

**Cabarrus Rowan Urban Area
Metropolitan Planning Organization
Transportation Advisory Committee**

Wednesday January 28, 2026

5:00 pm

**Dinner provided by
Town of Mount Pleasant**

PUBLIC WIFI PASSWORD I-Love-Kannapolis!

**NC Research Campus
Kannapolis City Hall
3rd Floor Training Room
401 Laureate Way
Kannapolis, NC 28081**

Agenda

1) Call to Order **TAC Chair Smith**

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

CONSENT AGENDA

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

2) Rider Transit Program of Projects (POP) **Phil Conrad**

INFORMATION: The Program of Projects is a list of proposed FTA grant requests to support the operations of Rider Transit in Fiscal Year 2026. Rider has elected to use the MPO Public Involvement procedures to process this annual requirement. No comments were received during the noticed public comment period. Attachment 2 is the final POP.

ACTION/RECOMMENDATION: 1) Receive a report on Rider Transit's Program of Projects (POP); and 2) Consider adopting the POP as presented.

3) Performance-Based Planning: Safety Targets **Phil Conrad**

INFORMATION: The federal transportation legislation requires that State DOTs and MPOs adopt performance-based planning as a component of the metropolitan transportation planning process. The NCDOT has released the next round of safety targets for North Carolina and it is up to each MPO to either adopt these targets or devise their own targets. The proposed safety targets were published on the MPO's website with the public comment period closing on December 22, 2025. No comments were received. A draft resolution in support of the new safety targets for 2026 is included as attachment 3.

ACTION/RECOMMENDATION: 1) Receive a report on the NCDOT Safety Targets; 2) Discuss; and 3) Consider adopting the Safety Targets for 2026.

THIS CONCLUDES THE CONSENT AGENDA

4) Approval of October 22, 2025 minutes **TAC Chair Smith**

5) Nomination and Election of TAC Vice-Chair **Phil Conrad**

INFORMATION: The Cabarrus-Rowan TAC Bylaws state that a new TAC Vice-Chair must be elected each year. The TAC Vice-Chair rotates to the Chair position automatically. In addition, the TAC Chair and Vice-Chair must be rotated between jurisdictions in Cabarrus and Rowan Counties. The TAC will need to nominate and elect a Vice-Chair from Cabarrus County for 2026.

ACTION / RECOMMENDATION: 1) Receive a report on the TAC Vice-Chair vacancy; and 2) Nominate and elect a TAC Vice-Chair for 2026.

6) FY 2026-2035 MTIP Modification #2 **Phil Conrad**

INFORMATION: MPO staff typically brings amendments or modifications from recent NCDOT Board of Transportation agendas to the TCC/TAC for consideration. The first project modifications are statewide project additions: BO-2426, M-0417, TA-6665, TC-0018, TC-0021, TM-0028, TM-0029, TM-0032, TO-0004, TQ-6954, and TU-0011. The second project modification is to install rumble strips and pavement markings on NC 152 (HS-2409F). The third project modification is to delay construction to FY 26 for the Old Concord Road Sidewalk project (C-5603D). The fourth project modification is to delay construction to FY 26 for the Brenner Avenue safety project (C-5603H). The fifth project modification

is to delay construction to FY 26 for the Grants Creek Greenway at Catawba College (EB-5619B). The sixth project modification is to delay construction to FY 27 for the Grants Creek Greenway at Kelsey Scott Park (EB-5619C). The seventh project modification is to delay utilities to FY 26 and construction to FY 27 for the Main Street Sidewalk project (HL-0064). The eighth project modification is to add the E. Franklin Street sidewalk project with construction in FY 29 (BN-0033). The ninth project modification is to delay construction to FY 27 for the Brenner Avenue safety project (HL-0049). Attachment 6 is a resolution modifying the MTIP for these projects.

ACTION/RECOMMENDATION: 1) Receive a report on modification #2 to the FY 2026-2035 MTIP; 2) Discuss; and 3) Consider endorsing modification #2 to the FY 2026-2035 MTIP.

7) 2055 MTP and Transportation Conformity Update **Phil Conrad**

INFORMATION: The Cabarrus-Rowan MPO and the Metrolina Regional Partners have been working on the Transportation Conformity Analysis and Determination Report. This report demonstrates that the financially constrained MTP's in the Metrolina Region meet national ambient air quality standards. It also certifies that the Transportation Improvement Program (TIP) is a subset of the 2055 MTP, and that the Conformity Report is consistent with the approved State Implementation Plan (SIP) by EPA. The Report and associated appendices have been published on the MPO website.

ACTION / RECOMMENDATION: 1) Receive an update on the 2055 MTP and Transportation Conformity Determination Report; 2) Discuss; and 3) Consider releasing the 2055 MTP and Metrolina Conformity Determination Report for public comment.

8) 2026 Draft Local Priority Methodology **Phil Conrad**

INFORMATION: NCDOT staff has indicated that Session Law 2012-84 requires the Department to develop a process for standardizing or approving MPO local input methodology. The last time the MPO approved changes to the Local Priority Methodology was in 2021, which included changes in the way that points can be flexed between tiers. MPO staff will be submitting a draft of the Cabarrus-Rowan local input methodology to NCDOT for content review. After the content review, the NCDOT staff will grant conditional approval to the MPO's methodology subject to public input and MPO Board approval. The local priority methodology is included as attachment 8.

ACTION/RECOMMENDATION: 1) Receive a report on the Draft 2026 Local Priority Methodology; 2) Discuss; and 3) Consider releasing the Draft Local Priority Methodology for public comment and NCDOT review.

9) Reports / MPO Business**Phil Conrad / TAC Members**

- Local Reports – NCDOT Division 9 & 10/TPD
- CMAQ Priority Submittal and Funding Update
- BUILD Grant Letter of Support – East Spencer
- FY 26 Special Studies
- FY 26 Bike and Ped Demonstration Planning Studies
- FY 2027 Draft UPWP

10) Information Items**Phil Conrad**

- New NCDOT Secretary Daniel Johnson
- Rider and Salisbury Transit Ridership
- NCDOT's Guide to Transportation Decision Making
- SEI Filing Deadline April 15th

Next meeting: February 25, 2026

- Agenda items for February TAC meeting





NORTH CAROLINA STATE ETHICS COMMISSION

SAMPLE¹

ETHICS AWARENESS & CONFLICT OF INTEREST REMINDER

(to be read by the Chair or his or her designee at the beginning of each meeting)

In accordance with the State Government Ethics Act, it is the duty of every [Board] member to avoid conflicts of interest.

Does any [Board] member have any known conflict of interest with respect to any matters coming before the [Board] today?

If so, please identify the conflict and refrain from any participation in the particular matter involved.

Rev 12-13-12

¹ N.C.G.S. §138A-15 (e): “At the beginning of any meeting of a board, the chair shall remind all members of their duty to avoid conflicts of interest under [Chapter 138A].” There is no set language required by the Act. Specific language can and should be tailored to fit the needs of each covered board as necessary.

*CABARRUS / ROWAN URBAN AREA
METROPOLITAN PLANNING
ORGANIZATION*



*FY 2025-2026 Program of Projects
Rider Transit System*

How to Make Comments

The Cabarrus-Rowan Metropolitan Planning Organization (MPO) is holding a public comment period on the Draft Program of Projects document from November 24th to December 22nd. **Please submit any comments on the documents that you may have by Monday, December 22nd to:**

email: pconrad@rlcassoc.com

Mail: Attention: Phil Conrad
Program of Projects
Cabarrus-Rowan MPO
57 Union Street South
Concord, NC 28025

For additional information or further assistance, call Phil Conrad at (704) 791-0608 or visit the MPO's website at www.crmpo.org. Comments on the public participation process are also welcome.

Locations of Plan Materials:

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

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

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

Background

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

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

FY 2025-2026 Program of Projects

The FY 2025-2026 Program of Projects includes anticipated FTA formula grants under the following programs: Section 5303 Metropolitan Planning, Section 5307 Urbanized Formula, Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities, and Section 5339 Bus and Bus Facilities.

The FY 2025-2026 Program of Projects also includes State Maintenance Assistance Program (SMAP) funds administered by NCDOT.

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

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

Recommended Action: MPO Approval at the January 28 meeting.

Section 5307 Urbanized Area Formula Grants – FY 2025-2026

TG-5103C Preventive Maintenance: Contracted Maintenance Capital Costs

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

Total Costs:	Federal	Local	State
\$1,950,000	\$1,560,000	\$390,000	N/A

TG-5103A Routine Capital

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

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

TG-5103B Routine Capital – ADA Service

The City of Concord will apply for Federal operating assistance for Rider's ADA Paratransit Services. This includes fuel and operator salaries for this service.

Total Costs:	Federal	Local	State
\$700,000	\$560,000	\$140,000	N/A

TS-5116 Security Enhancements

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

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

TO-5138 Fixed Route Operating Expenses*

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

Total Costs:	Federal	Local	State
\$2,713,000	\$1,500,000	\$1,500,000	\$325,000

TA-5173**Replacement Vehicles**

The City of Concord may apply for Federal capital assistance to support the purchase of bus and paratransit vehicles to support increases in service using Section 5307 funds.

Total Costs:	Federal	Local	State
\$500,000	\$425,000	\$75,000	\$0

Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities – FY 2025-2026

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

Section 5310 Operating (TA-5128B)

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

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

Section 5310 Program Administration (TA-5128C)

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

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

Section 5310 Capital (TA-5128A)

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

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

Section 5339 Bus and Bus Facility Program – FY 2025-2026**Bus and Bus Facilities – Routine Capital (TA-5130A)**

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

Total Costs:	Federal:	Local:	State:
\$250,000	\$400,000	\$100,000	N/A

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

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

Total Costs:	Federal:	Local:	State: N/A
\$2,300,000	\$2,000,000	\$300,000	N/A

Section 5303 Planning Assistance – FY 2025-2026

Planning Assistance – 5303 (TP-5118)

The City of Concord may apply for Federal planning assistance to support transit planning by the Cabarrus-Rowan MPO.

Total Costs:	Federal:	Local:	State:
\$157,000	\$125,000	\$16,000	\$16,000

Specific projects to be considered in FY2025-2026:

- System Consolidation and Implementation Plan (Rider Transit and CCTS)
- Cabarrus County Long Range Public Transit Master Plan revisioning (Connecting Cabarrus)
- ADA Transition Plan
- Rider Transit Bus Stop Amenity Program (ongoing)
- Public Transportation Agency Safety Plan
- Electronic fare collection system upgrade
- ADA paratransit and revenue service/supervisor flex vehicle replacement procurement
- Evaluation of microtransit opportunities
- Transit operations service provider procurement
- Third-party development of the DBE plan and program goal
- Transportation project(s) to support older adults and people with disabilities (5310 dependent)

**RESOLUTION APPROVING THE FY 2025-2026 PROGRAM OF PROJECTS FOR FEDERAL
AND STATE TRANSIT GRANTS FOR THE CABARRUS-ROWAN MPO**

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, the Federal Transit Administration provides Federal funds to support public transportation services under the Infrastructure Investment and Jobs (IIJA) Act; AND

WHEREAS, NCDOT provides matching funds for these grants in some instances and also provides a State Maintenance Assistance Grant; AND

WHEREAS, Federal regulations require the designated recipient, the City of Concord, and the Metropolitan Planning Organization to cooperatively develop an annual Program of Projects; AND

WHEREAS, the Metropolitan Planning Organization is empowered to conduct the public review and input process and to approve the Program of Projects; AND

WHEREAS, the Program of Projects must identify all projects to be funded with federal transit formula funds to include a project description, project costs, and applicable transit agency information; AND

WHEREAS, the operating and capital projects listed in the Program of Projects must be consistent with the Metropolitan Transportation Improvement Program and planning projects must be consistent with the Unified Planning Work Program; AND

WHEREAS, MPO area transit agencies, including the designated recipient City of Concord -- Rider Transit System, as well as the NCDOT will apply for and receive grants from the Federal Transit Administration consistent with the Program of Projects; AND

WHEREAS, the MPO and the City of Concord comply with and will ensure compliance to the provisions of Title VI of the Civil Rights Act of 1964; AND

WHEREAS, the MPO hereby assures and certifies compliance with the Federal Statutes, regulations, executive orders, the Section 5333(b) Labor Protection requirements, and all administrative requirements which relate to the applications made to and grants received from the Federal Transit Administration; AND

WHEREAS, on June 9, 2023 the Federal Highway Administration and the Federal Transit Administration jointly certified that the MPO substantially meets the federal metropolitan transportation planning requirements, for a period of four years;

NOW Therefore be it resolved, by the Cabarrus-Rowan Transportation Advisory Committee, to approve the FY 2025-2026 Program of Projects, dated January 28, 2026, on this, the 28th day of January 2026.

I, Meredith Smith, TAC Chair,
(Name of Certifying Official) *(Title of Certifying Official)*

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 TAC duly held on this, the 28th day of January, 2026.

Chair, Transportation Advisory Committee

Endorsement of Targets for Safety Performance Measures Established By NCDOT

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

WHEREAS the Highway Safety Improvement Program (HSIP) final rule (23 CFR Part 490) requires States to set targets for five safety performance measures by August 31, 2024, and;

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

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

WHEREAS, the NCDOT has officially established and reported the safety targets in the Highway Safety Improvement Program annual report dated August 31, 2025, and;

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

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

- For the 2026 Highway Safety Improvement Plan (HSIP), the goal is to reduce total fatalities by 33 percent each year from 1,585.2 (2020-2024 average) to 1,057 (2022-2026 average) by December 31, 2026.
- For the 2026 Highway Safety Improvement Plan (HSIP), the goal is to reduce the fatality rate by 35 percent from 1.353 (2020-2024 average) to 0.885 (2022-2026 average) by December 31, 2026.
- For the 2026 Highway Safety Improvement Plan (HSIP), the goal is to reduce total serious injuries by 41 percent from 5,236.8 (2020-2024 average) to 3,101.0 (2022-2026 average) by December 31, 2026.
- For the 2026 Highway Safety Improvement Plan (HSIP), the goal is to reduce the serious injury rate by 42 percent from 4.467 (2020-2024 average) to 2.585 (2022-2026 average) by December 31, 2026.
- For the 2026 Highway Safety Improvement Plan (HSIP), the goal is to reduce the total non-motorized fatalities and serious injuries by 41 percent from 712.6 (2020-2024 average) to 418.7 (2022-2026 average) by December 31, 2026.

Date: _____

By: _____
Meredith Smith, TAC Chair

DATE: September 30, 2025

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

FROM: Shawn A. Troy, PE
State Traffic Safety Engineer
Transportation Mobility & Safety Division

SUBJECT: Safety Performance Measures – FHWA Assessment and 2026 Targets



DocuSigned by:
Shawn Troy
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Background

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

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

These targets are established annually, are based on 5-year rolling averages, and are for calendar years. North Carolina state targets are set in agreement with our [Strategic Highway Safety Plan \(SHSP\)](#) goals. The SHSP goals are developed through collaborative efforts of a diverse group of stakeholders including state, regional, and local partners (including MPOs). The goal of the most recent (2024) SHSP is to reduce fatalities and serious injuries by half by 2035, moving towards zero by 2050.

North Carolina Safety Performance Target Achievement Determination

Earlier this year, FHWA completed an assessment of target achievement for NCDOT's calendar year (CY) 2023 safety targets, based on the 5-year averages for 2019-2023 for each measure. As per 23 CFR 490.211(c)(2), a State Department of Transportation (DOT) has met or made significant progress towards meeting its safety performance targets when at least four of the safety performance targets established under 23 CFR 490.209(a) have been met or the actual outcome is better than the baseline performance. **Based on FHWA's review, North Carolina has not met or made significant progress toward achieving its safety performance targets.** As a result, NCDOT must ensure that all HSIP safety funds are obligated and must develop an HSIP Implementation Plan that describes actions the State will take to meet or make significant progress toward achieving its targets. Table 1 below provides a summary of the target achievement determination at the state level.

Table 1: North Carolina Safety Performance Target Achievement Determination Summary for CY 2023.

Performance Measures	Target	Actual	Baseline	Target Achieved?	(Actual) Better than Baseline?	Met or Made Significant Progress?
	2019 - 2023	2019 - 2023	2017 - 2021			
Number of Fatalities	1,202.2	1,576.0	1,507.2	No	No	No
Rate of Fatalities	1.011	1.346	1.290	No	No	
Number of Serious Injuries	3,423.0	5,217.0	4,898.4	No	No	
Rate of Serious Injury	2.863	4.442	4.186	No	No	
Number of Non-Motorized Fatalities and Serious Injuries	468.2	691.8	625.2	No	No	

Table 2 below shows what this determination would look like if the state's methodology for establishing the CY 2023 goal was applied to crash data specific to Cabarrus-Rowan MPO.

Table 2: Cabarrus-Rowan MPO Safety Performance Target Achievement Determination Summary for CY 2023.

Performance Measures	5-Year Rolling Averages			Target Achieved?	(Actual) Better than Baseline?	Met or Made Significant Progress?
	Target	Actual	Baseline			
	2019 - 2023	2019 - 2023	2017 - 2021			
Fatalities (5 Year Average)	33.9	54.4	46.0	No	No	No
Fatality Rate (5 Year Average)	0.907	1.442	1.238	No	No	
Serious Injuries (5 Year Average)	103.7	139.4	136.0	No	No	
Serious Injury Rate (5 Year Average)	2.760	3.689	3.644	No	No	
Non-Motorized Fatalities and Serious Injuries (5 Year Average)	11.4	20.4	19.2	No	No	

2026 State Safety Performance Targets

2026 state safety performance targets were submitted to FHWA on August 31st, as required, with the submission of the annual Highway Safety Improvement Program (HSIP) report. These targets reflect the 2024 SHSP goal to reduce fatalities and serious injuries by half by 2035, moving towards zero by 2050. The calculated targets are shown in Table 3 below. More detailed information about each target can be found at this [link](#).

Table 3: North Carolina Calendar Year 2026 Safety Performance Targets.

Performance Measure	CY 2026
Number of Fatalities	1,057.0
Rate of Fatalities	0.885
Number of Serious Injuries	3,101.0
Rate of Serious Injuries	2.585
Number of Non-Motorized Fatalities & Serious Injuries	418.7

2026 Cabarrus-Rowan MPO Safety Performance Targets

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

Table 4: Cabarrus-Rowan MPO Specific Safety Performance Targets.

Year	Fatalities (5 Year Average)	Fatality Rate (5 Year Average)	Serious Injuries (5 Year Average)	Serious Injury Rate (5 Year Average)	Non-Motorized Fatalities and Serious Injuries (5 Year Average)
2015 – 2019	40.4	1.087	121.8	3.249	13.4
2016 – 2020	42.0	1.136	132.6	3.569	15.4
2017 – 2021	46.0	1.238	136.0	3.644	19.2
2018 – 2022	51.4	1.373	135.8	3.620	18.4
2019 - 2023	54.4	1.442	139.4	3.689	20.4
2020 - 2024	57.4	1.496	141.0	3.683	20.8
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2026 Target	29.7	0.788	91.9	2.428	10.1

Next Steps

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

FHWA guidance allows each MPO to establish safety performance targets by either agreeing to plan and program projects so that they contribute toward the accomplishments of the State DOT performance targets or committing to quantifiable HSIP targets for their specific MPO area. If an MPO establishes its own targets, it will need to do so in coordination with the State per FHWA guidelines. The Traffic Safety Unit is available to facilitate this coordination. As a reminder, MPOs must establish safety performance targets no later than February 27 of each year per FHWA guidance. If you have not already done so, please transmit a signed adoption resolution indicating the establishment of safety targets for your MPO or supporting the state's targets to Daryl Vreeland (dvreeland@ncdot.gov) in the Transportation Planning Division just as you have in previous years. An adoption resolution template can be found at this [link](#).

Finally, a NCDOT Traffic Safety website has been established to communicate safety information to the public. A few direct links that may be of specific interest to MPOs can be found below:

- Main NCDOT Traffic Safety Unit website: [link](#)
- Mapped safety data: [link](#)
 - Here you can find a variety of spatial datasets related to traffic safety, including: fatal and serious injury crashes, pedestrian and bicycle crashes, safety projects (completed and funded), and several interactive map-based dashboards that allows the user to select an area of interest for more specific crash statistics.
- Pedestrian Safety Improvements: [link](#)
 - Here you will find information related to NCDOT's pedestrian safety programs, as well as several new guidance documents related to pedestrian safety.

Please contact me directly at (919) 814-5010 or stroy@ncdot.gov, or Brian Murphy at (919) 814-4948 or bgrmurphy@ncdot.gov for further questions or discussion.

SAT/mma

cc: Alpesh Patel
Daryl Vreeland, AICP
George Hoops, PE
Brian Murphy, PE

MINUTES
TRANSPORTATION ADVISORY COMMITTEE

Wednesday, October 22, 2025

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

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Steve Miller
Larry Pittman
Dillon Brewer
Jim Greene
Brittany Barnhardt
Deloris High
Ryan Dayvault
Meredith Bare Smith
Justin Simpson
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Cabarrus County
Town of Rockwell
Rowan County
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City of Kannapolis
Town of Landis
Town of Mt. Pleasant
Town of China Grove

Others

Phil Conrad
Sean Epperson
John Rhyne
Connie Cunningham
Albert Smith
Karla Leonard
Emily Stupka
Terry Crawford
Barbara Mallet
Wilmer Melton
Hasam Obias
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NCDOT-TPD
NCDOT-Division 9

Call to Order

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

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

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

Director Conrad then reported to the TAC members that Mr. Graham Bennett has been appointed to the North Carolina Transportation Board. He also reported that Mr. Daniel Johnson has been appointed as the upcoming NC Department of Transportation Secretary.

CRMPO TAC Vice Chairman Smith continued with the meeting and asked for any Chamber of Commerce updates. Mrs. Karla Leonard representing the Rowan Chamber reported to the TAC members that the government shutdown has been problematic in working with the federal officials.

TAC Vice Chairman Smith then asked if there were any speakers from the floor. With none heard she moved onto the consent agenda.

TAC Vice Chairman Smith then requested any adjustments to Consent Agenda for the night's meeting. The only item under the Consent Agenda was the RIDER Transit Program of Projects. Director Conrad briefly reviewed the item for the members. With no adjustments being heard, Mr. Ryan Dayvault made a motion to approve the Consent Agenda as presented. Mr. Justin Simpson seconded the motion and after no questions or discussion, the TAC members voted unanimously to approve.

Approval of August 27, 2025 Minutes

TAC Vice Chairman Smith called members' attention to the minutes from the August 27, 2025 TAC meeting included in their meeting packets. Vice Chairman Smith asked if there were any corrections or additions to the minutes. With no corrections or additions heard, Mr. Dillon Brewer made a motion to approve the minutes as presented. Mrs. Brittney Barnhardt seconded the motion, and the TAC members followed with a unanimous vote to approve.

FY 2024-2033 MTIP Modification #12

Director Conrad reminded the TAC members that CRMPO MPO staff typically brings amendments or modifications from recent NCDOT Board of Transportation agendas to TCC/TAC for consideration. The first project modifications were statewide project additions: BN-0031, M-0392ADIV, M-0392AREG, HV-0001, and M-0392ASW. The second project modification is to add the 8th Street Greenway Hawk Signal (BL-0177). The third project modification is to add the Midlake Avenue Sidewalk project (BL0178). The fourth project modification is to add engineering for the McCanless Road interchange project in FY 26 (BL-0176). The fifth project modification is to add the NC 3 and Windy Road roundabout (HL-0177). The sixth project modification is to add the Weddington Road and Rock Hill Church Road roundabout (HL-0178). The seventh project modification is to increase the cost greater than \$2 million or 25 percent for the Main Street Pedestrian Safety Improvements (HL-0064). The eighth project modification is to delay right-of-way to FY 26 for the Bethpage Road sidewalk (C-5603F). The ninth project modification is to delay right-of-way to FY 26 for the US 601/Flowes Store Road intersection improvements (C-5603I). The tenth project is to delay construction to FY 26 for the Concord Citywide Signal System project (HL-0123). The eleventh project is to add utilities in FY 26 for the US 29/Cannon Blvd intersection improvements (U-5761).

After review Director Conrad called members' attention to Attachment 3 which was a resolution modifying the MTIP for these projects. With no questions or comments being heard, Mr. Ryan

Dayvault made a motion to endorse modification #12 to the FY 2024-2033 MTIP. Mr. Justin Simpson seconded that motion and the CRMPO TAC members voted unanimously to approve.

Functional Classification System Review

CRMPO Director Phil Conrad introduced Ms. Emily Stupka to the members who provided a Power Point presentation on the Functional Classification system. Ms. Stupka explained that Functional Classification is the process by which streets and highways are grouped into classes, or systems according to the character of service they are intended to provide. She reported that highways fall into one of four broad categories: principal arterials, minor arterials, collector roads, and local roads and are based on whether the area is urban or rural.

Following the 2020 US Census and designation of urban area boundaries, the NCDOT conducted a review of the functional classification system. NCDOT staff has provided maps and AADT point shapefiles to conduct this review.

After her presentation, Director Conrad highlighted Attachment 4A which was a list of the proposed functional classification system changes. Director Conrad reviewed the changes and explained that some changes were necessary to keep the list current. With no comments or questions being heard, Mr. Dillon Brewer made a motion to endorse the proposed Functional Classification System with the changes presented. Mr. Justin Simpson seconded that motion and the TAC members voted unanimously to approve.

Performance Based Planning Safety Targets

Director Conrad explained to the TAC members that the federal transportation legislation requires that State DOTs and MPOs adopt performance-based planning as a component of the metropolitan transportation planning process. He went on to state that NCDOT has released the next round of safety targets for North Carolina and it is up to each MPO to either adopt these targets or devise their own targets. He reported that the proposed safety targets will be published on the CRMPO's website.

Director Conrad noted Attachment 6 in their meeting packets which was a draft resolution in support of the new safety targets for 2026. He reviewed the information with a presentation that was also provided the CRMPO TCC earlier in the month. After review and no comments or questions being heard, Mr. Dillon Brewer made a motion to release the Safety Targets for public comment. Mrs. Brittany Barnhardt seconded the motion and the TAC members voted unanimously to approve.

2055 MTP and Transportation Conformity Update

Director Conrad reported to the TAC members that Cabarrus-Rowan MPO and the Metrolina Regional Partners have been working on the Transportation Conformity Analysis and Determination Report. He explained that this report demonstrates that the financially constrained MTP's in the Metrolina Region meet national ambient air quality standards. It also certifies that

the Transportation Improvement Program (TIP) is a subset of the 2055 MTP, and that the Conformity Report is consistent with the approved State Implementation Plan (SIP) by EPA.

Director Conrad explained that this update requires a lot of detailed data collection. He reviewed an excerpt of the prior Report with the members. After the review and with no questions or comments heard, Mr. Justin Simpson made a motion to release the 2055 MTP and Metrolina Conformity Determination Report for public comment when it became available. Mr. Steve Miller seconded the motion and the CRMPO TAC members voted unanimously to approve.

Reports/CRMPO Business

1. Local Reports - NCDOT Division 9 & 10 – Mr. John Rhyne, NCDOT Division 9 reported to the TAC members that Division 9 updates were included in their meeting packet.

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

Mr. Alpesh Patel, NCDOT TPD Director, provided the members with a power point presentation outlining goals and objectives for updating the Transportation Planning Department. He reviewed the planning, prioritization and programing aspects of the Department as well as future initiatives.

2. Mr. Sean Epperson addressed the TAC members and provided a power point presentation update on the George Liles/Kannapolis Parkway Lighting project. After the presentation Mr. Epperson reported that the project should be completed by October 30, 2026.
3. CMAQ Priority Submittal and Funding Update – Director Conrad reported updates on the Town of Mt. Pleasant's CMAQ project and stated that project planning is underway.
4. FY 26 Special Studies – Director Conrad reported that there are funds available.
5. FY 26 Bike and Ped Demonstration Planning Studies – Director Conrad reported that there are funds available.
6. Federal Funding Swap Memo – Director Conrad noted a memo in their packets concerning the recent Federal Funding Swap.

Informational Items

- New NCDOT Secretary Daniel Johnson
- RIDER Transit and Salisbury Transit Ridership Information - Phil highlighted the ridership information included in the TAC packets.

Next Meeting : November 19, 2025

Adjournment

With no other business to bring before the TAC, Mr. Dillon Brewer made a motion that the meeting be adjourned. Mrs. Brittney Barnhardt seconded the motion, and the TAC meeting was adjourned.

RESOLUTION ADOPTING MODIFICATION #2 TO THE CABARRUS-ROWAN
METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM
FOR FY 2026-2035

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 2026-2035 Transportation Improvement Program, dated October 1, 2025, 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 2026-2035 Metropolitan Transportation Improvement Program dated October 1, 2025, for the Cabarrus Rowan Urban Area Metropolitan Planning Organization be modified as listed above on this the 28th day of January 2026.

I, Meredith Smith, Transportation Advisory Committee Chair, do hereby certify that the above is a true and correct copy of the excerpt from the minutes of a meeting of the Cabarrus-Rowan Transportation Advisory Committee, duly held on the 28th day of January 2026.

Meredith Smith, Chair
Transportation Advisory Committee

Modifications to the 2026-2035 STIP

Statewide project additions: BO-2426, M-0417, TA-6665, TC-0018, TC-0021, TM-0028, TM-0029, TM-0032, TO-0004, TQ-6954, and TU-0011.

- The second project modification is to install rumble strips and pavement markings on NC 152 (HS-2409F).
- The third project modification is to delay construction to FY 26 for the Old Concord Road Sidewalk project (C-5603D).
- The fourth project modification is to delay construction to FY 26 for the Brenner Avenue sidewalk project (C-5603H).
- The fifth project modification is to delay construction to FY 26 for the Grants Creek Greenway at Catawba College (EB-5619B).
- The sixth project modification is to delay construction to FY 27 for the Grants Creek Greenway at Kelsey Scott Park (EB-5619C).
- The seventh project modification is to delay utilities to FY 26 and construction to FY 27 for the Main Street Sidewalk project (HL-0064).
- The eighth project modification is to add the E. Franklin Street sidewalk project with construction in FY 29 (BN-0033).
- The ninth project modification is to delay construction to FY 27 for the Brenner Avenue safety project (HL-0049).

REVISIONS TO THE 2024-2033 STIP AND 2026-2035 STIP
HIGHWAY PROGRAM

STATEWIDE PROJECT

STIP ADDITIONS

* BO-2426 STATEWIDE PROJ.CATEGORY DIVISION	- STATEWIDE PROJECT	VARIOUS, LOCATIONS STATEWIDE. FUNDING FOR NATIONAL RECREATIONAL TRAILS. <u>ADD PROJECT AT THE REQUEST OF THE DIVISION OF PLANNING AND PROGRAMMING.</u>	CONSTRUCTION	FY 2026 -	\$1,600,000	(TA)
				FY 2027 -	\$1,600,000	(TA)
* M-0417 STATEWIDE PROJ.CATEGORY EXEMPT	- STATEWIDE PROJECT	VARIOUS, LOCATIONS STATEWIDE. FUNDING FOR HIGHWAY USE TAX EVASION – INTERGOVERNMENTAL EFFORTS. FUNDING IS USED FOR WORKFORCE DEVELOPMENT AND QUALITY MANAGEMENT, MOTOR FUEL EXAMINATIONS, INVESTIGATIONS OPERATIONS, CRITICAL SYSTEM UPGRADES AND PROGRAM MAINTENANCE. <u>ADD PROJECT AT THE REQUEST THE DIVISION OF PLANNING AND PROGRAMMING. DP REPRESENTS HIGHWAY USE TAX EVASION GRANT.</u>	IMPLEMENTATION	FY 2028 -	\$1,600,000	(TA)
				FY 2029 -	\$1,600,000	(TA)
				FY 2030 -	\$1,600,000	(TA)
				FY 2031 -	\$1,600,000	(TA)
				FY 2032 -	\$1,600,000	(TA)
				FY 2033 -	\$1,600,000	(TA)
				AFTER FY 2033 -	<u>\$6,400,000</u>	(TA)
					\$19,200,000	
				FY 2026 -	<u>\$1,172,000</u>	(DP)
					\$1,172,000	

* INDICATES FEDERAL AMENDMENT

**REVISIONS TO THE 2024-2033 STIP AND 2026-2035 STIP
HIGHWAY PROGRAM**

CABARRUS-ROWAN URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP ADDITIONS

* HS-2409F ROWAN PROJ.CATEGORY REGIONAL	- CABARRUS-ROWAN URBAN AREA METROPOLITAN PLANNING ORGANIZATION(PATTERSON STREET/BROWN ROAD). INSTALL RUMBLE STRIPES AND 6-INCH LONG LIFE PAVEMENT MARKINGS.	NC 152, IREDELL COUNTY LINE TO SR 1211	CONSTRUCTION	FY 2026 - \$620,000 (HSIP) \$620,000
<u><i>ADD PROJECT BREAK AT THE REQUEST OF THE TRANSPORTATION MOBILITY AND SAFETY DIVISION.</i></u>				

STIP MODIFICATIONS

C-5603D ROWAN PROJ.CATEGORY EXEMPT	- CABARRUS-ROWAN URBAN AREA METROPOLITAN PLANNING ORGANIZATION1007 (JAKE ALEXANDER BOULEVARD). CONSTRUCT SIDEWALK.	SR 1002 (OLD CONCORD ROAD), RYAN STREET TO SR 1007 (JAKE ALEXANDER BOULEVARD).	CONSTRUCTION	FY 2026 - \$1,560,000 (CMAQ) FY 2026 - \$390,000 (L(M)) \$1,950,000
<u><i>TO REFLECT THE LATEST DELIVERY SCHEDULE, DELAY CONSTRUCTION FROM FY 25 TO FY 26.</i></u>				
C-5603H ROWAN PROJ.CATEGORY EXEMPT	- CABARRUS-ROWAN URBAN AREA METROPOLITAN PLANNING ORGANIZATIONBOULEVARD) TO WEST HORAH STREET, AND AT LINK AVENUE IN SALISBURY. CONSTRUCT SIDEWALKS AND ADD TURN LANES AT LINK AVENUE.	BRENNER AVENUE, SR 2094 (STATESVILLE BOULEVARD) TO WEST HORAH STREET, AND AT LINK AVENUE IN SALISBURY. CONSTRUCT SIDEWALKS AND ADD TURN LANES AT LINK AVENUE.	CONSTRUCTION	FY 2026 - \$970,000 (CMAQ) FY 2026 - \$305,000 (CRPANY) FY 2026 - \$243,000 (L(M)) FY 2026 - \$76,000 (L) \$1,594,000
<u><i>TO REFLECT THE LATEST DELIVERY SCHEDULE, DELAY CONSTRUCTION FROM FY 25 TO FY 26.</i></u>				

EB-5619B ROWAN PROJ.CATEGORY DIVISION	- CABARRUS-ROWAN URBAN AREA METROPOLITAN PLANNING ORGANIZATIONMEADOWBROOK NEIGHBORHOOD TO SOUTH OF STATESVILLE BOULEVARD IN SALISBURY. CONSTRUCT MULTI-USE PATH.	GRANTS CREEK GREENWAY, CATAWBA COLLEGE AND MEADOWBROOK NEIGHBORHOOD TO SOUTH OF STATESVILLE BOULEVARD IN SALISBURY. CONSTRUCT MULTI-USE PATH.	CONSTRUCTION	FY 2026 - \$1,380,000 (BGDA) FY 2026 - \$345,000 (L(M)) \$1,725,000
<u><i>TO REFLECT THE LATEST DELIVERY SCHEDULE, DELAY CONSTRUCTION FROM FY 25 TO FY 26.</i></u>				

* INDICATES FEDERAL AMENDMENT

**REVISIONS TO THE 2024-2033 STIP AND 2026-2035 STIP
HIGHWAY PROGRAM**

CABARRUS-ROWAN URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

EB-5619C ROWAN PROJ.CATEGORY DIVISION	- CABARRUS-ROWAN URBAN AREA METROPOLITAN PLANNING ORGANIZATION	GRANTS CREEK GREENWAY, SOUTH OF STATESVILLE BOULEVARD TO KELSEY SCOTT PARK ALONG WILTSIRE PLACE, EAST COLONIAL DRIVE, AND SOUTH MCCOY ROAD IN SALISBURY. CONSTRUCT MULTI-USE PATH.	RIGHT-OF-WAY UTILITIES CONSTRUCTION	FY 2026 -	\$52,000	(BGDA)
				FY 2026 -	\$13,000	(L(M))
HL-0049 ROWAN PROJ.CATEGORY DIVISION	- CABARRUS-ROWAN URBAN AREA METROPOLITAN PLANNING ORGANIZATION	BRENNER AVENUE, US 70 / US 601 (JAKE ALEXANDER BOULEVARD) TO MILFORD HILLS ROAD IN SALISBURY. CONSTRUCT MEDIAN AND CONSTRUCT ROUNDABOUT AT MILFORD HILLS ROAD.	RIGHT-OF-WAY UTILITIES CONSTRUCTION	FY 2026 -	\$11,000	(BGDA)
				FY 2026 -	\$3,000	(L(M))
HL-0064 ROWAN PROJ.CATEGORY DIVISION	- CABARRUS-ROWAN URBAN AREA METROPOLITAN PLANNING ORGANIZATION	US 29 (MAIN STREET), KERR STREET TO HORAH STREET IN SALISBURY. CONSTRUCT PEDESTRIAN SAFETY IMPROVEMENTS.	CONSTRUCTION	FY 2026 -	\$160,000	(BGDA)
				FY 2026 -	\$40,000	(L(M))
		<u>TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN, DELAY RIGHT-OF-WAY AND UTILITIES FROM FY 25 TO FY 26 AND CONSTRUCTION FROM FY 26 TO 27.</u>		FY 2027 -	\$473,000	(BGDA)
				FY 2027 -	\$1,601,000	(TADA)
		<u>TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN, DELAY RIGHT-OF-WAY AND UTILITIES FROM FY 25 TO FY 26 AND CONSTRUCTION FROM FY 26 TO 27.</u>		FY 2027 -	\$518,000	(L(M))
				FY 2028 -	\$684,000	(BGDA)
		<u>TO REFLECT THE LATEST DELIVERY SCHEDULE, DELAY CONSTRUCTION FROM FY 25 TO FY 26.</u>		FY 2028 -	\$171,000	(L(M))
					\$3,661,000	
				FY 2026 -	\$4,809,000	(BGDA)
				FY 2026 -	\$1,202,000	(L(M))
				FY 2027 -	\$10,568,000	(BGDA)
				FY 2027 -	\$2,642,000	(L(M))
					\$19,221,000	

* INDICATES FEDERAL AMENDMENT

REVISIONS TO THE 2024-2033 STIP AND 2026-2035 STIP
HIGHWAY PROGRAM

CABARRUS-ROWAN URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

HL-0064	- CABARRUS-ROWAN URBAN AREA	US 29 (MAIN STREET), KERR STREET TO HORAH	UTILITIES	FY 2026 -	\$2,609,000	(BGDA)
ROWAN	METROPOLITAN PLANNING ORGANIZATION	STREET IN SALISBURY. CONSTRUCT PEDESTRIAN		FY 2026 -	\$652,000	(L(M))
PROJ.CATEGORY		SAFETY IMPROVEMENTS.	CONSTRUCTION	FY 2026 -	\$4,809,000	(BGDA)
DIVISION		<u>TO REFLECT LATEST DELIVERY SCHEDULE, DELAY</u>		FY 2026 -	\$1,202,000	(L(M))
		<u>UTILITIES FROM FY 24 TO FY 26. MODIFY SCOPE AT</u>		FY 2027 -	\$10,568,000	(BGDA)
		<u>THE REQUEST OF THE DIVISION.</u>		FY 2027 -	<u>\$2,642,000</u>	(L(M))
					\$22,482,000	

REVISIONS TO THE 2026-2035 STIP
HIGHWAY PROGRAM

STATEWIDE PROJECT

STIP MODIFICATIONS

TA-6665 STATEWIDE PROJ.CATEGORY PUBLIC TRANS	- STATEWIDE PROJECT	STATEWIDE, SYSTEMWIDE. FUNDING FOR 5311 CAPITAL PROJECTS FOR RURAL AREAS. <u>ADD FUNDS IN FY 26 AT THE REQUEST OF THE INTEGRATED MOBILITY DIVISION.</u>	CAPITAL	FY 2026 - \$10,000,000 (S) FY 2026 - \$10,000,000 (L) FY 2026 - <u>\$20,000,000</u> (5311) \$40,000,000
TC-0018 STATEWIDE PROJ.CATEGORY PUBLIC TRANS	- STATEWIDE PROJECT	NCDOT, SYSTEMWIDE. FUNDING FOR 5310 CAPITAL PROJECTS FOR RURAL AND URBAN AREAS. <u>ADD FUNDS IN FY 26 AT THE REQUEST OF THE INTEGRATED MOBILITY DIVISION.</u>	CAPITAL	FY 2026 - \$3,000,000 (S) FY 2026 - \$3,000,000 (L) FY 2026 - <u>\$6,000,000</u> (5310) \$12,000,000
TC-0021 STATEWIDE PROJ.CATEGORY PUBLIC TRANS	- STATEWIDE PROJECT	NCDOT, SYSTEMWIDE. FUNDING FOR 5339 STATEWIDE RURAL. <u>ADD FUNDS IN FY 26 AT THE REQUEST OF THE INTEGRATED MOBILITY DIVISION.</u>	CAPITAL	FY 2026 - \$7,000,000 (S) FY 2026 - \$7,000,000 (L) FY 2026 - <u>\$11,000,000</u> (5339) \$25,000,000
TM-0028 STATEWIDE PROJ.CATEGORY PUBLIC TRANS	- STATEWIDE PROJECT	NCDOT, VARIOUS LOCATIONS. FUNDING FOR OPERATING ASSISTANCE FOR FTA GRANTS. <u>ADD FUNDS IN FY 26 AT THE REQUEST OF THE INTEGRATED MOBILITY DIVISION.</u>	OPERATIONS	FY 2026 - \$17,000,000 (L) FY 2026 - <u>\$17,000,000</u> (5311) \$34,000,000

* INDICATES FEDERAL AMENDMENT

REVISIONS TO THE 2026-2035 STIP
HIGHWAY PROGRAM

STATEWIDE PROJECT

STIP MODIFICATIONS

TM-0029 STATEWIDE PROJ.CATEGORY PUBLIC TRANS	- STATEWIDE PROJECT	NCDOT, VARIOUS LOCATIONS. 5311 STATE ADMINISTRATIVE FUNDS FOR FTA GRANTS. <u>ADD FUNDS IN FY 26 AT THE REQUEST OF THE INTEGRATED MOBILITY DIVISION.</u>	ADMINISTRATIVE	FY 2026 - <u>\$6,000,000</u> (5311) \$6,000,000
TM-0032 STATEWIDE PROJ.CATEGORY PUBLIC TRANS	- STATEWIDE PROJECT	NCDOT, VARIOUS LOCATIONS. 5311(F) INTERCITY BUS FUNDS FOR FTA GRANTS. <u>ADD FUNDS IN FY 26 AT THE REQUEST OF THE INTEGRATED MOBILITY DIVISION.</u>	OPERATIONS	FY 2026 - <u>\$2,000,000</u> (S) FY 2026 - <u>\$8,000,000</u> (L) FY 2026 - <u>\$10,000,000</u> (5311) \$20,000,000
TO-0004 STATEWIDE PROJ.CATEGORY PUBLIC TRANS	- STATEWIDE PROJECT	STATEWIDE, SYSTEMWIDE. SYSTEM SAFETY OVERSIGHT GRANT FOR RAIL DIVISION NCDOT. <u>ADD FUNDS IN FY 26 AT THE REQUEST OF THE INTEGRATED MOBILITY DIVISION.</u>	CAPITAL	FY 2026 - <u>\$400,000</u> (S) FY 2026 - <u>\$1,000,000</u> (SSO) \$1,400,000
TQ-6954 STATEWIDE PROJ.CATEGORY PUBLIC TRANS	- STATEWIDE PROJECT	STATEWIDE, SYSTEMWIDE. FUNDING FOR SECTION 5310 FOR RURAL PROJECT. <u>ADD FUNDS IN FY 26 AT THE REQUEST OF THE INTEGRATED MOBILITY DIVISION.</u>	OPERATIONS	FY 2026 - <u>\$3,000,000</u> (L) FY 2026 - <u>\$3,000,000</u> (5310) \$6,000,000

* INDICATES FEDERAL AMENDMENT

REVISIONS TO THE 2026-2035 STIP
HIGHWAY PROGRAM

STATEWIDE PROJECT

STIP MODIFICATIONS

TU-0011	- STATEWIDE PROJECT	NCDOT, SYSTEMWIDE. NCDOT-IMD STATEWIDE METROPOLITAN PLANNING (SECTION 5303 AND 5304) PROGRAM FUNDS TO SUPPORT THE INTEGRATED MOBILITY DIVISION URBAN TRANSIT TECHNICAL ASSISTANCE AND PLANNING ACTIVITIES	PLANNING	FY 2026 - \$900,000 (S)
STATEWIDE				FY 2026 - \$900,000 (L)
PROJ.CATEGORY				FY 2026 - <u>\$4,200,000</u> (5303)
PUBLIC TRANS				\$6,000,000

ADD FUNDS IN FY 26 AT THE REQUEST OF THE INTEGRATED MOBILITY DIVISION.

REVISIONS TO THE 2026-2035 STIP
HIGHWAY PROGRAM

CABARRUS-ROWAN URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP ADDITIONS

* BN-0033	- CABARRUS-ROWAN URBAN AREA	E. FRANKLIN STREET. N. MAIN STREET TO BLUEBERRY	ENGINEERING	FY 2026	\$307,000	(CMAQ)
CABARRUS	METROPOLITAN PLANNING ORGANIZATION	STREET. CONSTRUCT SIDEWALK AND CURB AND		FY 2026	\$77,000	(L)
PROJ. CATEGORY		GUTTER ON THE SOUTHERN SIDE OF E. FRANKLIN	RIGHT-OF-WAY	FY 2027	\$332,000	(CMAQ)
EXEMPT		STREET FROM N. MAIN STREET TO BLUEBERRY		FY 2027	\$83,000	(L(M))
		STREET AND NORTHERN SIDE OF E. FRANKLIN	UTILITIES	FY 2027	\$332,000	(CMAQ)
		STREET FROM B STREET TO CROWELL STREET.		FY 2027	\$83,000	(L(M))
		<u>ADD PROJECT AT THE REQUEST OF STRATEGIC</u>	CONSTRUCTION	FY 2029	\$1,589,000	(CMAQ)
		<u>INITIATIVES AND PROGRAM SUPPORT.</u>		FY 2029	\$397,000	(L(M))
						\$3,200,000

* INDICATES FEDERAL AMENDMENT

Thursday, January 8, 2026

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

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

2026-2035 Transportation Improvement Program

2055 Metropolitan Transportation Plan

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

(2008 8-hour Ozone)

(1997 8-hour Ozone)

March XX, 2026

Prepared by:

The Cabarrus-Rowan Metropolitan Planning Organization as an agent of:

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

In cooperation with:

The North Carolina Department of Environmental Quality
Division of Air Quality

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.crmpo.org, gclmpo.org and www.crtpo.org.

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1.0 Introduction

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Therefore, transportation conformity for the 1997 8-hour ozone NAAQS for the Metrolina Area [Cabarrus-Rowan Metropolitan Planning Organization (CRMPO), Gaston-Cleveland-Lincoln Metropolitan Planning Organization (GCLMPO), and Charlotte Regional Transportation Planning Organization (CRTPO)] and NC Department of Transportation (NCDOT) FY 2026 – 2035 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 (BIB). The conformity determination for the FY 2026-2035 Transportation Improvement Program is based primarily on a regional emissions analysis that utilized the transportation networks in adopted and conforming 2055 Metropolitan Transportation Plans and the resulting emissions modeled by the North Carolina Division of Air Quality. The Transportation Conformity Determination for the 2055 MTP updates for the Metrolina Area will be completed on April XX, 2026. The Conformity Determination Report (CDR) for the 2055 MTP updates is available on the following websites:

- Cabarrus-Rowan MPO:
<http://crmpo.org/Plans/Transportation-Conformity>
- Gaston-Cleveland-Lincoln MPO:
<https://gclmpo.org/projects-plans-programs/gclmpo-plans-programs/metropolitan-transportation-plan-mtp/>
- Charlotte Regional TPO:
<https://crtpo.org/resources/air-quality/>

The FY 2026-2035 TIPs for the Metrolina Area contain a number of project changes which should be included in the 2055 MTP and Transportation Conformity Determination for the Metrolina Area. The 2055 MTP conformity determination for the Metrolina area includes a new regional emissions analysis that ensures that the FY 2026-2035 TIPs are direct subsets of the 2055 MTPs.

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

Transportation Conformity Determinations for the 2055 MTP amendments for the Metrolina Area were approved as follows:

- Cabarrus-Rowan MPO: March 25, 2026

- Gaston-Cleveland-Lincoln MPO: March 26, 2026
- Charlotte Regional Transportation Planning Organization: March 18, 2026
- The North Carolina Department of Transportation (NCDOT) (for the donut portion in Union County in the Metrolina Ozone Maintenance Area): March 29 **XX**, 2026

By these actions, the MPOs and NCDOT demonstrated that the 2055 MTP's 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 2055 MTP's demonstrating that emissions in each of the analysis years of the MTP (2025, 2035, 2045, and 2055) 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 2055 MTP's include the timing of regionally significant projects included in the FY 2026-2035 TIP for the Metrolina Area. A new regional emissions analysis was conducted for this transportation conformity determination to reflect the appropriate horizon year for these regionally significant projects. As agreed upon by the interagency consultation partners, the regional emissions analysis work for this process began on September 29, 2025 and was completed on November 25, 2025. Details related to the interagency consultation associated with this conformity determination can be found in Appendix C.

Non-exempt projects in the 2055 MTP's are required to be part of travel demand model assumptions for the appropriate analysis year. All projects are included in the travel model assumptions for the appropriate horizon year. The 2055 MTP's provide an opportunity to incorporate the most current cost estimates as required in the fiscal constraint requirements. This conformity analysis will focus on the regionally significant 2055 MTP projects presented in Appendix D as reviewed by the Interagency partners on November 3, 2025. There were no regionally significant projects in the Donut area.

FISCAL CONSTRAINT DETERMINATION

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

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

Assumptions for revenues and expenditures are the same as shown in the original 2055 MTP Conformity Determination Report because overall costs of projects did not change significantly.

2.0 Relationship of the MTP and TIP

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

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

This report documents that the TIPs for FY 2026-2035 are a direct subset of the 2055 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 2055 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 2055 MTPs conform to the provisions of the CAAA of 1990, MAP-2, and BIB. Also, the 2055 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 2055 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 2025-2036 TIP has undergone interagency consultation as required in the North Carolina Administrative Code Title 15A Subpart 02D .0201-.0203 inclusive. Interagency consultation meetings involving the MPOs, NCDOT, NCDAQ, FHWA and USEPA- Region 4 were held on September 29, 2025. A summary of issues raised and responses, along with any written agency comments, are provided in Appendix I.

6.0 Public Involvement

The FY 2026-2035 TIP and 2055 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 July 15, 2024. The horizon years for this conformity determination are 2026, 2035, 2045, and 2055. The 2026 MVEB will be used for years 2026, 2035, 2045, and 2055.

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

Cabarrus-Rowan MPO		
	2014	2026
NOx	11,814	6,543
VOC	7,173	4,753

Gaston Cleveland Lincoln MPO		
	2014	2026
NOx	10,079	5,117
VOC	5,916	3,583

Charlotte Regional TPO- Rocky River RPO		
	2014	2026
NOx	32,679	22,417
VOC	18,038	13,818

8.0 Emission Comparison Summary Tests by Location and Pollutants

Ozone

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

CRMPO Emissions Comparison Summary (kilograms/day)				
Year	NOx		VOC	
	MTP Emissions	SIP Budget	MTP Emissions	SIP Budget
2026	4,321	6,543	3,130	4,753
2035	1,682	6,543	2,190	4,753
2045	1,287	6,543	1,970	4,753
2055	1,354	6,543	1,925	4,753

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

GCLMPO Emissions Comparison Summary (kilograms/day)				
Year	NOx		VOC	
	MTP Emissions	SIP Budget	MTP Emissions	SIP Budget
2026	3,947	5,117	2,630	3,583
2035	1,364	5,117	1,677	3,583
2045	954	5,117	1,409	3,583
2055	923	5,117	1,286	3,583

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

CRTPO and RRPO Emissions Comparison Summary (kilograms/day)				
Year	NOx		VOC	
	MTP Emissions	SIP Budget	MTP Emissions	SIP Budget
2026	15,046	22,417	9,633	13,818
2035	7,106	22,417	7,895	13,818
2045	5,251	22,417	7,114	13,818
2055	5,356	22,417	6,776	13,818

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

9.0 Findings of Conformity

Cabarrus-Rowan MPO Ozone Conformity Finding for the 2055 Metropolitan Transportation Plan Amendment and 2026-2035 Transportation Improvement Program

Based on the analysis and consultation and involvement process described in this report, the Cabarrus-Rowan MPO 2055 Metropolitan Transportation Plan and the 2026-2035 Transportation Improvement Program are found to conform to the purpose of the North Carolina SIP. The emissions expected from the implementation of the Cabarrus-Rowan MPO 2055 Metropolitan Transportation Plan and 2026-2035 Transportation Improvement Program are in conformity with the 2008 8-hour ozone standard.

Gaston-Cleveland-Lincoln MPO Ozone Conformity Finding for the 2055 Metropolitan Transportation Plan Amendments and 2026-2035 Transportation Improvement Program

Based on the analysis and consultation and involvement process described in this report, the Gaston-Cleveland-Lincoln MPO 2055 Metropolitan Transportation Plan and 2026-2035 Transportation Improvement Program are found to conform to the purpose of the North Carolina SIP. The emissions expected from the implementation of the Gaston-Cleveland-Lincoln MPO 2055 Metropolitan Transportation Plan and 2026-2035 Transportation Improvement Program are in conformity with the 2008 8-hour ozone standard.

Charlotte Regional Transportation Planning Organization Ozone Conformity Finding for the 2055 Metropolitan Transportation Plan Amendments and 2026-2035 Transportation Improvement Program

Based on the analysis and consultation and involvement process described in this report, the Charlotte Regional Transportation Planning Organization 2055 Metropolitan Transportation Plan and 2026-2035 Transportation Improvement Program are found to conform to the purpose of the North Carolina SIP. The emissions expected from the implementation of the Charlotte Regional Transportation Planning Organization 2055 Metropolitan Transportation Plan and 2026-2035 Transportation Improvement Program are in conformity with the 2008 8-hour ozone standard.

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

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

The MPO/NCDOT conformity determinations and TIP/MTP adoptions are provided in Appendix J.

The USDOT Conformity Determination Letter is provided in Appendix K.



EXECUTIVE SUMMARY 2055 CABARRUS-ROWAN METROPOLITAN TRANSPORTATION PLAN

The Metropolitan Transportation Plan (MTP) is based on federal requirements established and documented in the Code of Federal Regulations, Title 23, Volume 1. The primary goal of the federal requirements is to ensure that tax dollars are spent on useful, meaningful projects that are supported by the residents/taxpayers of the Cabarrus-Rowan Urban Area. The Plan contents comply with Subpart C – Metropolitan Transportation Planning and Programming, Part 450.

As a requirement of the federal regulations, the metropolitan transportation planning process shall include the development of a Transportation Plan addressing for a 20-year planning horizon, at a minimum. The MTP shall be reviewed and updated at least every four years. Also, according to federal regulations, the MTP must address current and forecasted land use plans and projected socioeconomic data and be approved by the Cabarrus-Rowan Transportation Advisory Committee.

Goals and objectives are an important part of any planning process. The Goals for the 2055 MTP are listed below:

- 1) Street System Goal – Develop an efficient street and highway network for the Cabarrus-Rowan Urban Area
- 2) Congestion Management Goal – Develop a local thoroughfare system that minimizes traffic congestion and maximizes system preservation
- 3) Title VI Goal – Plan and promote a transportation system that does not disproportionately impact minority and low-income populations
- 4) Bicycle and Pedestrian Goal – Promote development of an integrated bicycle and pedestrian network
- 5) Public Transportation Goal – Support efforts to improve mobility for Urban Area residents
- 6) Environmental Goal – Develop a transportation system, which preserves and enhances the natural and built environments
- 7) Freight Goal – Develop a transportation system that encourages safe and secure movement of freight goods within and outside the Urban Area

These goals are met through the various elements of the 2055 MTP. The Cabarrus-Rowan MPO has historically been very effective in meeting the federal transportation planning requirements through the development of a multi-modal MTP. This Plan follows the 2050 MTP that introduced many of these elements to the expanded Cabarrus-Rowan Urban Area. With the planning boundary expansion in prior decades to all of Cabarrus and Rowan Counties, the Cabarrus-Rowan MPO was well positioned to address emerging air quality or transportation issues into the future. (The urbanized area actually extended into Mecklenburg County for the 2020 US Census.)

The Cabarrus-Rowan MPO has a very active Public Participation Plan (PPP) that addresses the MTP, Transportation Improvement Program (TIP), Unified Planning Work Program (UPWP), etc. The MPO executed this PPP in the development of the 2055 MTP by holding a series of public workshops and attending cultural festivals. The MPO also made all MTP elements and maps available via the MPO website – www.crmopo.org.

The Cabarrus-Rowan MPO recognized that the major factors influencing the area's transportation infrastructure needs are population, employment, and land use. In an effort to develop an effective and efficient MTP, accurate base year socioeconomic data were collected to provide an acceptable and rational estimate of growth and future demand for travel. The Cabarrus-Rowan UA joined with the Charlotte TPO, Gaston MPO, Rock Hill-Fort Mill Area Transportation Study, SCDDOT, and NCDOT to perform socioeconomic projections as part of updating the Metrolina Regional Travel Demand Model. The MPO is projected to grow around 2 percent annually for population and 2 percent annually for employment over the next 25 years. Although the shift is subtle, the economic base continues to move towards a more service-based economy rather than the traditional manufacturing economic base of the past century.

The Street and Highway System in the Cabarrus-Rowan Urban Area is important to just about every mode of transportation. Without good connecting streets, traffic congestion can impede the movement of automobiles, buses, trucks, bicyclists, and pedestrians. The State Transportation Improvement Program is the main source of revenue for any future highway expansion. The Cabarrus-Rowan Urban Area will receive approximately \$57 million annually in TIP funds through 2055. The MPO will primarily depend on these funds for the completion of Airport Parkway and George Liles Parkway as well as the widening of all sections of NC 73 and Poplar Tent Road.

The MPO has become increasingly active in bicycle and pedestrian planning through the 2001 Livable Community Blueprint and with the recent update to this plan by the Carolina Thread Trail in 2009. This Plan primarily outlined pedestrian and greenway improvements in Cabarrus County. Both counties have joined the Carolina Thread Trail and have county-wide master plans. With subsequent TIP submittals, the MPO has maintained a list of bike and ped projects as well as the subsequent calls for TAP and CRP projects programmed by the MPO. The MPO has also historically used a sizeable portion of the CMAQ funds for sidewalk and greenway projects to encourage pedestrian trips and reduce vehicle emissions.

The MPO fortunately includes two transit systems and an express route. There are a total of ten fixed routes in the MPO area between Salisbury Transit and the Concord/Kannapolis Area Transit systems, plus the express route to J.W. Clay Light Rail Station (end of the Blue Line extension). COVID-19 severely impacted fixed route transit ridership, but gains have been slowing returning. Transit is still a viable and cost-effective mobility option in the MPO with these ongoing investments in transit service.

The Federal government recently placed greater emphasis on freight, rail, and aviation as part of the MPO planning process. The Cabarrus-Rowan is bisected by a rail corridor that serves Salisbury and Kannapolis daily. Both of the depots in Kannapolis and Salisbury were refurbished recently and are served by Amtrak and the local transit systems. The Town of Harrisburg and NCDOT Rail have plans to build a third Amtrak station on this line. As followup to prior MTPs, the MPO continues to seek input from the trucking industry on truck routes and mobility needs. The MPO participated in the Regional Freight Study and has included specific recommendations from this inventory in the 2050 and 2055 MTPs. The Cabarrus-Rowan Urban Area also benefits from one general aviation airport, Mid-Carolina Regional and a commercial service airport, Concord-Padgett Regional. Both airports provide connections to the rest of the southeast. Freight and aviation will continue to be important tools for supporting and attracting economic development to this region and the MPO recognizes the need to promote these assets.

Safety and security are individual elements and goals in the development of MTPs. Federal regulations require that the metropolitan planning process be consistent with NC's Strategic Highway Safety Plan. NCDOT and the MPO have begun to bring together the elements of safety through a regional safety program as well as TIP funding for spot safety projects. Safety is also addressed locally thru initiatives such as street lighting, crosswalks, signage, and access management. In terms of the Strategic Highway Network (STRAHNET), there are 3 routes in the MPO: I-85, NC 73, and NC 49 which serve as important conduits for the transport of emergency military personnel and equipment should there be a need for rapid mobilization of the armed forces. In addition, the CK Rider has developed an emergency action plan that outlines some assistance that the buses can provide during minor emergencies including the provision of supplemental vehicles and evacuation of local residents.

SAFETEA-LU, MAP-21, and the FAST Act started, and the BIL reinforced the need to pursue a discussion of environmental mitigation activities in the MTP. The MPO worked to identify environmentally sensitive areas and provide outreach to state and federal regulatory agencies on the development of the 2055 MTP. A host of mitigation measures were considered such as air quality and community impact initiatives, vegetative buffers and stream restoration, habitat conservation, and wetland restoration. MPO staff continues to collaborate with local and state partners to share data and information and offer them opportunities to provide input on programs and projects that may impact these valuable resources. With this MTP, the MPO continued an informal consultation process

with key representatives of the natural resource agencies that included an email distribution list and document sharing.

There are no more important resources in the Cabarrus-Rowan MPO than its' people. Title VI ensures that the MPO addresses the needs of all populations in the MPO area particularly those populations that have been historically underserved. Title VI prohibits discrimination based on race, color, and national origin. As part of this MTP, the MPO has further stratified low-income and minority populations including thematic maps and a demographic profile to determine where these populations reside. The majority of this data is available through the US Census and updated every 10 years. The purpose of cataloging this race and income-based data is to cross reference the projects that are planned for this MTP and determine whether there is a systematic effort to adversely affect those individuals who have been underserved by transportation investments in some cases.

The Cabarrus-Rowan Urban Area has a very active transportation planning process from a project planning, programming, implementation, and preservation perspective. The 2055 MTP serves as the backbone to developing and managing this transportation system currently, and over the horizon of this Plan to 2055. This Executive Summary serves as a sampling of some of the initiatives underway or complete for the Cabarrus-Rowan MPO Area. These initiatives are consistent with the spirit and intent of the federal laws that govern MPOs and address the multi-modal needs of the growing MPO area.

2055 Transportation Plan Conformity Determination

January 28, 2026



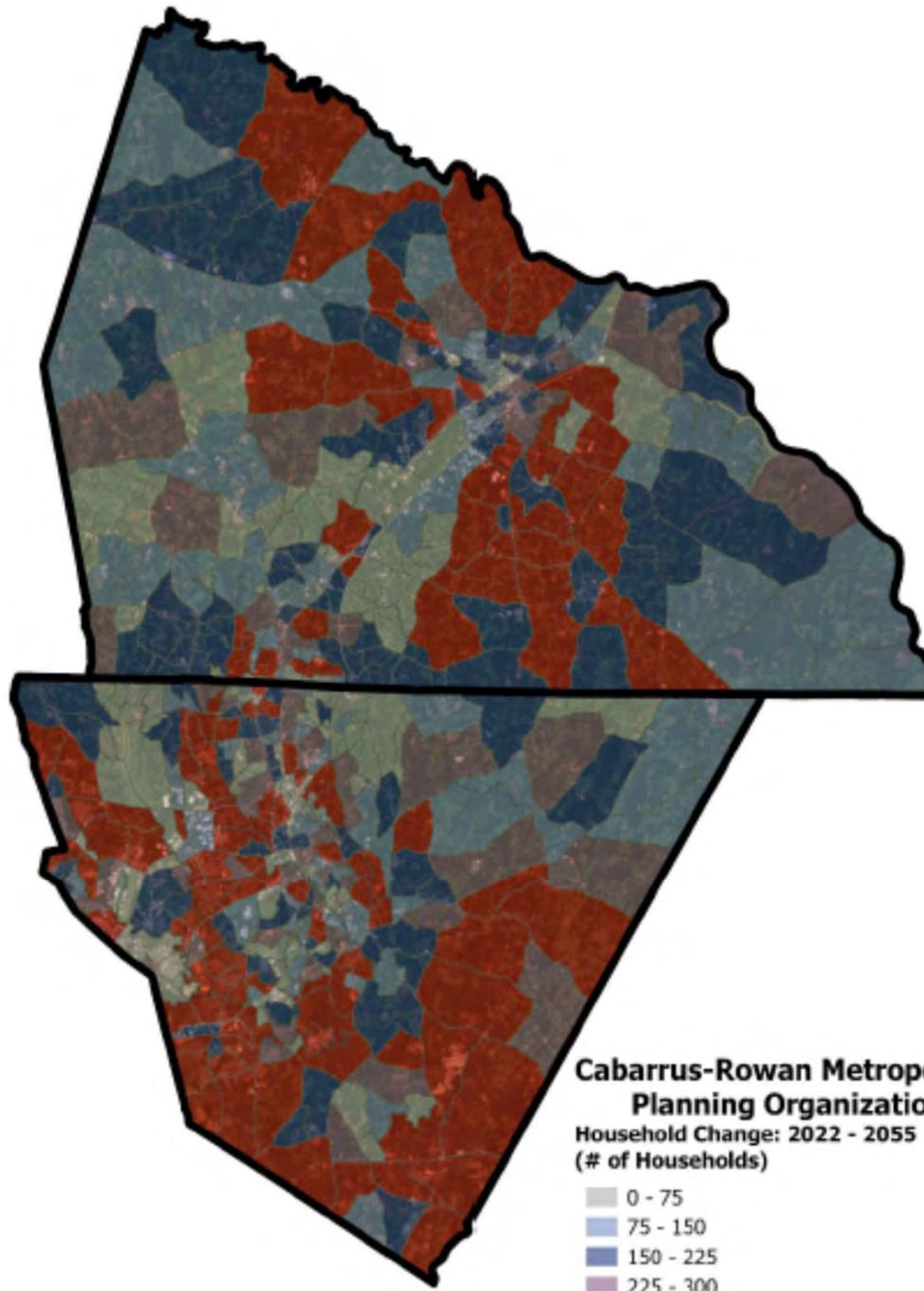
Phil Conrad, AICP
Cabarrus-Rowan MPO

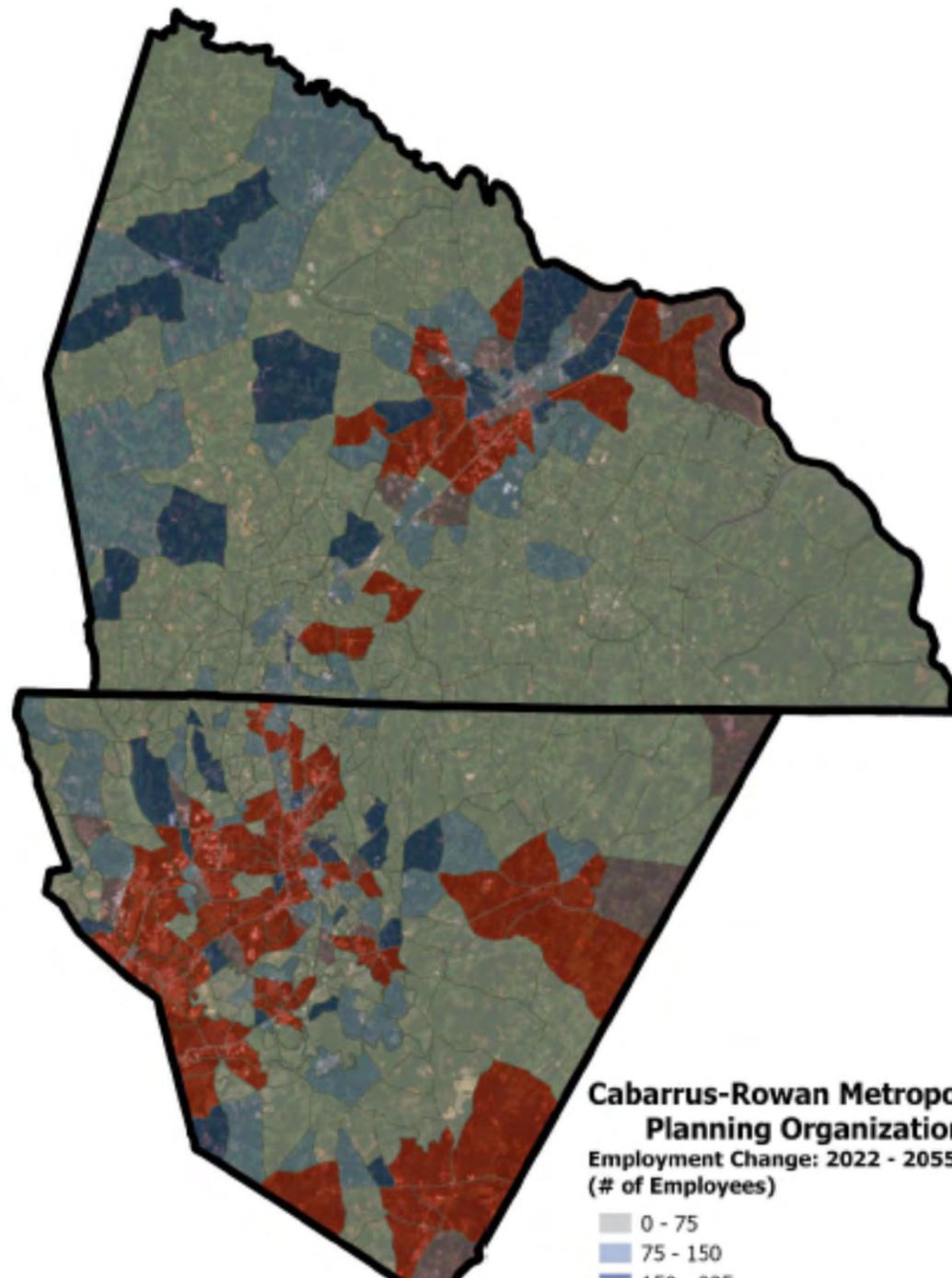
What is a Transportation Plan?

- The Metropolitan Transportation Plan is a multi-modal plan that has the following components:
- At least a 20 year horizon
- Financially constrained
- Meet Federal Air Quality standards

What's NEW since 2022?

- NEW Studies =
- Metrolina ITS covering Cabarrus
- New Cabarrus County Public Transportation Master Plan Kickoff in 2025
- 2020 Census, 2022 Base Year, and RITIS data
- Federal Performance Measures and IIJA
- \$50 million in federal funding programmed thru MPO process and item N of STIP





**Cabarrus-Rowan Metropolitan
Planning Organization**
Employment Change: 2022 - 2055
(# of Employees)

- 0 - 75
- 75 - 150
- 150 - 225
- 225 - 300
- 300+

Transportation Plan Elements

- Goals and Objectives
- Public Involvement
- Demographic Assumptions
- Highway
- Transit
- Bicycle and Pedestrian
- Aviation
- Financial Plan
- Freight



Financial Constraint

- Include all sources of revenue – federal, state, and local
- Assume reasonable revenue estimates over the life of the MTP
- Program or list projects that do not exceed revenue estimates

Transportation Revenue Sources

- Strategic Transportation Investments (STI) or TIP funds including CMAQ, STP, CRP, TAP, etc.
- NCDOT Maintenance and Powell Bill Funds
- Local Funds
- Total Funding - \$5.5 billion

Revenue Forecast

- Pipeline Projects are held constant in the first two horizon years (2035)
- Revenue estimate consistent with 2035 STIP
- Revenue from 2050 Statewide Plan for last two horizon years (2045 and 2055)

Key Projects Funded by 2035

- Odell School Road from Concord Mills Blvd to I-485
- US 52 from Rockwell Bypass to the county line
- Several projects under development

Key Projects Funded by 2045

- George Liles Pkwy and Poplar Tent Rd (U-3415A) – Cabarrus
- NC 150 and Airport Pkwy – Rowan

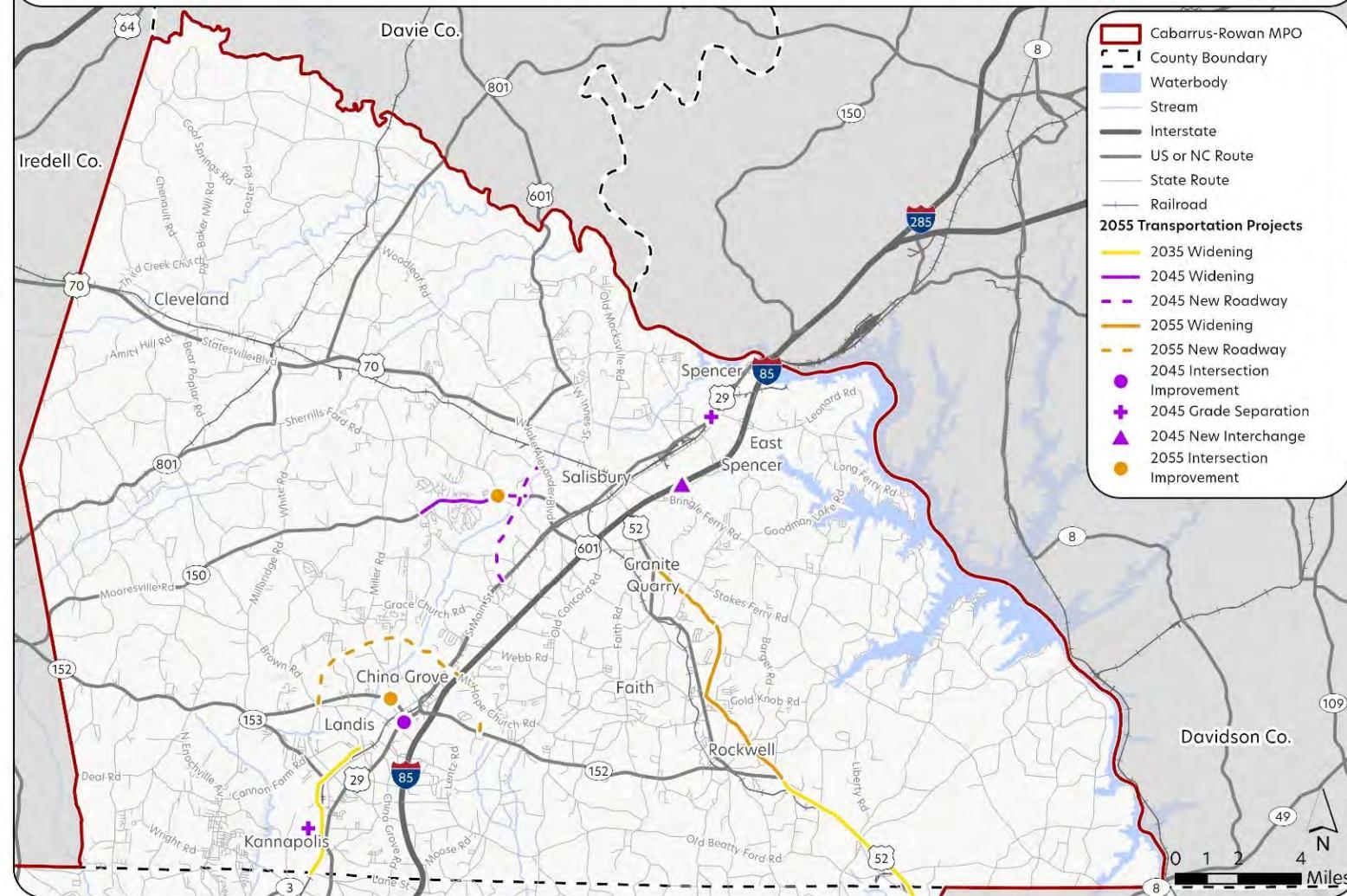
Key Projects Funded by 2055

- Poplar Tent Road (all) and NC 73 - Cabarrus
- US 52 Bypass and NC 152 Bypass – Rowan

Rowan County
2055 Transportation Projects

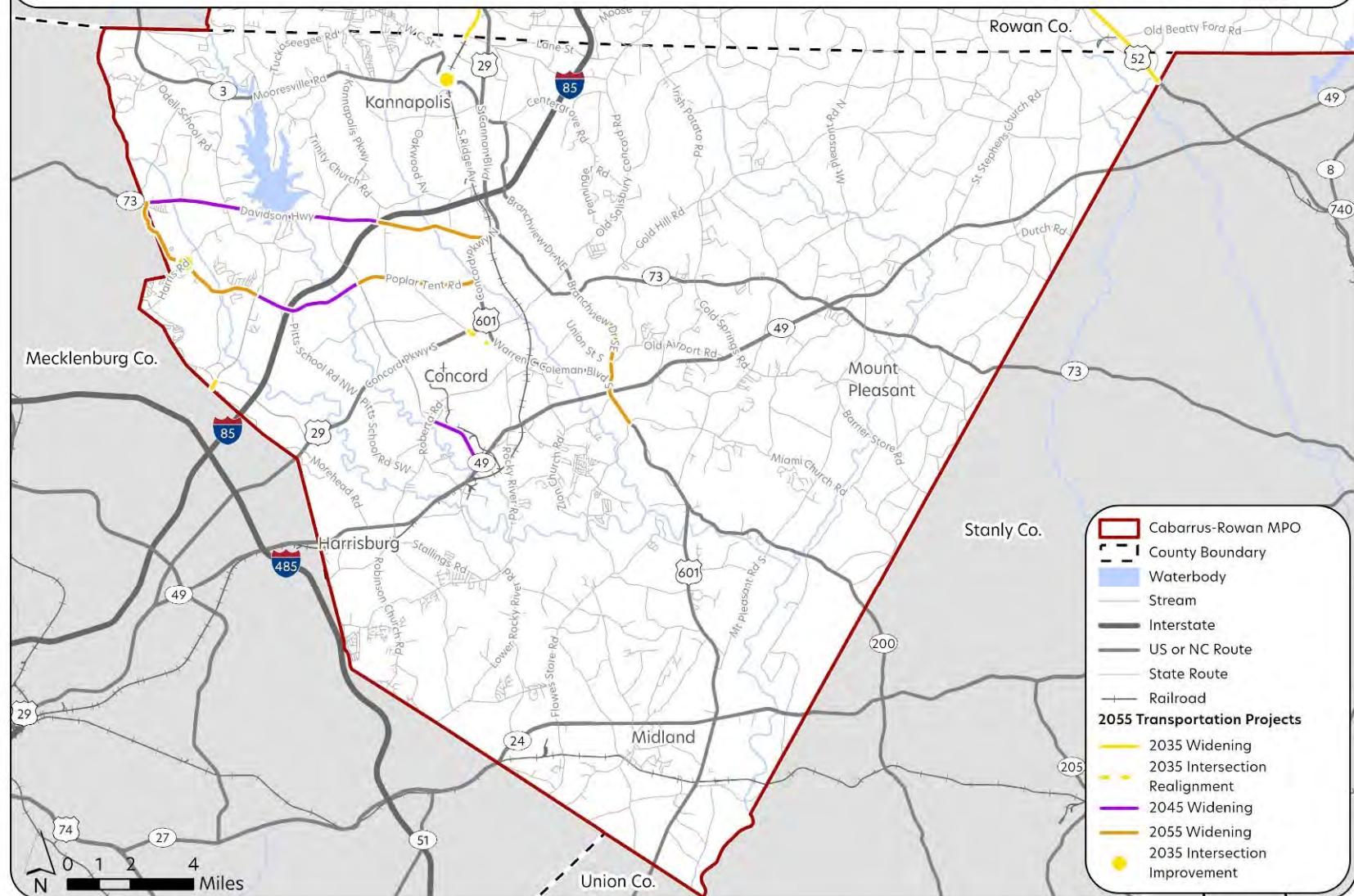
Cabarrus-Rowan MPO

2055 Metropolitan
Transportation Plan



Cabarrus County
2055 Transportation Projects

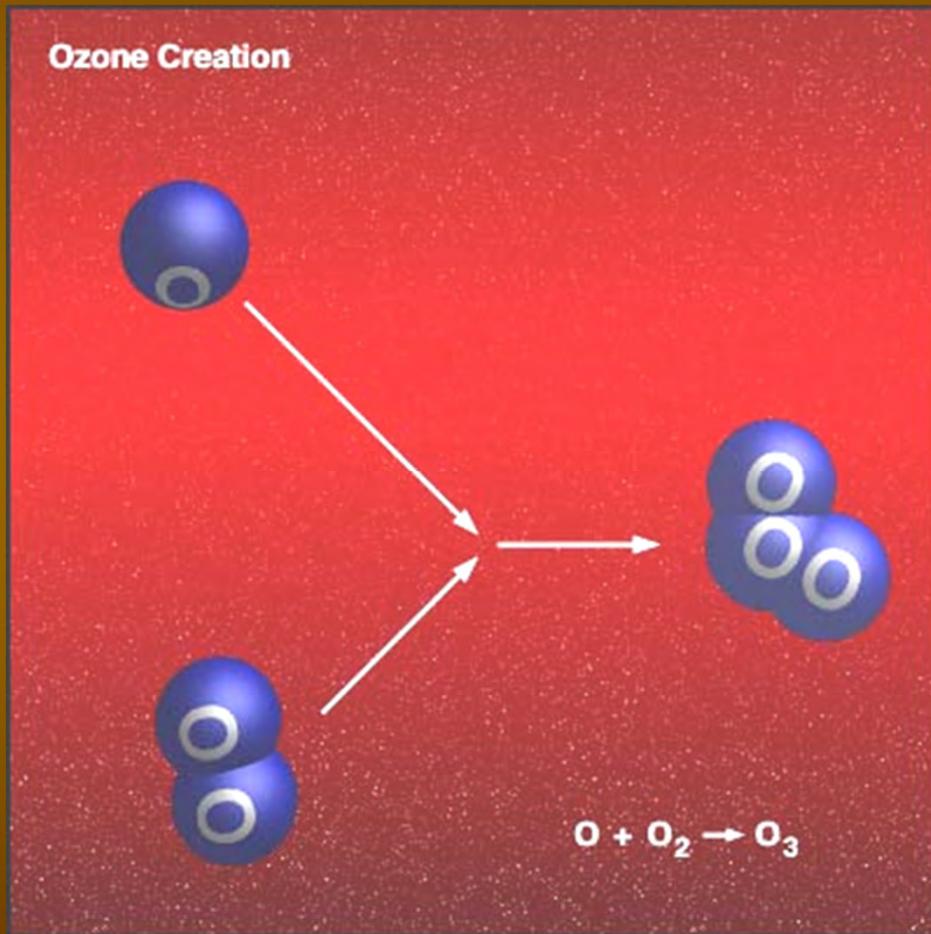
Cabarrus-Rowan MPO
2055 Metropolitan
Transportation Plan



Key Transit Projects

- CCX, Concord Mills Circulator, Concord/Huntersville Express, Kannapolis/Charlotte Express
- HCT to CMS
- Several new bus routes (17) planned to cover more of Cabarrus County
- Master Plan Update in 2026

The Problem: Ozone



- What is it?
 - A 3 atom oxygen molecule
- What causes it?
 - Forms in summer
 - Heat, stagnant air, and precursor chemicals (VOC, NOx)
- What does it do?
 - Bleaching agent
 - Burns lungs
 - Ages materials
 - Cuts visibility

What is Conformity?

- Established by the Clean Air Act (§176(c))
- Ensures that federal funding and approval are given to transportation activities that are consistent with (conforming to) air quality goals
- A series of tests of the projected air quality impacts of proposed transportation projects to determine if they are consistent with (conforming to) air quality goals contained in the CAA and State Air Quality Plan (SIP)

How is conformity demonstrated?

- Transportation projects—including highway, transit, and other means of managing congestion--are identified and included in long-range plans and the NCDOT Transportation Improvement Program (TIP)—with local input
- Data on population growth, land use change, development of employment centers, etc. is collected—with local input

Transportation Plan Conformity

Bridges the gap between air quality planning and transportation planning:

The SIP
(State Air Quality Plan)

Transportation Plan, and Transportation Improvement Program (TIP)

conformity

Motor Vehicle Emissions Budgets

- The air quality plan creates an “emissions budget” for on-road sources
- Conformity demonstrates that the on-road transportation sector can stay within its MVEB

The Modeling

- A transportation model is developed to estimate how much traffic will be generated by the growth, and how the proposed transportation projects will manage the traffic
- The output of the model is provided to the North Carolina Division of Air Quality, who uses approved methods to determine how many tons of different types of pollutants will be produced by the proposed transportation system

The Tests	
Emissions Reduction	Yes (report Tables 8.0)
TCMs	Does Not Apply
Latest Emissions Model	Yes (MOVES4.0.2)
Latest Planning Assumptions	Yes
Financial Plan	Yes
20+ Year Horizon	Yes (2055)
Interagency Consultation	Yes
Public Involvement	Yes

Schedule

- February 9, 2026 – Public Comment Begins
- March 25, 2026 – CR TAC Approval of MTP and Conformity
- November 26, 2025 Draft Report to FHWA, FTA & EPA
- Deadline for Federal Conformity Action – April 5, 2026

QUESTIONS ?



Cabarrus-Rowan MPO

Prioritization 8.0 STIP/MTIP Project Solicitation and Ranking Process

Introduction: The NCDOT and the North Carolina General Assembly are requiring that all metropolitan and rural planning organizations develop a project solicitation and ranking process to evaluate all eligible project categories (highway, non-motorized, public transportation, aviation, rail, and ferry). The following process has been approved by the NCDOT to ensure compliance with the legislative intent of this new requirement as stated in Session Law 2012-84.

Applicability: This process would apply to all projects ranked by the MPO in Cabarrus and Rowan counties that are eligible for “regional” and “division” tier funding, as defined in the 2013 Strategic Highway Investments (STI) legislation. Statewide tier eligible projects would be evaluated quantitatively by NCDOT prior to this process. Should those statewide projects not receive statewide tier funds, they would be eligible for regional and division tier evaluation by NCDOT and the MPO local MTIP evaluation process.

Schedule

Project Solicitation: The MPO will solicit candidate projects for a minimum of 28 days beginning in February 2025. Those candidate projects will be presented to the TAC at the May 28, 2025 meeting, where the TAC endorsed the project list for submittal and evaluation by NCDOT. In the event that the number of new projects exceeded the maximum acceptable to NCDOT, the TAC would endorse projects based on technical review by the TCC, Division 9 and 10 staff recommendations. MPO staff will subsequently submit the MPO's endorsed projects into NCDOT's SPOT On!ine tool (web-based system) for project evaluation and quantitative scoring.

Project Ranking: The TCC and TAC will evaluate the full list of new and previously-scored projects for the two counties between May 2025 and December 2025, with local points assigned and submitted to the SPOT office by the December 31, 2026 deadline.

Schedule Summary:

February 2025 to May 2025 – Public solicitation of new candidate projects
 July 2025 to October 2025 – Submit candidate projects to NCDOT for evaluation
 November 2025 to April 2026 – TCC and TAC receive public comments and review data and costs
 April 2026 to June 2026 – Review of SPOT evaluation results of proposed regional tier projects
 June 24, 2026 MPO meeting – Allocate local points to regional tier projects and develop NCDOT project submittal list / post results to CRMPO website for public comments
 August 26, 2026 - review public comments and endorse final regional tier project's list for submittal to NCDOT
 August 2026 to September 2026 – Review of SPOT evaluation results of proposed division tier projects
 September 23, 2026 MPO meeting – Allocate local points to division tier projects and develop NCDOT project submittal list / post results to CRMPO website for public comments
 November 18, 2026 - review public comments and endorse final division tier project's list for submittal to NCDOT
 November 19, 2026 – Submit SPOT projects and publish information on CRMPO website

Public Input Process

Project Solicitation: The MPO will announce a 28-day new project solicitation period to all member governments and interested persons. The MPO will publicize the project solicitation on the MPO's website. Any new project will be presented to the TCC and TAC for their approval prior to submission to NCDOT's Strategic Prioritization Office for Transportation (SPOT) for technical evaluation and scoring.

Project Ranking: The MPO will present the recommended local point assignments to the TCC at their June 2026 and September 2026 meeting(s). Upon the approval of the TAC, the MPO will release the recommended projects, point assignments, and a narrative of how the points are assigned for a 28-day public comment period. The 28-day period will be advertised on the MPO website and in newspapers of general circulation in Cabarrus and Rowan counties as well as the County Planning Offices in Salisbury and Concord. The results of the public input will be presented to the TCC and TAC at their August 2026 and November 2026 meeting(s). At that time the TAC will be asked to approve a project list and final point assignment, which will be published on the MPO website (www.crmopo.org).

Local Input Point Flexing: The MPO has the option to apply the Local Input Point Flexing Policy, which means that up to 500 Local Input Points can be transferred from one category to the other. The MPO will provide written documentation to the SPOT Office prior to assigning Regional Tier Local Input Points. The MPO may elect not to exercise this flexibility depending upon the volume of eligible candidate projects.

Ranking Process

Highway Projects: All highway projects both division tier and regional tier will be scored using the following local criteria. The NCDOT has determined that MPO input will be weighted at 15 percent of the total score for regional tier projects and 25 percent of the total score for division tier projects. The NCDOT Division Engineer's will be afforded the same level of influence through their project point assignment for regional tier and division tier eligible projects.

The total maximum qualitative highway project score would be 50 points. Because the congestion score and safety score will be generated quantitatively by NCDOT, these scores will fluctuate with each version of SPOT's quantitative formula. Under SPOT version 5.0, the highest congestion score was an 92.77, weighted to a score of 28 in the local methodology. The highest safety score was an 59.36, weighted to a score of 9. Therefore, the maximum theoretical score for a highway project would be 77.3 under this scenario.

1. **Element of the Metropolitan TIP** - The project must be in the CR MPO Metropolitan Transportation Improvement Program (MTIP). (If project is fully funded =10 points; Partially funded = 7 points; Unfunded = 5 points)
2. **Element of the Comprehensive Transportation Plan** - The project must be in the CR MPO Comprehensive Transportation Plan. (Yes=5 points; No=0 points)

3. **Element of an Economic or Land Development Plan** - The project must be in a locally adopted economic or land development plan. (Yes=5 points; No=0 points)
4. **Element of the 2050 Metropolitan Transportation Plan** - The project must be in the fiscally constrained CR MPO 2050 Metropolitan Transportation Plan. (Yes=10 points; No=0 points)
5. **Congestion Score** - This item refers to the Volume to Capacity (V/C) ratio for road projects using a score from the SPOT database. This numerical score will be multiplied by 30 percent to produce the final congestion score. This score will come from the SPOT database.
6. **Safety Score** - For safety, the numerical crash score is determined by the NCDOT Mobility and Safety Division. The score is based on the crash density, crash severity, and critical crash rate long the roadway where the project is located. A higher score (up to 100) are considered to have poorer highway safety performance. This numerical score will be multiplied by 15 percent to produce the final safety score. This score will come from the SPOT database.
7. **Promotes Interstate or Intrastate Connections** - Points are awarded for this item if the project provides connections or enhancements to the interstate or intrastate highway system. (Yes=10 points; No=0 points)
8. **Has Minimal Impacts on the Natural or Built Environment** - Points are awarded if the road project is on a recognized alignment where there is minimal right-of-way impact. This criteria is a qualitative assessment by local staff and will not include a statistical evaluation of disturbed acres. (Yes=5 points; No=0 points)
9. **Has Minimal Impacts on the Human Environment** - Points are awarded if the road project is on a recognized alignment where there is minimal right-of-way impact to residential properties, particularly minority or low income residents. This criteria is a qualitative assessment by local staff and will not include a statistical evaluation of displaced residents. (Yes=5 points; No=0 points)

Bicycle and Pedestrian Projects: All bicycle and pedestrian projects will be scored using the following local criteria. All data for each criteria will be locally generated for each prospective bicycle and pedestrian project. The total maximum qualitative bicycle and pedestrian project score would be 100 points. Under the previous SPOT submittal process, the maximum local score for a bicycle project was 66 and the maximum local score for a pedestrian project was 76.

BICYCLE AND PEDESTRIAN PRIORITIZATION CRITERIA			
Criteria	Points Allowed	Points Awarded	Notes
1. % of ROW, easements, and or real property owned	25	1 point per 10%	Amount of publicly owned land easements, and/or real property for the proposed project improvement. Additional 15 points if 100 percent of ROW, easement, and/or real property are owned publicly.

2. Amount of local funding available as a percentage of the total project costs	10	5 pts for up to 20%; 10 pts greater than 20%	The amount of local funding available for the project.
3. Access to School, Park, Transit stop, or Library	15	Yes/No	Project improvement is within ½ mile of a school, park, transit stop, or library.
4. Access to population density	10	Relative rank	The persons per square mile within ½ mile of the project improvement.
5. Network, which could include sidewalk, greenway, transit route, or trail, existing to support improvement	10	1 point per access point	The number of road and non-road physical access points per mile to the project improvement. (Driveways are not included).
6. Mix of residential and employment uses for potential to provide non-auto work trip and related travel	10	5 points for planned; 10 points for existing	Does the project improvement connect residential development with shopping or employment center?
7. Included on a local greenway, pedestrian or other Plan	10	Yes/No	Identified in a planning document with local government approval.
8. Project design	10	Yes/No	Has there been a preliminary plan or design completed on the project improvement?
Total	100		

Aviation Projects: All aviation projects will be scored using the following local criteria. All data for each criteria will be locally generated for each prospective aviation project, although items 1, 4, 5, and 6 will require information from external sources to the MPO and local membership. The total maximum qualitative aviation project score would be 40 points. Under the previous SPOT submittal process, the maximum local score for an aviation project was 26.

1. Element of Statewide System Plan - Must be identified and approved by NcDOA in the STIP projects. -Yes-5 No-0
2. Airport must have an approved Master Plan and approved ultimate ALP and project must be element of Master Plan-Yes- 5 No- 0

3. Element of Governing Authority CIP plan-Project must be part of an approved Capital Improvement Plan-Yes- 5, No- 0
4. Airport FAA Classification- or General Aviation Airport Group- Commercial Service-10, General Aviation Airports by Category. National-7, Regional-5, Local-3, Basic-1.
5. Congestion-Number of Airport operations -250,000+ -10, 100,000-250,000 – 5, 50,000- 100,000 – 3, Less than 50,000 – 1
6. Safety Related Projects- Is project a safety related project in accordance with FAA guidance? Yes-5, No-0. If all safety related projects are complete then project receives 5 points.

Public Transit Capital Projects: All public transit capital projects will be scored using the following local criteria. All data for each criteria will be locally generated for each prospective transit capital project. The total maximum qualitative public transit capital project score would be 45 points. Under the previous SPOT submittal process, the maximum local score for a transit project was 30.

1. Element of a current Planning Document. -5 points in STIP, 5 points in TDP/Other
2. Access to employment. Yes- 5 No- 0
3. Factor in improving safety or security. – 5 points for safety, 5 points for security
4. Intermodal Connectivity. – 5 points for (3) or more modes, 3 points for (2) or more modes.
5. Local Funding Availability. – 5 points for 50+ percent funding, 3 points for 20 to 50 percent funding, 1 point for less than 20 percent.
6. Access to Bike/Ped projects. 1 point per connection for a max of 5 pts.
7. Preservation of existing level of service. Yes -5 No-0

Rail Projects: All rail projects will be scored using the following local criteria. The total maximum rail project score would be 70 points. Under the previous SPOT submittal process, the maximum local score for a rail project was 49.

1. Element of Statewide or Local System Plan - Must be identified and approved by NCDOT Rail as a potential STIP project. Yes-15 No-0
2. Project addresses an identified facility safety issue. This quantitative score will come from the SPOT database and be multiplied by 15 percent to produce the final safety index score.

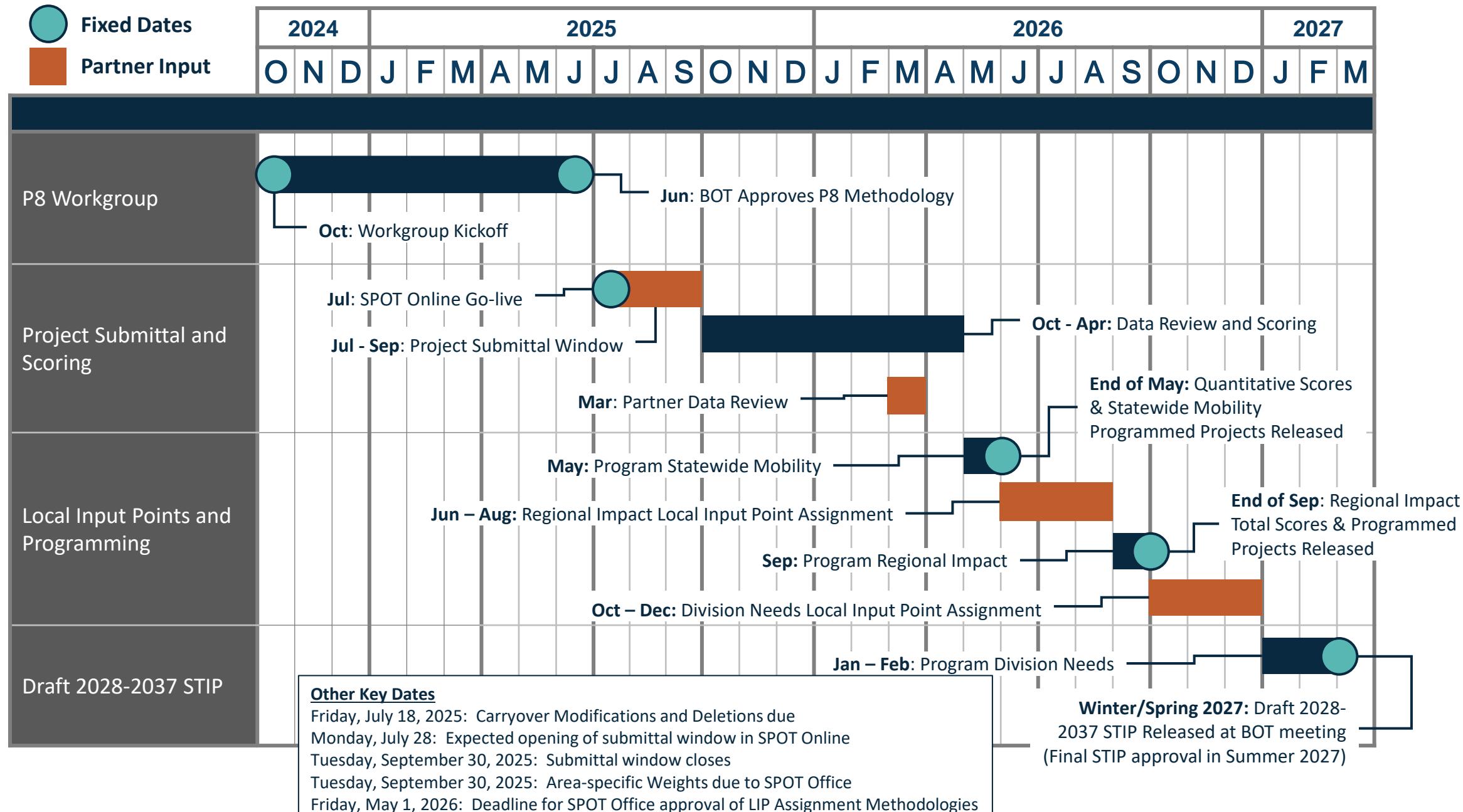
3. Project expands facility capacity. This quantitative score will come from the SPOT database and be multiplied by 30 percent to produce the final capacity index score.
4. Local support of the project as demonstrated thru an adopted resolution by a local governing Board. Yes-10 No-0

Use of Public Input and Comments in Final Rankings: The TCC and TAC will review all input received through the public input process to confirm the individual candidate project descriptions and details. (All TCC and TAC meetings are open to the public and advertised with the local media and on the MPO website.) The TCC and TAC may choose to remove or modify projects before ultimately approving the point assignments, but no projects can be modified or added after the NCDOT deadline for submitting candidate projects for evaluation through the SPOT process.

Final Ranking and Local Points Assignment: All eligible projects by tier (Regional or Division) could receive some variation of points with the maximum being 100 points per project. NCDOT has indicated that the Cabarrus-Rowan MPO will receive 1800 points to distribute for Regional tier eligible projects and 1800 points to distribute for Division tier eligible projects. The intent of the MPO is to award the maximum number of points (100) within each category (division and regional) to the top 18 highway projects. If the MPO elects to award points to projects outside the quantitative rank order and/or to non-highway projects, a justification for this adjustment will be shared with the public and interested stakeholders during the public comment period and on the MPO's website (www.crmpo.org). As an example, some consideration may be given to competitive rank within the division (9 or 10) and funding region (D and E) by mode. Project point assignment or adjustment to non-highway mode projects based on this logic will be properly documented in the published narrative.

P8 Schedule (with key dates)

October 2024
(format updated July 2025)



TIP / WBS No.	Description	Let Date	Completion Date	Status	Construction Cost	Contractor	Project Administrator	Comments
Projects Under Construction								
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	December 1, 2025	TBA	1% Complete	\$4,100,000	Smith-Rowe	Eric Goldston (704) 630-3220	Contractor has begun clearing & grubbing. Stokes Ferry Rd was closed on 1/5/26 with detour. CMS Boards have been placed advertising upcoming closure.
2025CPT.09.07.10801 2025CPT.09.08.20801 2025CPR.09.18.10301 (C205054)	1 Section of US-601, 1 Section of NC-150, 5 Sections of NC-801, and 12 Sections of Secondary Roads	February 18, 2025	November 1, 2026	14% Complete	\$11,502,013	NJR Group, Inc.	Kelly Seitz (704) 630-3200	The contractor has resurfaced two maps on NC 801. Planning to complete the rest of the maps in 2026.
HE-0009 (DI00329)	Grading, Drainage, and Paving on NC 152 from East of I-85/US 601 Interchange to 800' West of SR 2648 (Timberfield Trail)	November 13, 2024	May 15, 2026	72% Complete	\$4,150,391	Performance Managed Construction, Inc.	Kelly Seitz (704) 630-3200	The contractor is currently waiting on Enbridge to move their gas line in order to complete building driveway 3. This utility is preventing the roundabout pattern from being implemented at this time.
W-5709E (DI00350)	Construct Roundabout and other safety improvements at Intersection NC 153 (Rice Street) and SR 1197 (Cannon Farm Rd) in China Grove	August 28, 2024	May 21, 2026	55% Complete	\$2,542,801	NJR Group, Inc.	Kelly Seitz (704) 630-3200	Daily lanes closures expected. Contractor finishing up the storm drainage installation on the project. Currently no offsite detour scheduled.
Projects Under Development								
U-5901 44705.3.1	Airport Parkway –Construct 2-lane roadway on Multilane right of way in new location from SR 1710 (Harrison Rd) near US 70/601 (Jake Alexander Blvd) to SR 2539 (Peach Orchard Rd) at US 29 in Salisbury	January 17, 2034	TBA	Planning/Design In Progress ROW Acquisition July 31, 2030	\$52,100,000	TBA	Al Blanton (336) 747-7800	DDRL - Raleigh Let. Express design update in progress to update project estimate. PE work in progress. A Concurrency Point 2 (CP2) meeting was held on July 25, 2024. CP2 form, signed by the Merger Team, concurs with 6 alternatives to carry forward for detailed study. NCDOT proposed an additional alternative for consideration that the Merger Team concurred on in June. CP2A meeting is scheduled for October 15, 2025. Public meeting was held November 5, 2025 at the Salisbury Civic Center (315 S. MLK Jr. Dr.)
U-6062 47486.3.1	Upgrade SR 2739 (N. Main St and S. Main St) to incorporate Bicycle Lanes and Sidewalks, from SR 2000 (Jackson Park Rd/N. Loop Rd) in Kannapolis to SR 1211 (Kimball Rd) in China Grove	Funded For Preliminary Engineering Only	Funded For Preliminary Engineering Only	Funded For Preliminary Engineering Only	\$35,800,000	Funded For Preliminary Engineering Only	Al Blanton (336) 747-7800	DDRL - The PE work for this project has been suspended. Express design was completed to revise project estimate.
HP-0028	Construct roundabout. SR 1509 (Miller Road) intersection in China Grove.	Funded For Preliminary Engineering Only	Funded For Preliminary Engineering Only	Funded For Preliminary Engineering Only	\$4,200,000	Funded For Preliminary Engineering Only	Al Blanton (336) 747-7800	Express Design Completed - No additional PE work at this time.
R-5860A	Proposed Misenheimer Bypass to proposed Rockwell Bypass. Upgrade roadway and access management.	Funded For Preliminary Engineering Only	Funded For Preliminary Engineering Only	Funded For Preliminary Engineering Only	\$50,500,000	Funded For Preliminary Engineering Only	Bryan Key (919) 707-6263	Raleigh Letting (LET) -
P-5733 47612.3.1	NS Main - Rowan County - Upgrade Station Building, expand waiting space and surface parking	January 21, 2026	TBA	ROW Acquisition October 1, 2025	\$5,699,000	TBA	Brad Smythe (919) 707-4118	NON-DOT Let - NCDOT is working with the City to develop a project agreement for this project and identify additional ROW funds, due to an appraisal exceeding the budget.
P-5726 47604.3.1 (C204343)	NS Main - Construct Track Improvements, Second Platform, Pedestrian Underpass, Sitenwork, Retaining Wall, and Signalling Equipment	July 20, 2027	TBA	ROW Acquisition In Progress	\$13,600,000	TBA	Brad Smythe (919) 707-4118	Raleigh Let - Pending execution of rail agreement.
P-5726A	Salisbury train station second platform and pedestrian underpass.	July 22, 2026	TBA	ROW Acquisition In Progress	\$2,500,000	TBA	Brad Smythe (919) 707-4118	Division POC -

TIP / WBS No.	Description	Let Date	Completion Date	Status	Construction Cost	Contractor	Project Administrator	Comments
Projects Under Development								
P-5726B	Salisbury Norfolk Southern crossover relocation.	June 24, 2026	TBA	ROW Acquisition In Progress	\$4,000,000	TBA	Brad Smythe (919) 707-4118	NON-DOT Let -
State Forces Projects Under Development								
48921	Construct right turn lane on SR 1210 (Old Beatty Ford Rd) at US 29.	April 30, 2026	TBA	Planning/Design In Progress	Updated estimate pending completion of revised RCI design	State Forces	Dan Ulrich (336) 747-7800	High Impact Low Cost (HILC) project. Division presented the RCI (Reduced Conflict Intersection) concept at Landis Council meeting. Division 9 is working with the Consultant (AWCK) on the RCI design and cost estimate. Planning and Design in progress.
Division Bridge Projects Under Development								
15BPR.115.1	Bridge Rehabilitation - Bridge #137 and #465 on I-85 over Yadkin River	August 21, 2029	TBA	TBA	\$6,000,000	TBA	Jeremy Keaton (336) 747-7800	In development - Raleigh SMU managed.
17BP.9.R.96	Replace Bridge #254 over Kerr Creek on SR 1547 (Caldwell Rd) in Rowan County	February 11, 2026	TBA	ROW Acquisition Complete	\$2,200,000	TBA	Jeremy Keaton (336) 747-7800	Project is on schedule.
Locally Administered Projects Under Development								
BL-0088	Installation of Granite Quarry Sidewalks: North Kerns Street from North Main Street to US 52. North Oak Street from Crook Street to Granite Civic Park. Crook Street from North Main Street to North Oak Street.	September 30, 2026	TBA	ROW Acquisition September 30, 2025	\$380,000	TBA	Jason Hord (336) 747-7800	Non-DOT let (LAP) - R/W authorization has occurred and acquisition is beginning.
C-5603D 43713.3.4	Construct sidewalks on Old Concord Rd from Ryan St to Jake Alexander Blvd	September 30, 2026	TBA	ROW Certified Utility Relocation In Progress	\$1,840,000	TBA	Jared Mathis (704) 638-5221	Non-DOT let (LAP) - City of Salisbury - Railroad approval pending. Supplemental funding agreement approved. City is investigating eliminating the work inside the railroad right of way due to continued issues with getting railroad approval.
C-5603H 43713.3.8	Brenner Ave from Statesville Blvd. to W Horah St and Brenner Ave. at Link Ave. in Salisbury	September 30, 2026	TBA	Design In Progress	\$1,760,000	TBA	Jared Mathis (704) 638-5221	Non-DOT let (LAP) - City of Salisbury - ROW Certification pending. RR concerns. Additional funds are being transferred from BL-0034. Supplemental agreement pending. City is investigating eliminating the work inside the railroad right of way due to continued issues with getting railroad approval.
EB-5619B	Grants Creek Greenway - Construct multi-use trail from Forestdale Drive to 1000' south of Statesville Blvd	September 30, 2026	TBA	ROW Acquisition In Progress	\$1,925,000	TBA	Jared Mathis (704) 638-5221	NON-DOT let (LAP) - Route change needed due to Veteran's Affairs denying path to cross their ROW. Agreement approved for updated funding.
EB-5619C	Grants Creek Greenway - Construct multi-use trail from 1000' south of Statesville Blvd to Kelsey Scott Park	September 30, 2027	TBA	ROW Acquisition September 30, 2026	\$2,352,000	TBA	Jared Mathis (704) 638-5221	NON-DOT let (LAP) -
HL-0049	US 70 / US 601 (Jake Alexander Blvd) to Milford Hills Rd in Salisbury. Construct Median; Construct roundabout at Milford Hills Rd.	September 30, 2027	TBA	ROW Acquisition September 30, 2026	\$830,000	TBA	Jared Mathis (704) 638-5221	Non-DOT let (LAP) - 25% plans complete. Drainage Plans approved. CE completed.
HL-0064	US 29 Main Street from Kerr Street to Horah Street in Salisbury. Safety Improvements.	September 30, 2026	TBA	TBA	\$6,021,000	TBA	Jared Mathis (704) 638-5221	Non-DOT let (LAP) - Public meeting was held in July. Seeking additional funds from MPO, working to finalize plans.

TIP / WBS No.	Description	Let Date	Completion Date	Status	Construction Cost	Contractor	Project Administrator	Comments
Locally Administered Projects Under Development								
EB-5861	Third Street Greenway from 3rd Street to Yadkin River in Spencer. Construct alternate route, including spur from Grants Creek	September 30, 2026	TBA	TBA	\$4,287,000	TBA	Joel Taylor (704) 633-5331	Non-DOT let (LAP) - Municipal agreement in place. A concept plans has been developed, but Town is currently reviewing options to determine next steps. Division and Town continue to have discussions about next steps and how this project can be funded.
Completed Projects								
Y-5500IA (DI00346)	Drainage, Grading, Paving, & Crossing Closure on SR 1526 (Henderson Grove Church Road) – Existing At-Grade Rail Crossing & Extension of SR 1526 (Henderson Grove Church Road)	May 22, 2024	May 14, 2026	95% Complete	\$2,504,746	NJR Group, Inc.	Eric Goldston (704) 630-3220	New alignment of Henderson Grove Church Rd open to traffic 11/14/25. All work completed except permanent vegetation establishment. (Maint forces completing remaining RR work in January 2026).
2024CPT.09.07.10801 2024CPT.09.08.20801 (C204418)	Shoulder reconstruction, resurfacing and milling on 1 section of US 70 both East and West, 1 section of NC150, and 8 sections of secondary roads.	February 20, 2024	October 1, 2025	95% Complete	\$5,911,698	NJR Group, Inc.	Kelly Seitz (704) 630-3200	The contractor is raising manholes, finishing pavement markings, and working on punch list.

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

RECENTLY SELECTED SAFETY & MOBILITY PROJECTS

FILE NO#	COUNTY	TIP	DESCRIPTION OF LOCATION	PROJECT DESCRIPTION
10-25-217	(94% Cabarrus (6%)	HS-TBD-4-21-25	NC 49 from US 29 in Mecklenburg County to 0.3 mile into Cabarrus County, MP 23.31-27.91 (Mecklenburg), 0.00-0.30 (Cabarrus).	Install median and edgeline rumblestripes with LLPMs.
10-25-212	Cabarrus	HS-TBD-4-21-25	SR 1600 (Shiloh Church Rd.) from NC 73 to SR 1601, MP 0.00-2.42.	Install edgeline rumblestripes with LLPMs.
10-24-234	Cabarrus	HS-TBD-4-21-25	SR 1448 (Cox Mill Road) at Cox Mill High School. Updated 3/5/2025.	Install a traffic signal with pedestrian accommodations.
10-24-229	Cabarrus	SM-6110J	US 601 (Warren C Coleman Blvd S) @ SR 1335 (Old Charlotte Rd SW) & Old Charlotte Rd SW.	Construct Southbound Right Turn Lane onto SR 1335 (Old Charlotte Rd SW).
10-25-211	Cabarrus	SS-6210AR	SR 1132 (Flowes Store Road) from US 601 to NC 24, MP 6.23-15.31.	Install centerline and edgeline rumblestripes with LLPMs.
10-24-235	Cabarrus	HS-TBD-10-24-25	SR 1448 (Cox Mill Road) at Tanner Road NW/Pacing Lane NW	Install Pedestrian Hybrid Beacon and move the crosswalk to the north of the existing crosswalk, so it
10-25-213	Cabarrus	HS-TBD-10-24-25	SR 1430 (Kannapolis Parkway) from NC 3 to NC 73, MP 0.00-4.16.	Install median and edgeline rumblestripes with LLPMs.
10-25-228	Cabarrus	SS-6210AU	SR 2945 (Millstream Ridge Drive)@ Legolas Lane.	Install an all-way stop condition and crosswalks for all 4 legs.
10-25-240	Cabarrus	HL-0177	***We will put our SS funds on Div's project. Selected for funding on 10/21/25.*** NC 3 (Mooresville Road) and SR 1442 (Windy Road).	Install a roundabout.

PUBLIC NOTICE / MEETING INFORMATION

Cabarrus County Bridge to be Replaced - Section of Gold Hill Road will close in December

CONCORD – The N.C. Department of Transportation has awarded a \$2.4 million contract to replace the bridge on Gold Hill Road over Dutch Buffalo Creek in Concord. Albemarle contractor NJR Group Inc. earned the contract.

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

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

NO#	CONTRACT TIP#	COUNTY	ROUTE	PROJECT DESCRIPTION	PROJECT DATES	PROJECT MANAGER	STATUS	COMMENTS
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1	Y-4810K	CABARRUS	ROGERS LAKE ROAD	Grade Separation over NA/NCRR Railroad and closure at Grade Crossing N.724408Y in Kannapolis	ROW: 2018 LET: 2022	NCDOT Brad Eagle 704-983-4380	Construction Underway	
2	P-5725	CABARRUS	KANNAPOLIS TRAIN STATION	Second Platform and Pedestrian Overpass	ROW: 2019 LET: 2025	NCDOT Brad Smythe 919-707-4118	Utility Relocation Underway	Pending Railroad CON agreement, completion.
3	I-3802AA	CABARRUS	I-85	Installation of Fiber Optic Communications Network, CCTV and DMS System for I-3802A project	ROW: 2022 LET: 2023	NCDOT Brad Eagle 704-983-4380	Construction Underway	
4	U-3415A	CABARRUS	POPLAR TENT ROAD	SR 1394 Poplar Tent Rd. Concord Derita Road to George Liles Pkwy. Widen to 4 lane divided	ROW: 2029 LET: 2033	NCDOT Donald Griffith 704-983-4418	Design Work Underway	PROJECT DATE(S) have changed due to 2026-2035 DRAFT STIP.
5	U-5761	CABARRUS	NC 3 DALE EARNHARDT BLVD	Improve Intersection of NC 3 and US 29/601	ROW: 2022 LET: 2027	NCDOT Donald Griffith 704-983-4418	ROW Acquisition Underway	
6	U-5956	CABARRUS	US 29 CONCORD	Realign Union Cemetery Road to Intersect US 29 at Rock Hill Church Road	ROW: 2022 LET: 2025	NCDOT Randy Bowers 704-983-4418	Utility Relocation Underway	LET is currently scheduled for JANUARY 2026.
7	U-6032	CABARRUS	MALLARD CREEK ROAD	Mallard Creek Road (SR-2467)/Derita Rd (SR-1445) from I-485 to Concord Mills Blvd. Widen to 6 lanes	ROW: 2022 LET: 2029	NCDOT Donald Griffith 704-983-4418	ROW Acquisition Underway	PROJECT DATE(S) have changed due to 2026-2035 DRAFT STIP.

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

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

NO#	CONTRACT TIP#	COUNTY	ROUTE	PROJECT DESCRIPTION	PROJECT DATES	PROJECT MANAGER	STATUS	COMMENTS
24	C-5603I	CABARRUS	US 601	US 601 from Flowe Store Road to Zion Road with US 601 and Flowe Store Road. Sidewalk and Intersection improvements	ROW: 2025 LET: 2026	NCDOT- Jeff Burleson 704-983-4400	ROW Acquisition Underway	
25	DJ00560	CABARRUS	Kannapolis Pkwy, Various Secondary Routes	Resurfacing	LET: 2025	AGENCY- Brad Eagle 704-983-4400	Construction Underway	Project anticipated to restart Spring 2026.
26	BL-0060	CABARRUS	COX MILL ROAD	Cox Mill Road Loop Greenway and Bicycle/Pedestrian Bridge	ROW: 2025 LET: 2026	NCDOT- Jeff Burleson 704-983-4400	Design Work Underway	
27	BL-0086	CABARRUS	HICKORY RIDGE ROAD & STALLINGS ROAD	Hickory Ridge Road and Stallings Road -Sidewalks	ROW: 2026 LET: 2027	NCDOT- Jeff Burleson 704-983-4400	Design Work Underway	
28	BL-0087	CABARRUS	MULTIPLE LOCATIONS	Elm Avenue, Glenn Street, Crowell Drive, and Cedar Drive - Sidewalk	ROW: 2025 LET: 2026	NCDOT- Jeff Burleson 704-983-4400	Design Work Underway	
29	HL-0001	CABARRUS	POPLAR TENT ROAD	Poplar Tent Road Improvements (Moss Drive to Fullerton PI Drive)	ROW: LET: 2029	NCDOT- Jeff Burleson 704-983-4400	Planning Underway	
30	HL-0062	CABARRUS	NC 49	NC 49 from Morehead Road to Cedar Drive - Access Management Improvement	ROW: 2026 LET: 2027	NCDOT- Jeff Burleson 704-983-4400	Design Work Underway	

NO#	CONTRACT TIP#	COUNTY	ROUTE	PROJECT DESCRIPTION	PROJECT DATES	PROJECT MANAGER	STATUS	COMMENTS
31	HL-0063	CABARRUS	CALDWELL ROAD	Caldwell Road from US 29 to NC 49-Intersection Improvement and Roadway Extension	ROW: 2026 LET: 2027	NCDOT- Jeff Burleson 704-983-4400	Design Work Underway	
32	R-2246A	CABARRUS	GEORGE LILES PARKWAY	George Liles Parkway Concord NC 49 to Roberta Road. Widen to Multi-Lanes		NCDOT- Dustin Simpson 704-983-4400	Planning Underway	Project is funded for PE ONLY per the 2026-2035 Draft Stip
33	BO-2410A	MULTIPLE	VARIOUS LOCATIONS	VARIOUS LOCATIONS - Installation of curb ramps.	ROW: 2024 LET: 2024	NCDOT- Tim Kirk 704-983-4400	Construction Underway	
34	2024CPT.10.17.20131 - Contract DJ00512	CABARRUS	VARIOUS LOCATIONS	VARIOUS LOCATIONS - 3 sections of secondary roads for Resurfacing/FDR	ROW: LET: 2024	AGENCY- Brad Eagle 704-983-4400	Construction Underway	
35	2024CPT.10.04.20131 - Contract DJ00487	CABARRUS	VARIOUS LOCATIONS	VARIOUS LOCATIONS - 38 sections of secondary roads for Resurfacing	ROW: LET: 2024	AGENCY- Brad Eagle 704-983-4400		
36	2024CPT.10.03.10131 - Contract DJ00486	CABARRUS	VARIOUS LOCATIONS	VARIOUS LOCATIONS - 1 Section of NC 3, 1 Section of NC 24/27 and 3 sections of secondary roads	ROW: LET: 2023	AGENCY- Brad Eagle 704-983-4400	Construction Underway	
37	R-5790JH	CABARRUS	VARIOUS LOCATIONS	VARIOUS LOCATIONS - Installation of curb ramps.	ROW: 2023 LET: 2023	NCDOT- Michael Hedrick 980-523-0085	Construction Underway	Majority completed via supplemental agreement DJ00490. Remaining ramps will be added to future ramp projects. END EDIT 3/2026

NO#	CONTRACT TIP#	COUNTY	ROUTE	PROJECT DESCRIPTION	PROJECT DATES	PROJECT MANAGER	STATUS	COMMENTS
38	2023CPT.10.15.20131 - Contract DJ00453	CABARRUS	VARIOUS LOCATIONS	VARIOUS LOCATIONS - 9 sections of secondary roads	ROW: LET: 2023	AGENCY- Brad Eagle 704-983-4400	PROJECT COMPLETE	END EDIT 12/31/25
39	2023CPT.10.14.10131 - Contract DJ00447	CABARRUS	VARIOUS LOCATIONS	VARIOUS LOCATIONS - 1 Section of NC 3 and 3 sections of secondary roads	ROW: LET: 2023	AGENCY- Brad Eagle 704-983-4400	PROJECT COMPLETE	END EDIT 12/31/25
40	2025CPT.10.04.10131, 2025CPT.10.04.20131 Contract DJ00540	CABARRUS	VARIOUS LOCATIONS	VARIOUS LOCATIONS - 1 section of US 601 and 3 sections of secondary roads	ROW: LET: 2024	AGENCY- Brad Eagle 704-983-4400	Design Work Underway	Project projected to start in Spring 2026
41	2025CPT.10.05.20131, 2025CPT.10.05.20132, 10.101311 Contract DJ00554	CABARRUS	VARIOUS LOCATIONS	VARIOUS LOCATIONS - 8 sections of secondary roads with 2 FDR roads and 1 road diet included	ROW: LET: 2025	AGENCY- Brad Eagle 704-983-4400	Design Work Underway	Project projected to start in Spring 2026
42	2025CPT.10.21.20131 Contract DJ00560	CABARRUS	VARIOUS LOCATIONS	VARIOUS LOCATIONS - 8 sections of secondary roads	ROW: LET: 2025	AGENCY- Brad Eagle 704-983-4400		

DATE: December 23, 2025
 TO: Phil Conrad
 Cabarrus-Rowan MPO
 FROM: Heather J. Hildebrandt *Heather J. Hildebrandt*
 Statewide Initiatives Supervisor
 SUBJECT: Congestion Mitigation & Air Quality (CMAQ) Project Funding for
 CRMPO FFY 2026

Thank you for submitting a project proposal for funding through the North Carolina CMAQ Program. The Office of Strategic Initiatives & Program Support is pleased to inform you that the following project has been approved for CMAQ funding in the amount shown below:

STIP Number	Description / Location	Responsible Party	Phase	CMAQ Funding	CMAQ Share	Match	Match Share	Total Funding	FY
BN-0033	E. Franklin Street Sidewalks	Town of Mount Pleasant	PE	\$307,200	80%	\$76,800	20%	\$384,000	2026
			ROW	\$664,320	80%	\$166,080	20%	\$830,400	2027
			CON	\$1,588,752	80%	\$397,188	20%	\$1,985,940	2029
TOTAL				\$2,560,272	80%	\$640,068	20%	\$3,200,340	

NOTE: If you are establishing a local agreement between the project sponsor and NCDOT, please see the last page of this letter for more information.

The awardee is responsible for all funding that is above the approved award amount.

Please note there is an additional small amount of funds above and beyond the project award that is included in the WBS. This is not for use by the project or project manager. These funds are

placed there to pay for estimated BSIP/SAP charges that will occur as the project is invoiced and paid out.

By agreeing to use the CMAQ funds, the project manager's business unit or entity (awardee) agrees that any charges that cause the WBS to become negative and require repayment, (whether BSIP/SAP charges or costs incurred by the project) WILL be covered and paid for by the unit/entity receiving these funds.

Please note that projects that are not implemented according to the approved schedule may be subject to cancellation.

If you have any questions about the CMAQ Program or the project that has been awarded funding, please contact Steven Bolyard by telephone at 919-707-4640 or by email at sjbolyard@ncdot.gov.

cc: Terry Arellano, PE, Office of Strategic Initiatives & Program Support
Heather Hildebrandt, Office of Strategic Initiatives & Program Support
Erin Burris, Town of Mount Pleasant
David Wasserman, PE, Division of Planning and Programming
Ben Johnson, PE, Eastern STIP Group
Brian Wert, PE, Central STIP Group
Teresa Robinson, PE, Western STIP Group



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

January 28, 2026

Secretary Sean Duffy
US Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Subject: BUILD Grant Letter of Support

Dear Secretary Duffy:

The Cabarrus Rowan Metropolitan Planning Organization (CR MPO) is pleased to offer this Letter of Support for the Town of East Spencer, North Carolina, which in partnership with Rowan County, North Carolina, is requesting \$25,000,000 in federal funding through the “Better Utilizing Investments to Leverage Development” (BUILD) grant program for the Town of East Spencer I-85/SR2114 Interchange Construction Project, converting an underpass to a full access interchange of I-85 in Rowan County.

This project offers a vital opportunity to tackle the long-standing transportation and economic issues that the Town faces and will also greatly improve safety for motorists and pedestrians, including parents and children traveling to the adjacent Hanford-Dole Elementary School.

Historically, the Town of East Spencer has been isolated from neighboring communities; therefore, this project that will provide direct access to I-85 not only will provide greater community connectivity and mobility for its citizens but will also attract needed investment to create jobs and opportunities for advancement.

A robust partnership of the Town of East Spencer, Rowan County, the Cabarrus-Rowan Metropolitan Planning Organization, and the North Carolina Department of Transportation (NCDOT) has produced a significant amount of preliminary review, including the issuance of an Interchange Access Report (IAR) in July 2023 by NCDOT that noted that the project had been reviewed by the FHWA and “no concerns were noted with the interstate access as proposed.” This grant represents a transformative opportunity for East Spencer and the residents of Rowan County and surrounding areas and I would request that you provide careful consideration of this project.

Sincerely,

Meredith Smith, Chair
Cabarrus-Rowan TAC

cc: Secretary Daniel Johnson, NCDOT
Mr. John Rhyne, NCDOT Division 9
Mayor Barbara Mallett, Town of East Spencer
Mr. Michael Douglas, Town of East Spencer

II-A Data and Planning Support

This section covers data and processes used to support transportation planning related to transportation infrastructure.

Programmed Amount: \$45375

9% of staff budget

II-A-1 Networks and Support Systems Total: \$ 10000

- The Cabarrus-Rowan MPO will create and maintain spatial data for the MPO planning area.
- Provide the public and MPO members with traffic count data from the NCDOT traffic count program.
- The Cabarrus-Rowan MPO will update GIS data for fixed routes, deviated fixed routes, service areas, and ridership for transit providers in the region.
- Maintain a GIS inventory of existing data from local, state, and federal partners related to bicycle and pedestrian transportation facilities. Continue to update sidewalk, greenways and bicycle facility data based on data available from local partners.
- Develop online mapping for displaying 2055 MTP, socioeconomic data, and other NCDOT-generated GIS layers.

II-A-2 Travelers and Behavior Total: \$ 18415

- The Cabarrus-Rowan MPO will maintain an inventory of building permit data to generate a base year update and report land use changes by Transportation Analysis Zone on an annual basis. The next base year for the MRM will be 2026.
- CRMPO staff will update the major employer data (part of InfoUSA database) that was recently used in the Metrolina Regional Model.

II-A-3 Transportation Modeling Total: \$ 16960

- CRMPO will provide the CR MPO portion of the Model Custodian staff-generated expenses for the Metrolina Regional Travel Model Maintenance.

II-B Planning Process

Tasks within this category are related to the development of the MPO Metropolitan Transportation Plan and Comprehensive Transportation Plan. Federal regulations require each MPO to have a fiscally-constrained long range transportation plan looking out at least 20 years. The plan must be updated every four years. The MPO also participates in the development of the Comprehensive Transportation Plan. The plan is developed jointly with NCDOT and reflects the vision and long term needs of the transportation system. In addition, the MPO is responsible for a number of ongoing long-range planning activities such as corridor studies, congestion management monitoring and air quality planning.

Programmed Amount: \$120000

23% of staff budget (excludes Special Studies)

II-B-1 Targeted Planning Total: \$ 60000

- Participate in IIJ Act related trainings and workshops
- Begin implementation of the 2055 MTP Update including the financial plan, highway networks, congestion management strategies, air quality and conformity planning and documentation.
- Forecast of travel patterns using the Metrolina Regional Model

II-B-2 Regional Planning Total: \$ 60000

- Support the next CTP Update including assembling the technical Steering Committee and setting up a process for public and stakeholder input
- Review MTP items that are the responsibility of the MPO staff; begin implementation as appropriate.
- Work with transit providers in the region to implement Section 5307 formula distribution; assist providers with any changes in federal or state funding programs and five-year CTSPs as needed.
- Coordinate with private freight carriers in the region to identify major freight needs in the region including key corridors, bottlenecks, truck parking issues and potential projects where NCDOT/CRMPO can facilitate cooperation; incorporate their plans into the MTP
- Mapping in support of TIP, Merger, Long Range Planning, Prioritization, and any background material for the Board, Committees, workgroups, and the public.
- Address Safe and Accountable Transportation Options thru Mobility Plans that improve the safety of bicyclists and pedestrians for the municipalities as a proxy for the whole planning area

II-B-3 Special Studies: \$ 0:

III-A Unified Planning Work Program

The single task within this category relates to the preparation and monitoring of the MPO Unified Planning Work Program, and preparation of quarterly reports, the annual report, and requests for reimbursement.

Programmed Amount: \$22000

4% of staff budget

III-A-1 Planning Work Program Total: \$ 12000

- The Cabarrus-Rowan MPO will develop a Planning Work Program (PWP) with the guidance of the Technical Coordinating Committee (TCC) and MPO Board; Present the UPWP for approval to the Transportation Advisory Committee.
- Develop the FY 2027 - FY 2032 Planning Work Program Calendar
- . Prepare quarterly reports, the annual report, and requests for reimbursement

III-A-2 Metrics and Performance Measures Total: \$ 10000

- Provide the release of statewide performance measures to the TCC and TAC and amend the 2055 MTP as needed to reflect those performance measures.

III-B Transportation Improvement Program

This category relates directly to the identification and prioritization of transportation improvement projects within the MPO area on an on-going basis, coordination of the MTIP with the STIP and SPOT processes, the development of the MTIP, and processing of MTIP amendments.

Programmed Amount: \$32500

6% of staff budget

III-B-1 Prioritization Total: \$ 20000

- Maintenance of a prioritized needs list or SPOT Prioritization list of potential STIP projects.
- Work with subcommittee to update and improve local prioritization process for SPOT and STP-DA/TAP/CRP projects.
- Data, Maps and Resolutions for STIP Project Recommendations as needed.
- Attendance of any STIP- or SPOT-related meetings including regular and monthly update meetings.
- Gathering and entry of data required for SPOT ranking of projects.
- Field questions from TIP Unit and SPOT Office on projects questions and funding requests about locally administered projects.

III-B-2 Metropolitan TIP Total: \$ 7500

- Work cooperatively with NCDOT and other partner agencies to review Draft and final STIP and review and adopt the corresponding metropolitan area TIP.
- Review and refine schedules and descriptions for TIP projects in the Draft TIP.
- Coordinate meaningful public involvement in the TIP process and in review of the TIP.
- Process a multitude of MTIP amendments from the monthly Board of Transportation agenda.

III-B-3 Merger/Project Development Total: \$ 5000

- Review design issues for TIP Projects and provide comments to appropriate agencies.
- Participate in the environmental study process for TIP projects including the new Express Design process, and provide MPO representation to the NEPA/401 Merger Teams as needed.
- Provide additional information related to purpose and need statements as requested.

III-C. Civil Rights Compliance (Title VI) and Other Regulatory Requirements

Tasks within this category relate to the goal of integrating public involvement and context sensitivity into every aspect of the MPO

Programmed Amount: \$22500

4% of staff budget

III-C-1 Title VI Compliance Total: \$ 7500

- Conduct ongoing analysis of all MPO planning activities for compliance with Title VI of the Civil Rights Act of 1964; 49 CFR part 21.
- Implementation of Title VI documentation and policies

III-C-2 Environmental Justice Total: \$

III-C-3 Public Involvement Total: \$ 15000

- Develop outreach efforts for effectively communicating with the community about transportation planning and projects.
- Increase public involvement through updates to the CRMPO website.
- Place advertisements in media outlets as required by Public Participation Plan for the MPO and CK Rider.
- Respond to interview and data requests from the media & public.

- Ensure compliance with North Carolina general statutes regarding open meetings and public records.

III-D. Statewide and Extra-Regional Planning

Tasks within this category relate to the unique role that the MPO plays within our region and illustrate the broad impacts of transportation on the built and natural environment, and includes working to understand and help craft planning policy and standards at the statewide level.

Programmed Amount: \$145000

27% of staff budget

III-D Statewide and Extra-Regional Planning Total: \$ 132500

- Coordinate with other regional, state and federal agencies involved in transportation planning activities; monitor federal and state legislation.
- Participate in the North Carolina Association of MPOs and attend ongoing statewide meetings to discuss transportation planning issues.
- Participate in and coordinate regional planning activities such as CRAFT, Metrolina Regional Model, Interagency, SICM, NCAMPO, etc.

III-E. Management and Operations

This category relates to the on-going administrative responsibilities related to the MPO, including support of both the Transportation Coordinating Committee and the MPO Board.

Programmed Amount: \$145000

27% of staff budget

III-E Management Ops, Program Support Admin Total: \$ 132500

- Provide direct support to the MPO Governing Board and Technical Coordinating Committee (TCC), including agenda preparation and circulation, preparation of minutes, and scheduling, notification, virtual arrangement as needed, venue setup and breakdown, and facilitation of both in-person and virtual meetings.
- Procure supplies related to transportation planning activities.
- Support staff training and development.
- Cover direct costs associated with MPO administration.
- Provide TAC member information to the State Ethics Commission as requested.

Cabarrus-Rowan MPO FY 2026-2027 UPWP

FTA CODE	TASK CODE	TASK DESCRIPTION	MPO Planning and Admin - PL104			Safe and Accountable Transportation Options PL 104 set aside (Program Code Y410)			Transit Planning - 5303				SECTION 5307			
			Local 20%	Federal 80%	Total	Local	Federal 100%	Total	Local (10%)	State (10%)	Federal (80%)	Fund Total	Local	State	FTA 80%	5307 Total
			II-A	Data and Planning Support	\$ 9,075	\$ 36,300	\$ 45,375				\$12,788	\$12,788	\$102,307	\$127,883		
44.22.00	II-A-1	Networks and Support Systems	\$ 2,000	\$ 8,000	\$ 10,000				\$12,788	\$12,788	\$102,307	\$127,883				
44.23.01	II-A-2	Travelers and Behavior	\$ 3,683	\$ 14,732	\$ 18,415											
44.23.02	II-A-3	Transportation Modeling	\$ 3,392	\$ 13,568	\$ 16,960											
	II-B	Planning Process	\$ 24,000	\$ 96,000	\$ 120,000	\$ -	\$9,000	\$ 9,000								
44.23.02	II-B-1	Targeted Planning	\$ 12,000	\$ 48,000	\$ 60,000											
44.23.01	II-B-2	Regional Planning	\$ 12,000	\$ 48,000	\$ 60,000											
		Safe and Accountable Transportation Options				\$ -	\$ 9,000	\$ 9,000								
44.27.00	II-B-3	Special Studies														
	III-A	Planning Work Program	\$ 4,400	\$ 17,600	\$ 22,000											
44.21.00	III-A-1	Planning Work Program	\$ 2,400	\$ 9,600	\$ 12,000											
44.24.00	III-A-2	Metrics and Performance Measures	\$ 2,000	\$ 8,000	\$ 10,000											
	III-B	Transp. Improvement Plan	\$ 6,500	\$ 26,000	\$ 32,500											
44.25.00	III-B-1	Prioritization	\$ 4,000	\$ 16,000	\$ 20,000											
44.25.00	III-B-2	Metropolitan TIP	\$ 1,500	\$ 6,000	\$ 7,500											
44.25.00	III-B-3	Merger/Project Development	\$ 1,000	\$ 4,000	\$ 5,000											
	III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.	\$ 4,500	\$ 18,000	\$ 22,500											
44.27.00	III-C-1	Title VI Compliance	\$ 1,500	\$ 6,000	\$ 7,500											
44.27.00	III-C-2	Environmental Justice	\$ -													
44.27.00	III-C-3	Minority Business Enterprise Planning														
44.27.00	III-C-4	Planning for the Elderly														
44.27.00	III-C-5	Safety/Drug Control Planning														
44.27.00	III-C-6	Public Involvement	\$ 3,000	\$ 12,000	\$ 15,000											
44.27.00	III-C-7	Private Sector Participation														
	III-D	Statewide & Extra-Regional Planning	\$ 29,000	\$ 116,000	\$ 145,000											
44.27.00	III-D-1	Statewide & Extra-Regional Planning	\$ 29,000	\$ 116,000	\$ 145,000											
	III-E	Management Ops, Program Suppt Admin	\$ 29,000	\$ 116,000	\$ 145,000											
44.27.00		Management Operations	\$ 29,000	\$ 116,000	\$ 145,000											
44.27.00		Program Support Administration	\$ -	\$ -												
		TOTALS	\$ 106,475	\$ 425,900	\$ 532,375	\$0	\$9,000	\$9,000	\$12,788	\$12,788	\$102,307	\$127,883	\$0	\$0	\$0	\$0

MPO	Cabarrus-Rowan
FTA Code	44.22.00
Task Code	II-A-1
Title	Network and Support Systems
Task Objective	Rider and Cabarrus County previously completed a Long Range Transit Plan to assess the type and level of transit services needed (locally and regionally) for all public transit in Cabarrus County over the next 20 years. CK Rider has begun implementation of the new county-wide Long Range Public Transit Master Plan and associated activities.
Tangible Product Expected	Quarterly and annual reporting information / statistics
Expected Completion Date of Products	Continuous
Previous Work	Rider System planning
Relationship	Transit Planning
Responsible Agency	LPA / IMD
SPR - Highway - NCDOT 20%	
SPR - Highway - F11WA 80%	
Section 104 (f) PL, Local 20%	2,000
Section 104 (f) PL, FHWA 80%	8,000
Section 5303 Local 10%	12,788
Section 5303 NCDOT 10%	12,788
Section 5303 FTA 80%	102,307
Section 5307 Transit - Local 10%	
Section 5307 Transit - NCDOT 10%	
Section 5307 Transit - FTA 80%	
Additional Funds - Local 100%	

Attachment # 7
Anticipated DBE Contracting Opportunities for 2026-27

Name of MPO: Cabarrus-Rowan MPO

Check here if no anticipated DBE opportunities

Person Completing Form: Phil Conrad

Telephone Number: 704-791-0608

Prospectus Task Code	Prospectus Description	Name of Agency Contracting Out	Type of Contracting Opportunity (Consultant, etc.)	Federal Funds to be Contracted Out	Total Funds to be Contracted Out
II-A-1	Network and Support Systems (Section 5303)	City of Concord	Consultant	\$15,601	\$19,501
II-A-1	County-wide Long Range Public Transit Master Plan Implementation	City of Concord/MPO	Consultant	\$86,706	\$108,382

Sample Entry:

II-C-11	Transit Plan Evaluation	Big City Planning Department	Consultant	\$48,000	\$60,000
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Note: This form must be submitted to NCDOT-PTD even if you anticipate no DBE Contracting Opportunities. Note “No contracting opportunities” on the table if you do not anticipate having any contracting opportunities.

Cabarrus-Rowan MPO Local Match Table

MPO Member	2020 Pop.	Percent	
Concord	105,240	28.24%	\$ 30,067
Rowan County	81,117	21.77%	\$ 23,175
Kannapolis	53,114	14.25%	\$ 15,175
Cabarrus County	52,396	14.06%	\$ 14,970
Salisbury	35,540	9.54%	\$ 10,154
Harrisburg	18,967	5.09%	\$ 5,419
Midland	4,684	1.26%	\$ 1,338
China Grove	4,434	1.19%	\$ 1,267
Landis	3,690	0.99%	\$ 1,054
Spencer	3,308	0.89%	\$ 945
Granite Quarry	2,984	0.80%	\$ 853
Rockwell	2,302	0.62%	\$ 658
Mount Pleasant	1,671	0.45%	\$ 477
E. Spencer	1,567	0.42%	\$ 448
Cleveland	846	0.23%	\$ 242
Faith	819	0.22%	\$ 234
Total	372,679		\$ 106,475

	RIDER TRANSIT						RIDER ADA PARATRANSIT						2026			
	2019	2020	2021	2022	2023	2024	2025	2026	2019	2020	2021	2022	2023	2024	2025	
January	35154	32795	19946	13670	26317	26781	29858		1014	1233	1064	1291	1877	1755	1450	
February	32851	31073	23498	20251	25535	28616	29895		1001	1238	1065	1358	1459	1717	1531	
March	35038	25626	36652	23914	28482	31228	33207		1066	887	1558	1626	1781	1626	1579	
April	33822	15732	36209	24336	26145	32730	34167		1117	550	1555	1474	1565	1647	1415	
May	36735	18489	36769	24130	28,564	32920	33287		1015	687	1464	1542	1609	1523	1375	
June	36931	22239	35573	26036	27521	32708	32408		918	997	1370	1638	1629	1410	1561	
July	37265	22975	27155	24640	27290	33752	33763		956	1065	1305	1476	1536	1432	1534	
August	38455	22020	27824	26857	31323	37532	32468		1041	1191	1233	1740	1978	1595	1521	
September	35590	21712	27014	27278	27870	33401	31463		1076	1231	1286	1553	1511	1466	1376	
October	37727	24501	28779	27419	29829	38060			1175	1024	1304	1550	1728	1625		
November	32930	22073	25692	25003	27854	33670			1132	959	1424	1731	1594	1428		
December	32848	19994	24882	24418	26707	32915			1049	1044	1463	1651	1465	1407		
Totals	425346	279229	349993	287,952	333,437	394,313	290,516		12560	12106	16091	18630	19732	18631		

	SALISBURY TRANSIT SYSTEM							SALISBURY ADA PARATRANSIT							2026	
	2019	2020	2021	2022	2023	2024	2025	2026	2019	2020	2021	2022	2023	2024	2025	
January	11588	10836	4631	6274	7251	7603	7337		669	662	605			483	617	
February	10819	10426	4495	6350	7028	8026	8004		664	587	553			516	680	
March	10813	8444	5069	6798	7748	7801	7891		621	641	711			440	750	
April	11383	4344	5058	7895	7140	8445	7953		629	442	737			523	810	
May	15528	4230	4698	12549	18248	19271	20326		754	505	673			504	743	
June	10983	5406	5225	7338	8482	7861	7500		698	618	762			459	672	
July	12228	5987	6240	7481		7950	8063	7211	855	605	680			405	512	850
August	13186	5505	6527	8600		8897	8132	5647	854	495	682			569	618	740
September	11472	5350	6081	7825		7489	7723	6593	827	529	659			529	555	907
October	12645	5758	6087	7295		7254	8464	7176	801	590	639			632	706	860
November	12742	4384	5667	7443		8030	7450	6426	644	545	613			506	592	675
December	5416	7190	6697			6893	6379		718	703				463	541	
	133387	76086	66968	92545	55897	105520	105222	33053	8016	6937	8017			6029	7796	4032

Data Provided by Transit Systems is Current as of

January 2026

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Printed on 1/22/26



NCDOT TPD NEWS

NCDOT TPD Cabarrus-Rowan MPO Newsletter

JANUARY 2026

Metropolitan Transportation Plan (MTP) / Comprehensive Transportation Plan (CTP) Update

Cabarrus-Rowan MPO — Since the Cabarrus-Rowan MPO released the Draft Cabarrus-Rowan 2055 Metropolitan Transportation Plan. It is currently under initial review by NCDOT-TPD and FHWA. The details of the CRMPO MTP Draft can be found at <https://www.crmopo.org/Plans/Mobility>.

Statewide Functional Classification Update Reaches Finish Line

Following a year of intense coordination with MPO/RPO partners, the **Statewide Functional Classification (FC) updates** were submitted to the FHWA in last year and approved by FHWA in December 2025. This decennial overhaul, necessitated by the 2020 Census urban boundary shifts will now be integrated into NCDOT's GIS data layers and the GO! NC mapping platform.

New Coordinator Assigned to CRMPO

NCDOT-TPD has announced **Sangwoo "Marty" Sung, Ph.D.** as the new coordinator for the Cabarrus-Rowan MPO. He has 3 years of direct NCDOT experience to the region, having previously served as the coordinator for the Piedmont Triad, Northwest Piedmont, and Lumber River RPOs. Prior to joining NCDOT, he was a full-time faculty at East Carolina University (ECU) for 6 1/2 years, where he taught GIS and planning courses. This blend of technical expertise and statewide experience will support the CRMPO in advancing its transportation goals. His official duty begins in January 2026.

MPO/RPO LOCAL NEWS/UPDATE

CONCORD – Resurfacing contract (\$2.9 million) was awarded for Cabarrus County in December 2025 for the section of N.C 24/27, the portion of N.C. 73 and the secondary routes in the county. The contract totals just over 11 miles of improvements to these sections. [-Next page](#)

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

- NCDOT Mission Statement

FHWA News

FHWA released the FY 2026 Federal-aid Highway Program Apportionments

FHWA released the FY 2026 Federal-aid Highway Program Apportionments (Notice N 4510.905) in late 2025. The formal document released by the FHWA that calculates the exact funding for North Carolina's planning (PL) and construction programs for the final year available at [HERE](#).

SAFE ROADS Initiative & Vulnerable Road User (VRU) Safety

In late 2025, Secretary Sean Duffy and the FHWA ramped up the "SAFE ROADS" initiative, targeting non-freeway arterials and using data-driven assessments to protect vulnerable road users. For more details, see the initiative site, [FHWA SAFE ROADS Initiative](#) and VRU Research Plan [FHWA Vulnerable Road User Research Plan](#).

The contractor expects completion by spring 2027. For more details, go to <https://www.ncdot.gov/news/press-releases/Pages/2025/2025-12-25-cabarrus-county-resurfacing.aspx>

MT. PLEASANT – Cabarrus County Bridge to be Replaced.

The N.C. Department of Transportation has awarded a \$799,491 contract to replace the bridge on Mauney Road over Little Meadow Creek in Mt. Pleasant. For the roads listed for improvements, see details at <https://www.ncdot.gov/news/press-releases/Pages/2025/2025-12-22-mauney-road-bridge.aspx>

Contact Us

Sangwoo “Marty”
Sung, Ph.D., Transportation Engineer.

NCDOT TPD
1 S. Wilmington Street
Raleigh, NC

919-707-0927
ssung@ncdot.gov

UPCOMING	DATE
Reminder that TAC members must file their ethics info by April 15th	January 1, 2026
2nd Quarter 5303 Claim(Oct.1,2025-Dec.31,2025) and Draft FY27 UPWP due	January 30, 2026
2nd Quarter invoice and work summary due	February 10, 2026
Indirect Cost Allocation Plan for FY 27 due	February 27, 2026

Statewide Plans

- NC Moves 2050 Plan—<https://www.ncdot.gov/initiatives-policies/Transportation/nc-2050-plan/Pages/default.aspx>
- NCDOT Strategic Transportation Corridors—<https://www.ncdot.gov/initiatives-policies/Transportation/strategic-corridors/Pages/default.aspx>
- NCDOT Comprehensive State Rail Plan (25-Year Vision) - <https://www.ncdot.gov/divisions/rail/Pages/rail-plan.aspx>
- NC Statewide Multimodal Freight Plan (2023) - <https://connect.ncdot.gov/projects/planning/Statewide-Freight-Plan/Pages/default.aspx>
- Great Trails State Plan—<https://www.ncdot.gov/divisions/integrated-mobility/multimodal-planning/great-trails-state/Pages/default.aspx>
- Statewide Pedestrian & Bicycle Plan (2013) - <https://www.ncdot.gov/bikeped/walkbikenc/default.aspx>
- Connecting North Carolinians to Opportunities (Public Transportation Strategic Plan—2018) - <https://www.ncdot.gov/divisions/Integrated-mobility/public-transit-services/statewide-strategic-plan/Documents/december-2018-strategic-plan.pdf>
- NCDOT Resilience Strategy Report (2021) - [Department-of-Transportation-2021-Resilient-Strategy-Report.pdf \(nc.gov\)](https://www.ncdot.gov/divisions/Integrated-mobility/public-transit-services/statewide-strategic-plan/Documents/december-2018-strategic-plan.pdf)

Helpful Links: To learn more, click on the following links or do an internet search using “NCDOT: and names in black:

- [ncdot.gov](https://www.ncdot.gov)—NCDOT home page
- <https://drivenc.gov/> - Real-Time Traffic
- <https://www.ncdot.gov/contact/Pages/form.aspx?UnitName=pothole&sourceUrl=/contact/> - Report a pothole
- [NCDOT Annual Average Daily Traffic \(AADT\) Mapping Application \(arcgis.com\)](https://www.arcgis.com) - Interactive Annual Average Daily Traffic Map
- <https://www.ncdot.gov/initiatives-policies/transportation/stip/Pages/default.aspx>—NCDOT: State Transportation Improvement Program
- <https://www.ncdot.gov/bikeped/ncbikeways/default.aspx>—Interactive Bicycle Routes Map
- <https://connect.ncdot.gov/resources/State-Mapping/Pages/Traffic-Survey-Group.aspx>—Links to all traffic count data information -



Elected Officials Guide to Transportation

NCDOT's Guide to Transportation Decision Making in Your Community



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

Transportation plays a fundamental role in communities across North Carolina. North Carolina's transportation system carries people and goods across the state to their destinations. The multimodal transportation infrastructure in North Carolina helps travelers, the economy, and the overall well-being of the state by providing a comprehensive statewide transportation system that includes all forms of travel. From highways, airports, trains, ferries, public transportation or pedestrian/bicycle facilities, the comprehensive, multimodal system allows North Carolina's citizens to connect to:



No matter where in North Carolina you live or what mode of transportation you use, YOU are able to help define your community's transportation priorities and share your ideas about what best serves your community.

Transportation agencies are required to provide public involvement opportunities. But, you don't have to wait for them to take the first step. In this toolkit, as an elected official, find out about NCDOT's transportation decision-making process and ways that you can influence transportation decisions at each step of the process.

Multi-modal transportation refers to a system in which users have the ability to use more than one way of traveling, such as by car, bus, bike, ferry, walking, train or plane.

This guide will help you:



Understand how transportation is planned, funded, designed, built and maintained



Understand your role in improving transportation in your community



Understand the public's role in improving transportation in your community



Recognize your NCDOT partners



Learn who to contact and where

PART 1

How an Idea Becomes a Transportation Project

WHAT'S IN THIS SECTION?

- The process of making transportation decisions
- Why it's important to get involved early
- The key aspects of each phase

NCDOT Project Process | Seven Phases

Division Engineers are an important part of this process. These regionally based NCDOT professionals develop and implement transportation projects. You can find out who your Division Engineer is by visiting this website www.ncdot.gov/divisions/highways/Pages/divisions.aspx

The process of prioritizing transportation projects is called Strategic Transportation Prioritization (also referred as SPOT). This process is done every 2 years.

Elected officials have a major role in determining what gets funded. To learn more about the funding process visit: www.ncdot.gov/initiatives-policies/Transportation/stip/Pages/strategic-prioritization.aspx

DESIGN BUILD CONSTRUCTION

Design-build is an alternative process used to help complete projects faster and save taxpayer money through innovative approaches to design and construction. The design-build method allows the design, environmental permitting, right-of-way acquisition, utility relocation and construction to take place under one contract, reducing overall construction time, helping NCDOT avoid cost inflation, lessening environmental impact and alleviating driving delays for motorists.

PHASE 1: PLANNING: How decisions are made about which project will be built in the future

NCDOT works with federal, state, regional and local agencies to develop a long-range transportation plan that looks at the multimodal transportation needs and priorities of a community over 20-30 years. Project proposals to meet the identified needs are first developed in these plans. The proposals are checked to ensure they meet the transportation needs and community vision that includes consideration of the natural and human environment. Public meetings and surveys are common methods for public input during this phase.

PHASE 2: PROGRAMMING: How transportation projects are prioritized

The identified transportation needs are then evaluated to help prioritize funding and construction. The prioritization process scores and ranks all the transportation projects based on criteria such as safety and congestion.

During this process, some projects discussed during the planning process may be programmed for development and design because they were ranked high enough. Projects not ranked high enough can be resubmitted in the next prioritization cycle.

PHASE 3: PROJECT DEVELOPMENT: How potential alternatives are studied and chosen

After a project is funded, the project undergoes environmental studies to look at the community and environmental resources in the proposed project areas and examine any potential impacts. The design and traffic engineering studies are also prepared in this phase to analyze proposed alternatives. The alternatives are studied to see if they safely, efficiently and economically meet the transportation needs in the project area while causing minimal impact to community resources such as homes, churches, historical sites and wetlands.

NCDOT will inform the public about the proposed project and uses feedback from the public, and public agencies, to determine where and how proposed projects should be built.

PHASE 4: DESIGN: How ideas are turned into transportation projects

NCDOT determines how a project will be built using information gathered from previous phases. During the final design phase, detailed plans for the project are prepared.

PHASE 5: PROPERTY ACQUISITION: How NCDOT purchases land needed for projects

During the project development and design phases, NCDOT works to minimize the number of homes and businesses impacted by a project, but in many cases NCDOT must acquire a necessary amount of private property to build the project. The Right Of Way Unit is tasked with securing this private property. You can learn more about the right-of-way acquisition process here:

connect.ncdot.gov/business/ROW/Pages/ROW-Support.aspx

PHASE 6: CONSTRUCTION: How transportation projects are built

Once the final design is complete and any necessary right-of-way is acquired, NCDOT goes through the process of hiring a private contractor to build the project.

PHASE 7: MAINTENANCE: How NCDOT maintains projects once they are built

After a project is built, NCDOT continues to maintain the project, helping to prolong the life of the project. For roadway projects, you can help report on issues here: www.ncdot.gov/contact/Pages/default.aspx

To find out more about the NCDOT process click here:

www.ncdot.gov/initiatives-policies/Transportation/how-road-gets-built/Pages/planning.aspx

PART 2

How Decisions Are Made

WHAT'S IN THIS SECTION?

- Common transportation decisions and how they are made
- The agencies involved in the transportation planning process and what they do
- Types of transportation plans
- What is environmental justice and why it is important

Agencies Involved in the Transportation Planning Process

NCDOT is the state agency responsible for most transportation infrastructure in North Carolina. NCDOT has modal divisions dedicated to multiple ways of travel including:



Aviation



Rail



Ferry



Highways



Public Transportation



Bicycle and Pedestrian



State Ports



Freight

Part of the Integrated Mobility Division

N.C. BOARD OF TRANSPORTATION

The North Carolina Board of Transportation is composed of 20 people from across the state. Each member represents a specific transportation division or is an at-large, state-wide member. All members work with the Secretary of Transportation and team to make decisions about transportation priorities. Learn more about the NCBOT here: www.ncdot.gov/about-us/board-offices/boards/board-transportation/Pages/default.aspx

Local Governments

Local agencies are an important part of the transportation process. Municipalities and transit agencies often develop their own plans and fund projects, for which your input is also needed. These projects can range from roadway improvements on local streets to bicycle and pedestrian infrastructure or proposed transit improvements. If you notice an issue or problem, reach out to your local planner or engineer to discuss your concern with them. You can also visit your local municipality's or transit agency's website to find out how to you can get involved.

Regional Transit Agencies

NC is unique in that all 100 counties are served by some form of transit. Transit agencies have their own projects and planning processes that provide opportunities for public input. Find your local transit provider here: <https://www.ncdot.gov/divisions/integrated-mobility/public-transit-services/Pages/local-transit-search.aspx>.

Regional Agencies

PUBLIC TRANSPORTATION



Transportation by bus, rail (commuter or light), ferry or other transport, either publicly or privately owned, which is provided to the public or specialty service, on a regular and continuing basis.

Metropolitan Planning Organizations (MPOs)

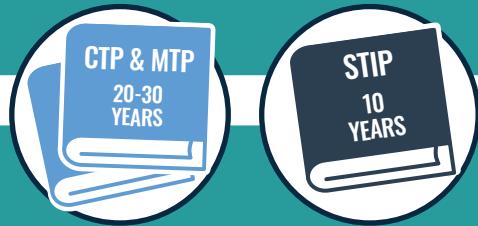
In North Carolina, there are 19 Metropolitan Planning Organizations (MPOs). MPOs represent urban areas of 50,000 or more residents and are organizations that make transportation plans and policies at the regional level. They must have a continuing, cooperative and comprehensive ("3C") transportation planning process. MPOs have the responsibility for making decisions about federal transportation funding. MPOs provide the following services:

- Develop long-range plans, called Metropolitan Transportation Plans (MTP) and Comprehensive Transportation Plans (CTP)
- Conduct their own studies about transportation needs
- Develop and prioritize projects the region believes should be included in the State Transportation Improvement Program (STIP)
- Rely on public input to help guide transportation decisions in and around your community

To find the MPO in your area click here: www.ncampo.org/mpos/

COMPREHENSIVE TRANSPORTATION PLANS (CTP) & METROPOLITAN TRANSPORTATION PLANS (MTP)

Both CTPs and MTPs are long-range transportation plans that incorporate all modes of transportation, including transit, bicycle, pedestrian, rail, aviation, ports and ferries. These plans have a 20-year minimum planning horizon, but may forecast out 25 to 30 years in the future. CTPs are developed for MPOs and Rural Planning Organizations (RPOs). They are needs-based plans that identify future project proposals needed to meet identified needs in the planning time frame. MTPs are only required for MPOs. They must be updated every four to five years and are fiscally-constrained, meaning only projects that can reasonably be expected to be funded within the planning period are included.



STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

The N.C. Department of Transportation's transportation plan – called the State Transportation Improvement Program (STIP) – identifies the construction funding and schedule for projects over a 10-year period. The STIP is updated every two years. The data-driven process to update the STIP is called Strategic Prioritization. During this process, NCDOT divisions and local planning organizations start gathering public feedback on projects, which are submitted for evaluation and scoring. Projects are evaluated based on their merit through an analysis of the existing and future conditions, the benefits the project is expected to provide, the project's multi-modal characteristics and how the project fits in with local priorities. An interactive map showing all the projects including the current STIP can be found here: <https://connect.ncdot.gov/projects/planning/pages/state-transportation-improvement-program.aspx>

Rural Planning Organizations (RPOs)

In North Carolina, 18 RPOs serve the counties not represented by the MPOs. Like MPOs, RPOs help to guide the transportation planning process and provide opportunities for public participation. RPOs provide the following services:

- Coordinate, assist and develop local and regional plans including Comprehensive Transportation Plans, and bicycle, pedestrian and greenway plans
- Provide a forum for public participation in the transportation planning and implementation process
- Develop and prioritize projects the organization believes should be included in the State Transportation Improvement Program (STIP)
- Provide transportation related information to local governments and the public

To find the RPO in your area click here: www.ncarpo.org/about-us.html.

TRANSPORTATION ADVISORY COMMITTEE (TAC) AND TECHNICAL COORDINATING COMMITTEE (TCC)

The TCC consists of staff members from local government members, agencies and NCDOT. The TCC provides guidance and recommendations to the TAC, or also referred to as the Executive Committee. This committee consists of local elected officials and a North Carolina Board of Transportation member. It establishes the goals, priorities and objectives of the MPO/RPO, reviews and recommends changes to comprehensive transportation plans within its boundaries, reviews and approves an annual plan of work, and reviews and prioritizes transportation improvement projects for submission to NCDOT.

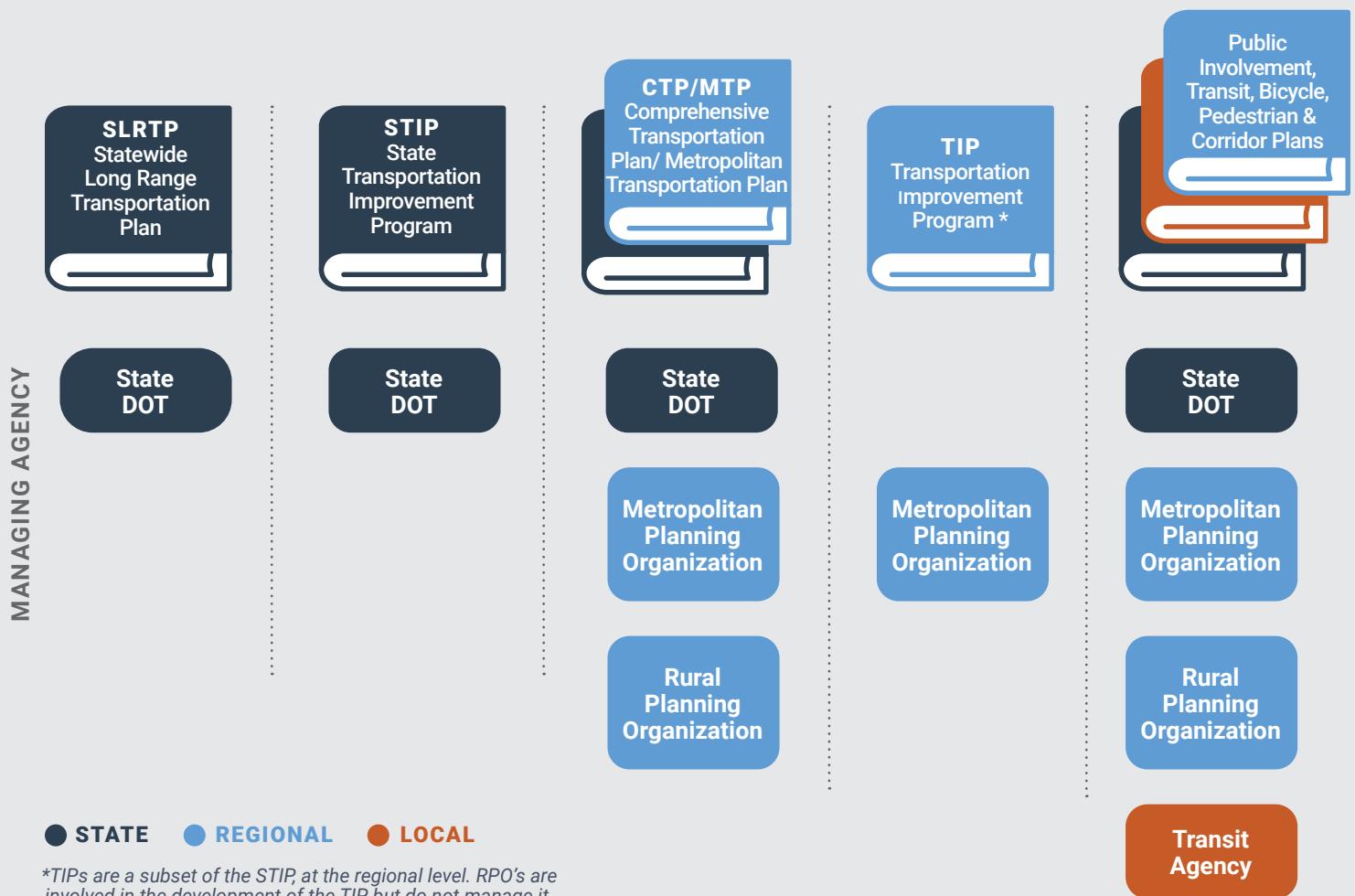
Types of Transportation Plans

Getting involved at the local, regional and state level can give you the opportunity to provide feedback at different steps of the processes, plans and projects, hear the feedback of people in your community to help guide the development of

the plans, and help educate the residents about transportation issues. The chart below gives an overview of different types of transportation plans and which agency (local, regional, or state) is involved.

Which Agencies Manage Which Plans

TYPE OF TRANSPORTATION PLAN





Equity and Civil Rights in the Transportation Planning Process

NCDOT is committed to ensuring everyone can participate in the transportation project process. The Office of Civil Rights promotes and ensures equal access and equal opportunity for customers and employees participating in North Carolina transportation programs that receive federal and/or state funding.

Civil rights laws and policies ensure that decision-makers—including those in transportation—consider the needs of all, including groups that have historically been underrepresented and underserved by past and current transportation programs, facilities or services. This includes racial and ethnic communities, low-income communities and people with disabilities. In your role, you can help to educate, advocate for and identify communities or individuals to ensure their needs are met.

— **Title VI / Nondiscrimination** is part of the Civil Rights Act of 1964 which prohibits discrimination on the basis of race, color and national origin. This applies to any project that receives federal funding; however, it is a NCDOT best practice to use this on all projects.

- **Environmental Justice (EJ)** is an executive order (No. 12898) rooted in Title VI that directs agencies to identify and address disproportionately high and adverse environmental and health impacts on low-income populations, and racial and ethnic communities.
- **Americans with Disabilities Act (ADA)** prohibits discrimination against people with disabilities and ensures equal opportunity and access for this community. Accessible transportation systems further the goal of independence for people with disabilities.
- **Limited English Proficiency (LEP)** is an Executive Order (No. 13116) that prohibits discrimination based on national origin by ensuring that individuals who do not speak English as their primary language may receive language assistance in order to have meaningful access to government programs and activities.

For more information about these policies, visit www.ncdot.gov/initiatives-policies/access-for-all/nondiscrimination-program/Pages/default.aspx

How do ADA, Title VI and EJ help you get involved?

Americans with Disabilities Act

- Accessible buildings, buses, trains, sidewalks and more
- When agencies provide transportation options, they must be accessible for persons with disabilities
- Equity during participation

Title VI

- Title VI plan to outline the agency's requirements, roles, method of administration and analysis
- Notice to the public of upcoming projects and methods to participate

Limited English Proficiency

- LEP Plan outlining reasonable steps to serve and communicate effectively with LEP populations
- Notice to the Public
- Translations of materials and interpreters at public meetings

Environmental Justice

- Meaningful public participation

WHAT
ARE AGENCIES
REQUIRED TO
PROVIDE?

WHERE
CAN YOU GET
INVOLVED?

- Through state of local disability councils
- By filing a complaint with a local, state or federal agency if something is not accessible
- Contact the agency

- At public meetings/ events when governmental organizations do transportation planning
- At public meetings throughout the NEPA process for a project
- By filing a complaint with a local, state or federal agency if you feel that a project discriminates
- Contact the agency

- At public meetings for projects affecting your community
- Contact the agency

- At public meetings for projects affecting your community
- Contact the agency

PART 3 Help Shape Your Community as a Transportation Leader/Ambassador

WHAT'S IN THIS SECTION?

- How you can be an effective transportation ambassador in and for your community
- Important links and contact information

You can get involved at many points in the transportation planning process – and getting involved early and often is best. Some routine and emergency repair projects can move quickly, while other complicated projects may need significant planning and phased funding. Recognize that your involvement may need to take place over months or even years it can take to proceed from a plan to a project.

- Identify and get to know your MPO/RPO and NCDOT representations.
- Review all proposed projects and plans in your area and through your governing body, submit comments.
- Find out where public meetings are announced and held in your community, and to sign up for information updates and opportunities for involvement.
 - Visit: www.ncdot.gov/news/public-meetings/Pages/default.aspx.
- Familiarize yourself with the policies and programs of NCDOT's Office of Civil Rights, who help ensure equal access to transportation programs.
 - Visit: www.ncdot.gov/about-us/board-offices/offices/civil-rights/Pages/default.aspx.

- Follow news about transportation issues and stay informed. Follow NCDOT and your local transportation agencies' social media pages for updates and sign up to receive newsletters or emails.
- If you notice a safety problem, notify the responsible agency right away. This agency might be your local government, transit agency or NCDOT. NCDOT allows you to report issues, like potholes or malfunctioning traffic lights, on their website: www.ncdot.gov/contact/Pages/default.aspx.
- Volunteer to be on an advisory group, commission or committee that details with transportation issues.
- Be ambassadors in your community. Share the Residents Guide and encourage public engagement in transportation projects.
- Communicate with your internal staff AND externally to the public to share information.
- To help your constituents, remind them before purchasing real estate to check with their local planning and zoning office to learn about future transportation projects planned in their area.

How Can I be Involved as a Project is Getting Implemented?

Often there are tradeoffs when a new project is being implemented, so it is important for you to be able to talk about the **impacts** and **benefits** of the project. Here are some ways to help best understand those potential tradeoffs and how to communicate them.

When the process does not yield the result you want:

- Attend public meetings and talk with NCDOT staff to understand the potential impacts and schedule of projects. Help communicate the potential impacts and schedule to your constituents as the project moves along.
 - It is also important to understand what transportation projects might be upcoming in the next decade and how those projects interact with developments that your governing body/agency may approve.

- Review NCDOT's "Complete Streets" policy that considers and incorporates several modes of transportation when building new projects or making improvements to existing infrastructure. Familiarize yourself with the policy and any local match requirements for bicycle and pedestrian infrastructure here: <https://www.completestreetsnc.org/>
- Continue to communicate with NCDOT staff as the project moves along and provide updates to the public.

Important Links / Contact Information

You can find out about NCDOT's current long range studies here:
www.ncdot.gov/projects/Pages/long-range-studies.aspx

You can find out about upcoming NCDOT public meetings here:
www.ncdot.gov/news/public-meetings/Pages/default.aspx

Find your local MPO here www.ncampo.org/mpos/

Find your local RPO here. www.ncarpo.org/about-us.html

USDOT Departmental Office for Civil Rights

www.transportation.gov/civil-rights

www.ncdot.gov/about-us/board-offices/offices/civil-rights

Phone: 202-366-4648

Federal Aviation Administration (FAA) www.faa.gov/

Phone: 866-835-5322

Federal Railroad Administration (FRA) www.railroads.dot.gov

Phone: 202-366-4000

Federal Transit Administration (FTA) www.transit.dot.gov/

Phone: 202-366-4043

Federal Highway Administration (FHWA) NC Division Office . Phone:

919-856-4346



For more information contact:
Environmental Analysis Unit
919-707-6000
1598 Mail Service Center
Raleigh, NC 27699-1598

List of Transportation/ Planning Acronyms

Acronym	Full Term	Description
AASHTO	American Association of State Highway and Transportation Officials	AASHTO develops guidelines and standards for roadway design, including bicycle and pedestrian facilities (http://www.aashto.org)
ADA	Americans with Disabilities Act	Federal law requiring construction that is publicly funded or open to the public to be accessible
ADT	Average Daily Traffic	Averaged count of traffic volume on a particular road or section of road
CBDG	Community Development Block Grant	Funding awarded to a municipality for improvements in low-income neighborhoods – can go for a range of facilities, including bicycle and pedestrian
CIP	Capital Improvement Program	A government's 5-year budget plan for expenditures for capital projects (i.e., major projects other than recurring operations costs)
CMAQ	Congestion Mitigation and Air Quality	A section of ISTEA and TEA-21 which funds projects to improve air quality in non-attainment areas (Charlotte is one) – bike and ped projects eligible
DBPT	Division of Bicycle and Pedestrian Transportation (NCDOT)	The DBPT manages bicycle and pedestrian projects for the state, advises municipalities, creates state bicycle and pedestrian guidelines, and offers education and mapping materials
EIS	Environmental Impact Statement	Analysis prior to development of potential impact of a project – required of major projects such as roads
FHWA	Federal Highway Administration	An agency of the USDOT – actively involved in promoting safe facilities and education programs, including bike and ped
FTA	Federal Transit Administration	Federal agency which provides funding for planning, development, and improvement of public mass transportation systems
GIS	Geographic Information System	Database and mapping software such as ArcInfo, ArcView, or TRANSCAD.
ISTEA	Intermodal Surface Transportation Efficiency Act	Groundbreaking federal legislation that authorized a percentage of transportation money to go to alternative transportation – since reauthorized as TEA-21 – now being considered for reauthorization as TEA-3

LAB	League of American Bicyclists	National advocacy group located in Washington, DC
LOS	Level of Service	A measure of the facility of traffic flow – LOS standards are just being developed for bicycle and pedestrian traffic
MPO	Metropolitan Planning Organization	The Cabarrus-Rowan MPO (CR MPO) is one of 19 MPO's in NC – an MPO makes recommendations to NCDOT for transportation improvements in its region (Charlotte is in CRTPO, formerly Mecklenburg-Union Urban Area MPO)
MUTCD	Manual of Uniform Traffic Control Devices	The holy writ for traffic signals, signs, and pavement markings – used by all transportation departments
NCDOT	North Carolina Department of Transportation	The central office for NCDOT is in Raleigh – there are also 14 divisions in the state, each with its own office and local engineer. Cabarrus is in Division 10 and Rowan is in Division 9.
NEPA	National Environmental Policy Act	1969 federal law requiring any project with federal funding or approval must examine impacts on environment, and consider alternatives, before a decision is made
NHTSA	National Highway Traffic Safety Administration	Agency responsible for safety awareness and education programs – publishes materials for use with all ages and groups
SOV	Single Occupancy Vehicle	One car, one person (as opposed to HOV, High Occupancy Vehicle)
STBGP-DA	Surface Transportation Block Group Program – Direct Attributable	An MPO's funding from ISTEA, TEA-21, and FAST Act for small local enhancement projects or planning assistance.
STPP	Surface Transportation Policy Project	Research and Advocacy resource on transportation issues (http://www.transact.org)
TAC	Transportation Advisory Committee	The TAC is the governing board of the MPO – it consists of elected officials from the local governments in the MPO area plus the area's member of the BOT (Board of Transportation)
TCC	Transportation Coordinating Committee	The TCC is the technical advisory committee to the TAC – it consists of staff from transportation, planning, and local transit agencies
TDM	Traffic Demand	A toolbox of techniques for reducing traffic

	Management	congestion, from carpooling to HOV lanes to telecommuting
TIP	Transportation Improvement Program	The TIP is a statewide list of new roads and road improvement needs which is updated bi-annually by the NCDOT, based on recommendations from the MPO's – the TIP is revised every two years, but contains items budgeted for ten years out – bicycle and pedestrian facilities may be “incidental” or “independent” projects within the TIP – you may also see references to the STIP (State TIP) as opposed to the MTIP (MPO TIP)