



MECKLENBURG COUNTY
North Carolina

Proposed Amendment Governing Transportation Improvements

June 16, 2026

Purpose & Background

- Provide overview of proposed legislative amendment governing a planning organization's removal of a project from its transportation plan.
- On January 21, 2026, the Charlotte Regional Transportation Planning Organization (CRTPO) voted 14-7 in favor of the supporting the implementation of the I-77 South toll lane project.
- The CRTPO held a subsequent vote on May 20, 2026, and the majority voted to rescind its support for the project.

Proposed Amendment

If a Metropolitan Planning Organization (MPO) or Rural Planning Organization (RPO) takes unilateral action to remove a project or prevents delivery or funding of a project from its Metropolitan Transportation Improvement Program (MTP) or Comprehensive Transportation Plan (CTP) after commencement of predevelopment activities, any local government that voted in favor of removal is responsible for reimbursing the Department of Transportation (DOT) for costs incurred.

Unilateral Action

Removal of a project by an MPO or RPO that is not required by federal law, court order or by written direction from the DOT.

The DOT will determine what constitutes unilateral action by written notice specifying the amount to be reimbursed.

Project

Selected, programmed or authorized pursuant to state statute and is included in the State Transportation Improvement Program (STIP).

Local Government

Includes a municipality or county.

Definitions

Effective retroactive to January 1, 2026.

Costs Incurred

Includes preliminary engineering, environmental studies, consultant fees, labor and other expenditures prior to removal of the project. (Approx. \$60M)

A local government's share is based on their weighted voting percentage in the MPO or RPO.

Reimbursement

DOT will withhold funding to any municipality and will not commence new STIP projects until reimbursement is satisfied.

Payments made toward the reimbursement shall be deposited in the Highway Trust Fund.

Payment Source

Local government cannot use funds from the Mecklenburg County Roadway Systems and Public Transportation Systems Sales Tax Act to support the reimbursement.

Cost Specifications

**Effective retroactive to January 1,
2026.**

I 77 North Lanes

The DOT shall study the feasibility of options to terminate the June 6, 2014, Comprehensive Agreement for the I 77 North Lanes project in Mecklenburg and Iredell counties including the option to acquire the project.

The study can be conducted by a third-party appraiser to examine termination, modification, negotiation of options and identification of funding.

NC State Transportation Improvement Plan (STIP)

The DOT and Board of Transportation shall not amend the STIP to remove, reprioritize or reprogram the I 77 South Express Lanes project or related funding.

* Expires January 1, 2027

Further State Action

**Effective when the bill becomes
law.**

Bill Status

- HB1094 was filed on April 29, 2026, and is titled Ferry Division Performance Audit.
- The bill was passed by the House on June 3, 2026, and was sent to Senate.
- Senate version is titled Ferry Div. Audit/DOT Omnibus, and provisions affect NCDOT and DMV.
- Due to the timing of the short session, HB1094 could be amended to add this language as the bill filing deadline has passed. This could also be added to the state budget bill and would not go through the standard committee process.
- The Senate Transportation Committee could vote on the Proposed Committee Substitute (PCS) and this amendment if offered on June 17, 2026, at 12pm.

Discussion