

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

Wednesday March 18, 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 January 21, 2026 minutes Phillip Graham

3) FY 2026-2035 MTIP Modification #3 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: 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). Attachment 4 is a resolution modifying the MTIP for these projects.

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

4) 2055 MTP and Transportation Conformity Update Wendy Miller

INFORMATION: The Cabarrus-Rowan MPO and the Metrolina Regional Partners have been working on the Transportation Conformity Analysis and Determination Report. This report demonstrates that the financially constrained MTP's in the Metrolina Region meet national ambient air quality standards. It also certifies that the Transportation Improvement Program (TIP) is a subset of the 2055 MTP, and that the Conformity Report is consistent with the approved State Implementation Plan (SIP) by EPA. The draft 2055 MTP report is posted on the MPO website for review and an executive summary is provided as attachment 4. The MPO released the Draft MTP for public comment on February 16th for 30 days. No public comments have been received by this deadline.

ACTION / RECOMMENDATION: 1) Receive a report on the 2055 MTP and Transportation Conformity Determination Report; 2) Discuss; and 3) Recommend that the TAC consider adopting the 2055 MTP and Metrolina Conformity Determination Report.

5) FY 2026-2027 DRAFT UPWP Phil Conrad

INFORMATION: 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 and is included as attachment 5A. 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 next fiscal year. These projects include MPO planning activities undertaken by local agencies, the N.C. Department of Transportation, and a line item for Regional Model and MTP Maintenance. In the fall of 2025, the NCDOT

indicated that the allocation in FY 27 to the MPO is \$532,375. As part of the UPWP, the Federal government is requiring all MPO's to certify their transportation planning process on an annual basis. Attachment 5B is a checklist for the CR MPO to certify the MPO transportation planning process. The local match table is included as attachment 5C and the resolution adopting the UPWP is included as attachment 5D.

ACTION/RECOMMENDATION: 1) Receive a report on the FY 2026-2027 UPWP; and 2) Discuss; and 3) Recommend that the TAC consider certifying the CR MPO transportation planning process and consider adopting the FY 2026-2027 UPWP.

6) 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 6. 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.

7) 2026 Draft Local Priority Methodology Phil Conrad

INFORMATION: NCDOT staff has indicated that Session Law 2012-84 requires the Department to develop a process for standardizing or approving MPO local input methodology. The last time the MPO approved changes to the Local Priority Methodology was in 2021, which included changes in the way that points can be flexed between tiers. MPO staff submitted the draft of the Cabarrus-Rowan local input methodology to NCDOT for content review, which was conditionally approved on February 24th. The conditional approval is subject to public input, which concluded on March 18th and MPO Board approval. The local priority methodology is included as attachment 7.

ACTION/RECOMMENDATION: 1) Receive a report on the Draft 2026 Local Priority Methodology; 2) Discuss; and 3) Recommend that the TAC consider endorsing the Draft Local Priority Methodology.

8) Funding Swap Request Phil Conrad

INFORMATION: The NCDOT is proposing the swapping of funding sources for several projects within the CRMPO, which could potentially help NCDOT secure additional federal funding for North Carolina. The funding swap involves switching \$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. There is no impact to schedules, local matches, or project management requirements resulting from the swap. Attachment 8 is an email from NCDOT staff explaining the request and proposed swap.

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

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

- Local Reports – MPO/NCDOT Division 9 & 10/TPD Newsletter
- Proposed Policy for Express Design Future Selections
- MPO Staffing RFLOI
- FY 26 Special Studies
- FY 26 Bike and Ped Demonstration Planning Studies
- Federal BASICS Act
- April or May Meetings

10) Informational Items **Phil Conrad**

- Rider Transit, Salisbury Transit, and MTC Ridership
- CRAFT Meeting Minutes
- NCMPO Conference May 6-8

Next scheduled meeting: April 15, 2026

- Agenda items for February TCC meeting

MINUTES

TECHNICAL COORDINATING COMMITTEE

Wednesday, January 21, 2026

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

Members:

Phillip Graham	City of Concord
Phil Collins	Cabarrus County
Ed Muire	Rowan County & Town of Cleveland
Fred Haith	NCDOT Division 9
Franklin Gover	Town of China Grove
Victoria Trexler	City of Salisbury
Marty Sung	NCDOT – TPD
Richard Smith	City of Kannapolis
Theo Ghitea	NCDOT Division 10
Devin Huston	Town of Harrisburg
Mattison Miller	Town of Midland
Michael Ambrose	Town of Landis

Others:

Phil Conrad	CRMPO Director
Connie Cunningham	MPO Staff
Wendy Miller	MPO Staff
Brielle Hartney	City of Concord
Andy Christy	CK Rider
Tony Tagliaferri	City of Concord
Jonathan Young	Town of Harrisburg
Teresa Barringer	Town of China Grove
Andy Bailey	NCDOT - TPD
Scott Miller	NCDOT-Div. 10
Beth Hassenfritz	City of Kannapolis

TCC Chairman Michael Ambrose called the January 21, 2026 meeting of the Cabarrus Rowan MPO TCC to order at approximately 10:00 am. TCC Chairman Ambrose called the roll of eligible TCC members and determined that a quorum had been met. He asked Phil Conrad to introduce the service recognition for Connie Cunningham. Phil provided a summary of Connie's contributions for the past 25 years noting the start of the CK Rider Transit System and other notable accomplishments. TCC members also recounted her efforts over the years and appreciative of her contributions to meetings and the MPO operations. She was given a standing ovation. TCC Chairman Ambrose 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, TCC Chairman Ambrose moved to the next item of business.

Approval of Minutes

TCC Chairman Ambrose noted the minutes of the October 15, 2025 TCC meeting included in their packets. Chairman Ambrose asked if there were any corrections or additions to the minutes. With no corrections or additions heard, Mr. Richard Smith made a motion to accept the minutes as presented Ms. Victoria Trexler seconded that motion and the TCC members voted unanimously to approve.

Nomination and Election of TCC Chair

CRMPO Executive Director Phil Conrad addressed the TCC members and reminded them that the bylaws of the CRMPO TCC requires that every year in January a new Vice Chairman must be elected. He went on to say that the newly elected Vice Chair will rotate to the Chair position automatically beginning 2027. Also according to the by-laws the TCC Chair and Vice Chair must be rotated between jurisdictions in Cabarrus and Rowan Counties. Since the new Chair is from Rowan County, a Vice Chair from Cabarrus County would need to be elected today.

With little discussion, Mr. Phillip Graham nominated Mr. Devin Huston from the Town of Harrisburg as the Vice Chair for 2026. With no other nominations being heard, Mr. Ed Muire made a motion to close the nominations and elect Mr. Devin Huston as CRMPO TCC Vice Chair. Mr. Phillip Graham seconded that motion and the TCC members voted unanimously to approve.

FY 2026-2035 MTIP Modification #2

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: BO-2426, M-0417, TA-6665, TC-0018, TC-0021, TM-0028, TM-0029, TM-0032, TO-0004, TQ-6954, and TU-0011. The second project modification is to install rumble strips and pavement markings on NC 152 (HS-2409F). The third project modification is to delay construction to FY 26 for the Old Concord Road Sidewalk project (C-5603D). The fourth project modification is to delay construction to FY 26 for the Brenner Avenue safety project (C-5603H). The fifth project modification is to delay construction to FY 26 for the Grants Creek Greenway at Catawba College (EB-5619B). The sixth project modification is to delay construction to FY 27 for the Grants Creek Greenway at Kelsey Scott Park (EB-5619C). The seventh project modification is to delay utilities to FY 26 and construction to FY 27 for the Main Street Sidewalk project (HL-0064). The eighth project modification is to add the E. Franklin Street sidewalk project with construction in FY 29 (BN-0033). The ninth project modification is to delay construction to FY 27 for the Brenner Avenue safety project (HL-0049). Phil Conrad noted that the E. Franklin Street sidewalk project had been in the works for some time and would conclude the CMAQ project call from 2024. He mentioned the Town's state allocation that is driving the schedule for the project. Wendy noted a resolution modifying the MTIP for these projects and stated that the new STIP was effective October 1, 2023.

With a little discussion, Mr. Ed Muire made a motion to recommend that the CRMPO TAC consider endorsing modification #2 to the FY 2026-2035 MTIP. Mr. Devin Huston seconded that motion and the TCC members voted unanimously to approve.

Rider Transit Program of Projects (POP)

Andy Christy from Rider Transit noted that the Program of Projects is a list of proposed FTA grant requests to support the operations of Rider Transit in Fiscal Year 2026. He stated that Rider has elected to use the MPO Public Involvement procedures to process this

annual requirement. He referenced a meeting to coordinate the STIP schedules for the 3 transit systems in the MPO area that was held in August. He mentioned that the CK Rider POP is a subset and supports the STIP schedules. He noted the public comment period that had concluded without any comments.

With no further discussion or questions, Mr. Phillip Graham made a motion to recommend that CRMPO TAC consider endorsing the CK Rider Program of Projects (POP). Mr. Phil Collins seconded the motion and the TCC members voted unanimously to approve the motion.

Performance-Based Planning: Safety Targets

Director Conrad stated that the federal transportation legislation requires that State DOTs and MPOs adopt performance-based planning as a component of the metropolitan transportation planning process annually. He noted that NCDOT has released the next round of safety targets for North Carolina and it would be up to each MPO to either adopt these targets or devise their own targets. He explained that this item was a carryover from October and stated that the proposed safety targets had been published on the MPO's website. He noted the public comment period that concluded on December 22, 2025 with no comments received.

After little discussion, Ms. Victoria Trexler made a motion to recommend that the TAC consider endorsing the Safety Targets as presented and Mr. Phil Collins seconded the motion. The TCC followed with a unanimous vote.

2055 MTP and Transportation Conformity Update

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

Without any further questions, Mr. Phillip Graham made a motion to recommend that the CRMPO TAC consider releasing the 2055 MTP and Transportation Conformity Report for public comment. Mr. Ed Muire seconded the motion and the TCC members voted unanimously.

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 annual budget and follows the state fiscal year 2026-2027. He illuminated that UPWP identifies the planning tasks,

responsible agencies, and funding sources for regional transportation planning activities to be conducted within the planning area during the next fiscal year. He stated that the draft UPWP was for information purposes only and highlighted the local match table as individual jurisdictions begin to prepare their FY 27 budgets. He said that this item will be brought back before the TCC later this spring.

2026 Draft Local Priority Methodology

Director Conrad noted NCDOT staff has indicated that Session Law 2012-84 requires the Department to develop a process for standardizing or approving MPO local input methodology. The last time the MPO approved changes to the Local Priority Methodology was in 2021, which included changes in the way that points can be flexed between the tiers. He stated that the MPO would be submitting a draft of the Cabarrus-Rowan local input methodology to NCDOT for content review. After the content review, the NCDOT staff will hopefully grant conditional approval to the MPO's methodology subject to public input and the MPO Board approval. He noted that most of the changes were updates to the proposed dates in the methodology. He concluded that this methodology would be applied in 2026.

After review and no comments or questions being heard, Mr. Ed Muire made a motion to release the Draft Local Priority Methodology for public comment and NCDOT review. Mr. Richard Smith 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. Fred Haith, 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. Andy Bailey introduced Marty Sung as the new TPD Coordinator for the MPO.

2. Functional Classification System Update – Director Conrad noted the federal approval of the Functional Classification System.

3. CMAQ Priority Submittal and Funding Update – Director Conrad provided an update on the last CMAQ award in 2024 to the Town of Mount Pleasant or East Franklin Street sidewalk and referenced the award letter in the TCC packets.

4. BUILD Grant Letter of Support – Director Conrad explained that the Town of East Spencer and Rowan County have been working on a new BUILD Grant application using a federal grant writer. He noted that all letters of support are presented for consideration to the TCC/TAC. Mr. Devin Huston made a motion to endorse the letter of support for the Build Grant for the Town of East Spencer and Mr. Ed Muire seconded the motion. The vote was unanimous.

5. **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.

6. **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.

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.

MTIP Approval Letter from NCDOT Secretary – provided as information in the packets.

Next scheduled meeting: February 18, 2026

With no further business to discuss, TCC Chair Ambrose adjourned the meeting.

RESOLUTION ADOPTING MODIFICATION #3 TO THE CABARRUS-ROWAN
METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM
FOR FY 2026-2035

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

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

WHEREAS, the Transportation Advisory Committee has reviewed the current FY 2026-2035 Transportation Improvement Program, dated October 1, 2025, and found the need to modify it;

WHEREAS, the following attached modification has been proposed.

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

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

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

WHEREAS, the Transportation Advisory Committee has determined that the proposed modification is exempt from the requirements for determining air quality conformity in accordance with 40 CFR 93.127.

NOW THEREFORE, be it resolved by the Cabarrus-Rowan Urban Area Transportation Advisory Committee that the FY 2026-2035 Metropolitan Transportation Improvement Program dated October 1, 2025, for the Cabarrus Rowan Urban Area Metropolitan Planning Organization be modified as listed above on this the 25th day of March 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 25th day of March 2026.

Meredith Smith, Chair
Transportation Advisory Committee

Modifications to the 2026-2035 STIP

Statewide project additions: M-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).
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- 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).

REVISIONS TO THE 2026-2035 STIP
HIGHWAY PROGRAM

STATEWIDE PROJECT

STIP ADDITIONS

TM-6111 STATEWIDE PROJ.CATEGORY PUBLIC TRANS	- STATEWIDE PROJECT	NCDOT. STATEWIDE. NCDOT-IMD STATE ADMINISTRATION - FUNDS TO SUPPORT THE INTEGRATED MOBILITY DIVISION WITH PROVIDING SUBRECIPIENT MONITORING AND OVERSIGHT AND PROVIDE TECHNICAL ASSISTANCE IN THE DEVELOPMENT OF PROJECTS AND PLANS FOR ELDERLY AND DISABLED.	ADMINISTRATIVE	FY 2026 - <u>\$900,000</u> (5310) \$900,000
		<u>ADD PROJECT AT THE REQUEST OF THE INTEGRATED MOBILITY DIVISION.</u>		
TM-6112 STATEWIDE PROJ.CATEGORY PUBLIC TRANS	- STATEWIDE PROJECT	NCDOT. 5311 ADMINISTRATIVE FUNDS FOR FTA GRANTS.	ADMINISTRATIVE	FY 2026 - \$19,000,000 (5311) FY 2026 - \$7,000,000 (L) FY 2026 - <u>\$7,000,000</u> (S) \$33,000,000
		<u>ADD PROJECT AT THE REQUEST OF THE INTEGRATED MOBILITY DIVISION.</u>		
TM-6113 STATEWIDE PROJ.CATEGORY PUBLIC TRANS	- STATEWIDE PROJECT	NCDOT. RTAP STATEWIDE FUNDS FOR FTA GRANTS.	ADMINISTRATIVE	FY 2026 - \$800,000 (RTAP) FY 2026 - <u>\$400,000</u> (S) \$1,200,000
		<u>ADD PROJECT AT THE REQUEST OF THE INTEGRATED MOBILITY DIVISION.</u>		

* INDICATES FEDERAL AMENDMENT

REVISIONS TO THE 2026-2035 STIP
HIGHWAY PROGRAM

STATEWIDE PROJECT

STIP MODIFICATIONS

M-0552ADIV STATEWIDE PROJ.CATEGORY DIVISION	- STATEWIDE PROJECT	VARIOUS, LOCATIONS STATEWIDE. DIVISION NEEDS ENGINEERING FUNDING. FUNDING FOR ROADWAY DESIGN FOR OPEN ROADS DESIGNER (ORD) TRAINING AND DEVELOPMENT.		FY 2026 - \$450,000 (T)
				FY 2027 - \$450,000 (T)
				FY 2028 - \$450,000 (T)
				FY 2029 - \$450,000 (T)
				FY 2030 - \$450,000 (T)
				FY 2031 - \$450,000 (T)
				FY 2032 - \$450,000 (T)
				FY 2033 - \$450,000 (T)
				FY 2034 - \$450,000 (T)
				FY 2035 - \$450,000 (T)
				\$4,500,000
M-0552AREG STATEWIDE PROJ.CATEGORY REGIONAL	- STATEWIDE PROJECT	VARIOUS, LOCATIONS STATEWIDE. REGIONAL IMPACT ENGINEERING FUNDING. FUNDING FOR ROADWAY DESIGN FOR OPEN ROADS DESIGNER (ORD) TRAINING AND DEVELOPMENT.		FY 2026 - \$450,000 (T)
				FY 2027 - \$450,000 (T)
				FY 2028 - \$450,000 (T)
				FY 2029 - \$450,000 (T)
				FY 2030 - \$450,000 (T)
				FY 2031 - \$450,000 (T)
				FY 2032 - \$450,000 (T)
				FY 2033 - \$450,000 (T)
				FY 2034 - \$450,000 (T)
				FY 2035 - \$450,000 (T)
				\$4,500,000
M-0552ASW STATEWIDE PROJ.CATEGORY STATEWIDE	- STATEWIDE PROJECT	VARIOUS, LOCATIONS STATEWIDE. STATEWIDE ENGINEERING MOBILITY FUNDING. FUNDING FOR ROADWAY DESIGN FOR OPEN ROADS DESIGNER (ORD) TRAINING AND DEVELOPMENT.		FY 2026 - \$600,000 (T)
				FY 2027 - \$600,000 (T)
				FY 2028 - \$600,000 (T)
				FY 2029 - \$600,000 (T)
				FY 2030 - \$600,000 (T)
				FY 2031 - \$600,000 (T)
				FY 2032 - \$600,000 (T)
				FY 2033 - \$600,000 (T)
				FY 2034 - \$600,000 (T)
				FY 2035 - \$600,000 (T)
				\$6,000,000

ADD FUNDS IN FY 28 TO FY 35 AT REQUEST OF TECHNICAL SERVICES DIVISION.

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* INDICATES FEDERAL AMENDMENT

REVISIONS TO THE 2026-2035 STIP
HIGHWAY PROGRAM

STATEWIDE PROJECT

STIP MODIFICATIONS

M-0552BDIV	- STATEWIDE PROJECT	VARIOUS, LOCATIONS STATEWIDE. DIVISION NEEDS	ENGINEERING	FY 2022 -	\$216,000	(T)
STATEWIDE		FUNDING.FUNDING FOR ROADWAY DESIGN FOR		FY 2023 -	\$108,000	(T)
PROJ.CATEGORY		TRAINING AND DEVELOPMENT FOR MISCELLANEOUS		FY 2024 -	\$300,000	(T)
DIVISION		PROJECTS.		FY 2025 -	\$300,000	(T)
		<u>ADD FUNDS IN FY 28 TO FY 35 AT REQUEST OF</u>		FY 2026 -	\$128,000	(T)
		<u>TECHNICAL SERVICES DIVISION.</u>		FY 2027 -	\$128,000	(T)
				FY 2028 -	\$128,000	(T)
				FY 2029 -	\$128,000	(T)
				FY 2030 -	\$128,000	(T)
				FY 2031 -	\$128,000	(T)
				FY 2032 -	\$128,000	(T)
				FY 2033 -	\$128,000	(T)
				FY 2034 -	\$128,000	(T)
				FY 2035 -	\$128,000	(T)
					\$2,204,000	
M-0552BREG	- STATEWIDE PROJECT	VARIOUS, LOCATIONS STATEWIDE. REGIONAL IMPACT	ENGINEERING	FY 2026 -	\$128,000	(T)
STATEWIDE		FUNDING. FUNDING FOR ROADWAY DESIGN FOR		FY 2027 -	\$128,000	(T)
PROJ.CATEGORY		TRAINING AND DEVELOPMENT FOR MISCELLANEOUS		FY 2028 -	\$128,000	(T)
REGIONAL		PROJECTS.		FY 2029 -	\$128,000	(T)
		<u>ADD FUNDS IN FY 28 TO FY 35 AT REQUEST OF</u>		FY 2030 -	\$128,000	(T)
		<u>TECHNICAL SERVICES DIVISION.</u>		FY 2031 -	\$128,000	(T)
				FY 2032 -	\$128,000	(T)
				FY 2033 -	\$128,000	(T)
				FY 2034 -	\$128,000	(T)
				FY 2035 -	\$128,000	(T)
					\$1,280,000	

* INDICATES FEDERAL AMENDMENT

REVISIONS TO THE 2026-2035 STIP
HIGHWAY PROGRAM

STATEWIDE PROJECT

STIP MODIFICATIONS

M-0552BSW STATEWIDE PROJ.CATEGORY STATEWIDE	- STATEWIDE PROJECT	VARIOUS, LOCATIONS STATEWIDE. STATEWIDE MOBILITY FUNDING. FUNDING FOR ROADWAY DESIGN FOR TRAINING AND DEVELOPMENT FOR MISCELLANEOUS PROJECTS. <u>ADD FUNDS IN FY 28 TO FY 35 AT REQUEST OF TECHNICAL SERVICES DIVISION.</u>	ENGINEERING	FY 2026 - \$170,000 (T) FY 2027 - \$170,000 (T) FY 2028 - \$170,000 (T) FY 2029 - \$170,000 (T) FY 2030 - \$170,000 (T) FY 2031 - \$170,000 (T) FY 2032 - \$170,000 (T) FY 2033 - \$170,000 (T) FY 2034 - \$170,000 (T) FY 2035 - \$170,000 (T) \$1,700,000
M-0553ADIV STATEWIDE PROJ.CATEGORY EXEMPT	- STATEWIDE PROJECT	VARIOUS, STATEWIDE FUNDING FOR INTEGRATED PROJECT DELIVERY. <u>ADD FUNDS IN FY 28 TO FY 35 AT REQUEST OF TECHNICAL SERVICES DIVISION.</u>	ENGINEERING	FY 2026 - \$450,000 (T) FY 2027 - \$450,000 (T) FY 2028 - \$450,000 (T) FY 2029 - \$450,000 (T) FY 2030 - \$450,000 (T) FY 2031 - \$450,000 (T) FY 2032 - \$450,000 (T) FY 2033 - \$450,000 (T) FY 2034 - \$450,000 (T) FY 2035 - \$450,000 (T) \$4,500,000
M-0553AREG STATEWIDE PROJ.CATEGORY EXEMPT	- STATEWIDE PROJECT	VARIOUS, STATEWIDE FUNDING FOR INTEGRATED PROJECT DELIVERY. <u>ADD FUNDS IN FY 28 TO FY 35 AT REQUEST OF TECHNICAL SERVICES DIVISION.</u>	ENGINEERING	FY 2026 - \$450,000 (T) FY 2027 - \$450,000 (T) FY 2028 - \$450,000 (T) FY 2029 - \$450,000 (T) FY 2030 - \$450,000 (T) FY 2031 - \$450,000 (T) FY 2032 - \$450,000 (T) FY 2033 - \$450,000 (T) FY 2034 - \$450,000 (T) FY 2035 - \$450,000 (T) \$4,500,000

* INDICATES FEDERAL AMENDMENT

REVISIONS TO THE 2026-2035 STIP
HIGHWAY PROGRAM

STATEWIDE PROJECT

STIP MODIFICATIONS

M-0553ASW STATEWIDE PROJ.CATEGORY EXEMPT	- STATEWIDE PROJECT	VARIOUS, STATEWIDE FUNDING FOR INTEGRATED PROJECT DELIVERY. <u>ADD FUNDS IN FY 28 TO FY 35 AT REQUEST OF TECHNICAL SERVICES DIVISION.</u>	ENGINEERING	FY 2026 -	\$600,000	(T)
				FY 2027 -	\$600,000	(T)
				FY 2028 -	\$600,000	(T)
				FY 2029 -	\$600,000	(T)
				FY 2030 -	\$600,000	(T)
				FY 2031 -	\$600,000	(T)
				FY 2032 -	\$600,000	(T)
				FY 2033 -	\$600,000	(T)
				FY 2034 -	\$600,000	(T)
				FY 2035 -	\$600,000	(T)
		\$6,000,000				
M-0553BDIV STATEWIDE PROJ.CATEGORY EXEMPT	- STATEWIDE PROJECT	VARIOUS, STATEWIDE FUNDING FOR TRAINING AND SPECIAL PROJECTS. <u>ADD FUNDS IN FY 28 TO FY 35 AT REQUEST OF TECHNICAL SERVICES DIVISION.</u>	ENGINEERING	FY 2026 -	\$292,000	(T)
				FY 2027 -	\$90,000	(T)
				FY 2028 -	\$90,000	(T)
				FY 2029 -	\$90,000	(T)
				FY 2030 -	\$90,000	(T)
				FY 2031 -	\$90,000	(T)
				FY 2032 -	\$90,000	(T)
				FY 2033 -	\$90,000	(T)
				FY 2034 -	\$90,000	(T)
				FY 2035 -	\$90,000	(T)
		\$1,102,000				
M-0553BREG STATEWIDE PROJ.CATEGORY EXEMPT	- STATEWIDE PROJECT	VARIOUS, STATEWIDE FUNDING FOR TRAINING AND SPECIAL PROJECTS. <u>ADD FUNDS IN FY 28 TO FY 35 AT REQUEST OF TECHNICAL SERVICES DIVISION.</u>	ENGINEERING	FY 2026 -	\$293,000	(T)
				FY 2027 -	\$90,000	(T)
				FY 2028 -	\$90,000	(T)
				FY 2029 -	\$90,000	(T)
				FY 2030 -	\$90,000	(T)
				FY 2031 -	\$90,000	(T)
				FY 2032 -	\$90,000	(T)
				FY 2033 -	\$90,000	(T)
				FY 2034 -	\$90,000	(T)
				FY 2035 -	\$90,000	(T)
		\$1,103,000				

* INDICATES FEDERAL AMENDMENT

REVISIONS TO THE 2026-2035 STIP
HIGHWAY PROGRAM

STATEWIDE PROJECT

STIP MODIFICATIONS

M-0553BSW	- STATEWIDE PROJECT	VARIOUS, STATEWIDE FUNDING FOR TRAINING AND	ENGINEERING	FY 2026 -	\$390,000	(T)
STATEWIDE		SPECIAL PROJECTS.		FY 2027 -	\$120,000	(T)
PROJ.CATEGORY		<u>ADD FUNDS IN FY 28 TO FY 35 AT REQUEST OF</u>		FY 2028 -	\$120,000	(T)
EXEMPT		<u>TECHNICAL SERVICES DIVISION.</u>		FY 2029 -	\$120,000	(T)
				FY 2030 -	\$120,000	(T)
				FY 2031 -	\$120,000	(T)
				FY 2032 -	\$120,000	(T)
				FY 2033 -	\$120,000	(T)
				FY 2034 -	\$120,000	(T)
				FY 2035 -	\$120,000	(T)
					\$1,470,000	
TQ-6954	- STATEWIDE PROJECT	STATEWIDE, SYSTEMWIDE FUNDING FOR SECTION	OPERATIONS	FY 2026 -	\$3,000,000	(L)
STATEWIDE		5310 FOR RURAL PROJECT.		FY 2026 -	\$3,000,000	(5310)
PROJ.CATEGORY		<u>MODIFY FUNDS AT THE REQUEST OF INTEGRATED</u>			\$6,000,000	
PUBLIC TRANS		<u>MOBILITY DIVISION.</u>				

REVISIONS TO THE 2026-2035 STIP
HIGHWAY PROGRAM

CABARRUS-ROWAN URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP ADDITIONS

AV-5731 CABARRUS PROJ.CATEGORY REGIONAL	- CABARRUS-ROWAN URBAN AREA METROPOLITAN PLANNING ORGANIZATION	JQF, CONCORD-PADGETT REGIONAL AIRPORT. EXPAND COMMERCIAL TERMINAL APRON. <u>TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN, DELAY CONSTRUCTION FROM FY 25 TO FY 27.</u>	ENGINEERING	FY 2026 -	\$300,000	(T)
			CONSTRUCTION	FY 2027 -	\$300,000	(T)
				FY 2027 -	\$7,617,000	(O)
				FY 2028 -	\$300,000	(T)
				FY 2029 -	\$300,000	(T)
					\$8,817,000	
* HS-2610R CABARRUS PROJ.CATEGORY DIVISION	- CABARRUS-ROWAN URBAN AREA METROPOLITAN PLANNING ORGANIZATION	SR 1448 (COX MILL ROAD), VICINITY OF COX MILL HIGH SCHOOL IN CONCORD. INSTALL TRAFFIC SIGNAL WITH PEDESTRIAN ACCOMMODATIONS. <u>ADD PROJECT BREAK AT THE REQUEST OF TRANSPORTATION MOBILITY AND SAFETY DIVISION.</u>	RIGHT-OF-WAY	FY 2027 -	\$5,000	(HSIP)
				FY 2027 -	\$1,000	(T(M))
			UTILITIES	FY 2027 -	\$5,000	(HSIP)
				FY 2027 -	\$1,000	(T(M))
			CONSTRUCTION	FY 2028 -	\$169,000	(HSIP)
	FY 2028 -	\$18,000	(T(M))			
					\$199,000	
* HS-2610S CABARRUS PROJ.CATEGORY DIVISION	- CABARRUS-ROWAN URBAN AREA METROPOLITAN PLANNING ORGANIZATION	SR 1448 (COX MILL ROAD), TANNER ROAD NW / PACING LANE NW INTERSECTION IN CONCORD. INSTALL PEDESTRIAN HYBRID BEACON AND RELOCATE CROSSWALK. <u>ADD PROJECT BREAK AT THE REQUEST OF TRANSPORTATION MOBILITY AND SAFETY DIVISION.</u>	RIGHT-OF-WAY	FY 2027 -	\$23,000	(HSIP)
				FY 2027 -	\$2,000	(T(M))
			CONSTRUCTION	FY 2028 -	\$180,000	(HSIP)
				FY 2028 -	\$20,000	(T(M))
* HS-2610W CABARRUS PROJ.CATEGORY DIVISION	- CABARRUS-ROWAN URBAN AREA METROPOLITAN PLANNING ORGANIZATION	SR 1600 (SHILOH CHURCH ROAD), NC 73 TO SR 1601 (ODELL SCHOOL ROAD). INSTALL RUMBLE STRIPES WITH LONG LIFE PAVEMENT MARKINGS. <u>ADD PROJECT BREAK AT THE REQUEST OF TRANSPORTATION MOBILITY AND SAFETY DIVISION.</u>	CONSTRUCTION	FY 2027 -	\$20,000	(HSIP)
				FY 2027 -	\$2,000	(T(M))

* INDICATES FEDERAL AMENDMENT

REVISIONS TO THE 2026-2035 STIP
HIGHWAY PROGRAM

CABARRUS-ROWAN URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP ADDITIONS

* HS-2610X CABARRUS PROJ.CATEGORY DIVISION	- CABARRUS-ROWAN URBAN AREA METROPOLITAN PLANNING ORGANIZATION	SR 1430 (KANNAPOLIS PARKWAY), NC 3 TO NC 73. INSTALL RUMBLE STRIPES WITH LONG LIFE PAVEMENT MARKINGS.	CONSTRUCTION	FY 2027 -	\$205,000	(HSIP)
				FY 2027 -	\$23,000	(T(M))
					\$228,000	
<u>ADD PROJECT BREAK AT THE REQUEST OF TRANSPORTATION MOBILITY AND SAFETY DIVISION.</u>						
* HS-2610Z CABARRUS MECKLENBURG PROJ.CATEGORY STATEWIDE	- CABARRUS-ROWAN URBAN AREA METROPOLITAN PLANNING ORGANIZATION - CHARLOTTE REGIONAL TRANSPORTATION PLANNING ORGANIZATION	NC 49, US 29 TO EAST OF CABARRUS COUNTY LINE. INSTALL RUMBLE STRIPES WITH LONG LIFE PAVEMENT MARKINGS.	CONSTRUCTION	FY 2027 -	\$247,000	(HSIP)
				FY 2027 -	\$27,000	(T(M))
					\$274,000	
<u>ADD PROJECT BREAK AT THE REQUEST OF TRANSPORTATION MOBILITY AND SAFETY DIVISION.</u>						

STIP MODIFICATIONS

* EB-5732 CABARRUS PROJ.CATEGORY DIVISION	- CABARRUS-ROWAN URBAN AREA METROPOLITAN PLANNING ORGANIZATION	SR 2894 (BRUTON SMITH BOULEVARD / CONCORD MILLS BOULEVARD), US 29 TO JOHN Q. HAMMONDS DRIVE IN CONCORD. CONSTRUCT SHARED USE PATH ON NORTH SIDE OF ROAD.	RIGHT-OF-WAY	FY 2027 -	\$2,720,000	(TAANY)
				FY 2027 -	\$680,000	(L(M))
			UTILITIES	FY 2027 -	\$320,000	(TAANY)
				FY 2027 -	\$80,000	(L(M))
			CONSTRUCTION	FY 2029 -	\$1,008,000	(TAANY)
				FY 2029 -	\$378,000	(L(M))
				FY 2030 -	\$4,368,000	(TAANY)
				FY 2030 -	\$1,197,000	(L(M))
				FY 2031 -	\$2,352,000	(TAANY)
				FY 2031 -	\$525,000	(L(M))
	FY 2032 -	\$672,000	(TAANY)			
					\$14,300,000	
<u>ACCELERATE RIGHT-OF-WAY AND UTILITIES FROM FY 29 TO FY 27 AND CONSTRUCTION FROM FY 31 TO FY 29 AT THE REQUEST OF THE MPO.</u>						

* INDICATES FEDERAL AMENDMENT

REVISIONS TO THE 2026-2035 STIP
HIGHWAY PROGRAM

CABARRUS-ROWAN URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

HL-0063 CABARRUS PROJ.CATEGORY DIVISION	- CABARRUS-ROWAN URBAN AREA METROPOLITAN PLANNING ORGANIZATION	SR 1173 (CALDWELL ROAD), NC 49 TO US 29. EXTEND ROADWAY APPROXIMATELY 3000 FEET AND CONSTRUCT INTERSECTION IMPROVEMENTS AT SR 1173 (CALDWELL ROAD) AND NC 49. <u>TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN, DELAY RIGHT-OF-WAY AND UTILITIES FROM FY 26 TO FY 27.</u>	RIGHT-OF-WAY	FY 2027 -	\$886,000	(T(DA))
				FY 2027 -	\$222,000	(L(M))
			UTILITIES	FY 2027 -	\$8,000	(T(DA))
				FY 2027 -	\$2,000	(L(M))
			CONSTRUCTION	FY 2028 -	\$3,325,000	(T(DA))
				FY 2028 -	\$831,000	(L(M))
					\$5,274,000	
HS-2410A CABARRUS PROJ.CATEGORY DIVISION	- CABARRUS-ROWAN URBAN AREA METROPOLITAN PLANNING ORGANIZATION	SR 1790 (WINECOFF SCHOOL ROAD), WINECOFF ELEMENTARY SCHOOL IN CONCORD. INSTALL PEDESTRIAN ACCOMMODATIONS. <u>TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN, DELAY CONSTRUCTION FROM FY 28 TO FY 29.</u>	RIGHT-OF-WAY	FY 2026 -	\$9,000	(HSIP)
				FY 2026 -	\$1,000	(T(M))
			CONSTRUCTION	FY 2029 -	\$87,000	(HSIP)
				FY 2029 -	\$10,000	(T(M))
						\$107,000
P-5725 CABARRUS PROJ.CATEGORY REGIONAL	- CABARRUS-ROWAN URBAN AREA METROPOLITAN PLANNING ORGANIZATION	VARIOUS, LOCATIONS IN KANNAPOLIS. CONSTRUCT TRACK IMPROVEMENTS, SECOND PLATFORM, PEDESTRIAN UNDERPASS, SITEWORK, RETAINING WALL, AND SIGNALING EQUIPMENT. <u>TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN, DELAY CONSTRUCTION FROM FY 26 TO FY 27.</u>	CONSTRUCTION	FY 2027 -	\$3,400,000	(T)
					\$3,400,000	

* INDICATES FEDERAL AMENDMENT

REVISIONS TO THE 2026-2035 STIP
HIGHWAY PROGRAM

CABARRUS-ROWAN URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

TA-5130A	- CABARRUS-ROWAN URBAN AREA	CONCORD KANNAPOLIS AREA TRANSIT, VARIOUS	CAPITAL	FY 2026 -	\$100,000	(L)
CABARRUS	METROPOLITAN PLANNING ORGANIZATION	LOCATIONS. FUNDING FOR ROUTINE CAPITAL		FY 2026 -	\$400,000	(5339)
ROWAN		INCLUDING BUS STOP SHELTERS, BENCHES, SHOP		FY 2027 -	\$100,000	(L)
PROJ.CATEGORY		EQUIPMENT, SPARE PARTS, ENGINES, FAREBOX,		FY 2027 -	\$400,000	(5339)
PUBLIC TRANS		VEHICLES, ETC.		FY 2028 -	\$100,000	(L)
		<u>MODIFY FUNDING AT THE REQUEST OF THE MPO.</u>		FY 2028 -	\$400,000	(5339)
				FY 2029 -	\$100,000	(L)
				FY 2029 -	\$400,000	(5339)
				FY 2030 -	\$100,000	(L)
				FY 2030 -	\$400,000	(5339)
				FY 2031 -	\$100,000	(L)
				FY 2031 -	\$400,000	(5339)
				FY 2032 -	\$100,000	(L)
				FY 2032 -	\$400,000	(5339)
				FY 2033 -	\$100,000	(L)
				FY 2033 -	\$400,000	(5339)
				FY 2034 -	\$100,000	(L)
				FY 2034 -	\$400,000	(5339)
				FY 2035 -	\$100,000	(L)
				FY 2035 -	\$400,000	(5339)
					<u>\$5,000,000</u>	

* INDICATES FEDERAL AMENDMENT

REVISIONS TO THE 2026-2035 STIP
HIGHWAY PROGRAM

CABARRUS-ROWAN URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

TG-5103A	- CABARRUS-ROWAN URBAN AREA	CONCORD KANNAPOLIS AREA TRANSIT, SYSTEMWIDE.	CAPITAL	FY 2026 -	\$125,000	(L)
CABARRUS	METROPOLITAN PLANNING ORGANIZATION	FUNDING FOR BUS STOP SHELTERS, BENCHES, SHOP		FY 2026 -	\$500,000	(5310)
ROWAN		EQUIPMENT, SPARE PARTS, ENGINES, FAREBOX,		FY 2027 -	\$125,000	(L)
PROJ.CATEGORY		SERVICE VEHICLES, ETC.		FY 2027 -	\$500,000	(5310)
PUBLIC TRANS		<u>MODIFY FUNDING AT THE REQUEST OF THE MPO.</u>		FY 2028 -	\$125,000	(L)
				FY 2028 -	\$500,000	(5310)
				FY 2029 -	\$125,000	(L)
				FY 2029 -	\$500,000	(5310)
				FY 2030 -	\$125,000	(L)
				FY 2030 -	\$500,000	(5310)
				FY 2031 -	\$125,000	(L)
				FY 2031 -	\$500,000	(5310)
				FY 2032 -	\$125,000	(L)
				FY 2032 -	\$500,000	(5310)
				FY 2033 -	\$125,000	(L)
				FY 2033 -	\$500,000	(5310)
				FY 2034 -	\$125,000	(L)
				FY 2034 -	\$500,000	(5310)
				FY 2035 -	\$125,000	(L)
				FY 2035 -	\$500,000	(5310)
					\$6,250,000	

* INDICATES FEDERAL AMENDMENT

REVISIONS TO THE 2026-2035 STIP
HIGHWAY PROGRAM

CABARRUS-ROWAN URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

TG-5103B	- CABARRUS-ROWAN URBAN AREA	CONCORD KANNAPOLIS AREA TRANSIT, SYSTEMWIDE. OPERATIONS	FY 2026 -	\$140,000	(L)
CABARRUS	METROPOLITAN PLANNING ORGANIZATION	FUNDING FOR ADA SERVICES.	FY 2026 -	\$560,000	(5307)
ROWAN			FY 2027 -	\$140,000	(L)
PROJ.CATEGORY		<u>MODIFY FUNDING AT THE REQUEST OF THE MPO.</u>	FY 2027 -	\$560,000	(5307)
PUBLIC TRANS			FY 2028 -	\$140,000	(L)
			FY 2028 -	\$560,000	(5307)
			FY 2029 -	\$140,000	(L)
			FY 2029 -	\$560,000	(5307)
			FY 2030 -	\$140,000	(L)
			FY 2030 -	\$560,000	(5307)
			FY 2031 -	\$140,000	(L)
			FY 2031 -	\$560,000	(5307)
			FY 2032 -	\$140,000	(L)
			FY 2032 -	\$560,000	(5307)
			FY 2033 -	\$140,000	(L)
			FY 2033 -	\$560,000	(5307)
			FY 2034 -	\$140,000	(L)
			FY 2034 -	\$560,000	(5307)
			FY 2035 -	\$140,000	(L)
			FY 2035 -	\$560,000	(5307)
				<u>\$7,000,000</u>	

* INDICATES FEDERAL AMENDMENT

REVISIONS TO THE 2026-2035 STIP
HIGHWAY PROGRAM

CABARRUS-ROWAN URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

TG-5103C	- CABARRUS-ROWAN URBAN AREA	CONCORD KANNAPOLIS AREA TRANSIT, SYSTEMWIDE. OPERATIONS	FY 2026 -	\$390,000	(L)
CABARRUS	METROPOLITAN PLANNING ORGANIZATION	FUNDING FOR PREVENTATIVE MAINTENANCE.	FY 2026 -	\$1,560,000	(5307)
ROWAN			FY 2027 -	\$390,000	(L)
PROJ.CATEGORY		<u>MODIFY FUNDING AT THE REQUEST OF THE MPO.</u>	FY 2027 -	\$1,560,000	(5307)
PUBLIC TRANS			FY 2028 -	\$390,000	(L)
			FY 2028 -	\$1,560,000	(5307)
			FY 2029 -	\$390,000	(L)
			FY 2029 -	\$1,560,000	(5307)
			FY 2030 -	\$390,000	(L)
			FY 2030 -	\$1,560,000	(5307)
			FY 2031 -	\$390,000	(L)
			FY 2031 -	\$1,560,000	(5307)
			FY 2032 -	\$390,000	(L)
			FY 2032 -	\$1,560,000	(5307)
			FY 2033 -	\$390,000	(L)
			FY 2033 -	\$1,560,000	(5307)
			FY 2034 -	\$390,000	(L)
			FY 2034 -	\$1,560,000	(5307)
			FY 2035 -	\$390,000	(L)
			FY 2035 -	\$1,560,000	(5307)
				\$19,500,000	

* INDICATES FEDERAL AMENDMENT

REVISIONS TO THE 2026-2035 STIP
HIGHWAY PROGRAM

CABARRUS-ROWAN URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

* U-3415A CABARRUS PROJ.CATEGORY DIVISION	- CABARRUS-ROWAN URBAN AREA METROPOLITAN PLANNING ORGANIZATION	SR 1394 (POPLAR TENT ROAD), GABLE OAKS LANE/ WOODHAVEN PLACE TO SEASONS PLACE. WIDEN TO MULTI-LANES. <u>MODIFY PROJECT SCOPE AT THE REQUEST OF THE DIVISION.</u>	RIGHT-OF-WAY	FY 2029 -	\$1,238,000	(BGANY)	
				FY 2029 -	\$310,000	(T(M))	
				FY 2030 -	\$2,580,000	(BGANY)	
				FY 2030 -	\$645,000	(T(M))	
				FY 2031 -	\$2,580,000	(BGANY)	
				FY 2031 -	\$645,000	(T(M))	
				FY 2032 -	\$1,858,000	(BGANY)	
				FY 2032 -	\$464,000	(T(M))	
				FY 2033 -	\$2,064,000	(BGANY)	
				FY 2033 -	\$516,000	(T(M))	
				UTILITIES	FY 2029 -	\$360,000	(BGANY)
					FY 2029 -	\$90,000	(T(M))
					FY 2030 -	\$360,000	(BGANY)
				CONSTRUCTION	FY 2030 -	\$90,000	(T(M))
					FY 2033 -	\$3,162,000	(BGANY)
FY 2033 -	\$790,000	(T(M))					
FY 2034 -	\$12,251,000	(BGANY)					
FY 2034 -	\$3,063,000	(T(M))					
FY 2035 -	\$10,670,000	(BGANY)					
	FY 2035 -	\$2,668,000	(T(M))				
	AFTER FY 2035 -	\$13,437,000	(BGANY)				
	AFTER FY 2035 -	\$3,359,000	(T(M))				
		\$63,200,000					

* INDICATES FEDERAL AMENDMENT

REVISIONS TO THE 2026-2035 STIP
HIGHWAY PROGRAM

CABARRUS-ROWAN URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP ADDITIONS

TA-5173	- CABARRUS-ROWAN URBAN AREA	RIDER TRANSIT, SYSTEMWIDE. PURCHASE	CAPITAL	FY 2027 -	\$150,000	(L)
CABARRUS	METROPOLITAN PLANNING ORGANIZATION	REPLACEMENT VEHICLES.		FY 2027 -	\$1,000,000	(5307)
PROJ.CATEGORY		<u>ADD PROJECT AT THE REQUEST OF RIDER TRANSIT.</u>		FY 2028 -	\$75,000	(L)
PUBLIC TRANS				FY 2028 -	\$425,000	(5307)
				FY 2029 -	\$90,000	(L)
				FY 2029 -	\$510,000	(5307)
				FY 2030 -	\$1,200,000	(L)
				FY 2030 -	\$8,000,000	(5307)
				FY 2031 -	\$300,000	(L)
				FY 2031 -	\$2,000,000	(5307)
				FY 2032 -	\$90,000	(L)
				FY 2032 -	\$510,000	(5307)
				FY 2033 -	\$98,000	(L)
				FY 2033 -	\$552,000	(5307)
					<u>\$15,000,000</u>	

* INDICATES FEDERAL AMENDMENT

REVISIONS TO THE 2026-2035 STIP
HIGHWAY PROGRAM

CABARRUS-ROWAN URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

TA-5128B	- CABARRUS-ROWAN URBAN AREA	CABARRUS COUNTY TRANSIT, SYSTEMWIDE. FUNDING OPERATIONS	FY 2026 -	\$350,000	(L(M))
CABARRUS	METROPOLITAN PLANNING ORGANIZATION FOR 5310 PROGRAM PROJECTS - OPERATING		FY 2026 -	\$350,000	(5310)
PROJ.CATEGORY		<u>MODIFY FUNDING IN FY 26 THROUGH FY 35 AT THE</u>	FY 2027 -	\$350,000	(L(M))
PUBLIC TRANS		<u>REQUEST OF CABARRUS COUNTY TRANSIT.</u>	FY 2027 -	\$350,000	(5310)
			FY 2028 -	\$350,000	(L(M))
			FY 2028 -	\$350,000	(5310)
			FY 2029 -	\$350,000	(L(M))
			FY 2029 -	\$350,000	(5310)
			FY 2030 -	\$350,000	(L(M))
			FY 2030 -	\$350,000	(5310)
			FY 2031 -	\$350,000	(L(M))
			FY 2031 -	\$350,000	(5310)
			FY 2032 -	\$350,000	(L(M))
			FY 2032 -	\$350,000	(5310)
			FY 2033 -	\$350,000	(L(M))
			FY 2033 -	\$350,000	(5310)
			FY 2034 -	\$350,000	(L(M))
			FY 2034 -	\$350,000	(5310)
			FY 2035 -	\$350,000	(L(M))
			FY 2035 -	\$350,000	(5310)
				<u>\$7,000,000</u>	

* INDICATES FEDERAL AMENDMENT

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

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

2026-2035 Transportation Improvement Program

2055 Metropolitan Transportation Plan

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

(2008 8-hour Ozone)

(1997 8-hour Ozone)

March XX, 2026

Prepared by:

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

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

In cooperation with:

The North Carolina Department of Environmental Quality
Division of Air Quality

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www.crm-po.org, gclmpo.org and www.crt-po.org.

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1.0 Introduction

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Therefore, transportation conformity for the 1997 8-hour ozone NAAQS for the Metrolina Area [Cabarrus-Rowan Metropolitan Planning Organization (CRMPO), Gaston-Cleveland-Lincoln Metropolitan Planning Organization (GCLMPO), and Charlotte Regional Transportation Planning Organization (CRTPO)] and NC Department of Transportation (NCDOT) FY 2026 – 2035 Transportation Improvement Program can be demonstrated by showing the remaining requirements in Table 1 in 40 CFR 93.109 have been met.

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

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

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

The purpose of this report is to document compliance with the provisions of the Clean Air Act Amendments of 1990 (CAAA), the Moving Ahead for Progress in the 21st Century Act (MAP-21) and the Bipartisan Infrastructure Bill (BIB). The conformity determination for the FY 2026-2035 Transportation Improvement Program is based primarily on a regional emissions analysis that utilized the transportation networks in adopted and conforming 2055 Metropolitan Transportation Plans and the resulting emissions modeled by the North Carolina Division of Air Quality. The Transportation Conformity Determination for the 2055 MTP updates for the Metrolina Area will be completed on April XX, 2026. The Conformity Determination Report (CDR) for the 2055 MTP updates is available on the following websites:

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

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

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

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

- Cabarrus-Rowan MPO: March 25, 2026

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

By these actions, the MPOs and NCDOT demonstrated that the 2055 MTP's are consistent with Section 176(c) of the Clean Air Act, the State Implementation Plan, MAP-21, and 40 CFR Parts 51 and 93. These conformity demonstrations were documented by the MPOs and NCDOT in this report. This report includes the regional emissions analysis comparison prepared for the 2055 MTP's demonstrating that emissions in each of the analysis years of the MTP (2025, 2035, 2045, and 2055) are less than the motor vehicle emissions budgets established by the attainment demonstration and maintenance plan SIP in accordance with 40 CFR Part 93 and approved by the USEPA. (See Appendix A for details on MVEBs in the SIP.)

Metropolitan Transportation Plans

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

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

FISCAL CONSTRAINT DETERMINATION

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

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

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

2.0 Relationship of the MTP and TIP

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

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

This report documents that the TIPs for FY 2026-2035 are a direct subset of the 2055 MTPs for the Cabarrus-Rowan MPO, the Gaston-Cleveland-Lincoln MPO, the Charlotte Regional Transportation Planning Organization and the projects from the donut area in Union County is the responsibility of the North Carolina Department of Transportation. The 2055 MTPs for these areas are fiscally-constrained and are consistent with 23 CFR Part 450 Subpart C. This conformity determination is based on the most recent estimates of the emissions and the most recent planning assumptions (including population, employment, travel and congestion estimates available) as determined by the appropriate MPOs and NCDOT. It has been demonstrated in the Conformity Determination Report that the 2055 MTPs conform to the provisions of the CAAA of 1990, MAP-2, and BIB. Also, the 2055 MTPs conform to the purpose of the TIP in accordance with 40 CFR Part 93.

3.0 Latest Planning Assumptions

The planning assumptions used to develop the Conformity Determination Report for the 2008 8-hour ozone NAAQS are the latest planning assumptions in the 2055 MTP that were approved by the respective MPOs and NCDOT. Estimates of future population and employment are less than five years old. The vehicle age distribution and fleet mix distributions used as input to the emission model were based on the current data from North Carolina Division of Motor Vehicles. This data is also less than five years old. The planning assumptions are outlined in the pre-consensus plan in Appendix C.

4.0 Transportation Control Measures

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

5.0 Interagency Consultation

The FY 2025-2036 TIP has undergone interagency consultation as required in the North Carolina Administrative Code Title 15A Subpart 02D .0201-.0203 inclusive. Interagency consultation meetings involving the MPOs, NCDOT, NCDAQ, FHWA and USEPA- Region 4 were held on September 29, 2025. A summary of issues raised and responses, along with any written agency comments, are provided in Appendix I.

6.0 Public Involvement

The FY 2026-2035 TIP and 2055 MTP were reviewed by the public in accordance with the Public Involvement Policies of the Cabarrus-Rowan MPO, the Gaston-Cleveland-Lincoln MPO, the Charlotte Regional Transportation Planning Organization and the NCDOT. This report was also made available for public review by the Rocky River Rural Planning Organization (RRRPO). Copies of citizen comments and agency responses to them are attached to this report in Appendix I. The newspaper advertisements for public review and comment period are attached to this report in Appendix J.

7.0 Regional Emissions Analysis Approach

The regional emissions analysis (REA) was conducted using the 2008 8-hour ozone Maintenance Plan (9.0 psi RVP based) MVEBs published on July 15, 2024. The horizon years for this conformity determination are 2026, 2035, 2045, and 2055. The 2026 MVEB will be used for years 2026, 2035, 2045, and 2055.

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

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

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

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

8.0 Emission Comparison Summary Tests by Location and Pollutants

Ozone

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

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

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

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

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

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

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

9.0 Findings of Conformity

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

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

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

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

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

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

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

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

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

The USDOT Conformity Determination Letter is provided in Appendix K.



EXECUTIVE SUMMARY
2055 CABARRUS-ROWAN
METROPOLITAN TRANSPORTATION PLAN

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

#4A (3/18/26)

Resolution Finding the Cabarrus-Rowan Urban Area 2055 Metropolitan Transportation Plan and the 2026-2029 Transportation Improvement Program in Compliance with the Provisions of the Clean Air Act Amendments of 1990 and 23 U.S.C. 134

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

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

WHEREAS, the Cabarrus-Rowan 2055 Metropolitan Transportation Plan meets the planning requirements of 23 CFR Part 450.322; and

WHEREAS, the FY 2026-2029 Transportation Improvement Program is a direct subset of the 2055 Metropolitan Transportation plan; and

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

WHEREAS, the transportation conformity analysis of the Cabarrus-Rowan 2055 Metropolitan transportation plan is based on the most recent estimates of population, employment, travel, and congestion; and

WHEREAS, the Cabarrus-Rowan 2055 Metropolitan Transportation Plan and the FY 2026-2029 Transportation Improvement Program are financially constrained; and

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

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

WHEREAS, those projects and programs included in the Cabarrus-Rowan 2055 Metropolitan Transportation Plan and the FY 2026-2029 Transportation Improvement Program contribute to annual emissions reductions as shown by the quantitative emissions analysis.

NOW, THEREFORE BE IT RESOLVED, that the Cabarrus-Rowan Transportation Advisory Committee finds that the Cabarrus-Rowan 2055 Metropolitan Transportation Plan and FY 2026-2029 Transportation Improvement Program conform to the purpose of the North Carolina State Implementation Plan in accordance with Clean Air Act as Amended (CAAA), and the 23 U.S.C. 134.

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

Signature of the TAC Chair
Cabarrus-Rowan Urban Area

RESOLUTION ADOPTED BY THE CABARRUS-ROWAN METROPOLITAN PLANNING ORGANIZATION TRANSPORTATION ADVISORY COMMITTEE APPROVING THE 2055 METROPOLITAN TRANSPORTATION PLAN

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

WHEREAS, the Cabarrus-Rowan Metropolitan Planning Organization (MPO), and the North Carolina Department of Transportation are actively involved in transportation planning for the Cabarrus-Rowan Urban Area; and

WHEREAS, the Cabarrus-Rowan MPO has an existing 2050 Metropolitan Transportation Plan adopted in April 2022; and

WHEREAS, the Cabarrus-Rowan Transportation Advisory Committee (TAC) is the duly recognized transportation decision making body for the 3-C transportation planning process in the Cabarrus-Rowan MPO as required by 23 U.S.C. 134; and

WHEREAS, the Cabarrus-Rowan Technical Coordinating Committee (TCC) and the TAC for the MPO have prepared an update to the 2055 Metropolitan Transportation Plan for the MPO; and

WHEREAS, it is recognized that the proper movement of traffic within and through the Cabarrus-Rowan MPO is a highly desirable element of the Metropolitan Transportation Plan for the orderly growth and development of the Urban Area; and

WHEREAS, after the full study of the updated Metropolitan Transportation Plan the TAC of the Cabarrus-Rowan MPO finds the plan to be compliant with the requirements of the 23 U.S.C. 134; and

WHEREAS, the Metropolitan Transportation Plan has at least a 20 year horizon year and is fiscally constrained as required by 23 CFR Part 450.322; and

WHEREAS, the public has had the opportunity to review and comment on the Metropolitan Transportation Plan through public meetings and document sharing.

NOW, THEREFORE, BE IT RESOLVED THAT members of the Cabarrus-Rowan MPO approve and endorse the 2055 Metropolitan Transportation Plan as prepared by the Cabarrus-Rowan TCC, the TAC, and the North Carolina Department of Transportation.

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

Signature of the TAC Chair
Cabarrus-Rowan MPO

II-A Data and Planning Support

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

Programmed Amount: \$45375

9% of staff budget

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

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

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

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

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

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

II-B Planning Process

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

Programmed Amount: \$120000

23% of staff budget (excludes Special Studies)

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

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

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

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

Safe and Accountable Transportation Options PL 104 set aside (Program Code Y410) \$9100 Address Safe and Accountable Transportation Options thru Mobility Plans that improve the safety of bicyclists and pedestrians for the municipalities as a proxy for the whole planning area

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

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

III-D. Statewide and Extra-Regional Planning

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

Programmed Amount: \$145000

27% of staff budget

III-D Statewide and Extra-Regional Planning Total: \$ 145000

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

III-E. Management and Operations

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

Programmed Amount: \$145000

27% of staff budget

III-E Management Ops, Program Support Admin Total: \$ 145000

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

Cabarrus-Rowan MPO FY 2026-2027 UPWP

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

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

Attachment # 7
Anticipated DBE Contracting Opportunities for 2026-27

Name of MPO: Cabarrus-Rowan MPO

_____ Check here if no anticipated DBE opportunities

Person Completing Form: Phil Conrad

Telephone Number: 704-791-0608

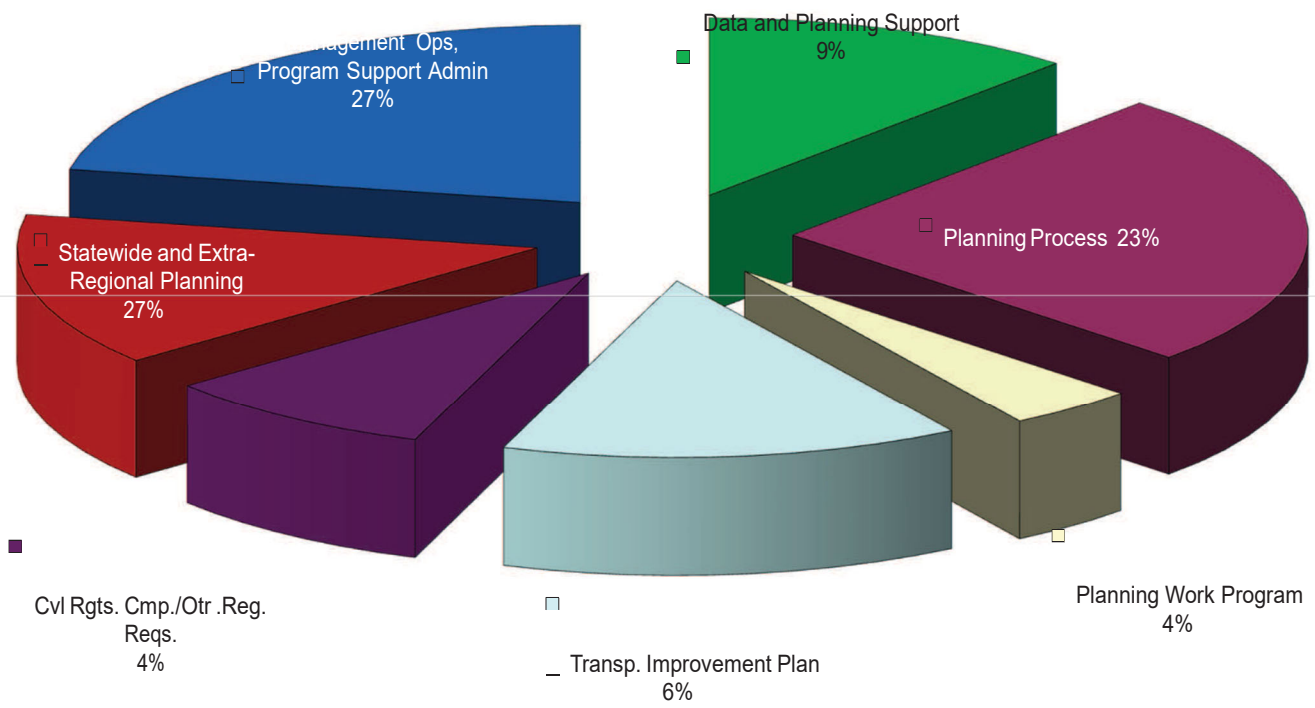
Prospectus Task Code	Prospectus Description	Name of Agency Contracting Out	Type of Contracting Opportunity (Consultant, etc.)	Federal Funds to be Contracted Out	Total Funds to be Contracted Out
II-A-1	Network and Support Systems (Section 5303)	City of Concord	Consultant	\$15,601	\$19,501
II-A-1	County-wide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

Sample Entry:

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

PWP Breakout



**RESOLUTION
CERTIFYING THE CABARRUS-ROWAN URBAN AREA METROPOLITAN
PLANNING ORGANIZATION (CR MPO)
TRANSPORTATION PLANNING PROCESS
FOR FISCAL YEAR 2026-2027**

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

WHEREAS, the Cabarrus-Rowan Urban Area Transportation Advisory Committee (TAC) has found that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements noted in [23 CFR 450.336](#), including:

- (1) [23 U.S.C. 134](#), [49 U.S.C. 5303](#), and this subpart;
- (2) In nonattainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended ([42 U.S.C. 7504](#), [7506\(c\)](#) and [\(d\)](#)) and [40 CFR part 93](#);
- (3) Title VI of the Civil Rights Act of 1964, as amended ([42 U.S.C. 2000d-1](#)) and [49 CFR part 21](#);
- (4) [49 U.S.C. 5332](#), prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (5) Section 1101(b) of the FAST Act ([Pub. L. 114-357](#)) and [49 CFR part 26](#) regarding the involvement of disadvantaged business enterprises in DOT funded projects;
- (6) [23 CFR part 230](#), regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 ([42 U.S.C. 12101 et seq.](#)) and [49 CFR parts 27, 37, and 38](#);
- (8) The Older Americans Act, as amended ([42 U.S.C. 6101](#)), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (9) [Section 324 of title 23 U.S.C.](#) regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 ([29 U.S.C. 794](#)) and [49 CFR part 27](#) regarding discrimination against individuals with disabilities.

NOW, THEREFORE, BE IT RESOLVED that the Cabarrus-Rowan Urban Area Metropolitan Planning Organization TAC certifies that the Cabarrus-Rowan Urban Area Metropolitan Planning Organization's (MPO's) transportation planning process is being carried out in accordance with applicable requirements as detailed in attachment 1 to this resolution.

Adopted today, March 25, 2026.

Meredith Smith, Chair
Transportation Advisory Committee

Phil Conrad, Secretary
Transportation Advisory Committee

Attachment 1 to Cabarrus-Rowan MPO 2026 Yearly Self-Certification

- (1) 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart.
 - The MPO complies with these requirements through implementation of the currently approved Transportation Improvement Program, Long-Range Transportation Plan, Transportation Planning Work Program, Public Participation Plan, current interagency agreements; approved metropolitan area boundaries; and annual listings of obligated projects. Transportation Management Area (TMA) MPOs should also have a current certification from FHWA-FTA and Congestion Management Process (TMA). **See applicable documentation in Table 1, below.**
- (2) In non-attainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR Part 93.
 - The MPO complies with these requirements by having a conforming long-range plan and TIP. State and local transportation officials take part in a collaborative 3C planning process to determine which planning elements will be implemented to improve air quality. See applicable documentation in Table 1, below.
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d–1) and 49 CFR Part 21.
 - Title VI prohibits exclusion from participation in, denial of benefits of, and discrimination under federally assisted programs on the grounds of race, color, or national origin. The MPO complies with this requirement through the policies identified in its Title VI Plan, The MPO Public Participation Plan also includes outreach strategies to traditionally underserved populations, which is periodically evaluated for effectiveness. See applicable documents in Table 1, below. The MPO acknowledges that the terms and conditions in the LPA’s financial agreement with NCDOT include applicable provisions 49 CFR Part 21, 23 CFR Part 200 and Part 230 and the Civil Rights Act of 1964 as amended.
- (4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity.
 - The MPO complies with this requirement through the policies identified in the MPO’s Title VI Plan, and the MPO’s financial agreement with NCDOT which identifies Title VI Non-Discrimination Provisions. Additionally, The MPO acknowledges that there are terms and conditions addressing these requirements in the LPA’s financial agreement.
- (5) Section 1101(b) of the MAP-21 (Pub. L. 112-141) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises (DBEs) in USDOT-funded projects.
 - The DBE program ensures equal opportunity in transportation contracting markets. The MPO will comply with NCDOT’s federally approved DBE program.
- (6) 23 CFR Part 230, regarding the implementation of an equal employment opportunity

program on federal and federal-aid highway construction contracts.

- The MPO acknowledges that the LPA's financial agreement with NCDOT includes policies regarding the MPO's equal employment opportunity program and complies with these requirements.
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR Parts 27, 37, and 38. Programs and activities funded with federal dollars are prohibited from discrimination based on disability.
- The MPO complies with this requirement through the policies identified in its Title VI Plan. The MPO's public involvement locations are ADA compliant and transit accessible. The MPO periodically evaluates its website for accessibility by individuals with disabilities. The MPO's adopted 2050 MTP includes recommendations to provide pedestrian facilities that facilitate safe, efficient, and accessible pedestrian travel, including addressing gaps in the pedestrian network through neighborhood connections to regional off-street bicycle paths, transit, and major destinations; that all pedestrian facilities be designed and constructed in accordance with the Federal Americans with Disabilities Act (ADA) and its implementing regulations; and encourages communities with 50 or more employees to maintain updated ADA transition plans.
- (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving federal financial assistance.
- The MPO complies with this requirement through the policies identified in its Title VI Plan, and the LPA's Non-Discrimination policies. The MPO's public involvement activities include senior populations and organizations advocating for their interests.
- (9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender
- The MPO complies with this requirement through the policies identified in its Title VI Plan, and the LPA's Title VI Non-Discrimination policies.
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR Part 27 regarding discrimination against individuals with disabilities.
- The MPO complies with this requirement through the policies identified in its Title VI Plan, and Title VI Non-Discrimination policies in both the LPA's financial agreement with NCDOT and LPA's policies. Other activities are addressed in #7 above.

Table 1 – Transportation Planning Process – Applicable Documents

The following products of the metropolitan planning process have been completed, adopted and/or approved and demonstrate that the Cabarrus-Rowan MPO is carrying out a continuing, cooperative and comprehensive transportation planning process for the Cabarrus-Rowan metropolitan area in compliance with all applicable laws, rules and regulations.

Item #	Name	Date of Adoption, Approval, or Completion
1	FY27 Unified Planning Work Program (UPWP)	Date 3/25/2026
2	Metropolitan Transportation Plan (2055 MTP)	Date 3/25/2026
3	Performance Measure Targets PM1 (Safety) (Safety Performance Measures)	Date 1/28/2026
4	Performance Measure Targets PM2 (Condition) and PM3 (Performance) (PM2 and PM3)	Date 10/24/2018
5	Performance Measure Targets Transit State of Good Repairs (Transit State of Good Repair)	Date 8/22/2018
6	Performance Measure Targets Transit Safety (Transit Safety)	Date 8/27/2025
7	Memorandum of Understanding (MOU)	Date 4/25/2014
8	Annual listing of obligated projects (List of Obligated Projects)	Date 11/26/2025
9	Interagency agreements (ie, MPO Boundary Agreements) (if applicable) (MOA with CRTPO)	Date 5/22/2024
10	Metropolitan Planning Area Boundary (23 CFR 450.312)	Date 8/23/2023
11	Public Participation Plan (PPP)	Date 8/26/2020
12	Title VI Plan (Title VI Plan)	Date 10/23/2019

13	Transportation Improvement Program (insert date range of TIP, as appropriate) Ex: 2026-2035 (TIP)	Original adoption Date: August 27, 2025
14	Congestion Management Process (CMP)	Date March 25, 2026
15	Congestion Management Process – assessment of the effectiveness of implemented strategies. (Assessment)	Date assessment was last completed. (Is that consistent with the frequency identified in the CMP?) March 25, 2026
16	Federal Certification Review	Date June 9, 2023
17	Federal Certification Review--Were any recommendations or corrective actions addressed?	Date No corrective actions
18	Coordinated Public Transit – Human Services Transportation Plan	Date Not applicable
19	23 CFR 940.5 Regional ITS Architecture (Regional ITS)	Is the MTP consistent with the ITS Architecture? Yes
20	Link to letter of Conformity Determination that has been provided for the MTP, TIP, and Donut area (where applicable) showing that they conform with the purpose of the SIP in accordance with 40 CFR Part 93.	Date of Determination TBD

Cabarrus-Rowan MPO Local Match Table

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

Cabarrus-Rowan
Metropolitan Planning Organization

RESOLUTION

Approving the FY 2026-2027 Unified Planning Work Program

March 25, 2026

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

Whereas, a comprehensive and continuing transportation planning program must be carried out cooperatively in order to ensure that funds for transportation projects are effectively allocated to the Cabarrus-Rowan Metropolitan Planning Organization; and

Whereas, the City of Concord has been designated as the recipient of Federal Transit Administration Metropolitan Planning Program funds; and

Whereas, members of the Cabarrus-Rowan Transportation Advisory Committee agree that the Unified Planning Work Program will effectively advance transportation planning for SFY 2026-2027.

Now, therefore, be it resolved that the Transportation Advisory Committee hereby endorses the *Cabarrus-Rowan Metropolitan Planning Organization FY 2026-2027 Unified Planning Work Program for the Cabarrus- Rowan Urban Area.*

I, Meredith Smith, TAC Chair do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the Cabarrus-Rowan Transportation Advisory Committee, duly held on the 25th day of March, 2026.

TAC Chair

Subscribed and sworn to me this 25th day of March, 2026.

Notary Public

(Notary seal)



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.

Cabarrus-Rowan MPO Prioritization 8.0 STIP/MTIP Project Solicitation and Ranking Process

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

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

Schedule

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

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

Schedule Summary:

February 2025 to May 2025 – Public solicitation of new candidate projects

July 2025 to October 2025 – Submit candidate projects to NCDOT for evaluation

November 2025 to April 2026 – TCC and TAC receive public comments and review data and costs

April 2026 to June 2026 – Review of SPOT evaluation results of proposed regional tier projects

June 24, 2026 MPO meeting – Allocate local points to regional tier projects and develop

NCDOT project submittal list / post results to CRMPO website for public comments

August 26, 2026 - review public comments and endorse final regional tier project’s list for submittal to NCDOT

August 2026 to September 2026 – Review of SPOT evaluation results of proposed division tier projects

September 23, 2026 MPO meeting – Allocate local points to division tier projects and develop

NCDOT project submittal list / post results to CRMPO website for public comments

November 18, 2026 - review public comments and endorse final division tier project’s list for submittal to NCDOT

November 19, 2026 – Submit SPOT projects and publish information on CRMPO website

Public Input Process

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

Express Design Selection: INSERT LANGUAGE

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

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

Ranking Process

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

The total maximum qualitative highway project score would be 50 points. Because the congestion score and safety score will be generated quantitatively by NCDOT, these scores will fluctuate with each version of SPOT's quantitative formula. Under SPOT version 7.0, the highest congestion score was an 96.24, weighted to a score of 29 in the local methodology. The highest safety score was an 74.97, weighted to a score of 11. Therefore, the maximum theoretical score for a highway project would be 76.4 under this scenario.

1. **Element of the Metropolitan TIP** - The project must be in the CR MPO Metropolitan Transportation Improvement Program (MTIP). (If project is fully funded =10 points; Partially funded = 7 points; Unfunded = 5 points)

2. **Element of the Comprehensive Transportation Plan** - The project must be in the CR MPO Comprehensive Transportation Plan. (Yes=5 points; No=0 points)
3. **Element of an Economic or Land Development Plan** - The project must be in a locally adopted economic or land development plan. (Yes=5 points; No=0 points)
4. **Element of the 2055 Metropolitan Transportation Plan** - The project must be in the fiscally constrained CR MPO 2050 Metropolitan Transportation Plan. (Yes=10 points; No=0 points)
5. **Congestion Score** - This item refers to the Volume to Capacity (V/C) ratio for road projects using a score from the SPOT database. This numerical score will be multiplied by 30 percent to produce the final congestion score. This score will come from the SPOT database.
6. **Safety Score** - For safety, the numerical crash score is determined by the NCDOT Mobility and Safety Division. The score is based on the crash density, crash severity, and critical crash rate long the roadway where the project is located. A higher score (up to 100) are considered to have poorer highway safety performance. This numerical score will be multiplied by 15 percent to produce the final safety score. This score will come from the SPOT database.
7. **Promotes Interstate or Intrastate Connections** - Points are awarded for this item if the project provides connections or enhancements to the interstate or intrastate highway system. (Yes=10 points; No=0 points)
8. **Has Minimal Impacts on the Natural or Built Environment** - Points are awarded if the road project is on a recognized alignment where there is minimal right-of-way impact. This criteria is a qualitative assessment by local staff and will not include a statistical evaluation of disturbed acres. (Yes=5 points; No=0 points)
9. **Has Minimal Impacts on the Human Environment** - Points are awarded if the road project is on a recognized alignment where there is minimal right-of-way impact to residential properties, particularly minority or low income residents. This criteria is a qualitative assessment by local staff and will not include a statistical evaluation of displaced residents. (Yes=5 points; No=0 points)

Bicycle and Pedestrian Projects: All bicycle and pedestrian projects will be scored using the following local criteria. All data for each criteria will be locally generated for each prospective bicycle and pedestrian project. The total maximum qualitative bicycle and pedestrian project score would be 100 points. Under the previous SPOT submittal process, the maximum local score for a bicycle project was 66 and the maximum local score for a pedestrian project was 74.

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

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

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

1. Element of Statewide System Plan - Must be identified and approved by NcDOA in the STIP projects. -Yes-5 No-0

2. Airport must have an approved Master Plan and approved ultimate ALP and project must be element of Master Plan-Yes- 5 No- 0
3. Element of Governing Authority CIP plan-Project must be part of an approved Capital Improvement Plan-Yes- 5, No- 0
4. Airport FAA Classification- or General Aviation Airport Group- Commercial Service-10, General Aviation Airports by Category. National-7, Regional-5, Local-3, Basic-1.
5. Congestion-Number of Airport operations -250,00+ -10, 100,000-250,000 – 5, 50,000-100,000 – 3, Less than 50,000 – 1
6. Safety Related Projects- Is project a safety related project in accordance with FAA guidance? Yes-5, No-0. If all safety related projects are complete then project receives 5 points.

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

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

Rail Projects: All rail projects will be scored using the following local criteria. The total maximum rail project score would be 70 points. Under the previous SPOT submittal process, the maximum local score for a rail project was 40.

1. Element of Statewide or Local System Plan - Must be identified and approved by NCDOT Rail as a potential STIP project. Yes-15 No-0

2. Project addresses an identified facility safety issue. This quantitative score will come from the SPOT database and be multiplied by 15 percent to produce the final safety index score.
3. Project expands facility capacity. This quantitative score will come from the SPOT database and be multiplied by 30 percent to produce the final capacity index score.
4. Local support of the project as demonstrated thru an adopted resolution by a local governing Board. Yes-10 No-0

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

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

From: [Robinson, Teresa](#)
To: [Phil Conrad](#)
Cc: [Wasserman, David S](#); [Hyland, Melissa A](#); [Tabbi, Lindsay R](#)
Subject: CRMPO fund swap proposal for AR FFY 26
Date: Friday, March 6, 2026 1:41:46 PM
Attachments: [image001.png](#)
[CRMPO Fund Swap Proposal for AR FY26.xlsx](#)

Hi Phil,

Happy Friday! I'm sorry this took longer than expected to get to you. The STIP Unit has been crazy busy with our new software and the plague hit my household last week.

As mentioned previously, we are trying to be more proactive in our August redistribution process this year instead of waiting until late spring to work with the MPOs regarding fund swaps. Please see attached our proposal for fund swaps on projects in CRMPO.

If these could be voted on by the MPO board at the next meeting, we'd be very appreciative! We are proposing a swap for \$3,756,932 of DA funds for \$3,756,932 of BG AnyArea funds to be used on MPO projects at the MPO's discretion. Once approved, we will send out the official fund swap letter and update the sharepoint spreadsheet with the changes.

Please let me know if you have any questions.

Thanks,

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

919.707.4614 | office
tmrobinson1@ncdot.gov

1 S. Wilmington Street
Raleigh, NC 27699-1534



Project	Phase	Current Fund Source	Proposed Fund Source	How NCDOT will use the Funds	Amount to Obligate/Authorize in FFY 26
C-5603H	UTIL	CMAQ (NCDOT)	STBG-DA	CONVERT ADVANCED CONSTRUCTION	\$ 220,000
HN-0036	PE	CMAQ (NCDOT)	CRP-DA	CONVERT ADVANCED CONSTRUCTION	\$ 306,974
HS-2009D	ROW	HSIP	STBG-DA	CONVERT ADVANCED CONSTRUCTION	\$ 28,000
HS-2009D	UTIL	HSIP	STBG-DA	CONVERT ADVANCED CONSTRUCTION	\$ 16,000
HS-2010H	CON	HSIP	STBG-DA	FUND PROJECT	\$ 1,559,200
HS-2010H	ROW	HSIP	STBG-DA	CONVERT ADVANCED CONSTRUCTION	\$ 82,892
HS-2010Q	PE	HSIP	STBG-DA	CONVERT ADVANCED CONSTRUCTION	\$ 86,744
HS-2010R	PE	HSIP	STBG-DA	CONVERT ADVANCED CONSTRUCTION	\$ 17,778
HS-2409B	CON	HSIP	STBG-DA	FUND PROJECT	\$ 128,000
HS-2409F	CON	HSIP	STBG-DA	CONVERT ADVANCED CONSTRUCTION	\$ 280,000
HS-2409L	CON	HSIP	STBG-DA	FUND PROJECT	\$ 216,000
I-5858	CON	NHPP	STBG-DA	GARVEE PAYMENT	\$ 635,344
W-5709E	PE	HSIP	STBG-DA	CONVERT ADVANCED CONSTRUCTION	\$ 40,000.00
W-5709E	ROW	HSIP	STBG-DA	CONVERT ADVANCED CONSTRUCTION	\$ 140,000.00

Cabarrus-Rowan MPO
NCDOT Division 9 Transportation Update
 March 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	April 6, 2026	TBA	0% Complete	\$1,236,890	Smith-Rowe	Eric Goldston (704) 630-3220	Smith-Rowe, LLC has been awarded the contract for the above project based on the bid submitted February 25, 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	December 1, 2025	April 27, 2027	20% Complete	\$4,100,000	Smith-Rowe	Eric Goldston (704) 630-3220	Smith Rowe has partially completed demo of the existing structure. Drilled shaft construction beginning. Estimated open to traffic date 10/30/26.
HS-2409F (DI00382)	Install rumble stripes and 6-inch long life pavement markings on NC 152 from Ireddell County line to SR 1211 (Patterson Street/Brown Road).	March 16, 2026	TBA	0% Complete	\$685,282	TRP Construction Group	Eric Goldston (704) 630-3220	HS-2409 (D/F/G/H/I/J) were awarded under the same contract (DI00382). Total contract amount is \$685, 282.
2025CPT.09.07.10801 2025CPT.09.08.20801 2025CPR.09.18.10301 (C205054)	1 Section of US-601, 1 Section of NC-150, 5 Sections of NC-801, and 12 Sections of Secondary Roads	February 18, 2025	November 1, 2026	14% Complete	\$11,502,013	NJR Group	Kelly Seitz (704) 630-3200	The contractor has resurfaced two maps on NC 801. Planning to complete the rest of the maps in 2026.
HE-0009 (DI00329)	Grading, Drainage, and Paving on NC 152 from East of I-85/US 601 Interchange to 800' West of SR 2648 (Timberfield Trail)	November 13, 2024	May 15, 2026	74% Complete	\$4,150,391	Performance Managed Construction	Kelly Seitz (704) 630-3200	The contractor is currently waiting on the weather to improve to resume operations. Enbridge has moved their gas line in conflict with driveway 3. This utility was preventing the roundabout pattern from being implemented until this time.
W-5709E (DI00350)	Construct Roundabout and other safety improvements at Intersection NC 153 (Rice Street) and SR 1197 (Cannon Farm Rd) in China Grove	August 28, 2024	May 21, 2026	66% Complete	\$2,542,801	NJR Group	Kelly Seitz (704) 630-3200	Daily lanes closures expected. Contractor finished construction of Y3. ICT#5 (closing Cannon Farm Road for 56 days started on February 23, 2026)
Projects Under Development								
U-5901 44705.3.1	Airport Parkway –Construct 2-lane roadway on Multilane right of way in new location from SR 1710 (Harrison Rd) near US 70/601 (Jake Alexander Blvd) to SR 2539 (Peach Orchard Rd) at US 29 in Salisbury	January 17, 2034	TBA	Planning/Design In Progress ROW Acquisition July 31, 2030	\$52,100,000	TBA	Al Blanton (336) 747-7800	DDRL - Raleigh Let. Express design update in progress to update project estimate. PE work in progress. A 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.).
U-6062 47486.3.1	Upgrade SR 2739 (N. Main St and S. Main St) to incorporate Bicycle Lanes and Sidewalks, from SR 2000 (Jackson Park Rd/N. Loop Rd) in Kannapolis to SR 1211 (Kimball Rd) in China Grove	Funded For Preliminary Engineering Only	Funded For Preliminary Engineering Only	Funded For Preliminary Engineering Only	\$35,800,000	Funded For Preliminary Engineering Only	Al Blanton (336) 747-7800	DDRL - The PE work for this project has been suspended. Express design was completed to revise project estimate.
HP-0028	Construct roundabout. SR 1509 (Miller Road) intersection in China Grove.	Funded For Preliminary Engineering Only	Funded For Preliminary Engineering Only	Funded For Preliminary Engineering Only	\$4,200,000	Funded For Preliminary Engineering Only	Al Blanton (336) 747-7800	Express Design Completed - No additional PE work at this time.
R-5860A	Proposed Misenheimer Bypass to proposed Rockwell Bypass. Upgrade roadway and access management.	Funded For Preliminary Engineering Only	Funded For Preliminary Engineering Only	Funded For Preliminary Engineering Only	\$50,500,000	Funded For Preliminary Engineering Only	Bryan Key (919) 707-6263	Raleigh Letting (LET) -
P-5733 47612.3.1	NS Main - Rowan County - Upgrade Station Building, expand waiting space and surface parking	January 21, 2026	TBA	ROW Acquisition October 1, 2025	\$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.

Cabarrus-Rowan MPO
NCDOT Division 9 Transportation Update
 March 2026

TIP / WBS No.	Description	Let Date	Completion Date	Status	Construction Cost	Contractor	Project Administrator	Comments
Projects Under Development								
P-5726 47604.3.1 (C204343)	NS Main - Construct Track Improvements, Second Platform, Pedestrian Underpass, Sitework, Retaining Wall, and Signalling Equipment	July 20, 2027	TBA	ROW Acquisition In Progress	\$13,600,000	TBA	Brad Smythe (919) 707-4118	Raleigh Let - Pending execution of rail agreement.
P-5726A	Salisbury train station second platform and pedestrian underpass.	July 22, 2026	TBA	ROW Acquisition In Progress	\$2,500,000	TBA	Brad Smythe (919) 707-4118	Division POC -
P-5726B	Salisbury Norfolk Southern crossover relocation.	June 24, 2026	TBA	ROW Acquisition In Progress	\$4,000,000	TBA	Brad Smythe (919) 707-4118	NON-DOT Let -
State Forces Projects Under Development								
48921	Construct right turn lane on SR 1210 (Old Beatty Ford Rd) at US 29.	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 30, 2027	TBA	ROW Acquisition June 30, 2027	\$435,000	TBA	Beth Hassenfritz (704) 920-4235	NON-DOT let (LAP) -
BL-0088	Installation of Granite Quarry Sidewalks: North Kerns Street from North Main Street to US 52. North Oak Street from Crook Street to Granite Civic Park. Crook Street from North Main Street to North Oak Street.	September 30, 2026	TBA	ROW Acquisition September 30, 2025	\$380,000	TBA	Jason Hord (336) 747-7800	Non-DOT let (LAP) - R/W authorization has occurred and acquisition is beginning.
C-5603D 43713.3.4	Construct sidewalks on Old Concord Rd from Ryan St to Jake Alexander Blvd	September 30, 2026	TBA	ROW Certified Utility Relocation In Progress	\$1,840,000	TBA	Jared Mathis (704) 638-5221	Non-DOT let (LAP) - City of Salisbury - Railroad approval pending. Supplemental funding agreement approved. City is investigating eliminating the work inside the railroad right of way due to continued issues with getting railroad approval.
C-5603H 43713.3.8	Brenner Ave from Statesville Blvd. to W Horah St and Brenner Ave. at Link Ave. in Salisbury	September 30, 2026	TBA	Design In Progress	\$1,760,000	TBA	Jared Mathis (704) 638-5221	Non-DOT let (LAP) - City of Salisbury - ROW Certification pending. RR concerns. Additional funds are being transferred from BL-0034. Supplemental agreement pending. City is investigating eliminating the work inside the railroad right of way due to continued issues with getting railroad approval.
EB-5619B	Grants Creek Greenway - Construct multi-use trail from Forestdale Drive to 1000' south of Statesville Blvd	September 30, 2026	TBA	ROW Acquisition In Progress	\$1,925,000	TBA	Jared Mathis (704) 638-5221	NON-DOT let (LAP) - Route change needed due to Veteran's Affairs denying path to cross their ROW. Agreement approved for updated funding.
EB-5619C	Grants Creek Greenway - Construct multi-use trail from 1000' south of Statesville Blvd to Kelsey Scott Park	September 30, 2027	TBA	ROW Acquisition September 30, 2026	\$2,352,000	TBA	Jared Mathis (704) 638-5221	NON-DOT let (LAP) -

Cabarrus-Rowan MPO
NCDOT Division 9 Transportation Update
 March 2026

TIP / WBS No.	Description	Let Date	Completion Date	Status	Construction Cost	Contractor	Project Administrator	Comments
Locally Administered Projects Under Development								
HL-0049	US 70 / US 601 (Jake Alexander Blvd) to Milford Hills Rd in Salisbury. Construct Median; Construct roundabout at Milford Hills Rd.	September 30, 2027	TBA	ROW Acquisition September 30, 2026	\$830,000	TBA	Jared Mathis (704) 638-5221	Non-DOT let (LAP) - 25% plans complete. Drainage Plans approved. CE completed.
HL-0064	US 29 Main Street from Kerr Street to Horah Street in Salisbury. Safety Improvements.	September 30, 2026	TBA	TBA	\$19,000,000	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 - FEBRUARY - 2026

RECENTLY SELECTED SAFETY & MOBILITY PROJECTS

FILE NUMBER	COUNTY	TIP	DESCRIPTION OF LOCATION	PROJECT DESCRIPTION
10-25-252	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.
10-25-243	Cabarrus	SS-6210AZ	NC 200 from Cabarrus County Line to US 601.	Install centerline and edgeline rumble strips with LLPMS.

PUBLIC NOTICE / MEETING INFORMATION

KANNAPOLIS – February 23 - March 4 - N.C. Department of Transportation contract crews will be working in the vicinity of U.S. 29 and Martin Luther King Jr. Avenue in Kannapolis, continuing work to replace the existing bridge. Contractor NJR Group, Inc., of Albemarle started the \$5 million project last year.

CONCORD – Improvements are on the way to a Concord intersection, thanks to a \$14 million contract the N.C. Department of Transportation awarded earlier this month. Crews with NJR Group, Inc. earned the contract to enhance Union Cemetery Road at U.S. 29/Rock Hill Church Road in Concord.

CABARRUS-ROWAN M.P.O. & N.C. D.O.T. - DIVISION 10 PROJECT HIGHLIGHTS - FEBRUARY - 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	
3	I-3802AA	CABARRUS	I-85	Installation of Fiber Optic Communications Network, CCTV and DMS System for I-3802A project	ROW: 2022 LET: 2023	NCDOT Brad Eagle 704-983-4380	Construction Underway	
4	U-3415A	CABARRUS	POPLAR TENT ROAD	SR 1394 Poplar Tent Rd. Concord Derita Road to George Liles Pkwy. Widen to 4 lane divided	ROW: 2029 LET: 2033	NCDOT Donald Griffith 704-983-4418	Design Work Underway	PROJECT DATE(S) have changed due to 2026-2035 DRAFT STIP.
5	U-5761	CABARRUS	NC 3 DALE EARNHARDT BLVD	Improve Intersection of NC 3 and US 29/601	ROW: 2022 LET: 2027	NCDOT Donald Griffith 704-983-4418	ROW Acquisition Underway	
6	U-5956	CABARRUS	US 29 CONCORD	Realign Union Cemetery Road to Intersect US 29 at Rock Hill Church Road	ROW: 2022 LET: 2025	NCDOT Randy Bowers 704-983-4418	Utility Relocation Underway	

ID	CONTRACT TIP	COUNTY	ROUTE	PROJECT DESCRIPTION	PROJECT DATES	PROJECT MANAGER	STATUS	COMMENTS
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.
8	HS-2010H	CABARRUS	NC 49 @ ZION CHURCH ROAD	Convert to RCI	ROW: 2024 LET: 2026	AGENCY- Donald Harward 704-983-4400	Utility Relocation Underway	
9	HS-2010Q	CABARRUS	NC 49 @ OLD AIRPORT ROAD	Convert to RCI	ROW: 2025 LET: 2027	AGENCY- Donald Harward 704-983-4400	Design Work Underway	
10	HS-2010R	CABARRUS	ROBINSON CHURCH ROAD	Near Peach Orchard Road - Wedge, widen, shoulders & ditch grade.	ROW: 2025 LET: 2027	AGENCY- Donald Harward 704-983-4400		Project scope area overlaps with Developer's work. Project to be released once Developer is completed.
11	B-5372	CABARRUS	EAST FIRST STREET	BRIDGE - 120109 / SR 1706 Kannapolis Bridge on (East First Street) over US 29	ROW: 2024 LET: 2024	NCDOT Brad Eagle 704-983-4380	Construction Underway	
12	B-5808	CABARRUS	POPLAR TENT ROAD	BRIDGE - 20057 & 120059 (US 29/601) over Irish Dutch Buffalo Creek at Poplar Tent Road	ROW: 2021 LET: 2023	NCDOT Brad Eagle 704-983-4380	Construction Underway	
13	17BP.10.R1 10		EAST GOLD HILL ROAD	BRIDGE - 120105 / E. Gold Hill Road Mt. Pleasant Replace bridge over branch of Big Bear Creek	ROW: LET: 2025	NCDOT Brad Eagle 704-983-4380	Construction Underway	

ID	CONTRACT TIP	COUNTY	ROUTE	PROJECT DESCRIPTION	PROJECT DATES	PROJECT MANAGER	STATUS	COMMENTS
14	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	
15	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	
16	BP10.R034	CABARRUS	MOUNT OLIVE ROAD	BRIDGE - 120073 / SR 2416 (Mt Olive Road) Mt. Pleasant over Branch of Dutch Buffalo Creek	ROW: 2024 LET: 2026	NCDOT- Yanwei Ma 704-983-4400	Design Work Underway	
17	BP10.R015	CABARRUS	OLD AIRPORT ROAD	BRIDGE -120129 / SR 2635. (Old Airport Road) Concord over Cold Water Creek	ROW: 2023 LET: 2027	NCDOT- Yanwei Ma 704-983-4400	Design Work Underway	
18	BP10.C003	CABARRUS	PENNINGER ROAD	BRIDGE - 120050 / SR 2113 (Penninger Road) over Br. Of Cold Water Creek	ROW: 2027 LET: 2029	NCDOT- Yanwei Ma 704-983-4400	Design Work Underway	
19	BR-0244	CABARRUS	ROGERS LAKE ROAD	BRIDGE - 120033 / SR 1625 (Rogers Lake Rd.) over Irish Buffalo Creek	ROW: 2026 LET: 2030	NCDOT- Yanwei Ma 704-983-4400	Planning Underway	
20	BR-0181	CABARRUS	LANE STREET	BRIDGE - 120062 / SR 2180 (Lane St.) over Lake Fisher	ROW: 2025 LET: 2030	NCDOT- Yanwei Ma 704-983-4400	Planning Underway	
21	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	

ID	CONTRACT TIP	COUNTY	ROUTE	PROJECT DESCRIPTION	PROJECT DATES	PROJECT MANAGER	STATUS	COMMENTS
22	EB-5844	CABARRUS	LITTLE TEXAS ROAD	Little Texas Road from Lane Street to Dale Earnhardt Blvd -Sidewalk	ROW: 2024 LET: 2026	NCDOT- Jeff Burleson 704-983-4400	ROW Acquisition Underway	
23	C-5603F	CABARRUS	BETHPAGE ROAD	Bethpage Road from South Main Street to Leonard Avenue and from Westgreen Drive to Klondale Avenue -Sidewalk	ROW: 2025 LET: 2026	NCDOT- Jeff Burleson 704-983-4400	ROW Acquisition Underway	
24	C-5603I	CABARRUS	US 601	US 601 from Flowe Store Road to Zion Road with US 601 and Flowe Store Road. Sidewalk and Intersection improvements	ROW: 2025 LET: 2026	NCDOT- Jeff Burleson 704-983-4400	ROW Acquisition Underway	
25	DJ00560	CABARRUS	Kannapolis Pkwy, Various Secondary Routes	Resurfacing	LET: 2025	AGENCY- Brad Eagle 704-983-4400	Construction Underway	
26	BL-0060	CABARRUS	COX MILL ROAD	Cox Mill Road Loop Greenway and Bicycle/Pedestrian Bridge	ROW: 2025 LET: 2026	NCDOT- Jeff Burleson 704-983-4400	Design Work Underway	
27	BL-0086	CABARRUS	HICKORY RIDGE ROAD & STALLINGS ROAD	Hickory Ridge Road and Stallings Road -Sidewalks	ROW: 2026 LET: 2027	NCDOT- Jeff Burleson 704-983-4400	Design Work Underway	

ID	CONTRACT TIP	COUNTY	ROUTE	PROJECT DESCRIPTION	PROJECT DATES	PROJECT MANAGER	STATUS	COMMENTS
28	BL-0087	CABARRUS	MULTIPLE LOCATIONS	Elm Avenue, Glenn Street, Crowell Drive, and Cedar Drive - Sidewalk	ROW: 2025 LET: 2026	NCDOT- Jeff Burleson 704-983-4400	Design Work Underway	
29	HL-0001	CABARRUS	POPLAR TENT ROAD	Poplar Tent Road Improvements (Moss Drive to Fullerton PI Drive)	ROW: LET: 2029	NCDOT- Jeff Burleson 704-983-4400	Planning Underway	
30	HL-0062	CABARRUS	NC 49	NC 49 from Morehead Road to Cedar Drive - Access Management Improvement	ROW: 2026 LET: 2027	NCDOT- Jeff Burleson 704-983-4400	Design Work Underway	
31	HL-0063	CABARRUS	CALDWELL ROAD	Caldwell Road from US 29 to NC 49-Intersection Improvement and Roadway Extension	ROW: 2026 LET: 2027	NCDOT- Jeff Burleson 704-983-4400	Design Work Underway	
32	R-2246A	CABARRUS	GEORGE LILES PARKWAY	George Liles Parkway Concord NC 49 to Roberta Road. Widen to Multi-Lanes		NCDOT- Dustin Simpson 704-983-4400	Planning Underway	Project is funded for PE ONLY per the 2026-2035 Draft Stip
33	BO-2410A	MULTIPLE	VARIOUS LOCATIONS	VARIOUS LOCATIONS - Installation of curb ramps.	ROW: 2024 LET: 2024	NCDOT- Tim Kirk 704-983-4400	Construction Underway	
34	2024CPT.10.17.20131 - Contract DJ00512	CABARRUS	VARIOUS LOCATIONS	VARIOUS LOCATIONS - 3 sections of secondary roads for Resurfacing/FDR	ROW: LET: 2024	AGENCY- Brad Eagle 704-983-4400	Construction Underway	

ID	CONTRACT TIP	COUNTY	ROUTE	PROJECT DESCRIPTION	PROJECT DATES	PROJECT MANAGER	STATUS	COMMENTS
35	2024CPT.10.04.20131 - Contract DJ00487	CABARRUS	VARIOUS LOCATIONS	VARIOUS LOCATIONS - 38 sections of secondary roads for Resurfacing	ROW: LET: 2024	AGENCY- Brad Eagle 704-983-4400	Construction Underway	
36	2024CPT.10.03.10131 - Contract DJ00486	CABARRUS	VARIOUS LOCATIONS	VARIOUS LOCATIONS - 1 Section of NC 3, 1 Section of NC 24/27 and 3 sections of secondary roads	ROW: LET: 2023	AGENCY- Brad Eagle 704-983-4400	PROJECT COMPLETE	END EDIT 3/2026
37	R-5790JH	CABARRUS	VARIOUS LOCATIONS	VARIOUS LOCATIONS - Installation of curb ramps.	ROW: 2023 LET: 2023	NCDOT- Michael Hedrick 980-523-0085	Construction Underway	Majority completed via supplemental agreement DJ00490. Remaining ramps will be added to future ramp projects. END EDIT 3/2026
38	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		
39	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		
40	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	

NCDOT TPD NEWS



NCDOT TPD Cabarrus-Rowan MPO Newsletter

MARCH 2026

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

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

NCDOT-TPD Planning Unit Head, Alena Cook, PE, CPM Retires in March 2026

After over 30 years of dedicated service, NCDOT TPD planning unit head, Alena Cook, PE, CPM is retiring effective at the end of March 2026. Since joining the department in 1996, Alena has been a cornerstone of the state's planning efforts. Currently serving as an Engineering Manager and TPD planning unit head, Alena has led a multi-disciplinary planning groups and engineers dedicated to delivering data-driven, long-range transportation solutions. Her work was central to the state's growth, encompassing the development of CTPs, support for MTPs with extensive knowledge of transportation planning in North Carolina. NCDOT-TPD held the retirement celebration event on March 6, 2026 in Raleigh, NC.

Funding Available for Bicycle, Pedestrian and Multimodal Planning

The N.C. Department of Transportation is accepting applications for the 2026 [Multimodal Planning Grant Program](#), which provides state planning funds for identifying bike and walking paths and transit connections. Eligible applicants include:

- Municipalities of any size and counties with populations under 100,000 seeking to update an existing bicycle or pedestrian plan that is at least five years old.
- Municipalities with populations of less than 10,000 seeking an abbreviated plan focused on prioritizing project identification and implementation for small towns.
- North Carolina colleges and universities.

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

- NCDOT Mission Statement

FHWA News

FHWA Announces 2026 Rural Road Safety Webinar Series with February Kickoff

The Federal Highway Administration (FHWA) is launching a new Rural Road Safety Webinar Series featuring presentations and panels on innovative and effective practices that save lives on rural roads. The series will highlight strategies, tools, and technologies that help State, local, regional, and Tribal agencies accelerate delivery of safety projects and programs. The [first webinar, scheduled for February 26, 2026](#), will spotlight successful use of modular designs and materials to advance rural road safety. The [second webinar, scheduled for May 7, 2026](#), will focus on innovative funding processes. Additional sessions later in the year will explore coordination with emergency medical services and strategies for sustained cross-agency collaboration.

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Proposals are divided and judged in regions to help ensure equitable distribution of funding statewide. Selected recipients typically include a diverse mix of municipalities from large cities to small towns.

Applications must be [submitted online](#) by April 13 at 5 p.m. and award recipients will be notified by June. For more information, go to <https://www.ncdot.gov/news/press-releases/Pages/2026/2026-02-25-funding-multimodal-planning-grants.aspx> or contact Bryan Lopez at 919-707-2606 or balopez@ncdot.gov.

Contact Us

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NCDOT TPD

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Upcoming	Date
Indirect Cost Allocation Plan for FY 27 due (Note: indirect costs must be shown as a new row in UPWP expenditure table, for both STBG-DA and PL funds).	February 27, 2026
Last day to submit adopted FY27 (U)PWP with resolution, 5-year planning calendar, and MPO self-certification of long range planning. Documents are to be submitted with separate uploads for (U)PWP, self-certification, and 5-year work plan.	March 27, 2026
Deadline for TAC members to file SE and RED with NC Ethics Commission	April 15, 2026
Last day to submit revisions to TPD for FY 26 (U)PWP with signatures	April 17, 2026

Statewide Plans

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

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

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

Express Design Selection: The NCDOT has a new process for evaluating projects for cost and traffic forecasting at a greater level of detail known as Express Design. With the advent of P9, the MPO will be afforded nine (9) total slots subject to reevaluation or adjustment by NCDOT. It is the intent of this policy to award any open slots to highway projects on an adopted Comprehensive Transportation Plan (CTP) and/or locally adopted prioritization list (point assignment). If a project does not have these prerequisites, it will require a formal exception vote by the full TCC and TAC and documented in the minutes as such.



BASICS – Bridges And Safety Infrastructure for Community Success Act (H.R. 7437)

America’s transportation system depends on a safe and reliable network of roads and bridges in every region of the country. [The BASICS Act](#) focuses federal transportation investment on core infrastructure needs by ensuring funding reaches communities efficiently and is used where it delivers the greatest public benefit.

What this bill does:

- **INVESTS IN REPAIRING BRIDGES:** Builds on the Bridge Formula Program to continue fixing the nation’s most deficient bridges, with a focus on both state- and locally owned infrastructure. Unlike prior approaches, the BASICS Act ensures that funding for locally owned bridges is proportional to the number of locally owned bridges in each state, directing resources to the worst-condition bridges regardless of ownership.
- **DELIVERS REGIONAL PRIORITY PROJECTS FASTER:** Metropolitan planning organizations (MPOs) are responsible for developing Transportation Improvement Programs (TIPs) that identify local priority projects that meet federal performance goals. The BASICS Act accelerates delivery of these regionally supported projects by increasing funding for the Surface Transportation Block Grant (STBG) program. As the most flexible federal transportation formula program, STBG allows states and regions to move projects forward efficiently and deliver tangible benefits for local businesses, workers, and communities in every congressional district.
- **FOCUSES ON ROAD SAFETY:** Nearly 100 people lose their lives on America’s roads every day. The BASICS Act strengthens the Highway Safety Improvement Program (HSIP) to confront this crisis head-on by increasing overall safety funding and preventing states from transferring HSIP dollars away from safety priorities. The bill also ensures that 25 percent of HSIP funding is delivered regionally in both urban and rural areas, giving local governments direct access to capital for proven safety projects and building on the success of the Safe Streets and Roads for All program.
- **ENSURES TRANSPARENCY AND COLLABORATION:** Federal transportation dollars must be accountable to taxpayers. The BASICS Act improves transparency around how funding flows, what resources are available to regions, and how projects advance from planning to delivery. By reinforcing collaboration across federal, state, regional, and local partners, the bill helps ensure projects move efficiently and deliver real results on the ground.
- **BUILDS STRONG PLANS FOR RURAL AND URBAN REGIONS:** The BASICS Act invests in planning capacity by strengthening Rural Transportation Planning Organizations (RTPOs) and increasing Metropolitan Planning (PL) funding. Strong planning leads to better project selection, faster delivery, and smarter investments, ensuring both rural and metropolitan regions can advance projects that reflect local priorities and long-term needs.

	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		1066	887	1558	1626	1781	1626	1579	
April	33822	15732	36209	24336	26145	32730	34167		1117	550	1555	1474	1565	1647	1415	
May	36735	18489	36769	24130	28,564	32920	33287		1015	687	1464	1542	1609	1523	1375	
June	36931	22239	35573	26036	27521	32708	32408		918	997	1370	1638	1629	1410	1561	
July	37265	22975	27155	24640	27290	33752	33763		956	1065	1305	1476	1536	1432	1534	
August	38455	22020	27824	26857	31323	37532	32468		1041	1191	1233	1740	1978	1595	1521	
September	35590	21712	27014	27278	27870	33401	31463		1076	1231	1286	1553	1511	1466	1376	
October	37727	24501	28779	27419	29829	38060	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		12560	12106	16091	18630	19732	18631	17478	

	SALISBURY TRANSIT SYSTEM						SALISBURY ADA PARATRANSIT									2026
	2019	2020	2021	2022	2023	2024	2025	2026	2019	2020	2021	2022	2023	2024	2025	
January	11588	10836	4631	6274	7251	7603	7337		669	662	605			483	617	
February	10819	10426	4495	6350	7028	8026	8004		664	587	553			516	680	
March	10813	8444	5069	6798	7748	7801	7891		621	641	711			440	750	
April	11383	4344	5058	7895	7140	8445	7953		629	442	737			523	810	
May	15528	4230	4698	12549	18248	19271	20326		754	505	673			504	743	
June	10983	5406	5225	7338	8482	7861	7500		698	618	762			459	672	
July	12228	5987	6240	7481		7950	8063	7211	855	605	680			405	512	850
August	13186	5505	6527	8600		8897	8132	5647	854	495	682			569	618	740
September	11472	5350	6081	7825		7489	7723	6593	827	529	659			529	555	907
October	12645	5758	6087	7295		7254	8464	7176	801	590	639			632	706	860
November	12742	4384	5667	7443		8030	7450	6426	644	545	613			506	592	675
December		5416	7190	6697		6893	6379	6208		718	703			463	541	576
Totals	133387	76086	66968	92545	55897	105520	105222	39261	8016	6937	8017			6029	7796	4608

Metropolitan Transit Commission
Charlotte Area Transit System Ridership Report
Nov-25

Source:
Fixed Route Bus - Automatic Passenger Counts*
Rail - Automatic Passenger Counts

Mode / Service				Average Daily Ridership		
	Nov-25	Nov-24	Percent Increase / Decrease	Weekday	Saturday	Sunday
Local						
BOD Local	656,871	737,002	-10.9%	25,855	18,885	13,082
Subtotal	656,871	737,002	-10.9%	25,855	18,885	13,082
Local Express						
Arboretum Express	1,335	1,082	23%	74	-	-
Harrisburg Road Express	955	1,085	-12.0%	53	-	-
Northcross Express	2,607	3,008	-13.3%	145	-	-
Idlewild Express	757	885	-14.4%	42	-	-
Independence Blvd Express	2,583	2,327	11.0%	143	-	-
Lawyers Road Express	1,343	1,388	-3.2%	75	-	-
Steele Creek Express	576	614	-6%	32	-	-
Northlake Express	2,700	2,239	20.6%	150	-	-
North Mecklenburg Express	5,481	5,274	3.9%	305	-	-
Huntersville Express	3,928	3,050	28.8%	218	-	-
Rea Road Express	974	1,157	-15.8%	54	-	-
Mountain Island Express	345	309	12%	-	-	-
Subtotal	23,584	22,418	5.2%	1,310	-	-
Regional Express						
Gastonia Express	911	905	0.6%	51	-	-
Rock Hill Express	1,066	1,081	-1.4%	59	-	-
Union County Express	872	861	1.2%	48	-	-
Subtotal	2,848	2,847	0.0%	158	-	-

Community Circulator						
Neighborhood Shuttles	22,174	24,000	-7.6%	852	695	353
Eastland Neighborhood Shuttle	9,877	10,939	-9.7%	370	320	221
Pineville-Matthews Road	2,276	2,544	-10.5%	102	73	-
FY25 Village Rider*	-	7,269	-	-	-	-
Subtotal	34,327	37,483	-8.4%	1,324	1,148	573
Microtransit						
CATS Micro - North Mecklenburg	5,451	-	-	229	121	100
Subtotal	5,451	-	-	229	121	100
Human Services Transportation						
Special Transportation Services	20,120	18,654	7.9%	820	408	337
Subtotal	20,120	18,654	7.9%	820	408	337
Rideshare Services						
Vanpool	2,941	3,274	-10.2%	153	19	12
Subtotal	2,941	3,274	-10.2%	153	19	12
Rail						
LYNX Blue Line	449,670	528,296	-14.9%	17,757	12,890	8,785
CityLynx Gold Line	52,065	62,546	-16.8%	2,161	1,162	1,034
Subtotal	501,735	590,842	-15.1%	19,918	14,052	9,819
Total	1,247,876	1,412,520	-11.7%	49,767	34,632	23,923

**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.



CRAFT Technical Committee Meeting
Tuesday, January 27 2026 @ 10:00 AM

MINUTES

Attendees: Bob Cook, CRTPO; Curtis Bridges, CRTPO; Will Snyder CRPTO; Theo Thomson, CRTPO; Thea Walsh, CRPTO; Kendall Clanton, CRPTO; Judy Dellert, CRPTO; Neil Burke, CRPTO; Emily Gurganus, CRPTO; Brian Elgort, CRTPO; Travis Johnson, CRTPO; Jarrel Leonard, CRPTO; Andy Bailey, NCDOT; Roger Castillo, NCDOT; Emily Stupka, NCDOT; Marty Sung, NCDOT; Johanna Quinn, CDOT; Martin Kinnamon, CDOT; Justin Carroll, CDOT; Rose Thomalen, Centralina; Andy Grzymiski, Centralina; Juan G. Garcia - Gaston County Government; ; Brian Horton, CATS; Tori Dellinger, GCLMPO; Julio Peredes, GCLMPO; David Hooper, RFATS; Phil Conrad, CRMPO; Stephen Allen, CRCOG

A. Welcome & Introduction: Mr. Stephen Allen, CRCOG Planning Director, began the online Teams meeting at 10:00 AM and welcomed everyone in attendance.

B. Approval of October 28, 2025, Minutes: Mr. Allen asked if there were any corrections, additions, and/or deletions to the October 28, 2025, minutes. Ms. Dellinger made the motion to approve, and Mr. Cook seconded the motion. The minutes were approved unanimously without comment.

C. Semi-Annual Review of the 2025-2026 Work Program:

Mr. Allen received no comments.

D. MTP Preparation updates – Group:

Mr. Allen opened the floor for updates from member agencies regarding the preparation of their Metropolitan Transportation Plans (MTPs).

Neil Burke, CRTPO:

Mr. Burke reported that CRTPO is currently in the third phase of public engagement, focused on the draft MTP and draft conformity determination report. Outreach activities have included English and Spanish webinars, participation at existing public events, and presentations to member jurisdictions. The public comment period will close February 10, 2026, and CRTPO plans to present the MTP and conformity determination report to its board for adoption in March.

Phil Conrad, CRMPO

Mr. Conrad reported that the draft MTP report has been submitted for state and federal review. The MPO had planned to release the draft for public comment at an MPO meeting scheduled for the following evening, though weather conditions could affect the meeting schedule. Once released, the plan will undergo a 30-day public comment period. The MPO intends to adopt both the MTP and conformity determination report in March, ahead of the April 5 conformity deadline, to avoid a potential conformity lapse.

Tori Dellinger, GCLMPO:

Ms. Dellinger reported that the GCLMPO released its draft 2055 MTP on January 15. The MPO has scheduled three in-person public drop-in meetings on February 2nd, 3rd, and 4th. GCLMPO remains on schedule to adopt the 2055 MTP at its March board meeting.

Andy Bailey, NCDOT

Mr. Bailey provided additional clarification regarding conformity requirements and potential lapse timing. He noted that the previous MTP adoption occurred April 5, 2022, meaning updated conformity documentation must be completed and submitted to federal partners by the same date in 2026. After submission, FHWA, EPA, and FTA have up to 30 days for review, which may result in a short conformity lapse until late April. During a lapse, TIP amendments and major federally funded transportation actions cannot proceed, though this situation has occurred previously and is expected to be temporary if documentation is submitted promptly.

David Hooper, RFATS:

David Hooper reported that their most recent LHP update was completed in May 2025, and there are no new updates at this time. The next scheduled update is anticipated during the FY 2028–2029 timeframe.

Mr. Allen thanked the group for the updates and clarification regarding the regional MTP schedule and conformity timeline

E. Project Coordination - Regional Projects impacting planning area boundaries (Group)

Mr. Allen opened the floor for discussion of regional project coordination, inviting updates on projects that may impact planning areas beyond individual jurisdictional boundaries.

I-77 Coordination Study (South Carolina/North Carolina)

Mr. Hooper, RFATS provided an update regarding coordination between SCDOT and NCDOT related to the evaluation of managed/toll lanes along I-77 from Charlotte to the South Carolina state line. The two DOTs have been discussing potential transition issues at the state line, including toll lane operations and reciprocity.

To support coordination, SCDOT requested and received funding approval from RFATS to conduct a South Carolina I-77 coordination project. The study will evaluate the work being completed in North Carolina and assess whether toll lanes should be considered on the South Carolina side of I-77, just south of the state line, to ensure a smooth operational transition.

The effort will also consider how any future improvements may integrate with the planned comprehensive feasibility study at the Carowinds Boulevard interchange, located just south of the state line. SCDOT has initiated the project procurement and work process and anticipates providing an update by June. Results will be shared with the regional group once available.

F. Project Prioritization Update (Group)

Mr. Allen opened the discussion on project prioritization, noting the item primarily relates to North Carolina agencies.

Mr. Conrad, CRMPO, reported that 2026 will be a significant year for the North Carolina prioritization process, as MPOs and agencies are currently updating their local input point assignment methodologies. These methodologies will undergo committee review in Raleigh, followed by the release of updated project data later in the year. The prioritization cycle is expected to conclude by the end of 2026.

Mr. Burke, CRPTO, confirmed that the prioritization process will include two phases of local input point assignments:

- Regional-level assignments beginning in the summer, and
- Division-level assignments begin in the fall.

Any revisions to local input point methodologies must be submitted by early April. Neil also noted that preliminary funding estimates released last summer indicated that all prioritization funding categories currently have positive balances, although available funding may decrease as construction cost estimates rise.

Additional discussion addressed the impact of construction inflation on transportation funding and project delivery. **Mr. Hooper, RFATS** noted that rising construction costs are affecting projects nationwide and mentioned discussions in South Carolina about potentially increasing transportation funding to address the issue. **Mr. Burke** responded that, while no specific proposals have been announced in North Carolina, NCDOT is likely to continue discussions with the General Assembly, particularly given increasing project costs and disaster recovery needs.

Mr. Conrad also noted that broader state budget discussions and the upcoming federal transportation reauthorization in 2026 could influence future funding levels and transportation planning efforts.

Mr. Allen closed the discussion.

G. CTP / Thoroughfare Planning Update (Group)

Mr. Allen opened the agenda item and asked for updates regarding thoroughfare planning efforts.

Mr. Bailey, NCDOT provided several updates. He announced that **Marty Sung, NCDOT**, will serve as the new Cabarrus-Rowan and Rocky River RPO Coordinator, replacing Emily Stupka, who has been promoted within NCDOT. Marty briefly introduced himself to the group and expressed appreciation for the opportunity to work with the region.

Roger Castillo, GCLMPO, provided an update on the CTP effort. The Cleveland and Lincoln County CTP public meetings were originally scheduled for the current week but were rescheduled to the following week due to weather. These meetings will be held in conjunction with the MPO's MTP public meetings.

Mr. Castillo also reported that Gaston County recently held its public meeting and has begun receiving public feedback. An online survey opened in mid-January and will remain open through mid-February, allowing residents to review recommended projects and provide comments.

Juan Garcia, Gaston County, noted that the Gaston County survey includes recommended projects across multiple transportation modes, including highways, bicycle and pedestrian facilities, transit, and rail. Community members can review proposed projects and submit comments indicating support or concerns. Early outreach has included distribution through county networks, community groups, churches, and online platforms.

Mr. Bailey also noted that additional information on the CTP development process and coordination between NCDOT and consultants will be presented at the NCAMPO Conference in Asheville in May.

Mr. Allen closed the discussion.

H. CATS Update (Brian Horton)

Brian Horton, CATS, provided a brief update on activities at the

CATS continues to advance work on its CONCEPT grant initiative, branded "Seamless Connections," which builds on the regional Connect Beyond plan developed by Centralina. The effort focuses on improving coordination among transit providers across the multi-county region and identifying strategies to reduce barriers to transit use.

CATS will meet with the Gastonia Transportation Committee in early February to discuss options for surveying riders and gather input on Transportation Demand Management (TDM) strategies related to the upcoming I-85 widening project (Catawba River to NC 273 and later to US 321). The goal is to understand what incentives or service improvements could encourage travelers, particularly existing express bus riders, to use alternatives such as transit or vanpooling during construction.

CATS also continues to manage a regional license for Remix, a cloud-based transit planning software platform now owned by Via. The license, funded through the CONCEPT grant, is

available at no cost to regional transit providers and local governments interested in evaluating transit service options, including microtransit and on-demand service scenarios.

Remix will host in-person training sessions in the region on March 17, coinciding with a CRTPO meeting. While the meeting itself is limited to members, additional one-on-one training opportunities may be available for agencies interested in using the software. **Mr. Horton** encouraged interested participants to contact CATS for more information.

Mr. Allen closed the discussion.

I. Integrated Mobility Center & Regional Transit Plan Update – Andrew Gryzmski, Centralina

Mr. Allen introduced Andrew Grzymiski to provide an update on activities at the Integrated Mobility Center (IMC).

Mr. Gryzmski reported that IMC is advancing several initiatives, including Mobility Hub pilot projects, I-85 corridor mobility coordination, passenger rail and transit-oriented development (TOD) planning, and Transportation Demand Management (TDM) efforts.

Mobility Hub Pilot Projects:

IMC conducted a competitive selection process for mobility hub pilot locations. Of the nine applicants, four communities were selected: Lincoln County, the City of Belmont, the Town of Huntersville, and the City of Kannapolis. The pilots are exploring ways to enhance multimodal connections by integrating transit, bicycle, and pedestrian access, as well as other mobility services. Initial concepts include improving a park-and-ride facility in Huntersville, expanding multimodal connectivity around the Kannapolis train station, supporting a trolley connection and event space concept in Belmont, and evaluating mobility hub opportunities in Lincoln County's demand-responsive transit environment. Draft concepts have been developed, and 50% of the design concepts are expected to be presented in March.

IMC is also developing a Mobility Hub Implementation Playbook to serve as a guide for communities interested in developing mobility hubs. The playbook will address key topics, including the definition of mobility hubs, design elements, determining appropriate hub types for communities, and implementation strategies.

I-85 Corridor Coordination:

Mr. Gryzmski noted that several major transportation projects along the I-85 corridor between Mecklenburg and Gaston Counties, including roadway widening, bridge replacement, and interchange improvements, are expected to occur within a similar timeframe. IMC is coordinating with CATS, MPOs, NCDOT divisions, and business organizations to develop a comprehensive strategy to address potential traffic impacts during construction. Strategies may include expanded transit services, vanpool programs, and improved communication tools to provide commuters with real-time information and travel options.

Passenger Rail and TOD Planning:

IMC is also supporting planning efforts related to potential new or expanded passenger rail service along corridors such as Charlotte to Washington, D.C., Charlotte to Atlanta, and Salisbury to Asheville. Communities that may see expanded service include Kings Mountain, Gastonia, Harrisburg, Kannapolis, Salisbury, and Statesville. IMC plans to conduct a pilot planning study with one or two communities to evaluate development opportunities, infrastructure needs, and potential transit-oriented development around future passenger rail service.

Transportation Demand Management (TDM):

Mr. Gryzmski introduced Rose Thomalin, the new TDM Planner, who will lead outreach and program coordination efforts moving forward.

Mr. Gryzmski thanked regional partners and MPOs for their continued collaboration on these initiatives.

Mr. Allen closed the discussion.

J. Other items to discuss (Group)

Mr. Allen opened the floor for any additional items from the group.

Martin Kinnamon, CDOT, provided a brief update for the regional model team, noting that web maps for the annual network and socioeconomic (SE) data updates will be distributed later in the week. **Mr. Kinnamon** indicated that staff will attempt to schedule time early the following week to review the updates with interested stakeholders.

No additional items were raised.

K. Next Meeting

Mr. Allen noted that the next meeting will be hosted by the Cabarrus-Rowan MPO on April 28, 2026 @ 10:00 am, with Mr. Conrad.

L. Adjournment: The meeting adjourned at approximately 11:45 am.

Respectively submitted,



Stephen A Allen, AICP