



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

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

March 27, 2025

Mr. Alpesh Patel
Transportation Planning Division
N.C. Department of Transportation
Mail Service Center 1554
Raleigh, NC 27699-1554

Subject: Cabarrus-Rowan FY 2025-2026 Unified Planning Work Program

Dear Mr. Patel:

Enclosed for your review are six copies of the Cabarrus-Rowan FY 2025-2026 Unified Planning Work Program (UPWP). The UPWP was approved by the Transportation Advisory Committee on March 26, 2025. A certified copy of the adopting resolution is included. The original resolution was provided to the Integrated Mobility Division.

If you have any questions, please contact our office at (704) 791-0608.

Sincerely,

Ron Smith, Chairman
Cabarrus-Rowan TAC

Enclosures: UPWP (six copies)

cc: Phillip Graham, City of Concord (w/enclosure)
Susie Morris, Cabarrus County (w/enclosure)
Emily Stupka, Transportation Planning Division (w/ enclosure)



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MIDLAND ◊ MOUNT PLEASANT ◊ ROCKWELL ◊ EAST SPENCER ◊ ROWAN COUNTY ◊ SALISBURY ◊ SPENCER ◊ FAITH

March 27, 2025

Mr. Brennon Fuqua,
Director, Integrated Mobility
Division
N. C. Department of Transportation
1550 Mail Service Center
Raleigh, NC 27699-1550

Subject: Cabarrus-Rowan FY 2025-2026 Unified Planning Work Program

Dear Mr. Brumfield:

Enclosed for approval are two copies of the Cabarrus-Rowan Metropolitan Planning Organization Unified Planning Work Program (UPWP) for FY 2025-2026. The UPWP also serves as the Urban Area's Metropolitan Planning Program grant application requesting Federal Transit Administration Section 5303 planning funds. A complete description and budget of planning activities is included in the UPWP. The original resolution and two copies are enclosed.

The Federal Transit Administration grant amount requested is our full allocation of \$85,715. This will be matched with local funds in the amount of \$10,714. The local match will be provided by the City of Concord. The City of Concord is the designated recipient for Section 5303 funds.

Sincerely,

Ron Smith, Chairman
Cabarrus-Rowan TAC

Enclosures: Adopted FY 2026 PWP

cc: Phillip Graham, City of Concord
Bryan Lopez, NCDOT - IMD
Alpesh Patel, NCDOT - Transportation Planning Division

*Cabarrus-Rowan Urban Area
Transportation Planning Work Program*

Fiscal Year 2026



**Adopted
March 26, 2025**

**FY 2025-2026 UNIFIED PLANNING WORK PROGRAM
FOR THE
CABARRUS-ROWAN URBAN AREA MPO**

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Introduction

In compliance with Federal law and in the spirit of cooperation, the Cabarrus-Rowan MPO conducts a “cooperative, comprehensive, and continuing...” transportation planning process. This Planning Work Program (PWP) outlines the tasks and associated funding sources dedicated to the Cabarrus-Rowan MPO transportation planning process during fiscal year 2025-2026. Depending on the specific funding source, tasks funded through the PWP are eligible for reimbursement of 80 percent of their cost from the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) through the North Carolina Department of Transportation (NCDOT).

The PWP for the Cabarrus-Rowan MPO identifies three separate funding sources for Urban Area transportation planning. A brief description of these funding sources follows:

- Federal Highway Administration Section 104(f) Funds-These funds are dedicated to the urban area to perform transportation planning. They require a 20% local match.

- Federal Transit Administration Section 5303 Funds-These funds are used for transit planning in the urban area. The Federal Transit Administration provides 80% of these funds, NCDOT 10%, and there is a required 10% local match.

- Federal Transit Administration Section 5307 Funds-These funds are used for transit planning in the urban area. The Federal Transit Administration provides 80% of these funds, NCDOT 10%, and there is a required 10% local match.

Cabarrus-Rowan Metropolitan Planning Organization
UNIFIED PLANNING WORK PROGRAM (UPWP) – FY26

July 1, 2025 to June 30, 2026

Introduction

The Unified Planning Work Program (UPWP) outlines transportation planning tasks to be conducted during the fiscal year. The UPWP sets the budget for these items and identifies the funding sources. MPO staff is responsible for ensuring completion of the planning tasks identified in the UPWP. The MPO Staff and the North Carolina Department of Transportation are the responsible agencies for many of the tasks in the UPWP. Some planning tasks are carried out by outside consultants.

The categories for planning tasks in the UPWP are based on planning requirements contained in Federal legislation that authorizes transportation funding. The adopted Prospectus for Continuing Transportation Planning provides detailed descriptions for these tasks. The UPWP must be programmed according to the Prospectus.

Funding Summary FY 2025-2026 (PL Funds - IIJA)

Federal Highway Administration - 80%		\$ 391,400
Local Match - 20%		\$ 97,850
Total		\$ 489,250

Program Summary for MPO Planning and Administration (PL Funds)

II-A Data and Planning Support	\$ 45,250	9%
II-B Planning Process	\$ 110,000	22%
<i>II-B Special Study Pass-Through</i>	\$ 0	<i>n /a</i>
III-A Planning Work Program	\$ 18,000	4%
III-B Transp. Improvement Plan	\$ 28,500	6%
III-C Cvl Rgts. Cmp./Otr .Reg. Reqs.	\$ 22,500	5%
III-D Statewide and Extra-Regional Planning	\$ 132,500	27%
III-E Management Ops, Program Support Admin	\$ 132,500	27%
TOTAL w/o Pass-Through Special Studies	\$ 489,250	100.00%

CRMPO 2025-2026 UPWP Narrative

UPWP Overview

This Unified Planning Work Program (UPWP) for the Cabarrus-Rowan Metropolitan Planning Organization (MPO) documents the transportation planning activities and related tasks to be accomplished during the federal fiscal year 2025-2026 (from July 1, 2025 through June 30, 2026).

The goal of the MPO is to ensure a continuing, cooperative, and comprehensive ("3-C") approach for transportation planning for the metropolitan area, both short and long-range, with proper coordination among:

- Local and regional MPO member governments and agencies
- North Carolina Department of Transportation (NCDOT)
- Federal Highway Administration (FHWA), and
- Federal Transit Administration (FTA)

This document outlines metropolitan planning requirements and issues; then presents a work program of planning activities to address them during the fiscal years 2025-2026.

Federal Requirements

The IIJA in concert with the Clean Air Act as Amended, envisions a transportation system that maximizes mobility and accessibility and protects the human and natural environments. This is achieved through a Continuing, Cooperative, and Comprehensive (3-C) transportation planning process that results in a long-range plan and short-range program of projects.

A metropolitan planning organization is required to develop a long-range plan and a short-range transportation improvement program that provide for the development and integrated management and operation of transportation systems and facilities (including accessible pedestrian walkways and bicycle transportation facilities) that will function as an intermodal transportation system for the planning area and as an integral part of the intermodal transportation system for North Carolina and for the U. S. Major components that feed into the development of the long range plan and short range program are listed below.

Metropolitan Planning Factors & Federal Requirements

The Fixing America's Surface Transportation Act (FAST Act) followed by the Infrastructure Investment and Jobs Act (IIJA) enacted in November 2021, passed by the US Congress and signed by the President, defines specific planning factors to be considered when developing transportation plans and programs in a metropolitan area. Current legislation calls for MPOs to conduct planning that:

- Supports the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency
- Increases the safety of the transportation system for motorized and non-motorized users
- Increases the security of the transportation system for motorized and non-motorized users
- Increase the accessibility and mobility options available to people and for freight
- Protects and enhances the environment, promotes energy conservation, and improves quality of life, and promotes consistency between transportation improvements and state and local planned growth and economic development patterns
- Enhances the integration and connectivity of the transportation system, across and between modes, for people and freight
- Promotes efficient system management and operation
- Emphasizes the preservation of the existing transportation system

Each of those eight factors is addressed through various work program tasks selected for fiscal year 2024-2025.

Public Participation and Title VI

Federal legislation requires MPOs to include provisions in the planning process to ensure the involvement of the public in the development of transportation plans and programs including the Metropolitan Transportation Plan, the short-term Transportation Improvement Program, and the annual Unified Planning Work Program.

Federal transportation legislation starting with MAP-21 placed significant emphasis on broadening participation in transportation planning to include key stakeholders who have not traditionally been involved, including the business community, members of the public, community groups, and other governmental agencies. Effective public involvement will result in opportunities for the public to participate in the planning process.

The Cabarrus-Rowan MPO's Public Involvement Policy (PIP) requires that the draft Planning Work Program (PWP) is reviewed by the Technical Coordinating Committee (TCC). The TCC meetings are open to the public and public comments can be provided. The TCC then endorses a draft PWP and forwards the document to the MPO Board (TAC).

The draft PWP is then reviewed by the Board (TAC). Public comments may be provided at this time. The final PWP comes back again to the MPO Board (TAC) for approval. Upon the Board's approval, the PWP is then forwarded on to the State and FHWA/FTA.

All MPO plans and programs comply with the public involvement provisions of Title VI:

"No person in the United States shall, on the grounds of race, color, sex, age, national origin, or disability, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity as provided by Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, and any other related non-discrimination Civil Rights laws and authorities under any program or activity receiving federal financial assistance."

Metropolitan Transportation Plan

The Cabarrus-Rowan MPO as the MPO for the Concord Urbanized Area is responsible for developing the Metropolitan Transportation Plan (MTP) for a 25-year time horizon and a Transportation Improvement Program (TIP) for a 10-year time horizon in cooperation with the State and with local transit operators. The MTP and TIP are produced through a planning process which involves the region's local governments, the North Carolina Department of Transportation (NCDOT), local jurisdictions and citizens of the region.

Additionally, representatives from the local offices of the U.S. Department of Transportation (US DOT) Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) and the U.S. Environmental Protection Agency (US EPA) provide guidance and participate in the planning process.

The Metropolitan Transportation Plan (MTP) must include the following:

- Identification of transportation facilities (including major roadways, transit, multimodal and intermodal facilities and intermodal connectors) that function as an integrated metropolitan transportation system
- A discussion of types of potential environmental mitigation activities and potential areas to carry out these activities
- A financial plan that demonstrates how the adopted transportation plan can be implemented
- Operations and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods
- Capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure and provide for multimodal capacity increases based on regional priorities and needs.
- Proposed transportation and transit enhancement activities.

Transportation Improvement Program (TIP)

The metropolitan Transportation Improvement Program (TIP) must include the following:

- A priority list of proposed federally supported projects and strategies to be carried out within the TIP period
- A financial plan that demonstrates how the TIP can be implemented
- Descriptions of each project in the TIP

Transportation Management Area

Designated Transportation Management Areas (TMAs), such as the Cabarrus-Rowan MPO, based on urbanized area population over 200,000, must also address the following:

- Transportation plans must be based on a continuing and comprehensive transportation planning process carried out by the MPO in cooperation with the State and public transportation operators
- A Congestion Management Process (CMP) must be developed and implemented that provides for effective management and operation, based on a cooperatively developed and implemented metropolitan-wide strategy of new and existing transportation facilities, through use of travel demand reduction and operations management strategies.

Transportation Conformity Process

Currently, Cabarrus and Rowan Counties are considered ozone/attainment maintenance for air quality. Since the Cabarrus-Rowan Metropolitan Planning Organization (CRMPO) was designated as non-attainment for air quality, the MPO must demonstrate transportation conformity on its Transportation Plan, which is performing a systems-level conformity analysis on the highway portion of the fiscally constrained Metropolitan Transportation Plan (MTP). The Metropolitan Transportation Improvement Program is a subset of the Metropolitan Transportation Plan and is therefore covered by the conformity analysis.

II-A Data and Planning Support

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

Programmed Amount: \$45250

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: \$ 16592

- 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.
- 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: \$ 18658

- 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: \$110000

22% of staff budget (excludes Special Studies)

II-B-1 Targeted Planning Total: \$ 55000

- Participate in IIJ Act related trainings and workshops
- Complete work on 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: \$ 55000

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

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

III-A Unified Planning Work Program

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

Programmed Amount: \$18000

4% of staff budget

III-A-1 Planning Work Program Total: \$ 10000

- The Cabarrus-Rowan MPO will develop a Planning Work Program (PWP) with the guidance of the Technical Coordinating Committee (TCC) and MPO Board; Present the UPWP for approval to the Transportation Advisory Committee.
- Develop the FY 2026 - FY 2031 Planning Work Program Calendar
- . Prepare quarterly reports, the annual report, and requests for reimbursement

III-A-2 Metrics and Performance Measures Total: \$ 8000

- Provide the release of statewide performance measures to the TCC and TAC and amend the 2050 MTP as needed to reflect those performance measures. Begin work on the Green House Gas (GHG) performance measures as needed.

III-B Transportation Improvement Program

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

Programmed Amount: \$28500

6% of staff budget

III-B-1 Prioritization Total: \$ 16000

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

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

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

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

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

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

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

Programmed Amount: \$22500

5% of staff budget

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

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

III-C-2 Environmental Justice Total: \$

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

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

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

III-D. Statewide and Extra-Regional Planning

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

Programmed Amount: \$132500

27% of staff budget

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

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

III-E. Management and Operations

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

Programmed Amount: \$132500

27% of staff budget

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

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

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 will entertain a new county-wide Long Range Public Transit Master Plan.
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%	10,714
Section 5303 NCDOT 10%	10,714
Section 5303 FTA 80%	85,715
Section 5307 Transit - Local 10%	23,438
Section 5307 Transit - NCDOT 10%	23,438
Section 5307 Transit - FTA 80%	187,502
Additional Funds - Local 100%	

Cabarrus-Rowan MPO FY 2025-2026 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	\$ 9,050	\$ 36,200	\$ 45,250				\$10,714	\$10,714	\$85,715	\$107,143	\$ 23,438	\$23,438	\$ 187,502	\$ 234,378
44.22.00	II-A-1	Networks and Support Systems	\$ 2,000	\$ 8,000	\$ 10,000				\$10,714	\$10,714	\$85,715	\$107,143	\$ 23,438	\$23,438	\$ 187,502	\$ 234,378
44.23.01	II-A-2	Travelers and Behavior	\$ 3,318	\$ 13,274	\$ 16,592											
44.23.02	II-A-3	Transportation Modeling	\$ 3,732	\$ 14,926	\$ 18,658											
	II-B	Planning Process	\$ 22,000	\$ 88,000	\$ 110,000	\$ -	\$9,000	\$ 9,000								
44.23.02	II-B-1	Targeted Planning	\$ 11,000	\$ 44,000	\$ 55,000											
44.23.01	II-B-2	Regional Planning	\$ 11,000	\$ 44,000	\$ 55,000											
		Safe and Accountable Transportation Options				\$ -	\$ 9,000	\$ 9,000								
44.27.00	II-B-3	Special Studies														
	III-A	Planning Work Program	\$ 3,600	\$ 14,400	\$ 18,000											
44.21.00	III-A-1	Planning Work Program	\$ 2,000	\$ 8,000	\$ 10,000											
44.24.00	III-A-2	Metrics and Performance Measures	\$ 1,600	\$ 6,400	\$ 8,000											
	III-B	Transp. Improvement Plan	\$ 5,700	\$ 22,800	\$ 28,500											
44.25.00	III-B-1	Prioritization	\$ 3,200	\$ 12,800	\$ 16,000											
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	\$ 26,500	\$ 106,000	\$ 132,500											
44.27.00	III-D-1	Statewide & Extra-Regional Planning	\$ 26,500	\$ 106,000	\$ 132,500											
	III-E	Management Ops, Program Suppt Admin	\$ 26,500	\$ 106,000	\$ 132,500											
44.27.00		Management Operations	\$ 26,500	\$ 106,000	\$ 132,500											
44.27.00		Program Support Administration	\$ -	\$ -												
		TOTALS	\$ 97,850	\$ 391,400	\$ 489,250	\$0	\$9,000	\$9,000	\$10,714	\$10,714	\$85,715	\$107,143	\$23,438	\$23,438	\$187,502	\$234,378

Attachment # 7
Anticipated DBE Contracting Opportunities for 2025-26

Name of MPO: Cabarrus-Rowan MPO

_____ Check here if no anticipated DBE opportunities

Person Completing Form: Phil Conrad

Telephone Number: 704-791-0608

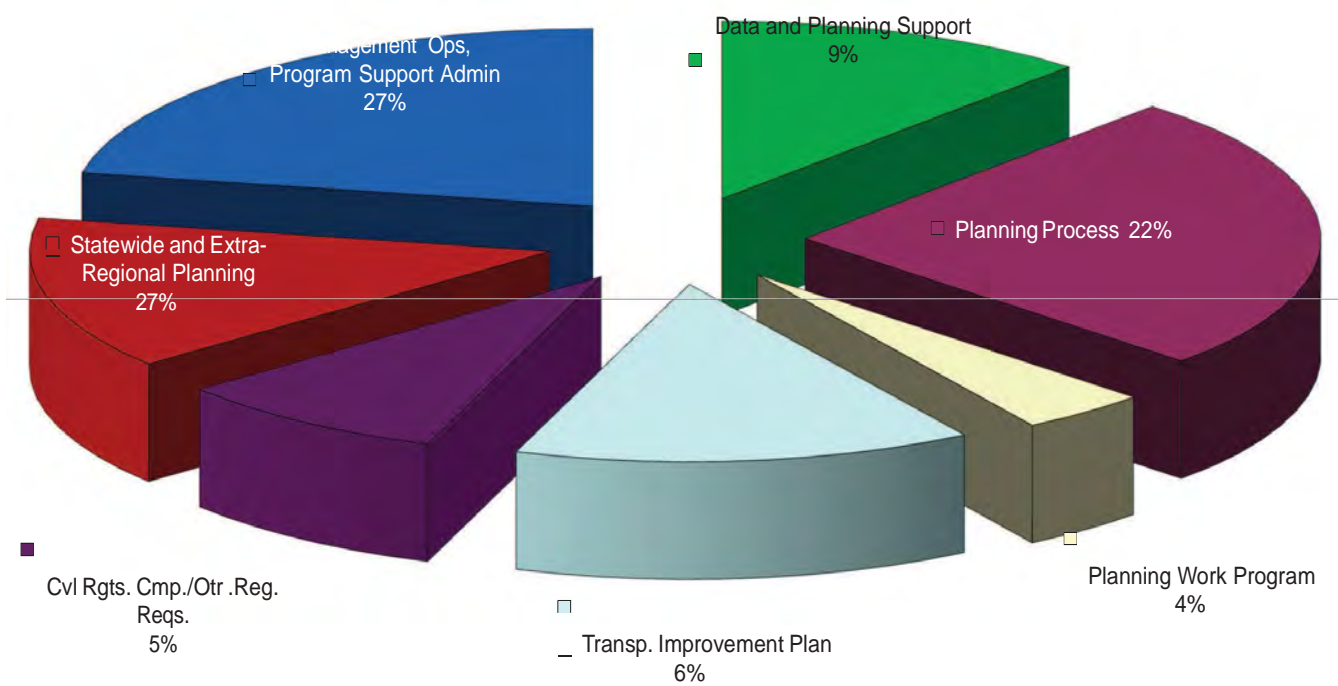
Prospectus Task Code	Prospectus Description	Name of Agency Contracting Out	Type of Contracting Opportunity (Consultant, etc.)	Federal Funds to be Contracted Out	Total Funds to be Contracted Out
II-A-1	Network and Support Systems (Section 5303)	City of Concord	Consultant	\$15,601	\$19,501
II-A-1	County-wide Long Range Public Transit Master Plan	City of Concord/MPO	Consultant	\$70,114	\$87,643

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



Cabarrus-Rowan
Metropolitan Planning Organization

RESOLUTION

Approving the FY 2025-2026 Unified Planning Work Program

March 26, 2025

A motion was made by P. High and seconded by B. Barnhardt 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

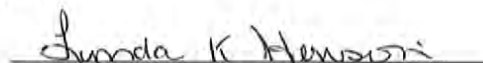
Whereas, members of the Cabarrus-Rowan Transportation Advisory Committee agree that the Unified Planning Work Program will effectively advance transportation planning for SFY 2025-2026.

Now, therefore, be it resolved that the Transportation Advisory Committee hereby endorses the *Cabarrus-Rowan Metropolitan Planning Organization FY 2025-2026 Unified Planning Work Program for the Cabarrus- Rowan Urban Area.*

I, Ron 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 26th day of March, 2025.


TAC Chair

Subscribed and sworn to me this 26th day of March, 2025.


Notary Public



Introduction

CFR 450.336 requires the North Carolina Department of Transportation (NCDOT) and the Cabarrus-Rowan Urban Area Metropolitan Planning Organization (MPO) to annually certify to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) that their planning processes are addressing the major issues facing the urban area and is being conducted in accordance with all applicable requirements of:

- Section 134 of Title 23 U.S.C., section 8 of the Federal Transit Act (49 U.S.C. app. 1607); and
- Section 174 and 176 (c) and (d) of the Clean Air Act (42 U.S.C. 7504, 7506 (c) and (d)); and
- Title VI of the Civil Rights Act of 1964 and Title VI assurance executed by each state under 23 U.S.C. 324 and 29 U.S.C. 794; and
- Section 103 (b) of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) (Public Law 102-240) regarding the involvement of disadvantaged business enterprises (DBE) in the FHWA and FTA funded planning projects; and
- The provisions of the Americans with Disabilities Act of 1990 (ADA) (Public Law 101-136) 104 Stat. 327, as amended and U.S. DOT regulations “Transportation for Individuals with Disabilities” (49 CFR parts 27, 37, and 38).

In addition, the following checklist was provided by NCDOT to help guide the Cabarrus-Rowan Urban Area MPO as they review their processes and programs for self-certification. There are several transportation acronyms that have been defined above and several more that will be used frequently below including: CFR – Code of Federal Regulations; U.S.C. – United States Code; MTP – Metropolitan Transportation Plan; CMP – Congestion Management Process/Plan; TIP – Transportation Improvement Program; TMA – Transportation Management Area; and, EO – Executive Order.

The MPO’s responses are in **bold**.

Checklist

1. Is the MPO properly designated by agreement between the Governor and 75% of the urbanized area, including the central city, and in accordance in procedures set forth in state and local law (if applicable)? [23 U.S.C. 134 (b); 49 U.S.C. 5303 (c); 23 CFR 450.306 (a)]

Response: Yes.

2. Does the policy board include elected officials, major modes of transportation providers and appropriate state officials? [23 U.S.C. 134 (b); 49 U. S. C. 5303 (c) 23 CFR 450.306 (i)]

Response: Yes, the Cabarrus-Rowan Urban Area Transportation Advisory Committee (TAC) (MPO policy board) is primarily comprised of elected officials.

3. Does the MPO boundary encompass the existing urbanized area and the contiguous area expected to become urbanized within the next 20 year forecast period? [23 U.S.C. 134 (c), 49 U.S.C. 5303 (d); 23 CFR 450.308 (a)]

Response: Yes, the Cabarrus-Rowan Urban Area MPO has had the same MPO boundary since the 2000 Census, inclusive of both counties. With the 2020 Census, the Census defined urbanized area (UZA) boundary extended into Mecklenburg County. By formal memorandum of agreement, the Cabarrus-Rowan MPO ceded planning authority of this geography to the neighboring and adjacent MPO in Mecklenburg.

4. Is there a currently adopted (Unified) Planning Work Program (U/PWP)? 23 CFR 450.314

Response: Yes.

- a. Is there an adopted prospectus? **Response: Yes.**
- b. Are tasks and products clearly outlined? **Response: Yes.**
- c. Is the U/PWP consistent with the MTP? **Response: Yes, in that work tasks in the UPWP are completed that will aid the development and maintenance of the 2050 MTP.**
- d. Is the work identified in the U/PWP completed in a timely fashion?
Response: Yes.

5. Does the urban area have a valid transportation planning process? 23 U.S.C. 134; 23 CFR 450

Response: Yes. The recent federal certification review indicated that result.

- a. Is the transportation planning process continuous, cooperative, and comprehensive?
Response: Yes.
- b. Is there a valid MTP? **Response: Yes.**
- c. Did the MTP have at least a 20 year horizon at the time of its adoption?

- Response: Yes.**
- d. Does it address the 10 planning factors? **Response: Yes.**
 - e. Does it cover all modes of applicable to the area? **Response: Yes.**
 - f. Is it financially constrained? **Response: Yes.**
 - g. Does it include funding for the maintenance and operation of the system?
Response: Yes.
 - h. Does it conform to the State Implementation Plan (SIP) if applicable?
Response: Yes.
 - i. Is it updated/reevaluated in a timely fashion (at least every 4 or 5 years)?
Response: Yes. It was updated and approved by the TAC in March of 2022.
6. Is there a valid TIP? 23 CFR 450.324, 326, 328, 332 **Response: Yes.**
- a. Is it consistent with the MTP? **Response: Yes.**
 - b. Is it fiscally constrained? **Response: Yes, see 5f above.**
 - c. Is it developed cooperatively with the state and local transit operators?
Response: Yes.
 - d. Is it updated at least every 4 years and adopted by the MPO and Governor?
Response: Yes.
7. Does the urban area have a Congestion Management Process (CMP)? (TMA only)
23 CFR 450.320 **Response: Yes.**
- a. Is it consistent with the MTP? **Response: Yes.**
 - b. Was it used for the development of the TIP? **Response: Yes.**
 - c. Is it monitored and reevaluated to meet the needs of the area? **Response: Yes.**
8. Does the urban area have a process for including environmental mitigation discussions in the planning process? **Response: Yes.**
- a. How? **Response: Yes, in consultation with NCDOT.**
 - b. Why not? **Response: N/A.**
9. Does the planning process meet the following requirements:
- a. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart? **Response: Yes**
 - b. 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 **Response: Yes**
 - c. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21 **Response: Yes**
 - d. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity **Response: Yes**

- e. The appropriate sections of the current federal transportation funding bill regarding the involvement of disadvantaged business enterprises in USDOT funded projects
Response: Yes
 - f. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts; **Response: Yes**
 - g. 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 **Response: Yes**
 - h. 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;
Response: Yes
 - i. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender **Response: Yes**
 - j. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities **Response: Yes**
 - k. All other applicable provisions of Federal law. (e.g. Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations) **Response: Yes**
10. Does the urban area have an adopted Public Involvement Plan (PIP)/Public Participation Plan? 23 CRR 450.316 (b)(1) **Response: Yes.**
- a. Did the public participate in the development of the PIP? **Response: Yes.**
 - b. Was the PIP made available for public review for at least 45-days prior to adoption?
Response: Yes.
 - c. Is adequate notice provided for public meetings? **Response: Yes.**
 - d. Are meetings held at convenient times and at accessible locations?
Response: Yes.
 - e. Is the public given an opportunity to provide oral and/or written comments on the planning process? **Response: Yes.**
 - f. Is the PIP periodically reviewed and updated to ensure its effectiveness?
Response: Yes, it was updated in October 2020.
 - g. Are plans/program documents available in an electronic format, i.e. MPO website?
Response: Yes.
11. Does the area have a process for including environmental, state, other transportation, historic, local land use and economic development agencies in the planning process? (23 CFR 450.324(h)) **Response: Yes.**
- a. How? **Response: The Technical Coordinating Committee (TCC) has many of these agencies on the committee and participating in the planning process.**
 - b. Why not? **Response: N/A.**

RESOLUTION CONFIRMING TRANSPORTATION PLANNING PROCESS

RESOLUTION CERTIFYING THE CABARRUS-ROWAN METROPOLITAN PLANNING ORGANIZATION'S TRANSPORTATION PLANNING PROCESS FOR FY 2026

WHEREAS, the Transportation Advisory Committee has found that the Metropolitan Planning Organization is conducting transportation planning in a continuous, cooperative, and comprehensive manner in accordance with 23 U.S.C. 134 and 49 U.S.C. 1607;

WHEREAS, the Transportation Advisory Committee has found the transportation planning process to be in compliance with Sections 174 and 176 (c) and (d) of the Clean Air Act (42 U.S.C. 7504, 7506 (c) and (d));

WHEREAS, the Transportation Advisory Committee has found the Transportation Planning Process to be in full compliance with Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by each State under 23 U.S.C. 324 and 29 U.S.C. 794;

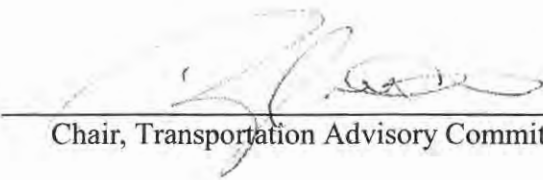
WHEREAS, the Transportation Advisory Committee has considered how the Transportation Planning Process will affect the involvement of Disadvantaged Business Enterprises in the FHWA and the FTA funded planning projects (Section 1003(b) of ISTEA of 1991 (Pub. L. 102-240), Sec. 105(f), Pub. L. 97-424, 96 Stat. 2100, 49 CFR part 23);

WHEREAS, the Transportation Advisory Committee has considered how the Transportation Planning Process will affect the elderly and the disabled per the provision of the Americans With Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat. 327, as amended) and the U.S. DOT implementing regulations (49 CFR parts 27, 37, and 38);

WHEREAS, the Cabarrus-Rowan Metropolitan Transportation Improvement Program is a subset of the currently conforming Cabarrus-Rowan Metropolitan Transportation Plan;

WHEREAS, the Transportation Plan has a planning horizon year of 2050, and meets all the requirements for an adequate Transportation Plan.

NOW THEREFORE, be it resolved that the Cabarrus-Rowan Urban Area Transportation Advisory Committee certifies the transportation planning process for the Cabarrus-Rowan Metropolitan Planning Organization on this the 26th day of March, 2025.



Chair, Transportation Advisory Committee