Western Piedmont Council of Governments

Greater Hickory Metropolitan Planning Organization

Transportation Advisory Committee (TAC)

Wednesday, November 12, 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	Barbara Beatty		
Consent Agenda Items: A. Minutes of September 24, 2025 Meeting B. Transportation Improvement Program Revisions for Release	Barbara Beatty	Attachment I	Approve Consent Agenda Items
Transportation Improvement Program Revisions for Approval	Averi Ritchie	Attachment II	Adopt via Resolution
Annual Update of Safety Performance Measures	Averi Ritchie	Attachment III	Release for Public Comment
Annual Update of FY 2025 Public Transportation Agency Safety Plan (PTASP)	Averi Ritchie	Attachment IV	Release for Public Comment
GHMPO Functional Reclassification of Roadways	Reuben Crummy	Attachment V	Approve List
LAP & Bicycle and Pedestrian Plan Methodology Updates	Daniel Odom	Attachment VI	Release for Public Comment
Open Call for LAP Supplemental Requests	Daniel Odom	Attachment VII	Release Call for Projects
Adopt the Western Piedmont Bicycle and Pedestrian Plan	Casey Fullbright	Attachment VIII	Adopt via Resolution
MPO Meeting Materials Submittal Guide	Averi Ritchie	Attachment IX	Approve Document
NCDOT Board Updates	Brad Lail, Meagan Phillips		
Division 11	Michael Poe		
Division 12	Mark Stafford		
Division 13	Tim Anderson		
Transportation Planning Division	Reuben Crummy		
Integrated Mobility Division	Nikki Elsheimer		
Reminders	Averi Ritchie		
Public Comment / Announcements	Barbara Beatty		
Adjournment Next Meeting: December 10, 2025	Barbara Beatty		

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, September 24th, 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	Jack	Simms	Town of Taylorsville
Barbara	Beatty	Catawba County	Ike	Perkins	City of Lenoir
Jill	Patton	City of Hickory	Beth	Rudisill	Town of Maiden
Mark	Canrobert	City of Conover	Jody	York	Town of Hildebran
Roy	Johnson	City Newton	Donald	Robinson	Town of Catawba
Richard	Andrews	Town of Cajah's Mountain	Les	Morrow	City of Claremont
Genita	Hill	Town of Long View	Holly	Crafton-Lay	Town of Maiden
Wendy	Cato	City of Morganton	Donna	Price	Town of Rhodhiss
Mike	Stroud	Burke County	Mary	Furtado	Catawba County
			Glen	Harvey	Town of Valdese
			Barry	Mitchell	Town of Hudson
			VACANT		Glen Alpine
			VACANT		Alexander County
			VACANT		Long View

			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
Melani Harrell – WPCOG	Sean Sizemore – Div 11
	Michael Poe- Div 11
	Anil Panicker – Div 12
	Travis Jordan – Div 12
	Dough Phillips – Div 13
	Tim Anderson – Div 13
	Stephan Sparks – Div 13
	Brad Lail - BOT
	Meghan Phillips - BOT
	Jason Butler – NCDOT

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 Meghan Phillips,

Wendy Cato, Tim Anderson, Jason Butler, Stephen Sparks and Beth Rudisill. Chairman Guess canvassed the committee for any objections to online participants. Upon a motion made by Chairman Guess and seconded by Mrs. Beatty, online participation was approved.

Action Items:

I. **Approval of Consent Agenda:** Chair Williams called for a motion to approve the consent agenda. Upon a motion made by Mrs. Beatty and a second by Mrs. Patton, the board unanimously approved the consent agenda.

II. **Transportation Improvement Program Revisions for Approval:** Ms. Ritchie presented the latest Transportation Improvement Program (TIP) revisions, which included several statewide and regional project updates. Notable changes included a delay in the implementation of the closed-loop signal improvement project to FY 2026, cost increases for federal lands infrastructure improvements, and new sidewalk construction projects in Hickory, Conover, and Burke County. The revisions also added funding for electric vehicle infrastructure along NC's alternative fuel corridors and safety enhancements such as rumble strip installations in Caldwell and Burke Counties. Upon a motion made by Mrs. Patton and seconded by Mr. Townsend, the board unanimously approved the Transportation Improvement Program Revisions.

III. **Prioritization 8 Identified Projects:** Ms. Ritchie presented the Prioritization 8.0 (P8.0) project list for board approval, highlighting its role in shaping the 2026–2035 State Transportation Improvement Program through a data-driven and locally informed process. The Greater Hickory MPO received 18 project submittals for this cycle, based on regional population and roadway mileage, and assigned local input points to projects in alignment with long-range plans such as the MTP and CTP. Projects were evaluated within three funding tiers, Statewide Mobility, Regional Impact, and Division Needs, each with varying levels of data and local input. The board was asked to approve the submitted list to advance selected projects through the P8.0 scoring and programming process. Upon a motion made by Mrs. Beatty and seconded by Mrs. Patton, the board unanimously approved the Prioritization 8 Identified Projects.

IV. **Express Design Recommendations:** Ms. Ritchie introduced the Express Design submittals process, which provides conceptual designs to improve accuracy in project cost estimates and enhance collaboration ahead of Prioritization 9. The Greater Hickory MPO has been allotted 10 express design submittals, with 4 required by November 2025 and the remaining 6 to be informed by Prioritization 8 data. Planned submittals include corridors in Alexander, Burke, Caldwell, and Catawba counties, each selected based on crash data, local input, and coordination with existing studies. These express designs will support more informed scoring in future prioritization cycles and help identify key infrastructure improvements across the region. Upon a motion made by Mr. Lail and seconded

by Mrs. Patton, the board unanimously approved the Express Design Recommendations for Prioritization 9.

V. **Draft Western Piedmont Bicycle and Pedestrian Plan:** Mr. Fullbright presented the draft release of the 2025 WPCOG Bicycle and Pedestrian Plan, a fully digital and interactive resource designed to improve safe, connected, and accessible active transportation across the region. The plan features regional, public input, and priority project dashboards that reflect both community-driven priorities and existing planning efforts. While the digital draft is now available for review, work is still ongoing to refine the content and ensure alignment with local needs. The finalized plan is expected to be released in November 2025. Chairman Guess canvassed the committee, and upon seeing no objections, the Draft Western Piedmont Bicycle and Pedestrian Plan was approved for public release by consensus.

NCDOT Update –

- **Division 11:** Mr. Poe stated that no new project updates were available and provided all current projects in the agenda packet. Mr. Poe informed the board that Division 11 was 92% complete regarding Hurricane Helene Recovery.
- **Division 12:** Mr. Panicker provided updates in the packet, with no new projects occurring at this time.
- **Division 13:** Mr. Anderson discussed project updates including the Castle Bridge project pre-construction meeting and project schedule release in November. Mr. Anderson informed the board that Division 13 is 68% complete regarding Hurricane Helene Recovery.
- **NCDOT-TPD:** Mr. Crummy provided updates including the appointment of a new Secretary of Transportation as well as a new State Traffic Engineer.

- **NCDOT-IMD:** No updates

Reminders: Ms. Ritchie reminded members that the October MPO meeting is cancelled, there will be a supplemental LAPP call in November as well as new guidance about documentation submittals prior to MPO meetings.

Public Comment/Announcements: None

Adjournment: Chairman Guess adjourned the meeting at 4:10 p.m. The next meeting will be Wednesday, November 12th, 2025.

Respectfully Submitted,

Hank Guess, TAC Chairman

Averi Ritchie, TAC Secretary

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

MEETING DATE: November 12, 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

STATEWIDE PROJECT

STIP ADDITIONS

* BO-2426 STATEWIDE **PROJ.CATEGORY** DIVISION	- STATEWIDE PROJECT	VARIOUS, LOCATIONS STATEWIDE. FUNDING FOR NATIONAL RECREATIONAL TRAILS. ***ADD PROJECT AT THE REQUEST OF THE DIVISION OF PLANNING AND PROGRAMMING.***	CONSTRUCTION	FY 2026 -	$1,600,000	(TA)
				FY 2027 -	$1,600,000	(TA)
				FY 2028 -	$1,600,000	(TA)
				FY 2029 -	$1,600,000	(TA)
				FY 2030 -	$1,600,000	(TA)
				FY 2031 -	$1,600,000	(TA)
				FY 2032 -	$1,600,000	(TA)
				FY 2033 -	$1,600,000	(TA)
				AFTER FY 2033 -	$6,400,000	(TA)
					$19,200,000	
* M-0417 STATEWIDE **PROJ.CATEGORY** EXEMPT	- STATEWIDE PROJECT	VARIOUS, LOCATIONS STATEWIDE. FUNDING FOR HIGHWAY USE TAX EVASION – INTERGOVERNMENTAL EFFORTS. FUNDING IS USED FOR WORKFORCE DEVELOPMENT AND QUALITY MANAGEMENT, MOTOR FUEL EXAMINATIONS, INVESTIGATIONS OPERATIONS, CRITICAL SYSTEM UPGRADES AND PROGRAM MAINTENANCE. ***ADD PROJECT AT THE REQUEST THE DIVISION OF PLANNING AND PROGRAMMING. DP REPRESENTS HIGHWAY USE TAX EVASTION GRANT.***	IMPLEMENTATION	FY 2026 -	$1,172,000	(DP)
					$1,172,000	

*** INDICATES FEDERAL AMENDMENT**

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

HIGHWAY PROGRAM

GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION

STIP ADDITIONS

* HS-2413V BURKE **PROJ.CATEGORY** REGIONAL	- GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION	NC 181, SR 1414 (ST MARYS CHURCH ROAD) AND NC 183. INSTALL RUMBLE STRIPES WITH LONG LIFE PAVEMENT MARKINGS. ***ADD PROJECT BREAK AT THE REQUEST OF TRANSPORTATION MOBILITY AND SAFETY DIVISION.***	CONSTRUCTION	FY 2026 - $550,000 $550,000	(HSIP)
* RX-2412B CATAWBA **PROJ.CATEGORY** DIVISION	- GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION	TWENTY SEVENTH STREET NORTHWEST, NORFOLK SOUTHERN RAILROAD CROSSING 729556K IN LONG VIEW. CONSTRUCT HIGHWAY-RAIL GRADE CROSSING SAFETY. ***ACCELERATE CONSTRUCTION FROM FY 31 TO FY 26 AT THE REQUEST OF THE RAIL DIVISION.***	CONSTRUCTION	FY 2026 - $440,000 $440,000	(RR)
* RX-2412C CATAWBA **PROJ.CATEGORY** DIVISION	- GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION	SR 1124 (THIRTY-THIRD STREET SOUTHWEST), NORFOLK SOUTHERN RAILROAD CROSSING 729551B IN LONG VIEW. CONSTRUCT HIGHWAY-RAIL GRADE CROSSING SAFETY. ***ACCELERATE CONSTRUCTION FROM FY 31 TO FY 26 AT THE REQUEST OF THE RAIL DIVISION.***	CONSTRUCTION	FY 2026 - $440,000 $440,000	(RR)
* RX-2412D CATAWBA **PROJ.CATEGORY** DIVISION	- GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION	SIXTY STREET PLACE SOUTHEAST, NORFOLK SOUTHERN RAILROAD CROSSING 729574H IN HICKORY. CONSTRUCT HIGHWAY-RAIL GRADE CROSSING SAFETY. ***ACCELERATE CONSTRUCTION FROM FY 31 TO FY 26 AT THE REQUEST OF THE RAIL DIVISION.***	CONSTRUCTION	FY 2026 - $440,000 $440,000	(RR)

*** INDICATES FEDERAL AMENDMENT**

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

HIGHWAY PROGRAM

GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION

STIP ADDITIONS

* RX-2412E CATAWBA **PROJ.CATEGORY** DIVISION	- GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION	NC 16 (FIRST AVENUE), NORFOLK SOUTHERN RAILROAD CROSSING 729601C IN CONOVER. CONSTRUCT HIGHWAY-RAIL GRADE CROSSING SAFETY. ***ACCELERATE CONSTRUCTION FROM FY 31 TO FY 26 AT THE REQUEST OF THE RAIL DIVISION.***	CONSTRUCTION	FY 2026 -	$570,000 $570,000	(RR)

STIP MODIFICATIONS

BL-0067 CATAWBA **PROJ.CATEGORY** DIVISION	- GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION	AVIATION WALK CONNECTOR, SR 1371 (CLEMENT BOULEVARD) TO 17TH STREET NORTHWEST IN HICKORY. EXTEND MULTI-USE PATH. ***TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN, DELAY CONSTRUCTION FROM FY 25 TO FY 26.***	CONSTRUCTION	FY 2026 - FY 2026 -	$1,280,000 $320,000 $1,600,000	(TAANY) (L)
* BL-0068 CATAWBA **PROJ.CATEGORY** DIVISION	- GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION	SR 1006 (ISLAND FORD ROAD), DON'S GRILL TO SHERWOOD DRIVE IN MAIDEN. CONSTRUCT SIDEWALKS. ***MODIFY SCOPE AT THE REQUEST OF THE MPO. TO REFLECT LATEST DELIVERY SCHEDULE, DELAY PRELIMINARY ENGINEERING FROM FY 24 TO FY 26, RIGHT-OF-WAY FROM FY 26 TO FY 27, AND CONSTRUCTION FROM FY 27 TO FY 29.***	ENGINEERING RIGHT-OF-WAY CONSTRUCTION	FY 2026 - FY 2026 - FY 2027 - FY 2027 - FY 2027 - FY 2029 - FY 2029 -	$324,000 $81,000 $10,000 $390,000 $100,000 $680,000 $170,000 $1,755,000	(BGDA) (L) (BGDA) (TAANY) (L) (BGDA) (L)
BL-0115 CATAWBA **PROJ.CATEGORY** DIVISION	- GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION	SR 1371 (CLEMENT BOULEVARD); 21ST STREET NORTHWEST, 21ST STREET NORTHWEST TO 19TH STREET NORTHWEST IN HICKORY; SR 1371 (CLEMENT BOULEVARD) TO SR 1312 (9TH AVENUE DRIVE NORTHWEST) IN HICKORY. CONSTRUCT MULTI-USE TRAILS. ***TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN, DELAY CONSTRUCTION FROM FY 25 TO FY 26.***	CONSTRUCTION	FY 2026 - FY 2026 - FY 2026 -	$765,000 $1,355,000 $530,000 $2,650,000	(BGDA) (TAANY) (L)

*** INDICATES FEDERAL AMENDMENT**

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

HIGHWAY PROGRAM

GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

* C-5196	- GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION	16TH STREET (SANDY RIDGE ROAD), 21ST AVENUE NE INTERSECTION IN HICKORY. CONSTRUCT ROUNDABOUT.	RIGHT-OF-WAY	FY 2026 -	$1,405,000	(CMAQ)
CATAWBA				FY 2026 -	$351,000	(L(M))
PROJ.CATEGORY			UTILITIES	FY 2026 -	$880,000	(CMAQ)
DIVISION				FY 2026 -	$220,000	(L(M))
		ADD UTILITIES IN FY 26 NOT PREVIOUSLY PROGRAMMED.	CONSTRUCTION	FY 2026 -	$2,000,000	(CMAQ)
				FY 2026 -	$1,990,000	(BGANY)
				FY 2026 -	$998,000	(L(M))
					$7,844,000	
* U-4700CB	- GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION	US 321, SR 1809 / SR 1952 (PINE MOUNTAIN ROAD) INTERSECTION IN HUDSON. UPGRADE INTERSECTION TO REDUCED CONFLICT INTERSECTION WITHIN THE LIMITS OF U-4700C.	CONSTRUCTION	FY 2026 -	$164,000	(NHP)
CALDWELL				FY 2027 -	$7,473,000	(NHP)
PROJ.CATEGORY				FY 2028 -	$6,290,000	(NHP)
STATEWIDE				FY 2029 -	$2,473,000	(NHP)
		COST INCREASE EXCEEDING $2 MILLION AND 25% THRESHOLDS.			$16,400,000	

STIP DELETIONS

* C-5624	- GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION	1ST STREET, US 70 IN CONOVER. CONSTRUCT BICYCLE AND PEDESTRIAN IMPROVEMENTS.	ENGINEERING	FY 2023 -	$167,000	(CMAQ)
CATAWBA				FY 2023 -	$42,000	(L(M))
PROJ.CATEGORY			RIGHT-OF-WAY	FY 2024 -	$200,000	(CMAQ)
DIVISION				FY 2024 -	$50,000	(L(M))
			UTILITIES	FY 2024 -	$550,000	(CMAQ)
				FY 2024 -	$110,000	(L(M))
			CONSTRUCTION	FY 2025 -	$633,000	(CMAQ)
				FY 2025 -	$2,123,000	(BGANY)
		REMOVE PROJECT AT THE REQUEST OF THE MPO.		FY 2025 -	$717,000	(L(M))
					$4,592,000	

*** INDICATES FEDERAL AMENDMENT**

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

MEETING DATE: November 12, 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 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**

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

HIGHWAY PROGRAM

STATEWIDE PROJECT

STIP ADDITIONS

* BN-0031 - STATEWIDE PROJECT STATEWIDE **PROJ.CATEGORY** DIVISION	VARIOUS, LOCATIONS STATEWIDE. CONSTRUCT PEDESTRIAN SAFETY IMPROVEMENTS. ***ADD PROJECT AT THE REQUEST OF THE TRANSPORTATION MOBILITY AND SAFETY DIVISION.***	ENGINEERING RIGHT-OF-WAY UTILITIES CONSTRUCTION	FY 2026 - FY 2026 - FY 2026 - FY 2026 -	$2,600,000 $1,000,000 $2,000,000 $21,400,000	(TAANY) (TAANY) (TAANY) (TAANY)
				$27,000,000	
M-0392ADIV - STATEWIDE PROJECT STATEWIDE **PROJ.CATEGORY** DIVISION	VARIOUS, LOCATIONS STATEWIDE, DIVISION NEEDS FUNDING. FUNDING FOR HYDRAULICS, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS. ***ADD PROJECT BREAK AT THE REQUEST OF THE HYDRAULICS UNIT.***	ENGINEERING	FY 2026 - FY 2027 - FY 2028 - FY 2029 - FY 2030 - FY 2031 - FY 2032 - FY 2033 - AFTER FY 2033 -	$30,000 $30,000 $30,000 $30,000 $30,000 $30,000 $30,000 $30,000 $30,000	(T) (T) (T) (T) (T) (T) (T) (T) (T)
				$270,000	
M-0392AREG - STATEWIDE PROJECT STATEWIDE **PROJ.CATEGORY** REGIONAL	VARIOUS, LOCATIONS STATEWIDE, REGIONAL IMPACT FUNDING. FUNDING FOR HYDRAULICS, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS. ***ADD PROJECT BREAK AT THE REQUEST OF THE HYDRAULICS UNIT.***	ENGINEERING	FY 2026 - FY 2027 - FY 2028 - FY 2029 - FY 2030 - FY 2031 - FY 2032 - FY 2033 - AFTER FY 2033 -	$30,000 $30,000 $30,000 $30,000 $30,000 $30,000 $30,000 $30,000 $30,000	(T) (T) (T) (T) (T) (T) (T) (T) (T)
				$270,000	

*** INDICATES FEDERAL AMENDMENT**

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

HIGHWAY PROGRAM

STATEWIDE PROJECT

STIP ADDITIONS

M-0392ASW STATEWIDE **PROJ.CATEGORY** STATEWIDE	- STATEWIDE PROJECT	VARIOUS, LOCATIONS STATEWIDE, STATEWIDE MOBILITY FUNDING. FUNDING FOR HYDRAULICS, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS. ***ADD PROJECT BREAK AT THE REQUEST OF THE HYDRAULICS UNIT.***	ENGINEERING	FY 2026 - FY 2027 - FY 2028 - FY 2029 - FY 2030 - FY 2031 - FY 2032 - FY 2033 - AFTER FY 2033 -	$40,000 $40,000 $40,000 $40,000 $40,000 $40,000 $40,000 $40,000 $40,000	(T) (T) (T) (T) (T) (T) (T) (T) (T)
					$360,000	

*** 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 & FY 2026-2035 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 & FY 2026-2035 be modified as listed above on this, the 12th day of November, 2025.

_____
Barbara Beatty
Greater Hickory MPO TAC Vice-Chair

_____
Averi Ritchie
Greater Hickory MPO TAC Secretary

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

MEETING DATE: November 12, 2025

SUBJECT: 2026 Highway Safety Performance Targets

PRESENTER: Averi Ritchie, Transportation Planning Director

ATTACHMENTS: 2026 Highway Safety Performance Targets for Consideration

SUMMARY OF REQUEST:

The North Carolina Department of Transportation (NCDOT) sets annual safety performance targets for five key measures as part of the Highway Safety Improvement Program (HSIP). These measures include: (1) the total number of fatalities, (2) the fatality rate per 100 million vehicle miles traveled (VMT), (3) the total number of serious injuries, (4) the serious injury rate per 100 million VMT, and (5) the number of non-motorized fatalities and serious injuries (bicyclists and pedestrians).

The Greater Hickory Metropolitan Planning Organization (MPO) wishes to continue planning and programing projects that contribute to achieving these state targets. Additionally, the MPO works with NCDOT and the 20 other MPOs across North Carolina to ensure alignment with the state's safety goals. These performance targets are being released for public comment, and are available for approval at the December 2025 meeting of TCC/TAC.

BOARD ACTION REQUESTED: None.

Suggested Motion: *None. Approval to release for public comment.*

WESTERN PIEDMONT COUNCIL OF GOVERNMENTS
Greater Hickory Metropolitan Planning Organization

2026 Highway Safety Performance Measure Targets

The Highway Safety Improvement Program (HSIP) requires states to set annual targets for five safety performance measures by August 31 each year. These measures are: (1) the number of fatalities, (2) the rate of fatalities per 100 million vehicle miles traveled (VMT), (3) the number of serious injuries, (4) the rate of serious injuries per 100 million VMT, and (5) the number of non-motorized (bicycle and pedestrian) fatalities and serious injuries.

The North Carolina Department of Transportation (NCDOT) has established targets for these five measures using a five-year rolling average. NCDOT works closely with all 20 Metropolitan Planning Organizations (MPOs) and 17 Rural Planning Organizations (RPOs) across the state through its Transportation Mobility and Safety Division. These collaborative efforts are informed by the North Carolina Strategic Highway Safety Plan (SHSP), which aims to reduce fatalities and serious injuries by half by 2035, moving toward zero by 2050. NCDOT officially reports these safety targets to the Federal Highway Administration (FHWA) in its annual HSIP report by August 31 each year.

MPOs are required to either adopt the State's safety targets or establish their own within 180 days after the State's targets are reported. If an MPO chooses to adopt the State's targets, it must plan and program projects that help achieve those targets. Historically, the Greater Hickory Metropolitan Planning Organization (GHMPO) has elected to support the State's performance targets.

Based on the NCDOT memorandum dated September 30, 2025, the following 2026 Highway Safety Performance Measure Targets have been established. These reflect continued commitment to the SHSP goal of reducing fatalities and serious injuries by half by 2035.

2026 Statewide Safety Performance Targets

Performance Measure	2019–2023 Five-Year Average	2026 Target (Five-Year Average)	+/-%
Total Fatalities	1,576.0	1,057.0	-32.93%
Fatality Rate (Per 100 Million VMT)	1.346	0.885	-34.23%
Total Serious Injuries	5,217.0	3,101.0	-40.55%

Serious Injury Rate (Per 100 Million VMT)	4.442	2.585	-41.79%
Non-Motorized Fatalities and Serious Injuries	691.8	418.7	-39.46%

2026 Greater Hickory MPO Safety Performance Targets (Using State Methodology)

Performance Measure	2019–2023 Five-Year Average	2026 GHMPO Target	+/-%
Fatalities	59.6	38.4	-35.57%
Fatality Rate (Per 100 Million VMT)	1.469	0.909	-38.11%
Serious Injuries	175.0	109.6	-37.31%
Serious Injury Rate (Per 100 Million VMT)	4.317	2.585	-40.12%
Non-Motorized Fatalities and Serious Injuries	18.4	11.4	-38.04%

These 2026 safety targets will guide the GHMPO and its local partners in planning and programming projects that contribute to statewide goals for reducing fatalities and serious injuries. The adoption of these targets supports regional safety coordination and aligns with NCDOT's data-driven approach under the Strategic Highway Safety Plan.

For additional context or data resources, please refer to the NCDOT Transportation Mobility and Safety Division website and the 2026 HSIP Safety Performance Measures Memorandum (September 30, 2025).

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

JOSH STEIN
GOVERNOR

J.R. "JOEY" HOPKINS
SECRETARY

DATE: September 30, 2025

TO: Averi Ritchie
Transportation Planning Manager, Greater Hickory Metropolitan Planning Organization

FROM: Shawn A. Troy, PE
State Traffic Safety Engineer
Transportation Mobility & Safety Division

DocuSigned by:
Shawn Troy
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SUBJECT: Safety Performance Measures – FHWA Assessment and 2026 Targets

Background

Effective April 14, 2016, the Federal Highway Administration (FHWA) established five highway safety performance measures in accord with regulations set forth in the Federal MAP-21 and FAST Act transportation funding bills. These performance measures are:

1. Number of fatalities;
2. Rate of fatalities per 100 million vehicle miles traveled;
3. Number of serious injuries;
4. Rate of serious injuries per 100 million vehicle miles traveled; and
5. Number of combined non-motorized fatalities and non-motorized serious injuries.

These targets are established annually, are based on 5-year rolling averages, and are for calendar years. North Carolina state targets are set in agreement with our Strategic Highway Safety Plan (SHSP) goals. The SHSP goals are developed through collaborative efforts of a diverse group of stakeholders including state, regional, and local partners (including MPOs). The goal of the most recent (2024) SHSP is to reduce fatalities and serious injuries by half by 2035, moving towards zero by 2050.

Mailing Address:
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TRANSPORTATION MOBILITY & SAFETY DIVISION
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Customer Service: 1-877-368-4968

Website: www.ncdot.gov

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750 N. GREENFIELD PARKWAY
GARNER, NC 27529

North Carolina Safety Performance Target Achievement Determination

Earlier this year, FHWA completed an assessment of target achievement for NCDOT's calendar year (CY) 2023 safety targets, based on the 5-year averages for 2019-2023 for each measure. As per 23 CFR 490.211(c)(2), a State Department of Transportation (DOT) has met or made significant progress towards meeting its safety performance targets when at least four of the safety performance targets established under 23 CFR 490.209(a) have been met or the actual outcome is better than the baseline performance. **Based on FHWA's review, North Carolina has not met or made significant progress toward achieving its safety performance targets.** As a result, NCDOT must ensure that all HSIP safety funds are obligated and must develop an HSIP Implementation Plan that describes actions the State will take to meet or make significant progress toward achieving its targets. Table 1 below provides a summary of the target achievement determination at the state level.

Table 1: North Carolina Safety Performance Target Achievement Determination Summary for CY 2023.

Performance Measures	Target	Actual	Baseline	Target Achieved?	(Actual) Better than Baseline?	Met or Made Significant Progress?
	2019 - 2023	2019 - 2023	2017 - 2021			
Number of Fatalities	1,202.2	1,576.0	1,507.2	No	No	No
Rate of Fatalities	1.011	1.346	1.290	No	No	
Number of Serious Injuries	3,423.0	5,217.0	4,898.4	No	No	
Rate of Serious Injury	2.863	4.442	4.186	No	No	
Number of Non-Motorized Fatalities and Serious Injuries	468.2	691.8	625.2	No	No	

Table 2 below shows what this determination would look like if the state's methodology for establishing the CY 2023 goal was applied to crash data specific to Greater Hickory MPO.

Table 2: Greater Hickory MPO Safety Performance Target Achievement Determination Summary for CY 2023.

Performance Measures	5-Year Rolling Averages			Target Achieved?	(Actual) Better than Baseline?	Met or Made Significant Progress?
	Target	Actual	Baseline			
	2019 - 2023	2019 - 2023	2017 - 2021			
Fatalities (5 Year Average)	42.9	59.6	54.2	No	No	No
Fatality Rate (5 Year Average)	1.022	1.469	1.315	No	No	
Serious Injuries (5 Year Average)	121.4	175.0	170.0	No	No	
Serious Injury Rate (5 Year Average)	2.878	4.317	4.117	No	No	
Non-Motorized Fatalities and Serious Injuries (5 Year Average)	12.6	18.4	16.2	No	No	

2026 State Safety Performance Targets

2026 state safety performance targets were submitted to FHWA on August 31st, as required, with the submission of the annual Highway Safety Improvement Program (HSIP) report. These targets reflect the 2024 SHSP goal to reduce fatalities and serious injuries by half by 2035, moving towards zero by 2050. The calculated targets are shown in Table 3 below. More detailed information about each target can be found at this link.

Table 3: North Carolina Calendar Year 2026 Safety Performance Targets.

Performance Measure	CY 2026
Number of Fatalities	1,057.0
Rate of Fatalities	0.885
Number of Serious Injuries	3,101.0
Rate of Serious Injuries	2.585
Number of Non-Motorized Fatalities & Serious Injuries	418.7

2026 Greater Hickory MPO Safety Performance Targets

Table 4 below provides crash data specific to your MPO and shows what the safety performance targets would look like if you applied the state's methodology (reducing fatalities and serious injuries by half by 2035). More detailed information specific to your MPO can be found at this link.

Table 4: Greater Hickory MPO Specific Safety Performance Targets.

Year	Fatalities (5 Year Average)	Fatality Rate (5 Year Average)	Serious Injuries (5 Year Average)	Serious Injury Rate (5 Year Average)	Non-Motorized Fatalities and Serious Injuries (5 Year Average)
2015 – 2019	49.8	1.188	140.0	3.318	14.4
2016 – 2020	50.4	1.222	155.8	3.774	15.2
2017 – 2021	54.2	1.315	170.0	4.117	16.2
2018 – 2022	58.6	1.433	171.2	4.190	17.8
2019 - 2023	59.6	1.469	175.0	4.317	18.4
2020 - 2024	64.6	1.595	181.0	4.479	20.4
2026 Target	**38.4**	**0.909**	**109.6**	**2.585**	**11.4**

Next Steps

MPOs are not directly assessed by FHWA on their progress towards meeting safety performance targets. However, coordination and deliberate action will be needed to achieve the fatal and serious injury crash reduction goals outlined in the NC Strategic Highway Safety Plan and as communicated through the safety performance targets. We encourage additional coordination between MPO's and NCDOT Traffic Safety Unit in all areas of safety, but specifically in data sharing, safety tools development, safety need identification and shared safety project implementation. The Traffic Safety Unit is available to meet with your MPO for additional discussion and partnership.

FHWA guidance allows each MPO to establish safety performance targets by either agreeing to plan and program projects so that they contribute toward the accomplishments of the State DOT performance targets or committing to quantifiable HSIP targets for their specific MPO area. If an MPO establishes its own targets, it will need to do so in coordination with the State per FHWA guidelines. The Traffic Safety Unit is available to facilitate this coordination. As a reminder, MPOs must establish safety performance targets no later than February 27 of each year per FHWA guidance. If you have not already done so, please transmit a signed adoption resolution indicating the establishment of safety targets for your MPO or supporting the state's targets to Daryl Vreeland (dvreeland@ncdot.gov) in the Transportation Planning Division just as you have in previous years. An adoption resolution template can be found at this link.

Finally, a NCDOT Traffic Safety website has been established to communicate safety information to the public. A few direct links that may be of specific interest to MPOs can be found below:

- Main NCDOT Traffic Safety Unit website: link
- Mapped safety data: link
    - Here you can find a variety of spatial datasets related to traffic safety, including: fatal and serious injury crashes, pedestrian and bicycle crashes, safety projects (completed and funded), and several interactive map-based dashboards that allows the user to select an area of interest for more specific crash statistics.
- Pedestrian Safety Improvements: link
    - Here you will find information related to NCDOT's pedestrian safety programs, as well as several new guidance documents related to pedestrian safety.

Please contact me directly at (919) 814-5010 or stroy@ncdot.gov, or Brian Murphy at (919) 814-4948 or bgmurphy@ncdot.gov for further questions or discussion.

SAT/mma

cc: Alpesh Patel
Daryl Vreeland, AICP
George Hoops, PE
Brian Murphy, PE

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

MEETING DATE: November 12, 2025

SUBJECT: 2025 Transit Safety Performance Targets

PRESENTER: Averi Ritchie, Transportation Planning Director

ATTACHMENTS: 2024 Transit Safety Performance Targets & Resolution (for next month)

SUMMARY OF REQUEST:

The Federal Transit Administration (FTA) published the Public Transportation Agency Safety Plan (PTASP) Final Rule on July 19, 2018, requiring certain providers of public transportation systems that receive federal funds under FTA's Urbanized Area Formula Grants to develop and adopt a PTSAP that includes Safety Performance Targets for transit-related facilities, injuries, safety events, and system reliability (state of good repair). The Federal Highway Administration (FHWA) and the FTA issued a joint final rule on planning (Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning), under which MPOs must establish Safety Performance Targets 180 days after the transit agency established their Safety Performance Targets. The Western Piedmont Regional Transit Authority (WPRTA) operating in the MPO's planning area has developed information and transit safety targets toward compliance with the PTASP regulation and provided their targets to the MPO on October 16, 2025.

BOARD ACTION REQUESTED: Recommend to release for public comment.

Suggested Motion: *Consensus to release for public comment.*

Greater Hickory MPO Transit Safety Performance Targets

Safety Performance Targets – Calendar Year 2024

Specify performance targets based on the safety performance measures established under the National Public Transportation Safety Plan – National Transit Database

Mode of Transit Service	Fatalities	Fatalities (per 100k VRM)	Injuries	Injuries (per 100k VRM)	Safety Events	Safety Events (per 100k VRM)	System Reliability (number of miles between major failures)
Motor Bus Fixed Route Bus	0	0	1	0.39	1	0.39	14,090
Demand Response	0	0	3	0.53	3	0.53	33,036

Safety Performance Targets – Calendar Year 2025

Specify performance targets based on the safety performance measures established under the National Public Transportation Safety Plan – National Transit Database

Mode of Transit Service	Fatalities	Fatalities (per 100k VRM)	Injuries	Injuries (per 100k VRM)	Safety Events	Safety Events (per 100k VRM)	System Reliability (number of miles between major failures)
Motor Bus Fixed Route Bus	0	0	2.67	1	1.33	0.50	16,944.55
Demand Response	0	0	1	0.18	1.33	0.24	36,689.10

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

MEETING DATE: November 12, 2025

SUBJECT: Statewide Functional Reclassification Updates
PRESENTER: Reuben Q. Crummy, Senior Transportation Engineer – Transportation Planning Division of NCDOT

ATTACHMENTS: Statewide Functional Reclassification Updates

SUMMARY OF REQUEST:
Functional classification is the process of grouping streets and highways into classes according to the character of service they are intended to provide and include evaluation of annual average daily traffic (AADT) data, speed limit, length, and other roadway characteristics. Accurate roadway functional classification ensures that federal aid funds are allocated where they are needed most.
The North Carolina Department of Transportation (NCDOT) Transportation Planning Division (TPD) is responsible for processing updates to the Federal Functional Classification System in North Carolina every 10 years in partnership with planning organizations (MPO's & RPO's) for submission to the Federal Highway Administration (FHWA) for approval.
Functional classification for roadways is categorized into the 7 classifications noted below:
1 – Interstate – Principal Arterial
2 – Freeway – Principal Arterial
3 – Other – Principal Arterial
4 – Minor Arterial
5 – Major Collector
6 – Minor Collector
7 – Local

For the Greater Hickory MPO, NCDOT TPD identified the roadways on the attached *2025 Greater Hickory MPO Functional Reclassification Updates* list for functional classification updates. All roadways identified for updates are to be upgraded, downgraded, or stay the same. NCDOT TPD is requesting approval of the updates.

BOARD ACTION REQUESTED: Approval

Suggested Motion: ***I move to approve the updated functional classification as presented.***

Planning Organization and/ or Local Government(s) That Have Approved the Request (including date): **GHMPO (11/12/25)**

Request ID	MPORPO	Roadway	FromRoad	ToRoad	ProposedFC	ExistingFC	Dista	AADT	SpeedLimit	Descriptions	County
1	GHMPO	Lenoir Rhyne (LR) BLVD SE (SR 1534)	Highland Ave NE	US 70	3 - Other Principle Arterial	4 - Minor Arterial	2.28	15,500-22,500-24,500-31,000	35-45	Upgrade	Catawba
2	GHMPO	Springs Road NE (SR 1453)	McDonald Parkway NE/24th St NE	Kool Park Road NE	3 - Other Principle Arterial	4 - Minor Arterial	1.38	31,500-28,000	45	Upgrade	Catawba
3	GHMPO	Central Ave	Duke St (SR 1106)	Madison Ave	4 - Minor Arterial	7 - Local	0.11	750	35	Upgrade - connectivity/continuity	Caldwell
4	GHMPO	Madison Ave	Central Ave	South Main St	4 - Minor Arterial	7 - Local	0.01	not provided	35	Upgrade - connectivity/continuity	Caldwell
5	GHMPO	Section House Rd NE (SR 1491)	1st St W (SR 1007)	Springs Rd NE (SR 1453)	4 - Minor Arterial	7 - Local		9,700-9,000-10,500	45-55	Upgrade	Catawba
6	GHMPO	13th Street SW	1st Avenue SW (SR 1692)	Hwy 70 E	5 - Major Collector	3- Other Principal Arterial		2,000-3,200-4,200	35	Downgrade	Catawba
7	GHMPO	College Avenue	Main Street SW	Virginia Street SW	6 - Minor Collector	5 - Major Collector		400-900-1,400	20	Downgrade	Caldwell
8	GHMPO	Eldred Street SE	US 70 (Main Street)	I-40	5 - Major Collector	4 - Minor Arterial		4,200	35-40-45-55	Downgrade	Burke
9	GHMPO	Jennings Street SW	Underdown Avenue SW	US 64 (Morganton Blvd SW)	6 - Minor Collector	5 - Major Collector		750		Downgrade - low volume	Caldwell
10	GHMPO	Pennton Avenue	Spruce Street SW	Harper Avenue	6 - Minor Collector	5 - Major Collector		350-1100-1500-2300		Downgrade	Caldwell
11	GHMPO	Praley Street SW	US 70 E (Main Street E)	Carolina Street SE (SR 1734)	6 - Minor Collector	5 - Major Collector		1,100	25	Downgrade - Operates more like a Minor Collector, rather than a Major Collector, shorter	Burke
12	GHMPO	Setzers Creek Road	Shiloh Church Road	Shiloh Church Road	6 - Minor Collector	7 - Local		1,000	55	Upgrade	Caldwell
13	GHMPO	Shiloh Church Road	Setzers Creek Road	Setzers Creek Road	7 - Local	6 - Minor Collector		50	15/20	Downgrade - portions of this road are unpaved and is in a residential area.	Caldwell
14	GHMPO	Spruce Street	Pennton Avenue	Lenoir Avenue	6 - Minor Collector	5 - Major Collector		200	25	Downgrade - low volume, residential	Caldwell
15	GHMPO	Underdown Avenue	Jennings Street	College Avenue	6 - Minor Collector	5 - Major Collector		700-750	20	Downgrade	Caldwell
16	GHMPO	Willow Street	College Avenue SW	Willow Street	6 - Minor Collector	5 - Major Collector		200	25	Downgrade - low volume, residential	Caldwell
17	GHMPO	Zion Road	US 70 E	Amherst Road	5 - Major Collector	4 - Minor Arterial		2,800-2,900	35	Downgrade	Burke

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

MEETING DATE: November 12, 2025

SUBJECT: Locally Administered Project Program – Bicycle and Pedestrian Methodology Updates
PRESENTER: Daniel Odom, Planning Manager

ATTACHMENTS: Methodology Updates and Methodology Document

SUMMARY OF REQUEST:

The Western Piedmont Council of Governments undertook a comprehensive update to the **Locally Administered Projects Program (LAPP)** scoring methodology to ensure that project prioritization reflects real regional performance and regional priorities across all member jurisdictions. Using data from **785 bicycle and pedestrian projects** across the Greater Hickory MPO region, WPCOG conducted a statistical analysis of bicycle and pedestrian project scoring across benefit assessment criteria used in the methodology. This dataset allowed staff to identify realistic performance ranges and scoring trends specific to the region. To promote fairness across communities of varying size and capacity, the scoring results were **scaled by municipal population tier**, aligning project expectations with community context. This ensures that smaller jurisdictions remain competitive while larger cities are evaluated proportionally to their scale and impact. The result is a **data-driven, transparent, and regionally grounded methodology** that balances consistency with fairness—providing a reliable framework for evaluating future LAPP funding requests.

The methodology updates are proposed to be released at the November MPO Boards Meeting, and will be available for action at the December 8th meeting of the MPO Boards.

BOARD ACTION REQUESTED: Release for public comment.

Suggested Motion: None.

Greater Hickory MPO
Locally Administered Projects Program
Recommended LAP Selection Methodology to Align with 2025 Western Piedmont Regional Bicycle and Pedestrian Plan

SCALED CRITERIA:

Criteria	25th-49th Percentile	50th-75th Percentile	>75th Percentile	Notes/Total Points Available
Identified Safety Risk	4 Points	7 Points	10 Points	***3 additional points awarded to the project if the project addresses a location with a K+A Bicycle/Pedestrian Crash. 13 Total Points available.***
Residential Connectivity	4 Points	7 Points	10 Points	***3 additional points awarded if the project directly connects to a shopping center, school, or government recreation area. 13 Total Points Available.***
Economic Development (Employment Existing)	1.5 Points	3 Points	4.5 Points	***Based on US Census Housing Unit Data. 4.5 Total Points Available***
Economic Development (Poverty Rate)	1.5 Points	3 Points	4.5 Points	***Based on US Census Poverty Rate Data. 4.5 Total Points Available.***
Closing a Gap	3.3 Points	7 Points	11 Points	***Based on Project Specific Connectivity. 11 Total Points Available.***

Municipal Population > 18,500

Criteria	*25th-49th Percentile*	*50th-75th Percentile*	*>75th Percentile*
Identified Safety Risk	**Reports of near misses or crash vulnerability Characteristics**	**1-2 Crashes**	**>2 Crashes**
Residential Connectivity	**1426-2041**	**2042-2818**	**>2818**
Employment Existing	**204-324**	**324-607**	**607+**
Poverty Rate	**21%-23%**	**23%-24.87%**	**>24.87%**
Closing a Gap	**.01-1.01 miles**	**1.02-3.02 miles**	**>3.02 miles**

Municipal Population 10,000-18,500

Criteria	**25th-49th Percentile**	**50th-75th Percentile**	**>75th Percentile**
Identified Safety Risk	**Reports of near misses or crash vulnerability Characteristics**	**1 Crash**	**2 Crashes**
Residential Connectivity	**1041-1265**	**1266-1645**	**>1645**
Employment Existing	**71-148**	**149-384**	**>384**
Poverty Rate	**23%-25.6%`**	**25.61%-27.4%**	**>27.4%**
Closing a Gap	**.01-.82 miles**	**.83-2.48**	**>2.48**

Municipal Population </=9,999

Criteria	**25th-49th Percentile**	**50th-75th Percentile**	**>75th Percentile**
Identified Safety Risk	**Reports of near misses or crash vulnerability Characteristics**	**1 Crash**	**2 Crashes**
Residential Connectivity	**806-1037**	**1038-1324**	**>1324**
Employment Existing	**51-116**	**117-156**	**>156**
Poverty Rate	**23%-27.31%**	**27.31%-30%**	**>30%**
Closing a Gap	**.01-.62 miles**	**.63-1.25 miles**	**>1.25 miles**

Note: Percentile ranges are determined by quantitative analysis of regional project performance per Cluster Group. I.e., The 25th-49th percentile range represents the 25th to 49th percent of project scores, per population range, for all projects included in the Western Piedmont Regional Bicycle and Pedestrian Plan. This dataset includes nearly 1,000 total projects.

NON-SCALED CRITERIA:

Criteria	**⅓ of Total Points Available**	**⅔ of Total Points Available**	**100% of Total Points Available**	**Notes**
Community Vision & Support	The project is identified in an Adopted Plan.	Project is identified in an adopted plan and has letters of support.	Project is identified in an adopted plan and has letters of support from parties within the project corridor.	11 Total Points Available
Project Feasibility	Project has a Cost Estimate completed by an Engineer	Project has a Cost Estimate completed by an Engineer and Documented Right of Way Available.	Project has a completed feasibility study or express design.	11 Total Points Available
Public Transit Connectivity			Connects to an established Public Transit Route or Bus Stop	11 Total Points Available
Cost Effectiveness			Projects submitted within each call for projects will be scored for cost effectiveness competitively. Cost effectiveness formula: Total Points/Total Cost x 50,000. Result is points	8 Points Available

			achieved by the project per $50,000 in funding. The highest scoring project receives 8 points. Each project ranking below that project will receive points based on the percentage of cost effectiveness achieved by the project compared to the highest scoring project	
Crash Exposure	AADT ≤ 2,000 (separated facility - multi-use path, cycle tracks, planning strip sidewalks) // AADT = 5,000 ≤ 10,000 (non separated facility)	AADT = 2,001 ≤ 4,999 (separated facility - multi-use path, cycle tracks, planning strip sidewalks) //AADT = 2,001 ≤ 4,999 (non separated facility)	AADT > 5,000 (separated facility - multi-use path, cycle tracks, planning strip sidewalks) // AADT ≤ 2,000 (non separated facility)	13 Total Points Available

Discussion of Scaled Criteria

Identified Safety Risk (13 points total)

- Projects are awarded based on percentile ranking of crash data.
    - 25th–49th percentile = 4 points
    - 50th–74th percentile = 7 points
    - 75th+ percentile = 10 points
- **Bonus:** +3 points if the project addresses a location with a serious (K+A) bicycle/pedestrian crash.
- **Discussion:** This weighting prioritizes projects that address the region's highest crash-risk areas, with additional emphasis on sites with life-threatening or fatal crash history.

Residential Connectivity (13 points total)

- Based on the number of housing units within a 0.7-mile walking buffer.
    - 25th–49th percentile = 4 points
    - 50th–74th percentile = 7 points
    - 75th+ percentile = 10 points
- **Bonus:** +3 points if the project directly connects to a shopping center, school, or government recreation area.
- **Discussion:** This measure reflects how many households may potentially benefit from the project, with an added emphasis on destinations that represent daily living needs.

Economic Development – Employment (4.5 points total)

- Based on U.S. Census employment data.
    - 25th–49th percentile = 1.5 points

- 50th–74th percentile = 3 points
- 75th+ percentile = 4.5 points

- **Discussion:** Rewards projects that serve existing job centers and economic drivers, emphasizing their role in regional workforce access.

Economic Development – Poverty Rate (4.5 points total)

- Based on U.S. Census poverty rate data.
  - 25th–49th percentile = 1.5 points
  - 50th–74th percentile = 3 points
  - 75th+ percentile = 4.5 points
- **Discussion:** Prioritizes projects with an illustrated redevelopment potential.

Closing a Gap (11 points total)

- Based on the project's ability to close missing connections in the bike/pedestrian network.
  - 25th–49th percentile = 3.3 points
  - 50th–74th percentile = 7 points
  - 75th+ percentile = 11 points
- **Discussion:** Projects filling critical gaps between existing facilities are highly valued, ensuring a more continuous and functional regional network.

Note: Percentiles are calculated by cluster group, using nearly 1,000 projects from the Western Piedmont Regional Bicycle and Pedestrian Plan as the baseline dataset.

Discussion of NON-SCALED CRITERIA

Community Vision & Support (11 points total)

- ⅓ points: Project identified in an adopted plan.
- ⅔ points: Project in an adopted plan **and** has letters of support.
- Full points: Project in an adopted plan **with letters of support from stakeholders directly in the project corridor.**
- **Discussion:** Rewards projects that are not only planned but also backed by community voices, illustrating community commitment and buy-in.

Project Feasibility (11 points total)

- ⅓ points: Engineer-prepared cost estimate.
- ⅔ points: Cost estimate **and** documented right-of-way availability.
- Full points: Completed feasibility study or express design.
- **Discussion:** Rewards projects that are ready to advance with fewer uncertainties, reducing risk of cost overruns or delivery delays.

Public Transit Connectivity (11 points total)

- Full points if the project connects directly to an established transit route or bus stop.
- **Discussion:** Prioritizes multimodal integration, ensuring that walking and biking facilities support broader mobility options.

Cost Effectiveness (8 points total)

- Formula: **(Total Points ÷ Total Cost) × 50,000**
- Projects ranked relative to each other:
    - Highest-scoring project = 8 points.

    - All others scored proportionally based on cost-effectiveness.

- **Discussion:** Ensures limited funds are directed to projects delivering the greatest benefit for the cost.

Crash Exposure (13 points total)

- Based on Average Annual Daily Traffic (AADT) exposure, with criteria differing for separated vs. non-separated facilities:

    - Low exposure = fewer points.

    - High exposure = more points (since facilities on higher-volume roads address higher risk).

- **Discussion:** Recognizes that traffic context affects safety and usage; higher-traffic areas carry higher exposure risk, warranting stronger intervention. Outcome: Solutions in high-risk areas are rewarded accordingly.

Western Piedmont
Council of Governments

Creative Regional Solutions Since 1968

Western Piedmont Bicycle and Pedestrian Plan
LAP Methodology Updates
November 12, 2025

Why update the LAP Methodology through the Bike/Ped Planning Process?

- Why revisit the methodology now?
  - Changes in requirements from NCDOT – All LAP projects must be scored through a singular, unified methodology regardless of funding source.
  - An opportunity to strengthen the linkage between the planning process and the project application development process.
  - An opportunity to hear directly from both public and governmental stakeholders on Bike/Ped priorities.
  - An opportunity to collect significant data on Bicycle and Pedestrian Project scoring in the region, and use that data to improve selection strategy.

What we heard from our Stakeholders

- *Economic Development:*
  - **Focus on areas in need of economic development**: Prioritize locations with a need for growth, especially those with mixed residential and commercial zoning.
  - **Clarify the definition of economic development**: Determine if economic development is about creating jobs and higher incomes for underserved populations or simply attracting wealthier consumers to support high-end businesses.
  - **Use relevant data to assess potential benefit**: Utilize census data (e.g., low/moderate income) and business density to assess impact, while also considering connectivity to existing bicycle and pedestrian facilities.

- *Safety:*
  - **Account for near misses**: Crash data alone doesn't capture near misses or close calls, which should also be considered in safety assessments.
  - **Consider word of mouth in smaller communities**: Since smaller communities may not track crash data, anecdotal evidence and public input should be factored into project scoring.
  - **Act before fatalities occur**: Plans should be implemented proactively, not waiting for fatal incidents to trigger action.

What we heard from our Stakeholders: Continued

- ***Scaling:***
  - **"Curious to know the challenges smaller rural towns will compete with scoring compared to the larger areas. I would like to see some equalization in the process"**
  - 80% of Steering Committee respondents reported a favorable view of scaling/equalization in the methodology process.

- ***Data Access:***
  - **Provide equal access to data**: All municipalities should have access to crash data and resources like master plans to help improve project scores and prioritization.
  - **Address challenges for smaller towns**: There's concern about how smaller rural towns will compete in the scoring process compared to larger areas, with a call for more equalization in the process.

Proposed Changes: Data Sources

Criteria	Proposed Source	Reasoning
Identified Safety Risk	Include points allowance for anecdotal or municipally reported safety concern; remainder of points attributed to NCDOT Crash Data	Allows GHMPO to consider local knowledge of crash concerns as well as existing crash data.
Residential Connectivity	Based on US Census Data for Total Households in a project area (0.7 mile buffer*)	Allows GHMPO to assess total potential usage of the facility.
Economic Development (Employment Existing)	Based on total businesses within Project area (0.7 mile buffer*)	Allows GHMPO to assess project potential to support existing economic impact.
Economic Development (Poverty Rate)	Based on aggregate Poverty Rate within Project Area	Allows GHMPO to assess need for redevelopment in the project area.

Purpose: ***Utilize readily available data in the selection process, allowing equal access to scoring data.***

*The **0.7-mile buffer** is based on data from the National Institutes of Health. According to an NIH study on pedestrian travel, the **average walking trip length across all trip purposes is 0.7 miles**. Using this buffer allows GHMPO to evaluate projects consistently while capturing the potential for a wide range of pedestrian trip purposes.

Proposed Changes: Scaling

- In accordance with Survey responses requesting equalization in scoring, MPO staff have worked towards implementing a quantitatively defensible scaling method.
- **Why Scale?**
  - In this program, all communities compete for the same pot of money — but their projects are not starting from the same place. Larger municipalities naturally have more people, more traffic, more crashes, and more destinations. Smaller towns have fewer of each.
- **Scaling fixes that.**
  - **It adjusts the data so each community's project is judged in proportion to its own context — population, street network, and travel demand. That means a sidewalk in a town of 3,000 people can compete fairly against a greenway in a city of 50,000, based on** *how much impact it makes locally*, not just how big the raw numbers are.

Scaling: Continued

- K-Means Clustering is a Vector Quantization method that groups data points into clusters based on their similarity. Essentially, populations are grouped together based on their quantitative parity.

- **Cluster 1: Local Population of 1-9,999**
- **Cluster 2: Local Population of 10,000-18,500**
- **Cluster 3: Local Population 18,500+**

- Because counties have different levels of development density, it is recommended that **county-sponsored projects compete in Cluster 1.**
- For the scaled scoring categories — **Safety Risk, Residential Connectivity, Economic Development, and Closing Gaps** — applicants will only compete against other projects within their **population-based cluster.**
- Each individual criterion score is scaled against the **overall distribution of project scores included in the Bike/Ped Plan.**

Proposed Criteria Structure

Criteria	25th-49th Percentile	50th-75th Percentile	>75th Percentile	Notes/Total Points Available
Identified Safety Risk	4 Points	7 Points	10 Points	*3 additional points awarded to the project if the project addresses a location with a K+A Bicycle/Pedestrian Crash. 13 Total Points available.*
Residential Connectivity	4 Points	7 Points	10 Points	*3 additional points awarded if the project directly connects to a shopping center, school, or government recreation area. 13 Total Points Available.*
Economic Development (Employment Existing)	1.5 Points	3 Points	4.5 Points	*Based on US Census Housing Unit Data. 4.5 Total Points Available*
Economic Development (Poverty Rate)	1.5 Points	3 Points	4.5 Points	*Based on US Census Poverty Rate Data. 4.5 Total Points Available.*
Closing a Gap	3.3 Points	7 Points	11 Points	*Based on Project Specific Connectivity. 11 Total Points Available.*

Proposed Scales

Municipal Population > 18,500

Criteria	*25th-49th Percentile*	*50th-75th Percentile*	*>75th Percentile*
Identified Safety Risk	Reports of near misses or crash vulnerability Characteristics	1-2 Crashes	>2 Crashes
Residential Connectivity	1426-2041	2042-2818	>2818
Employment Existing	204-324	324-607	607+
Poverty Rate	21%-23%	23%-24.87%	>24.87%
Closing a Gap	.01-1.01 miles	1.02-3.02 miles	>3.02 miles

Municipal Population 10,000-18,500

Criteria	25th-49th Percentile	50th-75th Percentile	>75th Percentile
Identified Safety Risk	Reports of near misses or crash vulnerability Characteristics	1 Crash	2 Crashes
Residential Connectivity	1041-1265	1266-1645	>1645
Employment Existing	71-148	149-384	>384
Poverty Rate	23%-25.6%`	25.61%-27.4%	>27.4%
Closing a Gap	.01-.82 miles	.83-2.48	>2.48

Municipal Population </=9,999

Criteria	25th-49th Percentile	50th-75th Percentile	>75th Percentile
Identified Safety Risk	Reports of near misses or crash vulnerability Characteristics	1 Crash	2 Crashes
Residential Connectivity	806-1037	1038-1324	>1324
Employment Existing	51-116	117-156	>156
Poverty Rate	23%-27.31%	27.31%-30%	>30%
Closing a Gap	.01-.62 miles	.63-1.25 miles	>1.25 miles

Why this method works?

- We looked at every single bicycle and pedestrian project that's been proposed in our region — 785 of them — to see how they actually score using the data sets recommended.
  - Instead of guessing how new projects might score, we built our method straight from the real data from this sample set.
- Then we adjusted the methodology to recognize that towns and cities of different sizes can't be compared one-to-one. A project in a small town isn't going to have the same scale or traffic as a project in Hickory or Lenoir — and that's okay. So, we scaled the method to show what's realistic for each size of community.
- The end result is a scoring system that's fair, transparent, and built entirely on how projects in *our* region have actually performed — not on assumptions from somewhere else.

Why do these changes matter?

- **Establishes a direct link** between the Bike/Ped Planning and Funding Opportunities.
- **Enhances transparency** in the LAP project selection process.
- **Aligns with the Bike/Ped GIS Tool,** making it a comprehensive "one-stop shop" for project planning, application development, and scoring.
- **Provides a Healthy Mix** of data driven criteria, and criteria that allow municipalities to improve their score by increasing application development (Community Vision, Project Feasibility, etc.)

Changes to non-scaled criteria

- Point allocation to non-scaled criteria have been revised based on input from the steering committee.
- Committee members were asked to rank each of the criteria.
- The number of points for each criteria is now aligned with the average ranking assigned to it by committee members.

Non-scaled Criteria

Criteria	⅓ of Total Points Available	⅔ of Total Points Available	100% of Total Points Available	Notes
Community Vision & Support	The project is identified in an Adopted Plan.	Project is identified in an adopted plan and has letters of support.	Project is identified in an adopted plan and has letters of support from parties within the project corridor.	11 Total Points Available
Project Feasibility	Project has a Cost Estimate completed by an Engineer	Project has a Cost Estimate completed by an Engineer and Documented Right of Way Available.	Project has a completed feasibility study or express design.	11 Total Points Available
Public Transit Connectivity			Connects to an established Public Transit Route or Bus Stop	11 Total Points Available
Cost Effectiveness			Cost Effectiveness Formula	8 Points Available
Crash Exposure	AADT ≤ 2,000 (separated facility - multi-use path, cycle tracks, planning strip sidewalks) // AADT = 5,000 ≤ 10,000 (non separated facility)	AADT = 2,001 ≤ 4,999 (separated facility - multi-use path, cycle tracks, planning strip sidewalks) //AADT = 2,001 ≤ 4,999 (non separated facility)	AADT > 5,000 (separated facility - multi-use path, cycle tracks, planning strip sidewalks) // AADT ≤ 2,000 (non separated facility)	13 Total Points Available

Conclusion

- This set of methodology updates will directly tie 46% of a projects score to readily available data.
- The remaining 54% of a projects score can be improved by local governments through Community Input, Project Development, and Appropriate Project Scoping.

- The outcome? *Local governments can quickly identify promising projects through the WP Regional Bicycle and Pedestrian Plan GIS Tool, allowing more time and capacity to be dedicated to application development.*

Western Piedmont
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Questions?

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

MEETING DATE: November 12, 2025

SUBJECT: Locally Administered Project Program – Supplemental Funding Requests
PRESENTER: Daniel Odom, Planning Manager

ATTACHMENTS: LAPP 2025 – Project Applications and Funding Proposal

SUMMARY OF REQUEST:

The Western Piedmont Council of Governments (WPCOG) and Greater Hickory Metropolitan Planning Organization (GHMPO) receive roughly $3.5 million annually in federal transportation grant funding for multimodal projects (pedestrian, transit, small intersection). These funds are managed through the Locally Administered Projects Program (LAPP). The GHMPO holds a yearly call for supplemental funding requests in the fall of the calendar year. The Target investment amount for the fall 2025 Supplemental Funding Call is $1.5M in Federal STBG-DA funds.

Only active and ongoing LAP projects are eligible to apply for supplemental funding. Supplemental applicants are encouraged to meet with GHMPO staff to discuss potential funding requests.

Call Opening: November 12, 2025
Applications Due: December 5, 2025
Applications Released for Public Comment: December 10, 2025
Applications available for Approval: January 15, 2025

BOARD ACTION REQUESTED: None. Information item only.

Suggested Motion: None.

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Locally Administered Project Program: 2025 Call for Supplemental Requests

GHMPO TCC and TAC

November 12, 2025

General Information

- In November 2023, GHMPO began a regularly occurring call for supplemental requests to consolidate all supplemental requests into an individual call.
- Supplemental applications follow the **same** application process as new project applications.
- This call is for existing projects anticipating a funding shortfall only.
- Jurisdictions with anticipated shortfalls are encouraged to contact MPO Staff to schedule a pre-application meeting.

Call for Supplemental Requests Timeline

- Call Opening: November 12, **2025**
- Applications Due: December 5, **2025**
- Applications Released for Public Comment: **December 10, 2025**
- Applications available for Approval: **January 15, 2025**

Funding Outlook

*Funding outlook is based on the assumed continuation of STBG-DA funding through FY 2026.

Funding Program	STBG-DA	CMAQ
FY26-FY27 Amount Available	$5.69MM	$1.55M

Target Supplemental Call Investment: $2MM

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Questions?

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

MEETING DATE: November 12, 2025

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

ATTACHMENTS: Regional Bike and Pedestrian Plan – Interactive Mapping Tool Demo and Resolution SUMMARY OF REQUEST:
The Greater Hickory MPO developed a comprehensive, interactive 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.

BOARD ACTION REQUESTED: Yes.

Suggested Motion: Motion to adopt the Western Piedmont Bicycle and Pedestrian Plan as a living document.

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828.322.9191 | Fax: 828.322.5991 | www.wpcog.org

RESOLUTION ADOPTING THE WESTERN PIEDMONT REGIONAL BICYCLE AND PEDESTRIAN PLAN

WHEREAS, the Greater Hickory Metropolitan Planning Organization (GHMPO), housed within the Western Piedmont Council of Governments, serves as the regional transportation planning organization for Alexander, Burke, Caldwell, and Catawba Counties; and

WHEREAS, the Western Piedmont Regional Bicycle and Pedestrian Plan establishes a long-term vision to enhance safe, accessible, and connected walking and bicycling opportunities throughout the GHMPO region; and

WHEREAS, the Plan identifies regional corridors, network gaps, and priority projects that support improved safety, connectivity, and access for all users—including seniors, youth, Title VI populations, and residents without access to a vehicle; and

WHEREAS, the Plan was developed through extensive collaboration with local governments, partner agencies, and the public, including Technical Steering Committee meetings, focus group sessions, an interactive pin-drop map, a public survey, and in-person public input meetings in each of the four counties; and

WHEREAS, the Plan aligns with North Carolina's Complete Streets policy, the GHMPO Transportation Safety Plan, and the MPO's Locally Administered Projects Program (LAPP) scoring framework, thereby strengthening opportunities for project prioritization and future funding; and

WHEREAS, the GHMPO recognizes the Plan as a guiding document to assist local governments and regional partners in implementing bicycle and pedestrian infrastructure projects that promote multimodal access, public health, and economic vitality.

NOW, THEREFORE, BE IT RESOLVED, that the Greater Hickory Metropolitan Planning Organization Transportation Advisory Committee hereby adopts the Western Piedmont Regional Bicycle and Pedestrian Plan as the official regional plan for guiding future bicycle and pedestrian investments across the GHMPO area.

Adopted this 12th day of November, 2025, by the Greater Hickory Metropolitan Planning Organization Transportation Advisory Committee.

A motion to adopt the resolution was made by _____ and seconded by _____.

_____
Barbara Beatty, Vice Chair, GHMPO TAC

_____
Averi Ritchie, Secretary, GHMPO TAC

Executive Committee: Joseph L. Gibbons, Chair | Randy Burns, Vice Chair | Larry Chapman, Secretary | George B. Holleman, Treasurer | Jill Patton, Past Chair | **At-Large Members:** Mike LaBrose | Cole Setzer | Marla Thompson | Larry Yoder | **Executive Director,** Anthony W. Starr

Serving: Alexander County | Taylorsville | Burke County | Connelly Springs | Drexel | Glen Alpine | Hildebran | Morganton | Rutherford College | Valdese | Caldwell County | Cajah's Mountain | Cedar Rock | Gamewell | Granite Falls | Hudson | Lenoir | Rhodhiss | Sawmills | Catawba County | Brookford | Catawba | Claremont | Conover | Hickory | Long View | Maiden | Newton

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

MEETING DATE: November 12, 2025

SUBJECT: MPO Meeting Materials Submittal Guidance

PRESENTER: Averi Ritchie, Transportation Director

ATTACHMENTS: MPO Meeting Materials Submittal Guidance Resolution

SUMMARY OF REQUEST:

The proposed policy establishes a consistent process for submitting and distributing meeting materials for both the Greater Hickory MPO Technical Coordinating Committee (TCC) and Technical Advisory Committee (TAC).

The policy requires that all items requiring committee action or discussion—such as resolutions, updates, reports, and presentations—be submitted to MPO staff no later than two (2) weeks prior to the scheduled meeting. This allows sufficient time for staff review, packet preparation, and coordination among jurisdictions.

Meeting packets will then be distributed to members at least five (5) business days prior to the meeting, ensuring all members have adequate time to review materials, consult internally, and prepare questions or recommendations.

This policy formalizes existing practices, promotes transparency, and enhances the efficiency of both TCC and TAC meetings by ensuring materials are complete and available well in advance of decision-making. Staff recommends adoption of the attached resolution establishing the Meeting Material Deadlines Policy for both committees, effective immediately upon approval.

BOARD ACTION REQUESTED: Yes

Suggested Motion: ***Motion to approve the guidance as presented.***

Western Piedmont Council of Governments
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GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION (GHMPO)
TECHNICAL ADVISORY COMMITTEE (TAC) AND TECHNICAL COORDINATING COMMITTEE (TCC)
POLICY ON MEETING MATERIAL DEADLINES

WHEREAS, the Greater Hickory Metropolitan Planning Organization (GHMPO) Technical Advisory Committee (TAC) and Technical Coordinating Committee (TCC) are responsible for providing policy direction, technical input, and oversight for transportation planning and programming within the MPO area; and

WHEREAS, timely distribution of meeting materials ensures members of both committees have adequate opportunity to review agenda items, analyze supporting documentation, and consult with local staff or stakeholders prior to action; and

WHEREAS, consistent deadlines promote transparency, allow for meaningful discussion, and improve the efficiency and productivity of both TAC and TCC meetings;

NOW, THEREFORE, BE IT RESOLVED, that the Greater Hickory MPO Technical Advisory Committee (TAC) and Technical Coordinating Committee (TCC) hereby adopt the following policy regarding meeting material submissions and distribution:

1. Submission Deadline

All materials requiring TCC or TAC consideration, action, or information shall be submitted to MPO staff no later than two (2) weeks prior to the scheduled meeting date. This includes, but is not limited to: agendas, staff reports, resolutions, presentations, project updates, and attachments intended for inclusion in the meeting packet.

2. Distribution Deadline

MPO staff shall distribute the complete meeting packet to TAC and TCC members and alternates no later than five (5) business days prior to the scheduled meeting. Materials received after the submission deadline may be deferred to the next scheduled meeting unless deemed time-sensitive by MPO staff.

3. Enforcement

This policy shall take effect immediately upon adoption and apply to all regular meetings of the TAC and TCC. Exceptions to this policy must be approved by the TAC Secretary.

Adopted this 12th day of November, 2025, by the Greater Hickory MPO Technical Advisory Committee (TAC) and Technical Coordinating Committee (TCC).

Executive Committee: Joseph L. Gibbons, Chair | Randy Burns, Vice Chair | Larry Chapman, Secretary | George B. Holleman, Treasurer | Jill Patton, Past Chair | **At-Large Members:** Mike LaBrose | Cole Setzer | Marla Thompson | Larry Yoder | **Executive Director,** Anthony W. Starr

Serving: Alexander County | Taylorsville | Burke County | Connelly Springs | Drexel | Glen Alpine | Hildebran | Morganton | Rutherford College | Valdese | Caldwell County | Cajah's Mountain | Cedar Rock | Gamewell | Granite Falls | Hudson | Lenoir | Rhodhiss | Sawmills | Catawba County | Brookford | Catawba | Claremont | Conover | Hickory | Long View | Maiden | Newton

A motion to adopt the resolution was made by _____ and seconded by _____.

_____
Barbara Beatty, Vice Chair, GHMPO TAC

_____
Averi Ritchie, Secretary, GHMPO TAC

Greater Hickory MPO
Transportation Update
November 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	2027	$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	$1,175,000	February 2026 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
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HB-0061	SR 1574	SR 1574, REPLACE BRIDGE 349 OVER JONES CREEK.	2025	2026	$1,680,000	R/W	Division	F
R-3430CA	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.	2029	2033	$73,507,000	Planning	Central	F
R-3430CB	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.	2030	2034	$69,292,000	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	$8,620,000	July 2026 Let	Division	F
U-4700CB	US 321	AT SR 1809/1952 (PINE MOUNTAIN ROAD). UPGRADE INTERSECTION TO SUPERSTREET DESIGN.	2019	2026	$17,000,000	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
November 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	35 %	3/27
C204840	CALDWELL	U-4700CC	US 321 and SR 1108 (Mission Road)	INTERSECTION AT US-321 AND SR-1108 (MISSION RD).	$13,348,559.10	HEI CIVIL CAROLINAS LLC	0%	4/28

November 2025 Status Report for Division 12 Projects in Greater Hickory MPO.

PROJECT ID	COUNTY(S)	ROUTE/CITY	DESCRIPTION	PHASE & YEAR (2026 - 2035 STIP)	PROJECT MANAGER/ CONTACT	STATUS
DL00307	ALEXANDER	NC 90, NC 16 AND 7 SECTIONS OF SECONDARY ROADS	RESURFACING FOR 14.5 MILES.	ROW: NA UTL: NA CON: 2024	Jonathan Barnette (704) 380-6040	PROJECT COMPLETE.
DL00338	ALEXANDER	SR 1108, SR 1110, SR 1150, SR 1235, SR 1409, SR 1422	RESURFACING FOR 13.174 MILES.	ROW: NA UTL: NA CON: 2025	Jonathan Barnette (704) 380-6040	UNDERWAY, 20 % COMPLETE.
DL00344	ALEXANDER, IREDELL	VARIOUS SECONDARY ROUTES COUNTYWIDE	RESURFACING FOR 6.16 MILES.	ROW: NA UTL: NA CON: 2025	Jonathan Barnette (704) 380-6040	UNDERWAY, 40 % COMPLETE.
DL00352/ U-6041	ALEXANDER	US 64	SR 1124 (CHURCH ROAD). ADD LEFT TURN LANE ON WESTBOUND US 64/NC 90.	ROW: 2024 UTL: 2024 CON: 2025	Lee Bryson (980) 552-4233	PROJECT HAS BEEN LET. CONSTRUCTION TO BEGIN SOON.
DL00356	ALEXANDER	SR 1337, SR 1302, SR 1628, SR 1637	RESURFACING FOR 35.66 MILES.	ROW: NA UTL: NA CON: 2025	Jonathan Barnette (704) 380-6040	WORK NOT STARTED.
R-3603A	ALEXANDER, CATAWBA	NC 127	SR 1400 (CLONINGER MILL ROAD) TO SR 1156 (RICHEY ROAD). UPGRADE TWO LANES AND PROVIDE SOME MULTI-LANE CURB AND GUTTER.	ROW: 2030 UTL: 2030 CON: 2034	Verrol McLeary (919) 707-6044	DESIGN WORK IN PROGRESS.

PROJECT ID	COUNTY(S)	ROUTE/CITY	DESCRIPTION	PHASE & YEAR (2026 - 2035 STIP)	PROJECT MANAGER/ CONTACT	STATUS
C204977	ALEXANDER, CATAWBA	BRIDGE #170091 OVER THE CATAWBA RIVER ON NC-127 AND BRIDGE # 170139 OVER THE CATAWBA RIVER ON NC-16.	BRIDGE REHABILITATION.	ROW: NA UTL: NA CON: 2025	Eric Conner (828) 468-6260	WORK NOT STARTED.
C204919	CATAWBA	ONE SECTION OF US-70, AND TWENTY FOUR SECTIONS OF SECONDARY ROADS.	RESURFACING FOR 19.747 MILES.	ROW: NA UTL: NA CON: 2024	Travis Jordan (704) 748-2400	UNDERWAY, 93 % COMPLETE.
C205048	CATAWBA	1 SECTION OF NC-10, AND 53 SECTIONS OF SECONDARY ROADS.	RESURFACING FOR 20.75 MILES.	ROW: NA UTL: NA CON: 2025	Travis Jordan (704) 748-2400	WORK NOT STARTED.
DL00349	CATAWBA	BRIDGE NO. 55 OVER JACOB FORK RIVER SR 1139 (FINGER BRIDGE ROAD).	BRIDGE REPLACEMENT.	ROW: NA UTL: NA CON: 2025	Eric Conner (828) 468-6260	PROJECT IS A DESIGN BUILD PROJECT, DESIGN UNDERWAY, 17 % COMPLETE.
DL00345	CATAWBA	VARIOUS SECONDARY ROADS.	RESURFACING FOR 22.22 MILES.	ROW: NA UTL: NA CON: 2024	Travis Jordan (704) 748-2400	UNDERWAY, 75 % COMPLETE.

PROJECT ID	COUNTY(S)	ROUTE/CITY	DESCRIPTION	PHASE & YEAR (2026 - 2035 STIP)	PROJECT MANAGER/ CONTACT	STATUS
B-5847	CATAWBA	SR 1709 (ROCK BARN ROAD)	REPLACE BRIDGE 170173 OVER I-40.	ROW: 2023 UTL: NA CON: 2031	David Stutts (919) 707-6442	THE PROJECT PROPOSES ROUNDABOUT AT THE RAMP TERMINALS AND ALSO CONSIDERING A MULTIUSE PATH AND SIDEWALKS OVER I-40. RIGHT OF WAY IN PROGRESS.
B-6041	CATAWBA	I-40	REPLACE BRIDGE 170177 AND 170178 OVER LYLE CREEK.	ROW: 2026 UTL: NA CON: 2032	Wesley Cartner (919) 707-6039	PLANNING AND DESIGN UNDERWAY.
I-5716	CATAWBA	I-40	SR 1007 (LENOIR RHYNE BOULEVARD) INTERCHANGE. CONSTRUCT INTERCHANGE IMPROVEMENTS.	ROW: 2019 UTL: NA CON: 2026	Gerald Loughry (919) 707-6020	PLANNING AND DESIGN UNDERWAY. RIGHT-OF-WAY ACQUISITION UNDERWAY.
R-5113	CATAWBA	SR 1005 (STARTOWN ROAD)	US 70 TO NC 10. WIDEN TO MULTI-LANES.	FUNDED FOR PRELIMINARY ENGINEERING ONLY	Wesley Cartner (919) 707-6039	PROJECT IS CURRENTLY INACTIVE.
U-2307B	CATAWBA	29TH AVENUE NE	SR 1453 (SPRINGS ROAD) TO NC 127. WIDEN TO MULTI-LANES.	ROW: 2026 UTL: 2026 CON: 2029	Olivia Pilkington (919) 707-6029	PLANNING AND DESIGN IS ONGOING. PUBLIC MEETING HELD ON 11/19/2024.
U-2530A	CATAWBA	NC 127	SR 1132 (HUFFMAN FARM ROAD) TO SR 1008 (ZION CHURCH ROAD). WIDEN TO MULTI-LANES.	ROW: 2025 UTL: 2025 CON: 2029	Bryan Sowell (980) 552-4221	ENGINEERING WORK IS ONGOING. PUBLIC MEETING HELD ON MARCH 21, 2024. RIGHT OF WAY ACQUISITION IN PROGRESS.
C205043, U-5777	CATAWBA	NC 127	1ST AVENUE SE TO 2ND AVENUE SE. ADD TURN LANES.	ROW: 2019 UTL: 2019 CON: 2025	Lee Bryson (980) 552-4233	PROJECT HAS BEEN LET FOR CONSTRUCTION.

PROJECT ID	COUNTY(S)	ROUTE/CITY	DESCRIPTION	PHASE & YEAR (2026 - 2035 STIP)	PROJECT MANAGER/ CONTACT	STATUS
U-6042	CATAWBA	SR 1124 (33RD STREET SW)	SR 1124 (33RD STREET SW) AND (34TH STREET NW). REALIGN INTERSECTION.	FUNDED FOR PRELIMINARY ENGINEERING ONLY	Bryan Sowell (980) 552-4221	PROJECT IS CURRENTLY INACTIVE.
DL00363/ HS-2012I, HS-2012M, SS-6212P, SS-6212Q	CATAWBA, GASTON	NC 10, SR 1005 & NC 150	RESURFACING FOR 18.72 MILES.	ROW: NA UTL: NA CON: 2025	Travis Jordan (704) 748-2400	WORK NOT STARTED.
U-4700A	CATAWBA, CALDWELL, BURKE	US 321	NORTH OF US 70 IN HICKORY TO US 321A. WIDEN TO SIX LANES.	ROW: 2021 UTL: NA CON: 2027	Lee Bryson (980) 552-4233	RIGHT-OF-WAY ACQUISITION UNDERWAY. WORK ON MULTIPLE DISCIPLINES ALSO UNDERWAY.
R-2307A	CATAWBA, LINCOLN	NC 150	RELOCATED NC 16 (STIP PROJECT R-2206) TO EAST OF SR 1840 (GREENWOOD ROAD). WIDEN TO 4-LANES WITH A BYPASS OF THE TERRELL HISTORIC DISTRICT BEING STUDIED.	FUNDED FOR PRELIMINARY ENGINEERING ONLY	Ritchie Naraidu (980) 552-4227	PRELIMINARY ENGINEERING WORK TO BEGIN FALL 2025.
C204348/ R-2307B/ I-5717	IREDELL, CATAWBA	NC 150	EAST OF SR 1840 (GREENWOOD ROAD) IN CATAWBA COUNTY TO WEST OF SR 1303/SR 1180 (PERTH ROAD/DOOLIE ROAD) IN IREDELL COUNTY. WIDEN TO 4-LANES. SR 1383/SR 1180 TO US 21 IN IREDELL COUNTY. WIDEN TO 6-LANES.	ROW: NA UTL: NA CON: 2025	Keith Anderson (980) 435-3290	UNDERWAY, 12 % COMPLETE.

October 2025 Status Report for Division 12 Managed Projects in Burke County.

PROJECT ID	COUNTY(S)	ROUTE/CITY	DESCRIPTION	PHASE & YEAR (2026 - 2035 STIP)	PROJECT MANAGER/ CONTACT	STATUS
C204716	BURKE	US-64/US-70 IN MORGANTON.	REPLACE BRIDGE #99 OVER NORFOLK SOUTHERN RAILROAD.	ROW: NA UTL: NA CON: 2025	Keith Anderson (980) 435-3290	UNDERWAY, 67 % COMPLETE.
DM00440	BURKE	VARIOUS PRIMARY AND SECONDARY ROUTES.	RESURFACING FOR 13.62 MILES	ROW: NA UTL: NA CON: 2024	Travis Jordan (704) 748-2400	UNDERWAY, 90 % COMPLETE.
DM00441	BURKE	VARIOUS SECONDARY ROUTES.	RESURFACING FOR 17.16 MILES	ROW: NA UTL: NA CON: 2024	Travis Jordan (704) 748-2400	UNDERWAY, 64 % COMPLETE.
DM00442	BURKE	VARIOUS SECONDARY ROUTES.	PAVEMENT PRESERVATION IN BURKE AND RUTHERFORD COUNTIES.	ROW: NA UTL: NA CON: 2024	Travis Jordan (704) 748-2400	WORK NOT STARTED.
DM00449/ R-5967	BURKE	SR 1625 (9TH AVE DR NW)	9TH AVE DR NW WIDENING AT GOAT FARM RD 0.6 MILES	ROW: NA UTL: NA CON: 2024	Eric Conner (828) 468-6260	UNDERWAY, 52 % COMPLETE.