended by the Prioritization Workgroup and approved by the NC Board of Transportation. Also, per the intent of STI for transportation modes to compete for funding, a modal allocation process was recommended to create minimum percentages of funding for highway and non-highway projects in the Regional Impact and Division Needs categories. The minimum percentage for highway projects was 90% and minimum percentage for non-highway projects was 6%. These percentages guided the programming process, which ultimately yielded a 94% to 6% highway vs non-highway programmed amount in the combined Regional Impact and Division Needs categories.

P7.0 Criteria & Weights:

P7.0 Highway Mobility (Roadway Widening, Intersection/Interchange Improvements, Access Management):

Statewide Mobility		Regional Impact		Division Needs	
30%	Congestion	20%	Benefit-Cost	15%	Benefit-Cost
25%	Benefit-Cost	20%	Congestion	15%	Congestion
25%	Freight	10%	Accessibility/Connectivity	10%	Safety
10%	Economic Competitiveness	10%	Freight	5%	Accessibility/Connectivity
10%	Safety	10%	Safety	5%	Freight

P7.0 Highway Modernization (Modernize Roadway, Upgrade Freeway to Interstate):

Statewide Mobility		Regional Impact		Division Needs	
25%	Freight	25%	Safety	20%	Safety
25%	Safety	10%	Freight	10%	Pavement Condition
20%	Paved Shoulder Width	10%	Lane Width	10%	Paved Shoulder Width
10%	Congestion	10%	Pavement Condition	5%	Freight
10%	Lane Width	10%	Paved Shoulder Width	5%	Lane Width
10%	Pavement Condition	5%	Congestion		

P7.0 Aviation:

Statewide Mobility		Regional Impact		Division Needs	
40%	NCDOA Project Rating	30%	NCDOA Project Rating	25%	NCDOA Project Rating
30%	FAA ACIP Rating	15%	Benefit/Cost	10%	Benefit/Cost
20%	Benefit/Cost	15%	FAA ACIP Rating	10%	FAA ACIP Rating
10%	Constructability Index	10%	Constructability Index	5%	Constructability Index

P7.0 Bicycle/Pedestrian:

Statewide Mobility		Regional Impact		Division Needs	
(not eligible)	(not eligible)			20%	Safety
				15%	Accessibility/Connectivity
				10%	Demand/Density
				5%	Cost Effectiveness

P7.0 Ferry:

Statewide Mobility		Regional Impact		Division Needs	
(not eligible)		20%	Capacity/Congestion	15%	Asset Condition
		15%	Asset Condition	15%	Asset Efficiency
		15%	Asset Efficiency	10%	Accessibility/Connectivity
		10%	Accessibility/Connectivity	10%	Benefits
		10%	Benefits		

P7.0 Public Transportation (Mobility Projects):

Statewide Mobility		Regional Impact		Division Needs	
(not eligible)		25%	Cost Effectiveness	20%	Cost Effectiveness
		20%	Demand/Density	10%	Impact
		15%	Impact	10%	Demand/Density
		10%	Efficiency	10%	Efficiency

P7.0 Public Transportation (Demand Response Projects):

Statewide Mobility		Regional Impact		Division Needs	
(not eligible)		25%	Cost Effectiveness	15%	Cost Effectiveness
		20%	Demand/Density	15%	Demand/Density
		15%	Efficiency	10%	Efficiency
		10%	Impact	10%	Impact

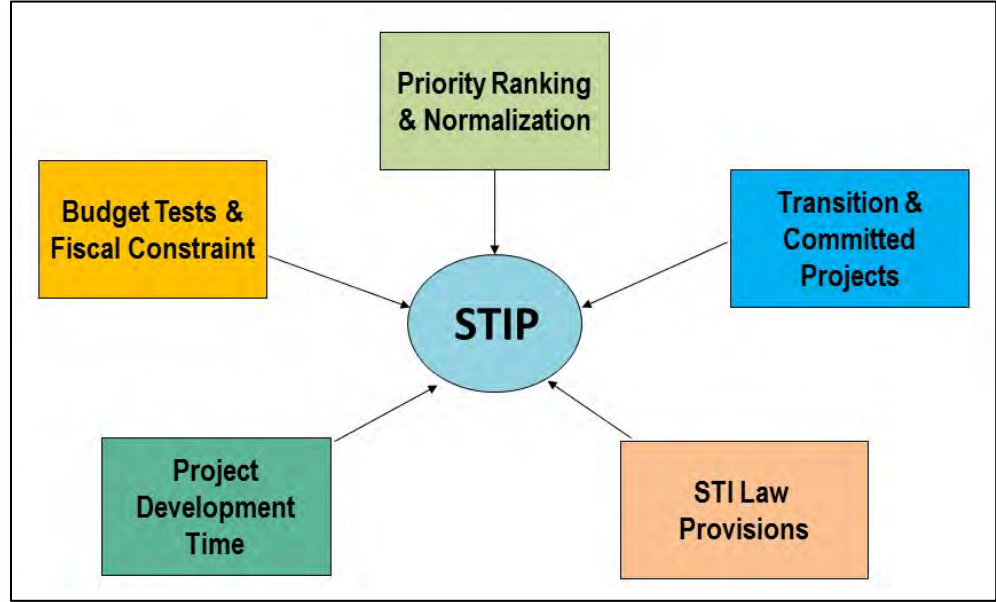
P7.0 Public Transportation (Facility Projects):

Statewide Mobility		Regional Impact		Division Needs	
(not eligible)		(not eligible)		15%	Cost Effectiveness
				15%	Impact
				10%	Efficiency
				10%	Demand/Density

P7.0 Rail:

Statewide Mobility		Regional Impact		Division Needs	
35%	Benefit-Cost	25%	Benefit-Cost	15%	System Opportunities
30%	Safety	15%	Safety	10%	Benefit-Cost
15%	System Opportunities	10%	Capacity and Diversion	10%	Capacity and Diversion
10%	Capacity and Diversion	10%	Economic Competitiveness	10%	Safety
10%	Economic Competitiveness	10%	System Opportunities	5%	Economic Competitiveness

Figure A



The results of the P7.0 prioritization process do not necessarily mean that projects will be scheduled in the STIP in the order of their score and rank. There are other considerations and factors in developing the actual program (Figure A). A major factor in deciding when the top scoring projects are funded is project delivery time. Projects need to fulfill a series of environmental and preliminary engineering requirements, right-of-way must be purchased, utility relocation (where applicable) must be addressed, and final plans must be developed for construction lettings. The time period to accomplish these activities can be lengthy. Construction funding cannot be allocated to projects before these preconstruction activities have taken place.

There are also STI law provisions (including a corridor cap and individual modal caps) which affect programming decisions and direct that the entire program meet budget tests and fiscal constraint per state and federal requirements. STI law also includes a provision to exempt from prioritization select projects (Transition Period Projects) that were scheduled to be obligated for construction prior to July 1, 2015. In addition, projects funded for right-of-way or construction in the first 5 years of the previous 2024-2033 STIP, were considered committed (also called “Scheduled for Delivery”) and were not evaluated in P7.0. However, the funding required for both the transition and committed projects was accounted for when budgeting for other projects.

Public Involvement – Draft STIP

After the release of the Draft STIP in January 2025, each of NCDOT’s 14 transportation divisions hosted a weeklong open house between February 17, 2025 and March 21, 2025. The purpose of these open houses was to inform citizens about projects in the Draft STIP and collect feedback. Additionally, multiple public input opportunities were available ahead of the development of the Draft STIP including the STI implementation process.

Each open house allowed participants to study maps of projects in the Draft STIP and review proposed project schedules and information with Department staff. Sessions were held in transit accessible locations and the Department provided auxiliary aids for participants under the Americans with Disabilities Act as well as special services for participants with limited English proficiency. Consultation was conducted with stakeholder groups throughout North Carolina via emails and direct mailing to encourage participation via multiple feedback options. In addition, the Department provided the ability for citizens to take an online survey as well as provide comments online, by phone or mail.

Transportation Conformity

On February 16, 2018, the United States Court of Appeals for the District of Columbia Circuit in the *South Coast Air Quality Mgmt. District v. EPA* case (“*South Coast II*,” 882 F.3d 1138) held that transportation conformity determinations must still be made in areas that were either nonattainment or maintenance for the 1997 ozone national ambient air quality standard (NAAQS) and attainment for the 2008 ozone NAAQS when the 1997 ozone NAAQS was revoked. However, these conformity determinations may be made without the requirement of a Regional Emissions Analysis (REA) and comparison to the emission budgets approved by the US EPA. Consistency between the TIP and MTP must still be ensured. These conformity determinations are required in these areas after February 16, 2019. The Research Triangle Region and the Rocky Mount Region were “maintenance” at the time of the 1997 ozone NAAQS revocation on April 6, 2015 and were also designated attainment for the 2008 ozone NAAQS on May 21, 2012. Therefore, the Research Triangle Region, the Metrolina Region, and the Rocky Mount Region will make their conformity determinations as per the 1997 ozone NAAQS on their MTPs and their 2026-2035 TIP without the requirement of a REA. The Metrolina Region will also make their conformity determinations as per the 2008 ozone NAAQS on their MTPs and their 2026-2035 TIP with the requirement of a REA.

Each MPO is required to develop a 20+ year Metropolitan Transportation Plan (MTP). In MPOs that are listed as either a non-attainment or maintenance air quality area, Transportation Conformity must be demonstrated on all plans, projects and TIPs. This ensures that transportation projects that receive federal funding conform to the intent of the air quality State Implementation Plan (SIP). Projects must be grouped by horizon year and the travel demand model must be run for each horizon year. From the travel demand model, speeds and Vehicle Miles Traveled (VMT) are obtained and used in the air quality model to calculate emissions that are compared to the budgets approved by the US Environmental Protection Agency (EPA). As long as the calculated emissions are less than the budget, the area can make a conformity finding. If the area cannot meet the budget, then the MPO’s project list does not meet the transportation conformity test and the area may be subject to lapse. A lapse can delay projects as federal actions cannot take place during a lapse and only exempt projects can move forward. A revised Transportation Conformity analysis can be triggered whenever a project is delayed or accelerated such that it crosses a horizon year. Whenever an MPO develops a new MTP, a new conformity analysis must be performed. When a new TIP comes out, the new TIP must be checked to make sure it is consistent with the MTP. If there is any inconsistency between the TIP and the MTP (conformity finding) then FHWA cannot take any federal action including approval of the TIP until this inconsistency is resolved.

North Carolina 2008 Ozone Maintenance Area Requiring a REA

Region	Counties	Pollutant(s)
		8- Hour Ozone
Metrolina	Cabarrus (Partial)	✓
	Gaston (Partial)	✓
	Iredell (Partial)	✓
	Lincoln (Partial)	✓
	Mecklenburg	✓
	Rowan (Partial)	✓
	Union (Partial)	✓

North Carolina 1997 Ozone Maintenance Areas NOT Requiring a REA

Region	Counties	Pollutant(s)
		8- Hour Ozone
Triangle	Chatham (Partial)	✓
	Durham	✓
	Franklin	✓
	Granville	✓
	Johnston	✓
	Person	✓
	Wake	✓

Region	Counties	Pollutant(s)
		8- Hour Ozone
Rocky Mount	Edgecombe	✓
	Nash	✓

Region	Counties	Pollutant(s)
		8- Hour Ozone
Metrolina	Cabarrus	✓
	Gaston	✓
	Iredell (Partial)	✓
	Lincoln	✓
	Mecklenburg	✓
	Rowan	✓
	Union	✓

Public Transportation Project Funding

The projects listed in the STIP are funded from various Federal Transit Administration (FTA), Federal Highway Administration (FHWA) and North Carolina State Funds, many requiring a state and/or local funding match. Annually, the NCDOT Integrated Mobility Division (IMD) provides state funds to assist in meeting these match requirements. The amount available for state match is limited to the amount appropriated by the General Assembly.

FTA program funding apportionment amounts are published annually in the Federal Register and posted to the FTA website. NCDOT uses these apportionments to allocate funding to qualifying sub-recipients. Most FTA funding apportioned to urbanized areas with a population of 200,000 or greater is managed directly by the Metropolitan Planning Organization (MPO) or transit agency. The MPO and transit agencies develop projects that appear in the STIP using, in part, funds received directly from FTA. NCDOT IMD allocates federal funds to small urban areas less than 200,000 population and rural, non-urbanized areas of the state. MPOs and NCDOT IMD develop projects and programs that appear in the STIP using apportioned federal and appropriated state funding amounts, including unobligated prior year funding. Amendments or modifications may be completed for transit projects in the STIP when the funding amount changes from the amount included in the approved STIP.

The following Federally funded programs appear in the STIP:

- A. Metropolitan Planning and Statewide Planning Program (Sections 5303 and 5304)
- Provides funding and procedural requirements for multimodal transportation planning in metropolitan areas and states that are cooperative, continuous and comprehensive, resulting in long-range plans and short-range programs that reflect transportation investment priorities. These planning programs are jointly administered by FTA and the FHWA, which provides additional funding to MPOs.

IMD Goals:

- 5303 – Create a fair and equitable distribution of planning funds to urbanized areas (UZAs) and foster transit planning on a regional and inter-regional scale.
- 5304 – Provide funding for statewide planning and technical studies.

B. Urban Area Formula Program (Section 5307)

Makes Federal resources available to qualifying areas for transit capital, operating assistance, and transportation planning in MPOs and urbanized areas with a population of 50,000 or more as designated by the U.S. Department of Commerce, Bureau of the Census.

IMD Goals:

- 5307 Governor's Apportionment (GA) – Work with small, urbanized areas to offer technical assistance, as needed. Section 5307 grants are managed by the FTA direct recipient in these small, urbanized areas.
- 5307 Large Urbanized Areas – Work with large urbanized areas for technical assistance, as needed.

C. Enhanced Mobility of Seniors and Individuals with Disabilities Program (Section 5310)

Improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options. This program supports transportation services planned, designed, and carried out to meet the special transportation needs of seniors and individuals with disabilities in all areas – large urbanized (over 200,000 population), small urbanized (50,000-200,000 population), and rural (under 50,000 population). Eligible projects include both traditional capital investment and nontraditional operational assistance investment beyond the Americans with Disabilities Act (ADA) complementary paratransit services.

IMD Goal:

- Support transportation of seniors and persons with disabilities in small, urbanized areas (50,000-200,000 population) and rural North Carolina (less than 50,000 population).

D. Rural Formula Grant Program (Section 5311)

Provides capital, planning, and operating assistance to states to support public transportation in rural areas with populations of less than 50,000, where residents utilize public transit to reach their destinations. The program also provides funding for state and national training and technical assistance through the Rural Transportation Assistance Program (RTAP), Intercity Bus Program (5311(f)) and the Appalachian Development Transportation Assistance Program. North Carolina is one of 13 states receiving the Appalachian Development grants in the following 29 counties: Alexander, Alleghany, Ashe, Avery, Buncombe, Burke, Caldwell, Cherokee, Clay, Davie, Forsyth, Graham, Haywood, Henderson, Jackson, McDowell, Macon, Madison, Mitchell, Polk, Rutherford, Stokes, Surry, Swain, Transylvania, Watauga, Wilkes, Yadkin, and Yancey.

IMD Goals:

- Support general public transportation in rural North Carolina (less than 50,000 population) and provide a coordinated transportation network.
- Enhance access in rural areas to health care, shopping, education, employment, public services and recreation.
- Encourage the most efficient use of transportation funds to provide passenger trips in rural areas through coordination of programs and services.

E. Bus and Bus Facilities Program (Section 5339)

Provides capital funding to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities.

IMD Goal:

- Support the small urban and statewide funding program to provide capital funds to replace, rehabilitate and purchase buses and related equipment and construct bus-related facilities.

F. Public Transportation Safety Program – State Safety Oversight (Section 5329)

Provides funds for program operational and administrative expenses, including employee training activities. This funding is provided to North Carolina to support the oversight of the rail fixed guideway public transportation system in the City of Charlotte. This funding is administered by the NCDOT Rail Division.

IMD Goal:

- Provide any needed technical assistance and support to the NCDOT Rail Division as it administers these funds.

G. State of Good Repair (Section 5337)

Provides capital funds for maintenance, replacement and rehabilitation projects of high-intensity fixed guideway and bus systems to help transit agencies maintain assets in a state of good repair. Additionally, State of Good Repair grants are eligible for developing and implementing Transit Asset Management Plans. This funding is apportioned directly to the systems in the State with fixed guideway systems. This FTA funding formula program is not administered by IMD.

H. Capital Investment Grant (CIG) Program (Section 5309)

This FTA discretionary grant program funds transit capital investments, including heavy rail, commuter rail, light rail, streetcar and bus rapid transit. Federal transit law requires transit agencies seeking CIG funding to complete a series of steps over several years. For New Starts and Core Capacity projects, the law requires completion of two phases in advance of receipt of a construction grant agreement – Project Development and Engineering. For Small Starts projects, the law requires completion of one phase in advance of receipt of a construction grant agreement – Project Development. This FTA funding is not administered by IMD.

PROGRAM BUDGETS

Transportation Revenue Forecast

State Budget

State transportation revenues are derived from four sources: user fees in the form of Motor Fuel Tax (MFT), driver and vehicles fees collected by the NC Division of Motor Vehicles (DMV Fees), a Highway Use Tax (HUT) on vehicle title transfers, and a portion of the state sales tax proceeds. Federal transportation revenues are derived from a federal MFT tax, commercial vehicle fees, and transfers from the U.S. General Fund. North Carolina's total transportation funding consists of roughly 80 percent state revenues and 20 percent federal revenues.

State revenue projections are developed using a consensus forecast process by the Office of State Budget and Management (OSBM), Legislative Fiscal Research Division, and NCDOT. Budget estimates developed for the Governor's biennial budget serve as a base from which NCDOT and OSBM staff develop the forecast for the remaining years. The OSBM and NCDOT forecasts are produced using numerous data sources, but largely rely on economic data and research produced by S&P Global, a private financial forecasting company and in-house consumption forecasting models, and internal historical data. Motor fuel tax revenues are forecast using crude oil prices, and estimates for consumption, fuel efficiency, and miles travelled. Highway Use Tax (HUT) revenue forecasts are based on historical data and predicted values for new and used vehicle transactions and vehicle price. Sales tax revenue forecasts rely on economic measures, such as gross national product (GNP), personal income, and the consumer price index (CPI). DMV fee revenue forecasts are based on historical transactional information, such as vehicle registration and licensed driver data, and OSBM population projections. DMV title fee estimates are obtained using licensed driver and vehicle registration data. The number of vehicle transactions, vehicle price, motor fuel consumption, the purchase of goods and services, and sales tax revenues correlate strongly with economic conditions. Generally, DMV fees correlate with projected changes in population. Title fees closely correlate to forecasted changes in vehicle sales.

The motor fuel tax rate is adjusted annually based on a variable rate formula that measures changes in population and the Consumer Price Index for Energy (CPI-E). Effective January 1, 2025, the motor fuel tax rate is 40.3 cents per gallon. DMV fees are adjusted every four years based on changes in the CPI. HUT and sales tax rate changes are made by acts of the North Carolina General Assembly.

Federal Budget

After a one-year extension of the Fixing America's Surface Transportation Act, or "FAST Act", President Biden signed into law the five-year \$1.2 trillion Infrastructure Investment and Jobs Act (IIJA) on November 15, 2021. The IIJA largely maintains current program structures and funding shares between highways and transit, but it includes significant expansions in funding, new discretionary and competitive grant programs, and two new formula programs. The law emphasizes the goals of creating a resilient, efficient, safe, and connected transportation system. The formula programs are:

- National Highway Performance Program (NHPP)
- Surface Transportation Block Grant Program (STBG)
- Congestion Mitigation and Air Quality Improvement Program (CMAQ)
- Highway Safety Improvement Program (HSIP)
- Railway-Highway Crossings (subset of the HSIP)
- Metropolitan Planning
- Construction of Ferry Boats and Ferry Terminal Facilities
- Transportation Alternatives (TA)
- National Highway Freight Program
- Carbon Reduction Program
- PROTECT Program
- Bridge Program
- National Electric Vehicle Formula Program

Federal transportation funding is distributed by USDOT based on Congressional multi-year reauthorization bills and annual appropriation acts. The federal MFT rate, set by Congress in 1993, is 18.4 cents per gallon for gasoline and 24.4 cents per gallon for diesel fuel. Unlike prior multi-year reauthorization bills, the IIJA legislation was approved by Congress using record General Fund transfers and advanced appropriations. IIJA expires on September 30, 2026.

Federal Aid Program

The Federal Aid Program consists of many funding categories. Funding in most of these individual categories is subject to overall federal budget constraints and Federal Obligation Limitation. The obligation limitation effectively limits the amount of federal funds that can be utilized in any one year.

North Carolina’s availability of federal funds for the STIP is expected to be about \$1,493 million in FY 2026 and \$1,493 million in FY 2027.

Virtually all federal-aid projects require a local or state fund contribution. Most highway and transit programs require a 20% local or state share. The amount of matching funds needed for the Federal Aid Program is expected to be approximately \$358 million in FY 2026 and \$358 million in FY 2027, most of which will be funded by the State Highway Trust Fund.

Federal Aid Construction Program – FFY 2026
(\$ in Millions)

Category	Federal Funds	Required Matching Funds	Total
National Highway Performance	743	186	929
Rail-Highway Crossing	7	0	7
Statewide Planning & Research*	21	5	26
Transportation Alternatives	38	10	48
Research Development*	7	2	9
Metropolitan Planning*	8	2	10
Congestion Mitigation Air Quality	30	8	38
Surface Transportation Block Grant	350	88	438
Highway Safety Improvement	80	9	89
Freight	36	9	45
Carbon Reduction	20	5	25
PROTECT	37	9	46
Bridge	99	25	124
Appalachian Development	17	0	17
Total Available Funds	1,493	358	1,851

*Category not required to be included in the STIP

Federal Aid Construction Program – FFY 2027
(\$ in Millions)

Category	Federal Funds	Required Matching Funds	Total
National Highway Performance	743	186	929
Rail-Highway Crossing	7	0	7
Statewide Planning & Research	21	5	26
Transportation Alternatives	38	10	48
Research Development	7	2	9
Metropolitan Planning	8	2	10
Congestion Mitigation Air Quality	30	8	38
Surface Transportation Block Grant	350	88	438
Highway Safety Improvement	80	9	89
Freight	36	9	45
Carbon Reduction	20	5	25
PROTECT	37	9	46
Bridge	99	25	124
Appalachian Development	17	0	17
Total Available Funds	1493	358	1851

During the balancing of the State Transportation Improvement Program (STIP), the program is fiscally constrained to the amount of funds projected to be available each year to prevent the Department from over committing future revenues. NCDOT extensively uses “Advance Construction” (AC), which allows states to begin a project even in the absence of sufficient federal-aid obligation authority to cover the federal share of project costs. It is codified in Title 23, Section 115. Advance Construction eliminates the need to set aside full obligational authority before starting projects. As a result, a state can undertake a greater number of concurrent projects than would otherwise be possible. In addition, Advance Construction helps facilitate construction of large projects, while maintaining obligational authority for smaller ones.

Prior to authorizing a project (or phase of a project), a federal agency is typically required to obligate the total amount of funds needed to complete the project (or phase). So, if NCDOT plans to construct a project estimated to cost \$40 million without using Advance Construction, Federal Highway Administration (FHWA) would need to obligate their full share, typically 80 percent, or \$32 million; even though some of those funds will not be needed for several years.

Advance Construction allows FHWA to authorize the project without obligating the funds needed to complete the project. Under an Advance Construction authorization, FHWA does not commit the federal government to funding the project but makes the project eligible for reimbursement at a later date as federal funds become available.

As an Advance Construction project progresses, NCDOT will obligate federal funding and bill FHWA for expenditures that have occurred (typically at 80 percent). For instance, if after a year of construction, the \$40 million construction project described above has \$10 million of expenditures and federal funds are available, NCDOT may obligate \$8 million of federal funds and send FHWA a bill for \$8 million.

In March 2021, NCDOT developed a policy to govern the use of Advance Construction. This policy requires a yearly analysis of the Advance Construction program to ensure that the use of Advance Construction is within prescribed limits. The results of this analysis are posted on the Department’s website and reported to the Board of Transportation.

When analyzing Advance Construction usage at NCDOT, a distinction is made between Advance Construction used for Grant Anticipation Revenue Vehicles (GARVEE) bonded projects and non-GARVEE traditional Advance Construction projects. GARVEE is a type of bond or similar financing method used by a state to finance transportation projects and is a specific type of Advance Construction. Outstanding GARVEE debt is considered in the yearly Advance Construction analysis by reserving the funds that are needed to make the bond payments. However, GARVEE AC balances should be viewed differently since they are long-term well-defined commitments. The North Carolina General Assembly has imposed restrictions on the use of GARVEE to ensure that the Department’s use of this funding technique remains within reasonable levels. Prior to the issuance of GARVEE bonds, the limits imposed by the General Assembly are checked to ensure that the Department will remain in compliance. State law constrains the total amount of GARVEE debt such that the total GARVEE outstanding principal amount cannot exceed the previous year’s total federal budget authorization, or the debt service cannot exceed 20 percent of anticipated annual future federal revenues.

Since non-GARVEE Advance Construction is more fluid, a yearly analysis is required by the Department’s Advance Construction policy. The Advance Construction levels for non-GARVEE projects are subject to the following two limits:

- Amount of unreimbursed state funds expended (by funding source) should not exceed 1 year of federal apportionments.
- AC balance (by funding source) should not exceed 4 years of anticipated federal apportionments.

The table on the following page provides the projected non-GARVEE balances for FY 2026 through FY 2029 in the two largest categories, National Highway Performance Program (NHPP) and Surface Transportation Block Grant Program (STBG) as well as our Highway Safety Improvement Program (HSIP).

	National Highway Performance Program				Surface Transportation Block Grant				Highway Safety Improvement Program			
	2026	2027	2028	2029	2026	2027	2028	2029	2026	2027	2028	2029
AC Beginning Balance	\$1,732,348	\$2,147,661	\$2,382,205	\$1,927,418	\$1,330,278	\$1,535,935	\$1,554,736	\$1,650,007	\$165,658	\$151,665	\$137,673	\$123,680
New AC in STIP	\$1,080,002	\$899,209	\$209,962	\$654,084	\$583,329	\$402,954	\$481,460	\$391,991	\$52,500	\$52,500	\$52,500	\$52,500
AC Converted	\$664,689	\$664,665	\$664,749	\$664,735	\$377,672	\$384,153	\$386,189	\$385,449	\$66,492	\$66,492	\$66,492	\$66,492
AC Ending Balance	\$2,147,661	\$2,382,205	\$1,927,418	\$1,916,767	\$1,535,935	\$1,554,736	\$1,650,007	\$1,656,549	\$151,665	\$137,673	\$123,680	\$109,688

NOTE: Dollars in thousands and exclude GARVEE.

GARVEE Bonds

In 2005, House Bill 254 authorized NCDOT to issue Grant Anticipation Revenue Vehicles (GARVEE bonds) to finance federal aid highway projects. All funds derived from GARVEE bonds are backed by the receipt of future federal funds and no state funds may be committed to the debt service. Below is a summary of the GARVEE bond issuances and debt service requirements.

GARVEE Bond Program (\$ in Millions)		
State Fiscal Year	Proceeds Including Premium	Debt Service
2008	\$299.80	\$5.06
2009		59.33
2010	263.14	67.16
2011		82.00
2012	364.9	59.84
2013		86.33
2014		86.33
2015	300.54	86.32
2016		100.00
2017		99.39
2018	253.15	95.94
2019	719.04	95.94
2020		131.63
2021		131.64
2022	306.16	154.33
2023		154.34
2024		118.08
2025	300.61	118.08
2026		143.34
2027		143.35
2028		143.35
2029		143.34
2030		143.34
2031		106.52
2032		106.51
2033		106.53
2034		106.52
2035		49.42
2036		49.43
2037		26.72
2038		26.72
2039		26.72
2040		26.77

BUILD NC Bonds

In 2018, Senate Bill 758 authorized NCDOT to issue Build NC bonds to finance highway projects at the Regional impact and Division needs project categories. Subject to appropriation by the General Assembly, funds from the Highway Trust Fund shall be the source for repayment of debt service. Below is a summary of Build NC bond issuances and debt service requirements.

BUILD NC Bond Program (\$ in Millions)		
State Fiscal Year	Proceeds Including Premium	Debt Service
2019	\$357.34	
2020		28.18
2021	848.69	69.26
2022	334.01	93.04
2023		121.44
2024		121.44
2025	323.98	121.44
2026		150.05
2027		150.05
2028		150.05
2029		150.04
2030		150.05
2031		150.04
2032		150.05
2033		150.05
2034		150.05
2035		121.87
2036		57.00
2037		57.00
2038		28.61
2039		28.61
2040		28.61

State Highway Trust Fund

Revenues for the Trust Fund are generated from state motor fuels tax, the highway use tax (transfer of motor vehicle titles), DMV titles and other fees, sales tax transfer from the general fund and interest income (as shown in the graphic on page T-2). \$49 million of Trust Fund revenues are transferred each year to the NCTA for project funding, as well as \$45 million to the State Ports.

The STIP budget is based on a consensus forecast by the OSBM, Legislative Fiscal Research Division, and NCDOT. These estimates were used to develop the STIP program and are the basis for air quality and fiscal constraint tests. The Trust Fund revenues are projected to be about \$2.5 billion for FY 2026 and \$26.8 billion during the 10-year period. Of this \$26.8 billion in revenue, \$490 million goes to NCTA, \$622 million is used for program administration, \$4 million is transferred to the Highway Fund for Visitor Centers and \$450 million is transferred to State Ports. The remaining \$25.2 billion is available for STIP purposes. After preliminary engineering, the state match for federal planning (SPR) funds, inflation reserves, and bonus allocation, \$18.4 billion is available for programming.

NORTH CAROLINA TRANSPORTATION REVENUE PROJECTIONS FISCAL YEARS 2026-2035											
(Dollars in Millions)											
CATEGORY	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2026 THRU 2035
Total State Highway Trust Fund Revenues	\$ 2,463.80	\$ 2,509.00	\$ 2,540.90	\$ 2,603.60	\$ 2,657.90	\$ 2,703.20	\$ 2,744.50	\$ 2,803.10	\$ 2,855.10	\$ 2,906.40	\$ 26,787.50
Less Transfers for NCTA GAP Funding	(49.00)	(49.00)	(49.00)	(49.00)	(49.00)	(49.00)	(49.00)	(49.00)	(49.00)	(49.00)	(490.00)
Less Transfer to Highway Fund	(0.40)	(0.40)	(0.40)	(0.40)	(0.40)	(0.40)	(0.40)	(0.40)	(0.40)	(0.40)	(4.00)
Less Program Administration	(57.21)	(58.26)	(59.00)	(60.46)	(61.72)	(62.77)	(63.73)	(65.09)	(66.30)	(67.49)	(622.01)
Less Transfer to State Ports	(45.00)	(45.00)	(45.00)	(45.00)	(45.00)	(45.00)	(45.00)	(45.00)	(45.00)	(45.00)	(450.00)
Less PE - Approximately \$50 M shown in STIP on holdouts	(250.00)	(250.00)	(250.00)	(250.00)	(250.00)	(250.00)	(250.00)	(250.00)	(250.00)	(250.00)	(2,500.00)
Less State Match for SPR Funds	(9.53)	(9.53)	(9.53)	(9.53)	(9.53)	(9.53)	(9.53)	(9.53)	(9.53)	(9.53)	(95.33)
Net State Trust Fund Revenues	2,052.66	2,096.81	2,127.97	2,189.21	2,242.25	2,286.50	2,326.84	2,384.08	2,434.87	2,484.98	22,626.17
Less Bonus Alloc. for Tolling & Local Participation	\$ (28.50)	\$ (45.00)	\$ (46.85)	\$ (66.25)	\$ (40.00)	\$ (43.62)	\$ (20.00)	\$ (20.00)	\$ (0.14)	\$ -	(310.36)
Subtotal	2,024.16	2,051.81	2,081.12	2,122.96	2,202.25	2,242.88	2,306.84	2,364.08	2,434.73	2,484.98	22,315.81
Less Inflation	(50.60)	(156.45)	(270.68)	(396.07)	(541.52)	(500.00)	(500.00)	(500.00)	(500.00)	(500.00)	(3,915.32)
Total Available State Trust Funds for Programming	1,973.55	1,895.36	1,810.44	1,726.89	1,660.73	1,742.88	1,806.84	1,864.08	1,934.73	1,984.98	18,400.48
Total Available State Trust Funds for Programming (1000s)	1,973,554	1,895,358	1,810,442	1,726,890	1,660,731	1,742,879	1,806,840	1,864,080	1,934,728	1,984,981	18,400,484
Federal Aid	1,492.90	1,492.90	1,492.90	1,492.90	1,492.90	1,492.90	1,492.90	1,492.90	1,492.90	1,492.90	14,929.00
Less SPR Funds	(38.13)	(38.13)	(38.13)	(38.13)	(38.13)	(38.13)	(38.13)	(38.13)	(38.13)	(38.13)	(381.30)
Less CMAQ	(30.00)	(30.00)	(30.00)	(30.00)	(30.00)	(30.00)	(30.00)	(30.00)	(30.00)	(30.00)	(300.00)
Less ADHS	(17.00)	(17.00)	(17.00)	(17.00)	(17.00)	(17.00)	(17.00)	(17.00)	(17.00)	(17.00)	(170.00)
Less CARBON Reduction	(20.00)	(20.00)	(20.00)	(20.00)	(20.00)	(20.00)	(20.00)	(20.00)	(20.00)	(20.00)	(200.00)
Net Federal Aid Revenues	1,387.77	1,387.77	1,387.77	1,387.77	1,387.77	1,387.77	1,387.77	1,387.77	1,387.77	1,387.77	13,877.70
Less Inflation	(34.69)	(105.82)	(180.50)	(258.91)	(341.24)	0.00	0.00	0.00	0.00	0.00	(921.16)
Total Available Federal-Aid for Programming	1,353.08	1,281.95	1,207.27	1,128.86	1,046.53	1,387.77	1,387.77	1,387.77	1,387.77	1,387.77	12,956.54
Total Available Federal-Aid for Programming (1000s)	1,353,076	1,281,953	1,207,273	1,128,860	1,046,526	1,387,770	1,387,770	1,387,770	1,387,770	1,387,770	12,956,537
Total Available for Programming (State + Federal)	3,326.63	3,177.31	3,017.72	2,855.75	2,707.26	3,130.65	3,194.61	3,251.85	3,322.50	3,372.75	31,357.02
Check Total Subtotals (State + Federal)	3,440.43	3,484.58	3,515.74	3,576.98	3,630.02	3,674.27	3,714.61	3,771.85	3,822.64	3,872.75	36,503.87
Check Total Less Bonus Allocation	(28.50)	(45.00)	(46.85)	(66.25)	(40.00)	(43.62)	(20.00)	(20.00)	(0.14)	-	(310.36)
Check Total Less Inflation	(85.30)	(262.27)	(451.17)	(654.98)	(882.76)	(500.00)	(500.00)	(500.00)	(500.00)	(500.00)	(4,836.48)
Check Total Available for Programming	3,326.63	3,177.31	3,017.72	2,855.75	2,707.26	3,130.65	3,194.61	3,251.85	3,322.50	3,372.75	31,357.02
Less Transition Funding	(26.37)	(0.93)	-	-	-	-	-	-	-	-	(27.30)
Funds Available to Allocate to Categories	\$ 3,300.26	\$ 3,176.38	\$ 3,017.72	\$ 2,855.75	\$ 2,707.26	\$ 3,130.65	\$ 3,194.61	\$ 3,251.85	\$ 3,322.50	\$ 3,372.75	\$ 31,329.72
STATEWIDE	1,320.11	1,270.55	1,207.09	1,142.30	1,082.90	1,252.26	1,277.84	1,300.74	1,329.00	1,349.10	12,531.89
REGIONAL	990.08	952.91	905.31	856.73	812.18	939.19	958.38	975.55	996.75	1,011.83	9,398.92
LESS STBGDA ON REGIONAL AND STATEWIDE ROUTES	(10.58)	(4.85)	(9.79)	(11.47)	(10.69)	(4.63)	(0.46)	0.00	0.00	0.00	(52.48)
REGIONAL TOTAL REVISED	979.50	948.06	895.52	845.26	801.49	934.56	957.92	975.55	996.75	1,011.83	9,346.44
DIVISION	990.08	952.91	905.31	856.73	812.18	939.19	958.38	975.55	996.75	1,011.83	9,398.92

Anticipated Inflation Impact

Inflation is not explicitly factored into project estimates shown in the STIP. Instead, before programming projects in the STIP, anticipated revenue is reduced to account for future inflation. For the 2026-2035 STIP, NCDOT used a 5% per year inflation factor for the first five years of the STIP (2026-2030) and \$500 M per year for the last 5 years of the STIP (2031-2035). The 5% was compounded annually for the first five years. In the first year (2026), ½ of the inflation rate was used (2.5%), ramping up to the 5% in years 2 through 5 (2027-2030). This allows project costs used in the Program to be shown in current (2026) dollars.

State Highway Fund

Revenues for the Highway Fund are generated from state motor fuels tax, DMV license and other fees, sales tax transfer from the general fund and interest income (as shown in the graphic on page T-2). The Highway Fund primarily supports projects that maintain the state's existing transportation system. This includes general maintenance, roadside environmental activities, resurfacing highways, replacing bridges, paving unpaved secondary roads, and state aid to municipalities. Funds are distributed across North Carolina based on need.

Cash Model and Fiscal Constraint of the STIP

In a traditionally financed federal-aid highway project, the FHWA approves the project and obligates (promises to pay) federal funds (typically 80 percent of eligible costs) at the start of a contract. The Department then begins construction, pays construction costs with state funds, and submits weekly federal reimbursement requests to FHWA. However, at its discretion, NCDOT may also use a funding technique called Advance Construction. In Advance Construction, the FHWA only approves a project as being eligible for federal funding and does not obligate (promise to pay) federal funds at the start of a project. The Department then begins construction, pays construction costs with state funds, submits a request to obligate an amount of federal funds necessary for reimbursement of a percentage of eligible costs (typically 80 percent), and submits a request for reimbursement to FHWA.

NCDOT heavily utilizes Advance Construction because it allows the Department to accelerate projects by undertaking a greater number of concurrent federal-aid projects than would otherwise be possible. However, when Advance Construction is utilized, care must be taken to ensure that adequate funds will be available to implement the schedule of projects included in the STIP. NCDOT relies on its cash model to insure fiscal constraint of both the STIP and its entire operation. The Department uses a cash model to manage its operation on a cash-flow basis using statistical models that were developed specifically to support NCDOT programs. The models are used to forecast future cash demands and financial capacity.

North Carolina's General Assembly in §143C:6-11 dictates that the Department's cash target be between 15% and 20% of the total appropriations from the Highway Fund and Highway Trust Fund for the current fiscal year. Any federal funds on hand shall not be considered as cash for this purpose. The target shall include an amount necessary to make all municipal-aid funding requirements. Also, NCGS §143C:6-11 requires the minimum cash balance from the Highway Fund and Highway Trust Fund to be at least 7.5% of the total appropriations for the current fiscal year. If this minimum is not maintained, no further transportation project contract commitments may be entered into until the cash balance has been regained. The Department may modify or supplement transportation contract commitments for existing transportation projects that (i) results in a savings from the total estimated project cost of the existing commitment, based on cost-savings analysis, or (ii) relate to the needs of an existing transportation project to continue. Any federal funds on hand shall not be considered as cash for the purpose of the minimum cash balance requirement.

The North Carolina Turnpike Authority (NCTA)

NCTA is a public agency of the State of North Carolina located within NCDOT. NCTA's mission is to supplement the traditional non-toll transportation system serving the citizens of North Carolina by accelerating the delivery of roadway projects using alternative financing options and facilitating the development, delivery, and operation of an integrated system of toll roads. NCTA currently operates two tolled facilities, the Triangle Expressway and the Monroe Expressway, and provides customer service operations for the I-77 Express Lanes project. The Triangle Expressway is approximately 36.6 miles of new highway construction, extending the partially complete "Outer Loop" around the greater Raleigh area from I-40 in the north to Interstate 87/U.S. 64/U.S. 264. However, an expansion is currently underway to extend the roadway to the existing I-540/I-87/U.S. 64/U.S. 264 interchange in Knightdale, fully completing the "Outer Loop". The Monroe Expressway opened to traffic in November 2018. The Monroe Expressway is approximately 19.8 miles of new highway construction that serves as a bypass to U.S. 74 from I-485 in eastern Mecklenburg County to U.S. 74 between the towns of Wingate and Marshville in Union County. Since the STI law passed in June 2013, the identification of potential Turnpike projects has fallen under the strategic project prioritization process. Funding for Turnpike projects may be derived from a combination of State transportation revenues, Federal aid dollars, and toll revenue supported debt.

Total revenues for the Triangle Expressway were \$72.9 million and \$61.1 million for FY 2024 and FY 2023, respectively. FY 2024 total revenues increased by 19.3% year-over-year (YOY) when compared to FY 2023. Operating expenses for the Triangle Expressway totaled \$25.7 million and \$18.8 million for FY 2024 and FY 2023, respectively. FY 2024 operating expenses increased by 36.9% YOY from the previous year.

Total revenues for the Monroe Expressway were \$34.5 million and \$29.0 million for FY 2024 and FY 2023, respectively. FY 2024 total revenue increased by 18.8% YOY when compared to FY 2023. Operating Expenses for the Monroe Expressway totaled \$14.5 million and \$14.7 million for FY 2024 and FY 2023, respectively. FY 2024 operating expenses decreased by 1.5% YOY from the previous year.

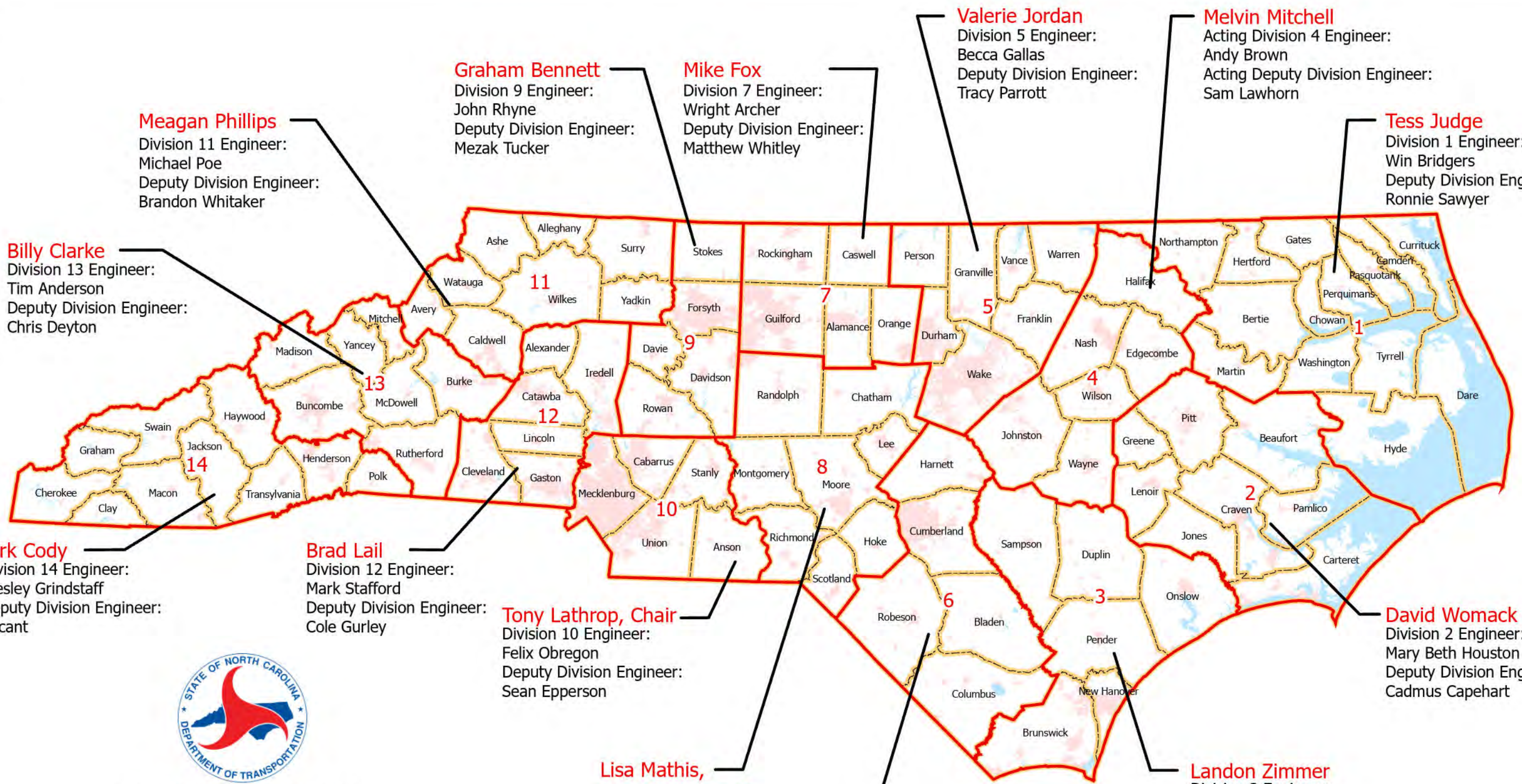
ALPHABETICAL LISTING OF COUNTIES									
COUNTY	DIV	COUNTY	DIV	COUNTY	DIV	COUNTY	DIV	COUNTY	DIV
ALAMANCE	7	CHOWAN	1	GUILFORD	7	MITCHELL	13	RUTHERFORD	13
ALEXANDER	12	CLAY	14	HALIFAX	4	MONTGOMERY	8	SAMPSON	3
ALLEGHANY	11	CLEVELAND	12	HARNETT	6	MOORE	8	SCOTLAND	8
ANSON	10	COLUMBUS	6	HAYWOOD	14	NASH	4	STANLY	10
ASHE	11	CRAVEN	2	HENDERSON	14	NEW HANOVER	3	STOKES	9
AVERY	11	CUMBERLAND	6	HERTFORD	1	NORTHAMPTON	1	SURRY	11
BEAUFORT	2	CURRITUCK	1	HOKE	8	ONSLOW	3	SWAIN	14
BERTIE	1	DARE	1	HYDE	1	ORANGE	7	TRANSYLVANIA	14
BLADEN	6	DAVIDSON	9	IREDELL	12	PAMLICO	2	TYRRELL	1
BRUNSWICK	3	DAVIE	9	JACKSON	14	PASQUOTANK	1	UNION	10
BUNCOMBE	13	DUPLIN	3	JOHNSTON	4	PENDER	3	VANCE	5
BURKE	13	DURHAM	5	JONES	2	PERQUIMANS	1	WAKE	5
CABARRUS	10	EDGECOMBE	4	LEE	8	PERSON	5	WARREN	5
CALDWELL	11	FORSYTH	9	LENOIR	2	PITT	2	WASHINGTON	1
CAMDEN	1	FRANKLIN	5	LINCOLN	12	POLK	14	WATAUGA	11
CARTERET	2	GASTON	12	MACON	14	RANDOLPH	8	WAYNE	4
CASWELL	7	GATES	1	MADISON	13	RICHMOND	8	WILKES	11
CATAWBA	12	GRAHAM	14	MARTIN	1	ROBESON	6	WILSON	4
CHATHAM	8	GRANVILLE	5	McDOWELL	13	ROCKINGHAM	7	YADKIN	11
CHEROKEE	14	GREENE	2	MECKLENBURG	10	ROWAN	9	YANCEY	13

NORTH CAROLINA COUNTIES BY DIVISION									
<u>DIVISION 1</u> BERTIE CAMDEN CHOWAN CURRITUCK DARE GATES HERTFORD HYDE MARTIN NORTHAMPTON PASQUOTANK PERQUIMANS TYRRELL WASHINGTON		<u>DIVISION 3</u> BRUNSWICK DUPLIN NEW HANOVER ONSLOW PENDER SAMPSON		<u>DIVISION 6</u> BLADEN COLUMBUS CUMBERLAND HARNETT ROBESON		<u>DIVISION 9</u> DAVIDSON DAVIE FORSYTH ROWAN STOKES		<u>DIVISION 12</u> ALEXANDER CATAWBA CLEVELAND GASTON IREDELL LINCOLN	
<u>DIVISION 2</u> BEAUFORT CARTERET CRAVEN GREENE JONES LENOIR PAMLICO PITT		<u>DIVISION 4</u> EDGECOMBE HALIFAX JOHNSTON NASH WAYNE WILSON		<u>DIVISION 7</u> ALAMANCE CASWELL GUILFORD ORANGE ROCKINGHAM		<u>DIVISION 10</u> ANSON CABARRUS MECKLENBURG STANLY UNION		<u>DIVISION 13</u> BUNCOMBE BURKE MADISON McDOWELL MITCHELL RUTHERFORD YANCEY	
		<u>DIVISION 5</u> DURHAM FRANKLIN GRANVILLE PERSON VANCE WAKE WARREN		<u>DIVISION 8</u> CHATHAM HOKE LEE MONTGOMERY MOORE RANDOLPH RICHMOND SCOTLAND		<u>DIVISION 11</u> ALLEGHANY ASHE AVERY CALDWELL SURRY WATAUGA WILKES YADKIN		<u>DIVISION 14</u> CHEROKEE CLAY GRAHAM HAYWOOD HENDERSON JACKSON MACON POLK SWAIN TRANSYLVANIA	

METROPOLITAN PLANNING ORGANIZATIONS (MPO)	
MPO	CITY-TOWN-COUNTY
Burlington-Graham Metropolitan Planning Organization (BGMPO)	Alamance County, Village of Alamance, City of Burlington, Town of Elon, Town of Gibsonville, City of Graham, Town of Green Level, Guilford County, Town of Haw River, City of Mebane, Orange County, Town of Whitsett
Cabarrus-Rowan Metropolitan Planning Organization (CRMPO)	Cabarrus County, Town of China Grove, Town of Cleveland, City of Concord, Town of East Spencer, Town of Faith, Town of Granite Quarry, Town of Harrisburg, City of Kannapolis, Town of Landis, Town of Midland, Town of Mount Pleasant, Town of Rockwell, Rowan County, City of Salisbury, Town of Spencer
Capital Area Metropolitan Planning Organization (CAMPO)	Town of Angier, Town of Apex, Town of Archer Lodge, Town of Bunn, Town of Cary, Chatham County, Town of Clayton, Town of Coats, Town of Creedmoor, Franklin County, Town of Franklinton, Town of Fuquay-Varina, Town of Garner, Granville County, Harnett County, Town of Holly Springs, Johnston County, Town of Knightdale, Town of Lillington, Town of Morrisville, City of Raleigh, Town of Rolesville, Wake County, Town of Wake Forest, Town of Wendell, Town of Youngsville, Town of Zebulon
Charlotte Regional Transportation Planning Organization (CRTPO)	City of Charlotte, Town of Cornelius, Town of Davidson, Town of Fairview, Town of Huntersville, Town of Indian Trail, Iredell County, Town of Marshville, Village of Marvin, Town of Matthews, Mecklenburg County, Town of Mineral Springs, Town of Mint Hill, City of Monroe, Town of Mooresville, Town of Pineville, Town of Stallings, City of Statesville, Town of Troutman, Union County, Town of Waxhaw, Town of Weddington, Village of Wesley Chapel, Town of Wingate
Fayetteville Area Metropolitan Planning Organization (FAMPO)	Cumberland County, Town of Eastover, Town of Erwin, City of Fayetteville, Harnett County, Hoke County, Town of Hope Mills, Town of Parkton, City of Raeford, Robeson County, Town of Spring Lake
French Broad River Metropolitan Planning Organization (FBRMPO)	City of Asheville, Town of Biltmore Forest, Town of Black Mountain, Buncombe County, Town of Canton, Town of Clyde, Village of Flat Rock, Town of Fletcher, Haywood County, Henderson County, City of Hendersonville, Town of Laurel Park, Madison County, Town of Maggie Valley, Town of Mars Hill, Town of Mills River, Town of Montreat, Transylvania County, Town of Waynesville, Town of Weaverville, Town of Woodfin
Gaston-Cleveland-Lincoln Metropolitan Planning Organization (GCLMPO)	City of Belmont, Town of Belwood, City of Bessemer City, Town of Boiling Springs, Town of Casar, City of Cherryville, Cleveland County, Town of Cramerton, Town of Dallas, Town of Dellview, Town of Earl, Town of Fallston, Gaston County, City of Gastonia, Town of Grover, Town of High Shoals, City of Kings Mountain, Town of Kingstown, Town of Lattimore, Town of Lawndale, Lincoln County, City of Lincolnton, City of Lowell, Town of Maiden, Town of McAdenville, Town of Mooresboro, City of Mount Holly, Town of Patterson Springs, City of Polkville, Town of Ranlo, City of Shelby, Town of Spencer Mountain, Town of Stanley, Town of Waco
Goldsboro Metropolitan Planning Organization	City of Goldsboro, Town of Pikeville, Village of Walnut Creek, Wayne County
Grand Strand Area Transportation Study (SC/NC)	In North Carolina: Brunswick County, Town of Calabash, Town of Carolina Shores, Town of Holden Beach, Town of Ocean Isle Beach, Town of Shallotte, Town of Sunset Beach, Town of Varnamtown
Greater Hickory Metropolitan Planning Organization	Alexander County, Town of Brookford, Burke County, Town of Cajah's Mountain, Caldwell County, Town of Catawba, Catawba County, Village of Cedar Rock, City of Claremont, Town of Connelly Springs, City of Conover, Town of Drexel, Town of Gamewell, Town of Glen Alpine, Town of Granite Falls, City of Hickory, Town of Hildrebran, Town of Hudson, City of Lenoir, Town of Long View, Town of Maiden, City of Morganton, City of Newton, Town of Rhodhiss, Town of Rutherford College, Town of Sawmills, Town of Taylorsville, Town of Valdese

METROPOLITAN PLANNING ORGANIZATIONS (MPO)	
MPO	CITY-TOWN-COUNTY
Greensboro Urban Area Metropolitan Planning Organization (GUAMPO)	City of Greensboro, Guilford County, Town of Oak Ridge, Town of Pleasant Garden, Town of Sedalia, Town of Stokesdale, Town of Summerfield
Greenville Urban Area Metropolitan Planning Organization	Town of Ayden, City of Greenville, Pitt County, Village of Simpson, Town of Winterville
High Point Urban Area Metropolitan Planning Organization (HPMPO)	City of Archdale, Davidson County, Town of Denton, Forsyth County, Guilford County, City of High Point, Town of Jamestown, City of Lexington, Randolph County, City of Thomasville, City of Trinity, Town of Wallburg
Jacksonville Urban Area Metropolitan Planning Organization (JUMPO)	Town of Holly Ridge, City of Jacksonville, Town of North Topsail Beach, Onslow County, Town of Richlands, Town of Swansboro
New Bern Area Metropolitan Planning Organization (NBAMPO)	Town of Bridgeton, Craven County, City of New Bern, Town of River Bend, Town of Trent Woods
Rocky Mount Urban Area Metropolitan Planning Organization	Edgecombe County, Nash County, Town of Nashville, City of Rocky Mount, Town of Sharpsburg
Sandhills Metropolitan Planning Organization	Town of Aberdeen, Town of Pinebluff, Village of Pinehurst, Town of Southern Pines, Town of Taylortown, Village of Whispering Pines, Moore County
Triangle West Transportation Planning Organization (TWTPO)	Town of Carrboro, Town of Chapel Hill, Chatham County, City of Durham, Durham County, Town of Hillsborough, Orange County
Wilmington Urban Area Metropolitan Planning Organization (WMPO)	Town of Belville, Brunswick County, Town of Carolina Beach, Town of Kure Beach, Town of Leland, Town of Navassa, New Hanover County, Pender County, City of Wilmington, Town of Wrightsville Beach
Winston-Salem Urban Area Transportation Planning Organization (WSATPO)	Town of Bermuda Run, Town of Bethania, Village of Clemmons, Davidson County, Davie County, Forsyth County, Town of Kernersville, City of King, Town of Lewisville, Town of Midway, Town of Rural Hall, Stokes County, Village of Tobaccoville, Town of Walkertown, Town of Wallburg, City of Winston-Salem

RURAL PLANNING ORGANIZATIONS (RPO)	
RPO	COUNTY
Albemarle Rural Planning Organization	Camden, Chowan, Currituck, Dare, Gates, Hyde, Pasquotank, Perquimans, Tyrrell, and Washington
Cape Fear Rural Planning Organization	Brunswick, Columbus, and Pender
Down East Rural Planning Organization	Carteret, Craven, Jones, and Pamlico
Eastern Carolina Rural Planning Organization	Duplin, Greene, Lenoir, and Wayne
High Country Rural Planning Organization	Alleghany, Ashe, Avery, Mitchell, Watauga, Wilkes, and Yancey
Foothills Rural Planning Organization	McDowell, Polk, and Rutherford
Kerr-Tar Rural Planning Organization	Franklin, Granville, Person, Vance, and Warren
Land of Sky Rural Planning Organization	Buncombe, Haywood, Madison, and Transylvania
Lumber River Rural Planning Organization	Hoke, Richmond, Robeson, and Scotland
Mid-Carolina Rural Planning Organization	Bladen, Cumberland, Harnett, and Sampson
Mid-East Rural Planning Organization	Beaufort, Pitt, and Martin
Northwest Piedmont Rural Planning Organization	Davie, Stokes, Surry, and Yadkin
Peanut Belt Rural Planning Organization	Bertie, Halifax, Hertford, and Northampton
Piedmont Triad Rural Planning Organization	Caswell, Montgomery, Randolph, and Rockingham
Rocky River Rural Planning Organization	Anson, Stanly, and Union
Southwestern Rural Planning Organization	Cherokee, Clay, Graham, Jackson, Macon, and Swain
Central Pines Rural Planning Organization	Chatham, Lee, Moore, and Orange
Upper Coastal Plain Rural Planning Organization	Edgecombe, Johnston, Nash, and Wilson



NORTH CAROLINA BOARD OF TRANSPORTATION and Division Offices

AT-LARGE APPOINTMENTS
Kathy Harrington
Stephen Rosenburgh
Leo Daughtry
Chuck McGrady
Patrick Molamphy

Joey Hopkins, Secretary of Transportation
Chris Peoples, Chief Operating Officer
Patrick Norman, Chief Engineer
Boyd Tharrington, Deputy Chief Engineer
Drew Cox, Eastern Deputy Chief Engineer, (Divs. 1-6, & 8)
Brett Canipe, Western Deputy Chief Engineer (Divs. 7 & 9-14)
Kristin Barnes, Director of Strategic Planning and Programming

Legend
Division Boundary
County Boundary
Municipal Boundaries
June 2025

Fund Source	Fund Type	Description	Subject to STI
3037	Federal	Job Assistance and Reverse Commute	No
5303	Federal	Metropolitan Planning (FMPL)	No
5305	Federal	FTA Discretionary Grant Funds	No
5307	Federal	Urbanized Area Formula Program (FUZ)	No
5309	Federal	Capital Program - Bus Earmark (FBUS)	No
5310	Federal	Elderly and Persons with Disability (FEPD)	No
5311	Federal	Non Urbanised Area Formula Program (FNU)	No
5312	Federal	FUZ 5312	No
5316	Federal	Job Assistance And Reverse Commute (JARC)	No
5317	Federal	New Freedom Program	No
5337	Federal	Urbanized Area Formula Program (FUZ)	No
5339	Federal	Capital Program - Bus Earmark (FBUS)	No
5339(b)	Federal	Capital Program - Bus Earmark (FBUS) - Discretionary Grant	No
20005(b)	Federal	Pilot Program for Transit-Oriented Development Planning	No
ADHS	Federal	Appalachian Development Highway System	No
ADHSL	Federal	Appalachian Development Highway System (Local Access Roads)	No
ADTAP	Federal	Appalachian Development portion of 5311 - Non Urbanised Area Formula Program (FNU)	No
ARP	Federal	American Rescue Plan	No
BA	State	Bonus Allocation	No
BFP	Federal	Federal Bridge Improvement Program - Formula	Yes
BFPOFF	Federal	Federal Bridge Improvement Program - Formula (Off System)	Yes
BG	Federal	Surface Transportation Block Grant Program (Uncategorized)	Yes
BG50200	Federal	Surface Transportation Block Grant Program (50K - 200K)	Yes
BG5200	Federal	Surface Transportation Block Grant Program (5K - 200K)	Yes
BG5T50	Federal	Surface Transportation Block Grant Program (5K - 50K)	Yes
BGANY	Federal	Surface Transportation Block Grant Program (Any Area)	Yes
BGBA	Federal	Surface Transportation Block Grant Program (Bonus Allocation)	No
BGDA	Federal	Surface Transportation Block Grant Program (Direct Attributable)	Yes
BGDACV	Federal	COVID Relief Funds	Yes
BGIM	Federal	Surface Transportation Block Grant Program (Interstate Maintenance)	Yes
BGLT5	Federal	Surface Transportation Block Grant Program (Less than 5K)	Yes
BGOFF	Federal	Surface Transportation Block Grant Program (Off System)	Yes
BOND R	Other	Revenue Bond	No
BONDRT	Other	Revenue Bond (Loan Advance from Highway Trust Fund)	No
BRGI	Federal	Bridge Inspection	Yes
CARES	Federal	CARES Act Funding	No
CMAQ	Federal	Congestion Mitigation	No
CPF	Federal	Community Project Funding/Congressionally Directed Spending (Grants)	No
CRP550	Federal	Carbon Reduction Program - (5K - 50K)	No
CRPANY	Federal	Carbon Reduction Program - Any Area	No
CRPDA	Federal	Carbon Reduction Program - Direct Attributable (All MPOs)	No
CRPLT5	Federal	Carbon Reduction Program - (Less than 5K)	No
DOD	Federal	Department of Defense	No
DP	Federal	Discretionary or Demonstration	No

Fund Source	Fund Type	Description	Subject to STI
ER	Federal	Emergency Relief	No
ERFO	Federal	Emergency Relief for Federally Owned Roads	No
FBP	Federal	Ferry Boat Program	Yes
FED	Federal	Unidentified Federal Funding	No
FEDT	Federal	Undesignated Federal Transit Funding	No
FF	Federal	FEDERAL FERRY	Yes
FLAP	Federal	Federal Lands Access Program (Park Roads)	No
FLPF	Federal	Federal Lands Program (Forest Roads)	No
FLTP	Federal	Federal Lands Transportation Program	No
FMOD	Federal	Fixed Guideway Modifications	Yes
FSPR	Federal	State Planning and Research	No
FTTP	Federal	Federal Tribal Transportation Program	No
FUZ	Federal	Capital Program - Bus Earmark (5309)	No
HF	State	Highway Fund	No
HFB	State	Highway Fund Bridge Replacement Program	Yes
HIB	Federal	Highway Infrastructure Bridge Replacement	Yes
HP	Federal	High Priority	Yes
HRRR	Federal	High Risk Rural Roads	Yes
HSIP	Federal	HIGHWAY SAFETY IMPROVEMENT PROGRAM	Yes
L	Other	Local	No
NEVI	Federal	National Electric Vehicle Infrasructure Program Funds	Yes
NHFP	Federal	National Highway Freight Program	Yes
NHP	Federal	National Highway Performance Program	Yes
NHPB	Federal	National Highway Performance Program(Bridge)	Yes
NHPBA	Federal	National Highway Performance Program(Bonus Allocation)	No
NHPIM	Federal	National Highway Performance Program (Interstate Maintenance)	Yes
NRT	Federal	National Recreation Trails	Yes
O	Other	Local, Non Federal or State Funds	No
PROTCT	Federal	PROTECT Formula Program (Promoting Resilient Operations...)	Yes
RR	Federal	Rail-Highway Safety	Yes
RTAP	Federal	Rural Transit Assistance Program	No
S	State	State	No
S(M)	State	State Match for STP-DA or Garvee Projects	Yes
S(M)BA	State	State Match for Bonus Allocation Projects using Federal funds	No
SBG	Federal	Scenic Byway Grant	Yes
SF	State	Ferries	Yes
SMAP	State	Operating Assistance and State Maintenance	No
SRTS	Federal	Safe Roads to School	Yes
SSO	Federal	Safety System Oversight	No
STBG	Federal	Surface Transportation Block Grant Program (Uncategorized)	Yes
STBGIM	Federal	Surface Transportation Block Grant Program (Interstate Maintenance)	Yes
STHSR	Federal	Stimulus High Speed Rail	No
STPE	Federal	Surface Transportation Program (Enhancement)	Yes
STPOFF	Federal	Surface Transportation Program (Off System)	Yes

Fund Source	Fund Type	Description	Subject to STI
T	State	Highway Trust Funds	Yes
T(DA)	State	Highway Trust Funds - Fund Swaps for DA Projects	Yes
TA	Federal	Transportation Alternatives Program (Uncategorized)	Yes
TA50200	Federal	Transportation Alternatives Program (50K - 200K)	Yes
TA5200	Federal	Transportation Alternatives Program (5K - 200K)	Yes
TA5T50	Federal	Transportation Alternatives Program (5K - 50K)	Yes
TAANY	Federal	Transportation Alternatives Program (Any Area)	Yes
TADA	Federal	Transportation Alternatives Program (Direct Attributable)	Yes
TALT5	Federal	Transportation Alternatives Program (Less than 5K)	Yes
TAP	Federal	Transportation Alternatives Program (Uncategorized)	Yes
VRU	Federal	Vulnerable Road User	Yes

(INFLATED) STIP FUNDING SUMMARY 2026 - 2029 (June 2026)

CABARRUS-ROWAN URBAN AREA METROPOLITAN PLANNING ORGANIZATION

HIGHWAY PROGRAM

FUNDING	FUNDING DESCRIPTION	FUNDING TYPE	<i>(ESTIMATED COST ARE IN THOUSANDS OF DOLLARS)</i>			
			FY 2026	FY 2027	FY 2028	FY 2029
BGANY	Surface Transportation Block Grant Program (Any Area)	F	12157	3126	3079	5602
BGDA	Surface Transportation Block Grant Program (Direct Attributable)	F	7139	5394	5663	13398
CMAQ	Congestion Mitigation	F	5992	246	1574	
CRPDA	Carbon Reduction Program - Direct Attributable (All MPOs)	F	409			
HSIP	HIGHWAY SAFETY IMPROVEMENT PROGRAM	F	1577	558	754	
L	Local (Other than for required match)	O	5953	2133	2578	4156
L(M)	Local Match	O	1828	55		
NHP	National Highway Performance Program	F	4285	4498	2339	2851
NHPIM	National Highway Performance Program (Interstate Maintenance)	F	879	923	969	1018
T	Highway Trust Funds	S	8237	8026	13703	10981
T(DA)	Highway Trust Funds - Fund Swaps for DA Projects	S	4324			
T(M)	State Match using Highway Trust Fund	S	19	12		
SUBTOTAL			52799	24971	30659	38006

(INFLATED) STIP FUNDING SUMMARY 2026 - 2029 (June 2026)

CABARRUS-ROWAN URBAN AREA METROPOLITAN PLANNING ORGANIZATION

NON-HIGHWAY PROGRAM

FUNDING	FUNDING DESCRIPTION	FUNDING TYPE	<i>(ESTIMATED COST ARE IN THOUSANDS OF DOLLARS)</i>			
			FY 2026	FY 2027	FY 2028	FY 2029
5303	Metropolitan Planning (FMPL)	F	128	134	141	148
5307	Urbanized Area Formula Program (FUZ)	F	4264	4487	3631	1897
5310	Elderly and Persons with Disability (FEPD)	F	793	833	875	918
5339	Capital Program - Bus Earmark (FBUS)	F	578	2758	636	
5339(b)	Capital Program - Bus Earmark (FBUS) - Discretionary Grant	F	656			
BGDA	Surface Transportation Block Grant Program (Direct Attributable)	F	1675			
CMAQ	Congestion Mitigation	F	8624	4496		
DP	Discretionary or Demonstration	F	35378			
HF(M)	State Match using Highway Fund	S	565	624		
L	Local (Other than for required match)	O	2980	3230	2690	3298
L(M)	Local Match	O	808	1082	174	
O	Local, Non Federal or State Funds	O		581		
RR	Rail-Highway Safety	F	624	643	274	
S	State	S	16	17	18	18
SMAP	Operating Assistance and State Maintenance	S	564	592	622	385
T	Highway Trust Funds	S	6670	16775	14152	10970
TA	Transportation Alternatives Program (Uncategorized)	F	490	512	540	
TAANY	Transportation Alternatives Program (Any Area)	F	418	2989	697	3606
TADA	Transportation Alternatives Program (Direct Attributable)	F	2155	2025	714	749
SUBTOTAL			67386	41778	25164	21989
TOTAL			120185	66749	55823	59995

2026-2035 DRAFT STATE TRANSPORTATION IMPROVEMENT PROGRAM Draft STIP														2026-2035 STIP WINDOW									
PROJECT ID	MODE	FUNDING PROGRAM	ROUTE/CITY	LOCATION DESCRIPTION	DESCRIPTION OF WORK	COUNTY(S)	DIVISION(S)	MPOs/RPOs	COMMENT	CATEGORY FUNDED	FUND SOURCE	ACTIVITY	TOTAL FUNDED (MAY INCLUDE PREVIOUSLY AUTHORIZED FUNDS)	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035
TA-5128A	Public Transportati on (Transit)	Capital (Non-STI)	Concord Kannapolis Area Transit	Systemwide	Funding for 5310 program projects - Capital	Cabarrus	10	Cabarrus-Rowan MPO	FUNDS AUTHORIZED IN PROGRESS	Public Transit	L	CAPITAL	\$ 1,875,000	\$ 125,000	\$ 125,000	\$ 125,000	\$ 125,000	\$ 125,000	\$ 125,000	\$ 125,000	\$ 125,000	\$ 125,000	\$ 125,000
TA-5128A	Public Transportati on (Transit)	Capital (Non-STI)	Concord Kannapolis Area Transit	Systemwide	Funding for 5310 program projects - Capital	Cabarrus	10	Cabarrus-Rowan MPO	FUNDS AUTHORIZED IN PROGRESS	Public Transit	5310	CAPITAL	\$ 7,500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000
TA-5128B	Public Transportati on (Transit)	Operations and Maintenance	Concord Kannapolis Area Transit	Systemwide	Funding for 5310 program projects - Operating	Cabarrus	10	Cabarrus-Rowan MPO	FUNDS AUTHORIZED IN PROGRESS	Public Transit	L	OPERATIONS	\$ 3,150,000	\$ 225,000	\$ 225,000	\$ 225,000	\$ 225,000	\$ 225,000	\$ 225,000	\$ 225,000	\$ 225,000	\$ 225,000	\$ 225,000
TA-5128B	Public Transportati on (Transit)	Operations and Maintenance	Concord Kannapolis Area Transit	Systemwide	Funding for 5310 program projects - Operating	Cabarrus	10	Cabarrus-Rowan MPO	FUNDS AUTHORIZED IN PROGRESS	Public Transit	5310	OPERATIONS	\$ 3,150,000	\$ 225,000	\$ 225,000	\$ 225,000	\$ 225,000	\$ 225,000	\$ 225,000	\$ 225,000	\$ 225,000	\$ 225,000	\$ 225,000
TA-5128C	Public Transportati on (Transit)	Capital (Non-STI)	Concord Kannapolis Area Transit	Systemwide	Funding for agency administration for 5310 Program.	Cabarrus	10	Cabarrus-Rowan MPO	FUNDS AUTHORIZED IN PROGRESS	Public Transit	5310	ADMINISTRATIVE	\$ 750,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000
TA-5130A	Public Transportati on (Transit)	Capital (Non-STI)	Concord Kannapolis Area Transit	Various locations	Funding for routine capital including bus stop shelters, benches, shop equipment, spare parts, engines, farebox, vehicles, etc.	Cabarrus, Rowan	9, 10	Cabarrus-Rowan MPO		Public Transit	L	CAPITAL	\$ 200,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000
TA-5130A	Public Transportati on (Transit)	Capital (Non-STI)	Concord Kannapolis Area Transit	Various locations	Funding for routine capital including bus stop shelters, benches, shop equipment, spare parts, engines, farebox, vehicles, etc.	Cabarrus, Rowan	9, 10	Cabarrus-Rowan MPO		Public Transit	5339	CAPITAL	\$ 800,000	\$ 400,000	\$ 400,000	\$ 400,000	\$ 400,000	\$ 400,000	\$ 400,000	\$ 400,000	\$ 400,000	\$ 400,000	\$ 400,000
TA-5130B	Public Transportati on (Transit)	Capital (Non-STI)	Concord Kannapolis Area Transit	Systemwide	Funding for 5339 Program bus and bus facilities expansion vehicles.	Cabarrus	10	Cabarrus-Rowan MPO	FUNDS AUTHORIZED IN PROGRESS	Public Transit	L	CAPITAL	\$ 1,000,000		\$ 300,000			\$ 300,000					
TA-5130B	Public Transportati on (Transit)	Capital (Non-STI)	Concord Kannapolis Area Transit	Systemwide	Funding for 5339 Program bus and bus facilities expansion vehicles.	Cabarrus	10	Cabarrus-Rowan MPO	FUNDS AUTHORIZED IN PROGRESS	Public Transit	5339	CAPITAL	\$ 5,600,000		\$ 2,000,000			\$ 2,000,000					
TA-5181	Public Transportati on (Transit)	Capital (Non-STI)	City Of Salisbury	Systemwide	Purchase replacement bus.	Rowan	9	Cabarrus-Rowan MPO	FUNDS AUTHORIZED IN PROGRESS	Public Transit	L	CAPITAL	\$ 915,000	\$ 183,000	\$ 183,000	\$ 183,000							
TA-5181	Public Transportati on (Transit)	Capital (Non-STI)	City Of Salisbury	Systemwide	Purchase replacement bus.	Rowan	9	Cabarrus-Rowan MPO	FUNDS AUTHORIZED IN PROGRESS	Public Transit	5307	CAPITAL	\$ 7,320,000	\$ 1,464,000	\$ 1,464,000	\$ 1,464,000							
TA-5182	Public Transportati on (Transit)	Capital (Non-STI)	City Of Salisbury	Systemwide	Purchase expansion vehicle (ADA paratransit, administration).	Rowan	9	Cabarrus-Rowan MPO	FUNDS AUTHORIZED IN PROGRESS	Public Transit	5339	CAPITAL	\$ 2,240,000	\$ 400,000	\$ 400,000	\$ 400,000	\$ 400,000	\$ 400,000	\$ 400,000	\$ 400,000	\$ 400,000	\$ 400,000	\$ 400,000
TA-5182	Public Transportati on (Transit)	Capital (Non-STI)	City of Salisbury	Systemwide	Purchase expansion vehicle (ADA paratransit, administration).	Rowan	9	Cabarrus-Rowan MPO	FUNDS AUTHORIZED IN PROGRESS	Public Transit	L	CAPITAL	\$ 400,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000
TC-0023	Public Transportati on (Transit)	Capital (Non-STI)	City Of Salisbury	Systemwide	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 system.	Rowan	9	Cabarrus-Rowan MPO		Public Transit	L	CAPITAL	\$ 720,000	\$ 120,000	\$ 120,000	\$ 120,000							
TC-0023	Public Transportati on (Transit)	Capital (Non-STI)	City Of Salisbury	Systemwide	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 system.	Rowan	9	Cabarrus-Rowan MPO		Public Transit	5339(b)	CAPITAL	\$ 3,840,000	\$ 640,000	\$ 640,000	\$ 640,000							
TD-5302	Public Transportati on (Transit)	Capital (Non-STI)	City Of Salisbury	Systemwide	Funding for preventive maintenance for bus and bus facility, facility improvements and repairs, automatic bus washer, shop equipment, fueling system, security gate upgrade.	Rowan	9	Cabarrus-Rowan MPO		Public Transit	5339	CAPITAL	\$ 2,268,000	\$ 480,000	\$ 480,000	\$ 480,000	\$ 480,000	\$ 480,000	\$ 480,000	\$ 480,000	\$ 480,000	\$ 480,000	\$ 480,000
TD-5302	Public Transportati on (Transit)	Capital (Non-STI)	City Of Salisbury	Systemwide	Funding for preventive maintenance for bus and bus facility, facility improvements and repairs, automatic bus washer, shop equipment, fueling system, security gate upgrade.	Rowan	9	Cabarrus-Rowan MPO		Public Transit	L	CAPITAL	\$ 344,000	\$ 120,000	\$ 120,000	\$ 120,000	\$ 120,000	\$ 120,000	\$ 120,000	\$ 120,000	\$ 120,000	\$ 120,000	\$ 120,000
TG-5103A	Public Transportati on (Transit)	Routine Capital and Preventive Maintenance	Concord Kannapolis Area Transit	Systemwide	Funding for bus stop shelters, benches, shop equipment, spare parts, engines, farebox, service vehicles, etc.	Cabarrus, Rowan	9, 10	Cabarrus-Rowan MPO	FUNDS AUTHORIZED IN PROGRESS	Public Transit	L	CAPITAL	\$ 1,000,000	\$ 125,000	\$ 125,000	\$ 125,000	\$ 125,000	\$ 125,000	\$ 125,000	\$ 125,000	\$ 125,000	\$ 125,000	\$ 125,000
TG-5103A	Public Transportati on (Transit)	Routine Capital and Preventive Maintenance	Concord Kannapolis Area Transit	Systemwide	Funding for bus stop shelters, benches, shop equipment, spare parts, engines, farebox, service vehicles, etc.	Cabarrus, Rowan	9, 10	Cabarrus-Rowan MPO	FUNDS AUTHORIZED IN PROGRESS	Public Transit	5307	CAPITAL	\$ 6,243,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000
TG-5103B	Public Transportati on (Transit)	Operations and Maintenance	Concord Kannapolis Area Transit	Systemwide	Funding for ADA services.	Cabarrus, Rowan	9, 10	Cabarrus-Rowan MPO	FUNDS AUTHORIZED IN PROGRESS	Public Transit	L	OPERATIONS	\$ 544,000	\$ 140,000	\$ 140,000	\$ 140,000	\$ 140,000	\$ 140,000	\$ 140,000	\$ 140,000	\$ 140,000	\$ 140,000	\$ 140,000
TG-5103B	Public Transportati on (Transit)	Operations and Maintenance	Concord Kannapolis Area Transit	Systemwide	Funding for ADA services.	Cabarrus, Rowan	9, 10	Cabarrus-Rowan MPO	FUNDS AUTHORIZED IN PROGRESS	Public Transit	5307	OPERATIONS	\$ 2,902,000	\$ 560,000	\$ 560,000	\$ 560,000	\$ 560,000	\$ 560,000	\$ 560,000	\$ 560,000	\$ 560,000	\$ 560,000	\$ 560,000
TG-5103C	Public Transportati on (Transit)	Operations and Maintenance	Concord Kannapolis Area Transit	Systemwide	Funding for preventative maintenance.	Cabarrus, Rowan	9, 10	Cabarrus-Rowan MPO	FUNDS AUTHORIZED IN PROGRESS	Public Transit	L	OPERATIONS	\$ 2,350,000	\$ 390,000	\$ 390,000	\$ 390,000	\$ 390,000	\$ 390,000	\$ 390,000	\$ 390,000	\$ 390,000	\$ 390,000	\$ 390,000
TG-5103C	Public Transportati on (Transit)	Operations and Maintenance	Concord Kannapolis Area Transit	Systemwide	Funding for preventative maintenance.	Cabarrus, Rowan	9, 10	Cabarrus-Rowan MPO	FUNDS AUTHORIZED IN PROGRESS	Public Transit	5307	OPERATIONS	\$ 12,625,000	\$ 1,560,000	\$ 1,560,000	\$ 1,560,000	\$ 1,560,000	\$ 1,560,000	\$ 1,560,000	\$ 1,560,000	\$ 1,560,000	\$ 1,560,000	\$ 1,560,000
TG-5232	Public Transportati on (Transit)	Routine Capital and Preventive Maintenance	City of Salisbury	Various locations	Funding for preventive maintenance on buses and facilities.	Rowan	9	Cabarrus-Rowan MPO	FUNDS AUTHORIZED IN PROGRESS	Public Transit	L	CAPITAL	\$ 996,000	\$ 83,000	\$ 83,000	\$ 83,000	\$ 83,000	\$ 83,000	\$ 83,000	\$ 83,000	\$ 83,000	\$ 83,000	\$ 83,000
TG-5232	Public Transportati on (Transit)	Routine Capital and Preventive Maintenance	City of Salisbury	Various locations	Funding for preventive maintenance on buses and facilities.	Rowan	9	Cabarrus-Rowan MPO	FUNDS AUTHORIZED IN PROGRESS	Public Transit	5307	CAPITAL	\$ 4,008,000	\$ 334,000	\$ 334,000	\$ 334,000	\$ 334,000	\$ 334,000	\$ 334,000	\$ 334,000	\$ 334,000	\$ 334,000	\$ 334,000
TG-5233	Public Transportati on (Transit)	Routine Capital and Preventive Maintenance	City Of Salisbury	Systemwide	Funding for bus stop shelters, benches, shop equipment, spare parts, engines, farebox, service vehicles, etc.	Rowan	9	Cabarrus-Rowan MPO	FUNDS AUTHORIZED IN PROGRESS	Public Transit	L	CAPITAL	\$ 224,000	\$ 36,000	\$ 36,000	\$ 36,000	\$ 36,000	\$ 36,000	\$ 36,000	\$ 36,000	\$ 36,000	\$ 36,000	\$ 36,000
TG-5233	Public Transportati on (Transit)	Routine Capital and Preventive Maintenance	City Of Salisbury	Systemwide	Funding for bus stop shelters, benches, shop equipment, spare parts, engines, farebox, service vehicles, etc.	Rowan	9	Cabarrus-Rowan MPO	FUNDS AUTHORIZED IN PROGRESS	Public Transit	5307	CAPITAL	\$ 896,000	\$ 144,000	\$ 144,000	\$ 144,000	\$ 144,000	\$ 144,000	\$ 144,000	\$ 144,000	\$ 144,000	\$ 144,000	\$ 144,000

TG-5260	Public Transportati on (Transit)	Routine Capital and Preventive Maintenance	City of Salisbury	Various locations	Funding for ADA services.	Rowan	9	Cabarrus-Rowan MPO	FUNDS AUTHORIZED IN PROGRESS	Public Transit	L	CAPITAL	\$ 144,000	\$ 40,000	\$ 40,000	\$ 40,000	\$ 40,000	\$ 40,000	\$ 40,000	\$ 40,000	\$ 40,000	\$ 40,000	\$ 40,000
TG-5260	Public Transportati on (Transit)	Routine Capital and Preventive Maintenance	City of Salisbury	Various locations	Funding for ADA services.	Rowan	9	Cabarrus-Rowan MPO	FUNDS AUTHORIZED IN PROGRESS	Public Transit	5307	CAPITAL	\$ 560,000	\$ 160,000	\$ 160,000	\$ 160,000	\$ 160,000	\$ 160,000	\$ 160,000	\$ 160,000	\$ 160,000	\$ 160,000	\$ 160,000
TG-6179	Public Transportati on (Transit)	Routine Capital and Preventive Maintenance	City of Salisbury	Systemwide	Funding for AVL system.	Rowan	9	Cabarrus-Rowan MPO	FUNDS AUTHORIZED IN PROGRESS	Public Transit	L	CAPITAL	\$ 280,000	\$ 280,000	\$ 280,000	\$ 280,000							
TG-6179	Public Transportati on (Transit)	Routine Capital and Preventive Maintenance	City of Salisbury	Systemwide	Funding for AVL system.	Rowan	9	Cabarrus-Rowan MPO	FUNDS AUTHORIZED IN PROGRESS	Public Transit	5339	CAPITAL	\$ 1,120,000	\$ 1,120,000	\$ 1,120,000	\$ 1,120,000							
TG-6789	Public Transportati on (Transit)	Routine Capital and Preventive Maintenance	Cabarrus County Transit	Various locations	Funding for capital for Cabarrus County through the City of Concord.	Cabarrus	10	Cabarrus-Rowan MPO		Public Transit	L	CAPITAL	\$ 376,000	\$ 52,000	\$ 54,000	\$ 54,000	\$ 54,000	\$ 54,000	\$ 54,000	\$ 54,000	\$ 54,000	\$ 54,000	\$ 54,000
TG-6789	Public Transportati on (Transit)	Routine Capital and Preventive Maintenance	Cabarrus County Transit	Various locations	Funding for capital for Cabarrus County through the City of Concord.	Cabarrus	10	Cabarrus-Rowan MPO		Public Transit	5307	CAPITAL	\$ 1,880,000	\$ 260,000	\$ 270,000	\$ 270,000	\$ 270,000	\$ 270,000	\$ 270,000	\$ 270,000	\$ 270,000	\$ 270,000	\$ 270,000
TO-5135	Public Transportati on (Transit)	Miscellaneous/Other	City Of Salisbury	Systemwide	Funding for operating assistance.	Rowan	9	Cabarrus-Rowan MPO	FUNDS AUTHORIZED IN PROGRESS	Public Transit	SMAP	OPERATIONS	\$ 430,000	\$ 226,000	\$ 226,000	\$ 226,000	\$ 226,000	\$ 226,000	\$ 226,000	\$ 226,000	\$ 226,000	\$ 226,000	\$ 226,000
TO-5135	Public Transportati on (Transit)	Miscellaneous/Other	City Of Salisbury	Systemwide	Funding for operating assistance.	Rowan	9	Cabarrus-Rowan MPO	FUNDS AUTHORIZED IN PROGRESS	Public Transit	L	OPERATIONS	\$ 1,920,000	\$ 700,000	\$ 700,000	\$ 700,000	\$ 700,000	\$ 700,000	\$ 700,000	\$ 700,000	\$ 700,000	\$ 700,000	\$ 700,000
TO-5135	Public Transportati on (Transit)	Miscellaneous/Other	City Of Salisbury	Systemwide	Funding for operating assistance.	Rowan	9	Cabarrus-Rowan MPO	FUNDS AUTHORIZED IN PROGRESS	Public Transit	5307	OPERATIONS	\$ 3,420,000	\$ 700,000	\$ 700,000	\$ 700,000	\$ 700,000	\$ 700,000	\$ 700,000	\$ 700,000	\$ 700,000	\$ 700,000	\$ 700,000
TO-5138	Public Transportati on (Transit)	Miscellaneous/Other	Concord Kannapolis Area Transit	Systemwide	Funding for operating assistance.	Cabarrus	10	Cabarrus-Rowan MPO	FUNDS AUTHORIZED IN PROGRESS	Public Transit	SMAP	OPERATIONS	\$ 4,827,000	\$ 325,000	\$ 325,000	\$ 325,000	\$ 325,000	\$ 325,000	\$ 325,000	\$ 325,000	\$ 325,000	\$ 325,000	\$ 325,000
TO-5138	Public Transportati on (Transit)	Miscellaneous/Other	Concord Kannapolis Area Transit	Systemwide	Funding for operating assistance.	Cabarrus	10	Cabarrus-Rowan MPO	FUNDS AUTHORIZED IN PROGRESS	Public Transit	L	OPERATIONS	\$ 20,900,000	\$ 1,500,000	\$ 1,500,000	\$ 1,500,000	\$ 1,500,000	\$ 1,500,000	\$ 1,500,000	\$ 1,500,000	\$ 1,500,000	\$ 1,500,000	\$ 1,500,000
TO-5138	Public Transportati on (Transit)	Miscellaneous/Other	Concord Kannapolis Area Transit	Systemwide	Funding for operating assistance.	Cabarrus	10	Cabarrus-Rowan MPO	FUNDS AUTHORIZED IN PROGRESS	Public Transit	5307	OPERATIONS	\$ 21,500,000	\$ 1,500,000	\$ 1,500,000	\$ 1,500,000	\$ 1,500,000	\$ 1,500,000	\$ 1,500,000	\$ 1,500,000	\$ 1,500,000	\$ 1,500,000	\$ 1,500,000
TO-5139	Public Transportati on (Transit)	Miscellaneous/Other	City Of Salisbury	Systemwide	Funding for operating free fare.	Rowan	9	Cabarrus-Rowan MPO	FUNDS AUTHORIZED IN PROGRESS	Public Transit	CMAQ	OPERATIONS	\$ 408,000	\$ 34,000	\$ 34,000	\$ 34,000	\$ 34,000	\$ 34,000	\$ 34,000	\$ 34,000	\$ 34,000	\$ 34,000	\$ 34,000
TO-5139	Public Transportati on (Transit)	Miscellaneous/Other	City Of Salisbury	Systemwide	Funding for operating free fare.	Rowan	9	Cabarrus-Rowan MPO	FUNDS AUTHORIZED IN PROGRESS	Public Transit	L	OPERATIONS	\$ 96,000	\$ 8,000	\$ 8,000	\$ 8,000	\$ 8,000	\$ 8,000	\$ 8,000	\$ 8,000	\$ 8,000	\$ 8,000	\$ 8,000
TP-5118	Public Transportati on (Transit)	Capital (Non-STI)	Concord Kannapolis Area Transit	Systemwide	Funding for planning assistance.	Cabarrus	10	Cabarrus-Rowan MPO	FUNDS AUTHORIZED IN PROGRESS	Public Transit	S	CAPITAL	\$ 208,000	\$ 16,000	\$ 16,000	\$ 16,000	\$ 16,000	\$ 16,000	\$ 16,000	\$ 16,000	\$ 16,000	\$ 16,000	\$ 16,000
TP-5118	Public Transportati on (Transit)	Capital (Non-STI)	Concord Kannapolis Area Transit	Systemwide	Funding for planning assistance.	Cabarrus	10	Cabarrus-Rowan MPO	FUNDS AUTHORIZED IN PROGRESS	Public Transit	L	CAPITAL	\$ 208,000	\$ 16,000	\$ 16,000	\$ 16,000	\$ 16,000	\$ 16,000	\$ 16,000	\$ 16,000	\$ 16,000	\$ 16,000	\$ 16,000
TP-5118	Public Transportati on (Transit)	Capital (Non-STI)	Concord Kannapolis Area Transit	Systemwide	Funding for planning assistance.	Cabarrus	10	Cabarrus-Rowan MPO	FUNDS AUTHORIZED IN PROGRESS	Public Transit	5303	CAPITAL	\$ 1,615,000	\$ 125,000	\$ 125,000	\$ 125,000	\$ 125,000	\$ 125,000	\$ 125,000	\$ 125,000	\$ 125,000	\$ 125,000	\$ 125,000
TP-5150	Public Transportati on (Transit)	Planning	City of Salisbury	Systemwide	Funding for planning assistance -5303	Rowan	9	Cabarrus-Rowan MPO	FUNDS AUTHORIZED IN PROGRESS	Public Transit	L	PLANNING	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000
TP-5150	Public Transportati on (Transit)	Planning	City of Salisbury	Systemwide	Funding for planning assistance -5303	Rowan	9	Cabarrus-Rowan MPO	FUNDS AUTHORIZED IN PROGRESS	Public Transit	5303	PLANNING	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000
TS-5116	Public Transportati on (Transit)	Capital (Non-STI)	Concord Kannapolis Area Transit	Systemwide	Safety and security minimum 1 % set aside	Cabarrus	10	Cabarrus-Rowan MPO	FUNDS AUTHORIZED IN PROGRESS	Public Transit	5307	CAPITAL	\$ 1,200,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000
TS-5133	Public Transportati on (Transit)	Capital (Non-STI)	City Of Salisbury	Systemwide	Funding for safety and security, minimum set 1 % aside	Rowan	9	Cabarrus-Rowan MPO	FUNDS AUTHORIZED IN PROGRESS	Public Transit	5307	CAPITAL	\$ 28,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000
TA-5173	Public Transportati on (Transit)	Capital (Non-STI)	Concord Kannapolis Area Transit	Systemwide	5307 REPLACEMENT VEHICLES	Cabarrus	10	Cabarrus-Rowan MPO	FUNDS AUTHORIZED IN PROGRESS	Public Transit	5307	CAPITAL	\$ 850,000		\$ 150,000	\$ 75,000	\$ 90,000	\$ 1,200,000	\$ 300,000	\$ 90,000	\$ 97,500		
TA-5173	Public Transportati on (Transit)	Capital (Non-STI)	Concord Kannapolis Area Transit	Systemwide	5307 REPLACEMENT VEHICLES	Cabarrus	10	Cabarrus-Rowan MPO	FUNDS AUTHORIZED IN PROGRESS	Public Transit	5307	CAPITAL	\$ 6,800,000		\$ 1,000,000	\$ 425,000	\$ 510,000	\$ 8,000,000	\$ 2,000,000	\$ 510,000	\$ 552,500		

Project Name	Description/Limits	Jurisdiction	Cost	Type	Date Received
8th Street Greenway HAWK	Pedestrian Signal	Kannapolis	\$.602 mil	Ped	24-Jul-25
Midlake Avenue Sidewalk	Centergrove Rd to Brantley Rd	Kannapolis	\$5.8 mil	Ped	24-Jul-25
Main Street Safety Improvements	HL-0064	Salisbury	\$13.2 mil	Ped	31-Jul-25
Brenner Avenue Safety Project	HL-0049	Salisbury	\$.856 mil	Hwy	23-Jul-25
Town of Granite Quarry Sidewalks	BL-0088	Town of Granite Quarry	\$.45 mil	Ped	29-Jul-25
McCanless Road Interchange	Preliminary Engineering Report	Rowan County	\$4.1 mil	Hwy	7-Aug-25
NC 3 and Windy Rd Intersection Improvements	Roundabout	Cabarrus County	\$2.5 mil	Hwy	23-Jul-25
Weddington and Rock Hill Church Rd	Roundabout	Concord	\$3 mil	Hwy	7-Aug-25
Total (100%)			\$30.5 mil		
Federal Funds Available			\$25 mil		
Unused STBG Balance (local estimate)			\$ 537,510		
Proposed STBGP Allocation			\$ 24,462,490		

P8 Submittal Allotments (Per Mode)

April 2025 - recommended by P8 Workgroup

MPO/RPO Name	P8 Population	P8 Pop rounded to nearest 50K	P8 Add'l Submittals Based on Population	2024 Centerline Miles	Centerline Miles rounded to nearest 500	P8 Add'l Projects based on Centerline Miles	INITIAL P8 Submittal Allotment	Submittal Allotment (30% reduction, unrounded)	P8 Submittal Allotment (per mode)
Albemarle RPO	174,219	150,000	3	2,942	3,000	6	21	14.70	15
Burlington-Graham MPO	176,195	200,000	4	1,043	1,000	2	18	12.60	13
Cabarrus-Rowan MPO	352,583	350,000	7	1,994	2,000	4	23	16.10	16
Cape Fear RPO	133,153	150,000	3	2,172	2,000	4	19	13.30	13
Capital Area MPO	1,345,849	1,350,000	27	4,715	4,500	9	48	33.60	34
Central Pines RPO	163,547	150,000	3	2,503	2,500	5	20	14.00	14
Charlotte Regional TPO	1,494,627	1,500,000	30	3,690	3,500	7	49	34.30	34
Down East RPO	94,026	100,000	2	1,567	1,500	3	17	11.90	12
Eastern Carolina RPO	169,863	150,000	3	2,967	3,000	6	21	14.70	15
Fayetteville Area MPO	440,763	450,000	9	1,873	2,000	4	25	17.50	18
Foothills RPO	132,825	150,000	3	2,078	2,000	4	19	13.30	13
French Broad River MPO	426,072	450,000	9	2,383	2,500	5	26	18.20	18
Gaston-Cleveland-Lincoln MPO	404,464	400,000	8	3,012	3,000	6	26	18.20	18
Goldsboro Urban Area MPO	90,276	100,000	2	599	500	1	15	10.50	11
Grand Strand Area Transportation Study	55,658	50,000	1	337	500	1	14	9.80	10
Greater Hickory MPO	367,982	350,000	7	3,174	3,000	6	25	17.50	18
Greensboro Urban Area MPO	406,916	400,000	8	1,606	1,500	3	23	16.10	16
Greenville Urban Area MPO	140,982	150,000	3	468	500	1	16	11.20	11
High Country RPO	212,443	200,000	4	4,157	4,000	8	24	16.80	17
High Point Urban Area MPO	291,390	300,000	6	1,835	2,000	4	22	15.40	15
Jacksonville Urban Area MPO	198,377	200,000	4	912	1,000	2	18	12.60	13
Kerr-Tar RPO	165,829	150,000	3	2,839	3,000	6	21	14.70	15
Land-of-Sky RPO	68,566	50,000	1	1,374	1,500	3	16	11.20	11
Lumber River RPO	221,710	200,000	4	3,348	3,500	7	23	16.10	16
Mid-Carolina RPO	125,588	150,000	3	2,760	3,000	6	21	14.70	15
Mid-East RPO	110,738	100,000	2	2,140	2,000	4	18	12.60	13
New Bern Area MPO	54,294	50,000	1	255	500	1	14	9.80	10
Northwest Piedmont RPO	166,565	150,000	3	2,987	3,000	6	21	14.70	15
Peanut Belt RPO	113,183	100,000	2	2,630	2,500	5	19	13.30	13
Piedmont Triad RPO	260,674	250,000	5	3,977	4,000	8	25	17.50	18
Rocky Mount Urban Area MPO	77,662	100,000	2	488	500	1	15	10.50	11
Rocky River RPO	103,648	100,000	2	2,104	2,000	4	18	12.60	13
Sandhills MPO	57,707	50,000	1	242	0	0	13	9.10	9
Southwestern RPO	143,270	150,000	3	2,617	2,500	5	20	14.00	14
Triangle West TPO	458,128	450,000	9	1,358	1,500	3	24	16.80	17
Upper Coastal Plain RPO	227,569	250,000	5	3,049	3,000	6	23	16.10	16
Wilmington Urban Area MPO	296,302	300,000	6	836	1,000	2	20	14.00	14
Winston-Salem Area TPO	449,926	450,000	9	1,490	1,500	3	24	16.80	17
Total							824		581

Division	INITIAL P8 Submittal Allotment	Submittal Allotment (30% reduction, unrounded)	P8 Submittal Allotment (per mode)
01	14	9.80	10
02	14	9.80	10
03	14	9.80	10
04	14	9.80	10
05	14	9.80	10
06	14	9.80	10
07	14	9.80	10
08	14	9.80	10
09	14	9.80	10
10	14	9.80	10
11	14	9.80	10
12	14	9.80	10
13	14	9.80	10
14	14	9.80	10
Total	196		140

Notes on Formula and Initial Calculations:

Each MPO and RPO receives a base of 12 submittals.

Each MPO and RPO receives 1 additional submittal for every 50,000 in population.

Each MPO and RPO receives 1 additional submittal for every 500 centerline miles.

Each Division receives 14 submittals.

Population sourced from 2020 census data.

Centerline miles sourced from Q1 2025 LRS.

MPO/RPO calculations use official boundaries as of February 2025.

SPOT ID	Mode	TIP	Project Category	Route / Facility / Project Name	From / Cross Street / Location	To / Cross Street	Description	Specific Improvement Type	Funding Region(s)	Division(s)	MPO(s) / RPO(s)	County(ies)	Number
H090437	Highway	U-5900	Regional Impact	NC 150 (Mooresville Road)	SR 1516 (Airport Road)	West of Grants Creek	Widen to Multi-Lanes.	1 - Widen Existing Roadway	D	09	Cabarrus-Rowan MPO	Rowan	1 A 2 3 4 5 6 B 7 D
H090674	Highway		Regional Impact	NC 152 Bypass (New Route - Church Street Bypass))	NC 152 East	NC 152 West	New Alignment of NC 152, Church Street. Bypass of Downtown China Grove.	6 - Widen Existing Roadway and Construct Part on New Location	D	09	Cabarrus-Rowan MPO	Rowan	
H090677	Highway	U-6029B	Division Needs	SR 1394, SR 2424 (Poplar Tent Road)	Derita Road	Harris Road	Widen Poplar Tent Road from 2 Lanes to 4 Lanes from Derita Road to Harris Rd.	1 - Widen Existing Roadway	E	10	Cabarrus-Rowan MPO	Cabarrus	
H090680-A	Highway	U-5773A	Regional Impact	NC 3 (Concord Lake Road / Branchview Drive)	Dale Earnhardt Boulevard	NC 73	Widen to Multi-Lanes	1 - Widen Existing Roadway	E	10	Cabarrus-Rowan MPO	Cabarrus	
H090680-B	Highway	U-5773B	Regional Impact	NC 3 (Concord Lake Road / Branchview Drive)	NC 73	US 601	Widen to Multi-Lanes	1 - Widen Existing Roadway	E	10	Cabarrus-Rowan MPO	Cabarrus	
H141870	Highway		Division Needs	SR 1166 (Tom Query Road)	SR 1168 (Robinson Church Road)	N/A	Upgrade intersection by installing turn lane modifying grade and possible traffic signal OR Roundabout.	10 - Improve Intersection	E	10	Cabarrus-Rowan MPO	Cabarrus	
H170707	Highway	U-6130	Regional Impact	US 29	NC 152 in China Grove	N/A	Intersection Improvements	10 - Improve Intersection	D	09	Cabarrus-Rowan MPO	Rowan	
H170825	Highway		Division Needs	SR 1442 (Odell School Road)	Poplar Tent Road	NC 73	Widen Odell School Road to a multi-lane road.	1 - Widen Existing Roadway	E	10	Cabarrus-Rowan MPO	Cabarrus	
H170826	Highway		Division Needs	SR 1414 (Rock Hill Church Road), SR 1431 (Weddington Road)	Ruben Linker Road	US 29	Widen Weddington Road from Ruben Linker to US 29 for a better east-west connection.	1 - Widen Existing Roadway	E	10	Cabarrus-Rowan MPO	Cabarrus	
H171399	Highway		Division Needs	US 29 Alternate (New Route)	US 29	Airport Road	Construct a new connector road with grade separation of the railroad.	5 - Construct Roadway on New Location	D	09	Cabarrus-Rowan MPO	Rowan	
H171461	Highway	U-6145	Regional Impact	NC 3 (Coddle Creek Highway)	SR 1613 (Earnhart Lake Road)	SR 1147 (Rocky River Road)	Widen Coddle Creek Highway from 2 lanes to 4 lanes from Rocky River Road to Odell School Road with median, bike lanes, and sidewalks.	1 - Widen Existing Roadway	F, E	12, 10	Charlotte Regional Transportation Planning Organization, Cabarrus-Rowan MPO	Iredell, Cabarrus	
H184300	Highway		Regional Impact	US 52	SR 2126 (Dunns Mountain Church Road)	N/A	Add storage and turn lane onto US 52	10 - Improve Intersection	D	09	Cabarrus-Rowan MPO	Rowan	8 9 10 E 11
H190956	Highway		Statewide Mobility	I-85	SR 2114 (McCanless Road)	N/A	Construct a grade separated interchange to improve conditions at I-85 interchanges with Innes Street and Andrews Street/Old Union Church Road	20 - Convert Grade Separation to Interchange to Relieve Existing Congested Interchange	D	09	Cabarrus-Rowan MPO	Rowan	
H190962	Highway		Regional Impact	NC 152	SR 1006 (Faith Road)	N/A	Improve intersection alignment	10 - Improve Intersection	D	09	Cabarrus-Rowan MPO	Rowan	
H190964	Highway		Division Needs	New Route	US 29 (South Main Street)	SR 1526 (Henderson Grove Church Road)	Construct a 2 lane (cross section 2A) road from Henderson Grove Church Rd to a new grade separation with the NC Railroad and US 29.	5 - Construct Roadway on New Location	D	09	Cabarrus-Rowan MPO	Rowan	
H191166	Highway		Regional Impact	NC 49	Just east of North Drive (Skyland Drive)	North Drive	Widen existing two-lane cross section to NCDOT Highway Cross Section 4F	1 - Widen Existing Roadway	E	10	Cabarrus-Rowan MPO	Cabarrus	
H191209	Highway		Statewide Mobility	NC 49	NC 73	US 52	Widen facility to match existing multi-lane from Mt. Pleasant NC to Ritchfield, NC	1 - Widen Existing Roadway	E	10	Cabarrus-Rowan MPO, Rocky River RPO	Cabarrus, Stanly	
H191311	Highway		Regional Impact	US 29	NC 152	Thom Street	Convert US 29 cross-section to incorporate curb and gutter, sidewalks, median enhancement, and safety lighting.	26 - Upgrade Roadway	D	09	Cabarrus-Rowan MPO	Rowan	12 13 14 G 15 16 17
H230355	Highway		Statewide Mobility	I-85	NC 152	N/A	Convert existing NC 152 interchange to diverging diamond interchange	8 - Improve Interchange	D	09	Cabarrus-Rowan MPO	Rowan	
H230384	Highway		Division Needs	SR 2313 (Byrd Road), SR 1006 (Faith Road)	SR 1006 (Faith Road)	N/A	Convert Faith Road and Byrd Road intersection into a roundabout	10 - Improve Intersection	D	09	Cabarrus-Rowan MPO	Rowan	
H230427	Highway		Division Needs	SR 1910 (Old Mocksville Road)	SR 1912 (Hawkinstown Road)	SR 1915 (East Ridge Road)	Modernize roadway by widening narrow 9 feet travel lanes to 11 feet and narrow shoulders to 12 feet.	16 - Modernize Roadway	D	09	Cabarrus-Rowan MPO	Rowan	
H230481	Highway		Regional Impact	NC 73	NC 73	NC 49	Construct a connector road between NC Highway 73 and NC Highway 49 east of Mount Pleasant in eastern Cabarrus County	5 - Construct Roadway on New Location	E	10	Cabarrus-Rowan MPO	Cabarrus	
H230757	Highway		Division Needs	SR 2576 (Bendix Drive)	Old Concord Road	Bendix Drive	Construct 0.3 miles new roadway with NCDOT cross-section 2E, modified for no bicycle lanes and sidewalk on one side only	5 - Construct Roadway on New Location	D	09	Cabarrus-Rowan MPO	Rowan	
H230998	Highway	U-6029A	Division Needs	SR 1394 (Poplar Tent Road)	Harris Road (SR 1449)	NC 73	Widen roadway from 2 to 4 lanes.	1 - Widen Existing Roadway	E	10	Cabarrus-Rowan MPO, Charlotte Regional Transportation Planning Organization	Cabarrus, Mecklenburg	

From: [Wasserman, David S](#)
To: [Phil Conrad](#)
Cc: [Robinson, Teresa](#); [Hyland, Melissa A](#)
Subject: 2025 August Redistribution Fund Swap
Date: Monday, August 4, 2025 12:16:27 PM

Phil,

As discussed, the Department would like the MPO's concurrence in August to perform a fund swap of \$6,667,246 as part of NCDOT's 2025 August Redistribution request. If the MPO agrees with the swap, the MPO's STBG-DA funds would be utilized on projects selected by the Department (where STI funds are originally intended to be used) and in return, \$6,667,246 in STBG-AnyArea or Highway Trust Funds would be made available for projects selected by the CRMPO.

Please let me know if you have any questions.

David

David Wasserman, P.E.
Deputy Director, Division of Planning and Programming
North Carolina Department of Transportation

919 707 4743
dswasserman@ncdot.gov

1534 Mail Service Center
Raleigh, NC 27699-1534



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TIP / WBS No.	Description	Let Date	Completion Date	Status	Construction Cost	Contractor	Project Administrator	Comments
Projects Under Construction								
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	October 1, 2025	91% Complete	\$13,777,568	Smith-Rowe, LLC	Eric Goldston (704) 630-3220	Contractor has completed the rehab work on westbound bridge. ICT #1 estimated completion is now the end of August 2025. There will be Traffic shifts on the project in the next few weeks.
BP9.R004.3 (DI00348)	Grading, Drainage, Paving, and Structure on SR 1322 (Ebenezer Road) – Bridge No. 790235 over Beaver Creek	November 13, 2024	December 19, 2025	72% Complete	\$1,422,248	NJR Group, Inc.	Eric Goldston (704) 630-3220	NJR currently completing substructure work for new bridge.
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	April 12, 2025	96% Complete	\$13,039,376	J. T. Russell and Sons	Eric Goldston (704) 630-3220	Contractor completing final paving, sidewalk, and signal work.
Y-5500IA (DI00346)	Drainage, Grading, Paving, & Crossing Closure on SR 1526 (Henderson Grove Church Road) – Existing At-Grade Rail Crossing & Extension of SR 1526 (Henderson Grove Church Road)	May 22, 2024	May 14, 2026	38% Complete	\$2,504,746	NJR Group, Inc.	Eric Goldston (704) 630-3220	Final grading, cutting ditches and slopes for new alignment underway. The estimated opening to traffic date is November 14, 2025. Existing Henderson Grove railroad crossing will not be closed until the new roadway is open to traffic.
9.102939.1 9.102919.2 (DI00366)	Permanent pavement markings on various Primary and Interstate routes in Davidson, Davie, Forsyth, Rowan, and Stokes County	January 22, 2025	August 29, 2025	36% Complete	\$1,243,855	WL Markers, Inc.	Eric Goldston (704) 630-3220	The installation of new markers in Stokes County began July 6, 2025.
2024CPT.09.07.10801 2024CPT.09.08.20801 (C204418)	Shoulder reconstruction, resurfacing and milling on 1 section of US 70 both East and West, 1 section of NC150, and 8 sections of secondary roads.	February 20, 2024	October 1, 2025	31% Complete	\$5,911,698	NJR Group, Inc.	Kelly Seitz (704) 630-3200	The contractor is working on school map Milbridge Road.
2025CPT.09.07.10801, 2025CPT.09.08.20801, 2025CPR.09.18.10301 (C205054)	1 Section of US-601, 1 Section of NC-150, 5 Sections of NC-801, and 12 Sections of Secondary Roads	February 18, 2025	November 1, 2026	3% Complete	\$11,502,013	NJR Group, Inc.	Kelly Seitz (704) 630-3200	The contractor has resurfaced two maps on NC 801. Planning to complete the rest of the maps in 2026.
2025CPT.09.14.20802.3 (DI00363)	Asphalt Surface Treatment, 73 Various Secondary Sections in Rowan County	November 13, 2024	October 15, 2025	7% Complete	\$1,689,808	Whitehurst Paving	Kelly Seitz (704) 630-3200	Contractor has began work and completed 18 maps so far.
HE-0009 (DI00329)	Grading, Drainage, and Paving on NC 152 from East of I-85/US 601 Interchange to 800' West of SR 2648 (Timberfield Trail)	November 13, 2024	May 15, 2026	18% Complete	\$4,150,391	Performance Managed Construction, Inc.	Kelly Seitz (704) 630-3200	The contractor is performing the following activities: fill placement and grading, installing storm drainage.
W-5709E (DI00350)	Construct Roundabout and other safety improvements at Intersection NC 153 (Rice Street) and SR 1197 (Cannon Farm Rd) in China Grove	August 28, 2024	May 21, 2026	23% Complete	\$2,542,801	NJR Group, Inc.	Kelly Seitz (704) 630-3200	Water and sewer line work underway by Contractor. Daily lanes closures expected. Currently no offsite detour scheduled.
Projects Under Development								
R-5860A	Proposed Misenheimer Bypass to proposed Rockwell Bypass. Upgrade roadway and access management.	Funded For Preliminary Engineering Only	Funded For Preliminary Engineering Only	Funded For Preliminary Engineering Only	\$50,500,000	Funded For Preliminary Engineering Only	Bryan Key (919) 707-6263	Raleigh Letting (LET) -

TIP / WBS No.	Description	Let Date	Completion Date	Status	Construction Cost	Contractor	Project Administrator	Comments
Projects Under Development								
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	January 17, 2034	TBA	Planning/Design In Progress ROW Acquisition July 31, 2030	\$52,100,000	TBA	Ryan Newcomb (336) 747-7800	DDRL - Raleigh Let. Express design update in progress to update project estimate. PE work in progress. A Concurrence Point 2 (CP2) meeting was held on July 25, 2024. CP2 form, signed by the Merger Team, concurs with 6 alternatives to carry forward for detailed study. NCDOT proposed an additional alternative for consideration that the Merger Team concurred on in June. Public meeting anticipated for later this year. Previous Let Date: 2033.
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	Funded For Preliminary Engineering Only	Funded For Preliminary Engineering Only	Funded For Preliminary Engineering Only	\$35,800,000	Funded For Preliminary Engineering Only	Ryan Newcomb (336) 747-7800	DDRL - The PE work for this project has been suspended. Express design update in progress to revise project estimate.
HP-0028	Construct roundabout. SR 1509 (Miller Road) intersection in China Grove.	Funded For Preliminary Engineering Only	Funded For Preliminary Engineering Only	Funded For Preliminary Engineering Only	\$4,200,000	Funded For Preliminary Engineering Only	Ryan Newcomb (336) 747-7800	
P-5733 47612.3.1	NS Main - Rowan County - Upgrade Station Building, expand waiting space and surface parking	January 21, 2026	TBA	ROW Acquisition October 1, 2025	\$5,699,000	TBA	Brad Smythe (919) 707-4118	NON-DOT Let - NCDOT is working with the City to develop a project agreement for this project and identify additional ROW funds, due to an appraisal exceeding the budget.
P-5726 47604.3.1 (C204343)	NS Main - Construct Track Improvements, Second Platform, Pedestrian Underpass, Sitework, Retaining Wall, and Signalling Equipment	July 20, 2027	TBA	ROW Acquisition In Progress	\$13,600,000	TBA	Brad Smythe (919) 707-4118	Raleigh Let - Pending execution of rail agreement.
P-5726A	Salisbury train station second platform and pedestrian underpass.	July 22, 2026	TBA	ROW Acquisition In Progress	\$2,500,000	TBA	Brad Smythe (919) 707-4118	Division POC -
P-5726B	Salisbury Norfolk Southern crossover relocation.	June 24, 2026	TBA	ROW Acquisition In Progress	\$4,000,000	TBA	Brad Smythe (919) 707-4118	NON-DOT Let -
State Forces Projects Under Development								
48921	Construct right turn lane on SR 1210 (Old Beatty Ford Rd) at US 29.	April 30, 2026	TBA	Planning/Design In Progress	Updated estimate pending completion of revised RCI design	State Forces	Dan Ulrich (336) 747-7800	High Impact Low Cost (HILC) project. Division presented the RCI (Reduced Conflict Intersection) concept at Landis Council meeting. Division 9 is working with the Consultant (AWCK) on the RCI design and cost estimate. Planning and Design in progress.
Division Bridge Projects Under Development								
15BPR.115.1	Bridge Rehabilitation - Bridge #137 and #465 on I-85 over Yadkin River	August 21, 2029	TBA	TBA	\$6,000,000	TBA	Jeremy Keaton (336) 747-7800	In development - Raleigh SMU managed.
17BP.9.R.96	Replace Bridge #254 over Kerr Creek on SR 1547 (Caldwell Rd) in Rowan County	February 11, 2026	TBA	ROW Acquisition Complete	\$2,200,000	TBA	Jeremy Keaton (336) 747-7800	Project is on schedule.

TIP / WBS No.	Description	Let Date	Completion Date	Status	Construction Cost	Contractor	Project Administrator	Comments
Division Bridge Projects Under Development								
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	October 22, 2025	TBA	ROW Acquisition In Progress	\$3,900,000	TBA	Jeremy Keaton (336) 747-7800	FY26 Let date resumed due to increased availability of funds. ROW challenges could slightly delay Let.
Locally Administered Projects Under Development								
C-5603D 43713.3.4	Construct sidewalks on Old Concord Rd from Ryan St to Jake Alexander Blvd	September 30, 2025	TBA	ROW Certified Utility Relocation In Progress	\$1,840,000	TBA	Jared Mathis (704) 638-5221	Non-DOT let (LAP) - City of Salisbury - Railroad approval pending. Supplemental funding agreement approved. Let date will be delayed (TBD).
C-5603H 43713.3.8	Brenner Ave from Statesville Blvd. to W Horah St and Brenner Ave. at Link Ave. in Salisbury	September 30, 2025	TBA	Design In Progress	\$1,760,000	TBA	Jared Mathis (704) 638-5221	Non-DOT let (LAP) - City of Salisbury - ROW Certification pending. RR concerns. Additional funds are being transferred from BL-0034. Supplemental agreement pending. Let date will be delayed (TBD).
EB-5619B	Grants Creek Greenway - Construct multi-use trail from Forestdale Drive to 1000' south of Statesville Blvd	September 30, 2025	TBA	ROW Acquisition In Progress	\$1,925,000	TBA	Jared Mathis (704) 638-5221	NON-DOT let (LAP) - Route change needed due to Veteran's Affairs denying path to cross their ROW. Agreement approved for updated funding. Let date will be delayed (TBD).
EB-5619C	Grants Creek Greenway - Construct multi-use trail from 1000' south of Statesville Blvd to Kelsey Scott Park	June 30, 2026	TBA	ROW Acquisition September 30, 2025	\$2,352,000	TBA	Jared Mathis (704) 638-5221	NON-DOT let (LAP) -
HL-0049	US 70 / US 601 (Jake Alexander Blvd) to Milford Hills Rd in Salisbury. Construct Median; Construct roundabout at Milford Hills Rd.	September 30, 2026	TBA	ROW Acquisition September 30, 2025	\$830,000	TBA	Jared Mathis (704) 638-5221	Non-DOT let (LAP) - 25% plans complete. Drainage Plans approved. CE completed.
HL-0064	US 29 Main Street from Kerr Street to Horah Street in Salisbury. Safety Improvements.	September 30, 2025	TBA	TBA	\$6,021,000	TBA	Jared Mathis (704) 638-5221	Non-DOT let (LAP) - Environmental document in progress. Public meeting was held in July. Working with Duke Energy on relocation plans and awaiting plan approval from District.
EB-5861	Third Street Greenway from 3rd Street to Yadkin River in Spencer. Construct alternate route, including spur from Grants Creek	September 30, 2026	TBA	TBA	\$4,287,000	TBA	Joel Taylor (704) 633-5331	Non-DOT let (LAP) - Municipal agreement in place. A concept plans has been developed, but Town is currently reviewing options to determine next steps.
BL-0088	Installation of Granite Quarry Sidewalks: North Kerns Street from North Main Street to US 52. North Oak Street from Crook Street to Granite Civic Park. Crook Street from North Main Street to North Oak Street.	September 30, 2026	TBA	ROW Acquisition September 30, 2025	\$380,000	TBA	Jason Hord (336) 747-7800	Non-DOT let (LAP) - PEF rates approved. Town is ready to request R/W authorization once CE is completed but there could be a 6f and 4f issue. Still working through coordination with the RR.
Completed Projects								
HS-2009I (DI00354)	NC 152 / NC 153 Intersection - Grading, Paving, Drainage	September 25, 2024	Late Spring 2025	100% Complete	\$320,338	NJR Group, Inc.	Kelly Seitz (704) 630-3200	
I-3802B(L) (DI00313)	I-85 Landscaping from Lane Street (Exit 63) in Cabarrus County to US 29-601 (Exit 68) in Rowan County	December 14, 2022	TBA	100% Complete	\$1,324,366	Country Boy Landscaping, Inc.	Kelly Seitz (704) 630-3200	

CABARRUS-ROWAN MPO & NC DOT - DIVISION 10 PROJECT HIGHLIGHTS - JULY - 2025

RECENTLY SELECTED SAFETY & MOBILITY PROJECTS

FILE NO#	COUNTY	TIP	DESCRIPTION OF LOCATION	PROJECT DESCRIPTION
10-25-217	(94% Cabarrus (6%))	HS-TBD-4-21-25	NC 49 from US 29 in Mecklenburg County to 0.3 mile into Cabarrus County, MP 23.31-27.91 (Mecklenburg), 0.00-0.30 (Cabarrus).	Install median and edgeline rumblestrips with LLPMs.
10-25-212	Cabarrus	HS-TBD-4-21-25	SR 1600 (Shiloh Church Rd.) from NC 73 to SR 1601, MP 0.00-2.42.	Install edgeline rumblestrips with LLPMs.
10-24-234	Cabarrus	HS-TBD-4-21-25	SR 1448 (Cox Mill Road) at Cox Mill High School. Updated 3/5/2025.	Install a traffic signal with pedestrian accommodations.
10-24-229	Cabarrus	SM-6110J	US 601 (Warren C Coleman Blvd S) @ SR 1335 (Old Charlotte Rd SW) & Old Charlotte Rd SW.	Construct Southbound Right Turn Lane onto SR 1335 (Old Charlotte Rd SW).
10-25-211	Cabarrus	SS-6210AR	SR 1132 (Flowes Store Road) from US 601 to NC 24, MP 6.23-15.31.	Install centerline and edgeline rumblestipes with LLPMs.

CABARRUS-ROWAN MPO & NC DOT - DIVISION 10 PROJECT STATUS REPORT - JULY - 2025

PLEASE NOTE - This spreadsheet is compiled several weeks prior to the monthly meeting for distribution into the agenda packet. This information is meant to provide a "general" overview of active design & construction projects. Feel free to contact the listed PM directly for detailed questions surrounding current project specifics.

NO#	CONTRACT TIP#	COUNTY	ROUTE	PROJECT DESCRIPTION	PROJECT DATES	PROJECT MANAGER	STATUS	COMMENTS
1	Y-4810K	CABARRUS	ROGERS LAKE ROAD	Grade Separation over NA/NCRR Railroad and closure at Grade Crossing N.724408Y in Kannapolis	ROW: 2018 LET: 2022	NCDOT Brad Eagle 704-983-4380	Construction Underway	
2	P-5725	CABARRUS	KANNAPOLIS TRAIN STATION	Second Platform and Pedestrian Overpass	ROW: 2019 LET: 2025	NCDOT Brad Smythe 919-707-4118	Utility Relocation Underway	Pending Railroad CON agreement, completion.
3	I-3802AA	CABARRUS	I-85	Installation of Fiber Optic Communications Network, CCTV and DMS System for I-3802A project	ROW: 2022 LET: 2023	NCDOT Brad Eagle 704-983-4380	Construction Underway	
4	U-3415A	CABARRUS	POPLAR TENT ROAD	SR 1394 Poplar Tent Rd. Concord Derita Road to George Liles Pkwy. Widen to 4 lane divided	ROW: 2029 LET: 2033	NCDOT Donald Griffith 704-983-4418	Design Work Underway	PROJECT DATE(S) have changed due to 2026-2035 DRAFT STIP.
5	U-3440	CABARRUS	NC 3 KANNAPOLIS	U-2009 (Westside Bypass)-TO-SR 1691 (Loop Road). Widen existing route to multi-lane facility	ROW: 2015 LET: 2016	NCDOT Michael Hedrick 980-523-0085	PROJECT COMPLETE	Final inspection has occurred. Awaiting contractor correction of punch list items.
6	U-5761	CABARRUS	NC 3 DALE EARNHARDT BLVD	Improve Intersection of NC 3 and US 29/601	ROW: 2022 LET: 2027	NCDOT Donald Griffith 704-983-4418	ROW Acquisition Underway	
7	U-5956	CABARRUS	US 29 CONCORD	Realign Union Cemetery Road to Intersect US 29 at Rock Hill Church Road	ROW: 2022 LET: 2025	NCDOT Randy Bowers 704-983-4418	Utility Relocation Underway	LET is currently scheduled for JANUARY 2026.

NO#	CONTRACT TIP#	COUNTY	ROUTE	PROJECT DESCRIPTION	PROJECT DATES	PROJECT MANAGER	STATUS	COMMENTS
8	U-6032	CABARRUS	MALLARD CREEK ROAD	Mallard Creek Road (SR-2467)/ Derita Rd (SR-1445) from I-485 to Concord Mills Blvd. Widen to 6 lanes	ROW: 2022 LET: 2029	NCDOT Donald Griffith 704-983-4418	ROW Acquisition Underway	PROJECT DATE(S) have changed due to 2026-2035 DRAFT STIP.
9	HS-2010H	CABARRUS	NC 49 @ ZION CHURCH ROAD	Convert to RCI	ROW: 2024 LET: 2026	AGENCY- Donald Harward 704-983-4400	Utility Relocation Underway	
10	HS-2010Q	CABARRUS	NC 49 @ OLD AIRPORT ROAD	Convert to RCI	ROW: 2025 LET: 2027	AGENCY- Donald Harward 704-983-4400	Design Work Underway	
11	HS-2010R	CABARRUS	ROBINSON CHURCH ROAD	Near Peach Orchard Road - Wedge, widen, shoulders & ditch grade.	ROW: 2025 LET: 2027	AGENCY- Donald Harward 704-983-4400		Project scope area overlaps with Developer's work. Project to be released once Developer is completed.
12	B-5372	CABARRUS	EAST FIRST STREET	BRIDGE - 120109 / SR 1706 Kannapolis Bridge on (East First Street) over US 29	ROW: 2024 LET: 2024	NCDOT Brad Eagle 704-983-4380	Construction Underway	
13	B-5808	CABARRUS	POPLAR TENT ROAD	BRIDGE - 20057 & 120059 (US 29/601) over Irish Dutch Buffalo Creek at Poplar Tent Road	ROW: 2021 LET: 2023	NCDOT Brad Eagle 704-983-4380	Construction Underway	
14	17BP.10.R1 10		EAST GOLD HILL ROAD	BRIDGE - 120105 / E. Gold Hill Road Mt. Pleasant Replace bridge over branch of Big Bear Creek	ROW: LET: 2025	NCDOT- Yanwei Ma 704-983-4400	Construction Underway	
15	BP10.R055	CABARRUS	MAUNEY ROAD	BRIDGE - 120292 / Mauney Road Mt. Pleasant Replace bridge over Little Meadow Creek	ROW: 2022 LET: 2025	NCDOT- Yanwei Ma 704-983-4400	Utility Relocation Underway	
16	BP10.R047	CABARRUS	GOLD HILL ROAD	BRIDGE - 120083 / SR 2408 (Gold Hill Road) over Dutch Buffalo Creek	ROW: 2023 LET: 2025	NCDOT- Yanwei Ma 704-983-4400	Design Work Underway	

NO#	CONTRACT TIP#	COUNTY	ROUTE	PROJECT DESCRIPTION	PROJECT DATES	PROJECT MANAGER	STATUS	COMMENTS
17	BP10.R034	CABARRUS	MOUNT OLIVE ROAD	BRIDGE - 120073 / SR 2416 (Mt Olive Road) Mt. Pleasant over Branch of Dutch Buffalo Creek	ROW: 2024 LET: 2026	NCDOT- Yanwei Ma 704-983-4400	Design Work Underway	
18	BP10.R015	CABARRUS	OLD AIRPORT ROAD	BRIDGE -120129 / SR 2635. (Old Airport Road) Concord over Cold Water Creek	ROW: 2023 LET: 2027	NCDOT- Yanwei Ma 704-983-4400	Design Work Underway	
19	BP10.C003	CABARRUS	PENNINGER ROAD	BRIDGE - 120050 / SR 2113 (Penninger Road) over Br. Of Cold Water Creek	ROW: 2027 LET: 2029	NCDOT- Yanwei Ma 704-983-4400	Design Work Underway	
20	BR-0244	CABARRUS	ROGERS LAKE ROAD	BRIDGE - 120033 / SR 1625 (Rogers Lake Rd.) over Irish Buffalo Creek	ROW: 2026 LET: 2030	NCDOT- Yanwei Ma 704-983-4400	Design Work Underway	
21	BR-0181	CABARRUS	LANE STREET	BRIDGE - 120062 / SR 2180 (Lane St.) over Lake Fisher	ROW: 2025 LET: 2030	NCDOT- Yanwei Ma 704-983-4400	Design Work Underway	
22	EB-5732	CABARRUS	CONCORD MILLS BOULEVARD	SR 2894 (Concord Mills Blvd.) Concord Construct Sidewalks on Concord Mills Blvd. and portions of Weddington Road from US 29 to SR 1431	ROW: 2029 LET: 2031	NCDOT- Terry Burleson 704-983-4400		PROJECT DATE(S) have changed due to 2026-2035 DRAFT STIP.
23	EB-5844	CABARRUS	LITTLE TEXAS ROAD	Little Texas Road from Lane Street to Dale Earnhardt Blvd -Sidewalk	ROW: 2024 LET: 2026	NCDOT- Jeff Burleson 704-983-4400	ROW Acquisition Underway	LET has been changed from late 2025 to 1st quarter 2026.
24	C-5603F	CABARRUS	BETHPAGE ROAD	Bethpage Road from South Main Street to Leonard Avenue and from Westgreen Drive to Klondale Avenue -Sidewalk	ROW: 2025 LET: 2026	NCDOT- Jeff Burleson 704-983-4400	Design Work Underway	
25	C-5603I	CABARRUS	US 601	US 601 from Flowe Store Road to Zion Road with US 601 and Flowe Store Road. Sidewalk and Intersection improvements	ROW: 2025 LET: 2026	NCDOT- Jeff Burleson 704-983-4400	Design Work Underway	

NO#	CONTRACT TIP#	COUNTY	ROUTE	PROJECT DESCRIPTION	PROJECT DATES	PROJECT MANAGER	STATUS	COMMENTS
26	BL-0060	CABARRUS	COX MILL ROAD	Cox Mill Road Loop Greenway and Bicycle/Pedestrian Bridge	ROW: 2025 LET: 2026	NCDOT- Jeff Burleson 704-983-4400	Design Work Underway	CON PHASE ONLY Final Plans being revised due to ROW issue. Working on Contract and CON estimate review/ approval. LET date pushed to FY26.
27	BL-0086	CABARRUS	HICKORY RIDGE ROAD & STALLINGS ROAD	Hickory Ridge Road and Stallings Road -Sidewalks	ROW: 2026 LET: 2027	NCDOT- Jeff Burleson 704-983-4400	Design Work Underway	
28	BL-0087	CABARRUS	MULTIPLE LOCATIONS	Elm Avenue, Glenn Street, Crowell Drive, and Cedar Drive - Sidewalk	ROW: 2025 LET: 2026	NCDOT- Jeff Burleson 704-983-4400	Design Work Underway	
29	HL-0001	CABARRUS	POPLAR TENT ROAD	Poplar Tent Road Improvements (Moss Drive to Fullerton PI Drive)	ROW: 2026 LET: 2029	NCDOT- Jeff Burleson 704-983-4400	Planning Underway	Design alternatives under evaluation. LET has moved to FY29. 11/1/28
30	HL-0062	CABARRUS	NC 49	NC 49 from Morehead Road to Cedar Drive - Access Management Improvement	ROW: 2026 LET: 2027	NCDOT- Jeff Burleson 704-983-4400	Design Work Underway	ROW to FY26 and CON to FY27
31	HL-0063	CABARRUS	CALDWELL ROAD	Caldwell Road from US 29 to NC 49-Intersection Improvement and Roadway Extension	ROW: 2026 LET: 2027	NCDOT- Jeff Burleson 704-983-4400	Design Work Underway	ROW to FY26 and CON to FY27
32	R-2246A	CABARRUS	GEORGE LILES PARKWAY	George Liles Parkway Concord NC 49 to Roberta Road. Widen to Multi-Lanes		NCDOT- Dustin Simpson 704-983-4400		Project is funded for PE ONLY per the 2026-2035 Draft Stip
33	BO-2410A	MULTIPLE	VARIOUS LOCATIONS	VARIOUS LOCATIONS - Installation of curb ramps.	ROW: 2024 LET: 2024	NCDOT- Tim Kirk 704-983-4400	Construction Underway	

NO#	CONTRACT TIP#	COUNTY	ROUTE	PROJECT DESCRIPTION	PROJECT DATES	PROJECT MANAGER	STATUS	COMMENTS
34	2024CPT.10.17.20131 - Contract DJ00512	CABARRUS	VARIOUS LOCATIONS	VARIOUS LOCATIONS - 3 sections of secondary roads for Resurfacing/FDR	ROW: LET: 2024	AGENCY-Brad Eagle 704-983-4400	Construction Underway	
35	2024CPT.10.12.20132 - Contract DJ00511	CABARRUS	VARIOUS LOCATIONS	VARIOUS LOCATIONS - 9 sections of secondary roads for AST	ROW: LET: 2024	AGENCY-Brad Eagle 704-983-4400	PROJECT COMPLETE	Punchlist 5/21. End Edit 7/2025
36	2024CPT.10.04.20131 - Contract DJ00487	CABARRUS	VARIOUS LOCATIONS	VARIOUS LOCATIONS - 38 sections of secondary roads for Resurfacing	ROW: LET: 2024	AGENCY-Brad Eagle 704-983-4400		Scheduled to start Spring 2025
37	2024CPT.10.03.10131 - Contract DJ00486	CABARRUS	VARIOUS LOCATIONS	VARIOUS LOCATIONS - 1 Section of NC 3, 1 Section of NC 24/27 and 3 sections of secondary roads	ROW: LET: 2023	AGENCY-Brad Eagle 704-983-4400	Construction Underway	
38	R-5790JH	CABARRUS	VARIOUS LOCATIONS	VARIOUS LOCATIONS - Installation of curb ramps.	ROW: 2023 LET: 2023	NCDOT-Michael Hedrick 980-523-0085	Construction Underway	Contractor defaulted. Currently working with other ramp contractor
39	2023CPT.10.15.20131 - Contract DJ00453	CABARRUS	VARIOUS LOCATIONS	VARIOUS LOCATIONS - 9 sections of secondary roads	ROW: LET: 2023	AGENCY-Brad Eagle 704-983-4400	Construction Underway	Awaiting Punch List Completion
40	2023CPT.10.14.10131 - Contract DJ00447	CABARRUS	VARIOUS LOCATIONS	VARIOUS LOCATIONS - 1 Section of NC 3 and 3 sections of secondary roads	ROW: LET: 2023	AGENCY-Brad Eagle 704-983-4400	Construction Underway	Awaiting Punch List Completion
41	2025CPT.10.04.10131, 2025CPT.10.04.20131 Contract DJ00540	CABARRUS	VARIOUS LOCATIONS	VARIOUS LOCATIONS - 1 section of US 601 and 3 sections of secondary roads	ROW: LET: 2024	AGENCY-Brad Eagle 704-983-4400		Available to start in Spring 2025.
42	2025CPT.10.06.20132 Contract DJ00547	CABARRUS	VARIOUS LOCATIONS	VARIOUS LOCATIONS - 9 sections of AST roads	ROW: LET: 2025	AGENCY-Brad Eagle 704-983-4400	PROJECT COMPLETED	Complete - Punchlist 5/21 END EDIT 8/2025

NO#	CONTRACT TIP#	COUNTY	ROUTE	PROJECT DESCRIPTION	PROJECT DATES	PROJECT MANAGER	STATUS	COMMENTS
43	2025CPT.10. 05.20131, 2025CPT.10. 05.20132, 10.101311 Contract DJ00554	CABARRUS	VARIOUS LOCATIONS	VARIOUS LOCATIONS - 8 sections of secondary roads with 2 FDR roads and 1 road diet included	ROW: LET: 2025	AGENCY- Brad Eagle 704-983-4400		Precon Scheduled 5/21 - ICT for Road Diet on MLK Jr Blvd 5/26/25 - 8/5/25
44	2025CPT.10. 21.20131 Contract DJ00560	CABARRUS	VARIOUS LOCATIONS	VARIOUS LOCATIONS - 8 sections of secondary roads	ROW: LET: 2025	AGENCY- Brad Eagle 704-983-4400		Avaliable to start in Spring 2025.



NORTH CAROLINA
Department of Transportation

Transportation Planning Division Update

Cabarrus Rowan MPO TAC

August 27, 2025

Alpesh Patel, Director

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

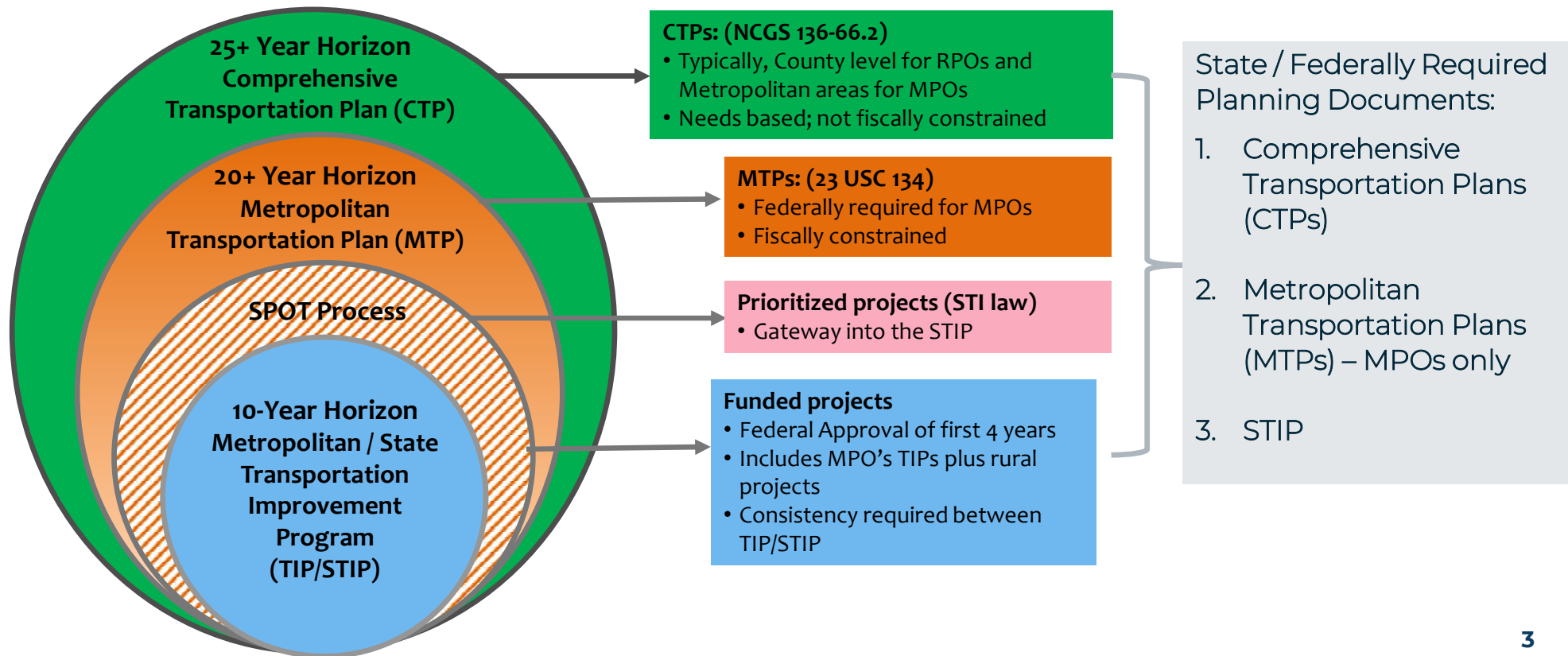
Outline

- Planning Context
- Initiatives
- Internal/External Engagement
- Roadmap – Future State

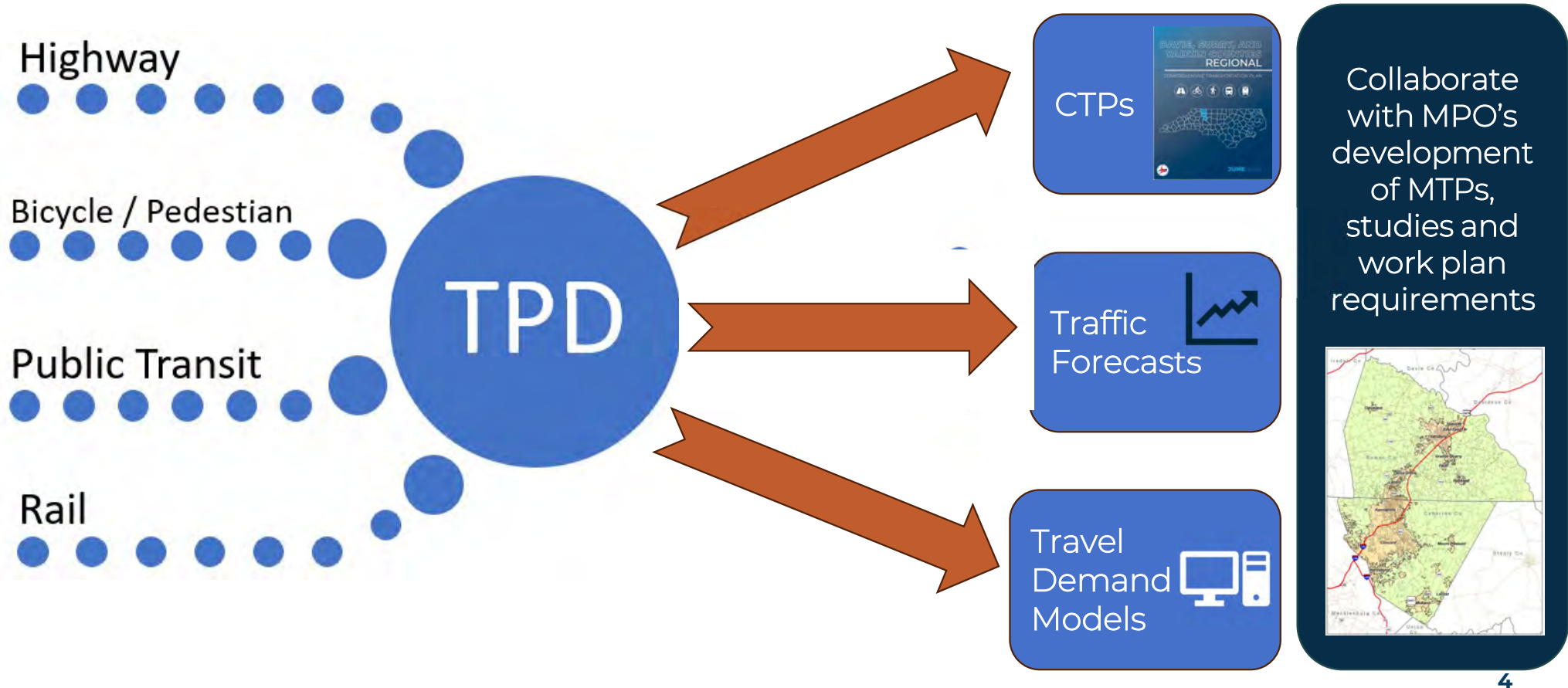


Early Stages: Planning, Prioritization, & Programming

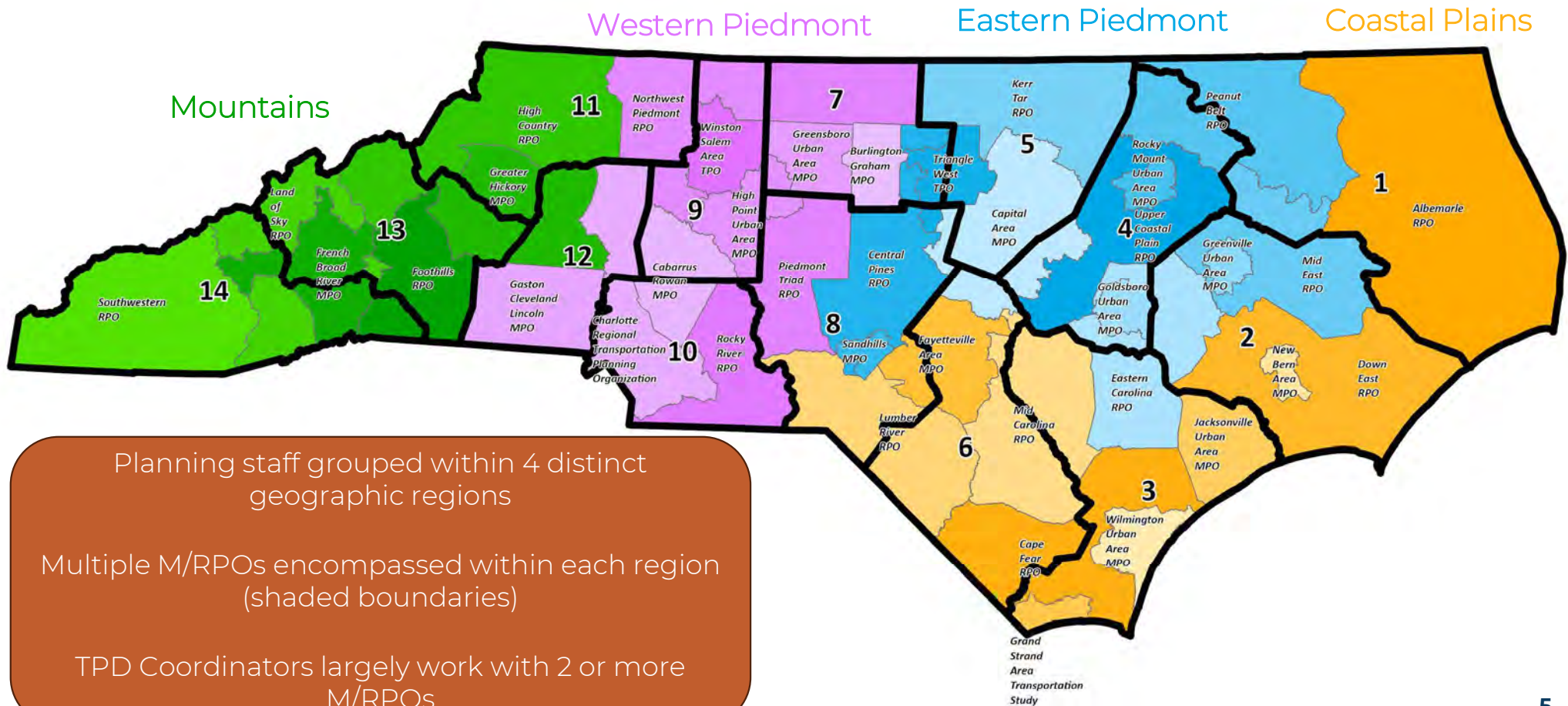
Long Range Transportation Planning



Transportation Planning Division (TPD) – 25-to-30-year vision



TPD - Structured to serve our partners



TPD Strategic Plan

(released May 2025)



Vision

Become a **premier leader** in planning innovative transportation solutions.



Mission

Deliver a **premier planning process** that is integral to a **high-performing, multimodal transportation** system in North Carolina.

Add **value and visibility** to TPD employees, partners, and the public, and meet new challenges through **leadership and innovation**.

6 Goals

6 Values

Connect Refresh

- New Landing Page
- Core services and products
- September 2025


Transportation Planning Division (TPD)

Resources for planning your transportation improvement project.

Connect NCDOT > Projects > Planning > Transportation Planning Division (TPD)

TPD 101

Under Construction



General overview of “TPD 101” - what we do, what we produce, who we interact with. Narrative that introduces “three-legged stool(or a visual that conveys this easily) [planning, traffic forecast, modeling]. Narrative and links to interactive maps

Comprehensive Transportation Plans (CTP)


Traffic Forecasting

Model Research and Development

Metropolitan and Rural Planning Organizations

Title VI

Long Range Planning



Planning staff grouped within 4 distinct geographic regions

Multiple M/RPOs encompassed within each region (shaded boundaries)

Employee Directory

Staff contacts for Transportation Planning Division.

TPD Pages

CTPs

Comprehensive Transportation Plans

Economic Development

Transportation and Infrastructure Improvements

Environmental Justice and Transportation Disadvantage Index Tool

Environmental Justice (EJ) and Transportation Disadvantage Index (TDI)

Feasibility Study

Feasibility Study Documents

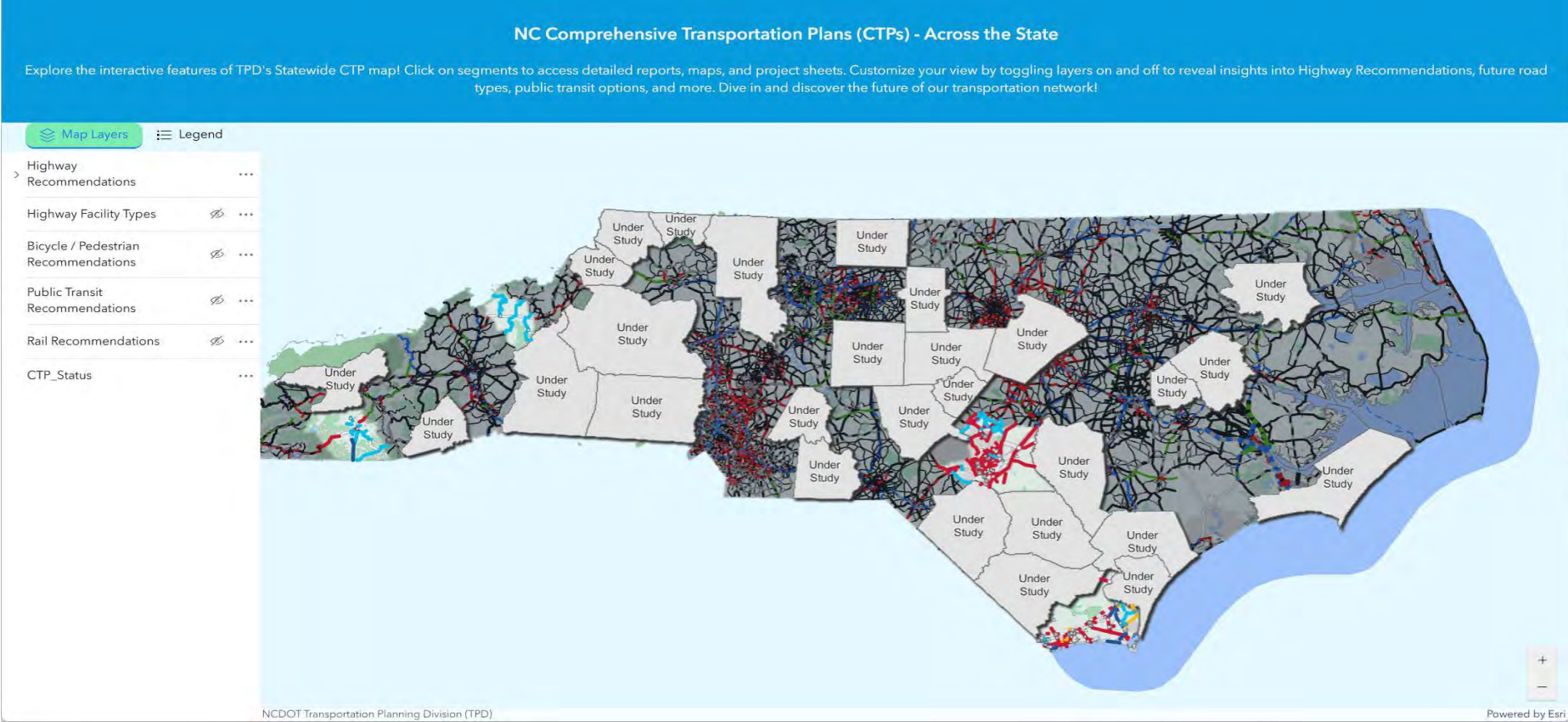
Functional Classification

Functional Classification of Highways

Integration Project

Long Range Transportation Planning and Project Development

Interactive CTP Map – Launched May 2025

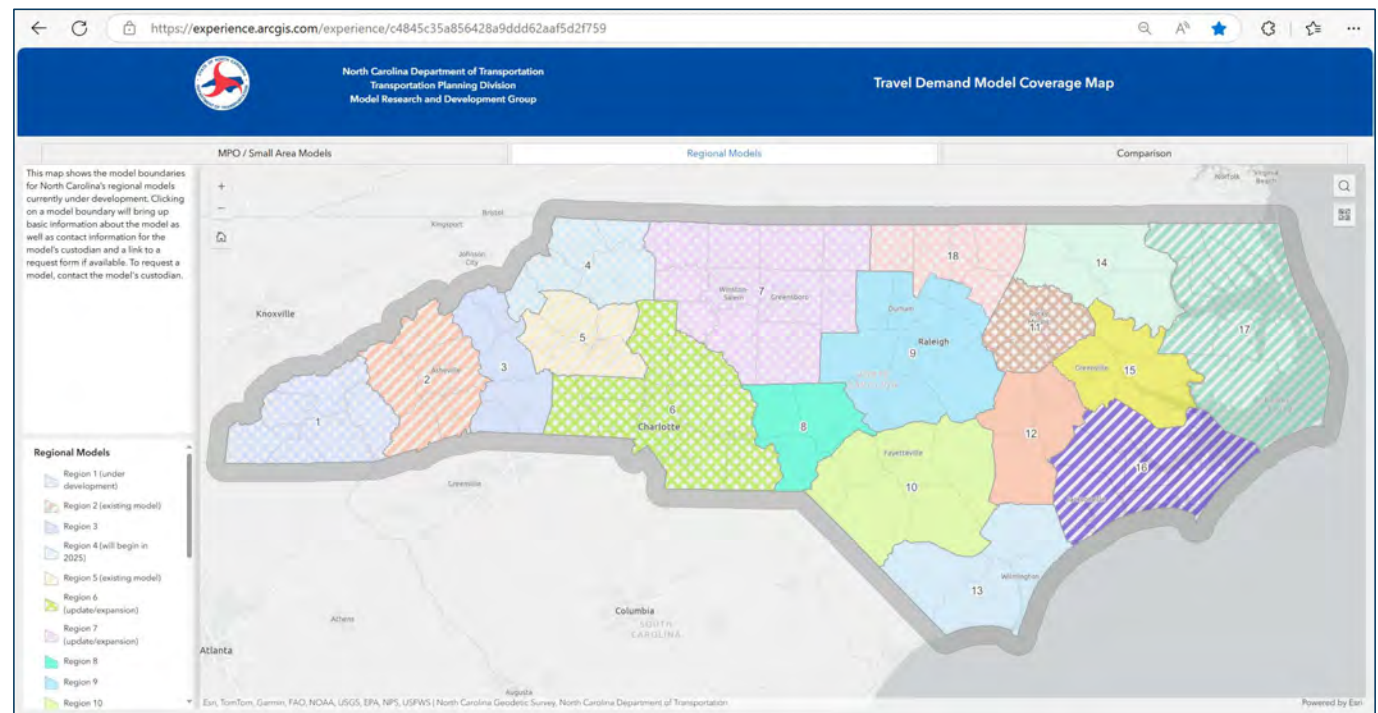


[https://connect.ncdot.gov/projects/planning/TPB%20Documents/NC%20Comprehensive%20Transportation%20Plans%20\(CTPs\)%20-%20Across%20the%20State.aspx](https://connect.ncdot.gov/projects/planning/TPB%20Documents/NC%20Comprehensive%20Transportation%20Plans%20(CTPs)%20-%20Across%20the%20State.aspx)

TDM interactive Map - Launched March 2025

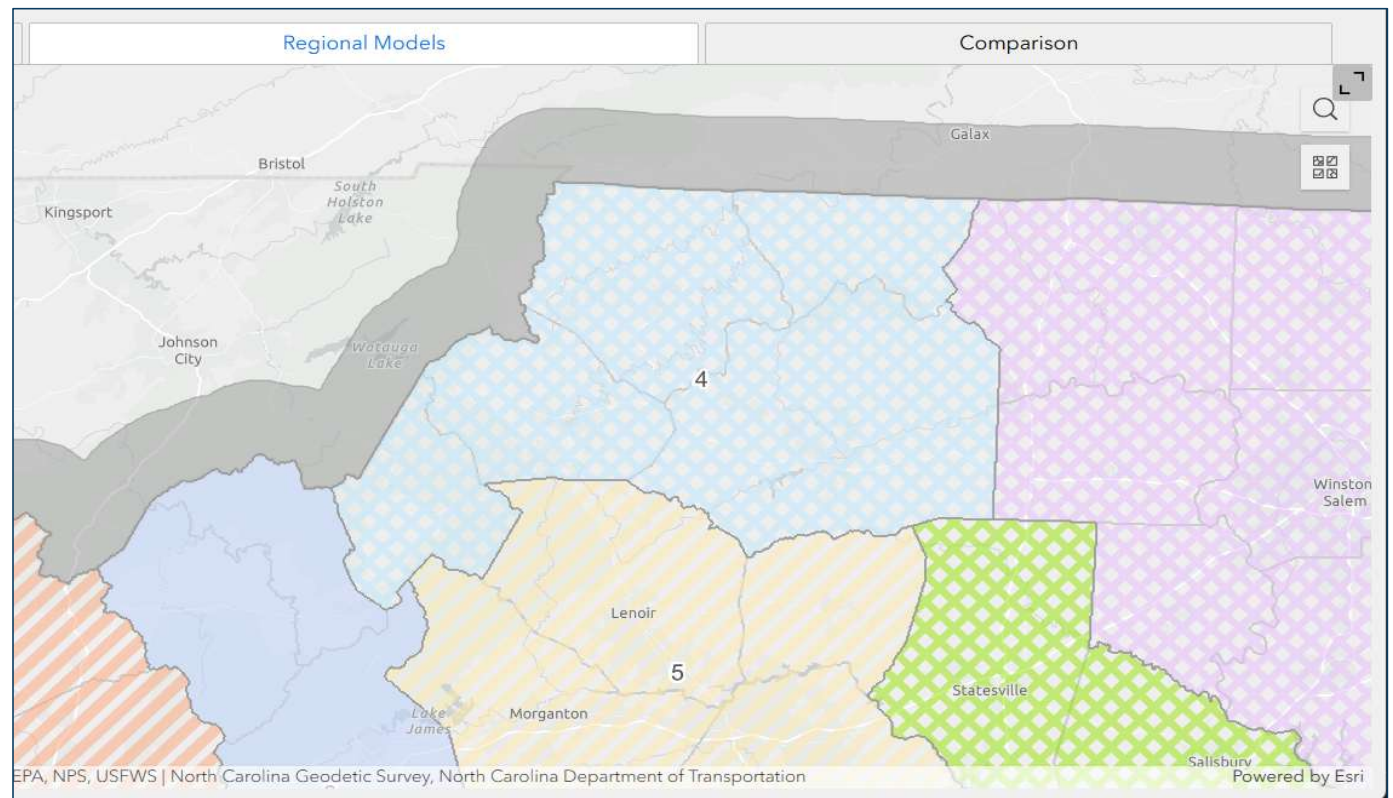
- Launched March 2025
- AGOL Map – MPO / Non-MPO Models
- Regional Models - Color pattern communicates model status

<https://shorturl.at/L2hIw>



High Country RPO / Region 4 Model

- 5 county modeled area
- Working Committee
 - County Managers, Transit operators and Appalachian State / Community Colleges
- Output informs Watauga County CTP
- Summer 2025



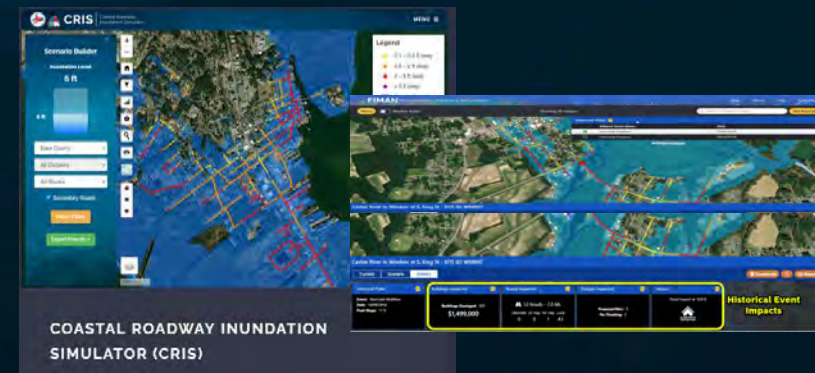
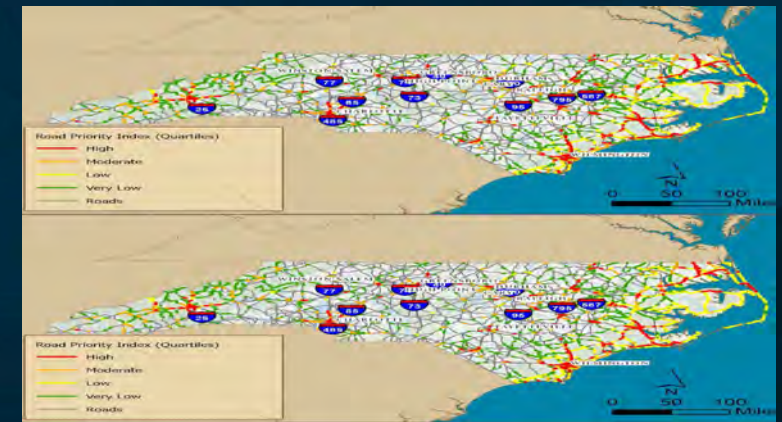
Integrating Resilience into the CTP Process

Purpose

- Incorporate resilience planning into NCDOT's CTP development – Pilot through Regional CTP (Camden, Currituck and Pasquotank Counties).
- Align with NCDOT's Resilience Improvement Plan (RIP)

Goals

- Identify vulnerabilities from floods, sea level rise, and hazards
- Utilize NCDOT tools - RAFT, CRIS, FIMAN-T to guide planning



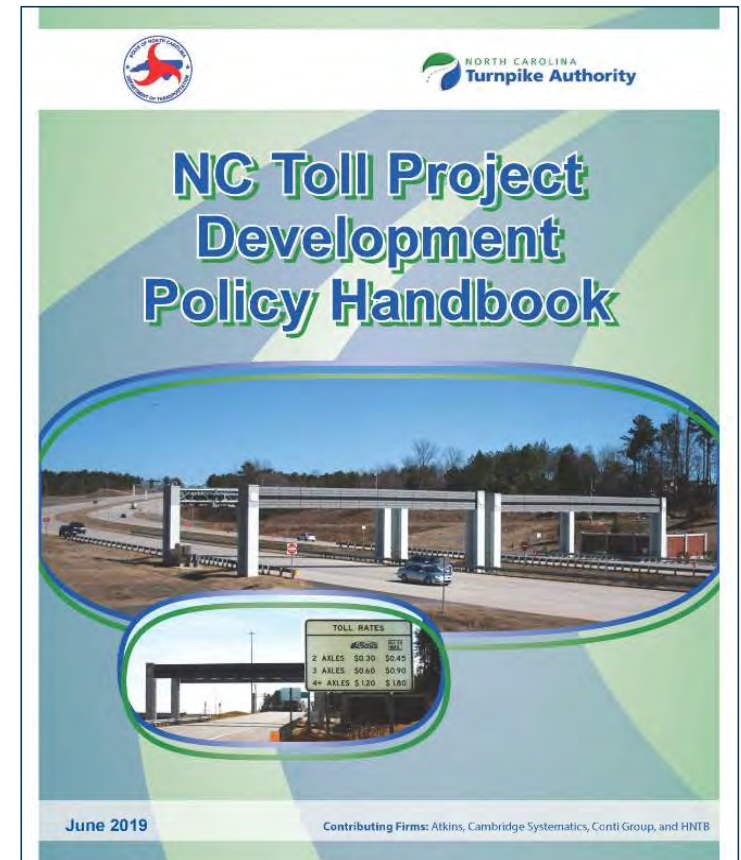
Update NC Toll Policy Handbook

Adopted in 2018

- Process to evaluate toll candidate projects prior to SPOT submission
- Financial feasibility and potential performance
- Engage partners, develop submission application
- Inform local planning decisions (M/CTP Updates)

Scope

- Peer review / enhanced screening tool / training
- Summer 2025



Raise the Planning Bar

Go Forward Actions

CTP to Programming Linkage

Path to STIP, project delivery
Screening tests
Efficiencies in CTP production
Toll Policy Handbook update
Travel Demand Models in non-urban areas
Resiliency assessments in CTPs
(Summer 2025 - ongoing)

Rebrand

Updated TPD Mission,
Vision, & Goals
(Spring 2025)

New Connect page

Up-to-date resources
3-month schedules
Announcements
(September 2025)

Annual Report

Achievements and
accomplishments
(Spring 2026)

Partnerships

MPOs / RPOs - Presentations at local
meetings throughout 2025

Internal Customers – increased
interaction with SPOT, STIP, IMD, Other
Modes, Tech Services (ongoing)

Questions?



NORTH CAROLINA
Department of Transportation

CRMPO Post-Census Statewide Functional Classification Review

August 2025

NCDOT-TPD

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

Agenda

- What is Functional Classification?
- Why is Functional Classification important and why are we reviewing it across the state?
- Timeline of the process
- CRMPO Request Table and Maps

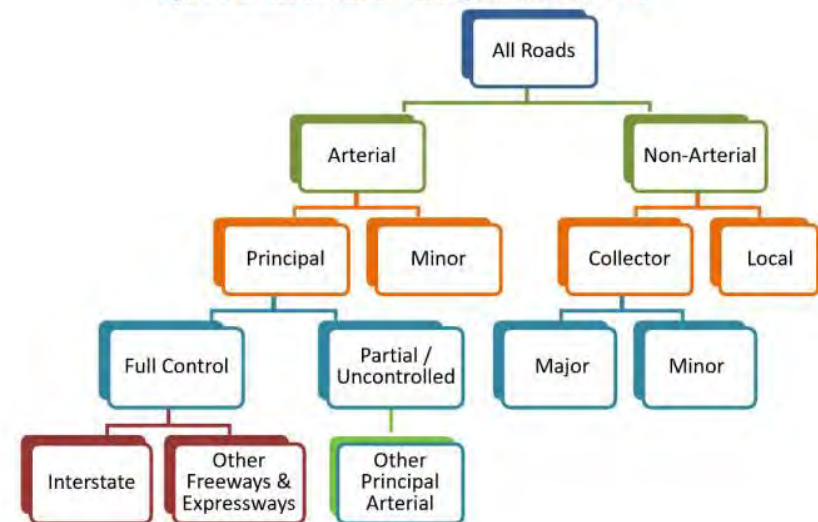


What is Functional Classification?

- **Functional classification** is the process of **grouping** streets and highways into **classes** according to the **character of service** they are intended to provide.
- Factors considered in Functional Classification:
 - Efficiency of Travel
 - Collectors
 - Access Points
 - Speed Limit
 - Route Spacing
 - Usage- AADT, VMT
 - Number of Travel Lanes
 - Regional and Statewide Significance
 - System Continuity

Highway Functional Classification: Concepts, Criteria and Procedures

Figure 3-4: Federal Functional Classification Decision Tree



Source: FHWA and CDM Smith

Why is Functional Classification important and why are we reviewing it?

- FHWA must review and update the functional classification post-census nationwide
- The NCDOT Transportation Planning Division (TPD) is responsible for processing updates to the Federal Functional Classification System in North Carolina
- In addition to NCDOT, Metropolitan Planning Organizations need to approve functional classification change requests
- Determining eligibility for funding under the Federal-aid program
- Accurate roadway functional classification system ensures that Federal Aid funds are allocated where they are needed most.
- Data management and reporting accurate classifications

*Note: Functional Classification change requests can be made outside of this post-decennial census update process. The MPO can still make requests to the Transportation Planning Division if a road's classification needs to be updated.

CRMPO's Functional Classification Review Timeline

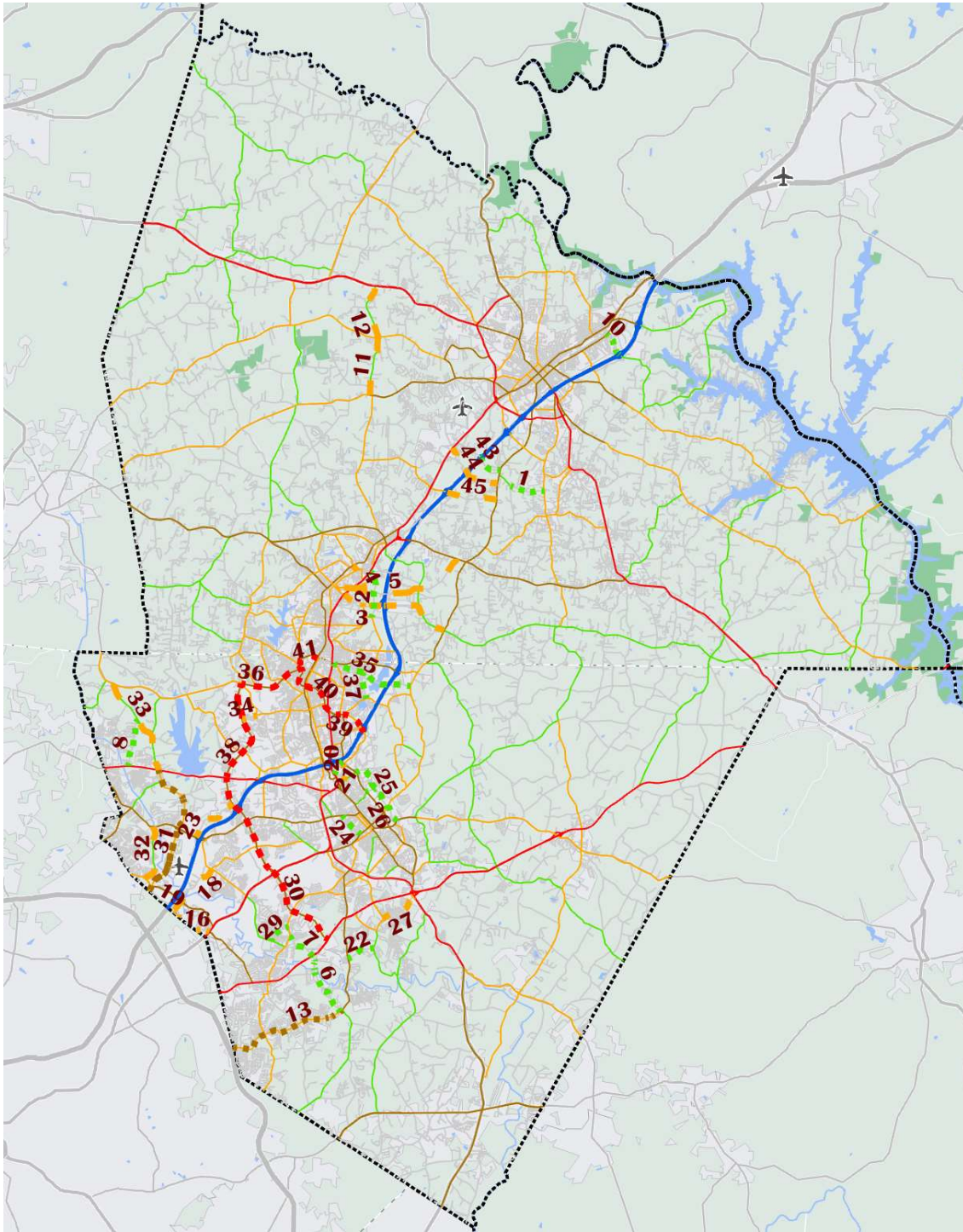
Date	Step
March 2025	Training session to POs and TPD to learn about the process
April 2025	MPO submitted initial requests, and TPD reviewed
May 2025	TCC/TAC approved initial requests
June 2025	Reviewed requests with MPO & Towns, and made edits to requests based on feedback
July 2025	Reviewed comments from Review Committee and discussed with MPO & Towns; TPD made edits to requests based on feedback
September 2025	Final submissions to NCDOT for last review by the Review Committee
November 7, 2025	Approval from MPO Boards due
November 2025	Submissions to be sent to FHWA
December 2025	Final approval by FHWA

NCDOT Post-Census FUNCTIONAL CLASSIFICATION CHANGE

Original Request ID	New Request ID	Roadway	From	To	Proposed FC	Existing FC	AADT	Descriptions	County	Change from Original	Timeline
1	1	St. Pauls Church Rd	Glover Rd	Faith Rd	6 - Minor Collector	7 - Local	3100	Connectivity between end of St. Pauls Church Rd and Faith Rd	Rowan	None	
2	2	China Grove Rd	US 29	Bostian Rd	5 - Major Collector	7 - Local	1800	Connectivity between US 29 and Old Beatty Ford Rd	Rowan	Changed to 6 - Minor Collector	Changed based on feedback from the review committee
3	3	Old Beatty Ford Rd / Lentz Rd	US 29	Lentz Rd	5 - Major Collector	7 - Local	6600	Connectivity to I-85 and industrial development and to the Town of Landis	Rowan	Limits changed to US 29 and Old Concord Rd	Changes made during initial meeting with towns
4	4	Coach Deal Rd/Bostian Rd	US 29 (S Main St)	Daugherty Rd	5 - Major Collector	7 - Local	1700	Connectivity from the Town of Landis to Beaver St	Rowan	Limits changed to S Main St to Old Beatty Ford Rd	Changed based on feedback from the review committee
5	5	Beaver St/Daugherty Rd	End of Beaver St	Bostian Rd	5 - Major Collector	7 - Local	1700	Provides connectivity between end of Beaver St and Bostian/Coach Deal Rd	Rowan	Limits changed to Ryder Ave to NC 152	Changed made during initial meeting with towns
6	6	Pharr Mill Rd	NC 49	Rocky River Rd	6 - Minor Collector	7 - Local	8000	Connectivity from NC 49 to Rocky River Rd. Traffic has increased substantially.	Cabarrus	None	
7	7	Blackwelder Rd	NC 49	Roberta Rd	6 - Minor Collector	7 - Local	4400	Connectivity from NC 49 to Roberta Rd. Traffic has increased substantially.	Cabarrus	None	
8	8	Jim Johnson Rd	NC 73	Odell School Rd	6 - Minor Collector	7 - Local	2400	Connectivity from NC 73 to Odell School Rd. Traffic has increased substantially.	Cabarrus	None	
9	N/A	Moose Rd	End of Moose Rd	Lentz Rd	5 - Major Collector	7 - Local	1900	Connectivity from end of Moose Rd to Old Beatty Ford Rd	Rowan	Removed	Removed during initial meeting with towns
10	10	Andrews St	I-85	N Long St	6 - Minor Collector	7 - Local	6100	Connectivity between I-85 and N. Long Street	Rowan	None	
11	11	Briggs Rd	Mooresville Rd (NC 150)	Sherrills Ford Rd	5 - Major Collector	6 - Minor Collector	4100	Connectivity between Mooresville Rd and ultimately US 70	Rowan	None	
12	12	Barringer Rd	Sherrills Ford Rd	US 70	5 - Major Collector	6 - Minor Collector	4000	Connectivity between US 70 and ultimately NC 150 or Mooresville Rd	Rowan	None	
13	13	Rocky River Road	Lower Rocky River Road	Mecklenburg County Line	4 - Minor Arterial	5 - Major Collector	14000	Primary connection serving high demand from intra-area travel between central business district and outlying residential areas and schools and access to interstate system.	Cabarrus	None	
14	N/A	Harrisburg Veterans Road	HWY 49	Stallings Road	4 - Minor Arterial	None	15000	Primary connection serving high demand from intra-area travel between central business district and outlying residential areas and schools.	Cabarrus	Removed beause it was submitted as a separate request before process	Removed during meeting with review committee
15	N/A	Tom Query	Caldwell Road	Robinson Church Road	5 - Major Collector	7 - Local	7000	Serves as the primary collector between Caldwell Road and Harrisburg Veterans road which are the two primary connctions crossing the RR dividing the souther portion of primarily residential Harrisburg to the HWY 49 business corridor.	Cabarrus	Removed beause it was submitted as a separate request before process	Removed during meeting with review committee
16	16	Morehead Rd	US 29	Mecklenburg County Line	5 - Major Collector	7 - Local	13000	Serves as connection between US 29 and Speedway to Mecklenburg County and Salome Church Rd	Cabarrus	None	
17	18	Weddington Rd	Pitts School Rd	Bruton-Smith Blvd	3 - Other Principal Arterial	7 - Local	20000	Connectivity to Bruton-Smith Blvd/Concord Mills Blvd from Pitts School Rd and eastern side of Concord	Cabarrus	Combined with the next request so limits are now Pitts School Rd and Old Holland and changed to Major Collector.	Changed based on reviews with TPD
18	N/A	Weddington Rd	Bruton-Smith Blvd	Old Holland Rd	4 - Minor Arterial	7 - Local	9600	Extends all the way to Old Holland Rd adding connectivity to Bruton-Smith Blvd/Concord Mills Blvd	Cabarrus	See comment above	Changed based on reviews with TPD
19	19	Old Holland Rd	Weddington Rd	Mecklenburg County Line	5 - Major Collector	7 - Local	9600	Connectivity between Weddington Rd and Morehead Rd	Cabarrus	None	
20	20	Lake Concord	NC-3 (Branchview Dr)	Burrage Rd	5 - Major Collector	9 - Local	1300	Connectivity between NC-3 and Burrage Rd	Cabarrus	None	
21	21	Country Club Dr NE	NC-3 (Concord Lake Rd / Branchview Dr)	US-29	5 - Major Collector	10 - Local	8900	Connectivity between US-29 and NC-3	Cabarrus	Changed to 6 - Minor Collector	Changed based on feedback from the review committee
22	22	Archibald Rd	Zion Church Rd	Rocky River Rd	6 - Minor Collector	11 - Local	2500	Connectivity between Zion Church Rd and Rocky River Rd	Cabarrus	None	
23	23	Goodman Rd/Glen Afton Blvd	Poplar Tent Rd	Kannapolis Pkwy	5 - Major Collector	14 - Local	NA	Goodman Rd was realigned with Glen Afton Blvd providing connnectivity between Poplar Tent Rd and Kannapolis Pkwy	Cabarrus	None	
24	24	Kerr St	McGill Ave NW	Cabarrus Ave NW	6 - Minor Collector	15 - Local	3700	Connectivity between McGill Ave NW and Cabarrus Ave NW	Cabarrus	None	
25	25	Burrage Rd	NC-3 (Branchview Dr)	Old Salisbury-Concord Rd	5 - Major Collector	17 - Local	3100	Connectivity between NC-3 and Old Salisbury-Concord Rd	Cabarrus	Changed to 6 - Minor Collector	Changed made during initial meeting with towns
26	26	Deal St	Old Salisbury-Concord Rd	NC-73 (Corban Ave SW)	5 - Major Collector	18 - Local	2300	Connectivity between Old Salisbury-Concord Rd and NC-73	Cabarrus	Changed to 6 - Minor Collector	Changed made during initial meeting with towns

Original Request ID	New Request ID	Roadway	From	To	Proposed FC	Existing FC	AADT	Descriptions	County	Change from Original	Timeline
27	27	Zion Church Rd E	Zion Church Rd	US-601	5 - Major Collector	19 - Local	6800	Connectivity between Zion Church Rd and US-601	Cabarrus	None	
28	28	Brookwood Ave	NC-3 (Branchview Dr)	Burrage Rd	6 - Minor Collector	20 - Local	1200	Connectivity between NC-3 and Burrage Rd	Cabarrus	None	
29	29	Cochran Rd	Pitts School Rd	Roberta Rd	5 - Major Collector	7 - Local	1800	Connectivity between Pitts School Rd and Roberta Rd	Cabarrus	Changed to 6 - Minor Collector	Changed made during initial meeting with towns
30	30	George W Liles	I-85	Roberta Rd	3 - Other Principal Arterial	4 - Minor Arterial	37500	Traffic has increased substantially.	Cabarrus	Changed limits to I-85 to NC 49	Changed made during initial meeting with towns
31	31	Odell School Rd	NC-73	Poplar Tent Rd	4 - Minor Arterial	5 - Major Collector	11500	Traffic has increased substantially.	Cabarrus	Changed limits to NC 73 to Mecklenburg County Line	Changed made during initial meeting with towns
32	32	Cox Mill Rd	Poplar Tent Rd	Christenbury Pkwy	4 - Minor Arterial	6 - Minor Collector	7800	Traffic has increased substantially.	Cabarrus	Changed to 5 - Major Collector	Changed made during initial meeting with towns
33	33	Odell School Rd	NC-73	Mooreville Rd	5 - Major Collector	6 - Minor Collector	12000	Traffic has increased substantially.	Cabarrus	None	
33	34	Rogers Lake Road	Isenhour Road	Kannapolis Parkway	5 - Major Collector	7 - Local	7100	Rogers Lake Road is classified as a major collector from Dale Earnhardt Blvd to Isenhour Road but the remaining City-Maintained portion section is unclassified. The City requests to update the functional class for consistency.	Cabarrus	None	
34	35	Brantley Road	Jackson Park Rd/Lane Street	Old Salisbury Concord Rd	6 - Minor Collector	7 - Local	3400	Development to the area has increased traffic, including Metro63 and new business on Lane Street, a City of Kannapolis Growth Node. Brantley provides a parallel route to Lane street and connects to Lane Street at NC 29	Cabarrus	None	
36	36	NC 3 (Mooreville Rd)	Kannapolis Parkway (SR1624)	Dale Earnhardt Boulevard	3 - Other Principal Arterial	4 - Minor Arterial	13000	Added to be consistent between Kannapolis Pkwy and Dale Earnhardt	Cabarrus	None	
35	37	Midlake Avenue	Brantley Road	Centergrove Road	6 - Minor Collector	7 - Local	3900	Midlake parallels Little Texas Road and currently functions as a cut through for traffic from Brantley - Centergrove - Dale Earnhardt Blvd.	Cabarrus	None	
36	38	Kannapolis Parkway (SR1624)	Mooreville Rd	I-85	3 - Other Principal Arterial	4 - Minor Arterial	38500	Sections of Kannapolis Parkway are shown as having 5-25% growth between Mooreville Road and I-85. This has become a major north-south connector with significant growth in the area.	Cabarrus	None	
37	39	Dale Earnhardt Boulevard	I-85	Centergrove Road	3 - Other Principal Arterial	5 - Major Collector	17500	This portion of DEB is classified as a Major Collector while the remainder is classified as a Minor arterial. City recommends reclassifying the entire section to Principal Arterial due to 10-25% growth along corridor. 667 Residential units (Loop yard, concord lake townhomes, concord lake apartments) and additional commercial are in development along the corridor.	Cabarrus	None	
38	40	Dale Earnhardt Boulevard	Centergrove Road	West C Street	3 - Other Principal Arterial	4 - Minor Arterial	18500	City recommends reclassifying the entire section to Principal Arterial due to 10-25% growth along corridor. 886 (Bainbridge, Crestfield, Millstone) residential units are approved along N Loop/DEB and additional commercial projects.	Cabarrus	None	
39	41	North Loop Road	West C Street	NC 29	3 - Other Principal Arterial	4 - Minor Arterial	11000	City recommends reclassifying the entire section to Principal Arterial due to 10-25% growth along corridor. 886 residential units are approved along N Loop/DEB and additional commercial projects.	Cabarrus/Rowan	None	
40	N/A	Jackson Park Road	N. Main Street (NC29)	Lane Street	3 - Other Principal Arterial	4 - Minor Arterial	8800	City recommends reclassifying the entire section to Principal Arterial due to 10-25% growth along corridor. 886 residential units are approved along N Loop/DEB and additional commercial projects as well	Cabarrus	Removed	Removed during initial meeting with towns
N/A	43	Peach Orchard Rd	I-85	Old Concord Rd	5 - Major Collector	7 - Local	N/A	Reclassify due to connection to Interstate	Rowan	Added	Added based on TPD review
N/A	44	Peeler Rd	US 29 (S Main St)	Old Concord Rd	5 - Major Collector	7 - Local	4700	Reclassify due to connection to Interstate	Rowan	Added	Added based on TPD review
N/A	45	Webb Rd	I-85	Old Concord Rd	5 - Major Collector	7 - Local	0	Reclassify due to connection to Interstate	Rowan	Added	Added based on TPD review

CRMPO Functional Classification Change Requests



Legend

Existing Functional Classification

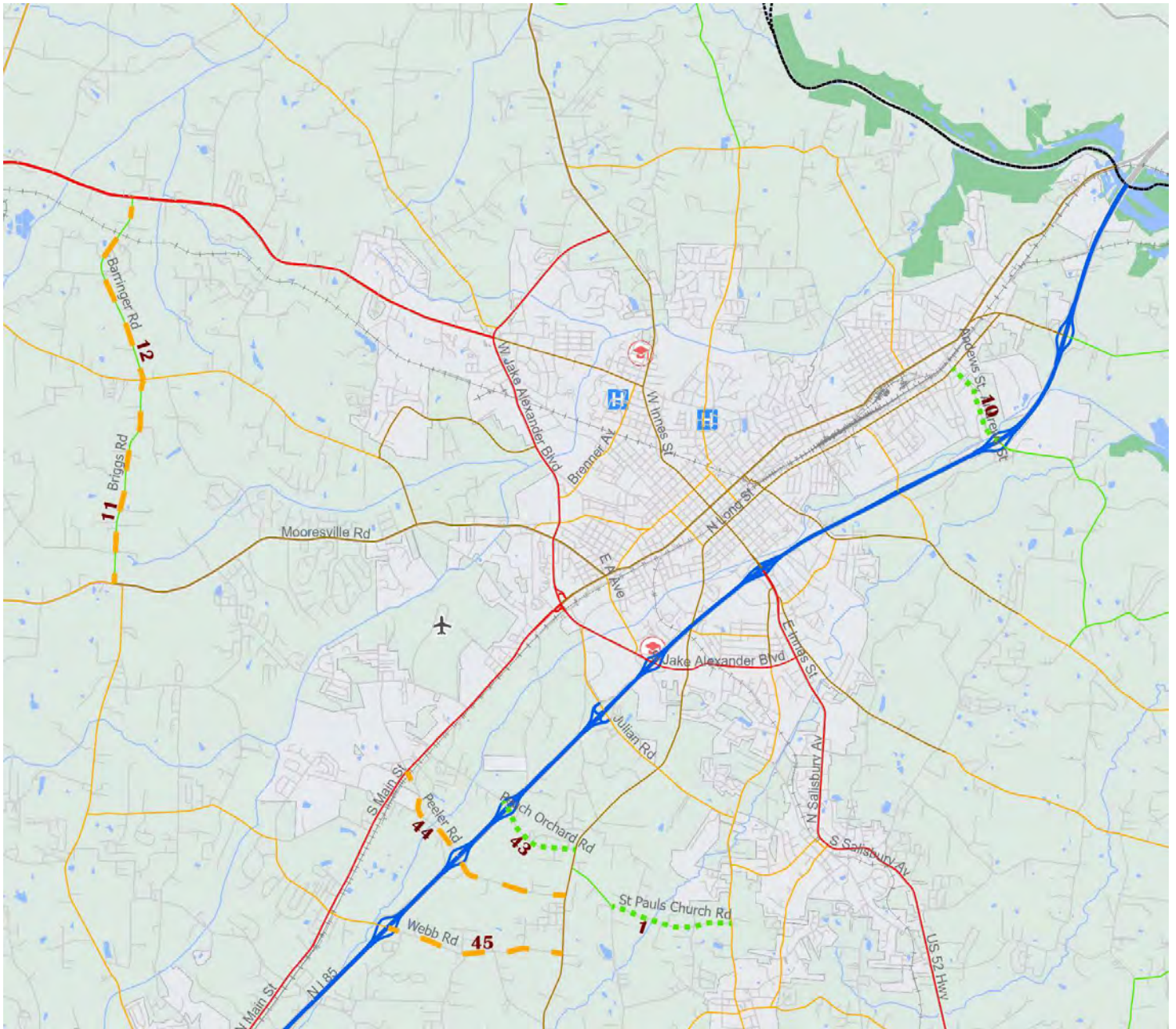
- 1 - Interstate
- 2 - Other Freeway & Expressway
- 3 - Other Principal Arterial
- 4 - Minor Arterial
- 5 - Major Collector
- 6 - Minor Collector
- 7 - Local

Proposed Functional Classification

- 1 - Interstate
- 2 - Other Freeway & Expressway
- 3 - Other Principal Arterial
- 4 - Minor Arterial
- 5 - Major Collector
- 6 - Minor Collector
- 7 - Local

CRMPO Functional Classification Change Requests

Inset 1: Salisbury



Legend

Existing Functional Classification

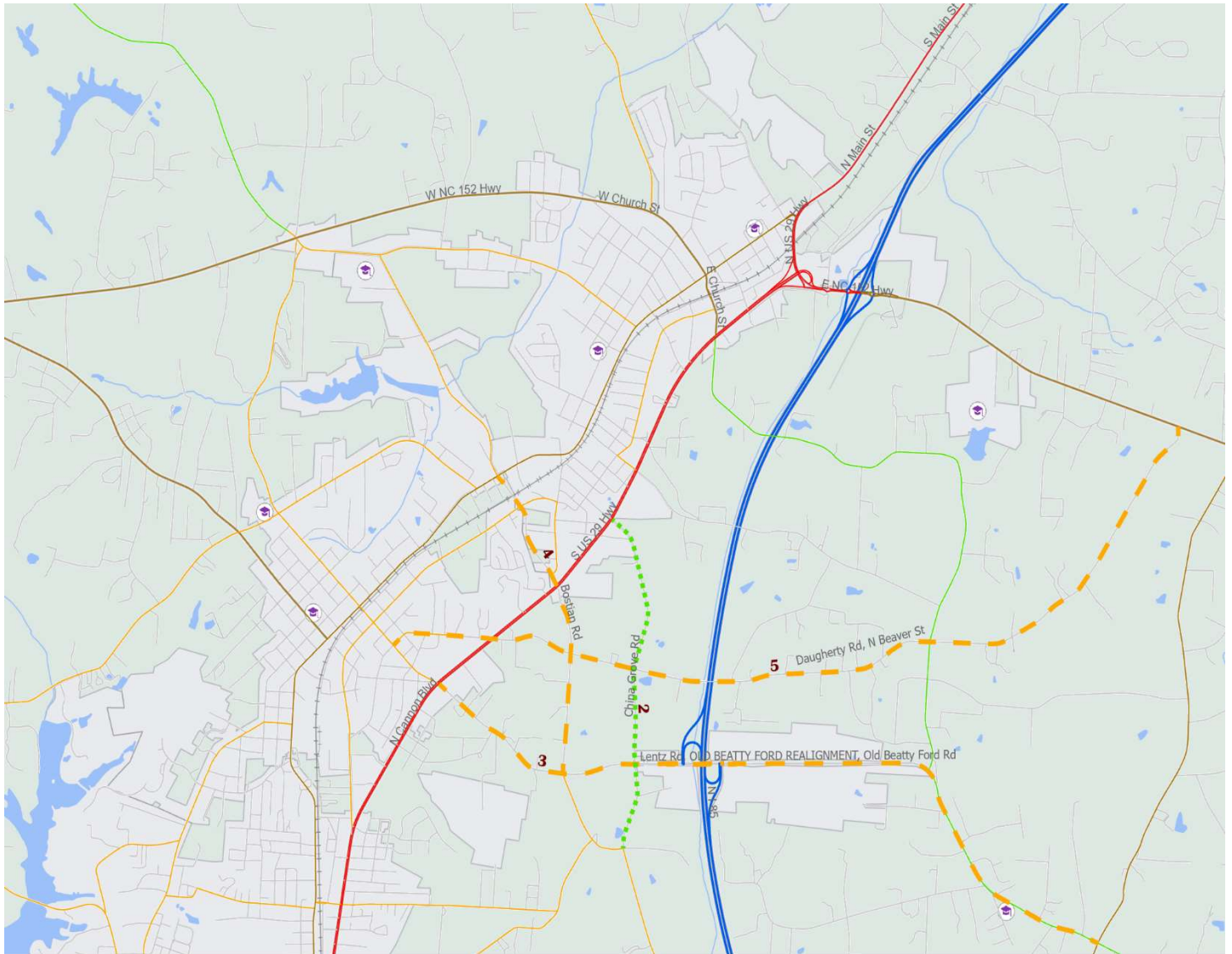
- 1 - Interstate
- 2 - Other Freeway & Expressway
- 3 - Other Principal Arterial
- 4 - Minor Arterial
- 5 - Major Collector
- 6 - Minor Collector
- 7 - Local

Proposed Functional Classification

- 1 - Interstate
- 2 - Other Freeway & Expressway
- 3 - Other Principal Arterial
- 4 - Minor Arterial
- 5 - Major Collector
- 6 - Minor Collector
- 7 - Local

CRMPO Functional Classification Change Requests

Inset 2: China Grove and Landis



Legend

Existing Functional Classification

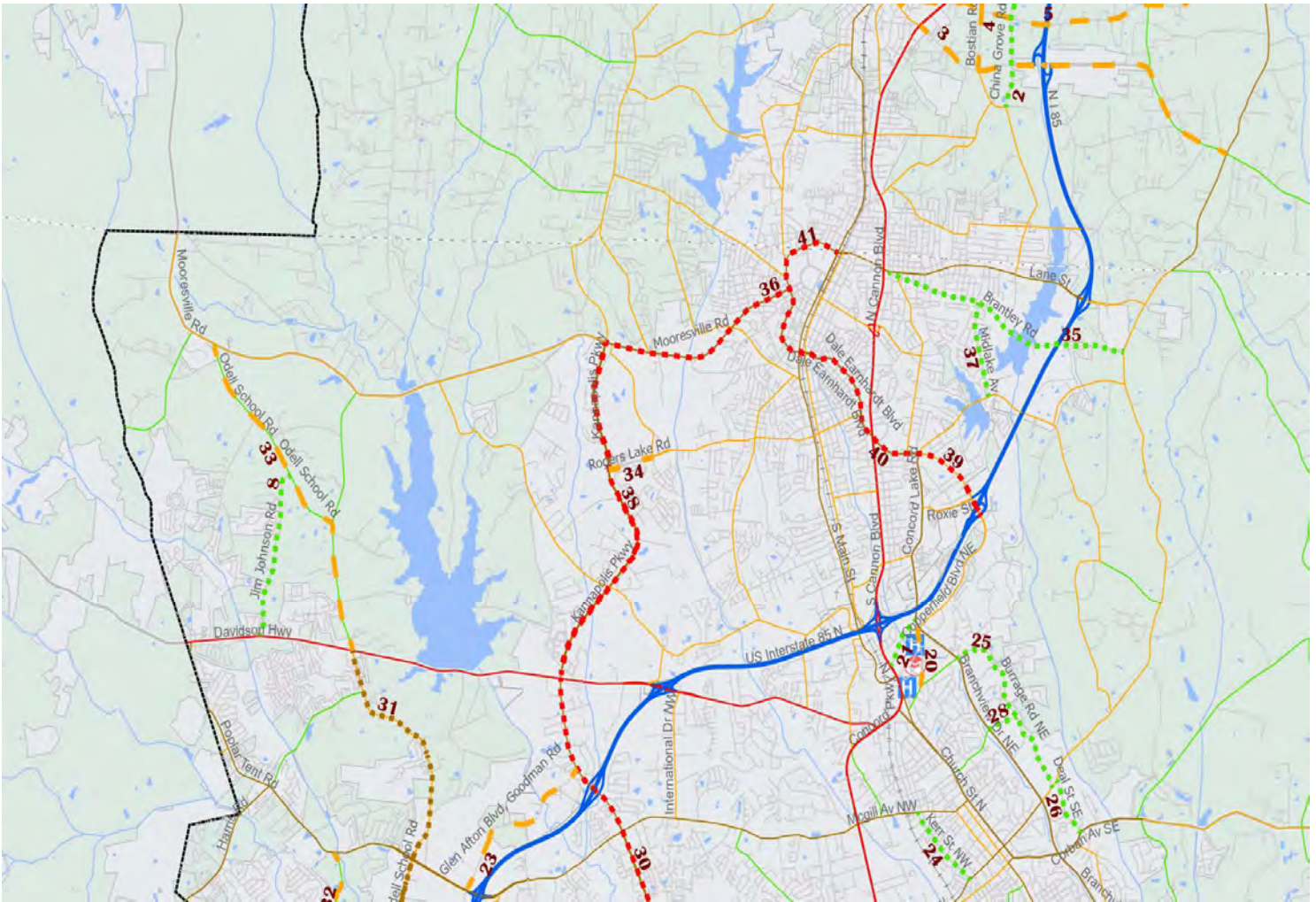
- 1 -Interstate
- 2 -Other Freeway & Expressway
- 3 -Other Principal Arterial
- 4 -Minor Arterial
- 5 -Major Collector
- 6 -Minor Collector
- 7 -Local

Proposed Functional Classification

- 1 -Interstate
- 2 -Other Freeway & Expressway
- 3 -Other Principal Arterial
- 4 -Minor Arterial
- 5 -Major Collector
- 6 -Minor Collector
- 7 -Local

CRMPO Functional Classification Change Requests

Inset 3: Kannapolis



Legend

Existing Functional Classification

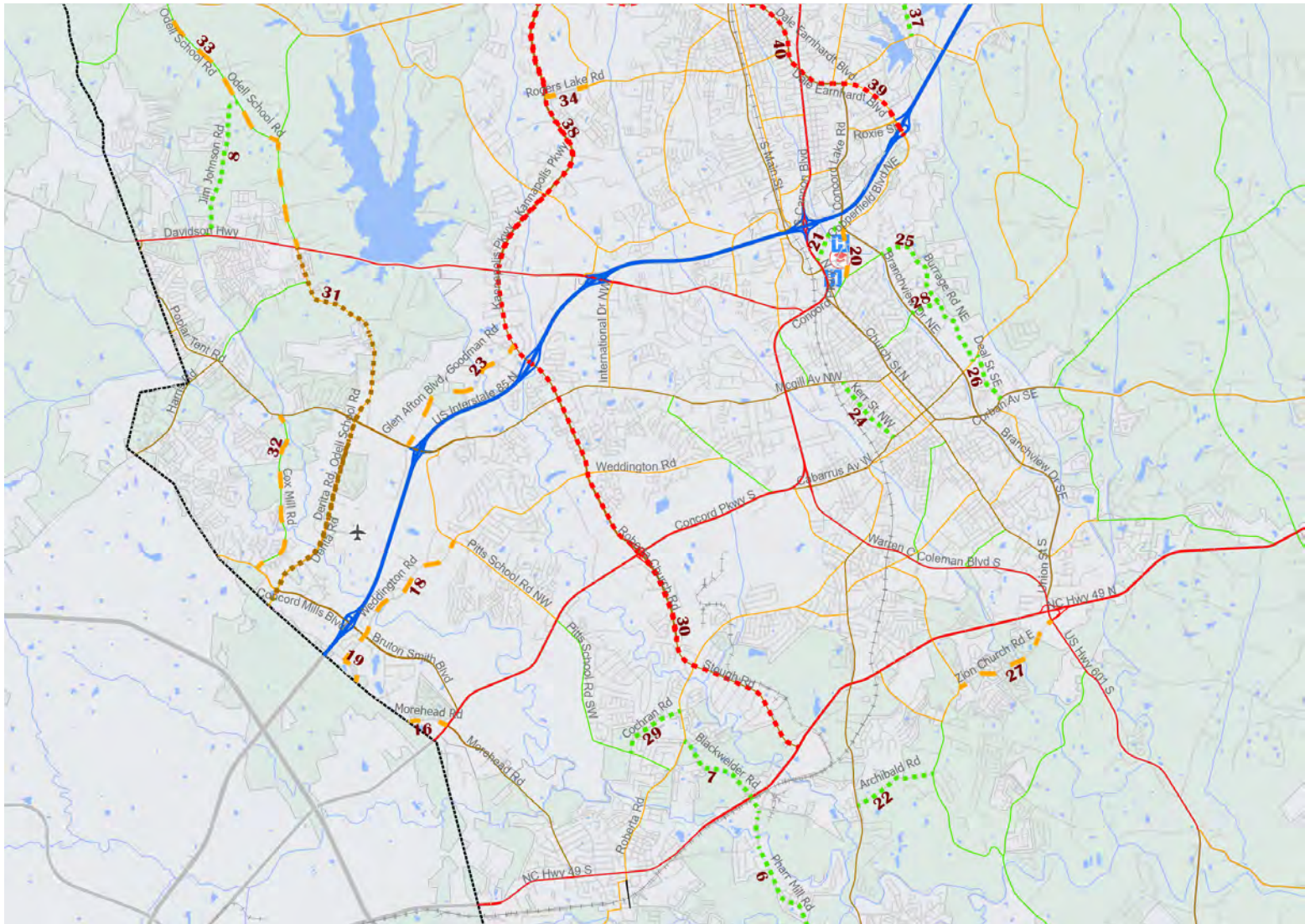
- 1 - Interstate
- 2 - Other Freeway & Expressway
- 3 - Other Principal Arterial
- 4 - Minor Arterial
- 5 - Major Collector
- 6 - Minor Collector
- 7 - Local

Proposed Functional Classification

- 1 - Interstate
- 2 - Other Freeway & Expressway
- 3 - Other Principal Arterial
- 4 - Minor Arterial
- 5 - Major Collector
- 6 - Minor Collector
- 7 - Local

CRMPO Functional Classification Change Requests

Inset 4: Concord



Legend

Existing Functional Classification

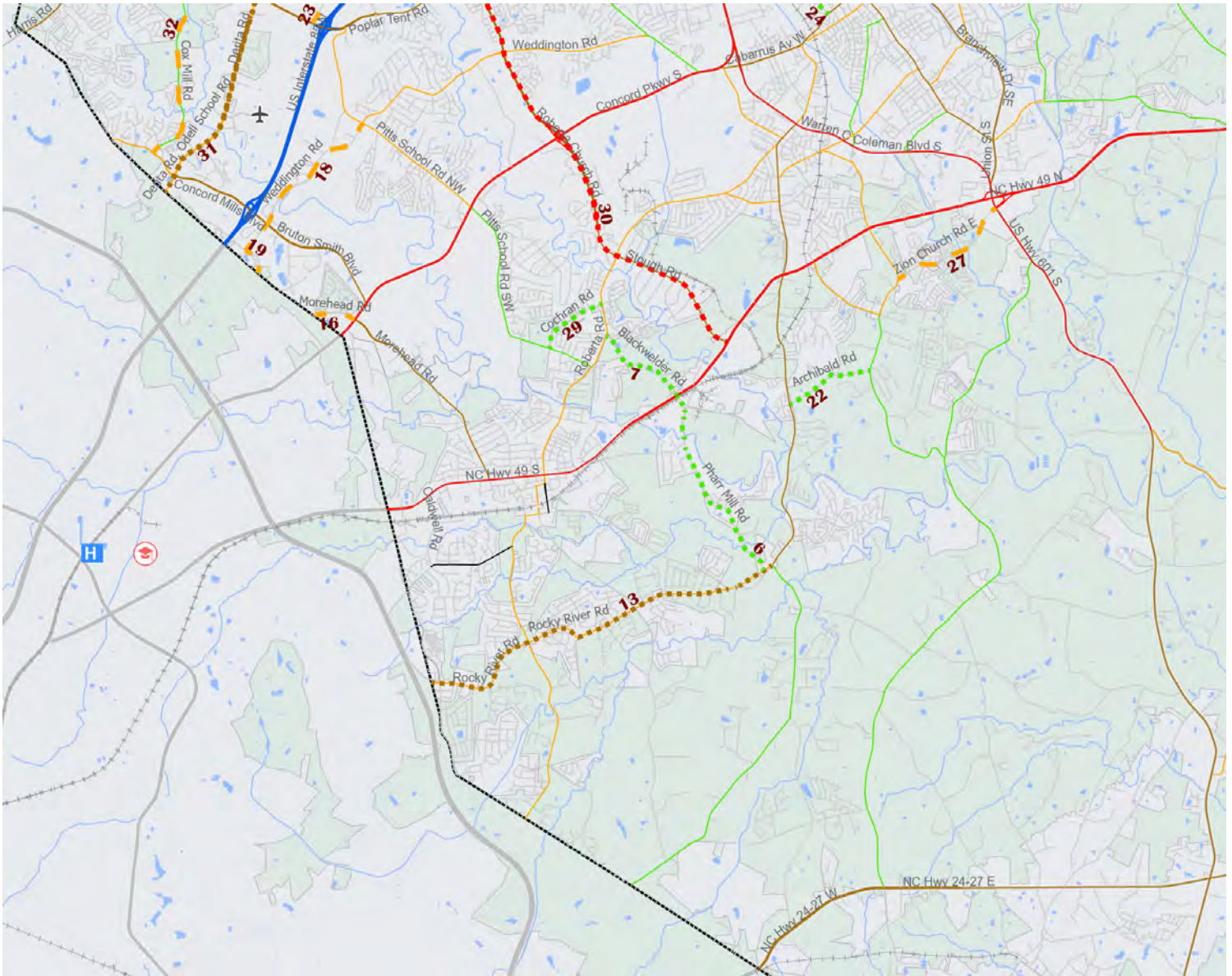
- 1 - Interstate
- 2 - Other Freeway & Expressway
- 3 - Other Principal Arterial
- 4 - Minor Arterial
- 5 - Major Collector
- 6 - Minor Collector
- 7 - Local

Proposed Functional Classification

- 1 - Interstate
- 2 - Other Freeway & Expressway
- 3 - Other Principal Arterial
- 4 - Minor Arterial
- 5 - Major Collector
- 6 - Minor Collector
- 7 - Local

CRMPO Functional Classification Change Requests

Inset 5: Harrisburg



Legend

Existing Functional Classification



Proposed Functional Classification




Contact Us

Emily Stupka

elstupka@ncdot.gov

919-707-0985


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 View All Channels

	RIDER TRANSIT							RIDER ADA PARATRANSIT						
	2019	2020	2021	2022	2023	2024	2025	2019	2020	2021	2022	2023	2024	2025
	2019	2020	2021	2022	2023	2024	2025	2019	2020	2021	2022	2023	2024	2025
January	35154	32795	19946	13670	26317	26781	29858	1014	1233	1064	1291	1877	1755	1450
February	32851	31073	23498	20251	25535	28616	29895	1001	1238	1065	1358	1459	1717	1531
March	35038	25626	36652	23914	28482	31228	33207	1066	887	1558	1626	1781	1626	1579
April	33822	15732	36209	24336	26145	32730	34167	1117	550	1555	1474	1565	1647	1415
May	36735	18489	36769	24130	28,564	32920	33287	1015	687	1464	1542	1609	1523	1375
June	36931	22239	35573	26036	27521	32708		918	997	1370	1638	1629	1410	
July	37265	22975	27155	24640	27290	33752		956	1065	1305	1476	1536	1432	
August	38455	22020	27824	26857	31323	37532		1041	1191	1233	1740	1978	1595	
September	35590	21712	27014	27278	27870	33401		1076	1231	1286	1553	1511	1466	
October	37727	24501	28779	27419	29829	38060		1175	1024	1304	1550	1728	1625	
November	32930	22073	25692	25003	27854	33670		1132	959	1424	1731	1594	1428	
December	32848	19994	24882	24418	26707	32915		1049	1044	1463	1651	1465	1407	
Totals	425346	279229	349993	287,952	333,437	394,313		12560	12106	16091	18630	19732	18631	
	SALISBURY TRANSIT SYSTEM							SALISBURY ADA PARATRANSIT						
	2019	2020	2021	2022	2023	2024		2019	2020	2021	2022	2023	2024	2025
January	11588	10836	4631	6274	7251			669	662	605				
February	10819	10426	4495	6350	7028			664	587	553				
March	10813	8444	5069	6798	7748			621	641	711				
April	11383	4344	5058	7895	7140			629	442	737				
May	15528	4230	4698	12549	18248			754	505	673				
June	10983	5406	5225	7338	8482			698	618	762				
July	12228	5987	6240	7481				855	605	680				
August	13186	5505	6527	8600				854	495	682				
September	11472	5350	6081	7825				827	529	659				
October	12645	5758	6087	7295				801	590	639				
November	12742	4384	5667	7443				644	545	613				
December		5416	7190	6697					718	703				
Totals	133387	76086	66968					8016	6937	8017				