

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

**Wednesday August 16, 2023**  
10:00 AM to 12:00 noon

**VIRTUAL MEETING**

**Agenda**

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

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

**2) Approval of May 17, 2023 minutes TCC Chairman Smith**

**3) FY 2020-2029 MTIP Modification #19 Wendy Miller**

**INFORMATION:** MPO staff typically brings amendments or modifications from recent NCDOT Board of Transportation agendas to the TCC/TAC for consideration. The first project modification is the addition of preliminary engineering for the Clarke Creek Greenway in FY 23 (BL-0060). The second project modification is the addition of the Concord Signal System project in FY 2024 (HE-0123). The third project modification is to add a project break for the Vulnerable Road User Pedestrian Bicycle Improvement Program in FY 23 for (HS-2024DIV) and (HS-2024REG) and (HS-2024SW) and (HS-2025DIV) and (HS-2025REG) and (HS-2025SW). The final project is to delay professional engineering to FY 23 for the Brenner Avenue Safety Improvements (HL-0049). Attachment 3 is a resolution modifying the MTIP for these projects. The new STIP was adopted in June and will be effective October 1, 2023.

**ACTION/RECOMMENDATION:** 1) Receive a report on modification #19 to the FY 2020-2029 MTIP; 2) Discuss; and 3) Recommend that the TAC consider endorsing modification #19 to the FY 2020-2029 MTIP.

**4) FY 2024-2027 TIP Conformity Phil Conrad**

**INFORMATION:** The Cabarrus-Rowan MPO and the Metrolina Regional Partners have been working on an Air Quality Conformity Analysis and Determination Report for the 2024-2027 TIP. A copy of the report is 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 is included as attachment 4A. 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). An excerpt from the TIP Conformity Report is provided as attachment 4B.

**ACTION / RECOMMENDATION:** 1) Receive a report on the Air Quality Conformity Analysis and Determination Report; 2) Discuss; and 3) Recommend that the TAC consider adopting the Air Quality Conformity Analysis and Determination for the 2024-2027 TIP and financial prologue for the STIP.

**5) FY 2023-24 UPWP Amendment #1 Franklin Gover**

**INFORMATION:** The MPO currently has some special study funds that have not been assigned. The Town of China Grove is requesting \$48,000 in special study funds for a corridor study of NC 152 east. The Town would be responsible for the remaining 20 percent local match (\$12,000) for their proposed project. The resolution to amend the UPWP and increase the line item for “Special Studies” (II-B-3) by \$48,000 is included as attachment 5.

**ACTION/RECOMMENDATION:** 1) Receive a report on the Amendment #1 to the FY 2023-24 UPWP; 2) Discuss; and 3) Consider adopting amendment #1 to the 2023-24 UPWP.

**6) Federal Certification Review Loretta Barren**

**INFORMATION:** Due to the federal designation as a Transportation Management Area (TMA), the Cabarrus-Rowan MPO is required to participate in a Federal Certification review regularly. This review is conducted by the FHWA and certifies whether the MPO has a valid transportation planning process. The FHWA conducted the most recent review on February 27th. MPO staff completed a multi-page desk audit in advance of the virtual review. Mrs. Barren will provide a summary of the findings of this review and a corresponding executive summary is included in your TCC packets as attachment 6.

**ACTION / RECOMMENDATION:** 1) Receive a report on the recent Federal Certification Review; and 2) Discuss.

**7) 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 August 2, 2023 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 (309 pages) can be found at: [www.ckrider.com/resources/documents/](http://www.ckrider.com/resources/documents/)

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

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

- Local Reports – MPO/NCDOT Division 9 & 10/TPD
- CMAQ Program Update
- P7.0 Update – Asheville to Salisbury Passenger Rail and Mid-Carolina Taxiway Extension
- Rowan Transit System Section 5310 Grant Application Letter of Support
- Special Study Closeouts – Rowan County and Town of China Grove
- 2020 Census Planning Boundary Schedule
- Bike and Ped Planning Update

**9) Informational Items** **Phil Conrad**

- Rider Transit, Salisbury Transit, and MTC Ridership
- TPD Newsletter
- CRAFT Meeting Minutes

**Next scheduled meeting: September 20, 2023**

- Agenda items for September TCC meeting

# MINUTES

## TECHNICAL COORDINATING COMMITTEE

Wednesday, May 17, 2023

### VIRTUAL MEETING

Members:

Phillip Graham	City of Concord
Phil Collins	Cabarrus County
Ed Muire	Rowan County & Town of Cleveland
Theo Ghitea	NCDOT Div. 10
Wendy Brindle	City of Salisbury
Mallory Hodgson	Town of Harrisburg
Fred Haith	NCDOT Div. 9
Jason Hord	Town of Granite Quarry
Richard Smith	Town of Kannapolis
Erin Burris	Town of Mt. Pleasant
Steve Blount	Town of Spencer
Franklin Gover	Town of China Grove

Others:

Phil Conrad	CRMPO Director
Connie Cunningham	MPO Staff
Loretta Barren	FHWA
Charles Ratliff	Cabarrus Co
Bob Bushy	Cabarrus Co
Victoria Bailiff	City Salisbury
Roger Castillo	NCDOT TPD
Alex Rotenberry	NCDOT IMS
Beau Mills	Metro Mayors
Phil Lookadoo	Salisbury
Blake Bush	HDR
David Wasserman	NCDOT STIP
Andy Christy	CK RIDER*
Andrew Babb	Bolton & Menk
Emily Stupka	NCDOT TEA
Mark Eatman	NCDOT TSU
LeDerrick Blackburn	Concord
Brielle Hartney	Concord
Andrei Dumitru	Concord
Wendy Miller	MPO Staff

TCC Chairman Richard Smith called the May 17, 2023 meeting of the Cabarrus Rowan MPO TCC to order. Chairman Smith called the roll of eligible TCC members and determined that a quorum was met. Chairman Smith then asked if there were any adjustments to the meeting agenda. With none heard, Chairman Smith continued by asking if there were any speakers from the floor. With no speakers being heard, TCC Chairman Smith moved to the next item of business.

### **Approval of Minutes**

Chairman Smith called the TCC members' attention to the minutes of the March 15, 2023 TCC meeting included in their meeting packets. TCC Chairman Smith asked if there were any corrections or additions to the minutes. No corrections or additions were heard, therefore Chairman Smith asked for a motion to approve the minutes. Mr. Steve Blount made a motion to approve minutes as presented. Mrs. Erin Burris seconded the motion and the TCC members voted unanimously to approve.

## **FY 2020-2029 MTIP Modification #18**

CRMPO Staff Planner Wendy Miller reported to the TCC members that sometimes staff will bring amendments or modifications from recent NCDOT Board of Transportation agendas to the TCC for consideration. Staff Planner Miller continued by stating that the first project modification is the addition of a reduced conflict intersection (RCI) for NC 49 and Prince Circle in FY 23 (HE-0015). The second project modification is the delay of construction to FY 24 for the NC 152 east improvements (HE-0009). The third project modification is to add a project break for the Old Salisbury Concord Road safety improvements (W-5710A0). The fourth project modification is to add the Hickory Ridge Road sidewalk project with construction to begin in FY 25 (BL-0086). The fifth project modification is to add the Concord sidewalk projects with construction to begin in FY 24 (BL-0087). The final project is to delay professional engineering to FY 23 for the Brenner Avenue Safety Improvements (HL-0049).

Staff Planner Miller called the TCC members' attention to Attachment 3 in their meeting packets which was a resolution modifying the MTIP for these projects. Staff Planner Miller closed by informing the members that the new STIP is scheduled to be adopted in June and will be effective October 1, 2023.

With no questions and comments, Mr. Phillip Graham made a motion to recommend that the CRMPO TAC consider endorsing modification #18 to the FY 2020-2029 MTIP. Mrs. Wendy Brindle seconded the motion and the TCC members voted unanimously to approve.

## **Proposed CRP Project Submittal**

CRMPO Staff Planner Wendy Miller reported to the members that the CRP or Congestion Reduction Program funds are a federal funding source for areas across the state to reduce transportation emissions under the recently enacted Bipartisan Infrastructure Law (BIL). She went on to explain that CRP funds (Page 1 Printed on 5/10/23) require a local sponsor and a 20 percent local match. Eligible projects must demonstrate a transportation emissions reduction benefit to the local area. The MPO issued a call for new project applications with a deadline of April 28th. Staff Planner Miller went on to state that the CRMPO received a CRP project proposal for the Traffic Signal Central System Improvement Project from the City of Concord.

She continued by calling members' attention to the application and narrative for this project identified as attachment 4A in their packets. She also called attention to Attachment 4B which was a resolution of support. Staff Planner Miller continued by reporting that NCDOT has indicated that the CRMPO can anticipate receiving about \$.5 million annually in CRP funds beginning with FY 2022. At that point, Mr. Andrei Dumitru with the City of Concord Traffic Engineering addressed the TCC members and explained and reviewed the project submittal with the TCC members.

After Mr. Dumitru concluded, Staff Planner Miller asked for any questions. With none heard, Mr. Phillip Graham made a motion to recommend that the CRMPO TAC consider endorsing the CRP Project submittal as presented. Mrs. Wendy Brindle seconded that motion and the TCC members voted unanimously to approve.

## **DRAFT 2026-2035 TIP Project Call**

Director Phil Conrad explained to the TCC members that with the anticipated adoption of the 2024-2033 TIP in June, CRMPO staff has prepared a schedule for identifying and adopting the next STI list for the CRMPO area. The first step was to have a call for new projects (all modes) and the deadline for submitting new projects was May 5th.

Director Conrad then called members' attention to Attachment 5 in their packets that was a list of the nine new projects submitted to date. He reviewed the projects list with the members and called upon each jurisdiction's representative at the meeting to speak on their respective applications. Mrs. Eric Burris with the Town of Mount Pleasant addressed the TCC members first and reviewed the three sidewalk projects and one highway project for the members. Mr. Jason Hord with the Town of Granite Quarry presented the Town's roundabout project next. Then Mrs. Wendy Brindle with the City of Salisbury reviewed the City's two roadway project submittals. Last to present was Mr. Franklin Gover with the Town of China Grove. He reviewed the Town's submittal for a roundabout project and a Diverging Diamond Interchange project at exit 68. Phil explained that this list does not include any holding tank (select), P6.0 carryover, or previous carryover projects that will automatically be evaluated by NCDOT. Director Conrad went on to explain that a list will be provided by NCDOT later.

After review, Director Conrad asked for any questions or comments. With none heard, Mrs. Erin Burris made a motion to recommend that the CRMPO TAC consider endorsing the New TIP Priority projects list for submittal to NCDOT for quantitative review. Mr. Jason Hord seconded that motion and the TCC members voted unanimously to approve.

### **Reports/CRMPO Business**

Director Phil Conrad addressed the members and made a request to move topic number 3 to the head of the list due to time constraints in schedules. By consensus the TCC members approved.

**1. Metro Mayors Coalition** – Director Conrad introduced Mr. Beau Mills with the Metro Mayors Coalition. Mr. Mills provided a power point presentation to the TCC members. The presentation explained what the Coalition is and when and why it was founded in 2001. Mr. Mills also reviewed the initiatives that the Coalition is working on currently, and into the future.

**2. Local Reports – MPO/NCDOT Division 9 and 10/PTD-** Mr. Fred Haith, NCDOT Division 9 representative reported to the TCC members that the updated spreadsheet was still in development and not included in today's meeting packet. He informed the members if they had any questions to please email them to him and he would get them the information that they need.

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

Mr. Alex Rotenberry with NCDOT IMD reported to the TCC members that the IMD division at NCDOT has quarterly webinars available to provide members assistance and information. He went on to report that the next webinar would be held on May 25, 2023.

**3. Update on Funding Swaps** - Mr. David Wasserman with NCDOT-STIP provided the TCC members with information on funding swaps.

**4. CMAQ Program Update** – Mr. Mark Eatman with NCDOT addressed the TCC members and provided them with updates on the CMAQ program and rolling submittal schedule.

**5. Special Studies Updates** - Director Conrad requested updates from the respective jurisdictions on their projects. Mr. Ed Muire with Rowan County reported that he has a draft report on the study, and it is currently being circulated for comments. Mr. Franklin Gover with the Town of China Grove reported that their NC 152 corridor study is not going to be done this fiscal year. He also reported that their Main Street Corridor Study is complete now.

**6. Cabarrus County Public Transit Performance Management Agreement** – Mr. Bob Bushy with Cabarrus County addressed the TCC members and explained what the Public Transit Performance Management Agreement is. Director Conrad called members attention to a draft copy of the Agreement included in their packets. After Mr. Bushy completed his presentation of the draft Agreement, Mr. Phil Collins made a motion to forward the draft Agreement on to the CRMPO TAC for approval. Mr. Fred Haith seconded the motion and the TCC members voted unanimously to approve.

**7. Section 5310 Grant Awards** – Director Conrad reported that awards have been made to Rowan County and Cabarrus County. MPO staff served on the review committee.

### **Informational Items**

Director Conrad called attention to the following informational items included in their packets:

RIDER Transit, Salisbury Transit and MTC Ridership  
TPD Newsletter  
CRAFT Meeting Minutes

**Next scheduled meeting : June 21, 2023**

With no further business to discuss, Mrs. Wendy Brindle made a motion to adjourn the meeting. Mr. Phillip Graham seconded the motion and the meeting was adjourned.

RESOLUTION ADOPTING MODIFICATION #19 TO THE CABARRUS-ROWAN  
METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR FY 2020-2029

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

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

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

**WHEREAS**, the following attached modification has been proposed.

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

**WHEREAS**, the Metropolitan Transportation Plan has a planning horizon year of 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 2020-2029 Metropolitan Transportation Improvement Program dated October 1, 2019, for the Cabarrus Rowan Urban Area Metropolitan Planning Organization be modified as listed above on this the 23rd day of August, 2023.

I, Ryan Dayvault, Transportation Advisory Committee Chair, do hereby certify that the above is a true and correct copy of the excerpt from the minutes of a meeting of the Cabarrus-Rowan Transportation Advisory Committee, duly held on the 23rd day of August 2023.

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Ryan Dayvault, Chair  
Transportation Advisory Committee



**PROJECT:** TL-0021  
**ROUTE:** CONCORD  
**SPOT ID**

**DESCRIPTION:**  
 PURCHASE NEW 35 FOOT HYBRID  
 ELECTRIC HEAVY DUTY LOW FLOOR BUS

**LENGTH:** MILES  
**COUNTY:** CABARRUS

**% MPO / RPO**  
 100 CONCORD 100

**PROJECT BREAKS**

**BRK SPOT ID DESCRIPTION COUNTY(S) MPO/RPO(S)** NON COMMITTED / FUNDING CATEGORY HWY 6%

FUNDING	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	POST YEARS
BGDACV											
L											

**COMMENTS:**

	FY20	FY21	FY22
BGDACV			C 602
L			C 123

- INTRASTATE SYSTEM
- LOOP PROJECT
- NHS (NATIONAL HIGHWAY SYSTEM)
- ECONOMIC DEVELOPMENT PROJECT
- FEASIBILITY STUDY PROJECT
- PT PROGRAM**

- DIV ELIGIBLE**
- DIV FUNDED**
- NON HWY\_NON**
- 6\_PERCENT
- COMMITTED
- NON\_COMMITTED

**PRIOR YEARS:**  
**PROGRAMMED:** 725  
**POST YEARS:**  
**TOTAL COST:** 725

REVISIONS TO THE 2020-2029 STIP  
HIGHWAY PROGRAM

CABARRUS-ROWAN URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP ADDITIONS

<p>* HS-2024DIV DAVIDSON DAVIE FORSYTH ROWAN STOKES PROJ.CATEGORY DIVISION</p>	<p>- CABARRUS-ROWAN URBAN AREA METROPOLITAN PLANNING ORGANIZATION - HIGH POINT URBAN AREA METROPOLITAN PLANNING ORGANIZATION - WINSTON-SALEM URBAN AREA METROPOLITAN PLANNING ORGANIZATION - NORTHWEST PIEDMONT RURAL PLANNING ORGANIZATION</p>	<p>VARIOUS, VULNERABLE ROAD USER PEDESTRIAN / BICYCLE IMPROVEMENT PROGRAM. <u>ADD PROJECT BREAK AT THE REQUEST OF THE TRANSPORTATION MOBILITY AND SAFETY DIVISION.</u></p>	<p>CONSTRUCTION</p>	<p>FY 2023 - <u>\$300,000</u> (VRU) \$300,000</p>
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<p>* HS-2024REG DAVIDSON DAVIE FORSYTH ROWAN STOKES PROJ.CATEGORY REGIONAL</p>	<p>- CABARRUS-ROWAN URBAN AREA METROPOLITAN PLANNING ORGANIZATION - HIGH POINT URBAN AREA METROPOLITAN PLANNING ORGANIZATION - WINSTON-SALEM URBAN AREA METROPOLITAN PLANNING ORGANIZATION - NORTHWEST PIEDMONT RURAL PLANNING ORGANIZATION</p>	<p>VARIOUS, VULNERABLE ROAD USER PEDESTRIAN / BICYCLE IMPROVEMENT PROGRAM. <u>ADD PROJECT BREAK AT THE REQUEST OF THE TRANSPORTATION MOBILITY AND SAFETY DIVISION.</u></p>	<p>CONSTRUCTION</p>	<p>FY 2023 - <u>\$300,000</u> (VRU) \$300,000</p>
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\* INDICATES FEDERAL AMENDMENT

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

CABARRUS-ROWAN URBAN AREA METROPOLITAN PLANNING ORGANIZATION

**STIP ADDITIONS**

<p>* HS-2024SW DAVIDSON DAVIE FORSYTH ROWAN STOKES PROJ.CATEGORY STATEWIDE</p>	<p>- CABARRUS-ROWAN URBAN AREA METROPOLITAN PLANNING ORGANIZATION</p> <p>- HIGH POINT URBAN AREA METROPOLITAN PLANNING ORGANIZATION</p> <p>- WINSTON-SALEM URBAN AREA METROPOLITAN PLANNING ORGANIZATION</p> <p>- NORTHWEST PIEDMONT RURAL PLANNING ORGANIZATION</p>	<p>VARIOUS, VULNERABLE ROAD USER PEDESTRIAN / BICYCLE IMPROVEMENT PROGRAM.</p> <p><u>ADD PROJECT BREAK AT THE REQUEST OF THE TRANSPORTATION MOBILITY AND SAFETY DIVISION.</u></p>	<p>CONSTRUCTION</p>	<p>FY 2023 - <u>\$400,000</u> (VRU) \$400,000</p>
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<p>* HS-2025DIV ANSON CABARRUS MECKLENBURG STANLY UNION PROJ.CATEGORY DIVISION</p>	<p>- CABARRUS-ROWAN URBAN AREA METROPOLITAN PLANNING ORGANIZATION</p> <p>- CHARLOTTE REGIONAL TRANSPORTATION PLANNING ORGANIZATION</p> <p>- ROCKY RIVER RURAL PLANNING ORGANIZATION</p>	<p>VARIOUS, VULNERABLE ROAD USER PEDESTRIAN / BICYCLE IMPROVEMENT PROGRAM.</p> <p><u>ADD PROJECT BREAK AT THE REQUEST OF THE TRANSPORTATION MOBILITY AND SAFETY DIVISION.</u></p>	<p>CONSTRUCTION</p>	<p>FY 2023 - <u>\$300,000</u> (VRU) \$300,000</p>
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\* INDICATES FEDERAL AMENDMENT

REVISIONS TO THE 2020-2029 STIP  
HIGHWAY PROGRAM

CABARRUS-ROWAN URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP ADDITIONS

* HS-2025REG ANSON CABARRUS MECKLENBURG STANLY UNION PROJ.CATEGORY REGIONAL	- CABARRUS-ROWAN URBAN AREA METROPOLITAN PLANNING ORGANIZATION	VARIOUS, VULNERABLE ROAD USER PEDESTRIAN / BICYCLE IMPROVEMENT PROGRAM.	CONSTRUCTION	FY 2023 -	<u>\$300,000</u>	(VRU)
					\$300,000	
	- CHARLOTTE REGIONAL TRANSPORTATION PLANNING ORGANIZATION	<u>ADD PROJECT BREAK AT THE REQUEST OF THE TRANSPORTATION MOBILITY AND SAFETY DIVISION.</u>				
	- ROCKY RIVER RURAL PLANNING ORGANIZATION					

* HS-2025SW ANSON CABARRUS MECKLENBURG STANLY UNION PROJ.CATEGORY STATEWIDE	- CABARRUS-ROWAN URBAN AREA METROPOLITAN PLANNING ORGANIZATION	VARIOUS, VULNERABLE ROAD USER PEDESTRIAN / BICYCLE IMPROVEMENT PROGRAM.	CONSTRUCTION	FY 2023 -	<u>\$400,000</u>	(VRU)
					\$400,000	
	- CHARLOTTE REGIONAL TRANSPORTATION PLANNING ORGANIZATION	<u>ADD PROJECT BREAK AT THE REQUEST OF THE TRANSPORTATION MOBILITY AND SAFETY DIVISION.</u>				
	- ROCKY RIVER RURAL PLANNING ORGANIZATION					

STIP MODIFICATIONS

HL-0049 ROWAN PROJ.CATEGORY DIVISION	- CABARRUS-ROWAN URBAN AREA METROPOLITAN PLANNING ORGANIZATION	BRENNER AVENUE, US 70 / US 601 (JAKE ALEXANDER BOULEVARD) TO MILFORD HILLS ROAD IN SALISBURY. CONSTRUCT MEDIAN; CONSTRUCT ROUNDABOUT AT MILFORD HILLS ROAD.	ENGINEERING	FY 2023 -	\$145,000	(BGDACV)
				FY 2023 -	\$36,000	(L)
			RIGHT-OF-WAY	FY 2023 -	\$11,000	(BGDACV)
				FY 2023 -	\$3,000	(L)
		<u>TO ALLOW ADDITIONAL TIME FOR PLANNING, DELAY PRELIMINARY ENGINEERING FROM FY 22 TO FY 23.</u>	CONSTRUCTION	FY 2024 -	\$664,000	(BGDACV)
				FY 2024 -	<u>\$166,000</u>	(L)
					\$1,025,000	

\* INDICATES FEDERAL AMENDMENT

**REVISIONS TO THE 2020-2029 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, STRADER STREET TO COX MILL ROAD. CONSTRUCT GREENWAY. <u>ADD PRELIMINARY ENGINEERING NOT PREVIOUSLY                  PROGRAMMED.</u>	ENGINEERING  CONSTRUCTION	FY 2023 - \$10,000 (CMAQ) FY 2023 - \$3,000 (L) FY 2025 - \$16,000 (CMAQ) FY 2025 - \$4,000 (L) FY 2026 - \$1,350,000 (CMAQ) FY 2026 - \$336,000 (L) FY 2027 - \$175,000 (CMAQ) FY 2027 - <u>\$44,000</u> (L) \$1,938,000
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\* INDICATES FEDERAL AMENDMENT

## #4 (8/16/23)

### **Resolution Finding the Cabarrus-Rowan Urban Area 2050 Metropolitan Transportation Plan and the 2024-2027 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 2024 2027 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 2024-2027 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 2024-2027 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 2024-2027 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, Ryan Dayvault, Transportation Advisory Committee Chair, do hereby certify that the above is a true and correct copy from the excerpt from the minutes of a meeting of the Cabarrus-Rowan Transportation Advisory Committee, duly held on the 23rd day of August, 2023.

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Signature of the TAC Chair  
Cabarrus-Rowan Urban Area

**#4 (8/16/23)**

**RESOLUTION ADOPTING THE FY 2024-2027 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 2024-2027 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 2024-2027 Metropolitan Transportation Improvement Program dated August 23, 2023, for the Cabarrus Rowan Urban Area Metropolitan Planning Organization be adopted on this the 23<sup>rd</sup> day of August, 2023.

I, Ryan Dayvault, 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 23<sup>rd</sup> day of August, 2023.

\_\_\_\_\_  
Signature of the TAC Chair  
Cabarrus-Rowan Urban Area

**\*\*DRAFT\*\***

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

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

**2024-2033 Transportation Improvement Program**

**2050 Metropolitan Transportation Plan**

**Projects from the 2024-2033 State Transportation Improvement  
Program for the Donut Area in  
Union County**

*(2008 8-hour Ozone)*

*(1997 8-hour Ozone)*

*February 10, 2023*

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



## Contact Information

Additional information about the content of this report or about transportation conformity can be obtained from:

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Additional copies of this report can be obtained from the following websites:  
[www.crmppo.org](http://www.crmppo.org), [gclmpo.org](http://gclmpo.org) and [www.crtpo.org](http://www.crtpo.org).

## **1.0 Introduction**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

The purpose of this report is to document compliance with the provisions of the Clean Air Act Amendments of 1990 (CAAA), the Moving Ahead for Progress in the 21st Century Act (MAP-21) and the Bipartisan Infrastructure Bill (BIL). The conformity determination for the FY 2024-2033 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 2023-2033 STIP update 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 2024-2033 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 2024-2033 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 2024-2033 TIPs for the Metrolina Area and projects from the FY 2024-2033 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 2024-2033 STIP for the Metrolina Area were approved as follows:

- Cabarrus-Rowan MPO: **March XX, 2023**
- Gaston-Cleveland-Lincoln MPO: **March XX, 2023**
- Charlotte Regional Transportation Planning Organization: **March XX, 2023**

- The North Carolina Department of Transportation (NCDOT) (for the donut portion in Union County in the Metrolina Ozone Maintenance Area): **April XX, 2023**

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 2024-2033 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 August 16, 2022 and was completed on January 24, 2023. 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 October 25, 2022. 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 2024-2033 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 2024-2033 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 August 16, 2022. A summary of issues raised and responses, along with any written agency comments, are provided in Appendix I.

## **6.0 Public Involvement**

The FY 2024-2033 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		
	<b>2014</b>	<b>2026</b>
<b>NOx</b>	11,814	4,903
<b>VOC</b>	7,173	4,888

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

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



## **8.0 Emission Comparison Summary Tests by Location and Pollutants**

### **Ozone**

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

<b>CRMPO Emissions Comparison Summary (kilograms/day)</b>				
<b>Year</b>	<b>NOx</b>		<b>VOC</b>	
	<b>MTP Emissions</b>	<b>SIP Budget</b>	<b>MTP Emissions</b>	<b>SIP Budget</b>
2026	3,741	4,903	3,489	4,888
2035	1,959	4,903	2,412	4,888
2045	1,752	4,903	2,236	4,888
2050	1,800	4,903	2,257	4,888

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

<b>GCLMPO Emissions Comparison Summary (kilograms/day)</b>				
<b>Year</b>	<b>NOx</b>		<b>VOC</b>	
	<b>MTP Emissions</b>	<b>SIP Budget</b>	<b>MTP Emissions</b>	<b>SIP Budget</b>
2026	2,979	3,768	2,690	3,472
2035	1,455	3,768	1,720	3,472
2045	1,238	3,768	1,489	3,472
2050	1,228	3,768	1,436	3,472

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

<b>CRTPO and RRPO Emissions Comparison Summary (kilograms/day)</b>				
<b>Year</b>	<b>NOx</b>		<b>VOC</b>	
	<b>MTP Emissions</b>	<b>SIP Budget</b>	<b>MTP Emissions</b>	<b>SIP Budget</b>
2026	10,880	12,241	9,893	11,943
2035	6,911	12,241	7,515	11,943
2045	6,863	12,241	7,551	11,943
2050	7,200	12,241	7,899	11,943

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

## **9.0 Findings of Conformity**

### **Cabarrus-Rowan MPO Ozone Conformity Finding for the 2050 Metropolitan Transportation Plan and 2024-2033 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 2024-2033 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 2024-2033 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 2024-2033 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 2024-2033 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 2024-2033 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 2024-2033 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 2024-2033 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 2024-2033 Transportation Improvement Program are in conformity with the 2008 8-hour ozone standard.

### **NCDOT Donut Area Conformity Finding for Projects from the 2024-2033 State Transportation Improvement Program**

Based on the analysis and consultation and involvement process described in this report, the projects from the 2024-2033 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 2024-2033 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.

**(INFLATED) STIP FUNDING SUMMARY 2024 - 2027 (June 2023)**

**CABARRUS-ROWAN URBAN AREA METROPOLITAN PLANNING ORGANIZATION**

**HIGHWAY PROGRAM**

FUNDING	FUNDING DESCRIPTION	FUNDING TYPE	<i>(ESTIMATED COST ARE IN THOUSANDS OF DOLLARS)</i>			
			FY 2024	FY 2025	FY 2026	FY 2027
BFP	Federal Bridge Improvement Program - Formula	F	6221	825		
BFPOFF	Federal Bridge Improvement Program - Formula (Off System)	F	2029			
BGANY	Surface Transportation Block Grant Program (Any Area)	F		1001	399	
BGDA	Surface Transportation Block Grant Program (Direct Attributable)	F	9529	17750	7760	4510
BGDACV	COVID Relief Funds	F	673			
CMAQ	Congestion Mitigation	F	1362			
CRPDA	Carbon Reduction Program - Direct Attributable (All MPOs)	F	498	513	528	
HSIP	HIGHWAY SAFETY IMPROVEMENT PROGRAM	F	1407	717	474	
L	Local	O	2904	4852	2187	1127
NHP	National Highway Performance Program	F	2745	3813	2058	16016
NHPIM	National Highway Performance Program (Interstate Maintenance)	F	870	896	923	951
S	State	S	4			
S(M)	State Match for STP-DA or Garvee Projects	S	108			
T	Highway Trust Funds	S	7419	13359	17801	17785
TA	Transportation Alternatives Program (Uncategorized)	F	16			
<b>SUBTOTAL</b>			<b>35785</b>	<b>43726</b>	<b>32130</b>	<b>40389</b>

**(INFLATED) STIP FUNDING SUMMARY 2024 - 2027 (June 2023)**

**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 2024	FY 2025	FY 2026	FY 2027
5303	Metropolitan Planning (FMPL)	F	30			
5307	Urbanized Area Formula Program (FUZ)	F	2427	980	1019	1062
5339	Capital Program - Bus Earmark (FBUS)	F	879			
5339(b)	Capital Program - Bus Earmark (FBUS) - Discretionary Grant	F	649	669	689	
BGDA	Surface Transportation Block Grant Program (Direct Attributable)	F	1910			
CMAQ	Congestion Mitigation	F	664	196	1869	232
L	Local	O	3054	1126	2506	1579
O	Local, Non Federal or State Funds	O	236	8073		
RR	Rail-Highway Safety	F	61	85	129	109
S	State	S	80	82	86	88
T	Highway Trust Funds	S	20254	24009	10217	2566
TA	Transportation Alternatives Program (Uncategorized)	F	324	334	344	354
TAANY	Transportation Alternatives Program (Any Area)	F	4431	83	2471	2973
TADA	Transportation Alternatives Program (Direct Attributable)	F	1874	1623	398	567
		<b>SUBTOTAL</b>	36873	37260	19728	9530
		<b>TOTAL</b>	72658	80986	51858	49919

**NORTH CAROLINA 2024 – 2033  
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 (2024-2028 in this version) referred to as the delivery STIP and the latter five years (2029-2034 in this version) as the developmental STIP. Per 23 CFR 450.216 & 23 U.S. Code § 135 STIP's must also:

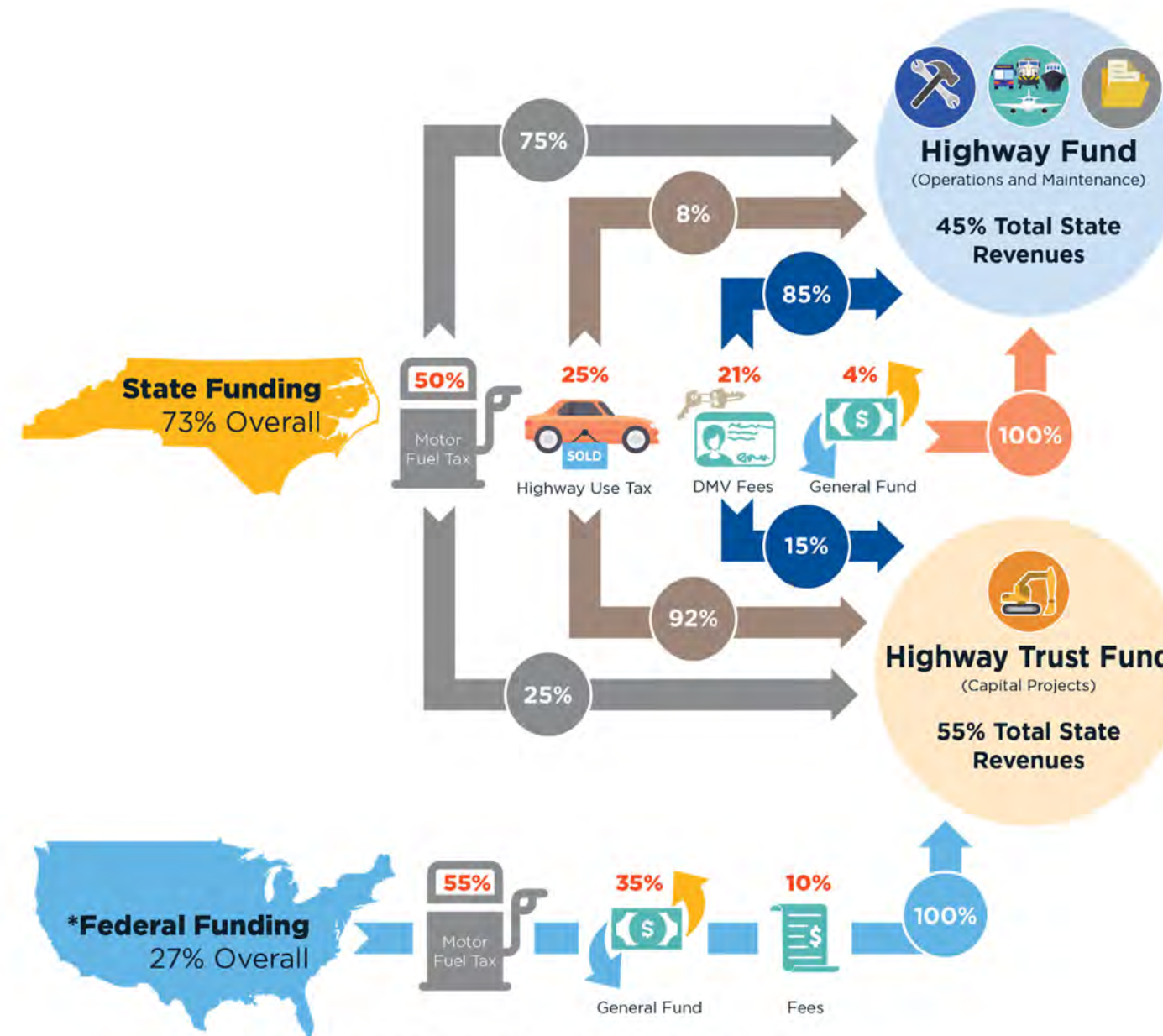
- Be submitted to Federal Highway Administration (FHWA) & Federal Transit Administration (FTA) for approval at least every 4 years
- Be fiscally constrained by year
- Include all capital and non-capital projects using Title 23 USC or Title 49 USC funds, other than certain safety, planning, and research 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 fourth 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.



\* IJJA's USDOT FHWA and FTA FFY 2022-23 Allocations

## **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 2024-2033 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 2020-2029 STIP which was approved in 2019.

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., by 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 2029-2033), 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 strategic project prioritization process known as Prioritization. Strategic prioritization uses transportation data, 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 spring and summer of 2020 regarding the submittal of new projects assisting each Metropolitan Planning Organization (MPO), Rural Planning Organization (RPO), and NCDOT's transportation Divisions.

The P6.0 process (the most recent generation of Prioritization) was organized similarly to previous prioritization cycles and resulted in each transportation mode using different quantitative criteria, measures, and weights to provide technical 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 normalization process was recommended to create minimum percentages of funding for highway and non-highway projects in the combined Regional Impact and Division Needs categories. The minimum percentage for highways was 90% and minimum percentage for non-highways was 4%. These percentages guided the programming process, which ultimately yielded a 95% to 5% highway vs non-highway programmed amount in the combined Regional Impact and Division Needs categories.

P6.0 Highway Criteria & Weights:

Mobility Projects (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

Modernization Projects (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		

P6.0 Aviation Criteria & Weights

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

P6.0 Bicycle/Pedestrian Criteria & Weights

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

P6.0 Ferry Criteria & Weights

Statewide Mobility		Regional Impact		Division Needs	
(not eligible)	(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		

P6.0 Public Transportation Criteria & Weights (Demand Response Projects)

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



**P6.0 Public Transportation Criteria & Weights (Facility Projects)**

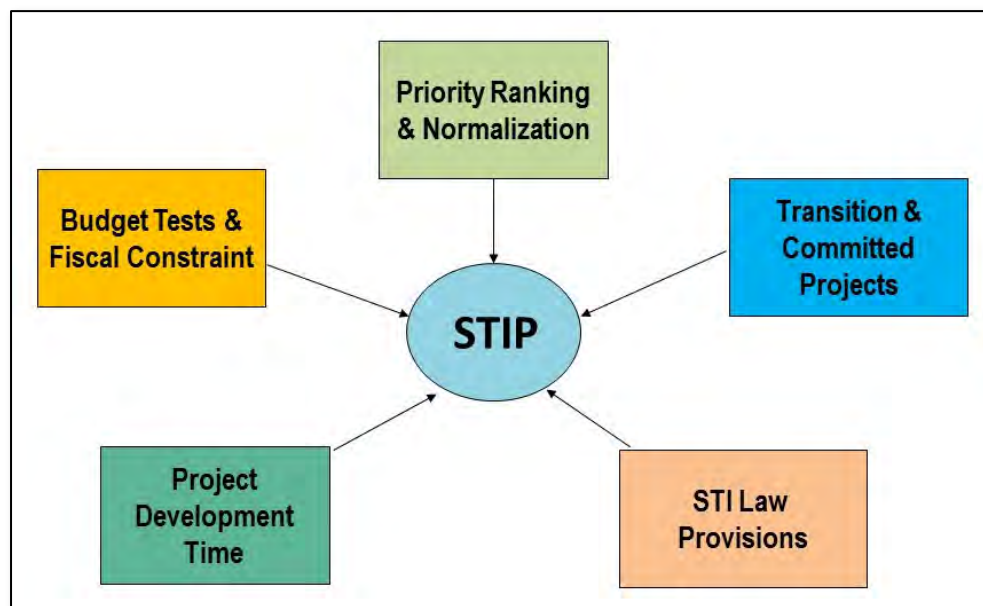
Statewide Mobility	Regional Impact	Division Needs	
(not eligible)	(not eligible)	15%	Cost Effectiveness
		15%	Impact
		10%	Demand/Density
		10%	Efficiency

**P6.0 Rail Criteria & Weights**

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

Due to rising costs for projects funded in the previously adopted 2020-2029 STIP, little to no funding was projected to be available for new projects in the 2024-2033 STIP timeframe. Therefore, on August 4, 2021, the Prioritization Workgroup recommended, and the N.C. Board of Transportation approved, the P6.0 prioritization cycle be halted. The decision was made to develop the 2024-2033 STIP using existing projects from the previously adopted 2020-2029 STIP. The conclusion of the P6.0 cycle was the release of the quantitative scores and the local input point procedure was halted. The P6.0 Workgroup was reconvened to finalize the methodology and procedures used for this one-time STIP development exception and the N.C. Board of Transportation approved the process. Projects with current construction schedules in the first three years (2024-2027), projects with right-of-way actively underway, and those with federal grants were programmed first; followed by a seniority approach of combined factors as oldest Prioritization cycle and highest scoring projects. There were no newly submitted projects from the P6.0 prioritization cycle included in the 2024-2033 STIP.

Figure A



However, it does 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 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 were also STI law provisions (including a corridor cap and individual modal caps) which directed programming decisions and the entire program had to meet budget tests and fiscal constraint per state and federal requirements. STI law also included a provision to exempt from prioritization select projects (Transition Period Projects) scheduled to be obligated for construction prior to July 1, 2015. In addition, projects funded for right-of-way or construction in the first 6 years of the previous 2020-2029 STIP, were considered committed (now called “Scheduled for Delivery”) and were not evaluated in P6.0. 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 August 2022, each of NCDOT’s 14 transportation divisions hosted a weeklong open house between September 1, 2022 and October 28, 2022. 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 English limited participants. 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 *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 national ambient air quality standard (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. The Research Triangle Region, 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 2024-2033 TIP. The Metrolina Region will also make their conformity determinations as per the 2008 ozone NAAQS on their MTPs and their 2024-2033 TIP.

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.

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.

**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 MPO or transit agency. The MPO develops 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 appropriated and apportioned federal and state funding amounts, including unobligated prior year funding. Amendments or modifications are made to the STIP for transit projects when the funding amount changes from the amount contained in the approved STIP.

The following Federally funded programs appear in the STIP:

A. Metropolitan Planning and Statewide Planning Program (Section 5303 / 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 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 many residents often rely on 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 (5311(f)) and 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 rail fixed guideway public transportation systems 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 is not administered by IMD.

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

The 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.

## **Project Descriptions**

EPA's Transportation Conformity Regulation states "The degree of specificity required in the transportation plan and the specific travel network assumed for air quality modeling do not preclude the consideration of alternatives in the NEPA process of other project development studies." In an effort to not unduly influence the outcome of NEPA studies the STIP has used fairly generic descriptions of proposed work although the cost estimates were derived from specific future cross sections. In future documents, more specific descriptions will be used as the NEPA process determines a preferred alternative. So, while the out years 6 through 10 may use a description like "widen to multi-lanes" as the NEPA process defines a recommended cross section this may become "widen to 4 lane median-divided cross section" as the project comes closer to having right of way and construction actually funded.

## **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 75 percent state revenues and 25 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, 2023, the motor fuel tax rate is 40.5 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. Unlikely prior multi-year reauthorization bills, the IIJA legislation was approved by Congress using record General Fund transfers and advanced appropriations which have been assumed to be partially continue past the expiration of IIJA in federal FY 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 \$1,497 million in FY 2024 and \$1,522 in FY 2025.

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 \$359 million in FY 2024 and \$365 million in FY 2025, most of which will be funded by the State Highway Trust Fund.

**Federal Aid Construction Program – FFY 2024  
(\$ in Millions)**

Category	Federal Funds	Required Matching Funds	Total
National Highway Performance	715	179	894
Rail-Highway Crossing	7	0	7
Statewide Planning & Research*	19	5	24
Transportation Alternatives	37	9	46
Research Development*	7	2	9
Metropolitan Planning*	8	2	10
Congestion Mitigation Air Quality	54	14	68
Surface Transportation Block Grant	332	83	415
Highway Safety Improvement	76	8	84
Freight	35	9	44
Carbon Reduction	32	8	40
Protect	37	9	46
Bridge	99	25	124
National Electric Vehicle Infrastructure	22	6	28
Appalachian Development	17	0	17
<b>Total Available Funds</b>	<b>1,497</b>	<b>359</b>	<b>1,856</b>

\*Category not required to be included in the STIP

**Federal Aid Construction Program – FFY 2025  
(\$ in Millions)**

Category	Federal Funds	Required Matching Funds	Total
National Highway Performance	728	182	910
Rail-Highway Crossing	7	0	7
Statewide Planning & Research	19	5	24
Transportation Alternatives	38	10	48
Research Development	7	2	9
Metropolitan Planning	8	2	10
Congestion Mitigation Air Quality	55	14	69
Surface Transportation Block Grant	339	85	424
Highway Safety Improvement	77	8	85
Freight	36	9	45
Carbon Reduction	33	8	41
Protect	37	9	46
Bridge	99	25	124
National Electric Vehicle Infrastructure	22	6	28
Appalachian Development	17	0	17
<b>Total Available Funds</b>	<b>1522</b>	<b>365</b>	<b>1887</b>

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 2024 through FY 2027 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			
	2024	2025	2026	2027	2024	2025	2026	2027	2024	2025	2026	2027
<b>AC Beginning Balance</b>	\$1,522,260	\$1,734,495	\$1,541,759	\$1,612,635	\$566,126	\$891,080	\$1,033,705	\$890,095	\$149,689	\$149,689	\$149,689	\$149,689
<b>New AC in STIP</b>	\$865,804	\$460,794	\$724,756	\$238,944	\$691,316	\$510,074	\$228,551	\$285,129	\$56,365	\$56,365	\$56,365	\$56,365
<b>AC Converted</b>	\$653,569	\$653,530	\$653,880	\$653,678	\$366,361	\$367,449	\$372,161	\$371,471	\$56,365	\$56,365	\$56,365	\$56,365
<b>AC Ending Balance</b>	\$1,734,495	\$1,541,759	\$1,612,635	\$1,197,901	\$891,080	\$1,033,705	\$890,095	\$803,753	\$149,689	\$149,689	\$149,689	\$149,689

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)**

<b>State Fiscal Year</b>	<b>Proceeds Including Premium</b>	<b>Debt Service</b>
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		118.08
2026		118.08
2027		118.09
2028		118.09
2029		118.09
2030		118.09
2031		79.80
2032		79.79
2033		79.80
2034		79.80
2035		22.70
2036		22.70

**BUILD NC Bonds**

In 2018, Senate Bill 758 authorized NCDOT to issue Build NC bonds to finance highway projects at the regional impact and divisional need 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 debt service requirements.

**BUILD NC Bond Program (\$ in Millions)**

<b>State Fiscal Year</b>	<b>Proceeds Including Premium</b>	<b>Debt Service</b>
2019	\$357.34	
2020		28.18
2021	848.69	69.26
2022	334.01	93.04
2023		121.44
2024		121.44
2025		121.44
2026		121.44
2027		121.44
2028		121.44
2029		121.43
2030		121.44
2031		121.44
2032		121.44
2033		121.44
2034		121.44
2035		93.26
2036		28.39
2037		28.39

**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 draft program and are the basis for air quality and fiscal constraint tests. The Trust Fund revenues are projected to be about \$2.2 billion for FY 2024 and \$26.3 billion during the 10-year period. Of this \$26.3 billion in revenue, \$490 million goes to NCTA, \$611.6 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 \$24.8 billion is available for STIP purposes. After preliminary engineering, the state match for federal planning (SPR) funds, inflation, and bonus allocation, \$19.4 billion is available for programming.

<b>NORTH CAROLINA TRANSPORTATION</b>											
<b>REVENUE PROJECTIONS</b>											
<b>FISCAL YEARS 2024-2033</b>											
<b>(Dollars in Millions)</b>											
<b>CATEGORY</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031</b>	<b>2032</b>	<b>2033</b>	<b>2024 THRU 2033</b>
<b>Total State Highway Trust Fund Revenues</b>	\$ 2,197.00	\$ 2,442.10	\$ 2,490.10	\$ 2,517.70	\$ 2,655.85	\$ 2,731.11	\$ 2,774.82	\$ 2,806.18	\$ 2,836.62	\$ 2,887.53	\$ 26,339.01
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	(51.01)	(56.71)	(57.82)	(58.46)	(61.67)	(63.42)	(64.43)	(65.16)	(65.87)	(67.05)	\$ (611.59)
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	(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	(9.17)	(9.35)	(9.53)	(9.53)	(9.53)	(9.53)	(9.53)	(9.53)	(9.53)	(9.53)	\$ (94.78)
Net State Trust Fund Revenues	1,792.42	2,031.64	2,078.35	2,105.31	2,240.25	2,313.76	2,356.45	2,387.09	2,416.82	2,466.55	\$ 22,188.64
Less Bonus Alloc. for Tolling & Local Participation	\$ (79.43)	\$ (84.22)	\$ (41.87)	\$ (40.16)	\$ (41.22)	\$ (23.84)	\$ (0.20)	\$ (0.20)	\$ (0.20)	\$ -	\$ (311.34)
Subtotal	1,712.98	1,947.43	2,036.48	2,065.14	2,199.03	2,289.92	2,356.25	2,386.89	2,416.62	2,466.55	\$ 21,877.29
Less Inflation	(25.69)	(88.51)	(156.43)	(225.34)	(313.12)	(326.07)	(335.51)	(339.87)	(344.11)	(351.22)	\$ (2,505.87)
<b>Total Available State Trust Funds for Programming</b>	<b>1,687.29</b>	<b>1,858.92</b>	<b>1,880.05</b>	<b>1,839.80</b>	<b>1,885.91</b>	<b>1,963.86</b>	<b>2,020.74</b>	<b>2,047.01</b>	<b>2,072.51</b>	<b>2,115.34</b>	<b>\$ 19,371.42</b>
Total Available State Trust Funds for Programming (1000s)	1,687,289	1,858,916	1,880,048	1,839,798	1,885,907	1,963,859	2,020,742	2,047,015	2,072,512	2,115,336	19,371,424
<b>Federal Aid</b>	<b>1,497.30</b>	<b>1,522.40</b>	<b>1,525.00</b>	<b>1,525.00</b>	<b>1,525.00</b>	<b>1,525.00</b>	<b>1,525.00</b>	<b>1,525.00</b>	<b>1,525.00</b>	<b>1,525.00</b>	15,219.70
Less SPR Funds	(36.68)	(37.41)	(38.13)	(38.13)	(38.13)	(38.13)	(38.13)	(38.13)	(38.13)	(38.13)	(379.13)
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	(16.10)	(16.10)	(16.10)	(16.10)	(16.10)	(16.10)	(16.10)	(16.10)	(16.10)	(16.10)	(161.00)
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	1,394.52	1,418.89	1,420.77	1,420.77	1,420.77	1,420.77	1,420.77	1,420.77	1,420.77	1,420.77	14,179.57
Less Inflation	(20.92)	(64.49)	(109.13)	(155.03)	(202.31)	(202.31)	(202.31)	(202.31)	(202.31)	(202.31)	(1,563.41)
<b>Total Available Federal-Aid for Programming</b>	<b>1,373.60</b>	<b>1,354.40</b>	<b>1,311.64</b>	<b>1,265.74</b>	<b>1,218.46</b>	<b>1,218.46</b>	<b>1,218.46</b>	<b>1,218.46</b>	<b>1,218.46</b>	<b>1,218.46</b>	<b>\$ 12,616.16</b>
Total Available Federal-Aid for Programming (1000s)	1,373,602	1,354,401	1,311,636	1,265,739	1,218,465	1,218,465	1,218,465	1,218,465	1,218,465	1,218,465	12,616,165
<b>Total Available for Programming (State + Federal)</b>	<b>3,060.89</b>	<b>3,213.32</b>	<b>3,191.68</b>	<b>3,105.54</b>	<b>3,104.37</b>	<b>3,182.32</b>	<b>3,239.21</b>	<b>3,265.48</b>	<b>3,290.98</b>	<b>3,333.80</b>	<b>31,987.59</b>
Check Total Subtotals (State + Federal)	3,186.94	3,450.53	3,499.12	3,526.08	3,661.02	3,734.53	3,777.22	3,807.86	3,837.59	3,887.32	36,368.21
Check Total Less Bonus Allocation	(79.43)	(84.22)	(41.87)	(40.16)	(41.22)	(23.84)	(0.20)	(0.20)	(0.20)	-	(311.34)
Check Total Less Inflation	(46.61)	(153.00)	(265.56)	(380.38)	(515.43)	(528.37)	(537.82)	(542.18)	(546.41)	(553.52)	(4,069.28)
Check Total Available for Programming	3,060.89	3,213.32	3,191.68	3,105.54	3,104.37	3,182.32	3,239.21	3,265.48	3,290.98	3,333.80	31,987.59
Less Transition Funding	(47.78)	(17.86)	(10.36)	-	-	-	-	-	-	-	(76.00)
<b>Funds Available to Allocate to Categories</b>	<b>\$ 3,013.11</b>	<b>\$ 3,195.46</b>	<b>\$ 3,181.32</b>	<b>\$ 3,105.54</b>	<b>\$ 3,104.37</b>	<b>\$ 3,182.32</b>	<b>\$ 3,239.21</b>	<b>\$ 3,265.48</b>	<b>\$ 3,290.98</b>	<b>\$ 3,333.80</b>	<b>\$ 31,911.59</b>
STATEWIDE	1,205.25	1,278.18	1,272.53	1,242.21	1,241.75	1,272.93	1,295.68	1,306.19	1,316.39	1,333.52	12,764.64
REGIONAL	903.93	958.64	954.40	931.66	931.31	954.70	971.76	979.64	987.29	1,000.14	9,573.48
LESS STBGDA ON REGIONAL AND STATEWIDE ROUTES	(22.64)	(15.73)	(9.77)	(12.69)	(4.84)	(1.38)	(0.31)	0.00	0.00	0.00	(67.36)
REGIONAL TOTAL REVISED	881.29	942.91	944.62	918.97	926.47	953.32	971.45	979.64	987.29	1,000.14	9,506.12
DIVISION	903.93	958.64	954.40	931.66	931.31	954.70	971.76	979.64	987.29	1,000.14	9,573.48

### **Anticipated Inflation Impact**

Inflation is not explicitly factored into the above revenue estimates. However, before programming projects in the STIP, available funds were reduced to account for future inflation. NCDOT uses a 3% per year inflation factor. The 3% was compounded annually for the first five years, then held constant for the last five years. In the first year (2024), ½ of the inflation rate was used (1.5%) to ramp up to the 3% in year 2 (2025). This allows project costs used in the Program to be shown in current (2024) dollars.

### **State Highway Fund**

Revenues for the Highway Fund are generated from the state motor fuels tax and DMV fees. 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 to 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. The Triangle Expressway, North Carolina's first modern toll facility is approximately 18.8 miles of new highway construction, extending the partially complete "Outer Loop" around the greater Raleigh area from I-40 in the north to the NC 55 Bypass in the south opening fully to traffic on January 2, 2013. The Monroe Expressway, the second all electronic toll facility in North Carolina, opened to traffic on November 27, 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 bonds.

Total revenues for the Triangle Expressway were \$54.0 million and \$39.1 million for FY 2022 and FY 2021, respectively. FY 2022 total revenues increased by 38.3% year-over-year (YOY) when compared to FY 2021. Operating expenses for the Triangle Expressway totaled \$14.1 million and \$13.9 million for FY 2022 and FY 2021, respectively. FY 2022 operating expenses increased by 1.7% YOY from the previous year.

Total revenues for the Monroe Expressway were \$27.0 million and \$21.0 million for FY 2022 and FY 2021, respectively. FY 2022 total revenue increased by 29.0% YOY when compared to FY 2021. Operating Expenses for the Monroe Expressway totaled \$12.5 million and \$11.2 million for FY 2022 and FY 2021, respectively. FY 2022 operating expenses increased by 11.8% YOY from the previous year.

**RESOLUTION**

**TO APPROVE AMENDMENT #1 OF THE FY 2023-2024 UNIFIED PLANNING WORK PROGRAM OF THE CABARRUS-ROWAN URBAN AREA**

**August 23, 2023**

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

**WHEREAS,** A comprehensive and continuing transportation planning program must be carried out cooperatively in order to ensure that funds for transportation planning projects are effectively allocated to the Cabarrus-Rowan MPO and its member governments and the North Carolina Department of Transportation; and

**WHEREAS,** The Cabarrus-Rowan MPO requests an amendment to the 2023-2024 UPWP to obligate \$48,000 of the MPO’s Section 104(f) planning funds for FY 2023-2024 for the NC 152 East Corridor Study; and

**WHEREAS,** Members of the Transportation Advisory Committee agree that the Unified Planning Work Program changes effectively advance the transportation planning for 2023-2024.

**Now, therefore, be it resolved that the Transportation Advisory Committee hereby endorses Amendment #1 of the Cabarrus-Rowan Urban Area Unified Planning Work Program for the FY 2023-2024.**

I, Ryan Dayvault, Transportation Advisory Committee Chair, do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the Cabarrus-Rowan Urban Area Transportation Advisory Committee, duly held on the 23<sup>rd</sup> day of August, 2023.

\_\_\_\_\_  
Signature of TAC Chair  
Cabarrus-Rowan Metropolitan Planning Organization

Subscribed and sworn to me this 23<sup>rd</sup> day of August, 2023.

(Notary seal)

\_\_\_\_\_  
Notary Public

**FY 2023-24 UPWP Budget Amendment #1 – Section 104**

**Current UPWP Budget**

III-D-1 Statewide and Extra Regional Planning \$109,120

III-E Management Operations \$110,000

**Amended UPWP Budget**

II-B-3 Special Studies \$48,000

III-D-1 Statewide and Extra Regional Planning \$85,120

III-E Management Operations \$86,000

Town of China Grove NC 152 East Corridor Study \$48,000

**TOWN MANAGER**  
Franklin Gover

**TOWN CLERK**  
Pamela Mills

**TOWN ATTORNEY**  
Tom Brooke



**MAYOR**  
Charles Seaford

**TOWN COUNCIL**  
Don Bringle  
Arthur Heggins  
Cheryl Sheets  
Rodney Phillips  
Steve Stroud

## TOWN OF CHINA GROVE

To: Cabarrus-Rowan MPO  
From: Franklin Gover, Town Manager  
CC: NCDOT Division 9  
Date: July 12<sup>th</sup>, 2023  
**RE: NC 152 HWY Corridor Study Request**

The NC 152 Corridor in China Grove is experiencing exponential growth, residential on the west and light industrial on the east. Commercial will certainly develop along the US29/NC152 area. Exit 68 and the NC 152 must be improved to support the anticipated growth. After coordinating with our NCDOT District office it is clear we need to study the area and develop a plan for the corridor moving forward. The Town will collaborate with the division, and district office to incorporate NCDOT's perspectives so the resulting plan supports realistic projects, helps future project scoring, and justification.

Some specific driving factors include:

*There is potential for 3-4 million sq. ft. of light industrial warehousing in addition to the 1.5 sq. ft. Macy's fulfillment center on E NC 152, and the redevelopment of the Hitachi Metals site. We are also seeing residential growth in area.*

*The WNC 152 corridor is seeing residential growth with 3 new major subdivision approved in the last year.*

*The NC 152/US 29 area will certainly see increased commercial development to support the residential and industrial growth.*

The Town of China Grove is requesting \$60,000 in Planning funds to for the study, recognizing these planning funds are reimbursements and require a 20% match, making our share \$12,000.



Federal Highway  
Administration

Federal Transit  
Administration

# Cabarrus Rowan Metropolitan Planning Organization



Certification Review Report

June 9, 2023



## Table of Contents

Executive Summary .....	2
Team Members .....	6
MPO Comments .....	7
Transit Planning .....	7
Organizational Structure .....	8
Metropolitan Planning Area Boundary (MPA) .....	9
Metropolitan Transportation Plan (MTP) .....	9
Unified Planning Work Program (UPWP)/Annual Listing of Projects .....	10
Public Participation Policy (PPP) .....	10
Title VI/Environmental Justice (EJ) .....	11
Action Plan .....	12
Appendix A - Public Meeting Notice .....	13
Appendix B - P Certification Review Agenda .....	14

## Executive Summary

On February 27, 2023, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) conducted the certification review of the transportation planning process for the Cabarrus Rowan Metropolitan Planning Organization (CRMPO). FHWA and FTA are required to jointly review and evaluate the transportation planning process for each Transportation Management Area (TMA), an urbanized area over 200,000 in population, at least once every four years to determine if the process meets the Federal planning requirements.

### Previous Findings and Disposition

The last certification review for the CRMPO urbanized area was conducted in 2019. The 2019 certification review findings and disposition are summarized below.

Review Area	Finding	Action	Corrective Actions/ Recommendations/ Commendations	Resolution Due Date
Metropolitan Transportation Plan (MTP) Development  Regulation: 23 CFR 450.324	Commendation for using subject matter experts and a CAC to assist with the MTP update.	Commendation	The MPO is commended for using subject matter experts and a CAC to assist with its MTP update.	N/A
Public Outreach  Regulations: 23 CFR 450.316; 23 CFR 450.324; 23 CFR 450.326	Commendation for using new and innovative public outreach techniques which have resulted in increased public output.	Commendation	The MPO is commended for its use of new and innovative public outreach techniques which have resulted in increased public input.	N/A
Freight Planning  Regulations: 23 CFR 450.306, 23 CFR 450.316	Commendation for involving an extensive number of freight providers in freight planning, and for establishing a committee to inform the freight portion of the MTP update.	Commendation	The MPO is commended for involving an extensive number of freight providers in freight planning, and for establishing a committee to inform the freight portion of the MTP update.	N/A
Title VI and Environmental Justice (EJ)/Limited English Proficiency (LEP)  Regulations: 23 CFR 450.220; 23 CFR 450.336	Need to analyze past projects to ensure that cumulative impacts of benefits and burdens are considered.	Recommendation	It is recommended that the MPO analyze past projects to ensure that cumulative impacts of benefits and burdens are considered.	June 2021

## Current Findings

The current review found that the metropolitan transportation planning process conducted in the CRMPO urbanized area meets Federal planning requirements. There are also recommendations in this report that warrant attention and consideration for follow-up, as well as areas the MPO is conducting very well that are to be commended.

Review Area	Finding	Action	Corrective Actions/ Recommendations/ Commendations	Resolution Due Date
Title VI and Environmental Justice (EJ)/Limited English Proficiency (LEP)  Regulations: 23 CFR 450.220; 23 CFR 450.336	Commendation for expanding and enhancing its mapping efforts by separately mapping African American and Hispanic populations, and by including zero-car households and bicycle and pedestrian crash data	Commendation	The MPO is commended for expanding and enhancing its mapping efforts by separately mapping African American and Hispanic populations, and by including zero-car households and bicycle and pedestrian crash data.	N/A
Public Outreach  23 CFR 450.316; 23 CFR 450.318; 23 CFR 450.324; 23 CFR 450.326	Need to update PPP to ensure effective public outreach	Recommendation	It is recommended that the MPO evaluate its PPP to ensure effective public outreach.	2/25
Title VI and Environmental Justice (EJ)/Limited English Proficiency (LEP)  Regulations: 23 CFR 450.220; 23 CFR 450.336	Need to perform quantitative analyses to identify transportation system benefits and burdens, comparing EJ populations to non-EJ populations	Recommendation	It is recommended that the MPO perform quantitative analyses to identify transportation system benefits and burdens, comparing EJ populations to non-EJ populations.	2/25
Title VI and Environmental Justice (EJ)/Limited English Proficiency (LEP)  Regulations: 23 CFR 450.220; 23 CFR 450.336	Need to work with NCDOT to document Title VI Plan and make Title VI information available on its website	Recommendation	It is recommended that the MPO work with NCDOT to document its Title VI Plan and make it available on its website.	2/25

## Background

Certification reviews consist of three primary activities: 1) a site visit, 2) a review of planning products (in advance of and during the site visit), and 3) preparation of a certification review report that summarizes the review and offers findings. The reviews focus on compliance with Federal regulations, challenges, successes, and experiences of the cooperative relationship between the MPO(s), the State Department of Transportation (DOT), and public transportation operator(s) in the conduct of the

metropolitan transportation planning process. Certification Review guidelines provide agency field reviewers with latitude and flexibility to tailor the review to reflect regional issues and needs. Consequently, the scope and depth of the Certification Review reports will vary significantly.

The Certification Review process is only one of several methods used to assess the quality of a regional metropolitan transportation planning process, compliance with applicable statutes and regulations, and the level and type of technical assistance needed to enhance the effectiveness of the planning process. Other activities provide opportunities for this type of review and comment, including Unified Planning Work Program (UPWP) approval, the Metropolitan Transportation Plan (MTP), metropolitan and statewide Transportation Improvement Program (TIP) findings, air-quality (AQ) conformity determinations (in nonattainment and maintenance areas), and a range of other formal and less formal contact. The results of these other processes are considered in the Certification Review.

While the Certification Review report itself may not fully document those many intermediate and ongoing checkpoints, the “findings” of the Certification Review are based upon the cumulative findings of the entire review effort.

The review process is individually tailored to focus on topics of significance in each metropolitan planning area. Federal reviewers prepare Certification Reports to document the results of the review process. The reports and final actions are the joint responsibility of the appropriate FHWA and FTA field offices, and their content will vary to reflect the planning process review, regardless of whether they relate explicitly to formal “findings” of the review.

To encourage public understanding and input, FHWA and FTA will continue to improve the clarity of the Certification Review reports.

The purpose of the Review is to assess the extent of compliance with the Federal planning requirements, to recognize noteworthy practices, to identify problem areas, and to provide guidance and assistance. This review, and those of all other TMAs in the State, are being conducted only two years after the previous ones to allow more time between each review and subsequent report. The Review consisted of a series of discussions on a variety of transportation planning topics with state and local transportation officials directly involved in the MPO’s highway and transit planning activities. The Review also provided the public an opportunity to offer comments on the MPO’s transportation planning process.

## **Methodology**

The review consisted of a desk audit, a public comment period, including a Public Notice (see Appendix A), and the on-site/hybrid review that was conducted on February 27, 2023. The agenda is included (see Appendix B). In addition to the formal review, routine oversight, such as attendance at meetings, day-to-day interactions, review of work products, and working with the MPO provide a major source of information upon which to base certification findings.

The topics addressed in this report document the regulatory basis, status, and findings. These terms are defined below.

**Regulatory Basis** – Defines where information regarding each planning topic can be found in the Code

of Federal Regulations (CFR) and/or the United States Code (USC) – the “Planning Regulations” and background information on the planning topic.

**Status** – Defines what the Transportation Management Area (TMA) is currently doing regarding each planning topic.

**Findings** – Statements of fact that define the conditions found during the review which provide the primary basis for determining corrective actions, recommendations, and/or commendations for each planning topic.

**Commendation** – elements that demonstrate innovative, highly effective, well-thought-out procedures for implementing the planning requirements. Elements addressing items that have frequently posed problems nationwide could be cited as commendations.

**Recommendation** – Items that, while somewhat less substantial and not regulatory, are still significant enough that FHWA and FTA are hopeful that appropriate TMA planning partners will consider taking some action. Recommendations involve the state of the practice or technical improvements, as opposed to solely being based on regulatory requirements.

**Corrective Action** – Items that fail to meet the requirements of the transportation statute and regulations, thus seriously impacting the outcome of the overall process. The expected change and timeline for accomplishing it are clearly defined.

### **Statement of Finding**

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) find that the CRMPO metropolitan transportation planning process substantially meets Federal requirements and jointly certify the planning process. The review identified commendations, recommendations, and no corrective actions. Details of the certification findings for each of the above items are contained in this report.

### **Certification**

The Cabarrus Rowan Metropolitan Planning Organization’s planning process is certified for four years from the date of this report.

### **Team Members**

The Federal Review Team consisted of the following individuals:

- Mr. George Hoops, PP&D Manager, FHWA, NC Division
- Mr. Bill Marley, Community Planner, FHWA, NC Division
- Ms. Loretta Barren, Community Planner, FHWA, NC Division
- Mr. Brandon Oliver, Community Planner, FHWA, NC Division
- Mr. Joe Geigle, ITS Engineer, FHWA, NC Division
- Ms. Parris Orr, Community Planner, FTA, Region 4

Cabarrus-Rowan MPO  
Transportation Update  
August 8, 2023

TIP / WBS No.	Description	Let Date	Completion Date	Status	Construction Cost	Contractor	Project Administrator	Comments
<b>PROJECTS UNDER CONSTRUCTION</b>								
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	February 1, 2022	January 28, 2025	45% Complete	\$13,777,568	Smith-Rowe	Eric Goldston (704) 630-3220	Smith-Rowe will work on NC-49 from 7am-5:30pm Monday-Friday. No weekend work is anticipated at this time. Smith-Rowe started sawcut/demo EBL bridge. The project is anticipated to be completed by April 2025.
B-5772 45728.3.1	Replace Bridge #66 over Norfolk Southern RR on SR 1724 (Hurley School Rd) in Rowan County	October 1, 2022	November 11, 2024	3% Complete	\$2,880,727	Smith-Rowe	Kelly Seitz, P.E. (704) 630-3200	Project is delayed due to needing a revised construction agreement with Norfolk Southern Railroad.
HE-0009A	NC 152 Improvements with Proposed Access Road East of I-85/US 601 in China Grove. Intermediate intersection improvements. Widen pavement and construct turn lanes for phase I of roadway improvements.	November 7, 2022	TBD	95% Complete	\$1,000,000	State Forces	Mike Hedrick, PE (704) 630-3240	Economic Development project. Construction started on November 7, 2022. Interim work by state forces is essentially complete. Minor items may be needed moving forward.
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	March 28, 2022	January 28, 2025	40% Complete	\$13,039,376	J. T. Russell and Sons	Eric Goldston (704) 630-3220	JTR currently working on phase 1 grading and storm drainage. Anticipated traffic shift to new alignment early 2024.
R-5789H (DI00303)	ADA Ramps, Curb and Gutter, Sidewalk Construction on various routes in Davidson, Davie, Forsyth, Rowan, and Stokes.	October 31, 2022	TBA	60% Complete	\$964,376	Carolina Group Properties LLC	Kelly Seitz, P.E. (704) 630-3200	Contractor is currently working in China Grove on replacing WCR. All work in Cleveland, Granite Quarry, Rockwell, Salisbury and Spencer is completed. Crews will also be working in Landis.
HL-0005	Various, City of Salisbury Signal System Upgrade.	September 30, 2022	Fall 2023	35% Complete	\$282,000	ALS of NC	Wendy Brindle (704) 638-5201	Installation of cameras underway.
2023CPT.09.07.10801 2023CPT.09.08.20801 (C204811)	Milling, resurfacing, and shoulder reconstruction on 1 section of US-70, US-29, and NC-150, and 5 sections of secondary roads.	March 15, 2023	September 15, 2024	0% Complete	\$4,651,490	J. T. Russell and Sons	Kelly Seitz, P.E. (704) 630-3200	No work planned on the project until late September 2023.
17BP.9.R.80	Replace Bridge #155 over Second Creek on SR 2136 (Agner Rd) in Rowan County	February 15, 2023	TBA	35% Complete	\$792,315	Kemp Sigmon Construction Co.	Kelly Seitz, P.E. (704) 630-3200	Project ahead of schedule.
HS-2009E	Pavement Grinding and Markings on SR 1002 (Old Concord Road) from Cabarrus County Line (Milepost 28.57) to Jake Alexander Boulevard (Milepost 17.63) in Salisbury	March 27, 2023	TBA	0% Complete	\$188,317	TRP Construction Group, LLC	Kelly Seitz, P.E. (704) 630-3200	No work planned on the project until July 2023.
HS-2009D	Extend concrete median and install U-turn bulb out on Jake Alexander Blvd east of Morlan Park Rd in Salisbury	May 24, 2023	TBA	0% Complete	\$443,685	Atlantic Contracting Company, Inc.	Kelly Seitz, P.E. (704) 630-3200	Spot Safety project. - Preparing plans for May Let. Bids were opened May 24 and project was awarded on May 30. Division is awaiting documents from the contractor to execute the contract. Contract availability date is July 10.
2023CPT.09.1091 2023CPT.09.02.20291 (C204871)	Milling, resurfacing, and shoulder reconstruction on 2 section of US-64 and 5 sections of secondary roads.	April 18, 2023	November 15, 2024	0% Complete	\$6,185,165	J. T. Russell and Sons	Eric Goldston, P.E. (704) 630-3220	Availability date is May 31, 2023. J.T Russell is expected to begin work in spring 2024. The project is expected to be completed by November 2024.

Cabarrus-Rowan MPO  
Transportation Update  
August 8, 2023

TIP / WBS No.	Description	Let Date	Completion Date	Status	Construction Cost	Contractor	Project Administrator	Comments
<b>PROJECTS UNDER DEVELOPMENT</b>								
HE-0009	NC 152 Improvements with Proposed Access Road East of I-85/US 601 in China Grove	January 24, 2024	TBD	ROW Acquisition in progress	\$6,300,000	TBD	Ryan Newcomb, PE (336) 747-7800	Economic Development project. PE work has started. 25% plans are complete. Hydro approved. 65% plans are complete. The developer is responsible for ROW acquisition and utility relocations. Final plans are complete pending ROW acquisition and utility relocations. Let date has been delayed to January due to anticipated delays by the developer acquiring the needed R/W and utility relocations being completed. If the acquisition is expedited, the let date will be reviewed at that time for acceleration.
P-5726 47604.3.1 (C204343)	NS Main - Construct Track Improvements, Second Platform, Pedestrian Underpass, Sitework, Retaining Wall, and Signalling Equipment	July 16, 2024	TBA	ROW Acquisition in progress	\$10,800,000	TBA	Sam Coleman, PE (919) 707-4158	Raleigh Let - Pending execution of rail agreement.
P-5726A	Salisbury train station second platform and pedestrian underpass.	January 1, 2024	TBA	ROW Acquisition in progress	\$2,500,000	TBA	Sam Coleman, PE (919) 707-4158	Raleigh Let - Pending execution of rail agreement.
P-5726B	Salisbury Norfolk Southern crossover relocation.	June 30, 2023	TBA	ROW Acquisition in progress	\$4,000,000	TBA	Sam Coleman, PE (919) 707-4158	Raleigh Let - Pending execution of rail agreement.
P-5733 47612.3.1	NS Main - Rowan County - Upgrade Station Building, expand waiting space and surface parking	July 15, 2025	TBA	ROW Acquisition 2025	\$2,370,000	TBA	Sam Coleman, PE (919) 707-4158	*The PE work for this project has been temporarily suspended.*
R-5860 47548.3.1	Widen to multilanes - US 52 Rowan County Proposed Misenheimer Bypass to Proposed Rockwell Bypass (4.6 miles)	January 1, 2040	TBA	ROW Acquisition 2027	\$39,321,000	TBA	Alexander Foster (919) 707-6239	DDRL *The PE work for this project has been temporarily suspended.*
U-5901 44705.3.1	Airport Parkway –Construct 2-lane roadway on Multilane right of way in new location from SR 1710 (Harrison Rd) near US 70/601 (Jake Alexander Blvd) to SR 2539 (Peach Orchard Rd) at US 29 in Salisbury	2030	TBA	Planning/Design in Progress ROW Acquisition 2027	\$39,502,000	TBA	Ryan Newcomb, PE (336) 747-7800	DDRL - Raleigh Let. Express design update in progress to update project estimate. Project is now on the PE Move Forward List. NTP for PE work issued 1/17/23. Project website updates are complete. Start of study letters have been sent.
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	2031	TBA	ROW Acquisition 2028	\$28,400,000	TBA	Ryan Newcomb, PE (336) 747-7800	DDRL - *The PE work for this project has been temporarily suspended.* Express design update in progress to revise project estimate.
U-6130 48321.3.1	Construct ramp and intersection improvements on US 29 at NC 152 in China Grove	Funded for Preliminary Engineering Only	Funded for Preliminary Engineering Only	Funded for Preliminary Engineering Only	\$2,000,000	Funded for Preliminary Engineering Only	Ryan Newcomb, PE (336) 747-7800	Division POC (DPOC) *The PE work for this project has been temporarily suspended.* Express design update in progress to revise project estimate.
W-5709E 44855.3.5	Construct Roundabout and other safety improvements at Intersection NC 153 (Rice Street) and SR 1197 (Cannon Farm Rd) in China Grove	August 28, 2024	TBA	ROW Acquisition in progress	\$2,500,000	TBA	Matt Jones, PE (336) 747-7800	Division POC Let (DPOC) - Project is progressing with design and right of way acquisition. Right of way acquisitions are underway, working to acquire all parcels required for utility relocations.
Y-5500IA 80000.2.1.12	SR 1526 (Henderson Grove Church Rd) RR Crossing #724 362M Closure	November 28, 2023	TBA	ROW Acquisition in progress	\$4,150,000	TBA	Kumar Trivedi (919) 707-4109	Division POC Let (DPOC) - R/W Plans Complete (RPC)(09/02/2021)

Cabarrus-Rowan MPO  
Transportation Update  
August 8, 2023

TIP / WBS No.	Description	Let Date	Completion Date	Status	Construction Cost	Contractor	Project Administrator	Comments
<b>STATE FORCES CONSTRUCTED PROJECTS</b>								
48921	Construct right turn lane on SR 1210 (Old Beatty Ford Rd) at US 29.	May 31, 2024	TBA	ROW Acquisition in progress	\$361,000	State Forces	Matt Jones, PE (336) 747-7800	High Impact Low Cost (HILC) project - Let date is dependent upon right of way acquisition but hopeful a settlement can be reached with owner. An Appraisal has been requested due to the owners counteroffer being unreasonable. The claim will likely end in condemnation. The let date has been delayed to May 2024 based on anticipated timeline for R/W and to coordinate with other work by Rowan Maint.
SM-5709G	Construct left turn lane on NC 152 at US 29 in China Grove	August 31, 2023	TBA	ROW Acquired but working on sign relocation	\$290,000	State Forces	Matt Jones, PE (336) 747-7800	ROW is currently working with gas station owner to relocate their sign out of the right of way. Issue arose with the current sign being out of conformance so they are having to work on a different plan. Department is awaiting the relocation of the gas station sign to begin work. There are still issues with the sign relocation. The let date has been delayed to August, but as soon as the sign is relocated, NCDOT will begin scheduling work at this location to hopefully start work sooner.
<b>DIVISION BRIDGE PROJECTS UNDER DEVELOPMENT</b>								
15BPR.74	Bridge Rehabilitation - Bridge #137 and #465 on I-85 over Yadkin River	April 15, 2025	TBA	TBA	\$4,200,000	TBA	Daniel Dagenhart (336) 747-7800	In development
15BPR.115	Bridge Rehabilitation - Bridge #790137 and #790465 on I-85 over Yadkin River	4/15/2025	TBA	TBA	\$4,200,000	TBA	Daniel Dagenhart (336) 747-7801	In development
17BP.9.R.76	Replace Bridge #81 over Deals Creek on SR 1926 (Hannah's Ferry Rd) in Rowan County	August 30, 2023	TBA	ROW Acquisition Complete	\$750,000	TBA	Daniel Dagenhart (336) 747-7800	Final Plans recieved - FERC permit acquired. We have ran into issues with State properties and multiple State agencies affecting the ROW.
17BP.9.R.85	Replace Bridge #198 and Bridge #199 over Crane Creek on SR 2529 (St. Paul Church Rd) in Rowan County	October 25, 2023	TBA	ROW Acquisition in progress	\$1,200,000	TBA	Daniel Dagenhart (336) 747-7800	Planning and Design underway.
17BP.9.R.86	Replace Bridge #205 over Grant's Creek on SR 1516 (Airport Rd) in Rowan County	May 29, 2024	TBA	ROW Acquisition in progress	\$1,000,000	TBA	Daniel Dagenhart (336) 747-7800	Project is on schedule.
17BP.9.R.96	Replace Bridge #254 over Kerr Creek on SR 1547 (Caldwell Rd) in Rowan County	February 11, 2026	TBA	ROW Acquisition in progress	\$900,000	TBA	Daniel Dagenhart (336) 747-7800	Planning and Design underway.
BP9-R004 BP9-R004.3 (formerly 17BP.9.R.78)	Replace Bridge #235 over Unnamed Creek on SR 1322 (Ebenezer Rd) in Rowan County	November 13, 2024	TBA	ROW Acquisition in progress	\$750,000	TBA	Daniel Dagenhart (336) 747-7800	Planning and Design underway.
BP9-R012 BP9-R012.3 (formerly 17BP.9.R.105)	Replace Bridge #108 over Tuckertown Reservoir on SR 1004 (Stokes Ferry Rd) in Rowan County	August 27, 2025	TBA	ROW Acquisition Nov. 23, 2023	\$1,500,000	TBA	Daniel Dagenhart (336) 747-7800	Planning and Design underway.



Cabarrus-Rowan MPO  
**Transportation Update**  
 August 8, 2023

TIP / WBS No.	Description	Let Date	Completion Date	Status	Construction Cost	Contractor	Project Administrator	Comments
<b>LOCALLY ADMINISTERED PROJECTS</b>								
BL-0034	US 601 from north of Kelsey Scott Park Greenway to end of Salisbury Mall project in Salisbury. Construct sidewalk connections to Salisbury Greenway/Carolina Thread Trail.	June 30, 2025	TBA	ROW Acquisition June 28, 2024	\$845,040	TBA	Wendy Brindle (704) 638-5201	Non-DOT let (LAP) - City of Salisbury - PEF has been chosen and OIG reviewing.
C-5603D 43713.3.4	Construct sidewalks on Old Concord Rd from Ryan St to Jake Alexander Blvd	September 1, 2023	TBA	ROW Acquisition in progress	\$414,000	TBA	Wendy Brindle (704) 638-5201	Non-DOT let (LAP) - City of Salisbury - in design. The City has received ROW phase authorization. Reviewing final plans.
C-5603H 43713.3.8	Brenner Ave from Statesville Blvd. to W Horah St and Brenner Ave. at Link Ave. in Salisbury	September 1, 2023	TBA	ROW Acquisition in progress	\$643,000	TBA	Wendy Brindle (704) 638-5201	Non-DOT let (LAP) - City of Salisbury - in design. The City has received ROW phase authorization. Waiting on Consultant to update final plans and proposal.
EB-5619B 56033.3.3	Grants Creek Greenway - Construct Multi-use trail from Kelsey Scott Park to Forestdale Dr in Salisbury	September 29, 2024	TBA	ROW Acquisition in progress	\$1,439,000	TBA	Wendy Brindle (704) 638-5201	NON-DOT let (LAP)
EB-5861	Third Street Greenway from 3rd Street to Yadkin River in Spencer. Construct alternate route, including spur from Grants Creek	September 30, 2024	TBA	TBA	TBA	TBA	Joel Taylor (704) 633-5331	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, 2024	TBA	ROW Acquisition Sept. 1, 2023	\$830,000	TBA	Wendy Brindle (704) 638-5201	Non-DOT let (LAP) - PE funding was requested on 7/19/23.

TIP/WBS No#	DESCRIPTION	LET DATE	COMPLETION DATE	STATUS	CONSTRUCTION COST	CONTRACTOR	PROJECT ADMINISTRATOR	COMMENTS	
<b>RAILROAD PROJECTS</b>									
<b>PROJECTS UNDER DEVELOPMENT</b>									
<b>R A I L R O A D</b>	<b>Y-4810K</b>	<b>Rogers Lake Road</b> Grade Separation over NA/NCRR Railroad and closure at Grade Crossing N.724408Y in Kannapolis	November 2022	December 2026		12.45 M	NJR Group, Inc.	NCDOT <b>Kumar Trivedi</b> 919-707-4109	Project has been LET. Estimated Completion Date: December 12, 2026.
	<b>P-5725</b>	<b>Kannapolis Train Station</b> Second Platform and Pedestrian Overpass	November 2023	TBD		10.1 M	TBD	NCDOT <b>Brad Smythe</b> 919-707-4118	Utility Relocations being performed. Pending Railroad Construction Agreement completion.
<b>I-85 PROJECT</b>									
<b>PROJECTS UNDER DEVELOPMENT</b>									
<b>I 8 5</b>	<b>I-3802AA</b>	<b>I-85</b> Installation of Fiber Optic Communications Network, CCTV and DMS System for I-3802A project	February 2023	October 2024 - January 2025	Awarded	2.1 M	Traffic Control Devices	NCDOT <b>Michael Mariano</b> 704-983-4400	Project is currently under Construction. Allotted 510 Days to complete construction.
<b>URBAN PROJECTS</b>									
<b>ACTIVE CONSTRUCTION PROJECTS</b>									
<b>U R B A N  P</b>	<b>U-3440</b>	<b>NC 3 Kannapolis.</b> U-2009 (Westside Bypass)-TO-SR 1691 (Loop Road). Widen existing route to multi-lane facility	November 2016	FALL 2023	95% Complete	34.1 M	JT Russell	NCDOT <b>Jon Hinson</b> 980-523-0085	Project under construction. The mainline is open to thru traffic. Inside lanes are closed to finish grass medians and concrete islands. Final lift of asphalt surface to be paved this summer. Anticipated completion by end of 2023.
	<b>PROJECTS UNDER DEVELOPMENT</b>								
	<b>U-5761</b>	<b>NC 3 (Dale Earnhardt Blvd.) Kannapolis</b> Improve Intersection of NC 3 and US 29/601	R/W-2022 LET 2024	2027 <b>PROJECTED</b>	90% Plans R/W 60%	10.9 M	RS&H	NCDOT <b>Donald Griffith</b> 704-983-4418	ROW Acquisition has been paused due to utility revisions and will resume once markups are complete.

	TIP/WBS No#	DESCRIPTION	LET DATE	COMPLETION DATE	STATUS	CONSTRUCTION COST	CONTRACTOR	PROJECT ADMINISTRATOR	COMMENTS
R O J E C T S	U-6032	Mallard Creek Road (SR-2467)/ Derita Rd (SR-1445) from I-485 to Concord Mills Blvd. Widen to 6 lanes	R/W-2022 LET 2025	2027 PROJECTED	75% Plans	25 M	KCI	NCDOT Donald Griffith 704-983-4418	Currently in Design. PE work continuing. ROW Acquisition paused due to Duke Energy mark-up.
	U-5956	US 29 Concord. Realign Union Cemetery Road to Intersect US 29 at Rock Hill Church Road	R/W-2022 LET 2025	2027 PROJECTED	75% Plans	8.1 M	Kimley-Horn	NCDOT Randy Bowers 704-983-4400	ROW Acquisition in progress.
	U-3415A	SR 1394 Poplar Tent Rd. Concord Derita Road to George Liles Pkwy. Widen to 4 lane divided	R/W-2024 LET-2027	2029 PROJECTED	15 % Plans	20.5 M	TBD	NCDOT Travis Preslar 704-983-4400	<b>PROJECT IS BEING RESTARTED</b> and moving forward. Working toward 25% plans once the firm gets underway.
	U-6029	SR 1394 Poplar Tent Rd. Concord Derita Road to NC 73. Widen to 4 lanes						NCDOT Sean Epperson 704-983-4400	<b>PROJECT NOT FUNDED</b>

C P	<b>CONGESTION PROJECTS</b>
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<b>HIGHWAY SAFETY PROJECTS</b>									
S  A  F  E	<b>ACTIVE CONSTRUCTION PROJECTS</b>								
	47866/ SS-4910CK	Poplar Tent Rd. at Rock Hill Church Road & Eva Drive Concord Intersection improvements	March 2023	October 2023		1.48 M	NJR Group	NCDOT Michael Mariano 704-983-4380	Project has been awarded. DOA 7/10/2023. Vegetation final expected April 2024.
	W-5710C	SR 2180 (Lane St. & Jackson Park Road) Kannapolis US Main Street to West of I-85 ramp in Kannapolis. Road Diet	September 2021	August 2022	90% Complete	2.69 M	NJR Group	NCDOT Michael Mariano 704-983-4380	Lane Street is completed. <b>Signal has been installed.</b> Awaiting final documents and estimate.
<b>PROJECTS UNDER DEVELOPMENT</b>									
	W-5710AO	Salisbury-Concord Road/ Old Concord Rd. Kannapolis to Irish Potato Road. Install Roundabout	October 2023	TBD	75% ROW	1.15 M	TBD	NCDOT Donald Harward 704-983-4400	<b>Project Approved to move forward.</b> Utility relocation in progress.

TIP/WBS No#	DESCRIPTION	LET DATE	COMPLETION DATE	STATUS	CONSTRUCTION COST	CONTRACTOR	PROJECT ADMINISTRATOR	COMMENTS
T HS-2010D	NC 24/27 and Bethel School Road Half RCI	Summer 2024	TBD		392 K	TBD	NCDOT Donald Harward 704-983-4400	ROW Completed. Utility Relocations have begun.
HS-2010F	NC 24/27 and Pine Bluff/Reed Mine Road RCI	February 2025	TBD		750 K	TBD	NCDOT Donald Harward 704-983-4400	Project Currently in Design.
Y HS-2010H	NC 49 and Zion Church Road RCI	May 2025	TBD		1.95 M	TBD	NCDOT Donald Harward 704-983-4400	Project Currently in Survey.

## BRIDGE PROJECTS

### ACTIVE CONSTRUCTION PROJECTS

B B-5808	Bridge 120057 & 120059 (US 29/601) over Irish Dutch Buffalo Creek near Poplar Tent Road	July 2023	October 2027		11.7 M	Dane Construction	NCDOT Michael Mariano 704-983-4380	Project has been awarded. Vegetation scheduled for completion : November 2026.
B B-5810	Bridge 120022 /NC24-27. Locust, NC. Replace bridge over Rocky River	August 2022	July 2024	18% Complete	6.1 M	Dane Construction	NCDOT Michael Mariano 704-983-4380	East bound traffic has been shifted to the west bound side. Demolition of old bridge is underway. Completion will be Summer of 2024.
B B-5375	Bridge120 137 / SR 1132 (Miami Church Road) Mt. Pleasant over Dutch Buffalo Creek	July 2022	May 2023	85% Complete	1.2 M	NJR Group	NCDOT Michael Mariano 704-983-4380	Road has been reopened. Finishing details on striping, guardrail & paving.
R B-5813	Bridge 120132 / NC 73 over Dutch Buffalo Creek	January 2022	August 2023	35 % Complete	4.3 M	NJR Group	NCDOT Michael Mariano 704-983-4380	Construction began in March 2022. Work was delayed due to lack of available ductile iron pipe. Construction is progressing.
I 17BP.10.R.144	Bridge 120053 / SR 2114 (Centergrove Road) Kannapolis over Cold Water Creek	April 2021	April 2022	99% Complete	1.7 M	Dane Construction	NCDOT Jon Hinson 704-983-4380	Project is complete and open to traffic. Preparing final estimate/closeouts.

### PROJECTS UNDER DEVELOPMENT

D B-5372	Bridge 120109 / SR 1706 Kannapolis Bridge on (East First Street) over US 29	FALL 2023	May 2024		5.8 M	TBD	NCDOT Garland Haywood 704-983-4400	Currently in Design & ROW Acquisition is in progress.
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Cabarrus-Rowan MPO  
Division 10 Transportation Update  
8/7/2023

	TIP/WBS No#	DESCRIPTION	LET DATE	COMPLETION DATE	STATUS	CONSTRUCTION COST	CONTRACTOR	PROJECT ADMINISTRATOR	COMMENTS
G	BP10.C002	Pipe 120247 St. Stephens Road / Mt. Pleasant Replace Pipes over Butcher Branch	FALL 2023	Spring 2024		600 K	TBD	NCDOT Garland Haywood 704-983-4400	ROW acquisition complete. Currently relocating utilities. LET September 2023.
	E	17BP.10.R.110	Bridge 120105 / E. Gold Hill Road Mt. Pleasant Replace bridge over branch of Big Bear Creek	Fall 2029	Spring 2030		895 K	TBD	NCDOT Garland Haywood 704-983-4400
P		BP10.R010	Bridge 120245 / SR 1309 (Stough Road) over Wolf Meadow Creek	N/A	N/A		2.5 M	TBD	NCDOT Garland Haywood 704-983-4400
	R	BP10.R015	Bridge 120129 / SR 2635. (Old Airport Road) Concord over Cold Water Creek	Fall 2028	Spring 2029		1.3 M	TBD	NCDOT Garland Haywood 704-983-4400
O		BR-0181	Bridge 120062 / SR 2180 (Lane St.) over Lake Fisher	Fall 2027	TBD		TBD	TBD	NCDOT Garland Haywood 704-983-4400
	J	BP10.R034	Bridge 120073 / SR 2416 (Mt Olive Road) Mt. Pleasant over Branch of Dutch Buffalo Creek	Fall 2026	Fall 2027		750 K	TBD	NCDOT Randy Bowers 704-983-4400
E		BP10.C010	Bridge 120301 / SR 2608 (Hahn Road) over Little Bear Creek	Fall 2024	Fall 2024		\$800K	TBD	NCDOT Garland Haywood 704-983-4400
	C	BP10.R047	Bridge 120083 / SR 2408 (Gold Hill Road) over Dutch Buffalo Creek	Fall 2030	Spring 2031		900 K	TBD	NCDOT Garland Haywood 704-983-4400
T		BP10.R055	Bridge 120292 / Mauney Road Mt. Pleasant Replace bridge over Little Meadow Creek	Fall 2025	Winter 2026	Page 61	750 K	TBD	NCDOT Garland Haywood 704-983-4400

TIP/WBS No#	DESCRIPTION	LET DATE	COMPLETION DATE	STATUS	CONSTRUCTION COST	CONTRACTOR	PROJECT ADMINISTRATOR	COMMENTS	
<b>S</b>	<b>BP10.C003</b>	<b>Bridge 120050 / SR 2113 (Penninger Road)</b> over Br. Of Cold Water Creek	Fall 2033	Winter 2034		\$870K	TBD	NCDOT <b>Garland Haywood</b> 704-983-4400	Project Currently in Design. Contract LET date delayed 5 years due to estimated cost of construction and potential funding source.
	<b>BP10.R019</b>	<b>Bridge 120173 / SR 1169 (Peach Orchard Road) Harrisburg</b> over McKee Creek	LET Date beyond 2026. Currently not established	TBD		500 K	TBD	NCDOT <b>Garland Haywood</b> 704-983-4400	Plan Development will proceed when LET has been scheduled and confirmed.
	<b>BP10.C001</b>	<b>Bridge 120219 / SR 2710 (Walker Road) Concord</b> over Adams Creek	LET Date beyond 2026. Currently not established	TBD		450 K	TBD	NCDOT <b>Garland Haywood</b> 704-983-4400	Plan Development will proceed when LET has been scheduled and confirmed.
	<b>BP10.R031</b>	<b>Bridge 210 / SR 1006 (Mt Pleasant Road) Mt. Pleasant</b> over Bost Creek	LET Date beyond 2026. Currently not established	TBD		550 K	TBD	NCDOT <b>Garland Haywood</b> 704-983-4400	Plan Development will proceed when LET has been scheduled and confirmed.

<b>MUNICIPAL PROJECTS</b>									
<b>ACTIVE CONSTRUCTION PROJECTS</b>									
<b>M U N I C I P A L</b>	<b>U-6098/47706</b>	<b>(PHASE II) Cabarrus County -Various;</b> Left turn lane at NC 73 and SR 1430 // Turn lanes at access rd. NC 73 // RAB SR 1620 & SR 1621 // Extend storage lanes 85 ramps	Spring 2023	Spring 2024	30% Complete*	2.7 M	TBD	City of Kannapolis NCDOT <b>Jeff Burleson</b> 704-983-4400	Phase I is completed. *A small section of Phase II was completed during the construction of Phase I. Anticipated completion Date: June 2024.
	<b>SS-6010AP</b>	<b>NC 3 Branchview Drive and Cabarrus Avenue</b> Crosswalk and Traffic Signal Upgrades	January 2023	March 2023	98% Complete	24 K	Watson Electrical Construction ON CALL	City of Concord NCDOT <b>Zach Gardener</b> 704-983-4400	Work has been completed. Final Invoice submitted on May 29, 2023.
<b>PROJECTS UNDER DEVELOPMENT</b>									
<b>C I</b>	<b>BL-0043</b>	<b>N Washington St (NC 73 to Park Drive)</b> Sidewalk, C&G, widening, sharrows	May 2024	TBD		524 K	TBD	Mt Pleasant NCDOT <b>Jeff Burleson</b> 704-983-4400	Agreement executed 11/10/22. PE Funds authorized 6/11/23. PEF selection starting soon.

Cabarrus-Rowan MPO  
Division 10 Transportation Update  
8/7/2023

	TIP/WBS No#	DESCRIPTION	LET DATE	COMPLETION DATE	STATUS	CONSTRUCTION COST	CONTRACTOR	PROJECT ADMINISTRATOR	COMMENTS
P A L	C-5603I	<b>US 601</b> From Flowe Store Road to Zion Road with US 601 and Flowe Store Road. Sidewalk and intersection improvements	June 2024	TBD	75% Plans	1.5 M	TBD	Concord NCDOT <b>Jeff Burleson</b> 704-983-4400	Awaiting (75%) plans submittal. ROW Authorization proposed 10/1/23.
	EB-5732	<b>SR 2894 (Concord Mills Blvd.) Concord</b> Construct Sidewalks on Concord Mills Blvd. and portions of Weddington Road from US 29 to SR 1431	R/W 2024 LET 2026	2027	25 % Plans	6 M	HNTB	NCDOT <b>Sean Epperson</b> 704-983-4400	<b>PROJECT IS REACTIVATED</b> and moving forward. Working toward 65% plans.
P R O J E C T S	C-5603F	<b>Bethpage Road</b> From South Main Street to Leonard Avenue and from Westgreen Drive to Klondale Avenue sidewalk	March 2025	TBD	Working on 60% Plans	208 K	TBD	Kannapolis NCDOT <b>Jeff Burleson</b> 704-983-4400	Waiting on revised ROW plan submittal and CE.
	EB-5844	<b>Little Texas Road</b> Lane Street to Dale Earnhardt Blvd sidewalk	September 2024	TBD	Working on 60% Plans	2.1 M	TBD	Kannapolis NCDOT <b>Jeff Burleson</b> 704-983-4400	ROW plans due 8/1/23.
	HL-0062	<b>NC 49</b> from Morehead Rd to Cedar Dr-Access Management Improvement	March 2025	TBD		6.5 M	TBD	Harrisburg NCDOT <b>Jeff Burleson</b> 704-983-4400	Waiting for Chief Engineer's signature on agreement.
	HL-0063	<b>Caldwell Rd</b> from US 29 to NC 49-Intersection Improvement and Roadway Extension	March 2025	TBD		4.2 M	TBD	Harrisburg NCDOT <b>Jeff Burleson</b> 704-983-4400	Waiting for Chief Engineer's signature on agreement.
	HL-0001	<b>Poplar Tent Road</b> Improvements (Moss Drive to Fullerton PI Drive)	April 2025	TBD		3.9 M	TBD	Concord NCDOT <b>Jeff Burleson</b> 704-983-4400	(PE, ROW, CON) PE funds approved 8/17/22. RK&K selected as PEF. PEF rates approved 7/11/23. Working on PEF contract.
	BL-0060	<b>Cox Mill Road Loop</b> Greenway & Bicycle/Ped bridge	August 2025	TBD		1.9 M	TBD	Mt Pleasant NCDOT <b>Jeff Burleson</b> 704-983-4400	<b>CON PHASE ONLY</b> Agreement executed 1/20/23.
	BL-0086	Hickory Ridge Rd and Stallings Rd sidewalks	TBD	TBD	Page 63	1.5 M	TBD	Harrisburg NCDOT <b>Jeff Burleson</b> 704-983-4400	Yet to schedule date or start the LAP process. <small>Printed on 8/9/23</small>

Cabarrus-Rowan MPO  
Division 10 Transportation Update  
8/7/2023

TIP/WBS No#	DESCRIPTION	LET DATE	COMPLETION DATE	STATUS	CONSTRUCTION COST	CONTRACTOR	PROJECT ADMINISTRATOR	COMMENTS
BL-0087	Elm Ave, Glenn St, Crowell Dr, & Cedar Dr sidewalk	TBD	TBD		1.6 M	TBD	Concord NCDOT <b>Jeff Burleson</b> 704-983-4400	Project in its earliest discussion. Yet to schedule date or start the LAP process.

R U R A L	<b>RURAL PROJECTS</b>							
	PROJECTS UNDER DEVELOPMENT							
	R-2246A	<b>George Liles Parkway</b> Concord NC 49 to Roberta Road. Widen to Multi-Lanes	R/W 2028 LET 2030	TBD		16.5 M	TBD	NCDOT <b>Travis Preslar</b> 704-983-4400

V A R I O U S	<b>VARIOUS PROJECTS</b>							
	ACTIVE CONSTRUCTION PROJECTS							
	2023CPT.10.1 5.20131 - Contract DJ00453	<b>VARIOUS LOCATIONS</b> - 9 sections of secondary roads	March 2023	November 2024	0% Complete	2.4 M	NJR Group, Inc.	NCDOT <b>Marc Morgan</b> 704-983-4380
2023CPT.10.1 6.20132 Contract DJ00454	<b>VARIOUS LOCATIONS</b> - Sections of 10 secondary roads	March 2023	June 2024	0% Complete	416 K	Carolina Road Solutions LLC	NCDOT <b>Marc Morgan</b> 704-983-4380	Anticipate work to be in Spring 2024
2023CPT.10.1 4.10131 - Contract DJ00447	<b>VARIOUS LOCATIONS</b> - 1 Section of NC 3 and 3 sections of secondary roads	January 2023	October 2024	0% Complete	2.3 M	NJR Group, Inc.	NCDOT <b>Marc Morgan</b> 704-983-4380	Anticipate work to begin Spring 2024
2022CPT.10.1 8.20131 - Contract DJ00406	<b>VARIOUS LOCATIONS</b> - 10 Sections of secondary roads	March 2022	May 2023	100% Complete	1.8 M	JT Russell & Sons Inc	NCDOT <b>Marc Morgan</b> 704-983-4380	<b>COMPLETED ON : MAY 5, 2023.</b>
2022CPT.10.1 0.20132 Contract DJ00401	<b>VARIOUS LOCATIONS</b> - Sections of secondary roads	March 2022	June 2023	98% Complete	961 K	Whitehurst Paving Co.	NCDOT <b>Marc Morgan</b> 704-983-4380	CONSTRUCTION COMPLETE 5/18/2023. Simplicity Road needs retrofit, schedule TBD.
2022CPT.10.0 9.10131 - Contract C204686	<b>VARIOUS LOCATIONS</b> - 1 Section of NC 3 and 39 sections of secondary roads	December 2021	September 2023	40% Complete	5.5 M	NJR Group, Inc.	NCDOT <b>Marc Morgan</b> 704-983-4380	Anticipated Date of Completion 9/15/2023.
R-5790JG 44920.3.15	<b>VARIOUS LOCATIONS</b> - Installation of curb ramps.	April 2023	August 2024	Page 64	1.5 M	East Construction Co., LLC	NCDOT <b>Jared Mathis</b> 704-983-4400	Project has been LET & Awarded. Anticipated completion date August 2024



Cabarrus-Rowan MPO  
Division 10 Transportation Update  
8/7/2023

TIP/WBS No#	DESCRIPTION	LET DATE	COMPLETION DATE	STATUS	CONSTRUCTION COST	CONTRACTOR	PROJECT ADMINISTRATOR	COMMENTS
<b>PROJECTS UNDER DEVELOPMENT</b>								
<b>S</b>	<b>HE-0015</b>	<b>NC 49 @ Prince Circle</b> (West of General Services Drive SW) Convert existing full access crossover to reduced conflict intersection with leftovers and signalized U-turn leftovers.	December 2021	TBD		2 M	NCDOT <b>Marc Morgan</b> 704-983-4380	
	<b>SS-6210A 49966</b>	<b>Zion Church Road and Zion Church Road</b> All-way Stop	September 2023	November 2023		121 K	NCDOT <b>Zach Gardner</b> 704-983-4400	Plans being developed for 5 foot widening radii.
	<b>SS-6010AX 49833.3.1</b>	<b>Zion Church Road and Central Heights Drive</b> All-way Stop	September 2023	November 2023		20 K	NCDOT <b>Zach Gardner</b> 704-983-4400	

**A RESOLUTION ENDORSING A NEW PROJECT FOR WESTERN NORTH CAROLINA RAIL  
SERVICE FOR THE CABARRUS-ROWAN METROPOLITAN PLANNING ORGANIZATION  
REGIONAL PRIORITY LIST**

**WHEREAS**, the North Carolina Board of Transportation (BOT), every two years, prepares a Statewide Transportation Improvement Program (STIP) that identifies transportation projects to be implemented over the next seven years with State and Federal funding; and

**WHEREAS**, the North Carolina BOT solicits input for identifying transportation projects of local and regional importance to be included in the next STIP; and

**WHEREAS**, the Cabarrus-Rowan Transportation Advisory Committee is charged with the development of a Metropolitan Transportation Improvement Program (MTIP); and

**WHEREAS**, City of Salisbury is a member jurisdiction of the CRMPO; and

**WHEREAS**, the Cabarrus-Rowan MPO encourages the North Carolina Department of Transportation (NCDOT) to design all projects, where appropriate, to support alternative means of transportation; and

**WHEREAS**, City of Salisbury has outlined its transportation and highway project priorities within the CRMPO planning area in the attached application to the MPO;

**NOW, THEREFORE, BE IT RESOLVED** by City of Salisbury that the Board endorses the following new rail project to be evaluated on the list of projects that will ultimately be considered for the FY 2026-2035 CRMPO MTIP.

- 1 *Western North Carolina (WNC) passenger rail service, operating along the Norfolk Southern AS-Line, for approximately 139 miles between Salisbury and Asheville. This project is anticipated to connect WNC communities with the Piedmont and Carolinian services in Salisbury, providing three round trips per day with approximately 100,000 annual local trips in 2045, and up to 290,000 additional WNC trips connecting to the Piedmont and Carolinian.*

*This project will be submitted as a new project to be considered for inclusion in the next update of the CRMPO Metropolitan Transportation Plan (MTP) and MTIP as well as the 2026-2035 STIP.*

Upon motion of Council Member Harry McLaughlin, the foregoing resolution was adopted this the 18<sup>th</sup> day of July, 2023.

I, Connie B. Snyder, City Clerk, **DO HEREBY CERTIFY** that the foregoing is a true copy of so much of the proceedings of said Council at a meeting held on July 18, 2023, as relates in any way to the adoption of the foregoing and that said proceedings are recorded in the minutes of said Council.

WITNESS my hand and the seal of said City, this 20<sup>th</sup> day of July 2023.



*Connie B Snyder*  
\_\_\_\_\_  
City Clerk

**Cabarrus-Rowan MPO**

**Local Highway Priority List Project Request Form**

**Agency:** City of Salisbury

**Type of Project:** Rail

**Location:** Western North Carolina Rail Passenger Service between Asheville and Salisbury

**Length and Scope:** Asheville to Salisbury passenger service, to operate along the Norfolk Southern AS-Line for approximately 139 miles

**Right of Way:** The Draft Western NC Rail Feasibility Study recommendations include specific construction projects such as installing power turnouts, extensions and/or rehabilitations of sidings, track and bridge upgrades, and upgrades to crossing warning predictors at the highway-railroad at-grade crossings along the corridor, as well as intermediate station stops/needs.

**Summary of Need / Benefit of Project:** Please see the attached summary of the 2023 Western North Carolina Passenger Rail Feasibility Study (Draft)

**Other Information:**

- Preliminary Estimate: Capital Costs of \$665 million, and Annual Operating Costs between \$7.3 and \$10.9 million
- Resolution of support included

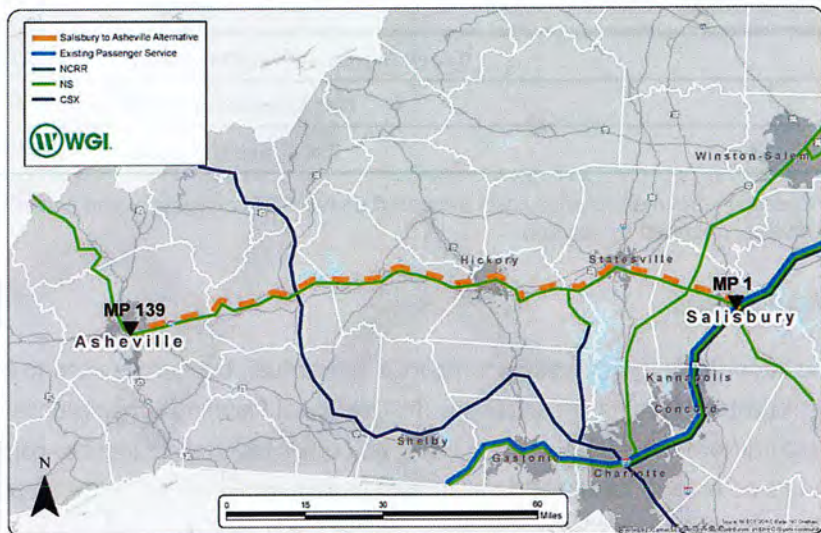
## 2023 Western North Carolina Passenger Rail Feasibility Study (Draft)

The Western North Carolina (WNC) Passenger Rail Feasibility Study (the study) provides conceptual level capital costs, operating costs, and a range of ridership and revenue associated with a new intercity passenger service connecting Asheville, N.C. with the existing state-supported passenger services in Salisbury, N.C. The Asheville-to-Salisbury service would operate along the Norfolk Southern (NS) AS-Line for approximately 139 miles as shown in Figure 1.

Although passenger rail service has not served western North Carolina for some time, the area itself still attracts millions of visitors each year—many from cities that are currently served by existing state-supported and long-distance intercity passenger rail services. The service described in this study would connect western North Carolina communities with communities between Charlotte, Raleigh, and future connections to the Northeast. Intercity passenger rail service can connect rural, suburban, and urban centers and enhance peoples' access to jobs, healthcare, education, and tourism destinations. Local interest in establishing passenger rail service to western North Carolina has been championed by the Western North Carolina Rail Committee and its predecessor committee for more than 25 years.

Nationwide interest in passenger rail service has increased, in part, due to the passage of the Infrastructure Investment and Jobs Act (Bipartisan Infrastructure Law), and the Amtrak Connects US Corridor Vision. The Bipartisan Infrastructure Law and related advance appropriations provide historic levels of funding for the Federal Railroad Administration's Federal-State Partnership for Intercity Passenger Rail discretionary grant program. This available funding and significant interest in the project represent a good opportunity to expand passenger rail to western North Carolina. The following document explores the service characteristics, costs, and the necessary next steps to develop the WNC passenger service.

**Figure 1. Western North Carolina Rail Corridor**



### Service Characteristics and Assumptions

- Connects Western North Carolina communities with the *Piedmont* and *Carolinian* services in Salisbury
- Three round trips per day on the corridor
- Travel times range from 3 hours and 25 minutes to 3 hours and 48 minutes (depending on intermediate station stopping patterns)
- Approximately 100,000 annual local trips in 2045
- Up to 290,000 additional Western North Carolina trips connecting to the *Piedmont* and *Carolinian*

### Summary of Conceptual Capital Costs

Item Description	Cost (2023 Dollars)
Track Infrastructure, Rail Signals and PTC	\$369M <sup>1</sup>
Stations	\$81M <sup>1,2</sup>
Equipment (3 Train Sets)	\$160M <sup>1</sup>
Maintenance Facility	\$55M <sup>1</sup>
<b>Total WNC Capital Costs</b>	<b>\$665M</b>

<sup>1</sup>The conceptual costs shown include 10% project administration costs, 10% for engineering, 5% for mobilization, bonds, and insurance, and 35% for contingencies.

<sup>2</sup>Station costs include those for the Biltmore Village site alternative, Salisbury, and seven intermediate locations. Additional costs associated with the River Arts District are described in the report.

### Summary of Conceptual Operating Costs

Item Description	Cost (2023 Dollars)
Track Signal and Maintenance	\$2.3M <sup>1</sup>
Net Operating Costs	\$5M - \$8.6M
<b>Total Annual Costs</b>	<b>\$7.3M – 10.9M</b>

<sup>1</sup>Operating and maintenance costs are based on NCDOT’s experience and analysis of the *Piedmont* and *Carolinian* services, operated by Amtrak.

### Next Steps

The information in this feasibility report is conceptual, but can be used to initiate conversations between NCDOT, Metropolitan Planning Organizations (MPOs), Rural Planning Organizations (RPOs), Norfolk Southern, Amtrak, the Western North Carolina Rail Committee, and other key stakeholders to consider including passenger rail services and its associated station and rail infrastructure improvements. Initial steps that can be taken by local communities include the following:

- MPOs, RPOs, and communities can include the intercity passenger service and potential station locations in their respective comprehensive transportation plans.
- MPOs and RPOs can use the information in this report to submit the project to NCDOT’s Strategic Transportation Investments (STI) prioritization process for funding consideration. The next STI submission window opens in July 2023.

NCDOT has submitted this corridor for consideration by the Federal Railroad Administration (FRA) for its Corridor Identification and Development Program (CID). If selected, the program will provide funding to develop a service development plan and prepare environmental documentation for the project. The service development plan will include freight railroad coordination and more detailed discussions on passenger rail operations. The Federal Railroad Administration (FRA) is anticipated to notify NCDOT on the Corridor Identification and Development Program (CID) in the fall of 2023. NCDOT will notify communities, railroads and other stakeholders once FRA’s selections are known.

## **Cabarrus-Rowan MPO**

### **Local Priority List Project Request Form**

**Agency:** Rowan County

**Type of Project:** Taxiway

**Location:** Mid-Carolina Regional Airport

**Length and Scope:** 5,000 Feet

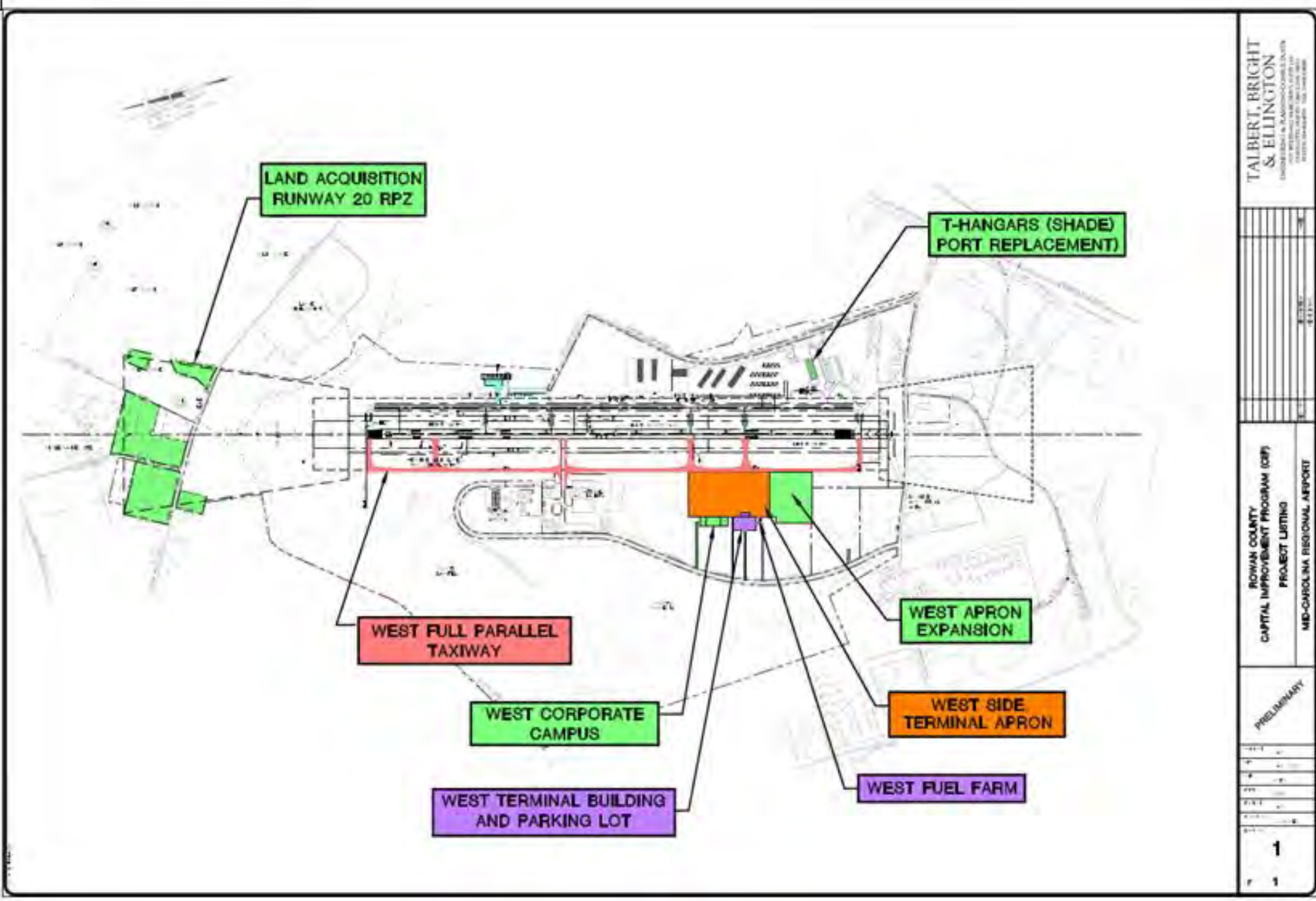
**Right of Way:** No

**Summary of Need / Benefit of Project:** The current Hangar Expansion Project has essentially utilized the remaining developable land on the East side of the airfield and this parallel taxiway will provide the infrastructure essential to begin increasing operational capability of the Airport to the West side of the airfield. This correlates with the approved airport layout plan (ALP).

**Other Information:** Cost estimate \$17,000,000

This project will be located on the west side of Runway 2-20 at the Mid-Carolina Regional Airport (3670 Airport Loop Road, Salisbury, NC 28147). The project scope will include the required environmental assessment, design, bidding and construction phases to complete the project. This project will impact approximately 10 acres of the airfield. The goal of this project is to prepare for future development on the West side of the airfield. This project is included in the Rowan County Capital Improvement Plan. The project has been discussed with and has support from the Airport Advisory Board, Rowan County Board of Commissioners, **Representative Warren** and Senator Ford.

Our request is for the TCC/TAC to please consider adding on to the P7.0 call for projects that ended May 5<sup>th</sup>.





CABARRUS COUNTY ◦ CHINA GROVE ◦ CLEVELAND ◦ CONCORD ◦ GRANITE QUARRY ◦ HARRISBURG ◦ KANNAPOLIS ◦ LANDIS  
MIDLAND ◦ MOUNT PLEASANT ◦ ROCKWELL ◦ EAST SPENCER ◦ ROWAN COUNTY ◦ SALISBURY ◦ SPENCER ◦ FAITH

August 23, 2023

North Carolina Department of Transportation  
Public Transportation Division  
1550 Mail Service Center  
Raleigh, NC 27699-1550

RE: Rowan Transit System  
Federal Section 5310  
Operating

Please accept this letter of support for Rowan Transit System as they seek Federal Section 5310 (Enhanced Mobility of Seniors and Individuals with Disabilities Program) funding to assist in maintaining their current level of service and meet the increasing demand for paratransit in Rowan County. Current data indicates 78% of Rowan Transit System riders reside in rural areas. This Section 5310 funding is critical for providing life sustaining transportation to our elderly and disabled citizens.

Rowan Transit is a non-emergency public transportation service for Rowan County residents, including paratransit service.

Sincerely,

Ryan Dayvault, Chair  
Cabarrus-Rowan TAC

cc: Mr. Aaron Church, Rowan County  
Mr. Ed Muire, Rowan County  
Ms. Valerie Steele, Rowan Transit



**RESOLUTION ADOPTING THE METROPOLITAN AREA BOUNDARY FOR THE  
CABARRUS-ROWAN METROPOLITAN PLANNING ORGANIZATION PURSUANT TO  
THE 2020 CENSUS URBANIZED AREA DESIGNATIONS**

**WHEREAS**, in 1962 Congress enacted federal law (Section 134(a) of Title 23 United States Code) that initiated a requirement that a continuing, cooperative and comprehensive (3-C) transportation planning process be established for all urban areas over 50,000 in population in order to qualify for federal transportation funds; and

**WHEREAS**, 23 USC 134 and Section 8 of the Federal Transit Act requires that a Metropolitan Planning Organization (MPO) be designated for each urbanized area and that the boundaries of the MPO be expanded after each decennial census to cover the census defined urbanized area as well areas likely to become urbanized in the future; and

**WHEREAS**, the Cabarrus-Rowan MPO has conducted a review of its urbanized area boundary and proposes the same metropolitan area boundary (MAB) which incorporates all of the urbanized area, with the exception mentioned within, as well as other areas in anticipation of future growth and for transportation planning purposes; and

**WHEREAS**, portions of the Concord urbanized area located in Mecklenburg County will not be included in the Cabarrus-Rowan MPO planning area and the transportation planning responsibilities for those areas will be transferred to the Charlotte MPO under agreement to be reached with the Charlotte MPO; and

**WHEREAS**, other affected and adjacent jurisdictions have reviewed and discussed the Census defined urbanized area boundary and have agreed upon their new metropolitan area boundary; and

**WHEREAS**, the boundary approved by the MPO shall be the boundary of the Cabarrus-Rowan Metropolitan Planning Organization; and

**WHEREAS**, the MAB Boundary is administered by the North Carolina Department of Transportation (NCDOT) with the approval of the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) of the United States Department of Transportation.

**NOW THEREFORE BE IT RESOLVED** that the Cabarrus-Rowan Metropolitan Planning Organization hereby adopts the Cabarrus-Rowan Metropolitan Area Boundary and that such boundary will be the boundary for the Cabarrus-Rowan Metropolitan Planning Organization on this the 23rd day of August, 2023.

I, Ryan Dayvault, Chairman of the Cabarrus-Rowan Metropolitan Planning Organization, do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the Cabarrus-Rowan Metropolitan Planning Organization, duly held on this the 23<sup>rd</sup> day of August, 2023.

\_\_\_\_\_  
Ryan Dayvault, Chairman

\_\_\_\_\_  
Phil Conrad, MPO Coordinator

# Planning Boundary Discussion



# What are the potential issues?

- MOU Update
- Dues Paying Members?
- TCC Voting Members
- Weighted Voting TAC
- LPA Designation
- 16 Board Signatures

# Background

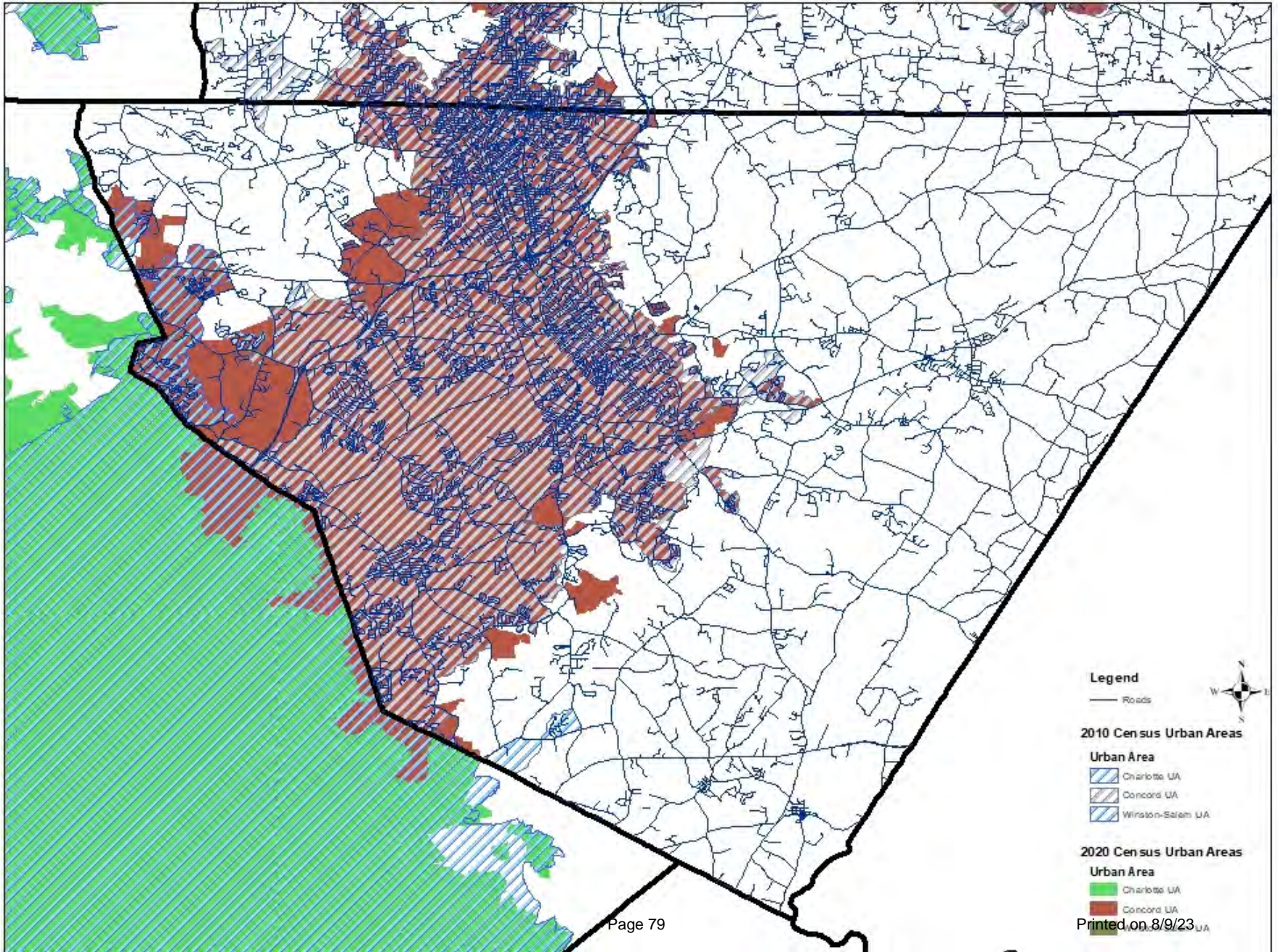
- Previous US Census was 2010, which resulted in the 2014 MOU Update
- MPO membership was confirmed in 2014 with same Planning Boundary of 2 counties
- MOU outlines the operations of the MPO including TCC and TAC voting membership

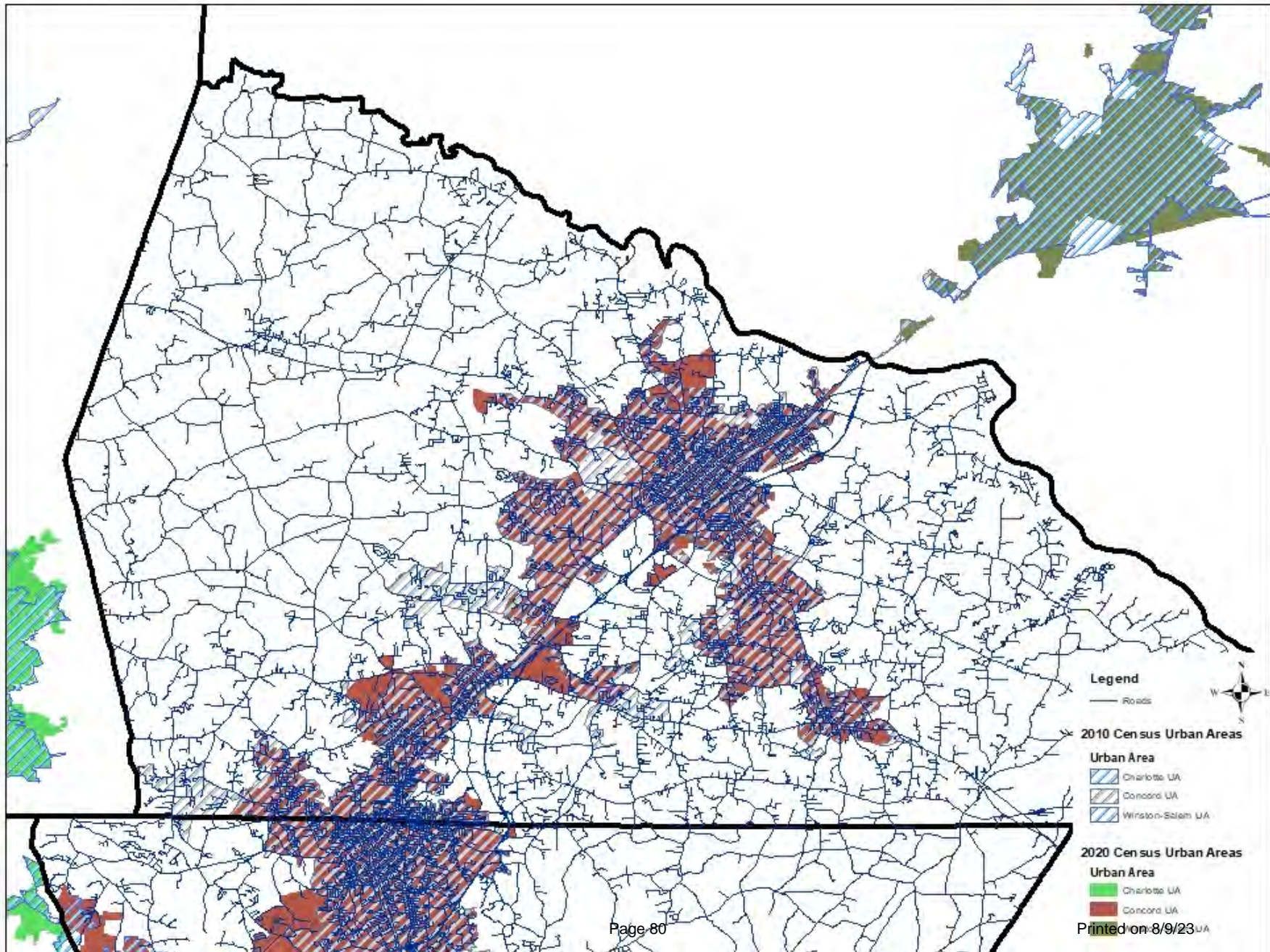
# Background cont.

- Each US Census has resulted in MPO members paying dues based on their population
- The TCC and TAC have separate bylaws based on, and consistent with the MOU
- Rotation of officers, voting procedures, and quorum threshold

# Background cont.

- Planning Boundary should be consistent with MOU, Bylaws, voting membership, etc.
- Planning Boundary can be approved by simple resolution
- Additional agreement with Charlotte MPO for Mecklenburg County geography







# Next Steps?

- Discussion at August TCC
- Feedback from TAC members
- Direction to staff on MOU Update or resolution to continue status quo

# NCDOT TPD NEWS



## The Statewide Clean Transportation Plan (NCCTP)

The NCCTP is a guidance document that provides a coordinated strategy for accelerating decarbonization in the transportation sector. Co-created with a variety of stakeholders, the plan outlines how North Carolina can prepare for a clean transportation future and provide equitable outcomes for everyone. Visit NCDOT: [N.C. Clean Transportation Plan](https://www.ncdot.gov/initiatives-policies/environmental/climate-change/Pages/clean-transportation-plan.aspx) (<https://www.ncdot.gov/initiatives-policies/environmental/climate-change/Pages/clean-transportation-plan.aspx>)

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

*- NCDOT Mission Statement*

## Integrated Mobility Division (IMD) Quarterly Update

NCDOT’s Integrated Mobility Division (IMD) held a quarterly [Multimodal Updates Webinar](https://connect.ncdot.gov/business/Transit/Pages/Multimodal-Updates-webinars.aspx) (<https://connect.ncdot.gov/business/Transit/Pages/Multimodal-Updates-webinars.aspx>) on Thursday, May 25th. The next quarterly meeting will be on Thursday, August 24th at 10:00 am (Please join my meeting from your computer, tablet or smartphone. <https://meet.goto.com/797607149>). These meetings are designed to inform some of IMD partners on planning, policy and programming initiatives that IMD is currently leading.

The August meeting will include an update on the Pedestrian and Bicycle Infrastructure Network (PBIN), Ecusta Trail project and recent grant awards, microtransit deployments at rural transit agencies, newly awarded Multimodal grants, Microtransit Feasibility Studies, and Zero Emission Vehicle (ZEV) transition plans, Complete Streets updates, and more.

## Great Trails State Day is October 21, 2023

The 3rd Saturday of October has been officially designated as the “Great Trails State Day”, a day to celebrate trails across the state. For more information about ongoing events across the state that celebrate our diverse trails visit <https://greattrailsonc.com> for more information about events across the state.

North Carolina is home to 41 state parks and several national parks as well. In addition, there are plenty of parks that are less visited, and the diversity of experiences available in parks in NC spans the spectrum. From rugged singletrack to greenways to paddle and equine trails along with sandy paths, there's a park (with a trail) for everyone and every ability.

## Hurricane Season

With hurricane season underway, NCDOT crews are prepping for future storms. Staff across the state is ensuring equipment like trucks and chainsaws are running properly and taking inventory of important signage as well. During a hurricane, NCDOT updates DriveNC.gov to include the latest weather-related impacts to transportation. **So before traveling, make sure to visit [DriveNC.gov](https://www.drive-nc.com) for real-time travel information.**

## FHWA News

A new FHWA Inflation Reduction Act (IRA) Implementation website serves as a one-stop online shop for transportation agencies and other interested in learning more about IRA programs administered by FHWA. The website includes an overview presentation, funding matrix, and fact sheets and FHWA will populate the site with new information as available. [Inflation Reduction Act - FHWA | Federal Highway Administration \(dot.gov\)](https://www.fhwa.dot.gov/inflation-reduction-act/) (<https://www.fhwa.dot.gov/inflation-reduction-act/>)



# NCDOT 2026-2035 State Transportation Improvement Program (STIP)

The NCDOT is beginning to evaluate projects for its next 10-year capital plan and wants the public to be involved. A 30-day public comment period will run from Aug. 1-31. Within this time frame, the public can send in their comments and suggestions in a short, interactive survey, or may visit local NCDOT offices during designated, weeklong drop-in periods. More information on ways to provide feedback can be found on the [2026-2035 STIP webpage \(https://www.ncdot.gov/initiatives-policies/Transportation/stip/development/Pages/default.aspx\)](https://www.ncdot.gov/initiatives-policies/Transportation/stip/development/Pages/default.aspx).

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Upcoming	Date
4th Quarter (Final) invoice, work summary and annual performance report due for FY23	August 10, 2023
Federal FY 24 begins	October 1, 2023
1st Quarter 5303 Claim (July 1, 2023 to Sept. 30, 2023) due	October 27, 2023

## NCDOT Statewide Plans:

To learn more, click on the following links:

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

## Other Plans:

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

## Helpful Links:

Click on links below to learn more:

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

**CRAFT Technical Committee**  
**Meeting Notes**  
**May 23, 2023**

Attendees: Randi Gates, GCLMPO; Bob Cook, CRTPO; Curtis Bridges, CRTPO; Jason Wager, CCOG; Andy Bailey, NCDOT; Brian Elgort, CRTPO; Loretta Barren, FHWA; Judy Dellert-O'Keef, CRTPO; Kendall Clanton, CRTPO; Theo Thompson, CRTPO; Andy Grzymyski, CDOT; David Hooper, RFATS; Arthur Cashwell, GCLMPO; Mark Eatman, NCDOT; Daryl Vreeland, NCDOT; Neil Burke, CRTPO; Eric Thomas, NCDOT; Temekia Dae, CRTPO; Joanna Quinn, CDOT; Dominique Boyd, NCDOT; Stephen Allen, CRCOG; Alex Rotenberry, NCDOT; Lee Snuggs, RRRPO; Loretta Barren, FHWA; Roger Castillo, NCDOT; Alex Riemondy, CDOT; Martin Kinnamon, CDOT; Brian Horton, CATS; Theo Ghitea, NCDOT; and Phil Conrad, Cabarrus-Rowan MPO.

1. Phil Conrad from the Cabarrus-Rowan MPO began the meeting at 10:02 am and welcomed everyone in attendance and noted some virtual housekeeping details.
2. Phil asked if there were any corrections, additions and/or deletions to the March 28, 2023 minutes. Mr. Bob Cook made a motion to approve the minutes and Mrs. Randi Gates seconded the motion. The minutes were approved.
3. Phil Conrad asked Mr. Mark Eatman from NCDOT to present some information on the CMAQ and CRP funding programs. Mr. Eatman provided a slide presentation indicating the purpose and history of CMAQ, which began in 1992. The Carbon Reduction Program (CRP) began in 2022. He noted the recent call for projects that ended in March, which yielded 25 local applications totaling \$29 million. There have been 49 applications for the CRP funds totaling \$61 million. He noted the big change in the programs was that NCDOT would begin accepting applications continuously with quarterly reviews beginning at the end of June. He said the goal of the NCDOT was to over program due to low obligation rates. He also said that NCDOT wanted to streamline the application approvals with the interagency partners. He noted that the application will move online in June through SharePoint. He concluded with some next steps: CMAQ award letters in May/June, CRP award letters in June, updated CMAQ guidance to be released in June, and a CRP Strategy Reporting meeting in June.
4. Phil Conrad asked Mr. Eric Thomas to provide an update on the Regional ITS Plan. He noted the history of ITS in the Charlotte Region dating back to 1975. He said the latest Regional ITS Plan was completed in 2001. He reviewed the project scope and noted the management team of Jeff Dale and Eric Thomas. He said the project timeline was 16 months and noted the 7 themes that be part of the Mission Statement. He stated that the next stakeholder meeting would be on June 5<sup>th</sup>. There was a question of presentations to elected officials and Mr. Thomas indicated that it would be included in the schedule. As a point of reference, it was noted by Mr. Hooper that once RFATS completes its CMP pilot project with SCDOT, that an ITS update will be undertaken in South Carolina with appropriate coordination with CRAFT members.
5. Phil Conrad asked for updates on the Long Range Transportation Plans. Mr. Bob Cook indicated that CRTPO has started the scoping process and anticipates having a consultant

on board by the end of the calendar year. Mr. David Hooper indicated that RFAT Long Range Plan would begin in 2024 with a completion by June 2025. The other MPO's will begin their updates later this year or beginning of next calendar.

6. Phil Conrad asked for updates on the Transportation Improvement Program P7.0. Mr. Bob Cook indicated that CRTPO was finalizing all modal project lists in June in anticipation of the SPOT window opening in July. He indicated that a public comment period would begin in June and that staff had met with all the member local governments. Mrs. Randi Gates noted a similar schedule with the call to begin in June and run thru July. She would anticipate approval of a project list this fall. Phil noted an approval of new projects on the CR MPO agenda for May. It was noted the ongoing outreach to the aviation and rail staff at NCDOT.
7. Phil Conrad asked for updates on project coordination with adjacent planning areas. Phil noted the presentation on the Catawba Crossing by Bob and Randi at the NCAMPO Conference. Mr. Cook added plans for a world class tennis facility in what's called the River District on the Mecklenburg side. The project cost is roughly north of \$300 million and Mrs. Gates indicated that it is currently a Division tier project in STI. She indicated that a RAISE grant was in the works. Mr. Cook brought up the State legislation under consideration to exempt counties from emissions inspections except for Mecklenburg. Mrs. Loretta Barren stated that it would require a revision to the SIP with a 12 to 18 month approval process by EPA. She noted that it would trigger a transportation conformity process within 1 year of approval.
8. Phil Conrad asked Mr. Andy Bailey for an update on Metropolitan Planning Agreements. Mr. Bailey referenced a template letter for approval of new planning boundaries between adjacent MPOs. The agreements should state an intent to plan for the overlapping geography. He indicated a deadline for approval of fall of 2023. Mr. Hooper indicated that an approval on the SC side could occur as early as the end of August. There was a discussion of updating the MOUs. Mrs. Barren stated that statutory references to the US code should be the same between the 2010 and 2020 Census, but was not sure about changes to state statute. Phil Conrad indicated that the CR MPO membership would remain the same and would prefer to avoid discussions of weighted voting. This item will be ongoing.
9. Phil Conrad asked Mr. Jason Wager to give an update on the Connect Beyond Study. He noted the efforts for Advancing the Plan thru additional funding and governance. He referenced an upcoming meeting on June 7<sup>th</sup> by a steering committee for the TDM Program. He noted coordination by CATS for a regional Remix software application in the next fiscal year. Mr. Wager summarized some upcoming federal grant opportunities that would require no local match including the EPA Climate and Pollution Reduction Grant.
10. Mr. Phil Conrad asked Mr. Andy Bailey with NCDOT to give an update on the CTP process. Mr. Bailey referenced discussions with GCLMPO for a CTP Update and the new Anson County CTP using the new format. He encouraged the group to take a look at it. He also noted that Dominique Boyd would be taking a position as the Statewide Initiatives Engineer.