

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

Wednesday June 17, 2026
10:00 AM to 12:00 noon

NC Research Campus
Kannapolis City Hall
2nd Floor Executive Conference Room
401 Laureate Way
Kannapolis, NC 28081

Agenda

1) Call to Order & Quorum Phillip Graham

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

2) Approval of March 18, 2026 minutes Phillip Graham

3) Nomination and Election of TCC Vice-Chair Phil Conrad

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

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

4) FY 2026-2035 MTIP Modification #5 Wendy Miller

INFORMATION: MPO staff typically brings amendments or modifications from recent NCDOT Board of Transportation agendas to the TCC/TAC for consideration. The first project modifications are statewide project additions: TC-0003, TC-0005, TC-0006, TC-0007, TC-0008, TC-0010, TC-0011, TC-0012, TC-0013, TM-0033, and TU-0003. The second project modification is to delay construction to FY 32 for the Midlake Avenue sidewalk (BL-0178). The third

project modification is to delay construction to FY 28 and increase the cost more than 25 percent or \$2 million for the Dale Earnhardt Blvd/US 29 intersection project (U-5761). The fourth project modification is to delay construction to FY 29 for the 8th Street Greenway HAWK signal (BL-0177). The fifth project modification is to modify the scope for the Main Street project (HL-0064). The sixth project modification is to increase the cost more than 25 percent or \$2 million for the second platform and pedestrian underpass at the Kannapolis Amtrak station (P-5725). Attachment 4 is a resolution modifying the MTIP for these projects.

ACTION/RECOMMENDATION: 1) Receive a report on modification #5 to the FY 2026-2035 MTIP; 2) Discuss; and 3) Recommend that the TAC consider endorsing modification #5 to the FY 2026-2035 MTIP.

5) Town of Midland Express Design Request Phil Conrad

INFORMATION: The Town of Midland has been working towards the concept of a bypass or connector around their main congested intersection of NC 24-27 and US 601. Their Town Board has adopted a Town Goal for FY 2025-26 in support of the analysis of a parkway/connector project to prevent congestion along the NC 24-27 and US 601 corridor as described in attachment 5. NCDOT staff has indicated that there are 3 open slots for the MPO. (The Divisions get 6 slots each across the state). Prior slots submitted by the MPO were occupied by P8 projects, approved in the fall of 2025. The new project submittals for P8 were numbered at 16 per mode of transportation.

ACTION/RECOMMENDATION: 1) Receive a report on the request by the Town of Midland to occupy of the 3 remaining slots for Express Design; 2) Discuss; and 3) Recommend that the TAC consider endorsing the Town's request.

6) TIP Priority Project STI Results Phil Conrad

INFORMATION: NCDOT has applied their methodology to rank transportation projects across the state and given an indication of available funds for the next STIP. The quantitative scores were recently released for all P8.0 projects in NC. NCDOT will incorporate the quantitative scores with the local input (MPO) points and Division Engineer rankings/points to initiate the development of the FY 2028-2037 TIP. The results for the top highway, aviation, rail, and sidewalk/greenway projects in the MPO area are included as attachment 6. MPO staff has applied the local methodology and provide a scenario for allocating points to projects in the regional and division tiers. A maximum of 100 points per project is assumed.

ACTION/RECOMMENDATION: 1) Receive a report on the TIP Priority Project STI Results; 2) Discuss; and 3) Recommend that the TAC consider releasing the regional and division tier portion of the TIP Priority Project List for public comment.

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

- Local Reports – MPO/NC DOT Division 9 & 10/TPD
- Next MTP Horizon Year - \$284 m
- CTP Analysis for Town of Midland - TPD
- FY 27 Special Studies
- FY 27 Bike and Ped Demonstration Planning Studies
- BUILD America 250 Act

8) Informational Items **Phil Conrad**

- Rider Transit, Salisbury Transit, and MTC Ridership
- CRAFT Meeting Minutes
- Western NC Rail Corridor Stakeholder Steering Committee
- Statewide Freight Plan Factsheet

Next scheduled meeting: August 19, 2026

- Agenda items for August TCC meeting

MINUTES

TECHNICAL COORDINATING COMMITTEE

Wednesday, March 18, 2026

NC Research Campus
Kannapolis City Hall
2nd Floor Executive Conference Room
Kannapolis, NC 28081

Members:

Phillip Graham	City of Concord
Jason Hord	Town of Granite Quarry
Ed Muire	Rowan County & Town of Cleveland
Fred Haith	NCDOT Division 9
Teresa Barringer	Town of China Grove
Victoria Trexler	City of Salisbury
Marty Sung	NCDOT – TPD
Beth Hassenfritz	City of Kannapolis
Theo Ghitea	NCDOT Division 10
Dr. George Jackson	Town of East Spencer

Others:

Phil Conrad	CRMPO Director
Scott Miller	NCDOT-Div. 10
Wendy Miller	MPO Staff
Brielle Hartney	City of Concord
Andy Bailey	NCDOT - TPD
Anthony Tagliaferri	City of Concord
Sean Epperson	NCDOT-Div. 10
Mezak Tucker	NCDOT-Div. 9
George Eckart	NCDOT- TPD
James Varnell	NCDOT- TPD

Mr. Phillip Graham called the March 18, 2026 meeting of the Cabarrus Rowan MPO TCC to order at approximately 10:00 am. Mr. Graham called the roll of eligible TCC members and determined that a quorum had been met. Mr. Graham then asked if there were any adjustments to the meeting agenda. With none heard, he asked if there were any speakers from the floor. With no speakers being heard, Mr. Graham moved to the next item of business.

Approval of Minutes

Mr. Graham noted the minutes of the January 21, 2026 TCC meeting included in their packets. Mr. Graham asked if there were any corrections or additions to the minutes. With no corrections or additions heard, Ms. Victoria Trexler made a motion to accept the minutes as presented Mrs. Beth Hassenfritz seconded that motion and the TCC members voted unanimously to approve.

FY 2026-2035 MTIP Modification #3

Mrs. Wendy Miller, CRMPO staff planner, addressed the TCC members and reported that CRMPO staff regularly brings amendments or modifications from recent NCDOT Board of Transportation agendas to the TCC/TAC for consideration. Mrs. Miller reported that the first project modifications were statewide projects: TM-6111, TM-6112, TM-6113, M-O552ADIV, M-O552AREG, M-O552ASW, M-O552BDIV, M-O552BREG, M-O553BSW, and TQ-

6954. The second project modification is to purchase replacement vehicles for Rider Transit (TA-5173). The third project is to modify funding in FY 26 thru FY 35 for Section 5310 operations program projects (TA-5128B). The fourth project modification is to delay construction to FY 27 commercial terminal expansion by Concord-Padgett Regional Airport (AV-5731). The fifth project modification is to add a project break for the traffic signal and pedestrian accommodations at Cox Mill High School (HS-2610R). The sixth project modification is to add a project break for the pedestrian hybrid beacon and sidewalk relocation on Cox Mill Road (HS-2610S). The seventh project modification is to add a project break for rumble stripes on Shiloh Church Road (HS-2610W). The eighth project modification is to add a project break for rumble stripes on Kannapolis Parkway (HS-2610X). The ninth project modification is to add a project break for rumble stripes on NC 49 (HS-2610Z). The tenth project modification is to accelerate construction to FY 29 for the Bruton Smith Blvd sidewalk (EB-5732). The eleventh project modification is to delay right-of-way and utilities to FY 27 for the Caldwell Road extension (HL-0063). The twelfth project modification is to delay construction to FY 29 for the Winecoff School Road pedestrian accommodations (HS-2410A). The thirteenth project modification is to delay construction to FY 27 for the Kannapolis Amtrak station improvements (P-5725). The fourteenth project modification is to modify funding for routine capital for Rider Transit (TA-5130A). The fifteenth project modification is to modify funding for bus stop shelters for Rider Transit (TA-5103A). The sixteenth project modification is to modify funding for operations for ADA services for Rider Transit (TG-5103B). The seventeenth project modification is to modify funding for operations for preventative maintenance (TG-5103C). The eighteenth project modification is to modify the project scope for the Poplar Tent Road widening (U-3415A). Phil Conrad noted the multimodal aspect of Modification #3, and specifically TA-5128B and AV-5731 for Concord-Padgett Regional Airport. Wendy concluded with a resolution modifying the MTIP for these projects and stated that the new STIP was effective October 1, 2023.

With a little discussion, Mr. Phillip Graham made a motion to recommend that the CRMPO TAC consider endorsing modification #3 to the FY 2026-2035 MTIP. Ms. Victoria Trexler seconded that motion and the TCC members voted unanimously to approve.

2055 MTP and Transportation Conformity Update

CRMPO Planner Wendy Miller referenced some slides for TCC members on the 2055 MTP and Transportation Conformity Analysis and Determination Report. She noted the partnership with the Metrolina stakeholders including NCDOT and FHWA staff. She highlighted components of the 2055 MTP including horizon year projects and inclusion of the CK Rider Transit Master Plan. She also explained the relationship between the recently approved STIP and the 2055 MTP including the financial constraint component. She further noted that requirement to meet national ambient air quality standards due to the 2004 designation of the area as nonattainment for ozone. She mentioned the testing of project scenarios for the ozone tests and motor vehicle emission budgets, which were in the approved State Implementation Plan (SIP). She stated that the reports were available on the MPO website including all of the appendices. Phil Conrad noted that the federal review of the draft Conformity Report concluded in November and mentioned the April deadline for MTP approval.

Without any further questions, Mr. Ed Muire made a motion to recommend that the CRMPO TAC consider endorsing the 2055 MTP and Transportation Conformity Reports as presented. Mr. Jason Hord seconded the motion and the TCC members voted unanimously.

Town of Midland Express Design Request

The Town of Midland has been working towards the concept of a bypass or connector around their main congested intersection of NC 24-27 and US 601. Their Town Board has adopted a Town Goal for FY 2025-26 in support of the analysis of a parkway/connector project to prevent congestion along the NC 24-27 and US 601 corridor. NCDOT staff has indicated that there are 3 open slots for the MPO. (The Divisions get 6 slots each across the state). Prior slots submitted by the MPO were occupied by P8 projects, approved in the fall of 2025. The new project submittals for P8 were numbered at 16 per mode of transportation. The TCC also discussed the need to submit a CTP amendment along with supporting documentation for the proposed project. Mr. Jason Hord made a motion to table this item until staff can bring back additional projects eligible for the 3 remaining Express Design open slots and Ms. Victoria Trexler seconded the motion. The vote was unanimous. TCC members asked that the Town of Midland staff attend the next meeting for this item.

FY 2026-27 DRAFT UPWP

Director Conrad provided a review of the FY 2026-27 Draft UPWP for the membership. He stated that each year the Cabarrus-Rowan MPO develops and adopts a unified planning work program (UPWP). The UPWP is the MPO budget and follows the state fiscal year 2026-2027. Phil stated that the UPWP identifies the planning tasks, responsible agencies, and funding sources for regional transportation planning activities to be conducted within the planning area during the upcoming fiscal year. He highlighted some of the tasks in the planning source table. He referenced a letter from NCDOT indicating that the allocation in FY 27 to the CR MPO is \$532,375. He also noted a new template that the Federal government is requiring all MPO's to use to certify their respective transportation planning process. He noted the checklist table to certify the MPO transportation planning process. He also mentioned the local match table included in the packet and adopting resolutions for the UPWP. Ms. Victoria Trexler made a motion to recommend the UPWP to the TAC for approval and Mr. Jason Hord seconded the motion, which passed unanimously.

2026 Draft Local Priority Methodology

Director Conrad noted NCDOT staff 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. He noted that the draft of the Cabarrus-Rowan local input methodology was submitted to NCDOT for content review, which was conditionally approved on

February 24th. He noted that the conditional approval is subject to public input, which concluded on March 18th, and MPO Board approval.

After review and no comments or questions being heard, Mr. Phillip Graham made a motion to recommend the Draft Local Priority Methodology to the TAC for approval. Ms. Victoria Trexler seconded the motion and the TAC members voted unanimously to approve.

Funding Swap Request

Director Conrad noted that NCDOT is proposing the swapping of funding sources for several projects within the CRMPO, which could potentially help NCDOT secure additional federal funding for North Carolina. The funding swap involves switching \$3.8 million of CRMPO's Surface Transportation Block Grant-Direct Attributable (STBG-DA) federal funds for \$3.8 million in other flexible federal funds in the years the STBG-DA funds were programmed. He noted that there are no impact to schedules, local matches, or project management requirements resulting from the swap. He referenced an email from NCDOT staff explaining the request and proposed swap.

After review and no comments or questions being heard, Mr. Ed Muire made a motion to recommend the Funding Swap Request to the TAC for approval. Mr. Phillip Graham seconded the motion and the TAC members voted unanimously to approve.

Reports/CRMPO Business

1. Local Reports – CRMPO/NCDOT Division 9 and 10/TPD - Mr. Mezak Tucker, NCDOT Division 9 representative noted the updated Division 9 project spreadsheet which was included in the meeting packet.

Mr. Theo Ghitea from NCDOT Division 10 noted the updated Division 10 project spreadsheet from the packets.

Mr. Marty Sung reviewed the TPD Newsletter for the TCC membership.

2. Proposed Policy for Express Design Future Selections – Director Conrad noted that this item was tabled from the earlier discussion on the Local Methodology.

3. MPO Staffing RFLOI – Mr. Graham noted that the interviews for the shortlisted RFLOI participants will be upcoming and hope to have a firm under contract by July 1.

4. FY 26 Special Studies – Director Conrad reported that there are funds in the FY 26 budget for special studies as has occurred in prior fiscal years.

5. Update on FY 26 Bike and Ped Demonstration Planning Studies – Director Conrad noted that there are funds in the FY 26 budget for a couple of demonstration planning studies as has occurred in prior fiscal years.

6. Federal BASICS Act – Phil Conrad noted the progress on the BASICS Act to replace IJA, which expires on Sept. 30, 2026. He also explained the emphasis on formula funds and local project administration.

7. April or May Meetings – Phil Conrad noted that the April meeting could potentially be a joint meeting with TAC to host the new NCDOT Secretary.

Informational Items

Director Conrad highlighted the following informational items included in the TCC packets:

RIDER Transit, Salisbury Transit and MTC Ridership – Director Conrad noted the updated ridership data from Salisbury Transit.

CRAFT Meeting Minutes – provided as information in the packets.

NCAMPO Conference – May 6-8

Next scheduled meeting: April 15, 2026

With no further business to discuss, Mr. Phillip Graham asked for a motion to adjourn the meeting. Dr. George Jackson made the motion and Mr. Graham seconded it. The TCC was adjourned at approximately noon.

RESOLUTION ADOPTING MODIFICATION #5 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 2055, 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 24th day of June 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 24th day of June 2026.

Meredith Smith, Chair
Transportation Advisory Committee

REVISIONS TO THE 2026-2035 STIP
HIGHWAY PROGRAM

STATEWIDE PROJECT

STIP DELETIONS

TC-0003 STATEWIDE PROJ.CATEGORY PUBLIC TRANS	- STATEWIDE PROJECT	NCDOT; VARIOUS LOCATIONS, FUNDING FOR 5311(B) CAPITAL FUNDING FOR RURAL PROJECTS. <u>REMOVE PROJECT AT THE REQUEST OF THE INTEGRATED MOBILITY DIVISION.</u>	CAPITAL	FY 2023 - \$137,000 (S) FY 2023 - \$137,000 (L) FY 2023 - <u>\$1,097,000</u> (5311) \$1,371,000
TC-0005 STATEWIDE PROJ.CATEGORY PUBLIC TRANS	- STATEWIDE PROJECT	STATEWIDE; VARIOUS LOCATIONS, FUNDING FOR 5339(B) DISCRETIONARY GRANT FOR FACILITY CONSTRUCTION. <u>REMOVE PROJECT AT THE REQUEST OF THE INTEGRATED MOBILITY DIVISION.</u>	CONSTRUCTION	FY 2022 - \$750,000 (L) FY 2022 - <u>\$3,000,000</u> (5339) \$3,750,000
TC-0006 STATEWIDE PROJ.CATEGORY PUBLIC TRANS	- STATEWIDE PROJECT	STATEWIDE; VARIOUS LOCATIONS, FUNDING FOR 5339(B) DISCRETIONARY GRANT FOR FACILITY CONSTRUCTION. <u>REMOVE PROJECT AT THE REQUEST OF THE INTEGRATED MOBILITY DIVISION.</u>	CONSTRUCTION	FY 2021 - \$84,000 (L) FY 2021 - \$335,000 (5339) FY 2022 - \$300,000 (L) FY 2022 - <u>\$1,100,000</u> (5339) \$1,819,000
TC-0007 STATEWIDE PROJ.CATEGORY PUBLIC TRANS	- STATEWIDE PROJECT	STATEWIDE; VARIOUS LOCATIONS, FUNDING FOR 5339(B) DISCRETIONARY GRANT FOR FACILITY CONSTRUCTION. <u>REMOVE PROJECT AT THE REQUEST OF THE INTEGRATED MOBILITY DIVISION.</u>	CAPITAL	FY 2021 - \$297,000 (L) FY 2021 - \$1,189,000 (5339) FY 2023 - \$490,000 (L) FY 2023 - <u>\$2,000,000</u> (5339) \$3,976,000

* INDICATES FEDERAL AMENDMENT

REVISIONS TO THE 2026-2035 STIP
HIGHWAY PROGRAM

STATEWIDE PROJECT

STIP DELETIONS

TC-0008 STATEWIDE PROJ.CATEGORY PUBLIC TRANS	- STATEWIDE PROJECT	STATEWIDE; VARIOUS LOCATIONS, FUNDING FOR 5339(B) DISCRETIONARY GRANT FOR FACILITY CONSTRUCTION. <u>REMOVE PROJECT AT THE REQUEST OF THE INTEGRATED MOBILITY DIVISION.</u>	CONSTRUCTION CAPITAL	FY 2025 -	\$100,000	(L)
				FY 2025 -	\$400,000	(5339)
				FY 2023 -	\$1,500,000	(L)
				FY 2023 -	\$5,600,000	(5339)
				FY 2024 -	\$875,000	(L)
				FY 2024 -	\$350,000	(5339)
					\$8,825,000	
TC-0010 STATEWIDE PROJ.CATEGORY PUBLIC TRANS	- STATEWIDE PROJECT	STATEWIDE; VARIOUS LOCATIONS, FUNDING FOR 5339(B) DISCRETIONARY GRANT FOR FACILITY CONSTRUCTION. <u>REMOVE PROJECT AT THE REQUEST OF THE INTEGRATED MOBILITY DIVISION.</u>	CONSTRUCTION	FY 2023 -	\$1,000,000	(L)
				FY 2023 -	\$4,000,000	(5339)
				FY 2024 -	\$900,000	(L)
				FY 2024 -	\$3,600,000	(5339)
				FY 2025 -	\$1,400,000	(L)
				FY 2025 -	\$4,200,000	(5339)
					\$15,100,000	
TC-0011 STATEWIDE PROJ.CATEGORY PUBLIC TRANS	- STATEWIDE PROJECT	NCDOT; VARIOUS LOCATIONS, FUNDING FOR 5339(B) DISCRETIONARY GRANT FOR FACILITY CONSTRUCTION. <u>REMOVE PROJECT AT THE REQUEST OF THE INTEGRATED MOBILITY DIVISION.</u>	CONSTRUCTION CAPITAL	FY 2023 -	\$719,000	(5339)
				FY 2021 -	\$598,000	(L)
				FY 2021 -	\$2,391,000	(5339)
				FY 2022 -	\$1,700,000	(L)
				FY 2022 -	\$4,000,000	(5339)
TC-0012 STATEWIDE PROJ.CATEGORY PUBLIC TRANS	- STATEWIDE PROJECT	STATEWIDE; VARIOUS LOCATIONS, FUNDING FOR 5339(B) DISCRETIONARY GRANT TO PURCHASE ELECTRIC BUSES AND CHARGING STATIONS. <u>REMOVE PROJECT AT THE REQUEST OF THE INTEGRATED MOBILITY DIVISION.</u>	CAPITAL	FY 2024 -	\$625,000	(L)
				FY 2024 -	\$2,500,000	(5339)
						\$3,125,000

* INDICATES FEDERAL AMENDMENT

REVISIONS TO THE 2026-2035 STIP
HIGHWAY PROGRAM

STATEWIDE PROJECT

STIP DELETIONS

TC-0013	- STATEWIDE PROJECT	STATEWIDE; VARIOUS LOCATIONS, FUNDING FOR 5310 CAPITAL DISCRETIONARY GRANT AWARDED BY FTA.	FY 2021 - \$70,000 (S)
STATEWIDE			FY 2021 - \$280,000 (5310)
PROJ.CATEGORY		<u>REMOVE PROJECT AT THE REQUEST OF THE</u>	\$350,000
PUBLIC TRANS		<u>INTEGRATED MOBILITY DIVISION.</u>	
TM-0033	- STATEWIDE PROJECT	NCDOT; VARIOUS LOCATIONS, 5311(F) INTERCITY ADMINISTRATIVE BUS - STATE ADMIN.	FY 2022 - \$494,000 (5311)
STATEWIDE			\$494,000
PROJ.CATEGORY		<u>REMOVE PROJECT AT THE REQUEST OF THE</u>	
PUBLIC TRANS		<u>INTEGRATED MOBILITY DIVISION.</u>	
TU-0003	- STATEWIDE PROJECT	NCDOT; VARIOUS LOCATIONS, H.O.P.E GRANT PLANNING OPPORTUNITY FROM THE FTA. DISCRETIONARY GRANT AWARDED BY FTA. PLANNING AND DESIGN IN PREPARATION FOR ELECTRIC VEHICLE DEPLOYMENT.	FY 2021 - \$12,000 (S)
STATEWIDE			FY 2021 - \$110,000 (5312)
PROJ.CATEGORY			FY 2023 - \$20,000 (S)
PUBLIC TRANS		<u>REMOVE PROJECT AT THE REQUEST OF THE</u>	FY 2023 - \$80,000 (5303)
		<u>INTEGRATED MOBILITY DIVISION.</u>	\$222,000

* INDICATES FEDERAL AMENDMENT

REVISIONS TO THE 2026-2035 STIP
HIGHWAY PROGRAM

CABARRUS-ROWAN URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

BL-0177 ROWAN PROJ.CATEGORY EXEMPT	- CABARRUS-ROWAN URBAN AREA METROPOLITAN PLANNING ORGANIZATION	8TH STREET GREENWAY HAWK; KANNAPOLIS, INSTALL PEDESTRIAN SIGNAL. <u>TO REFLECT THE LATEST DELIVERY SCHEDULE, DELAY RIGHT-OF-WAY, UTILITIES, AND CONSTRUCTION FROM FY 27 TO FY 29.</u>	ENGINEERING RIGHT-OF-WAY UTILITIES CONSTRUCTION	FY 2026 - \$56,000 (BGDA) FY 2026 - \$14,000 (L(M)) FY 2029 - \$28,000 (BGDA) FY 2029 - \$7,000 (L(M)) FY 2029 - \$50,000 (BGDA) FY 2029 - \$13,000 (L(M)) FY 2029 - \$348,000 (BGDA) FY 2029 - \$87,000 (L(M)) \$603,000
* 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 IMPROVEMENTS AND UPGRADE SIGNALS AND LIGHTING. <u>MODIFY SCOPE AT THE REQUEST OF THE MPO.</u>	UTILITIES CONSTRUCTION	FY 2026 - \$80,000 (BGDA) FY 2026 - \$20,000 (L(M)) FY 2026 - \$7,338,000 (BGDA) FY 2026 - \$1,834,000 (L(M)) FY 2027 - \$10,568,000 (BGDA) FY 2027 - \$2,642,000 (L(M)) \$22,482,000
P-5725 CABARRUS PROJ.CATEGORY REGIONAL	- CABARRUS-ROWAN URBAN AREA METROPOLITAN PLANNING ORGANIZATION	VARIOUS; LOCATIONS IN KANNAPOLIS, CONSTRUCT TRACK IMPROVEMENTS, SECOND PLATFORM, PEDESTRIAN UNDERPASS, SITEWORK, RETAINING WALL, AND SIGNALING EQUIPMENT. <u>COST INCREASE EXCEEDING \$2 MILLION AND 25% THRESHOLDS.</u>	CONSTRUCTION	FY 2027 - \$135,000 (T) FY 2028 - \$5,670,000 (T) FY 2029 - \$5,130,000 (T) FY 2030 - \$2,565,000 (T) \$13,500,000

* INDICATES FEDERAL AMENDMENT

REVISIONS TO THE 2026-2035 STIP
HIGHWAY PROGRAM

CABARRUS-ROWAN URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

* BL-0178 CABARRUS PROJ.CATEGORY DIVISION	- CABARRUS-ROWAN URBAN AREA METROPOLITAN PLANNING ORGANIZATION	SR 2198 (MIDLAKE AVENUE) IN KANNAPOLIS, SR 2114 (CENTERGROVE ROAD) TO BRANTLEY ROAD. CONSTRUCT SIDEWALK. <u>TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN, DELAY RIGHT-OF-WAY AND UTILITIES FROM FY 27 TO FY 30 AND CONSTRUCTION FROM FY 29 TO FY 32.</u>	ENGINEERING	FY 2026 -	\$396,000	(BGDA)
				FY 2026 -	\$99,000	(L(M))
			RIGHT-OF-WAY	FY 2030 -	\$240,000	(BGDA)
				FY 2030 -	\$60,000	(L(M))
			UTILITIES	FY 2030 -	\$60,000	(BGDA)
				FY 2030 -	\$15,000	(L(M))
	CONSTRUCTION	FY 2032 -	\$3,963,000	(BGDA)		
		FY 2032 -	\$991,000	(L(M))		
				\$5,824,000		
U-5761 CABARRUS PROJ.CATEGORY REGIONAL	- CABARRUS-ROWAN URBAN AREA METROPOLITAN PLANNING ORGANIZATION	NC 3 (DALE EARNHARDT BOULEVARD), US 29 / US 601 (CANNON BOULEVARD) INTERSECTION. CONSTRUCT INTERSECTION IMPROVEMENTS. <u>TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN, DELAY CONSTRUCTION FROM FY 27 TO FY 28. COST INCREASE EXCEEDING \$2 MILLION AND 25% THRESHOLDS.</u>	RIGHT-OF-WAY	FY 2026 -	\$1,000,000	(T)
				FY 2027 -	\$500,000	(T)
				FY 2028 -	\$500,000	(T)
				FY 2029 -	\$500,000	(T)
			UTILITIES	FY 2026 -	\$10,000	(T)
				FY 2027 -	\$1,790,000	(T)
			CONSTRUCTION	FY 2028 -	\$2,678,000	(T)
				FY 2029 -	\$11,742,000	(T)
	FY 2030 -	\$6,180,000	(T)			
				\$24,900,000		

* INDICATES FEDERAL AMENDMENT



Midland Parkway Feasibility/Conceptual Project

NCDOT has offered to help the town with the Midland Parkway Feasibility/Conceptual Project. Specifically, NCDOT instructed the town on 2/23/2026 to have Phil Conrad submit the project to the express design online portal so that NCDOT can begin assisting the town. This would allow NCDOT to begin analyzing if a parkway/connector project in Midland would be feasible and beneficial to prevent congestion along the HWY 24/27 and HWY 601 corridor. Part of the analysis NCDOT would do includes what location would make the most sense.

The Midland Town Council unanimously adopted a FY25-26 goal in support of this analysis and effort at their 1/13/2026 Town Council meeting.

Phil Conrad communicated to the Midland Town Manager that the TCC/TAC would need to vote to authorize him to submit this request to the express design online portal, despite there being no written policy that the TCC/TAC needed to vote on this matter.

The Town is specifically requesting that Phil and the TCC/TAC do not act as an impediment to the town receiving this offer of assistance from NCDOT that would greatly benefit our community and inform our decision making.

From: [Tankersley, Sonya A](#)
To: [Phil Conrad](#)
Subject: RE: [External] RE: H170707 (U-6130) Data Collection Form
Date: Monday, March 23, 2026 8:13:26 AM
Attachments: [image001.png](#)

H090674 – Cost will be coming back by the end of April
H171399 – Express Design Complete
H190964 – Never been requested
H230427 – Never been requested

From: Phil Conrad <pconrad@rlcassoc.com>
Sent: Saturday, March 21, 2026 10:54 AM
To: Tankersley, Sonya A <stankersley@ncdot.gov>
Subject: [External] RE: H170707 (U-6130) Data Collection Form

CAUTION: External email. Do not click links or open attachments unless verified. Report suspicious emails with the Report Message button located on your Outlook menu bar on the Home tab.

Sonya,

Can you tell me if there is an Express Design for these projects:

H090674
H171399
H190964
H230427

Thank you,

Phil

From: Tankersley, Sonya A <stankersley@ncdot.gov>
Sent: Thursday, October 30, 2025 2:16 PM
To: Gover, Franklin <fgover@chinagrovinc.gov>; Phil Conrad <pconrad@rlcassoc.com>
Cc: Jones, Matthew W <mwjones2@ncdot.gov>; Haith, Fredrick D <fdhaith1@ncdot.gov>
Subject: RE: [External] RE: H170707 (U-6130) Data Collection Form

Franklin,

I have made Peter aware of the future development at the intersection.

Potential Express Design Candidates from P7

SpotID	Draft or Submitted			STI Category		FromCrossStreet	ToCrossStreet	Description
	Project	Mode	TIP	ProjectCa	ROUTENAI			
H090674	Draft	Highway		Regional Impact		NC 152 East	NC 152 West	New Alignment of NC 152, Church Street. Bypass of Downtown China Grove.
H090680-E	Draft	Highway	U-5773B	Regional Impact		NC 73	US 601	Widen to Multi-Lanes
H171399	Draft	Highway		Division Needs		US 29	Airport Road	Construct a new connector road with grade separation of the railroad.
H190964	Draft	Highway		Division Needs		US 29 (South Main Street)	SR 1526 (Henderson Grove Church Road)	Construct a 2 lane (cross section 2A) road from Henderson Grove Church Rd to a new grade separation with the NC Railroad/US 29.
H230427	Draft	Highway		Division Needs		SR 1912 (Hawkinstown Road)	SR 1915 (East Ridge Road)	Modernize roadway by widening narrow 9 feet travel lanes to 11 feet and narrow shoulders to 12 feet.
H230998	Draft	Highway	U-6029A	Division Needs		Harris Road (SR 1449)	NC 73	Widen roadway from 2 to 4 lanes.



P9 Express Design Requirement for NCDOT Prioritization Process

JULY 2025

P9 Express Design Requirement for NCDOT Prioritization Process



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P9 Express Design Requirement for NCDOT Prioritization Process

Purpose:

The Strategic Prioritization Process is designed to determine which projects should be selected for funding using a combination of data and local input. This evaluation occurs while many projects are still in a conceptual phase and have had limited engineering review. To help minimize issues once projects are selected for funding, it is critical to make sure that projects submitted for evaluation have had an engineering analysis performed to make sure it is feasible to construct them and have accurate cost estimates. Refined cost estimates are crucial in the Prioritization and Programming processes. In Prioritization, project costs are evaluated as part of a project's quantitative score. Ensuring that project costs are developed using a consistent minimum standard allows for a level playing field when comparing projects to each other. The Programming process relies heavily on the cost estimates submitted in Prioritization when developing the State Transportation Improvement Program (STIP). As a fiscally constrained document, the STIP outlines which projects will be constructed or start project development over the next 10 years. Underdeveloped cost estimates, which typically are much lower than actual project costs, require the STIP to be rebalanced when costs are updated. This rebalancing can ultimately lead to other projects being delayed or paused to maintain the fiscally constrained STIP. With stronger cost estimates at the time of Prioritization submittal, there is an opportunity to relieve this issue. Express Designs, which review project concepts in detail prior to the Preliminary Engineering phase of a project, are a helpful way to develop more-refined cost estimates using a consistent standard. This requirement will verify the feasibility of projects based on cost, concept, and scope prior to submittal.

Requirement:

All Highway projects submitted in P9 or later will require an Express Design level estimate or greater:

- Cost Verification Memos (CVMs), which are developed by NCDOT once a project has reached a higher level of Preliminary Engineering in the project development phase, are greater and will suffice for this requirement if available.
- SPOT Online Cost Estimation Tool (CET) estimates will not suffice. The Cost Estimation Tool is a feature in SPOT Online that will generate a cost for a project using standard unit costs for specific project types based on NCDOT's recent letting costs.
- This requirement does not apply to Non-Highway projects for P9.

A single Express Design may be used for multiple Prioritization submittals, under the following conditions:

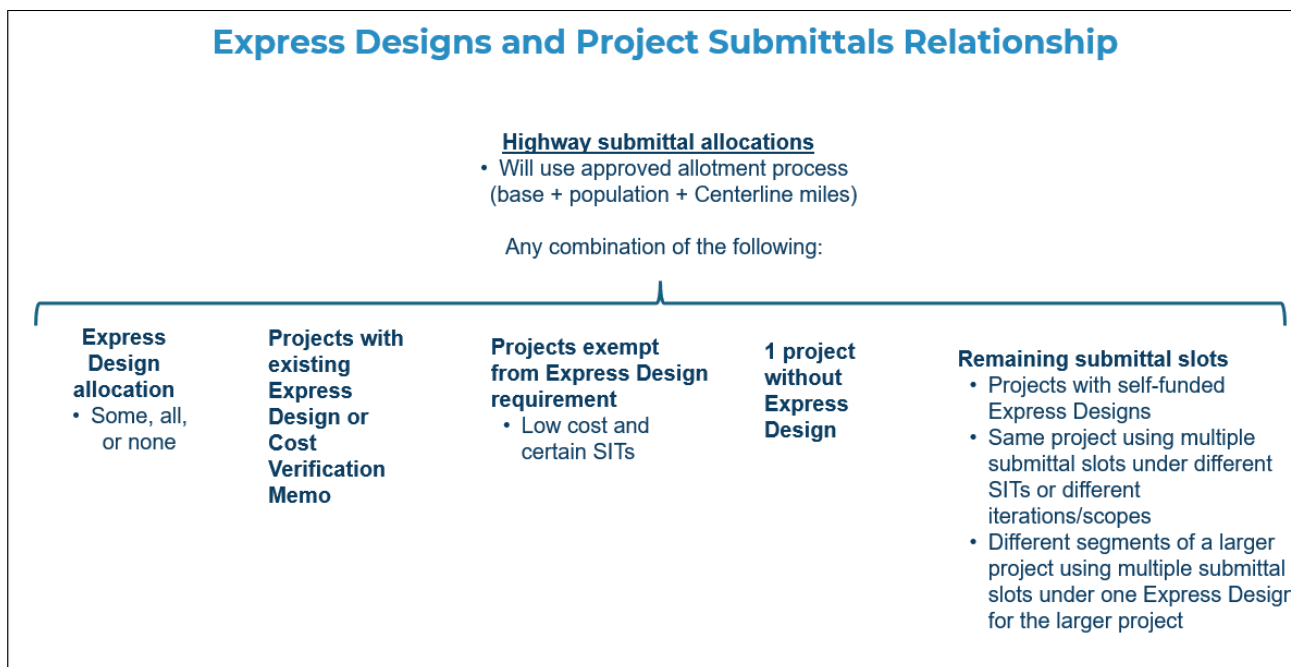
- The Express Design study area completely covers the area for the projects being submitted; **and**
- The cost developed in the Express Design is sufficiently modularized (i.e. separated out in sections) to obtain an accurate cost for each submittal



P9 Express Design Requirement for NCDOT Prioritization Process

Multiple versions of the same project would likely require multiple Express Designs:

- Express Designs generally develop costs for a single alternative
 - Feasibility Studies Unit (FSU) Express Designs will include no more than 2 alternatives
- Multiple alternatives of the same project would therefore likely not be covered by a single express design
- To submit multiple versions of a project in Prioritization, multiple Express Designs may need to be used



Exceptions:

Projects would be exempt from an Express Design requirement by meeting both of the following conditions:

- 1) Cost Estimation Tool (CET) cost of less than \$10M generated during the submittal window for the cycle it is being submitted, **and**;
- 2) Being one of the following Prioritization Specific Improvement Types (SITs):
 - SIT 10 – Improve Intersection (including a roundabout)
 - SIT 12 – Ramp Metering
 - SIT 13 – Citywide Signal System
 - SIT 14 – Closed Loop Signal System
 - SIT 15 – Install Cameras and DMS
 - SIT 19 – Improve intersection on Local (Non-state) Roadway
 - SIT 21 – Realign Multiple Intersections
 - SIT 22 – Construct Auxiliary Lanes or Other Operational Improvements
 - SIT 25 – Improve Multiple Intersections along a Corridor



P9 Express Design Requirement for NCDOT Prioritization Process

If an organization would like an Express Design for a project that meet this criteria, it can still be requested; however, it will count towards their allotted Express Designs.

Each organization (MPO, RPO, and Division) will be allowed to submit 1 project per cycle without an Express Design that is subject to the requirement.

- This is not an additional Prioritization submittal slot
- Organizations would need to inform the SPOT Office during the submittal window if they intend to utilize this provision and what the project would be
 - For example, if an organization were to submit a project in P9 without an Express Design, they would need to inform the SPOT Office of the project details before the end of the P9 submittal window
- Feasibility Studies Unit will work during the submittal and scoring windows to complete Express Designs for projects submitted under this provision, so that cost and scope can be used in the current Prioritization cycle

****For P9 ONLY: the number of project submittals without an Express Design will be limited to an organization's P9 submittal allotment minus their number of allocated Express Designs between P8 and P9.**

Coordination with NCDOT Feasibility Studies Unit:

NCDOT's Feasibility Studies Unit (FSU) is responsible for administering Express Designs and the overall project scoping process for NCDOT. FSU will focus a majority of their project scoping efforts on Prioritization projects. FSU anticipates that their group, with the assistance of consultants, will be able to complete 200 Express Designs for Prioritization per year, meaning FSU is committed to completing 400 Express Designs prior to the P9 submittal window close in 2027. Through streamlining efforts, this number could increase at a future date.

Submitting an Express Design Request:

Express Design requests will be managed through the Smartsheet platform. Each Planning Organization and NCDOT Division will have their own Smartsheet page where they can enter all projects that could possibly require Express Design. If there are more projects in the Smartsheet page than there are Express Design request allotments for an organization, FSU will coordinate with the requesting organization on which projects to pursue for the next cycle of Prioritization. This will be an ongoing collaborative process with FSU and the requestor. NCDOT does not require TAC approval for Express Design requests; however, each Planning Organization may seek TAC approval if desired.

Express Design Request Deadlines for P9:

Planning Organizations and NCDOT Divisions are encouraged to submit their Express Design requests as soon as they are confirmed within the organization. In order to ensure that all 400 Express Designs are complete prior to the close of the P9 submittal window, FSU will need a constant queue of projects under development.

P9 Express Design Requirement for NCDOT Prioritization Process



P9 Express Design Allotments (Per Mode) - FINAL

July 2025

MPO/RPO Name	P8 Submittal Allotment	% of PO Submittal Total	P9 Allotted Express Designs (Rounded)
Albemarle RPO	15	2.58%	8
Burlington-Graham MPO	13	2.24%	7
Cabarrus-Rowan MPO	16	2.75%	9
Cape Fear RPO	13	2.24%	7
Capital Area MPO	34	5.85%	19
Central Pines RPO	14	2.41%	8
Charlotte Regional TPO	34	5.85%	19
Down East RPO	12	2.07%	7
Eastern Carolina RPO	15	2.58%	8
Fayetteville Area MPO	18	3.10%	10
Foothills RPO	13	2.24%	7
French Broad River MPO	18	3.10%	10
Gaston-Cleveland-Lincoln MPO	18	3.10%	10
Goldensboro Urban Area MPO	11	1.89%	6
Grand Strand Area Transportation Study	10	1.72%	6
Greater Hickory MPO	18	3.10%	10
Greensboro Urban Area MPO	16	2.75%	9
Greenville Urban Area MPO	11	1.89%	6
High Country RPO	17	2.93%	9
High Point Urban Area MPO	15	2.58%	8
Jacksonville Urban Area MPO	13	2.24%	7
Kerr-Tar RPO	15	2.58%	8
Land-of-Sky RPO	11	1.89%	6
Lumber River RPO	16	2.75%	9
Mid-Carolina RPO	15	2.58%	8
Mid-East RPO	13	2.24%	7
New Bern Area MPO	10	1.72%	6
Northwest Piedmont RPO	15	2.58%	8
Peanut Belt RPO	13	2.24%	7
Piedmont Triad RPO	18	3.10%	10
Rocky Mount Urban Area MPO	11	1.89%	6
Rocky River RPO	13	2.24%	7
Sandhills MPO	9	1.55%	5
Southwestern RPO	14	2.41%	8
Triangle West TPO	17	2.93%	9
Upper Coastal Plain RPO	16	2.75%	9
Wilmington Urban Area MPO	14	2.41%	8
Winston-Salem Area TPO	17	2.93%	9
Total	581		320

(actual)

Division	P8 Submittal Allotment	% of Div Submittal Total	P9 Allotted Express Designs (Rounded)
01	10	7.14%	6
02	10	7.14%	6
03	10	7.14%	6
04	10	7.14%	6
05	10	7.14%	6
06	10	7.14%	6
07	10	7.14%	6
08	10	7.14%	6
09	10	7.14%	6
10	10	7.14%	6
11	10	7.14%	6
12	10	7.14%	6
13	10	7.14%	6
14	10	7.14%	6
Total	140		84

(actual)

Available Express Designs: 400 404
(actual total)

Set PO %: 80% 320
Set Div %: 20% 80

P9 Express Design Requirement for NCDOT Prioritization Process



Updating Completed Express Designs or Cost Verification Memos:

To reduce the risk for overprogramming, NCDOT requires that a cost estimate is updated every two years, with the following conditions:

- Cost Updates do not count towards Express Design allocations
- Cost Updates are for projects where the preferred design is not materially changed
- Projects with a new functional design would require a new Express Design that would count toward the allocation
- Cost update requests should be made by utilizing the Smartsheet platform
- For P9, requests for Cost Updates should be requested by June 30, 2027

Express Designs Not Completed through Feasibility Studies Unit:

Express Designs may be completed by others, under the following conditions:

- They follow the process laid out in the Feasibility Studies Unit's current [Express Design Guidance](#)
 - Note that Feasibility Studies Unit is working with partners to update this guidance (at the time of this documentation)
- They are reviewed by the Feasibility Studies Unit to ensure they follow the NCDOT process
 - Review will focus solely on process and not outcome
 - Review will take up to 3 weeks and needs to be completed prior to the applicable cycle's submittal window closing
- Completed study must be documented with NCDOT

MPO Highway STI Priorities

Division	SPOT ID	2026 MPO/TIP Point Total	2026 MPO/TIP Flexed Point Total	2024 MPO/TIP Point Total	2024 MPO/TIP Flexed Point Total	2026 Regional Project Quantitative Rank	2026 Division Project Quantitative Rank	2026 Division 10 Points	2026 Division 9 Points	June 2026 Quantitative Score	May 2024 Final Quantitative Score	Right-of-Way Schedule	Construction Schedule	TIP Number	TIP Status (Unfunded or Partially Funded)	STI Tier = Division, Regional, Statewide	Project Name and Description	Length (miles)	1. Element of Metropolitan TIP	2. Element of Comprehensive Transportation Plan	3. Element of an Economic or Land Development Plan	4. Element of the 2050 Metropolitan Transportation Plan	5. Congestion Score	6. Safety Score	7. Promotes Interstate or Intrastate Connections	8. Has Minimal Impacts on the Natural and Built Environment	9. Has Minimal Impacts on the Human Environment	Project Criteria Points	
10	H090397-B	100		100			59			26.41	32.53			U-3415B	UF	D	Widen Poplar Tent from US 29/601 to George Liles Pkwy	6.1		5	5	10	28	8	10	5	5	76.7	
10	H230998	100		65			63			26.01	31.99			U-6029A	UF	D	Widen Poplar Tent from Derita Road to NC 73	4.3		5	5	10	30	7	10	5	5	76.6	
10	H141870	100		100			64			26	28.97				UF	D	Tom Query Rd and Robinson Church Rd	0.5		5	5		21	4		5	5	44.7	
9	H141673	100					61			18.36				U-6062	UF	D	Main Street from Loop Rd to Kimball Rd	4		5	5		14	6		5	5	39.2	
10	H170825	100		100			73			21.17	21.82				UF	D	Odell School Rd from Poplar Tent Road to NC 73	2.8		5	5		19	6	10	5	5	55.0	
10	H170826	100		100			57			27.14	25.19				UF	D	Weddington Rd from Ruben Linker Rd to US 29	4.7		5	5		25	6	10	5	5	61.5	
10	H090075-A	100					42			32.22				R-2246A	UF	D	George Liles Pkwy from Roberta Road to NC 49	2		5	5	10	25	7	10	5	5	71.6	
9	H230757	100		100			18			32.33	29.47				UF	D	Extend Bendix Drive to Old Concord Road	0.3		5	5		20	5		5	5	45.2	
9	H230384	100		100			25			30.21	28.68				UF	D	Convert Faith Road and Byrd Road intersection into a roundabout	0.5		5	5		15	9		5	5	43.5	
Total		900		1065																									
9	H090202-C	100		100			38			42.08	37.4			R-5860C	UF	S	Widen and relocate US 52 (Granite Bypass)	4.7		5	5	10	20	3	10		5	57.1	
9	H090202-B	100		100			53			38.06	38.27			R-5860B	UF	S	Widen and relocate US 52 (Rockwell Bypass)	3.6		5	5	10	12	4	10		5	50.7	
10	H090680-A	100	100	100	100		28			43.3	38.97			U-5773A	UF	R	NC 3 Branchview from Dale Earnhardt Blvd to US 601	8.0		5	5	10	27	8	10	5	5	75.0	
10	H090675-BA	100	100	100	100		17			47.23	41.91			R-5706BA	UF	R	NC 73 from Poplar Tent Rd to I-85	6.1		5	5	10	27	6	10	5	5	72.9	
10	H090675-BB	100	100	100	100		38			40.39	35.19			R-5706BB	UF	R	NC 73 from I-85 to US 29	2.8		5	5	10	25	7	10	5	5	72.0	
9	H090437	100		100			78			32.43	35.66			U-5900	UF	R	Widen NC 150 from Airport Road to west of Grants Creek	3.2		5	5	10	14	11	10	5	5	64.4	
9	H090202-A	100					81			31.16				R-5860A	UF	R	Widen US 52 from Rockwell Bypass to Misenheimer	5		5			5	9	10	5	5	39.4	
10	H230481	100		100			101			21.01	25.62				UF	R	Construct a connector road between NC 73 and NC 49	1.5		5	5		8	4	10		5	37.3	
9	H230391	100	100	100			16			49.86	31.5				UF	R	Convert NC 152 and Miller Road intersection into a roundabout	0.50		5	5		20	9		5	5	48.7	
9	H190956		100	100			66			5.96	28.4				UF	D	McCanless Road Interchange	1.5		5	5	10	2	5	10	5	5	46.3	
9	H230355	100	100	100			33			43.05	43.02				UF	R	Convert existing NC 152 interchange to diverging diamond interchange	2.0		5	5		27	9	10	5	5	65.5	
10	H191166	100		100			96			22.91	33.33				UF	R	Widen NC 49 from Skyland Drive to North Drive	1.0		5	5		11	6	10	5	5	46.7	
9	H191311	100		100			92			29.21	34.01				UF	R	US 29 cross section conversion from NC 152 to Thom Street	1.5		5	5		11	7		5	5	37.7	
9	H190960	100	100	100			36			42.54	47.82				UF	R	Construct storage and turn lanes at the intersection of NC 150 and Rowan Mill Road/NC 801	0.5		5	5	10	22	9	10	5	5	70.9	
9	H190962	100		100			89			30.22	25.23				UF	R	Intersection Realignment of NC 152 and Faith Road	0.5		5	5		8	7		5	5	34.6	
9	H184300	100		100			92			29.31	34.38				UF	R	Construct storage and turn lanes at the intersection of Dunns Mountain Road onto US 52	0.5		5	5		18	3		5	5	40.8	
9	H170707	100		100	100		50			38.3	42.78			U-6130	UF	R	US 29 and NC 152	0.5		5	5		13	8		5	5	41.4	
Total		1600	700	1800	500																								
Aviation			100																										
Bike/Ped			100																										
Rail																													
Transit																													
Grand Total			1700																										

MPO Bike Ped STI Priorities

Division	SPOT ID	Carolina Thread Trail	STI Tier = Division or Regional	Project Name and Description	Length (miles)	June 2026 Quantitative Score	2026 Division Rank/Points	2026 Division Project Quantitative Rank	1. % of ROW, easements, and or real property owned	2. Amount of local funding available as a percentage of the total project costs	3. Access to School, Park, or Library	4. Access to population density	5. Network, which could include sidewalk, greenway, or trail, existing to support improvement	6. Mix of residential and employment uses for potential to provide non-auto work trip and related travel	7. Included on a local greenway, pedestrian or other Plan	8. Project design	Project Criteria Points
10	B191313		D	Main Street Sidewalk (NC 49 to NC 73)	0.81	11.68	100	23	10	5	15	6	2	10	10	10	68.0
						Total	100										

MPO Rail STI Priorities

Project Description	SPOT ID	Tier	Estimated Cost	June 2026 Quantitative Score	May 2024 Final Quantitative Score	2026 MPO/TIP Division Point Assignment	2026 MPO/TIP Regional Point Assignment	2024 MPO/TIP Division Point Assignment	2024 MPO/TIP Regional Point Assignment	2026 Regional Project Quantitative Rank	2026 Division Rank/Points	Element of Statewide or Local System plan - (Yes - 15; No - 0)	Project addresses an identified facility safety issue - (Index scaled score of 0 to 100)	Project expands facility capacity (Index scaled score of 0 to 100)	Local support of the project - (Yes - 5; No - 0)	Project Criteria Points
Grade Separation at Long Ferry Road	R172384	R	\$ 23,300,000	80.64	46.86				100			15	10	10	5	40

MPO STI Priorities Aviation

Project Description	SPOT ID	Project Sponsor	Tier	Estimated Cost	Design Status	June 2026 Quantitative Score	2026 MPO/TIP Division Tier Point Assignment	2026 Division Project Quantitative Rank	Element of Statewide System plan - Must be identified and approved by NCDQA in the STIP projects - (Yes - 5; No - 0)	Airport must have an approved Master Plan and approved ultimate ALP and project must be element of Master Plan - (Yes - 5; No - 0)	Element of Governing Authority CIP plan-Project must be part of an approved Capital Improvement Plan - (Yes- 5; No - 0)	Airport Group - (Commercial Service -10; General Aviation Airports by Category (National - 7, Regional - 5, Local - 3, Basic -1)	Congestion - (Number of Airport operations - 250,000 plus -10; 100,000 to 250,000 - 5; 50,000 to 100,000 - 3; Less than 50,000 - 1)	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.	Project Criteria Total Points
West Parallel Taxiway (3115)	A234301	Rowan County	D	\$ 12,737,000	DESIGN NOT INITIATED/NOT FUNDED	36.03	100	2		5	5	5	5	5	26.0
Total															26.0

**Draft 2028-2037 STIP Estimated Funding Availability
for Selecting Projects from Prioritization 8.0
As of May 28, 2026**

STI Funding Category	Funding Availability
Region A (Divisions 1 & 4)	\$100M
Region B (Divisions 2 & 3)	\$150M
Region C (Divisions 5 & 6)	\$551M
Region D (Divisions 7 & 9)	\$236M
Region E (Divisions 8 & 10)	\$246M
Region F (Divisions 11 & 12)	\$432M
Region G (Divisions 13 & 14)	\$122M
Division 1	\$228M
Division 2	\$159M
Division 3	\$31M
Division 4	\$29M
Division 5	\$125M
Division 6	\$186M
Division 7	\$106M
Division 8	-\$21M
Division 9	\$80M
Division 10	\$97M
Division 11	\$15M
Division 12	\$47M
Division 13	\$190M
Division 14	\$257M

Values are as of May 28, 2026, and will change due to, but not limited to:

- Variance adjustments (also known as the lookback law)
- Additional funding for ongoing activities
- Bid adjustments
- Cost changes for future projects
- Schedule changes
- Changes in anticipated revenues (including federal transportation re-authorization)

P8 Local Input Point Allotments

April 2025 - recommended by P8 Workgroup

MPO/RPO Name	P8 Population	P8 Pop rounded to next 50K	P8 Local Input Point Allotment
Albemarle RPO	174,219	200,000	1,400
Burlington-Graham MPO	176,195	200,000	1,400
Cabarrus-Rowan MPO	352,583	400,000	1,800
Cape Fear RPO	133,153	150,000	1,300
Capital Area MPO	1,345,849	1,350,000	2,500
Central Pines RPO	163,547	200,000	1,400
Charlotte Regional TPO	1,494,627	1,500,000	2,500
Down East RPO	94,026	100,000	1,200
Eastern Carolina RPO	169,863	200,000	1,400
Fayetteville Area MPO	440,763	450,000	1,900
Foothills RPO	132,825	150,000	1,300
French Broad River MPO	426,072	450,000	1,900
Gaston-Cleveland-Lincoln MPO	404,464	450,000	1,900
Goldsboro Urban Area MPO	90,276	100,000	1,200
Grand Strand Area Transportation Study	55,658	100,000	1,200
Greater Hickory MPO	367,982	400,000	1,800
Greensboro Urban Area MPO	406,916	450,000	1,900
Greenville Urban Area MPO	140,982	150,000	1,300
High Country RPO	212,443	250,000	1,500
High Point Urban Area MPO	291,390	300,000	1,600
Jacksonville Urban Area MPO	198,377	200,000	1,400
Kerr-Tar RPO	165,829	200,000	1,400
Land-of-Sky RPO	68,566	100,000	1,200
Lumber River RPO	221,710	250,000	1,500
Mid-Carolina RPO	125,588	150,000	1,300
Mid-East RPO	110,738	150,000	1,300
New Bern Area MPO	54,294	100,000	1,200
Northwest Piedmont RPO	166,565	200,000	1,400
Peanut Belt RPO	113,183	150,000	1,300
Piedmont Triad RPO	260,674	300,000	1,600
Rocky Mount Urban Area MPO	77,662	100,000	1,200
Rocky River RPO	103,648	150,000	1,300
Sandhills MPO	57,707	100,000	1,200
Southwestern RPO	143,270	150,000	1,300
Triangle West TPO	458,128	500,000	2,000
Upper Coastal Plain RPO	227,569	250,000	1,500
Wilmington Urban Area MPO	296,302	300,000	1,600
Winston-Salem Area TPO	449,926	450,000	1,900
Total			58,000

Division	P8 Population	P8 Pop rounded to next 50K	P8 Local Input Point Allotment
01	259,368	300,000	1,600
02	498,175	500,000	2,000
03	751,268	800,000	2,500
04	605,706	650,000	2,300
05	1,642,369	1,650,000	2,500
06	689,414	700,000	2,400
07	959,124	1,000,000	2,500
08	538,152	550,000	2,100
09	774,545	800,000	2,500
10	1,629,022	1,650,000	2,500
11	371,163	400,000	1,800
12	779,095	800,000	2,500
13	516,304	550,000	2,100
14	373,793	400,000	1,800
Total			31,100

Notes:

Each organization receives a base of 1,000 points.

Each organization receives 100 additional points for every 50,000 in population.

- Population is rounded up to next 50,000.

Maximum number of local input points per organization is 2,500.

Each organization receives separate allocations of points for Regional Impact and Division Needs categories (# of points is the same for each).

Population sourced from 2020 census data.

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

Cabarrus-Rowan MPO
NCDOT Division 9 Transportation Update
 June 2026

TIP / WBS No.	Description	Let Date	Completion Date	Status	Construction Cost	Contractor	Project Administrator	Comments
Projects Under Construction								
17BP.9.R.96	Replace Bridge #254 over Kerr Creek on SR 1547 (Caldwell Rd) in Rowan County	February 25, 2026	February 1, 2027	33% Complete	\$1,236,890	Smith-Rowe	Eric Goldston (704) 630-3220	Smith-Rowe has completed the end bent construction, waiting on setting the box beams. Estimated open to traffic date August 01, 2026.
BP9-R012 BP9-R012.3 (Formerly 17BP.9.R.105)	Replace Bridge #108 over Tuckertown Reservoir on SR 1004 (Stokes Ferry Rd) in Rowan County	October 22, 2025	April 27, 2027	53% Complete	\$4,105,055	Smith-Rowe	Eric Goldston (704) 630-3220	Smith Rowe has completed end bent & bent construction. Currently working on bank stabilization around new end bents. Estimated open to traffic date Oct 2026.
HS-2409F (DI00382)	Install rumble stripes and 6-inch long life pavement markings on NC 152 from Iredeell County line to SR 1211 (Patterson Street/Brown Road)	January 28, 2026	June 16, 2026	0% Complete	\$685,282	TRP Construction Group	Eric Goldston (704) 630-3220	TRP beginning work on 5/27/26. Nighttime moving operation.
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	23% Complete	\$11,502,013	NJR Group	Kelly Seitz (704) 630-3200	The contractor has resurfaced two maps on NC 801. Planning to complete the rest of the maps in 2026. NJR has resurfaced maps 7 and 8 (Long Ferry Rd) and is currently on map 13 (Hawkiinstown).
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	77% Complete	\$4,150,391	Performance Managed Construction	Kelly Seitz (704) 630-3200	The contractor has opened up the roundabout to traffic, working on Phase III construction. (Macy's)
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	88% Complete	\$2,542,801	NJR Group	Kelly Seitz (704) 630-3200	The Roundabout is open for traffic. Waiting on Duke Energy to install the perm. Lighting ICT#1 is complete.
Projects Under Development								
R-5860A	Proposed Misenheimer Bypass to proposed Rockwell Bypass. Upgrade roadway and access management.	Funded For Preliminary Engineering Only	Funded For Preliminary Engineering Only	Funded For Preliminary Engineering Only	\$50,500,000	Funded For Preliminary Engineering Only	Bryan Key (919) 707-6263	Raleigh Letting (LET) -
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	\$9,143,000	TBA	Brad Smythe (919) 707-4118	NON-DOT Let - NCDOT is working with the City to develop a project agreement for this project and identify additional ROW funds, due to an appraisal exceeding the budget.
P-5726 47604.3.1 (C204343)	NS Main - Construct Track Improvements, Second Platform, Pedestrian Underpass, Sitework, Retaining Wall, and Signalling Equipment	July 18, 2028	TBA	ROW Acquisition In Progress	\$13,600,000	TBA	Brad Smythe (919) 707-4118	Raleigh Let - Pending execution of rail agreement.
P-5726A	Salisbury train station second platform and pedestrian underpass.	July 22, 2026	TBA	ROW Acquisition In Progress	\$2,500,000	TBA	Brad Smythe (919) 707-4118	Division POC -
P-5726B	Salisbury Norfolk Southern crossover relocation.	June 23, 2027	TBA	ROW Acquisition In Progress	\$4,000,000	TBA	Brad Smythe (919) 707-4118	NON-DOT Let -

Cabarrus-Rowan MPO
NCDOT Division 9 Transportation Update
 June 2026

TIP / WBS No.	Description	Let Date	Completion Date	Status	Construction Cost	Contractor	Project Administrator	Comments
Projects Under Development								
RP-0006	NC Railroad / NC Main Line, SR 2120 (long Ferry Road). Construct Grade Separation, and Close Crossing 71507NR.	Funded For Preliminary Engineering Only	Funded For Preliminary Engineering Only	Funded For Preliminary Engineering Only	\$15,000,000	Funded For Preliminary Engineering Only	Brian Gackstetter (919 707-4131)	Raleigh Let - A project kick-off meeting was held on April 28, 2026. A design concept meeting was held on June 3, 2026.
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	Tyler Wooten (336) 747-7800	DDRL - Raleigh Let. Express design update in progress to update project estimate. PE work in progress. A Concurrence Point 2 (CP2) meeting was held on July 25, 2024. CP2 form, signed by the Merger Team, concurs with 6 alternatives to carry forward for detailed study. NCDOT proposed an additional alternative for consideration that the Merger Team concurred on in June. 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.). CP3 meeting was held April 15, 2026, Alternative #2 selected as LEDPA.
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	Tyler Wooten (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	Tyler Wooten (336) 747-7800	Express Design Completed - No additional PE work at this time.
HS-2409L (DI00382)	US 29-70/NC 150 (Salisbury Avenue) at SR 1915 (Jefferson Street), 4th Street, 5th Street, and 6th Street Intersections; and SR 1915 (Andrews Street/Jefferson Street) at SR 2100 (Long Street) Intersection. Upgrade Traffic Signals with Pedestrian Accommodations and Upgrade Curb Ramps.	August 26, 2026	TBA	ROW Acquisition In Progress	\$270,000	TBA	Dan Ulrich (336) 747-7800	Division POC Let (DPOC) -
State Forces Projects Under Development								
48921	Construct right turn lane on SR 1210 (Old Beatty Ford Rd) at US 29.	July 30, 2027	TBA	Planning/Design In Progress	TBA	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. After coordinating with the town and settling on a design alternative the let date has been shifted to allow more time for design, ROW acquisition and utility relocation. Updated estimate pending completion of revised RCI design.
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.
Locally Administered Projects Under Development								
BL-0177	8th Street Greenway Hawk, Kannapolis. Install Pedestrian Signal.	September 28, 2029	TBA	ROW Acquisition June 29, 2029	\$435,000	TBA	Beth Hassenfritz (704) 920-4235	NON-DOT let (LAP) - Original schedule has been delayed to 2029 at the request of the City
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 16, 2025	\$380,000	TBA	Jason Hord (336) 747-7800	Non-DOT let (LAP) - R/W authorization has occurred and acquisition is beginning.

Cabarrus-Rowan MPO
NCDOT Division 9 Transportation Update
 June 2026

TIP / WBS No.	Description	Let Date	Completion Date	Status	Construction Cost	Contractor	Project Administrator	Comments
Locally Administered Projects Under Development								
C-5603D 43713.3.4	Construct sidewalks on Old Concord Rd from Ryan St to Jake Alexander Blvd	September 30, 2026	TBA	ROW Certified Utility Relocation In Progress	\$1,950,000	TBA	Jared Mathis (704) 638-5221	Non-DOT let (LAP) - City of Salisbury - The work inside the railroad R/W has been eliminated. Final plans are in development.
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	\$643,000	TBA	Jared Mathis (704) 638-5221	Non-DOT let (LAP) - City of Salisbury - ROW Certification complete. The work inside the railroad R/W has been eliminated. Final plans are in development.
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	\$1,439,000	TBA	Jared Mathis (704) 638-5221	NON-DOT let (LAP) - Route change needed due to Veteran's Affairs denying path to cross their ROW. Plans being updated but one property is still a problem for delivery of the project. Let date will likely be delayed, reviewing over next month.
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) - Design is ongoing.
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) - 75% plans nearing completion. Schedule will need to be delayed to allow time to complete right of way.
HL-0064	US 29 Main Street from Kerr Street to Horah Street in Salisbury. Safety Improvements.	September 30, 2026	TBA	TBA	\$18,000,000	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.
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.

CABARRUS-ROWAN M.P.O. & N.C. D.O.T. - DIVISION 10 PROJECT HIGHLIGHTS - MAY - 2026

RECENTLY LET PROJECTS

COUNTY: Cabarrus WBS No.: 2026CPT.10.06.10131, 2026CPT.10.06.10132 **CONTRACT NO.:** DJ00594
BID LETTING DATE: May 6, 2026
DESCRIPTION: PAVEMENT of 4 Sections of NC 24/27

PUBLIC NOTICE / MEETING INFORMATION

CABARRUS COUNTY - MIDLAND – Segments of Cabarrus County Road Will Be Resurfaced

The N.C. Department of Transportation recently awarded a \$1.9 million contract to improve four sections of N.C. 24/27 in Cabarrus County that can begin as early as mid-June.

Virginia-based contractor Slurry Pavers, Inc., earned the project to include crack sealing, micro surfacing, and adding pavement markings and markers to approximately 10 miles of N.C. 24/27:

Westbound between the Mecklenburg County line and U.S. 601 &
Eastbound between Old Camden Road/Flowers Store Road and U.S. 601

Crews have until the fall of 2027 to complete the contract. Any necessary lane closures will be restricted to overnight hours between 8 p.m. and 6 a.m. to minimize travel impacts. The contract also calls for lane closure restrictions during holiday travel periods or unexpected occurrences that could generate heavy traffic volumes.

CABARRUS-ROWAN M.P.O. & N.C. D.O.T. - DIVISION 10 PROJECT HIGHLIGHTS - MAY - 2026

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 Project Manager directly for detailed questions surrounding current project specifics.

ID	CONTRACT TIP	COUNTY	ROUTE	PROJECT DESCRIPTION	PROJECT DATES	PROJECT MANAGER	STATUS	COMMENTS
1	Y-4810K	CABARRUS	ROGERS LAKE ROAD	Grade Separation over NA/NCRR Railroad and closure at Grade Crossing N.724408Y in Kannapolis	ROW: 2018 LET: 2022	NCDOT Brad Eagle 704-983-4380	Construction Underway	
2	P-5725	CABARRUS	KANNAPOLIS TRAIN STATION	Second Platform and Pedestrian Overpass	ROW: 2019 LET: 2025	NCDOT Brad Smythe 919-707-4118	Utility Relocation Underway	Pending Railroad CON agreement, completion.
3	I-3802AA	CABARRUS	I-85	Installation of Fiber Optic Communications Network, CCTV and DMS System for I-3802A project	ROW: 2022 LET: 2023	NCDOT Brad Eagle 704-983-4380	Construction Underway	
4	U-3415A	CABARRUS	POPLAR TENT ROAD	SR 1394 Poplar Tent Rd. Concord Derita Road to George Liles Pkwy. Widen to 4 lane divided	ROW: 2029 LET: 2033	NCDOT Donald Griffith 704-983-4418	Design Work Underway	PROJECT DATE(S) have changed due to 2026-2035 DRAFT STIP.
5	U-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	Utility Relocation Underway	ROW Certified 4-6-2026
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	Construction Underway	
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.

ID	CONTRACT TIP	COUNTY	ROUTE	PROJECT DESCRIPTION	PROJECT DATES	PROJECT MANAGER	STATUS	COMMENTS
8	HS-2610AE	CABARRUS	SR 2400/SR 2411 (Irish Potato Road) between SR 1002 (Old Concord Road) to SR 1006 (Mt Pleasant Road South) MP 0.0-2.653, MP 0.0-9.695.	Install centerline rumble strips with LLPMs.	ROW: 2028 LET: 2028	NCDOT Jason Brooks 704-983-4400	Planning Underway	
9	HS-2010H	CABARRUS	NC 49 @ ZION CHURCH ROAD	Convert to RCI	ROW: 2024 LET: 2026	AGENCY- Donald Harward 704-983-4400	Utility Relocation Underway	
10	HS-2010Q	CABARRUS	NC 49 @ OLD AIRPORT ROAD	Convert to RCI	ROW: 2025 LET: 2027	AGENCY- Donald Harward 704-983-4400	Design Work Underway	
11	HS-2010R	CABARRUS	ROBINSON CHURCH ROAD	Near Peach Orchard Road - Wedge, widen, shoulders & ditch grade.	ROW: 2025 LET: 2027	AGENCY- Donald Harward 704-983-4400		Project scope area overlaps with Developer's work. Project to be released once Developer is completed.
12	HS-2610Z	MECKLENBURG (94%) CABARRUS (6%)	NC 49 from US 29 in MECKLENBURG CO. to 0.3 mile into CABARRUS CO., MP 23.31-27.91 (MECK), 0.00-0.30 (CABARRUS).	Install median and edgeline rumblestrips with LLPMs.	ROW: 2027 LET: 2027	NCDOT- Jason Brooks 704-983-4412	Planning Underway	
13	HS-2610W	CABARRUS	SR 1600 (SHILOH CHURCH RD) from NC 73 to SR 1601, MP 0.00-2.42.	Install edgeline rumblestrips with LLPMs.	ROW: 2027 LET: 2027	NCDOT- Jason Brooks 704-983-4412	Planning Underway	

ID	CONTRACT TIP	COUNTY	ROUTE	PROJECT DESCRIPTION	PROJECT DATES	PROJECT MANAGER	STATUS	COMMENTS
14	HS-2610X	CABARRUS	SR 1430 (KANNAPOLIS PKWY) from NC 3 to NC 73, MP 0.00-4.16.	Install median and edgeline rumblestrips with LLPMS.	ROW: 2027 LET: 2027	NCDOT- Jason Brooks 704-983-4413	Planning Underway	
15	SS-6210AZ	CABARRUS	NC 200 from Cabarrus County Line to US 601.	Install centerline and edgeline rumble strips with LLPMS.	ROW: 2030 LET: 2030	NCDOT Jason Brooks 704-983-4400	Planning Underway	
16	SS-6210AR	CABARRUS	SR 1132 (FLOWES STOWE RD) from US 601 to NC 24, MP 6.23-15.31.	Install centerline and edgeline rumblestrips with LLPMS.	ROW: 2027 LET: 2027	NCDOT- Jason Brooks 704-983-4414	Planning Underway	
17	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	
18	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	
19	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 Brad Eagle 704-983-4380	PROJECT COMPLETE	END EDIT - 6/2026
20	BP10.R055	CABARRUS	MAUNEY ROAD	BRIDGE - 120292 / Mauney Road Mt. Pleasant Replace bridge over Little Meadow Creek	ROW: 2022 LET: 2025	NCDOT Brad Eagle 704-983-4380	Construction Underway	
21	BP10.R047	CABARRUS	GOLD HILL ROAD	BRIDGE - 120083 / SR 2408 (Gold Hill Road) over Dutch Buffalo Creek	ROW: 2023 LET: 2025	NCDOT Brad Eagle 704-983-4380	Construction Underway	

ID	CONTRACT TIP	COUNTY	ROUTE	PROJECT DESCRIPTION	PROJECT DATES	PROJECT MANAGER	STATUS	COMMENTS
22	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	
23	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	
24	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	
25	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	
26	BR-0181	CABARRUS	LANE STREET	BRIDGE - 120062 / SR 2180 (Lane St.) over Lake Fisher	ROW: 2025 LET: 2030	NCDOT- Yanwei Ma 704-983-4400	Planning Underway	
27	EB-5732	CABARRUS	CONCORD MILLS BOULEVARD	SR 2894 (Concord Mills Blvd.) Construct sidewalk on Bruton Smith Blvd between US 29 and John Q Hammonds Drive.	ROW: 2026 LET: 2029	NCDOT- Terry Burleson 704-983-4400	Design Work Underway	
28	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	
29	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	

ID	CONTRACT TIP	COUNTY	ROUTE	PROJECT DESCRIPTION	PROJECT DATES	PROJECT MANAGER	STATUS	COMMENTS
30	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	
31	DJ00560	CABARRUS	Kannapolis Pkwy, Various Secondary Routes	Resurfacing	LET: 2025	AGENCY- Brad Eagle 704-983-4400	Construction Underway	
32	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	
33	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	
34	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	
35	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	
36	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	

ID	CONTRACT TIP	COUNTY	ROUTE	PROJECT DESCRIPTION	PROJECT DATES	PROJECT MANAGER	STATUS	COMMENTS
37	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	
38	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
39	BO-2410A	MULTIPLE	VARIOUS LOCATIONS	VARIOUS LOCATIONS - Installation of curb ramps.	ROW: 2024 LET: 2024	NCDOT- Tim Kirk 704-983-4400	Construction Underway	
40	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	
41	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	Construction Underway	
42	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		
43	2025CPT.10.05.20131, 2025CPT.10.05.20132, 10.101311 Contract DJ00554	CABARRUS	VARIOUS LOCATIONS	VARIOUS LOCATIONS - 8 sections of secondary roads with 2 FDR roads and 1 road diet included	ROW: LET: 2025	AGENCY- Brad Eagle 704-983-4400		

ID	CONTRACT TIP	COUNTY	ROUTE	PROJECT DESCRIPTION	PROJECT DATES	PROJECT MANAGER	STATUS	COMMENTS
44	2025CPT.10. 21.20131 Contract DJ00560	CABARRUS	VARIOUS LOCATIONS	VARIOUS LOCATIONS - 8 sections of secondary roads	ROW: LET: 2025	AGENCY- Brad Eagle 704-983-4400	Construction Underway	

**Table 8-
Transportation Improvements (2046-2055)**

2046 TO 2055 HORIZON YEAR																	
DIV. #	Index #	Tier	TIP #	FACILITY	FROM	TO	LENGTH	TIP LENGTH	EXISTING	FUTURE	DESCRIPTION	ESTIMATED COST	2050 MTP TOTAL	REGIONALLY SIGNIFICANT	FUNC. CLASS.	FUNDING SOURCE	EXEMPT
9	67	S	R-5860C	US 52 Bypass	South of Granite Quarry	North of Granite Quarry	4.6	4.6		4 Lanes	Widen with median-divided	\$31,000,000		YES	Principal Arterial	F	
9	70	S	R-5860B	US 52 Bypass	South of Rockwell	North of Rockwell	3.96		2 Lanes	4 Lanes	Widen with median-divided	42,900,000		YES	Principal Arterial	F	
9	77	R		NC 150	Rowan Mill Rd	Sherrils Ford Rd					Add storage and turn lanes per the road plans for the U-5900 TIP projec	4,100,000		NO	Minor Arterial	S	93.127
9	78	R		NC 152 Roundabout	Miller Rd						Convert intersection into single lane roundabout	6,100,000		NO	Minor Arterial	F	
9	31	R		NC 152 Bypass	NC 152 East	NC 152 West	7.5			3 Lanes	Urban bypass to facilitate east-west traffic	169,900,000					
10	71	D	U-3415B	Poplar Tent Road (U-3415)	George Liles Pkwy	US 29	3.08	3.08	2 Lanes	4 Lanes	Median-divided widened with sidewalks and bike lanes	\$56,000,000		NO	Minor Arterial	F	
10	69	R	U-5773B	NC 3	NC 73	US 601	2.87	8	2 Lanes	4 Lanes	Median-divided widened with sidewalks and bike lanes	\$130,340,000		NO	Minor Arterial	S	
10	37	D	U-6029	Poplar Tent Road	NC 73	Derita Road	4.2	4.2	2 Lanes	4 Lanes	Median-divided widened with sidewalks and bike lanes	\$59,640,000		NO	Minor Arterial	S	
10	46	R	R-5706BB	NC 73	US 29	I-85	2.79	2.79	2 Lanes	4 Lanes	Median-divided widened with sidewalks and bike lanes	\$75,200,000		YES	Principal Arterial	S	
10	45	R		US Hwy 601	NC 3 (South Union Street)	Flowers Store Road	1.15		2 Lanes	4 Lanes Divided	Median-divided widened with sidewalks and bike lanes	\$10,200,000		YES	Principal Arterial	F	

February 7, 2025

MEMO TO: TCC/TAC Members

FROM: Phil Conrad, MPO Director

SUBJECT: DRAFT STIP Programming Adjustments and 2055 MTP Financial Plan

The purpose of this memo is to provide additional information on the recent STIP Programming and its impact on project schedules and financial forecasts for the 2055 MTP Update and Projects List. Due to the lagging impact of COVID-19 and ongoing reduced gas tax revenue to the state, NCDOT continues to struggle with project schedules. In addition, the NCDOT released the 10 year estimates for each of the tiers which is broken out by Division and Region. The Cabarrus-Rowan MPO is included in Divisions 9 and 10 and Regions D and E. According to these estimates, Division 9 and 10 will each receive about \$702 million over the 10 year period for division tier projects. Because the regional tier is indexed for population, Region D will receive about \$1.6 billion over the 10 year period and Regional E will receive about \$2.1 billion over the 10 year period for regional tier projects. The 2 regions total 10 counties or 10 percent of the geography of the state of North Carolina, but almost 28 percent of the population.

NCDOT made several schedule adjustments to projects in the 2050 MTP, which will redefine the core of the 2055 MTP, particularly some project schedules thru the year 2045. It's safe to assume that lingering impacts of the year 2020 will continue to be felt for some time. In addition, the NCDOT has completed a statewide 2050 Moves Plan. This Plan included revenue assumptions based on a number of scenarios generated without the full benefit of knowing the fiscal impacts of the year 2020. However, it may be prudent to retain these forecasts over the duration of the 2055 MTP for a number of reasons. At some point, the impacts of 2020 will reverse course unless there are a series of global pandemics or changes in driving culture. Second, the life of the 2055 MTP is only 4 years, so additional information will be forthcoming by the time the next update is due in 2030, first one in the next decade. Third, the statewide 2050 Plan includes a trend scenario that conservatively forecasts the future based on past results, which is an acceptable practice. Without a crystal ball, it is difficult to predict variables such as pandemics, natural disasters, fuel efficiency, driverless cars, etc. and their impact on such a small geography as the MPO much less a nation's transportation system. These factors will be evaluated and debated for many iterations before the end of calendar 2055, with multiple chances for adjustment by the state and MPO. Incidentally, the MPO will assume that Strategic Transportation Investments (STI) will remain intact for the life of the 2055 MTP, which may be optimistic. The system has proven to be predictable and valuable to the transportation planning and project development profession.

Using the NCDOT 2050 Moves Plan and updated STIP revenue forecasts for the years 2035 thru 2055 would translate into about \$458 million in Division Tier revenue for the MPO area and about \$678 million in Regional Tier revenue for the MPO area. While

applying this revenue to the final two horizon years (2045 and 2055). The following noteworthy projects should be completed by 2045: the **widening of the western section of NC 73, the George Liles extension, and widening a section of Poplar Tent Road** in Cabarrus County, as well as the **Airport Pkwy extension, widening of NC 150, and the McCanless Road interchange** in Rowan County. All of these projects have been part of the MPO planning process and previous MTP's for a few years. Due to limited revenue in the last 10 years of the MTP, a couple of projects would be open for traffic by 2055: the **US 52 bypass and widening the final sections of Poplar Tent Road and NC 73**. It does not mean that these projects could not slip into the next MTP or open sooner due to many, many factors over the next 30 years. In addition, many non-highway projects will be planned and completed over this horizon. The MPO receives CMAQ, CRP, TAP, and STBGP funds that can be directly applied to these needs. There are currently 17 active discretionary projects in the MPO area ranging from \$492,000 to \$15 million. The NCDOT currently has a minimum floor for highway expenditures in the 90 percent range, with the remainder pledged for non-highway projects. Non-highway projects also compete for state match funds thru STI such as transit and aviation projects. Additional discussion of non-highway projects and revenue assumptions particularly for public transit will be covered under a separate memo.

	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	25453	1014	1233	1064	1291	1877	1755	1450	1164
February	32851	31073	23498	20251	25535	28616	29895	22565	1001	1238	1065	1358	1459	1717	1531	1042
March	35038	25626	36652	23914	28482	31228	33207	26998	1066	887	1558	1626	1781	1626	1579	1374
April	33822	15732	36209	24336	26145	32730	34167	31981	1117	550	1555	1474	1565	1647	1415	1038
May	36735	18489	36769	24130	28,564	32920	33287	31697	1015	687	1464	1542	1609	1523	1375	1048
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	33329		1175	1024	1304	1550	1728	1625	1463	
November	32930	22073	25692	25003	27854	33670	28466		1132	959	1424	1731	1594	1428	1329	
December	32848	19994	24882	24418	26707	32915	28939		1049	1044	1463	1651	1465	1407	1344	
Totals	425346	279229	349993	287,952	333,437	394,313	381,250	138,694	12560	12106	16091	18630	19732	18631	17478	5666

	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	7234	669	662	605			483	617	620
February	10819	10426	4495	6350	7028	8026	8004	4799	664	587	553			516	680	832
March	10813	8444	5069	6798	7748	7801	7891	5629	621	641	711			440	750	1108
April	11383	4344	5058	7895	7140	8445	7953	5282	629	442	737			523	810	1207
May	15528	4230	4698	12549	18248	19271	20326	17309	754	505	673			504	743	1038
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	6208		718	703			463	541	576
Totals	133387	76086	66968	92545	55897	105520	105222	79514	8016	6937	8017			6029	7796	9413

Metropolitan Transit Commission
Charlotte Area Transit System Ridership Report
Mar-26

Source:

Fixed Route Bus - Automatic Passenger Counts*

Rail - Automatic Passenger Counts

Mode / Service				Average Daily Ridership		
	Mar-26	Mar-25	Percent Increase / Decrease	Weekday	Saturday	Sunday
Local						
BOD Local	713,008	731,421	-2.5%	25,596	19,816	14,110
Subtotal	713,008	731,421	-2.5%	25,596	19,816	14,110
Local Express						
Arboretum Express	1,670	1,421	18%	76	-	-
Harrisburg Road Express	1,364	1,199	13.8%	62	-	-
Northcross Express	3,668	3,448	6.4%	167	-	-
Idlewild Express	850	999	-14.9%	39	-	-
Independence Blvd Express	3,512	3,134	12.1%	160	-	-
Lawyers Road Express	1,669	1,697	-1.7%	76	-	-
Steele Creek Express	718	735	-2%	33	-	-
Northlake Express	3,602	2,996	20.2%	164	-	-
North Mecklenburg Express	7,883	6,732	17.1%	358	-	-
Huntersville Express	5,330	4,251	25.4%	242	-	-
Rea Road Express	1,186	1,318	-10.0%	54	-	-
Mountain Island Express	482	405	19%	22	-	-
Subtotal	31,934	28,432	12.3%	1,452	-	-
Regional Express						
Gastonia Express	1,022	1,109	-7.9%	46	-	-
Rock Hill Express	1,557	1,342	16.0%	71	-	-
Union County Express	1,201	1,079	11.3%	55	-	-
Subtotal	3,780	3,530	7.1%	172	-	-

Community Circulator						
Neighborhood Shuttles	22,415	25,188	-11.0%	778	721	389
Eastland Neighborhood Shuttle	10,762	11,478	-6.2%	379	306	236
Pineville-Matthews Road	2,684	2,691	-0.3%	107	79	-
FY25 Village Rider*	-	7,102	-	-	-	-
Subtotal	35,861	39,358	-8.9%	1,264	1,501	626
Microtransit						
*CATS Micro - North Mecklenburg	6,997	1,675	318%	262	141	135
Subtotal	6,997	171	3992%	262	141	135
Human Services Transportation						
Special Transportation Services	21,597	19,424	11.2%	825	421	353
Subtotal	21,597	19,424	11.2%	825	421	353
Rideshare Services						
Vanpool	2,636	3,422	-23.0%	111	21.5	20.8
Subtotal	2,636	3,422	-23.0%	111	22	21
Rail						
LYNX Blue Line	508,370	561,286	-9.4%	18,059	17,403	8,292
CityLynx Gold Line	54,011	66,962	-19.3%	1,953	1,538	980
Subtotal	562,381	628,248	-10.5%	20,012	18,941	9,272
Total	1,378,194	1,454,005	-5.2%	49,693	40,841	24,516

**Huntersville Greenhouse Express & Village Rider Routes were both phased out on July 7th, 2025. Community Circulator total percent change does not include FY25 Village Rider data.*

CATS is currently preparing for the NTD certification process for APC Ridership Reporting. GFI data will be available upon request.



Association of
Metropolitan
Planning
Organizations

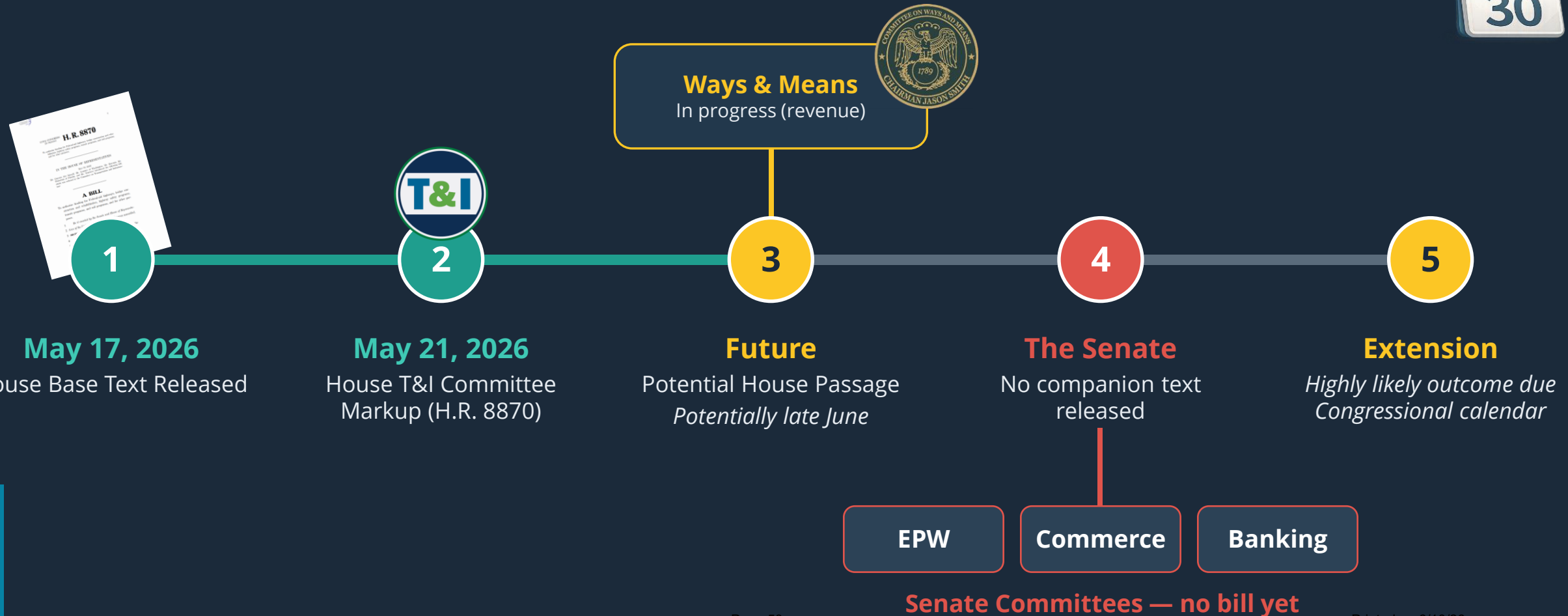
BUILD America 250 Reauthorization

AMPO Member Webinar

June 10, 2026

Where We Are & What Happens Next

Congress is working on the next surface transportation reauthorization. IIJA was the last surface bill — expires **Sept. 30, 2026**.



Big Picture – Highway Funds

Paradigm Shift

From competitive grants to formula funding



90% of authorized funding now in formula programs

- Consolidation of programs

The Local Share

Meaningful local & regional access to funding



~22% of total transportation funding made available

- PL, STBG, TAP, SS4A, STAG, BFP, CMAQ

MPO Improvements

Upgrades to the PL program



#1 largest % increase (formula programs)

- 10% local match requirement
- Direct Recipient option & FMIS access
- Streamlined TIP amendments

Monitoring

Provisions to watch in BA250



- Consolidated Funding Pilot Program (state pilot)
- CRP eliminated — eligibilities & funding move to STBG
- New CMAQ alternative-fuel requirement



BASICS Act Provisions Reflected in BA250



Fixes bridges based on condition and ownership

↳ New bridge program with competitive set-aside for locals in BA250



Delivers local and regional priority projects faster

↳ Streamlining, categorical exclusions & project delivery reforms in BA250



Targets safety dollars to high-risk roads

↳ Local safety competitive SS4A program in BA250



Strengthens accountability and local project selection

↳ More consultation requirements for states, locals, MPOs & RTPOs in BA250



Builds planning capacity to deliver better projects faster

↳ Improvements to metropolitan planning program in BA250



Protects local and regional dollars from transfer

↳ Certain programs require state consultation before transfer in BA250



BASICS Act – Where Work Remains



RTPO funding was dropped from BA250

What the BASICS Act RTPO Proposal would do

\$150M

per year, FY27–31
rural & nonmetropolitan
planning

\$300K

minimum per year
for each designated RTPO

100%

federal share
— fully federally funded

Provides financial support for existing RTPOs and creates a pathway for regions and states that do not yet have formally designated RTPOs

Local Formula Programs

Local Formula Funding Increases

Excludes \$3.75B SS4A and \$12B STAG programs



BUILD 250 is a **4% overall Contract Authority increase** from IIJA — but local formula dollars grow nearly **7.5× that amount**

Bridge Program

\$9B
per year

25%
local set-aside for in-state
competition

New dedicated bridge funds
Locals compete for a
guaranteed in-state slice.

Local Formula Program - Capital

STBG / TAP

+\$1.25B

FY26 → FY27
+7.59%

+\$12.1B

IJA → BUILD 250
+13.28%

★ **Most growth** of any capital-focused formula program

CMAQ

+\$144M

FY26 → FY27
+5.26%

+\$1.82B

IJA → BUILD 250
+13.79%

Descending set-aside from **10%** for alt-fuel charging (FY27)

⚠ **Note:** CMAQ growth does **not** fully replace the eliminated NEVI / Carbon Reduction programs

Local Formula Programs - Transit

Urbanized Area Formula (Sec. 5307)

+10%

FY2026 → FY2027

\$400M/yr

All Stations Accessibility Program set-aside

All Stations Accessibility Program is a **\$400M/year takedown** of Sec. 5307 apportionment

Bus/Bus Facility Formula (Sec. 5339(a))

2x+

More than doubles over 5 years

Lo-No

Program eliminated
Funds flow into 5339(a)

Growth directly tied to **elimination of the Lo-No program**

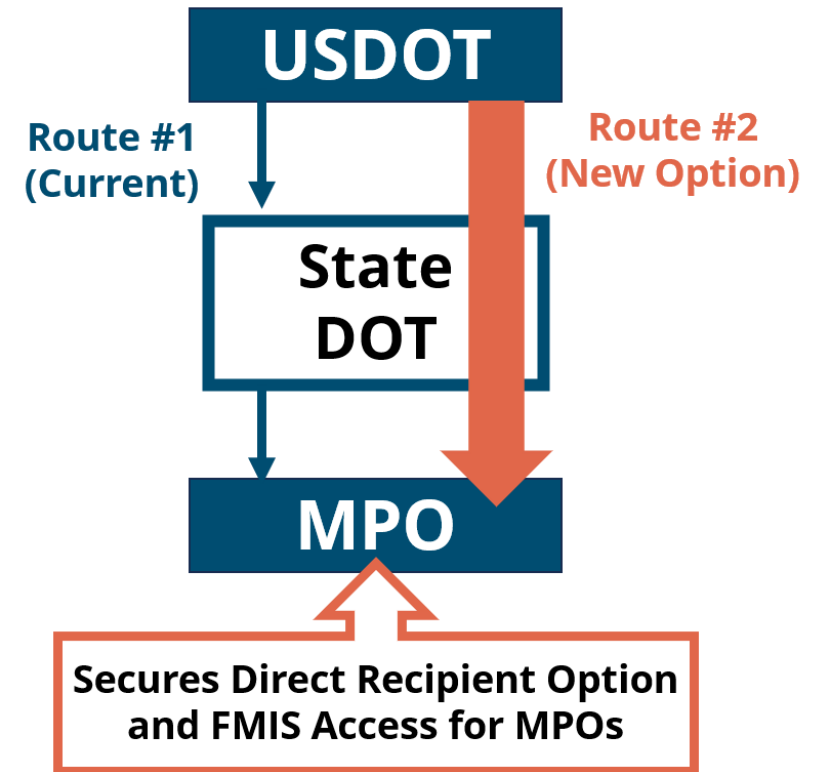
BUILD America 250 boosts both urbanized transit formula funding and bus capital funding

Metropolitan Planning Program (PL Funds)

22.8% Increase
over 5 years

PL FUNDS	
FY 2027	\$520 M
FY 2028	\$540 M
FY 2029	\$560 M
FY 2030	\$580 M
FY 2031	\$600 M

- **Federal Share: 90/10**
- **Expanded Eligibilities**
 - Fiscal administration of local projects
 - Preliminary design
 - Local technical assistance
 - Studies linked to transportation
 - Data procurement
- **Direct Recipient Option**
 - FMIS access for direct recipients



✓ Grows **9.66% FY26 to FY27** (+\$45.8 million)



PL is the largest % increase of any core formula program in BA250

Funds for Regional & Local Delivery



Bridge Formula Program ~\$9B / yr

20% off-system set-aside plus a **25%** competitive carve-out for locally-owned bridges — **95%** federal match for local/tribal owners.

- MPO consultation role on off-system bridges
- TMA MPOs are eligible applicants for competitive bridge program



Safe Streets and Roads for All ~\$500M FY27

~\$3.75B over five years for local safety projects. **90%** federal match; planning grants capped at **5%** of total funds. MPOs eligible.

- FY 28 — **\$625 M**
- FY 29 — **\$750 M**
- FY 30 — **\$875 M**
- FY 31 — **\$1.0 B**



Surface Transportation Accelerator Grant (STAG) ~\$2.4B / yr

Large, new, flexible program with wide eligibility (similar to BUILD/RAISE):

- Local & regional grants: **50%** of funding
- Rural grants: **25%** (\$600 M)
- Urban grants: **25%** (\$600 M)

Other Helpful MPO Provisions



TIP/STIP Amendments

Sec. 1113

Unchanged projects from past TIP/STIP can be re-added by amendment. No new public review required.



MPO Eligibility - INFRA

Sec. 1105

MPOs serving urbanized areas of 50k+ can now apply.



MPO Eligibility - Bridge

Sec. 1108

TMA MPOs are eligible for the competitive program, plus a consultation role on the 20% off-system set-aside.



Jason's Law

Sec. 1127

MPOs are eligible for the CMV truck-parking competitive grant program.



Olympics & FIFA Assistance

Sec. 7104

Transportation assistance for major events. MPOs in covered areas eligible.

What We're Monitoring

⚠️ CRP Eliminated (Sec. 1125)

Beginning FY 2027, states and MPOs lose their dedicated CRP allocation. There is no one-for-one replacement, but most CRP-funded projects stay eligible under other federal programs:

- **STBG** — likely where CRP dollars shift (flexible).
 - Bill also expands STBG eligibility for resilience to natural disasters and severe weather.
- **CMAQ** — continues to fund congestion-reduction and air-quality projects.
- **Transportation Alternatives** — funding remains for active-transportation projects.

⚠️ CMAQ (Sec. 1118)

Funding rises ~5.3% from \$2.75B (FY26) to \$2.89B (FY27), climbing gradually to a ~\$15.02B five-year total. Eligibility broadened for digital infrastructure and congestion-management tech.

- **Alternative Fueling Projects:** a minimum CMAQ share must be set aside (spent anywhere in-state).
 - Could reduce funds available for regional/local priorities.
 - Likely a stand-in for the eliminated NEVI program.

Minimum CMAQ Share for Alternative Fueling (in-state)

Fiscal Year	Min. Share AFP
FY 2027	10%
FY 2028	9%
FY 2029	8%
FY 2030	7%



SECTION 03 — OVERVIEW OF BA250

Funding Overview

Authorizations, FHWA, FTA, FRA, OST, and More

Five-Year Funding Overview — \$580,972,000,000

\$293.9B

Federal-Aid Highway Program

Core formula programs

\$56.0B

Bridge Program (Formula + Competition)

New bridge investment

\$35.0B

Discretionary Grant Programs (Highway)

INFRA, SS4A, PROTECT, etc.

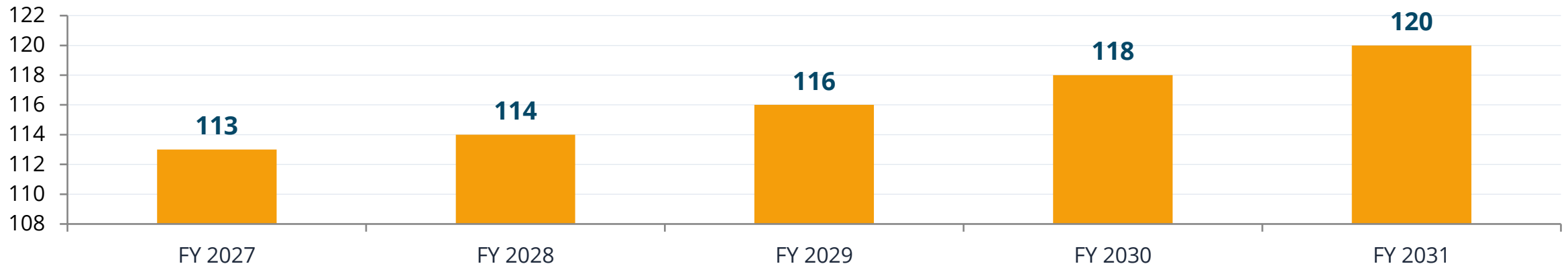
\$9.3B

Federal Lands & Tribal Programs

NPS, FLTP, Tribal, etc.

5-year totals: Highway Trust Fund Authorization: ~\$474B ; General Fund Authorization: ~\$107B

Annual Authorization by Fiscal Year (~\$B)



Federal-Aid Highway Formula Programs | Sec. 1101(a)(1) | FY 2026–2031

Program Name	Source	FY 2026 (IIJA)	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	5-Year Total
Federal-Aid Highway Program	HTF-HA CA	\$56.8B	\$56.9B	\$57.5B	\$58.7B	\$59.8B	\$60.9B	\$293.9B
↳ NHPP	HTF-HA CA	\$30.8B	\$32.2B	\$32.5B	\$33.2B	\$33.8B	\$34.4B	\$166.0B
↳ STBG	HTF-HA CA	\$15.0B	\$16.1B	\$16.3B	\$16.6B	\$16.9B	\$17.2B	\$83.0B
↳ TA (Transportation Alternatives)	HTF-HA CA	\$1.5B	\$1.6B	\$1.6B	\$1.7B	\$1.7B	\$1.7B	\$8.3B
↳ HSIP	HTF-HA CA	\$3.2B	\$3.4B	\$3.4B	\$3.5B	\$3.6B	\$3.6B	\$17.5B
↳ Rail Highway Grade Crossing	HTF-HA CA	\$245M	\$250M	\$250M	\$250M	\$250M	\$250M	\$1.3B
↳ CMAQ	HTF-HA CA	\$2.7B	\$2.9B	\$2.9B	\$3.0B	\$3.1B	\$3.1B	\$15.0B
↳ Planning (PL)	HTF-HA CA	\$474M	\$520M	\$540M	\$560M	\$580M	\$600M	\$2.8B
↳ NHFP	HTF-HA CA	\$1.5B	\$1.6B	\$1.6B	\$1.6B	\$1.7B	\$1.8B	\$8.3B
↳ SAFETEA-LU Set Aside	HTF-HA CA	\$4M	\$4M	\$4M	\$4M	\$4M	\$4M	\$18M
↳ CRP (IIJA, FY26 only)	HTF-HA CA	\$1.3B	—	—	—	—	—	—
↳ PROTECT Formula (IIJA, FY26 only)	HTF-HA CA	\$1.5B	—	—	—	—	—	—

Bridge & Discretionary Grant Programs | Sec. 1101 | FY 2026-2031

Section	Program Name	Source	FY 2026 (IIJA)	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	5-Year Total
1101(a)(2)	TIFIA Credit Subsidies	HTF-HA CA	\$250M	\$250M	\$250M	\$250M	\$250M	\$250M	\$1.3B
1101(a)(3)	Bridge Program	HTF-HA CA	\$700M	\$9.2B	\$9.2B	\$9.2B	\$9.2B	\$9.2B	\$46.0B
1101(a)(4)(A)	Tribal Transportation Program	HTF-HA CA	\$628M	\$643M	\$657M	\$671M	\$686M	\$701M	\$3.4B
1101(a)(4)(B)	Federal Lands Transportation Program	HTF-HA CA	\$456M	\$464M	\$472M	\$480M	\$488M	\$496M	\$2.4B
	↳ National Park Service	HTF-HA CA	\$360M	\$365M	\$371M	\$376M	\$382M	\$388M	\$1.9B
	↳ U.S. Fish & Wildlife Service	HTF-HA CA	\$36M	\$42M	\$42M	\$42M	\$42M	\$42M	\$210M
	↳ U.S. Forest Service	HTF-HA CA	\$28M	\$30M	\$31M	\$33M	\$34M	\$36M	\$163M
1101(a)(3)(C)	Federal Lands Access Program	HTF-HA CA	\$309M	\$314M	\$320M	\$326M	\$332M	\$338M	\$1.6B
1101(a)(5)	Territorial & Puerto Rico Hwy. Program	HTF-HA CA	\$237M	\$242M	\$247M	\$253M	\$258M	\$263M	\$1.3B
1101(b)(1)(A)	SS4A (Safe Streets & Roads for All)	HTF-HA CA	—	\$500M	\$625M	\$750M	\$875M	\$1.0B	\$3.8B
1101(b)(1)(B)	Surface Transportation Accelerator	HTF-HA CA	—	\$2.4B	\$2.4B	\$2.4B	\$2.4B	\$2.4B	\$12.0B
1101(b)(1)(C)	PROTECT Grants	HTF-HA CA	\$300M	\$500M	\$500M	\$500M	\$500M	\$500M	\$2.5B
1101(b)(1)(D)	Nat. Signif. Federal Lands & Tribal	HTF-HA CA	\$55M	\$55M	\$55M	\$55M	\$55M	\$55M	\$275M
1101(b)(2)(A)	INFRA Grants	GF Auth.	\$1.4B	\$1.2B	\$1.2B	\$1.2B	\$1.2B	\$1.2B	\$6.0B
1101(b)(2)(B)	Bridge Completion Program	HTF-HA CA	\$700M	\$2.0B	\$2.0B	\$2.0B	\$2.0B	\$2.0B	\$10.0B

Research, Technology & Other Programs | FY 2026–2031

Section	Program Name	Fund Source	FY 2026 (IIJA)	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	5-Year Total
1101(a)(1)(A)	Highway Research R&D Program	HTF-HA CA	\$147M	\$150M	\$153M	\$156M	\$159M	\$162M	\$780M
1101(a)(1)(B)	Tech. & Innovation Deployment Program	HTF-HA CA	\$110M	\$112M	\$114M	\$117M	\$119M	\$121M	\$584M
1101(a)(1)(C)	Training & Education	HTF-HA CA	\$26M	\$27M	\$27M	\$28M	\$28M	\$29M	\$138M
1101(a)(1)(D)	Intelligent Transportation Systems	HTF-HA CA	\$110M	\$112M	\$114M	\$117M	\$119M	\$121M	\$584M
1101(a)(1)(E)	University Transportation Centers	HTF-HA CA	\$82M	\$84M	\$85M	\$87M	\$89M	\$91M	\$435M
1101(a)(1)(F)	Bureau of Transportation Statistics	HTF-HA CA	\$27M	\$27M	\$28M	\$28M	\$28M	\$28M	\$139M
1101(d)(1)	Wildlife Crossings Pilot Program	HTF-HA CA	\$80M	\$80M	\$80M	\$80M	\$80M	\$80M	\$400M
1101(d)(2)	Truck Parking Pilot	HTF-HA CA	—	\$150M	\$150M	\$150M	\$150M	\$150M	\$750M
1104(1)	FHWA Administrative Expenses	HTF-HA CA	\$531M	\$478M	\$488M	\$498M	\$508M	\$519M	\$2.5B
1116	Ferry Boats and Terminal Facilities	HTF-HA CA	\$118M	\$182M	\$184M	\$186M	\$189M	\$191M	\$932M
1129(b)(2)	Registration Fee Implementation	GF Auth.	—	\$104M	—	—	—	—	\$104M
1136	Tribal High Priority Projects Program	GF Auth.	\$30M	\$30M	\$30M	\$30M	\$30M	\$30M	\$150M
1319	Stopping Threats on Pedestrians (STOP)	GF Auth.	\$5M	\$5M	\$5M	\$5M	\$5M	\$5M	\$25M



SECTION 04 — LOOKING AHEAD

Looking Ahead

Senate Progress and AMPO Action

What's Going on in the Senate?

SENATE POSITIONS

Senate Democrats

Maintain multi-year investment levels set in IIJA
([advanced appropriations letter](#))



EPW Majority

Interested in a consolidated state pilot program —
formula-driven, with state flexibility and control



WHERE THE COMMITTEES STAND

EPW · No bill yet

Commerce · No bill yet

Banking · No bill yet

The Senate will react to the House bill, but its final product may look very different on funding and policy

Bottom line: an extension seems likely



SECTION 03 — OVERVIEW OF BA250

Modal Summary

Active Transportation, Transit, Passenger Rail, and Project Delivery

Active Transportation

Transportation Alternatives (TAP)



\$1.6B/year — largest dedicated federal active transportation source

⚠️ Easier for states to transfer TAP funds away from bike/ped uses

Recreational Trails Program (RTP)



\$84M/year — stable, no significant increase

✓ E-bikes now allowed on non-motorized RTP trails

ATIIP — Repealed



✗ **Program repealed**

The Active Transportation Infrastructure Investment Program is eliminated under BA250

Micromobility & E-Bike Safety



Federal study on micromobility safety and children

⚠️ Does not address high-speed e-motor devices

Project Delivery & Permitting



USDOT directed to clarify when bike/ped infrastructure projects qualify for **accelerated environmental review**

Vehicle & Battery Safety



Advances crash avoidance tech to improve **detection of cyclists & pedestrians**. Lithium-ion battery safety standards for e-bikes & micromobility.

Transit Overview

\$87.6 Billion over 5 years | **⚠️ Decrease from IIJA levels** | **Significant structural changes**

Consolidated Transit Block Grant

- States may **consolidate 6 FTA formula programs** into a single lump-sum grant
- **✓** Primary UZAs (3.5M+ or multi-state 200K+) **excluded** — retain direct FTA relationship
- **MPOs in participating UZAs** must be consulted

Urbanized Area Formula — Sec. 5307

- Expands operating assistance eligibility to systems operating **101–125 buses** at peak
- Replaces public hearing requirement with **publish-and-comment process**
- Mandatory **1% floors** for security and ADA accessibility

Capital Investment Grants (CIG)

- "Small Starts" renamed "**Streamlined Starts**" — eligibility raised to projects under **\$1 billion**
- Improved economic development ratings to incentivize **transit-oriented housing**
- Program streamlined overall for faster project delivery

MPO Planning & Transit Oriented Development

- Transit planning changes **mirror highway title** — maintains consistency across modal planning
- **TOD Planning Program made permanent** and expanded to new fixed guideway and core capacity projects

Passenger Rail Overview

Rail Funding Structure

⚠️ No advance appropriations guarantee

- Shifts from advance appropriations (IIJA) to **annual appropriations**
- Historical funding ~\$3B/yr — far below the ~\$13B/yr needed to fully deliver on authorized levels.

\$63.9B

5-Year
Authorization

~\$3B/yr

Historical
Appropriation

~\$13B/yr

Needed to Fully
Fund

NIPR Program

\$18.5B Competitive Grants

- National Intercity Passenger Rail Partnership.
- Expanded to non-Amtrak operators and interstate rail compacts.
- Prioritizes financial sustainability.

CRISI Program

\$9.1B Safety & Infrastructure

- Consolidated Rail Infrastructure & Safety Improvements.
- Expanded eligibility: freight congestion, intercity expansion, safety tech.

Railroad Crossing Safety

\$3.65B Grade Crossing Elimination

- Expanded to rail-safety nonprofits. Advanced technology and data-driven safety improvements.
- Reduces mandatory transfer requirements.

Amtrak Governance

New accountability rules: FOIA-style compliance, open board meetings, executive pay disclosure, OIG oversight.

Equipment Pools

Interstate compacts may form shared equipment pools for procurement, leasing, and fleet management via RRIF loans.

Route Studies

USDOT directed to study new corridors in Midwest, Texas, California, and Northeast.

Emergency Relief

New disaster recovery program. Up to 80% federal cost share for states, agencies, and operators.

Permitting and Project Readiness Overview

NEPA Streamlining & Permitting Reforms | Accelerated delivery across all transportation modes

MPO Planning → EIS

Prior MPO planning analyses can now be used to **eliminate alternatives** from detailed consideration in an Environmental Impact Statement

★ **Most significant MPO-specific benefit in the permitting title**

Categorical Exclusions

Nearly Doubled

Federal share: **\$6M → \$12M**

Total cost: **\$35M → \$70M**

- Secretary directed to reduce CE paperwork burden
- Transit shelters in existing ROW **automatically exempt**

Additional Reforms

Transit CE Authority

UZAs over 200K may make CE determinations themselves

Streamlined Review Agreements

- Expanded to all modes
- Terms: **3 → 5 yrs** (up to 10 yrs)

FTA Property Acquisition

May reimburse pre-review property acquisition if used for eligible project

CRAFT Technical Committee
Meeting Notes
April 28, 2026

Attendees: Tori Dellinger, GCLMPO; Julio Paredes, GCLMPO; Emily Gurganus, CRTPO; Bob Cook, CRTPO; Curtis Bridges, CRTPO; Will Snyder, CRTPO; Travis Johnson, CRTPO; Andy Grzymiski, CCOG; Marty Sung, NCDOT; Andy Bailey, NCDOT; Brian Elgort, CRTPO; Thea Walsh, CRTPO; Kendall Clanton, CRTPO; Marlee Henninge, CRTPO; Theo Thomson, CRTPO; Stephen Allen, CRCOG; Rich Denbow, Cambridge Systematics; Neil Burke, CRTPO; Heather Hildebrandt, NCDOT; Jerrel Leonard, CRTPO; Brian Murphy, NCDOT; Daryl Vreeland, NCDOT; Martin Kinnamon, CDOT; Alex Riemondy, CDOT; and Phil Conrad, Cabarrus-Rowan MPO.

1. Phil Conrad from the Cabarrus-Rowan MPO began the meeting at 10:03 am and welcomed everyone in attendance and noted some virtual housekeeping details.
2. Phil asked if there were any corrections, additions and/or deletions to the January 27, 2026 minutes. Ms. Tori Dellinger made a motion to approve the minutes and Mr. Bob Cook seconded the motion. The minutes were approved.
3. Phil Conrad asked Ms. Heather Hildebrandt from NCDOT to present some information on the CRP Project Obligations. Heather informed the group that the CRP program faces uncertainty due to the end of the federal transportation bill and a pending continuing resolution. She emphasized the importance of obligating all programmed projects by June 15th and encouraged coordination with STIP unit representatives for any funding modifications or swaps. Phil Conrad asked if NCDOT had reached out to the project sponsors independently and Heather indicated that to be the case thru the Divisions.
4. Phil Conrad asked Mr. Daryl Vreeland and Mr. Rich Denbow to present the transportation performance measures update. Daryl and Rich discussed the upcoming quadrennial setting of performance measures targets, reminding MPOs of the need to submit both a four-year report and a CMAQ report. They offered assistance with drafting these reports and requested clarification on whether MPOs preferred to continue using their help or develop the reports independently. Rich presented an overview of the biennial reporting process for CMAQ measures and targets, explaining that current targets for 2023 and 2025 have been met and 2025 targets are on track to be met. He outlined upcoming reporting requirements due by October 1st, 2026, including performance reports for the 2022-2025 period and new performance plans for the 2026-2029 period. Rich also detailed the two CMAQ congestion measures that require coordination between NCDOT, CRTPO, Gaston Cleveland Lincoln MPO, and Cabarrus Rowan MPO for the Charlotte and Concord urbanized areas, respectively. Rich explained that the new targets for Charlotte and Concord urbanized areas will be separate, as they are measured and reported individually. He noted that data for these targets will be obtained using the RITIS tool, managed through NCDOT, and that coordination with CRTPO and NCDOT will be necessary. The group reviewed historical performance data for CMAQ measures, including trends in non-SOV travel and peak hour excessive delay, and discussed the need to set new targets for the upcoming performance period due to current uncertainties. The timeline for completing this process was outlined, with key

actions including reviewing 2025 performance data, developing draft targets, and finalizing CMAQ performance plans by August, with submission to FHWA due by October 1st. This item will come back at an upcoming meeting for further action.

5. Phil Conrad asked Mr. Andy Bailey to give the TPD Update. Mr. Bailey indicated that TPD Director Alpesh Patel has taken a position with the Office of Strategic Transportation (OST). He noted that Ms. Leigh Wing would now be over TPD as the director of Planning and Programming Division. He noted that this section would handle project development from concept inception to design and development. Mr. Bailey then brought up the MTP (Metropolitan Transportation Plan) horizon year for the next update cycle. Andy Bailey proposed keeping the horizon year at 2055 instead of changing to 2060, citing concerns about extending projections too far into the future. The group discussed that this change would not significantly impact the update process and would help align with other ongoing projects. Martin Kinnamon agreed to reach out to David Hooper to confirm this decision, and the group noted that land use data would still need updating regardless of the horizon year choice. The meeting also covered the upcoming GCLMPO CTP adoption by their board in mid-May, which will be reviewed and adopted as a complete package by county at the GCL board level.
6. Phil Conrad asked Brian Murphy to give a state of safety planning in NC update. Mr. Murphy provided an update highlighting the state's significant activity with 31 Safety Action Plan awards through the Safe Streets for All program, including 10 supplements and 7 demonstrations. NCDOT has supported these efforts through funding, staff support, and data resources, with particular focus on countermeasures like lane departure, intersections, pedestrian safety, and safer speeds. When asked about funding levels, Murphy explained that the main safety funding pots (Spot safety (state) at \$12 million annually and HSIP (federal) at approximately \$80 million) have remained relatively stable, though the department is exploring creative ways to engage additional funding resources beyond traditional safety funds. There was discussion of more safety funds in the potential reauthorization.
7. Phil Conrad noted the recent Long Range Plan approvals for the region. Ms. Dellinger thanked the NCDOT, FHWA, and CR MPO for their efforts on the air conformity component. It was noted that this effort will need to be scheduled according to the April deadline in 4 years again. There was no FHWA representation on the call.
8. Phil Conrad asked for an update on the Transportation Improvement Program – P8.0/Express Designs. Mr. Neil Burke noted SPOT work group subcommittee work and concerns about the ongoing NCDOT's proposed changes. The CRAFT members expressed support for maintaining the current local input points process rather than returning to a rank order priority system, with Neil noting that a study is underway to evaluate alternative approaches and will present recommendations later in the year. This change would be for P9. The consultant would be assessing the cases in the states of Virginia and Kentucky. Members expressed unanimous concern for changes to the current local input point system method. Mr. Johnson explained the CRTPO express design process, highlighting how they selected projects based on the adopted MTP plan and horizon year scores. Phil asked if they had a written policy for the selections and Mr. Johnson explained that it was standard practice and accepted by the MPO members.

9. Phil Conrad asked for any project coordination/adjacent planning area items, noting that this topic typically revolved around the NC/SC state line. There were no updates to discuss.
10. Phil Conrad asked for an update on the BASICS Act. Brian Elgort provided an update, noting that it has gained new co-sponsors and we may see some draft text soon. Phil noted the end of the current bill in 2026 and the possibility of a continuing resolution beyond September 30th.
11. Phil Conrad asked Mr. Andy Gryzmski to give an update on the Connect Beyond Study. Mr. Gryzmski shared progress on the Mobility Hub program, including completed pilot studies and the development of a playbook and GIS Explorer tool.
12. Phil Conrad noted the next Technical Committee meeting on July 28th hosted by CR TPO staff.

CID Overview

There are five intrastate corridors funded in the federal Corridor Identification and Development (CID) Program. Currently (April 2026) all are in Step 1, which uses 100% federal funding to prepare a scope, schedule, and budget for a Service Development Plan (SDP). Step 2 uses 90% federal funding to complete the SDP. The intrastate corridors are:

- Asheville to Salisbury
- Fayetteville to Raleigh
- Kings Mountain to Charlotte
- Wilmington to Raleigh
- Winston-Salem to Raleigh

This document details the approach to local stakeholder engagement through the transition into Step 2 and through the remainder of Step 2. Primary tasks requiring local stakeholder input are identification of non-federal match and confirmation of priority station locations. However, all deliverables of an SDP will benefit from coordinated local input and verification.

Stakeholder Steering Committee

Each intrastate corridor will have a Stakeholder Steering Committee organized by NCDOT and its CID consultant team. The committee will consist of every MPO and RPO along a corridor with attendance including both planning organization staff as well as staff from member jurisdictions. NCDOT's intent is that Technical Coordinating Committee (TCC) members will attend. Meetings will generally be virtual MS Teams meetings during normal business hours. They will be scheduled with the assistance of planning organization staff.

The Stakeholder Steering Committee will be a venue to share information, coordinate public engagement activities, and confirm consensus on major milestone deliverables and decisions within the Federal Railroad Administration (FRA) CID framework. It will be a counterpart to a technical committee made up of railroads and FRA staff that will review CID deliverables.

Initial Engagement Steps

1. MPO Staff Leader Call

The initial step will be a one-on-one phone call or teams meeting between Jason Myers and the lead MPO/RPO staff person. This document on the purview of the Stakeholder Steering Committee will be shared.

2. Set up Steering Committee

With the assistance of MPO/RPO staff, the NCDOT CID team will create a roster for each Stakeholder Steering Committee. A kickoff meeting will be held to introduce attendees to the CID program and the status of their corridor.

3. Match Discussions

For every intrastate corridor except Asheville to Salisbury, the initial meeting will include a discussion on the need for non-federal ten percent (10%) match for CID Step 2. The amount of the anticipated match will be shared. The NCDOT CID team will offer an example approach to divide match responsibility in a way that is roughly proportional to population and expected ridership but is also

weighed so that communities that stand to gain state-supported intercity passenger rail service for the first time contribute proportionally more than communities which already enjoy such service. NCDOT will be clear that this is a starting point and that it will be up to the assembled communities to decide if and how they should support the effort. The Stakeholder Steering Committee will meet regularly until the matching funding is confirmed.

NCDOT expects that funding partners will be local and county governments, as planning organizations' funding is mostly federal. One-on-one or small group meetings with potential funding partners will be offered to discuss the CID program and the need for matching funding as desired. The CID team expects that the Rail Division will also be invited to speak to elected boards of cities, towns, and counties as they deliberate on their contribution.

Corridors doing a Core SDP (Kings Mountain, Wilmington, and Winston-Salem) are expected to require \$100-130K per year for a two-year period to complete a Core SDP costing up to \$2.5M. Fayetteville to Raleigh is moving directly into a full SDP and is expected to need \$130-150K per year for a three-year period to complete the SDP costing up to \$4.5M. Corridor-specific scopes, schedules, and budgets will be shared with the Stakeholder Steering Committees.

At the completion of this step, appropriate agreements with the funding partners will be drafted for execution. The Stakeholder Steering Committee will continue to be a valuable venue to discuss implementation strategy, including match needs for future discretionary grant opportunities or to complete future steps of project development work through CID.

4. Purpose and Need and Public Engagement Plan

Once a corridor enters Step 2, an initial topic of discussion will be the purpose and need of a corridor. The public engagement plan is another. These topics will be a quick but important touch point for the Stakeholder Steering Committee. They are likely to be combined with the first meetings on Route and Service Options (next step).

5. Route and Service Options

In both Core and Full SDPs, the first half of Task 3 – Alternatives Analysis are route and service options analysis. The Stakeholder Steering Committee will be a consensus-based body to confirm choices made through the analyses of Task 3. With a consensus of the committee, a finite set of initial station locations for service start will be defined by the end of Task 3.

Other SDP Milestones

The Stakeholder Steering Committee will continue to be a venue through which the NCDOT team can share progress and deliverables with corridor stakeholders. At this time, the CID team does not expect other major stakeholder decisions after the completion of Task 3, but the group will be an effective way to coordinate public outreach and keep interested stakeholders informed as corridors move into subsequent phases of CID and implementation. The committee can be used to discuss future match needs and the Strategic Transportation Investments prioritization process.



2027

Multimodal Freight Plan

NORTH CAROLINA

From the food we eat to the vehicles we drive, freight transportation supports nearly every part of our daily lives.

A connected network of highways, railroads, ports, airports, and pipelines keep goods moving across North Carolina. Most of this system works behind the scenes to keep stores stocked and deliveries on time. But when disruptions like delays or shortages occur, we feel the impact through higher prices and fewer available goods. Planning ahead helps keep communities supplied and businesses running.

THE FREIGHT JOURNEY: FROM FARMS TO FACTORIES TO YOU



Freight transportation is critical to North Carolina's economy.



478 million tons of freight moved across North Carolina.



\$741 billion in freight value moved; projected to grow by 97% by 2050.



13th ranked state in the nation for the value of freight moved.

*Source: [TRIP: A National Transportation Research Nonprofit](#), December 2023



Freight Planning Is Important for Everyone



Thoughtful freight planning helps businesses reduce costs and improve efficiency. It provides for consistent access to affordable goods for residents. It helps communities reduce emissions and foster healthier environments. And it improves safety for all.

Advancing Safer, More Reliable Freight

Safer Roads to Help Save Lives

From 2017 to 2021, an average of **169 people died** annually in North Carolina in collisions involving large trucks.

Less Congestion to Improve Mobility

Congestion cost NC businesses **\$2.9 billion** in 2023 due to time commercial trucks spent stuck in traffic.

*Sources: [TRIP: A National Transportation Research Nonprofit](#), December 2023; [ATRI: Cost of Congestion to the Trucking Industry Update](#), October 2023

Building the Statewide Multimodal Freight Plan

The N.C. Department of Transportation is updating its statewide freight plan to keep goods moving, grow the economy, and improve safety. The plan will outline cost-effective strategies and policies to accomplish these goals. It will also support community priorities like clean air and reliable supply chains.



For information about the Statewide Multimodal Freight Plan:

N.C. Department of Transportation
Office of Strategic Initiatives and Program Support
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ncdot.gov/freightplan

