ConCPT CN (Consolidation) Program Overview

1.3.1 Purpose of Funding Source

The purpose of the Consolidation (CN) component of the ConCPT funding is to reduce the number of NCDOT IMD grantees while expanding and enhancing the level of public transportation services available in local communities. Funding will be provided for full consolidations in which two or more public transportation grantees merge to form a single grantee.

1.3.2 Notes on Eligible Projects

ConCPT funds must be used directly for eligible public transportation projects and may not be used to offset existing local funding requirements. Consolidation funds may be used only for eligible operating expenses. The lead agency will serve as the applicant and recipient of the funds.

Funding is not guaranteed and requires service to two or more counties to qualify for partial reimbursement. ConCPT funding is limited to a maximum of $180,000 per year for each grantee participating in the consolidation project.

Funding is provided at a 70% state and 30% local share. For example, if two systems apply for a combined total of $260,000, up to $182,000 in state funds may be requested, with a required local match of $78,000.

1.3.3 Applicant Requirements

Minimum Number of Transit Systems	2
Maximum Number of Transit Systems	N/A
Maximum funding per participating system	$180,000
Funding Split	70% State / 30% Local
Funding Use	Operating Only
Due Date	Friday, October 2, 2026
Application Type	Competitive

1.3.4 Priority of Grant Award

Consolidation plans will be evaluated based on their potential to reduce the number of NCDOT IMD grantees while improving the quality, efficiency, and availability of public transportation services in the communities served.

Because submitted applications may not align precisely with the targeted expenditure level due to differences in the quality, scope, and number of applications received, NCDOT reserves the right to award funding at levels below the maximum allowable amount. This flexibility will enable NCDOT to maximize the use of available funds while supporting projects that advance the goals and objectives of the ConCPT program.

ConCPT CO (Coordination) Program Overview

1.3.1 Purpose of Funding Source

The purpose of the Coordination (CO) component of the ConCPT funding is to enhance coordination among NCDOT IMD grantees and other eligible public entities. Funding will be provided for coordination activities in which two or more public entities, at least one of which must be an NCDOT IMD transportation grantee, establish formal relationships to maximize resources, improve operational efficiencies, and expand access to public transportation.

The primary goal of this ConCPT funding is to establish formal partnerships among transit systems to provide coordinated, long-distance transportation services that connect communities to regional destinations.

1.3.2 Notes on Eligible Projects

ConCPT funds must be used directly for eligible public transportation projects and may not be used to offset existing local funding requirements. Coordination funds may be used only for eligible operating expenses. The lead agency will serve as the applicant and recipient of the funds. Funding is not guaranteed and requires service to two or more counties to qualify for partial reimbursement.

Proposed routes must include at least two public entities, at least one of which must be an NCDOT IMD transportation grantee, and operate at least three days a week according to a published schedule. Routes should be designed to provide access to major medical destinations and nearby regional and intercity transportation facilities, including multimodal transportation centers and intercity bus stops. Service to other regional destinations, such as community colleges, may also be considered.

NCDOT IMD's preferred reimbursement method is to establish an agreed-upon cost of service with the lead agency based on service miles and/or hours, including an applicable hourly rate for passenger wait time. Upon receipt of appropriate supporting documentation, NCDOT IMD will reimburse 70% of the eligible service costs.

ConCPT funding is limited to a maximum of $180,000 per year for each grantee participating in the coordination project. Funding is provided at a 70% state and 30% local share. For example, if two systems apply for a combined total of $260,000, up to $182,000 in state funds may be requested, with a required local match of $78,000.

1.3.3 Applicant Requirements

Minimum Number of Transit Systems	2
Maximum Number of Transit Systems	N/A
Maximum funding per participating system	$180,000
Funding Split	70% State / 30% Local
Funding Use	Operating Only
Due Date	Friday, October 2, 2026
Application Type	Competitive

1.3.4 Priority of Grant Award

Coordination plans will be evaluated based on the anticipated increase in mobility, improved access to regional destinations, operational efficiencies, and cost savings resulting from the proposed service. Because submitted applications may not align precisely with the targeted expenditure level due to differences in the quality, scope, and number of applications received, NCDOT reserves the right to award funding at levels below the maximum allowable amount. This flexibility will enable NCDOT to maximize the use of available funds while supporting projects that advance the goals and objectives of the ConCPT program.

Please Note: The FY 2028 ConCPT Program is highly competitive. Transit applicants should recognize that funding will be prioritized for projects that demonstrate comprehensive planning, a high level of project development, and a clear, measurable impact on transit service. Transit agencies are expected to thoroughly vet and thoughtfully develop their applications to ensure that proposed projects are well-conceived, feasible, and aligned with program objectives. Applications that are incomplete, insufficiently developed, or lack a clearly defined project plan are unlikely to be competitive for funding.

Scoring criteria will include but are not limited to -

For existing ConCPT subrecipients only - - Expenditure rate of prior year ConCPT funds excluding capital expenditures - Timeliness of prior claim submission
Provision of increased access to priority locations – **1st Tier Priority Locations** - Colleges/Universities - Medical (including VA) - Pharmacies - Employers **2nd Tier Priority Locations** - Social Security - Dept. Veteran Affairs - Senior Centers **3rd Tier Priority Locations** - Shopping - Dining - Others as specified by applicant
Clarity of collaboration between systems including – - map of route or detailed explanation - transfer or rally points - reduction of duplicative services - cost savings - days and times of service