Western Piedmont Council of Governments

Greater Hickory Metropolitan Planning Organization

Transportation Advisory Committee (TAC)

Wednesday, September 24, 2025, 2:30 PM
WPCOG Offices—1880 2nd Ave NW

wpcog.org/metropolitan-planning-org

Agenda Item	Presenter	Attachment	Action
Call to Order /Ethics Awareness/ Introductions	Hank Guess		
Consent Agenda Items: A. Minutes of August 27, 2025 Meeting B. Transportation Improvement Program Revisions for Release	Hank Guess	Attachment I	Approve Consent Agenda Items
Transportation Improvement Program Revisions for Approval	Averi Ritchie	Attachment II	Adopt via Resolution
Prioritization 8 Identified Projects	Averi Ritchie	Attachment III	Approve List
Express Design Recommendations	Averi Ritchie	Attachment IV	Approve List
Draft Western Piedmont Bicycle and Pedestrian Plan	Casey Fullbright	Attachment V	Release for Public Comment
NCDOT Board Updates Division 11 Division 12 Division 13 Transportation Planning Division Integrated Mobility Division Reminders	Brad Lail, Meagan Phillips Michael Poe Mark Stafford Tim Anderson Reuben Crummy Bryan Lopez Averi Ritchie		
Public Comment / Announcements	Hank Guess		
Adjournment Next Meeting: November 12, 2025	Hank Guess		

GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION (MPO)

1880 2nd Avenue NW, PO Box 9026

Hickory, NC 28603

MINUTES

GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION (GHMPO)

METROPOLITAN TRANSPORTATION ADVISORY COMMITTEE (TAC)

Wednesday, August 27th, 2025 @ 2:30 PM In-person meeting and via Zoom

Present			**Absent**		
First Name	**Last Name**	**Representing**	**First Name**	**Last Name**	**Representing**
Hank	Guess	City of Hickory	Larry	Yoder	Alexander County
Martin	Townsend	Town of Granite Falls	Genita	Hill	Town of Long View
Barbara	Beatty	Catawba County	Ike	Perkins	City of Lenoir
Jill	Patton	City of Hickory	Beth	Rudisill	Town of Maiden
Barry	Mitchell	Town of Hudson	Jody	York	Town of Hildebran
Mark	Canrobert	City of Conover	Donald	Robinson	Town of Catawba
Glen	Harvey	Town of Valdese	Les	Morrow	City of Claremont
Mary	Furtado	Catawba County	Wendy	Cato	City of Morganton
Roy	Johnson	City Newton	Mike	Stroud	Burke County
Holly	Crafton-Lay	Town of Maiden	VACANT		Glen Alpine
Richard	Andrews	Town of Cajah's Mountain	VACANT		Alexander County
Donna	Price	Town of Rhodhiss	VACANT		Long View
Jack	Simms	Town of Taylorsville	VACANT		Brookford
			VACANT		Gamewell
			VACANT		Glen Alpine

			VACANT		Caldwell County
			VACANT		Cedar Rock
			VACANT		Connelly Springs
			VACANT		Sawmills
			VACANT		Rutherford College
			VACANT		Drexel

WPCOG, FHWA & GUEST	**NC DOT STAFF**
Averi Ritchie – WPCOG	Dean Ledbetter – Div 11 & 12
Casey Fullbright - WPCOG	Ruben Crummy – NC DOT TPD
Michael Bowman – Greenway	Sean Sizemore – Div 11
	Anil Panicker – Div 12
	Dough Phillips – Div 13
	Tim Anderson – Div 13
	Brad Lail - BOT
	Meghan Phillips - BOT

Call to Order/Ethics Awareness/ and Introductions: Chairman Guess called the meeting to order at 2:30 PM and welcomed all present. Introductions were conducted, followed by the Introduction of online viewers.

Approval of Remote Participation: Online attendees were Holly Crafton-Lay, Meghan Phillips, Glen Harvey and Jack Simms. Chairman Guess canvassed the committee for any objections to online participants. Upon a motion made by Chairman Guess and seconded by Mr. Canrobert, online participation was approved.

Action Items:

I. Approval of Consent Agenda: Chairman Guess called for a motion to approve the consent agenda. Upon a motion made by Mrs. Patton and a second by Mr. Townsend, the board unanimously approved the consent agenda.

II. Transportation Improvement Program Revisions for Approval: Ms. Ritchie presented the requested Transportation Improvement Program revisions, noting updates to several planning and construction projects across the Greater Hickory MPO region. She highlighted additional funding allocations to support multi-year planning assistance efforts as well as schedule adjustments for the US 321 and Mission Road intersection project in Caldwell County, which will now move forward with design and construction in later fiscal years. Upon a motion made by Mrs. Beatty and seconded by Mrs. Patton, the board unanimously approved the Transportation Improvement Program Revisions.

III. Metropolitan Transportation Improvement Program for Approval: Ms. Ritchie presented the 2026–2035 Metropolitan Transportation Improvement Program, a fiscally constrained plan that outlines how transportation investments will be programmed across Alexander, Burke, Caldwell, and Catawba counties. She noted that the MTIP incorporates projects from the statewide plan while also advancing local priorities such as roadway upgrades, public transit improvements, and bicycle and pedestrian facilities. Upon a motion made by Mr. Canrobert and seconded by Mrs. Beatty, the board unanimously approved the Metropolitan Transportation Improvement Program.

IV. GHMPO Functional Reclassification of Roadways: Mr. Crummy presented the Statewide Functional Reclassification Updates, explaining that NCDOT reviewed roadway data such as traffic volumes, speed limits, and roadway characteristics to ensure classifications align with current conditions. He highlighted several roadway segments in the Greater Hickory MPO area identified for upgrades, downgrades, or no changes, including portions of NC 150, US 321, Lenoir Rhyne Boulevard, Springs Road, and US 70. The updated classifications were presented for approval to keep the regional system consistent with federal standards and funding requirements. Upon a motion made by Mr. Canrobert and seconded by Mrs. Patton, the board unanimously approved the GHMPO Functional Reclassification of Roadways.

V. Prioritization 8 Identified Projects: Ms. Ritchie presented updates on Prioritization 8 and initiated discussion on the upcoming Prioritization 9 process, noting that these efforts are part of NCDOT's data-driven system for selecting transportation projects. She explained that the Greater Hickory MPO has an important role in submitting candidate projects, applying local input points, and ensuring consistency with long-range transportation plans. The results of the current cycle will help shape which projects move forward for funding in the next State Transportation Improvement Program. Chairman Guess canvassed the committee, and upon seeing no objections, the Prioritization 8 identified projects were approved for public release by consensus.

NCDOT Update –

- **Board of Transportation:** No Updates
- **Division 11:** Mr. Sizemore stated that no new updates were available and provided all current projects in the agenda packet.
- **Division 12:** Mr. Panicker provided updates in the packet, which now features a revised format.
- **Division 13:** Mr. Anderson discussed project updates including, the Castle Bridge project in Burke County being let in August. Further project updates were discussed including the Norfolk Southern bridge in Morganton being 55% completed. The current funding request for the Private Bridge and Road Program were discussed.
- **NCDOT-TPD:** Mr. Crummy provided updates on the NC Transportation Summitt being held September 3rd-4th. He also provided an update about NC Bike Walk being held September 7th-9th.
- **NCDOT-IMD:** No updates

Reminders: Ms. Ritchie reminded members that the GHMPO will be hosting Prioritization 9 meetings in September to select the first group of projects for express designs.

Public Comment/Announcements: None

Adjournment: Chairman Guess adjourned the meeting at 3:16 p.m. The next meeting will be Wednesday, September 24th, 2025.

Respectfully Submitted,

Hank Guess, TAC Chairman	Averi Ritchie, TAC Secretary

REQUEST FOR BOARD ACTION
GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION
TCC/TAC

MEETING DATE: September 24, 2025

SUBJECT: Transportation Improvement Program Revisions for Release

PRESENTER: Averi Ritchie, Transportation Planning Manager

ATTACHMENTS: Transportation Improvement Program Revisions for Release

SUMMARY OF REQUEST:

State Transportation Improvement Program (STIP) revisions include modifications and amendments to regional and statewide transportation projects. STIP revisions are released for public comment and approved following a 30 day public comment period by TAC. All approved revisions are submitted for Board of Transportation approval. Modifications and revisions often include funding and fiscal year changes. Revisions are released monthly by NCDOT.

BOARD ACTION REQUESTED: Release for public comment.

Suggested Motion: *Approval to release for public comment*

REVISIONS TO THE 2024-2033 STIP AND 2026-2035 STIP

HIGHWAY PROGRAM

STIP ADDITIONS

- STIP AMENDMENTS APPROVED BY THE BOARD OF TRANSPORTATION IN JULY AND AUGUST 2025 (ITEM N FINAL) WILL BE AMENDED TO THE 2026-2035 STIP UPON FEDERAL APPROVAL (ANTICIPATED LATE 2025). THESE AMENDMENTS WERE PREVIOUSLY APPROVED ONLY FOR THE 2024-2035 STIP.

REVISIONS TO THE 2024-2033 STIP AND 2026-2035 STIP

HIGHWAY PROGRAM

STATEWIDE PROJECT

STIP ADDITIONS

* BN-0031 - STATEWIDE PROJECT	VARIOUS. LOCATIONS STATEWIDE. CONSTRUCT	ENGINEERING	2026	$2,600,000	TAANY
STATEWIDE	PEDESTRIAN SAFETY IMPROVEMENTS.	RIGHT-OF-WAY	2026	$1,000,000	TAANY
PROJ.CATEGORY	***ADD PROJECT AT THE REQUEST OF THE***	UTILITIES	2026	$1,000,000	TAANY
STATEWIDE	***TRANSPORTATION MOBILITY AND SAFETY DIVISION.***	CONSTRUCTION	2026	$21,400,000	TAANY
				$26,000,000	

*** INDICATES FEDERAL AMENDMENT**

REVISIONS TO THE 2024-2033 STIP AND 2026-2035 STIP

HIGHWAY PROGRAM

STATEWIDE PROJECT

STIP MODIFICATIONS

* HV-0001 STATEWIDE **PROJ.CATEGORY** DIVISION	- STATEWIDE PROJECT	VARIOUS, LOCATIONS STATEWIDE. CONSTRUCTION OF ELECTRIC VEHICLE SUPPLY EQUIPMENT ALONG NORTH CAROLINA'S ALTERNATIVE CORRIDORS AND NEVI PLANNING. ***ADD PRELIMINARY ENGINEERING AND CONSTRUCTION IN FY 26. THIS ACTION ADDS THESE PHASES TO THE 2026-2035 STIP.***	ENGINEERING CONSTRUCTION	FY 2026 - $9,202,000 FY 2026 - $91,702,000 $100,904,000	(NEVI) (NEVI)

*** INDICATES FEDERAL AMENDMENT**

REVISIONS TO THE 2024-2033 STIP AND 2026-2035 STIP

HIGHWAY PROGRAM

GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION

STIP ADDITIONS

* HS-2411D CALDWELL **PROJ.CATEGORY** STATEWIDE	- GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION	US 321, SR 1370 (KIRBY MOUNTAIN ROAD) TO GREEN HILL ROAD. INSTALL RUMBLE STRIPS AND PAVEMENT MARKINGS. ***ADD PROJECT BREAK AT THE REQUEST OF TRANSPORTATION MOBILITY AND SAFETY DIVISION.***	CONSTRUCTION	FY 2026 - $625,000 $625,000	(HSIP)
* HS-2413Q BURKE **PROJ.CATEGORY** DIVISION	- GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION	SR 1786 (MILLER BRIDGE ROAD), NC 18 AND SR 1761 (OLD NC HIGHWAY 10). INSTALL RUMBLE STRIPS WITH 6-INCH LONG LIFE PAVEMENT MARKINGS. ***ADD PROJECT BREAK AT THE REQUEST OF TRANSPORTATION MOBILITY AND SAFETY DIVISION.***	CONSTRUCTION	FY 2026 - $135,000 $135,000	(HSIP)

*** INDICATES FEDERAL AMENDMENT**

REQUEST FOR BOARD ACTION
GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION
TCC/TAC

MEETING DATE: September 24, 2025

SUBJECT: Transportation Improvement Program Revisions for Approval

PRESENTER: Averi Ritchie, Transportation Planning Manager

ATTACHMENTS: Transportation Improvement Program Revisions for Approval

SUMMARY OF REQUEST:

State Transportation Improvement Program (STIP) revisions include modifications and amendments to regional and statewide transportation projects. STIP revisions are released for public comment and approved following a 30 day public comment period by TAC. All approved revisions are submitted for Board of Transportation approval. Modifications and revisions often include funding and fiscal year changes. Revisions are released monthly by NCDOT.

BOARD ACTION REQUESTED: Recommend for approval.

Suggested Motion: *Motion to approve*

REVISIONS TO THE 2024-2033 STIP

HIGHWAY PROGRAM

STATEWIDE PROJECT

STIP MODIFICATIONS

HO-0024	- STATEWIDE PROJECT	STATEWIDE. IMPROVE 1000 ISOLATED CLOSED-LOOP SYSTEM SIGNALS.	IMPLEMENTATION	FY 2026 -	$2,965,000	(DP)
STATEWIDE				FY 2026 -	$250,000	(O(M))
PROJ.CATEGORY		***DELAY IMPLEMENTATION FROM FY 25 TO FY 26 AT THE REQUEST OF THE TRANSPORTATION MOBILITY AND SAFETY DIVISION. DP REPRESENTS FEDERAL ATTAI GRANT.***		FY 2026 -	$741,000	(HF(M))
EXEMPT				FY 2027 -	$3,021,000	(DP)
				FY 2027 -	$250,000	(O(M))
				FY 2027 -	$755,000	(HF(M))
				FY 2028 -	$3,060,000	(DP)
				FY 2028 -	$250,000	(O(M))
				FY 2028 -	$765,000	(HF(M))
				FY 2029 -	$2,900,000	(DP)
				FY 2029 -	$250,000	(O(M))
				FY 2029 -	$725,000	(HF(M))
					$15,932,000	
* R-5753	- STATEWIDE PROJECT	FEDERAL LANDS TRANSPORTATION PROGRAM (FLTP) AND EMERGENCY RELIEF FOR FEDERALLY OWNED ROADS (ERFO), VARIOUS FEDERAL LANDS. IMPROVE ROADS AND BRIDGES ON TRANSPORTATION FACILITIES THAT ARE OWNED BY THE FEDERAL GOVERNMENT THAT PROVIDE ACCESS TO FEDERAL LANDS.	CONSTRUCTION	FY 2025 -	$43,876,000	(ERFO)
STATEWIDE				FY 2025 -	$10,882,000	(FLTP)
PROJ.CATEGORY		***COST INCREASE EXCEEDING $2 MILLION AND 25% THRESHOLDS.***		FY 2026 -	$12,340,000	(FLTP)
EXEMPT				FY 2027 -	$9,408,000	(ERFO)
				FY 2027 -	$20,580,000	(FLTP)
				FY 2027 -	$59,584,000	(O)
				FY 2028 -	$53,267,000	(ERFO)
				FY 2028 -	$13,844,000	(FLTP)
				FY 2028 -	$40,000,000	(O)
				FY 2029 -	$6,000,000	(FLTP)
					$269,781,000	

*** INDICATES FEDERAL AMENDMENT**

REVISIONS TO THE 2024-2033 STIP

HIGHWAY PROGRAM

GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION

STIP ADDITIONS

* BL-0164	- GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION	CONOVER BOULEVARD EAST, CONOVER CITY PARK TO 1ST STREET SOUTHEAST. CONSTRUCT CORRIDOR IMPROVEMENTS INCLUDING SIDEWALKS, PEDESTRIAN SIGNALIZATION AND TURN LANE IMPROVEMENTS	ENGINEERING	FY 2026 -	$120,000	(BGDA)
CATAWBA				FY 2026 -	$30,000	(L)
PROJ.CATEGORY			RIGHT-OF-WAY	FY 2028 -	$40,000	(BGDA)
DIVISION				FY 2028 -	$10,000	(L)
		ADD PROJECT AT THE REQUEST OF THE MPO.	UTILITIES	FY 2028 -	$20,000	(BGDA)
				FY 2028 -	$5,000	(L)
			CONSTRUCTION	FY 2029 -	$485,000	(BGDA)
				FY 2029 -	$122,000	(L)
					$832,000	
* BL-0165	- GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION	10TH AVENUE SOUTHEAST; 3RD STREET SOUTHEAST; 8TH AVENUE SOUTHEAST; 5TH STREET SOUTHEAST; 3RD AVENUE DRIVE SOUTHEAST, VARIOUS LOCATIONS IN HICKORY. CONSTRUCT SIDEWALK	ENGINEERING	FY 2026 -	$280,000	(TAANY)
CATAWBA				FY 2026 -	$70,000	(L(M))
PROJ.CATEGORY			RIGHT-OF-WAY	FY 2027 -	$320,000	(CMAQ)
DIVISION				FY 2027 -	$80,000	(L(M))
		ADD PROJECT AT THE REQUEST OF THE MPO.	UTILITIES	FY 2027 -	$280,000	(CMAQ)
				FY 2027 -	$70,000	(L(M))
			CONSTRUCTION	FY 2028 -	$1,920,000	(CMAQ)
				FY 2028 -	$480,000	(L(M))
					$3,500,000	
* BL-0166	- GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION	MASSEL AVENUE, RODORET STREET TO CAROLINA STREET SE. CONSTRUCT SIDEWALK.	ENGINEERING	FY 2026 -	$140,000	(TAANY)
BURKE				FY 2026 -	$35,000	(L(M))
PROJ.CATEGORY			RIGHT-OF-WAY	FY 2028 -	$60,000	(TAANY)
DIVISION				FY 2028 -	$15,000	(L(M))
		ADD PROJECT AT THE REQUEST OF THE MPO.	UTILITIES	FY 2028 -	$20,000	(TAANY)
				FY 2028 -	$5,000	(L(M))
			CONSTRUCTION	FY 2029 -	$540,000	(TAANY)
				FY 2029 -	$135,000	(L(M))
					$950,000	

*** INDICATES FEDERAL AMENDMENT**

REVISIONS TO THE 2024-2033 STIP AND 2026-2035 STIP

HIGHWAY PROGRAM

STATEWIDE PROJECT

STIP MODIFICATIONS

* HV-0001	- STATEWIDE PROJECT	VARIOUS, LOCATIONS STATEWIDE. CONSTRUCTION OF ELECTRIC VEHICLE SUPPLY EQUIPMENT ALONG NORTH CAROLINA'S ALTERNATIVE CORRIDORS AND NEVI PLANNING.	ENGINEERING	FY 2026 - $9,202,000	(NEVI)
STATEWIDE			CONSTRUCTION	FY 2026 - $91,702,000	(NEVI)
PROJ.CATEGORY				$100,904,000	
DIVISION		***ADD PRELIMINARY ENGINEERING AND CONSTRUCTION IN FY 26. THIS ACTION ADDS THESE PHASES TO THE 2026-2035 STIP.***			

*** INDICATES FEDERAL AMENDMENT**

REVISIONS TO THE 2024-2033 STIP AND 2026-2035 STIP

HIGHWAY PROGRAM

GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION

STIP ADDITIONS

* HS-2411D CALDWELL **PROJ.CATEGORY** STATEWIDE	- GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION	US 321, SR 1370 (KIRBY MOUNTAIN ROAD) TO GREEN HILL ROAD. INSTALL RUMBLE STRIPS AND PAVEMENT MARKINGS. ***ADD PROJECT BREAK AT THE REQUEST OF TRANSPORTATION MOBILITY AND SAFETY DIVISION.***	CONSTRUCTION	FY 2026 - $625,000 $625,000	(HSIP)
* HS-2413Q BURKE **PROJ.CATEGORY** DIVISION	- GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION	SR 1786 (MILLER BRIDGE ROAD), NC 18 AND SR 1761 (OLD NC HIGHWAY 10). INSTALL RUMBLE STRIPS WITH 6-INCH LONG LIFE PAVEMENT MARKINGS. ***ADD PROJECT BREAK AT THE REQUEST OF TRANSPORTATION MOBILITY AND SAFETY DIVISION.***	CONSTRUCTION	FY 2026 - $135,000 $135,000	(HSIP)

*** INDICATES FEDERAL AMENDMENT**

GREATER HICKORY
METROPOLITAN PLANNING ORGANIZATION (MPO)
1880 2nd Avenue NW, PO Box 9026
Hickory, NC 28603

RESOLUTION ADOPTING MODIFICATIONS TO THE TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FY 2024-2033 & FY 2026-2035

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, the following modifications have been proposed for FY 2024-2033 Transportation Improvement Program (TIP):

See page 1 of this Attachment

WHEREAS, the MPO certifies that these TIP modifications are consistent with the intent of the adopted 2050 Metropolitan Transportation Plan (MTP);

NOW THEREFORE be it resolved, by the Greater Hickory MPO Transportation Advisory Committee (TAC) that the TIP FYs 2024-2033 be modified as listed above on this, the 24th day of September, 2025.

_____
Hank Guess
Greater Hickory MPO TAC Chair

_____
Averi Ritchie
Greater Hickory MPO TAC Secretary

REQUEST FOR BOARD ACTION
GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION
TCC/TAC

MEETING DATE: September 24, 2025

SUBJECT: Prioritization 8 List Approval, Averi Ritchie, Transportation Planning Manager

ATTACHMENTS: Prioritization 8 List Approval

SUMMARY OF REQUEST:

North Carolina's **Strategic Transportation Investments (STI) Law**, enacted in 2013, established a data-driven process for selecting and funding transportation projects through a recurring process known as **Prioritization**. Administered by the **North Carolina Department of Transportation (NCDOT)**, this process evaluates highway, bicycle/pedestrian, transit, rail, and aviation projects every two to three years.

The current cycle, **Prioritization 8.0 (P8.0)**, is part of the development of the **2026–2035 State Transportation Improvement Program (STIP)**. Under P8.0, candidate projects are scored and ranked based on quantitative data, local input, and planning consistency. Projects are evaluated within three funding tiers:

- **Statewide Mobility** (100% data-driven),
- **Regional Impact** (70% data-driven, 30% local input),
- **Division Needs** (50% data-driven, 50% local input).

The Greater Hickory MPO (GHMPO) plays a critical role in P8.0 by submitting candidate projects, assigning local input points, and ensuring that projects align with regional plans such as the **2050 Metropolitan Transportation Plan (MTP)** and **Comprehensive Transportation Plan (CTP)**.

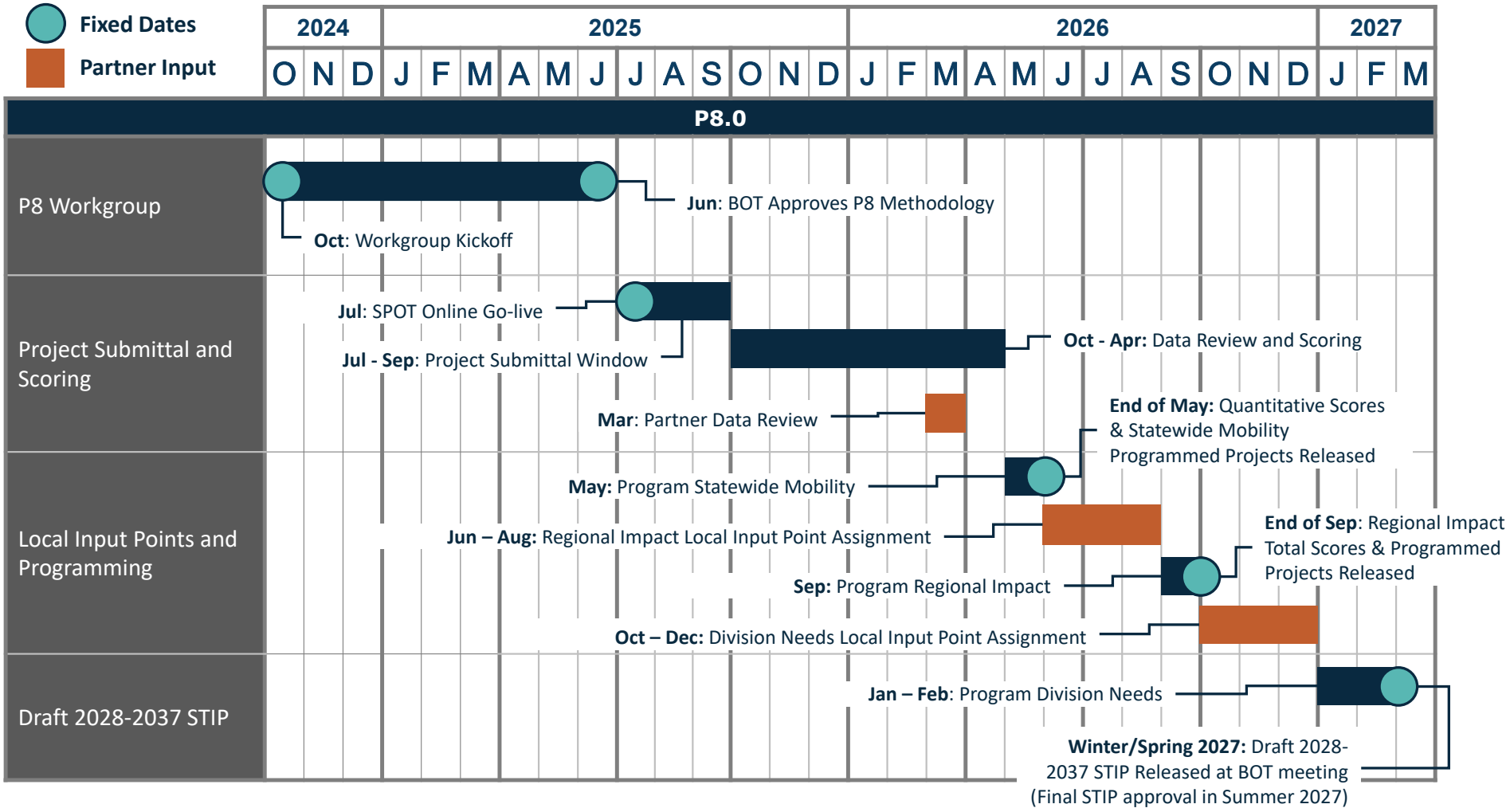
P8.0 emphasizes project readiness, cost-effectiveness, and alignment with statewide and regional goals. The results of this prioritization cycle will influence which transportation projects are programmed for funding in the next STIP.

BOARD ACTION REQUESTED: Approve list.

Suggested Motion: ***Motion to approve the project list as presented.***

P8 Schedule

October 2024



P8 Submittal Allotments (Per Mode)

April 2025 - recommended by P8 Workgroup

MPO/RPO Name	P8 Population	P8 Pop rounded to nearest 50K	P8 Add'l Submittals Based on Population	2024 Centerline Miles	Centerline Miles rounded to nearest 500	P8 Add'l Projects based on Centerline Miles	INITIAL P8 Submittal Allotment	Submittal Allotment (30% reduction, unrounded)	P8 Submittal Allotment (per mode)
Albemarle RPO	174,219	150,000	3	2,942	3,000	6	**21**	14.70	**15**
Burlington-Graham MPO	176,195	200,000	4	1,043	1,000	2	**18**	12.60	**13**
Cabarrus-Rowan MPO	352,583	350,000	7	1,994	2,000	4	**23**	16.10	**16**
Cape Fear RPO	133,153	150,000	3	2,172	2,000	4	**19**	13.30	**13**
Capital Area MPO	1,345,849	1,350,000	27	4,715	4,500	9	**48**	33.60	**34**
Central Pines RPO	163,547	150,000	3	2,503	2,500	5	**20**	14.00	**14**
Charlotte Regional TPO	1,494,627	1,500,000	30	3,690	3,500	7	**49**	34.30	**34**
Down East RPO	94,026	100,000	2	1,567	1,500	3	**17**	11.90	**12**
Eastern Carolina RPO	169,863	150,000	3	2,967	3,000	6	**21**	14.70	**15**
Fayetteville Area MPO	440,763	450,000	9	1,873	2,000	4	**25**	17.50	**18**
Foothills RPO	132,825	150,000	3	2,078	2,000	4	**19**	13.30	**13**
French Broad River MPO	426,072	450,000	9	2,383	2,500	5	**26**	18.20	**18**
Gaston-Cleveland-Lincoln MPO	404,464	400,000	8	3,012	3,000	6	**26**	18.20	**18**
Goldsboro Urban Area MPO	90,276	100,000	2	599	500	1	**15**	10.50	**11**
Grand Strand Area Transportation Study	55,658	50,000	1	337	500	1	**14**	9.80	**10**
Greater Hickory MPO	367,982	350,000	7	3,174	3,000	6	**25**	17.50	**18**
Greensboro Urban Area MPO	406,916	400,000	8	1,606	1,500	3	**23**	16.10	**16**
Greenville Urban Area MPO	140,982	150,000	3	468	500	1	**16**	11.20	**11**
High Country RPO	212,443	200,000	4	4,157	4,000	8	**24**	16.80	**17**
High Point Urban Area MPO	291,390	300,000	6	1,835	2,000	4	**22**	15.40	**15**
Jacksonville Urban Area MPO	198,377	200,000	4	912	1,000	2	**18**	12.60	**13**
Kerr-Tar RPO	165,829	150,000	3	2,839	3,000	6	**21**	14.70	**15**
Land-of-Sky RPO	68,566	50,000	1	1,374	1,500	3	**16**	11.20	**11**
Lumber River RPO	221,710	200,000	4	3,348	3,500	7	**23**	16.10	**16**
Mid-Carolina RPO	125,588	150,000	3	2,760	3,000	6	**21**	14.70	**15**
Mid-East RPO	110,738	100,000	2	2,140	2,000	4	**18**	12.60	**13**
New Bern Area MPO	54,294	50,000	1	255	500	1	**14**	9.80	**10**
Northwest Piedmont RPO	166,565	150,000	3	2,987	3,000	6	**21**	14.70	**15**
Peanut Belt RPO	113,183	100,000	2	2,630	2,500	5	**19**	13.30	**13**
Piedmont Triad RPO	260,674	250,000	5	3,977	4,000	8	**25**	17.50	**18**
Rocky Mount Urban Area MPO	77,662	100,000	2	488	500	1	**15**	10.50	**11**
Rocky River RPO	103,648	100,000	2	2,104	2,000	4	**18**	12.60	**13**
Sandhills MPO	57,707	50,000	1	242	0	0	**13**	9.10	**9**
Southwestern RPO	143,270	150,000	3	2,617	2,500	5	**20**	14.00	**14**
Triangle West TPO	458,128	450,000	9	1,358	1,500	3	**24**	16.80	**17**
Upper Coastal Plain RPO	227,569	250,000	5	3,049	3,000	6	**23**	16.10	**16**
Wilmington Urban Area MPO	296,302	300,000	6	836	1,000	2	**20**	14.00	**14**
Winston-Salem Area TPO	449,926	450,000	9	1,490	1,500	3	**24**	16.80	**17**
Total							**824**		**581**

Division	INITIAL P8 Submittal Allotment	Submittal Allotment (30% reduction, unrounded)	P8 Submittal Allotment (per mode)
01	**14**	9.80	**10**
02	**14**	9.80	**10**
03	**14**	9.80	**10**
04	**14**	9.80	**10**
05	**14**	9.80	**10**
06	**14**	9.80	**10**
07	**14**	9.80	**10**
08	**14**	9.80	**10**
09	**14**	9.80	**10**
10	**14**	9.80	**10**
11	**14**	9.80	**10**
12	**14**	9.80	**10**
13	**14**	9.80	**10**
14	**14**	9.80	**10**
Total	**196**		**140**

Notes on Formula and Initial Calculations:

Each MPO and RPO receives a base of 12 submittals.
Each MPO and RPO receives 1 additional submittal for every 50,000 in population.
Each MPO and RPO receives 1 additional submittal for every 500 centerline miles.

Each Division receives 14 submittals.

Population sourced from 2020 census data.
Centerline miles sourced from Q1 2025 LRS.
MPO/RPO calculations use official boundaries as of February 2025.

REQUEST FOR BOARD ACTION
GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION
TCC/TAC

MEETING DATE: September 24, 2025

SUBJECT: Express Design Recommendations
PRESENTER: Averi Ritchie, Transportation Planning Manager

ATTACHMENTS: Express Design Recommendations

SUMMARY OF REQUEST:

What is an Express Design for Prioritization 9.0

- NCDOT is requiring that *a subset* of highway projects submitted into Prioritization 9 must have a completed Express Design before they can be scored.
- This rule is already in effect ("approved to ensure more accurate project cost estimates ... to help avoid the rising costs that reduce available funding in future STI cycles") and applies to certain projects in each MPO/RPO region.

Key Requirements of Express Design (from current NCDOT guidance)
Based on the "Express Design / Project Scoping Process Guidance" and "Express Design Traffic Evaluation Guidance" documents, some of the requirements include:

1. **Data collection / Mapping / Environmental Features**
    - Use of ATLAS Screening Tool to identify potential natural/human environmental resources.
    - Define a *Project Scoping Study Area* (size depends on project type: intersection upgrade, widening, new location, etc.) and generate shapefile.
2. **Traffic and Safety Evaluation**
    - Traffic Volume Reports (if available from SPOT prioritization rounds) or new traffic studies.
    - Safety/crash data for the study area.
3. **Alternatives & Design Assumptions**
    - Develop conceptual design alternatives (e.g. widening, intersection improvements) and include previous SPOT-alternatives if they differ.
    - Use of SAFID (Safest Feasible Intersection Design) charts when addressing intersection/interchange design alternatives.
4. **Cost Estimation**
    - Estimate construction, right-of-way, utilities, environmental mitigation costs, etc., based on the chosen alternative(s).
5. **Stakeholder Coordination & Local Plans Review**
    - Consult local/municipal plans (future land use, bicycle-pedestrian, etc.).
    - Identify constraints from utilities, land ownership, etc.
6. **Deliverables / Submission**

    - Upload required files (GIS shapefiles, design documents, data) to NCDOT's Express Design / Feasibility Studies Unit.
    - Complete traffic evaluation in the format required.
7. **Study Area & Environmental Screening**
    - Minimum buffer distances around project limits depending on project type; ability to refine as the project moves forward.

Why These Requirements Are Important for P9.0

- **More Accurate Cost Estimates:** By having actual design concepts and alternatives worked up, estimates are less speculative, reducing under-budgeting or surprise costs. This helps ensure smoother delivery and better use of STI funding.
- **Improved Project Comparisons and Scoring:** Projects can be scored more fairly in SPOT when their scope, impacts, and performance are better understood ahead of scoring. Alternatives evaluated, safety and traffic impacts known, etc.
- **Reduced Risk of Delay or Rework:** Early environmental screening, stakeholder input, and identification of constraints (ROW, utilities, environmental) reduce the likelihood of big surprises later in design or construction.
- **Helps with Prioritization / Funding Decisions:** NCDOT and local/regional planning bodies can decide which projects are most feasible / cost-effective / impactful, when they have more up-front technical information.
- **Cost Inflation Protection:** The earlier projects are designed, the better able they are to account for inflation in material / land / labor costs, which is especially relevant when funding is spread over several years. This was explicitly noted in the guidance approving the express design requirement.

BOARD ACTION REQUESTED: Approval

Suggested Motion: ***I move to approve the express design submittals as presented.***

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Express Design Submittals

Averi Ritchie

September 24, 2025

What are express designs?

- Express Designs are quick turn-around conceptual designs for needed projects requested by Local Planning Organizations and NCDOT Division Offices.
- They are ideally completed prior to Strategic Prioritization project scoring for greater accuracy in right of way, utility relocation, and construction cost estimates.
  - Better input for Specific Improvement Types (SITs) in the Prioritization process
- Express Designs not only enhance the quality of the STIP, but also enhance project collaboration and project scheduling.

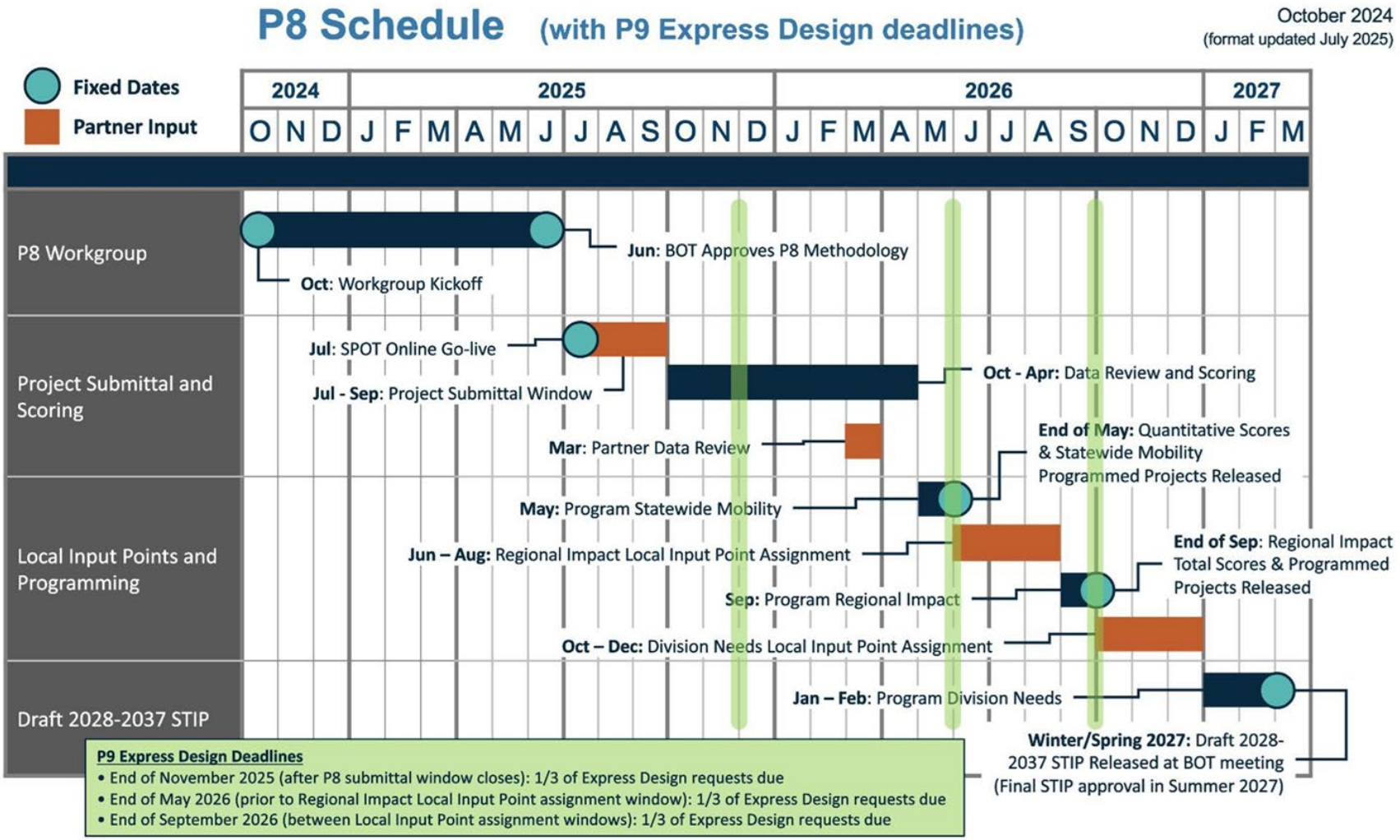
Express Design Allotment

- The GHMPO receives 10 express design submittals for Prioritization 9
  - Though Prioritization 9 has not started, MPOs are required to submit 1/3 of express designs by the end of November
- The remaining 6 express designs will be based off of more comprehensive data received from Prioritization 8 scores

Express Design Selection

- Corridor Development Engineer input
- Safety data (years 2020-2024)
- Local government input based on community concerns and repeat problem areas
- Roadways that do not have existing express designs

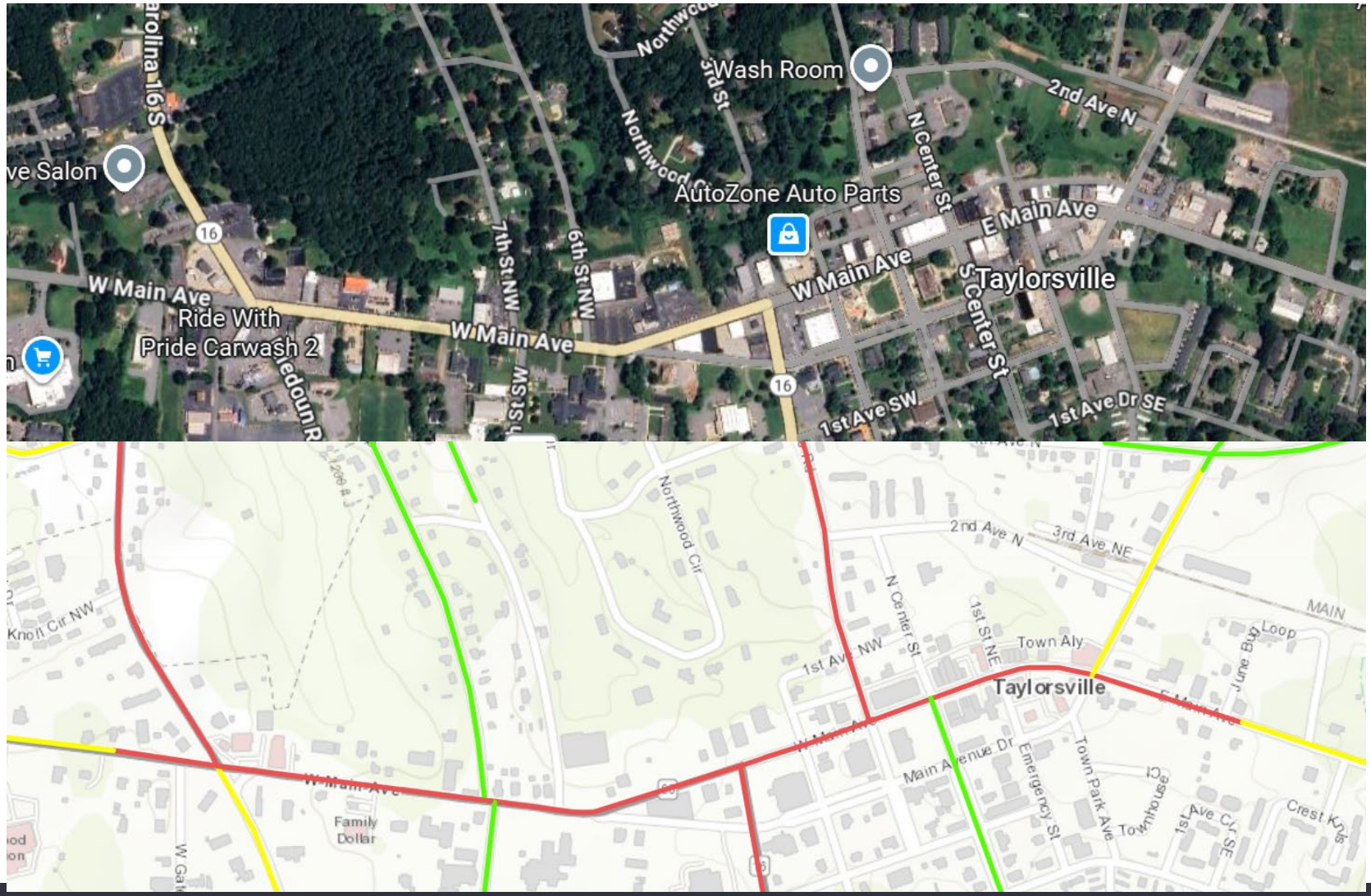
Timeline


P8 Schedule (with P9 Express Design deadlines)
October 2024
(format updated July 2025)
Fixed Dates
Partner Input
2024
2025
2026
2027
O N D J F M A M J J A S O N D J F M A M J J A S O N D J F M
P8 Workgroup
Oct: Workgroup Kickoff
Jun: BOT Approves P8 Methodology
Project Submittal and Scoring
Jul: SPOT Online Go-live
Jul - Sep: Project Submittal Window
Oct - Apr: Data Review and Scoring
Mar: Partner Data Review
End of May: Quantitative Scores & Statewide Mobility Programmed Projects Released
Local Input Points and Programming
May: Program Statewide Mobility
Jun – Aug: Regional Impact Local Input Point Assignment
End of Sep: Regional Impact Total Scores & Programmed Projects Released
Sep: Program Regional Impact
Oct – Dec: Division Needs Local Input Point Assignment
Draft 2028-2037 STIP
Jan – Feb: Program Division Needs
Winter/Spring 2027: Draft 2028-2037 STIP Released at BOT meeting
(Final STIP approval in Summer 2027)
P9 Express Design Deadlines
• End of November 2025 (after P8 submittal window closes): 1/3 of Express Design requests due
• End of May 2026 (prior to Regional Impact Local Input Point assignment window): 1/3 of Express Design requests due
• End of September 2026 (between Local Input Point assignment windows): 1/3 of Express Design requests due

Alexander County Planned Submittal

- Route: W/E Main Avenue
  - NC 16 TO June Bug Loop Road
- Total Crashes (2020-2024): 117
- Address problem intersections as well as overall roadway
  - The Town of Taylorsville has already funded studies for roundabouts along the corridor that could be incorporated
- Town of Taylorsville plans to seek a streetscape study along this stretch

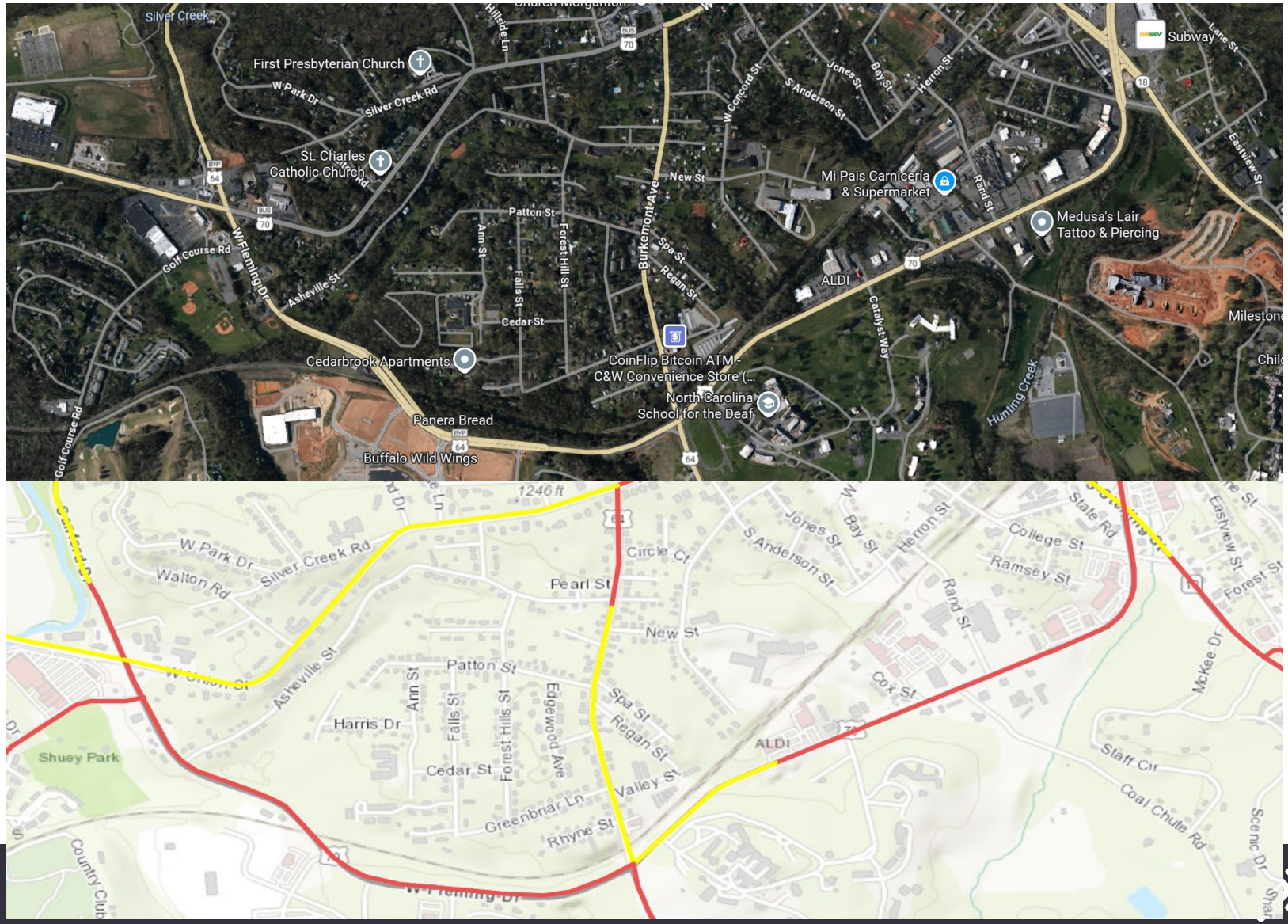
Alexander County Mapped Submittal



Burke County Planned Submittal

- Route: W. Fleming Drive
  - Carbon City Road to S. Sterling Street
- Total Crashes (2020-2024): 509
- Address problem intersections as well as overall roadway
  - NC School of Science and Math & NC School for the Deaf
  - An express design is already underway at W. Fleming and Burkemont Road intersection. This could be incorporated.

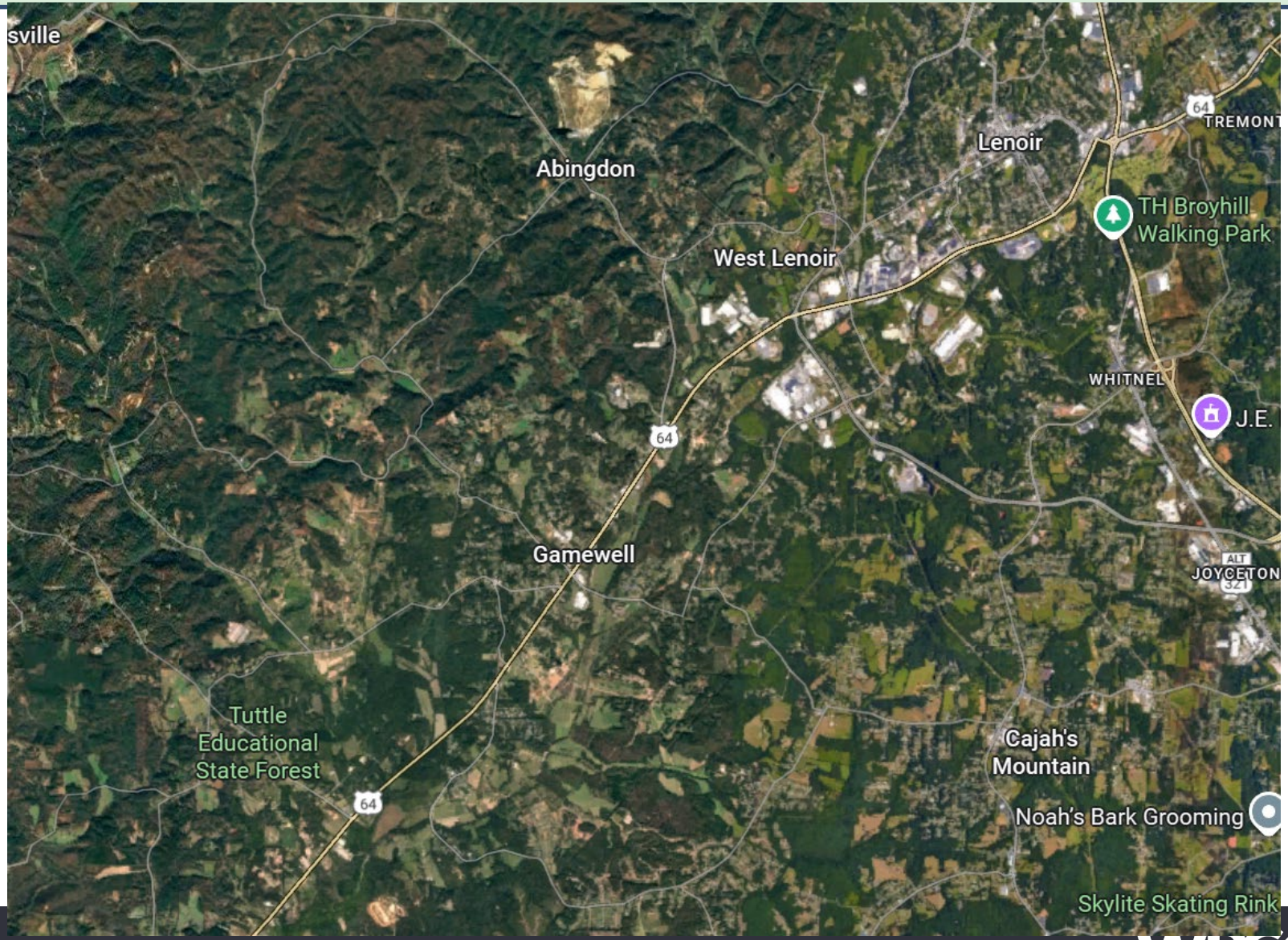
Burke County Mapped Submittal

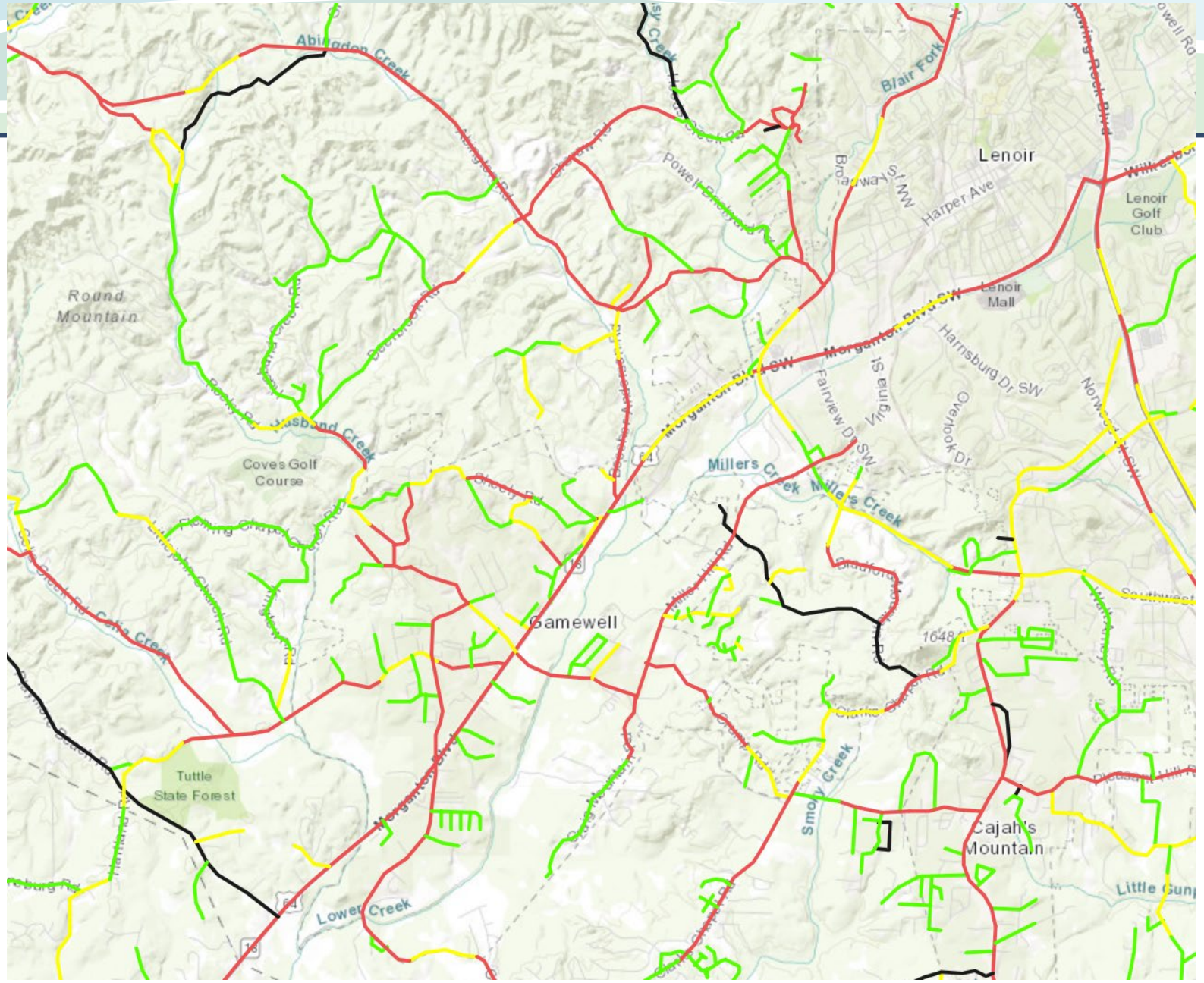


Caldwell County Planned Submittal

- Route: NC 18/ US 64
  - Burke County line to Harper Avenue
- Total Crashes (2020-2024): 807
- Address problem intersections as well as overall roadway
  - US 64/Antioch Road Intersection
  - Funded US 64/Calico Road Intersection design would be incorporated
  - An express design is already underway on NC 18/US 64 from US 321 to US 64 Split to Taylorsville

Caldwell County Mapped Submittal

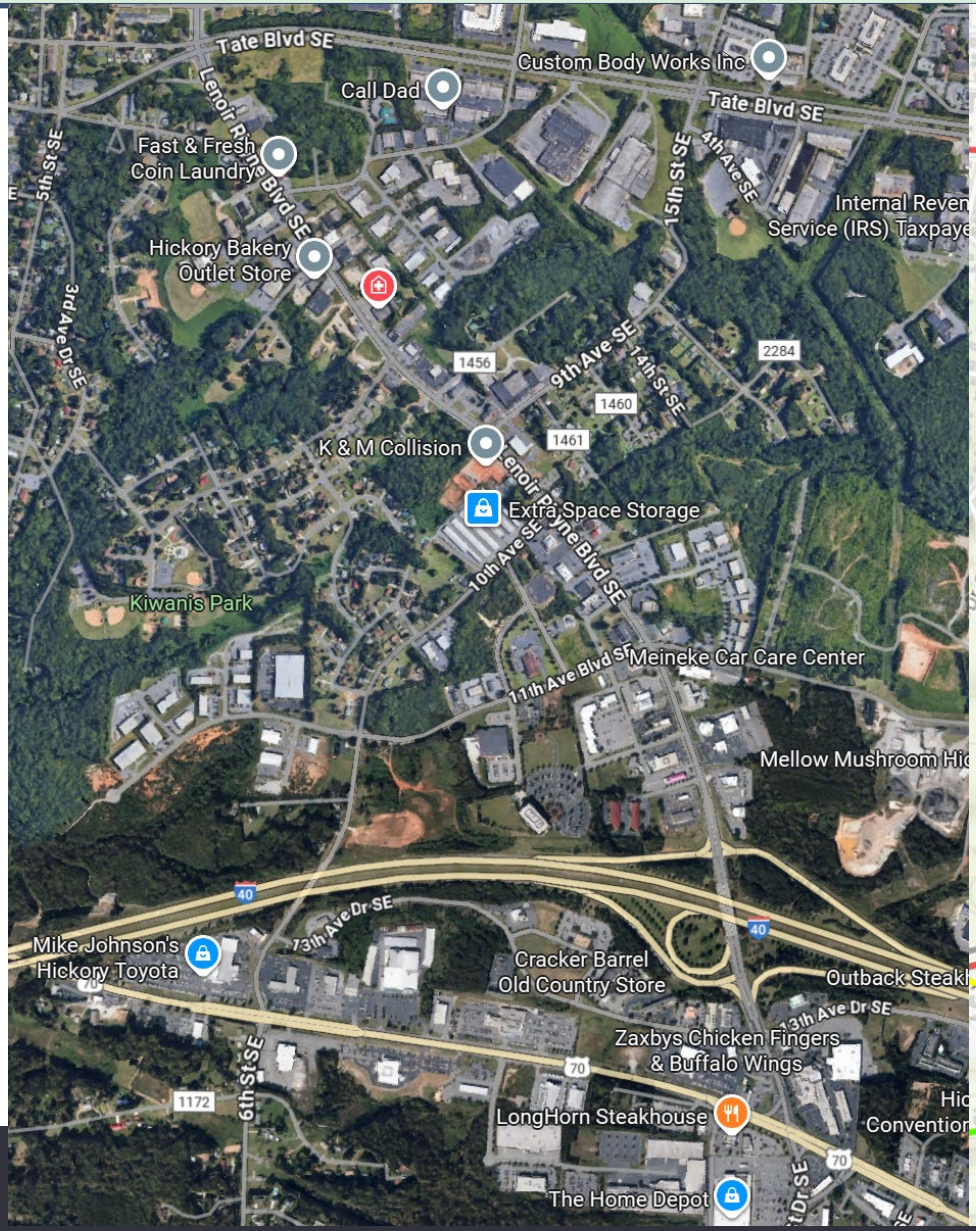


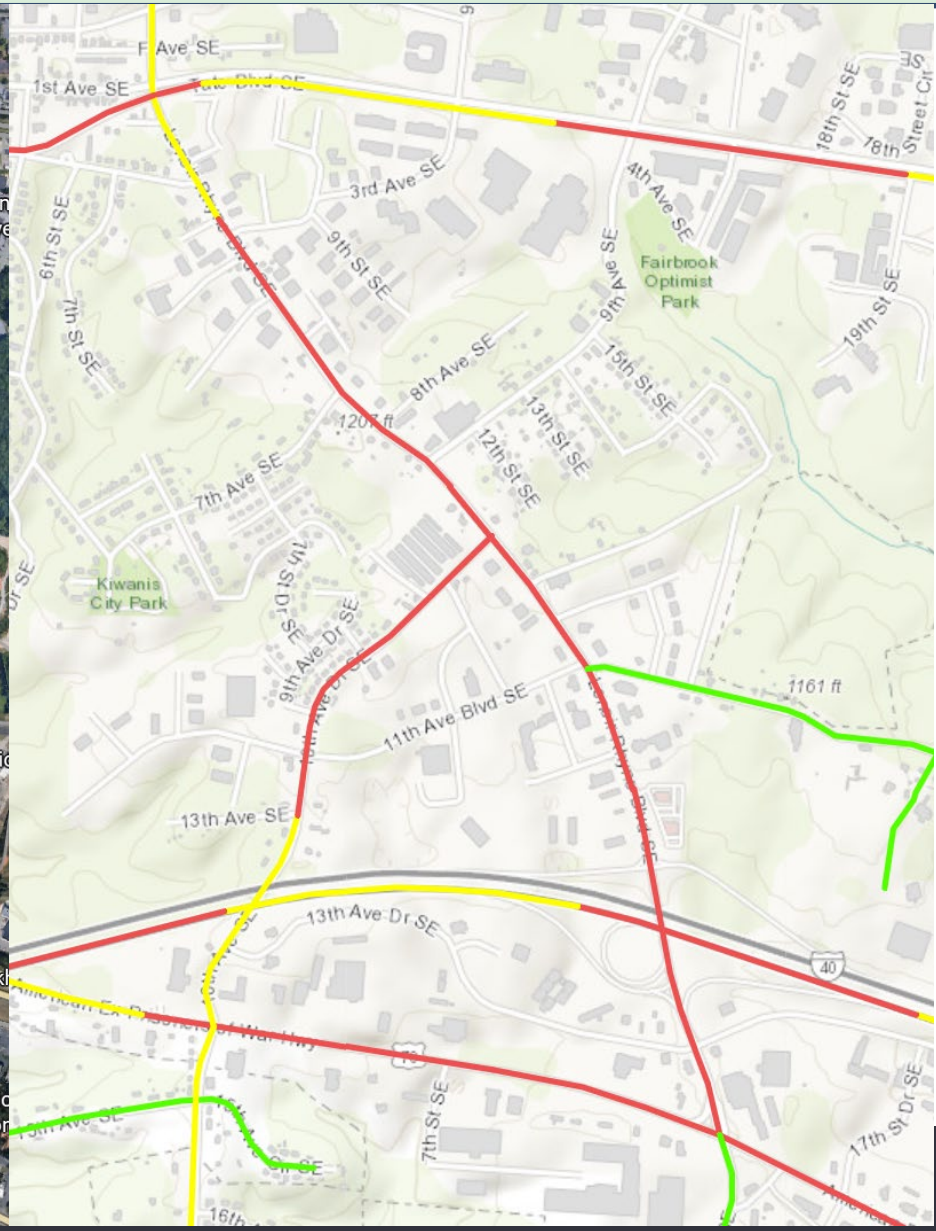

Lenoir
Lenoir Golf Club
Lenoir Mall
Harper Ave
Broadway St NW
Blair Fork
Powell Bridge Rd
Morganton Blvd SW
Harrisburg Dr SW
Fairview Dr SW
Virginia St
Overlook Dr
Millers Creek
Round Mountain
Coves Golf Course
Gamewell
Tuttle State Forest
Lower Creek
Smoky Creek
Cajah's Mountain
1648

Catawba County Planned Submittal

- Route: L.R. Blvd.
  - From US 70 to Tate Blvd.
- Total Crashes (2020-2024): 421
- Though this route has been studied, there is no express design
- Address problem intersections as well as overall roadway

Catawba County Mapped Submittal





Western Piedmont
Council of Governments

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Questions?

Averi Ritchie, Transportation Manager
Casey Fullbright, Transportation Planner

WPCOG / GHMPO
828-322-9191

REQUEST FOR BOARD ACTION
GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION
TCC/TAC

MEETING DATE: September 24, 2025

SUBJECT: Regional Bike and Pedestrian Plan – Interactive Mapping Tool Draft
PRESENTER: Casey Fullbright, Transportation Planner

ATTACHMENTS: Regional Bike and Pedestrian Plan – Interactive Mapping Tool Update

SUMMARY OF REQUEST:
The Greater Hickory MPO is developing a comprehensive Regional Bicycle and Pedestrian Plan to guide future investments in active transportation infrastructure across Alexander, Burke, Caldwell, and Catawba counties, including all local governments within the region. This plan represents a unified vision to improve safety, connectivity, and accessibility for people of all ages and abilities who walk, bike, or use other non-motorized forms of transportation.
Key reasons why this plan is vital to the region:

- **Promotes Safety:** The plan identifies priority corridors and project types to reduce bicycle and pedestrian crashes, improve conditions for vulnerable users, and expand safe transportation options for all communities—urban and rural alike.
- **Supports Local and Regional Connectivity:** By linking neighborhoods, schools, employment centers, parks, downtowns, and transit hubs, the plan supports cohesive infrastructure that strengthens mobility and quality of life across jurisdictions.
- **Aligns with Community Priorities:** The plan incorporates local plans and input from residents, stakeholders, and local governments to ensure that projects reflect each community's vision and needs.
- **Strengthens Funding Competitiveness:** A regionally adopted plan positions local governments and the MPO to compete more effectively for federal and state funding.

This plan will be adopted not only as a document but as a dynamic, interactive mapping tool that allows users to explore existing facilities, proposed corridors, and priority projects in real time. This innovative format will support both public engagement and long-term planning by making project data more accessible and actionable.
GHMPO staff will have a demonstration of the interactive tool at the July 23 TCC & TAC meetings. The tool is currently in development. This meeting provides an opportunity for stakeholders to see how the tool will be used to guide decision-making and investment across the region.

BOARD ACTION REQUESTED: Release for public comment.

Suggested Motion: Motion to release the draft Western Piedmont Bicycle and Pedestrian Plan for public comment.

Western Piedmont
Council of Governments

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Draft Western Piedmont Regional Bicycle & Pedestrian Plan

September 24, 2025

Introduction

Our Planning Objectives

- **Build a Unified Project Database**
  Create a comprehensive, region-wide inventory of existing and proposed bicycle and pedestrian projects—spanning all 28 local jurisdictions—to support coordination and informed decision-making.
- **Connect Plans to Funding**
  Develop a clear framework that links planning proposals to real funding opportunities at the local, state, and federal levels—turning ideas into action.

Design Effective Planning Proposals That:

- **Enhance Connectivity**
  Link communities, corridors, and trail systems to form a cohesive regional network.
- **Improve Access to Destinations**
  Connect people safely and efficiently to key places like schools, parks, workplaces, shopping areas, and transit.
- **Prioritize Safety for All Users**
  Design infrastructure that protects and serves people of all ages, backgrounds, and abilities—whether walking, biking, or rolling.
- **Support All Trip Purposes**
  Plan for daily life—whether trips are recreational, work-related, educational, or essential errands

How the Plan was Developed

- **Existing Conditions and Proposals Review**
  - MPO Staff review and documentation of all existing Bicycle/Pedestrian, and Recreational Plans in Alexander, Burke, Caldwell and Catawba Counties.
- **Stakeholder & Community Engagement**
  - Steering committee comprised of Technical & Planning staff from across the region.
  - Focus Group Input
  - Public Survey distributed to Four-County Region
    - 192 responses to 42 mixed format questions.
- **Draft Recommendations**
  - 600+ Existing Recommendations
  - 50 proposals developed from Public Survey responses.
  - 200+ new proposals developed by GHMPO and Regional Planning Staff
- **Final Adoption**
  - Input all recommendations into the Bicycle & Pedestrian Planning Tool for final adoption by the Greater Hickory MPO Board.

What we've heard from You: General Sentiments

- 🚲 **Expand Bicycle & Pedestrian Infrastructure**
  - Strong demand for more **routes that support recreational use**
  - Desire for a more **connected and comprehensive regional network**
- 🚦 **Improve Safety at Crossings & Intersections**
  - Calls for **safer intersections** and **better visibility for all users**
  - Requests for more **signalized pedestrian crossings** and **marked crosswalks**
- 📍 **Enhance Access to Key Destinations**
  - Need for improved **bike and pedestrian connections to popular places** like schools, parks, downtowns, and community centers

What we've heard form you: Corridors of Concern

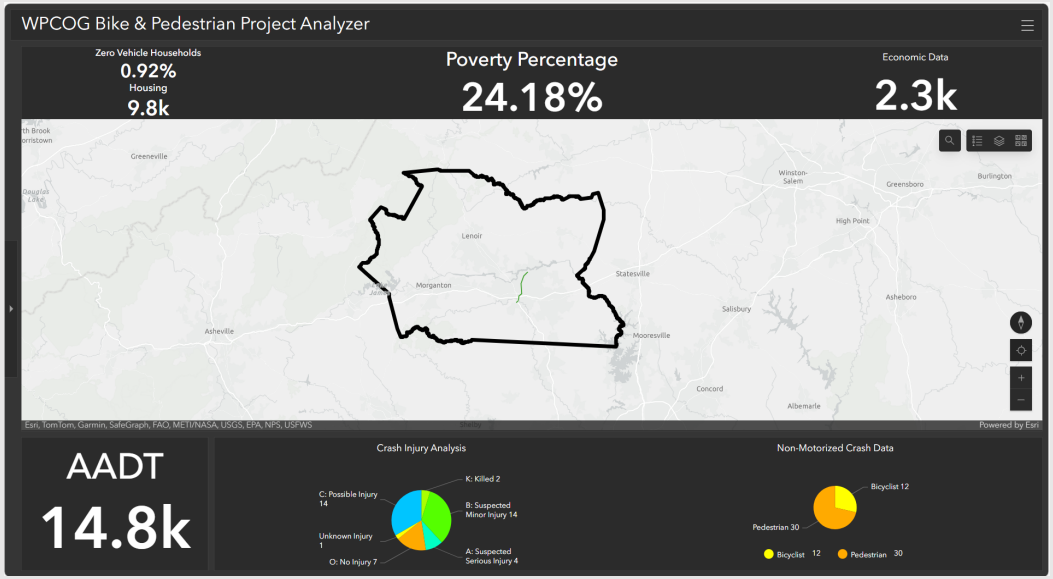
Location	# of Mentions in Survey Responses	Summary
US 70 (Burke County)	9	Improved corridor length bike/ped accommodations, Improved intersection safety at US 70/Independence BLVD, Improved connectivity between Glen Alpine and West Morganton.
US 321	11	Additional Sidewalk and Bike lanes along 321 in Lenoir, improved pedestrian crossings and accessibility along US 321 in Lenoir
NCSSM	8	Connectivity to the Morganton Greenway and improved Pedestrian Crossing infrastructure.
City Walk	6	Safer Street Crossings, specifically at 4th St and 2nd St, and improved connectivity to the OLLE Art Walk area.
NC 126	6	Additional Sidewalk near the Morganton City Limits, and additional Bike Lanes throughout the NC 126 corridor and particularly around Lake James.
NC 127 N	19	Consistent suggestions of increased sidewalk connectivity along NC 127 throughout the downtown Hickory, Viewmont, and Bethlehem areas, and bike lanes throughout the NC 127 corridor.

Improvement Highlights

- **Catawba County** - Recommends increased Bicycle, Pedestrian, and Trail connections to the Southern portion of the County, creating continuous connectivity between Newton, Maiden, and Lincoln County.
- **Hickory** - Recommends corridor pedestrian improvements throughout the NC 127, Springs Road, and 16th St corridors, as well as significant regional connectivity projects like an MUP crossing the Catawba River.
- **Newton**– Recommends significant gap infill and connectivity projects to increase neighborhood connectivity in Newton.
- **Conover**- Recommends expanded Greenway/MUP infrastructure, highlighting connections along County Home Road, 10th St NW, and Rock Barn Road.
- **Longview** - Recommends infrastructure expansion in alignment with the Hildebran to Longview Sidepath Study.

Moving Forward: What's Next?

- **Draft Plan Release** – September 24, 2025
- **Final Public Comment Period** – September 24 – October 22, 2025.
- **Plan Adoption** – November 12, 2025.



Adoption as a Living Tool: The Western Piedmont Regional Bicycle and Pedestrian Plan will be adopted as a living GIS Tool. Stay involved and help us continue to develop this plan!

Contact us!

- Averi Ritchie, Transportation Planning Manager
  - averi.ritchie@wpcog.org
- Daniel Odom, Transportation Projects Coordinator
  - daniel.odom@wpcog.org
- Casey Fullbright, Transportation Planner
  - casey.fullbright@wpcog.org

Greater Hickory MPO
Transportation Update
September 2025

Division 11 Projects Under Development – Caldwell Co.

TIP	ROUTE	DESCRIPTION	ROW YEAR	CONST YEAR	TOTAL PROJECT COST	Status	Final Assigned Manager	Funding: S/F
BL-0002	US 321A (MAIN STREET)	US 321A (MAIN STREET), CONSTRUCT PEDESTRIAN CROSSING IMPROVEMENTS FROM SR 1952 (CEDAR VALLEY ROAD) TO SR 1156 (LEGION ROAD).	2026	2026	$464,000	Planning	Division	F
BL-0065	NS	Lenoir Greenway, Harper Avenue to Morganton Boulevard. Extend multi-use path.	2026	2027	$2,449,000	Planning	LAP	F
BP11-R008	SR 1545 (COTTRELL HILL ROAD)	Replace Bridge 130011 on SR 1545 over Zachs Fork Creek in Caldwell County	2025	2026	$1,575,000	R/W	Division	S
BP11-R025	SR 1927 (OLD MORGANTON ROAD)	Replace Bridge 130332 on SR 1927 over Abington Creek in Caldwell County	2026	2029	$1,475,000	Planning	Division	S
BP11-R040	SR 1719 (CEDAR VALLEY CHURCH ROAD)	Replace Bridge 130048 on SR 1719 over Upper Little River in Caldwell County	2025	2026	$875,000	September 2025 Let	Division	S
BP11-R042	SR 1328 (BROWN MOUNTAIN BEACH ROAD)	Replace Bridge 130322 on SR 1328 over Este Mill Creek in Caldwell County	2027	2028	$950,000	Planning	Division	S
BP11-R048	SR 1571	Replace Bridge 130342 on SR 1571 over Kings Creek in Caldwell County	2026	2027	$1,300,000	Planning	Division	S
HB-0056	SR 1514	SR 1514, REPLACE BRIDGE 130 OVER YADKIN RIVER.	2025	2026	$2,150,000	R/W	Division	F
HB-0057	SR 1356	SR 1356, REPLACE BRIDGE 185 OVER JOHNS RIVER.	2025	2026	$2,100,000	R/W	Division	F
HB-0058	SR 1356	SR 1356, REPLACE BRIDGE 186 OVER JOHNS RIVER.	2025	2026	$1,820,000	R/W	Division	F
HB-0059	SR 1356	SR 1356, REPLACE BRIDGE 275 OVER JOHNS RIVER.	2025	2026	$1,860,000	R/W	Division	F
HB-0060	SR 1356	SR 1356, REPLACE BRIDGE 317 OVER JOHNS RIVER.	2025	2026	$2,330,000	R/W	Division	F

Greater Hickory MPO
Transportation Update
September 2025

HB-0061	SR 1574	SR 1574, REPLACE BRIDGE 349 OVER JONES CREEK.	2025	2026	$1,680,000	R/W	Division	F
R-3430C	SR 1001 (CONNELLY SPRINGS ROAD)	SR 1001 (CONNELLY SPRINGS ROAD) FROM CATAWBA RIVER TO SR 1933 (SOUTH-WEST BOULEVARD). MODERNIZE ROADWAY TO INCLUDE BICYCLE AND PEDESTRIAN ACCOMMODATIONS.	2028	2031	$142,800,000	Planning	Central	F
U-4700CA	US 321	SR 1160 (MOUNT HERMAN ROAD). UPGRADE INTERSECTION TO SUPERSTREET DESIGN. - WITHIN THE LIMITS OF U-4700 C.	2019	2026	$7,620,000	July 2026 Let	Division	F
U-4700CB	US 321	AT SR 1809/1952 (PINE MOUNTAIN ROAD). UPGRADE INTERSECTION TO SUPERSTREET DESIGN.	2019	2026	$12,600,000	July 2026 Let	Division	F
U-4700CC	US 321	AT SR 1108 (MISSION ROAD). UPGRADE INTERSECTION TO SUPERSTREET DESIGN	2019	2026	$8,950,000	October 2025 Let	Division	F
U-6034	US 321 ALT	DUKE STREET TO PINEWOODS ROAD	2025	2029	$46,300,000	R/W	Division	F
U-6157	SR 1130 (CAJAH MOUNTAIN ROAD)	SR 1130 (CAJAH MOUNTAIN ROAD) FROM SR 1001 (CONNELLY SPRINGS ROAD) TO US 321A	2024	2029	$68,300,000	R/W	Division	F
U-6161	US 321	US 321 FROM SR 1002 (DUDLEY SHOALS ROAD) GRADE SEPARATION. CONSTRUCT RAMP ONTO US 321 SOUTHBOUND.	2026	2028	$8,570,000	Planning	Division	F

Greater Hickory MPO
Transportation Update
September 2025

Division 11 Projects Under Construction

Contract Number	County	TIP#	Route	Location Description	Contract Amount	Contractor	Construction Progress %	Completion Date
C204844	CALDWELL	U-6036	SR 1109 (PINEWOOD ROAD)	FROM US 321 TO SR-1252 (BERT HUFFMAN ROAD)	$11,480,140.98	JAMES R VANNOY & SONS CONSTRUCTION COMPANY INC	25 %	7/27