



Western Piedmont Council of Governments

Greater Hickory Metropolitan Planning Organization

Transportation Advisory Committee (TAC)

Wednesday, February 26, 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 January 15, 2025 Meeting | | | |
| B. Transportation Improvement Program Revisions for Release | Hank Guess | Attachment I | Approve Consent Agenda Items |
| C. Burris Road Connector CTP Amendment for Release | | | |
| Transportation Improvement Program Revisions for Approval | Averi Ritchie | Attachment II | Adopt by Resolution |
| 2025 MPO Meeting Schedule Modification | Averi Ritchie | Attachment III | Recommend for Approval |
| FY 2026 Unified Planning Work Program & Revisions | Averi Ritchie | Attachment IV | Adopt by Resolution |
| 5303 STIP Amendment | Averi Ritchie | Attachment V | Adopt by Resolution |
| Draft 2026-2035 STIP for Prioritized Projects | Averi Ritchie | Attachment VI | Discussion Item |
| Western Piedmont Transportation Safety Plan—Safety Priorities | Jordan Powell, VHB | Attachment VII | Discussion Item |
| 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 | Bryan Lopez | | |
| Reminders | Averi Ritchie | | |
| Public Comment / Announcements | Hank Guess | | |
| Adjournment | | | |
| Next Meeting: March 26, 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, January 15th, 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 | Fore | Rembert | Town of Maiden |
| Ike | Perkins | City of Lenoir | Roy | Johnson | City Newton |
| Genita | Hill | Town of Long View | Larry | Yoder | Alexander County |
| Jill | Patton | City of Hickory | Wendy | Cato | City of Morganton |
| Martin | Townsend | Town of Granite Falls | Bruce | Eckard | City of Conover |
| Jack | Simms | Town of Taylorsville | Glen | Harvey | Town of Valdese |
| Barry | Mitchell | Town of Hudson | Les | Morrow | City of Claremont |
| Barbara | Beatty | Catawba County | VACANT | | Glen Alpine |
| Donna | Price | Town of Rhodhiss | VACANT | | Alexander County |
| Jody | York | Town of Hildebran | VACANT | | Long View |
| Mary | Furtado | Catawba County | VACANT | | Brookford |
| Mike | Stroud | Burke County | VACANT | | Caldwell County |
| Richard | Andrews | Town of Cahah's Mountain | VACANT | | Cedar Rock |
| | | | VACANT | | Connelly Springs |
| | | | VACANT | | Sawmills |

| | | | | | |
|---------------------------------------|--|--|------------------------------|--|--------------------|
| | | | VACANT | | Drexel |
| | | | VACANT | | Gamewell |
| | | | VACANT | | Glen Alpine |
| | | | VACANT | | Rutherford College |
| <u>WPCOG, FHWA & GUEST</u> | | | <u>NC DOT STAFF</u> | | |
| Alison Adams - WPCOG | | | Dean Ledbetter – Div 11 & 12 | | |
| Averi Ritchie – WPCOG | | | Ruben Crummy – NC DOT TPD | | |
| Daniel Odom – WPCOG | | | Sean Sizemore – Div 11 | | |
| Duncan Cavanaugh – WPCOG | | | Michael Poe – Div 11 | | |
| Casey Fullbright – WPCOG | | | Kenny Heavner – Div 11 | | |
| Suzette Morales - FHWA | | | Anil Panicker – Div 12 | | |
| | | | Mark Stafford – Div 12 | | |
| | | | Brad Lail – Div 12 | | |
| | | | Travis Jordan – Div 12 | | |
| | | | Hannah Smith – Div 13 | | |
| | | | Tim Anderson – Div 13 | | |
| | | | Stephan Sparks – Div 13 | | |
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Call to Order/Ethics Awareness/ and Introductions: Vice Chair Guess called the meeting to order at 2:31 PM and welcomed all present. Introductions were conducted, followed by the Introduction of online viewers.

Approval of Remote Participation: Online attendees were Barbara Beatty, Duncan Cavanaugh, Ruben Crummy, Stephan Sparks, and Suzette Morales. Vice Chair Guess canvassed the committee for any objections to online participants. Hearing none, online participation was approved by consensus.

Action Items:
Action Items:

- I. Approval of Consent Agenda:** Chair Williams called for a motion to approve the consent agenda. Upon a motion from Mrs. Patton and a second from Mr. Townsend, the Committee unanimously voted to approve the consent agenda.
- II. Transportation Improvement Program Revisions for Approval:** Ms. Ritchie presented Transportation Improvement Program (TIP) revisions for approval. The revisions included the addition of projects into the STIP as well as STIP funding modifications. These funding modifications were automatically triggered due to project increases exceeding 2 million dollars. Upon a motion by Mrs. Patton and a second by Mr. Townsend, the revisions were approved.
- III. Fiscal Year 2026 Local Assessments:** Ms. Ritchie provided an overview of the 2026 local funding assessments. Ms. Ritchie further explained that the MPO's PL funds for FY 2025-26 have increased from \$303,800 to \$325,600, with at least 2.5% required for increasing safe and accessible transportation options. The Infrastructure Investment and Jobs Act has introduced a new focus on planning for accessible transportation, and the Western NC Passenger Rail project has received a \$500,000 grant to advance the Service Development Plan, which requires a 10% local match. This local match would be split between all of the local government agencies using a per capita assessment to determine funding obligations. Hearing no objections, the Fiscal Year 2026 Local Assessments were approved by consensus.
- IV. Draft FY 2026 Unified Planning Work Program Summary:** Ms. Ritchie presented the draft FY 2026 UPWP summary, which includes updates on various transportation and planning initiatives. The GHMPO staff will assist with STIP updates, investigate new projects for Prioritization 8.0, and continue the assessment of bicycle and pedestrian needs, which includes updating the GIS inventory and creating an interactive mapping tool. The GHMPO will oversee the Western Piedmont Transportation Safety Plan, focusing on safety improvements and coordinating with local governments and NCDOT. The GHMPO will also continue to support public involvement through outreach strategies, including public meetings and virtual options for impacted populations. Additionally, the GHMPO will update the Title VI and Limited English Proficiency Plan to ensure comprehensive data collection and reporting. Hearing no objections, the Draft FY 2026 Unified Planning Work Program Summary was approved by consensus.

- V. 5303 STIP Amendment:** Ms. Ritchie presented the updated 5303 STIP Amendment. This update is made annually to accurately reflect requested funds for planning assistance. Hearing no objections, the 5303 STIP Amendment was approved by consensus.
- VI. 2025 Highway Safety Performance Targets:** Mr. Odom presented the annual safety performance targets as part of the Highway Safety Improvement Program (HSIP), which includes goals for reducing fatalities and serious injuries. These targets for 2025 aim for a 30.40% reduction in total fatalities, a 31.63% reduction in the fatality rate, a 38.80% reduction in serious injuries, and a 40.12% reduction in the serious injury rate. The Greater Hickory MPO continues to plan and program projects that align with these state safety goals and work with NCDOT and other MPOs across North Carolina to support these efforts. The performance targets were presented for public comment at the December 11, 2024, TCC/TAC meetings. Upon a motion from Mrs. Patton and a second from Mr. Mitchell, the Committee unanimously voted to approve the 2025 Safety Performance Targets.

NCDOT Update –

- **NCDOT Board:** Mr. Lail provided updates concerning the recovery status from Hurricane Helene as well as winter weather responses and the upcoming booze it and lose it program. Mr. Lail noted that the approval of the STIP would be pushed back until June 2025.
- **Division 11:** Mr. Poe provided updates including division 11's winter weather response, and hurricane recovery efforts. The division had 3499 impacted sites in total, 2621 specific sites with damages and thus far 900 site repairs are fully completed at a current cost of \$59 million.
- **Division 12:** Mr. Stafford provided project updates within the agenda packet for Division 12 as well as division 12's response to winter weather.
- **Division 13:** Mr. Anderson provided project updates within the packet for Division 13. Mr. Anderson also provided Hurricane recovery statistics including the contract for the redevelopment of sites in Chimney Rock.
- **NCDOT-TPD:** Mr. Crummy presented a 100-day post Hurricane Helene infrastructure update, noting that 85% of damaged roads have been re-opened. Mr. Crummy concluded his presentation with a short video on recovery efforts to date.
- **NCDOT-IMD:** No updates
- **FHWA:** No updates

Reminders: None

Public Comment/Announcements: Mr. Ledbetter provided a brief update on the vacant IMD position. Nothing that DOT is actively seeking to fill the position by March 2025. Ms. Ritchie reminded committee members that the Bike/Ped Steering Committee will start at the end of this

month. Mr. Odom reminded committee members that the spring LAPP call opens in March.

Adjournment: Chair Guess adjourned the meeting at 3:20 p.m. The next meeting will be Wednesday, February 26th, 2025.

Respectfully Submitted,

Hank Guess, TAC Vice Chairman

Averi Ritchie, TAC Secretary

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

MEETING DATE: February 26, 2025

SUBJECT: Potential CTP Amendment – CATA-HD-33/Burris Road Connector

PRESENTER: Daniel Odom, Transportation Projects Coordinator

ATTACHMENTS: None

SUMMARY OF REQUEST:

GHMPO staff are currently reviewing a potential amendment to the Burris Road Connector proposal in the 2050 Comprehensive Transportation Plan. In short, the Burris Road Connector, which originated in the 2040 Long Range Transportation Plan, was predicated and proposed on the belief that surrounding land use would be primarily industrial. The project area has since developed residentially, creating a need to revisit the projects alignment and typical section.

GHMPO Staff are currently considering 2 alternative alignments, which would either:

- A) Shift the project alignment slightly to the West to connect to an existing section of roadway OR
- B) Shift the project alignment slightly to the East to mitigate the need for extensive residential property acquisition, should the project be constructed.

MPO Staff are also reviewing a potential Typical Section that would reduce the recommended speed limit from 55 MPH and introduce Bicycle/Pedestrian Accommodations. A typical section of this type is more appropriate for a residentially developed area.

BOARD ACTION REQUESTED: Release for Public Comment

Suggested Motion: *Move Approval of Consent Agenda*



CATA-HD-33/Burris Road Connector CTP Amendment

The GHMPO is currently evaluating a potential amendment to the Comprehensive Transportation Plan (CTP) Proposal CATA-HD-33 for the Burris Road Connector.

The CTP is the GHMPO's most long-term planning document, extending far beyond the 30-year horizon of the Metropolitan Transportation Plan.

The 2050 CTP proposes a new connection from Burris Road to Keisler Dairy Road. This proposal includes a two-lane roadway with 6-foot paved shoulders and a speed limit of 55 miles per hour.

Initially included in the 2040 Long-Range Transportation Plan (LRTP), this project anticipated industrial development in the area. However, current and near-future development in the project area is primarily residential, suggesting that the original CTP proposal may no longer align with the area's evolving land use.

To address this shift, MPO staff are considering three alternative amendments to better align the project with the area's land use needs:

1. **Eastern Alignment Shift:** The first alternative proposes shifting the project alignment eastward to connect with an existing roadway already constructed from Burris Road.
2. **Western Alignment Shift:** The second alternative suggests shifting the alignment to the west to minimize the potential need for residential property acquisition and demolition if the project proceeds to construction.
3. **Revised Cross-Section:** The third alternative, which would complement the first two, involves modifying the existing road cross-section. This revision would reduce the speed limit to between 35 and 45 miles per hour and include accommodations for bicyclists and pedestrians to better serve the surrounding residential development.

In accordance with the GHMPO Public Involvement Policy, all proposed CTP amendments must undergo a 30-day public comment period. During this time, MPO staff will continue to assess the proposal and evaluate the potential outcomes of the proposed amendments.

Burris Road Connector

From: Burris Road To: Keisler Dairy Rd
(SR 1731)

Local ID: CATA-HD-33

Purpose: Congestion

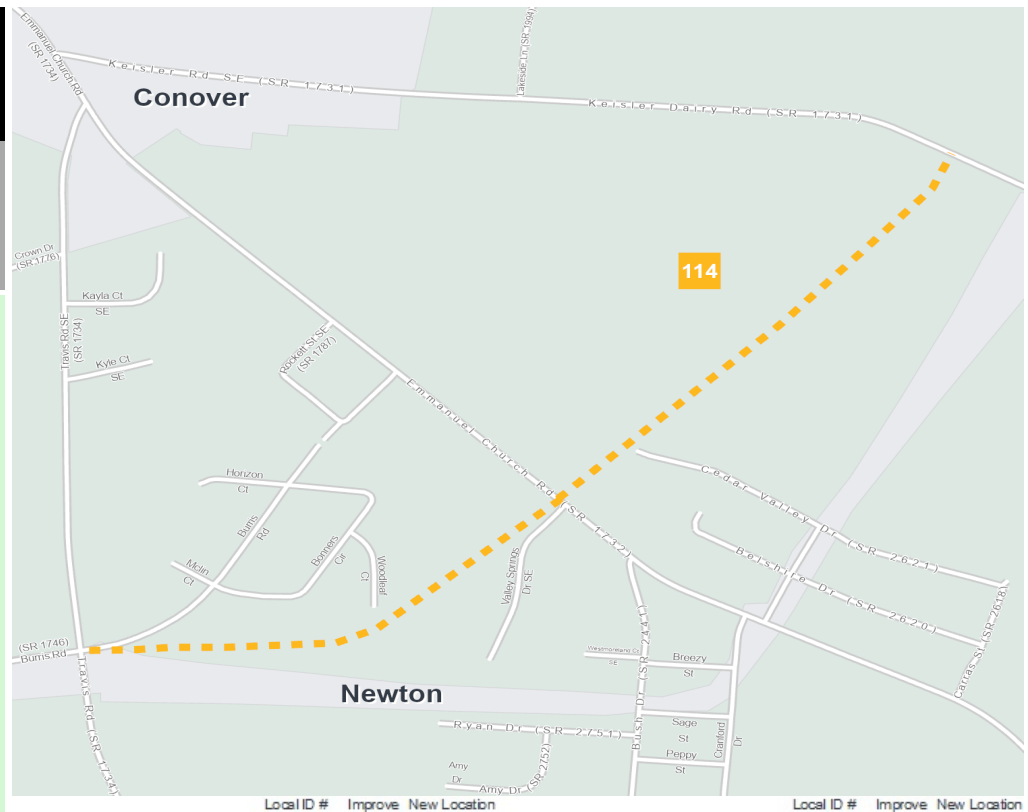
Improvement: New Location

Identified Need

Highway Need

Recommendation

Construct two-lane facility on new location (from Burris Road to Keisler Dairy Rd (SR 1731)).



Congestion / Mobility



Interchange



Access Management / Operations



Bridge / Overpass



Modernization



Intersection



Other

**Proposal At A Glance**

| | |
|---------------------|--------------------|
| Highway Class | Other |
| Facility Type | Minor Thoroughfare |
| Typical Section | 02 A |
| Section Options | - |
| Length (miles) | 1.05 |
| Existing ROW (feet) | |
| Safety Risk Score | - |

Proposal Data: 2019 Base Year 2050 Future Year

| New Location | Existing | Without Proposal | With Proposal |
|----------------|----------|------------------|--------------------|
| Facility Type | - | - | Minor Thoroughfare |
| Travel Lanes | - | - | 2 |
| Volume (vpd) | - | - | - |
| Capacity (vpd) | - | - | - |

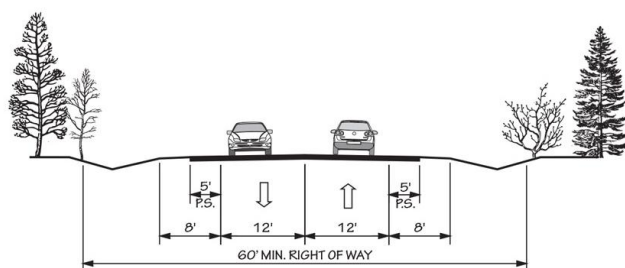
Capacity Data: Year

| | |
|--|---|
| Facility will be Approaching Capacity (>80%) | - |
| Facility will be Over Capacity (>=100%) | - |



Typical Section Options:

None

TYPICAL SECTION No. 2A**2 LANE UNDIVIDED WITH PAVED SHOULDERS**

POSTED SPEED 55 MPH

Project HistoryMultimodal ConsiderationsVisionGoals & ObjectivesGoals & Objectives Survey*Potential Impacts*Natural & Human Environmental Context

All environmental data in the database was considered.

This Project is within 150 feet of:

- 2 Wetland Feature(s)
- 2 River And Stream Feature(s)
- 1 Target Local Watershed Feature(s)
- 1 Water Supply Watershed Feature(s)

- Between 0% and 25% identify as 65+
- Between 0% and 25% identify as African American
- Between 15% and 25% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 5% and 15% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish

- Between 5% and 15% identify as Native American
- Between 10% and 15% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races
- Between 15% and 25% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

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

MEETING DATE: February 26, 2025

SUBJECT: Transportation Improvement Program Revisions for Approval

PRESENTER: Averil 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 ADDITIONS

| | | | | |
|---|---------------------|---|----------------|--|
| * BO-2424 STATEWIDE PROJ.CATEGORY EXEMPT | - STATEWIDE PROJECT | VARIOUS, INTEGRATED MOBILITY DIVISION BICYCLE AND PEDESTRIAN COORDINATION ACTIVITIES. <u>ADD PROJECT AT THE REQUEST OF THE OFFICE OF STRATEGIC INITIATIVES.</u> | ENGINEERING | FY 2025 - \$367,000 (CMAQ) FY 2026 - \$367,000 (CMAQ) FY 2027 - \$366,000 (CMAQ) \$1,100,000 |
| * HN-0037 STATEWIDE PROJ.CATEGORY EXEMPT | - STATEWIDE PROJECT | STATEWIDE, DEVELOP CARBON REDUCTION STRATEGY AND EMISSIONS TOOL. <u>ADD PROJECT AT THE REQUEST OF THE OFFICE OF STRATEGIC INITIATIVES.</u> | IMPLEMENTATION | 2025 \$250,000 (CRPANY) \$250,000 |
| * HO-0024 STATEWIDE PROJ.CATEGORY EXEMPT | - STATEWIDE PROJECT | STATEWIDE, IMPROVE 1000 ISOLATED CLOSED-LOOP SYSTEM SIGNALS. <u>ADD PROJECT DUE TO AWARD OF FEDERAL GRANT. DP FUNDS REPRESENT FEDERAL ATTAIN GRANT.</u> | CONSTRUCTION | FY 2025 - \$2,965,000 (DP) FY 2025 - \$991,000 (HF(M)) FY 2026 - \$3,021,000 (DP) FY 2026 - \$1,005,000 (HF(M)) FY 2027 - \$3,060,000 (DP) FY 2027 - \$1,015,000 (HF(M)) FY 2028 - \$2,990,000 (DP) FY 2028 - \$975,000 (HF(M)) \$16,022,000 |
| * M-0531DIV STATEWIDE PROJ.CATEGORY DIVISION | - STATEWIDE PROJECT | VARIOUS, TRANSPORTATION SCHOLARSHIP, INTERNSHIP PROGRAMS, TRAINING, AND EDUCATIONAL OUTREACH FOR HISTORICALLY BLACK COLLEGES AND UNIVERSITIES (HBCU) AND MINORITY SERVING INSTITUTIONS (MSI). <u>ADD PROJECT AT THE REQUEST OF THE DIVISION OF PLANNING AND PROGRAMMING.</u> | IMPLEMENTATION | FY 2025 - \$420,000 (BGANY) FY 2026 - \$420,000 (BGANY) \$840,000 |

* INDICATES FEDERAL AMENDMENT

Wednesday, January 8, 2025

REVISIONS TO THE 2024-2033 STIP
HIGHWAY PROGRAM

STATEWIDE PROJECT

STIP ADDITIONS

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|--|---------------------|--|---|
| * M-0531REG STATEWIDE PROJ.CATEGORY REGIONAL | - STATEWIDE PROJECT | VARIOUS, TRANSPORTATION SCHOLARSHIP, IMPLEMENTATION INTERNSHIP PROGRAMS, TRAINING, AND EDUCATIONAL OUTREACH FOR HISTORICALLY BLACK COLLEGES AND UNIVERSITIES (HBCU) AND MINORITY SERVING INSTITUTIONS (MSI). | FY 2025 - \$420,000 (BGANY) FY 2026 - \$420,000 (BGANY) \$840,000 |
|--|---------------------|--|---|

**ADD PROJECT AT THE REQUEST OF THE DIVISION OF
PLANNING AND PROGRAMMING.**

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|--|---------------------|---|---|
| * M-0531SW STATEWIDE PROJ.CATEGORY STATEWIDE | - STATEWIDE PROJECT | VARIOUS, TRANSPORTATION SCHOLARSHIP, IMPLEMENTATION INTERNSHIP PROGRAMS, TRAINING, AND EDUCATIONAL OUTREACH FOR HISTORICALLY BLACK COLLEGES AND UNIVERSITIES (HBCU) AND MINORITY SERVING INSTITUTIONS (MSI) | FY 2025 - \$560,000 (BGANY) FY 2026 - \$560,000 (BGANY) \$1,120,000 |
|--|---------------------|---|---|

**ADD PROJECT AT THE REQUEST OF THE DIVISION OF
PLANNING AND PROGRAMMING.**

STIP MODIFICATIONS

| | | | |
|--|---------------------|---|---|
| TA-6665 STATEWIDE PROJ.CATEGORY PUBLIC TRANS | - STATEWIDE PROJECT | STATEWIDE, 5311 CAPITAL PROJECTS FOR RURAL CAPITAL AREAS | FY 2025 - \$10,000,000 (S) FY 2025 - \$10,000,000 (L) FY 2025 - \$42,000,000 (5311) \$62,000,000 |
|--|---------------------|---|---|

**MODIFY FUNDS AT THE REQUEST OF THE
INTEGRATED MOBILITY DIVISION.**

| | | | |
|--|---------------------|--|--|
| TC-0008 STATEWIDE PROJ.CATEGORY PUBLIC TRANS | - STATEWIDE PROJECT | STATEWIDE, 5339(b) DISCRETIONARY GRANT FOR CONSTRUCTION FACILITY CONSTRUCTION | FY 2025 - \$100,000 (L) FY 2025 - \$400,000 (5339) \$500,000 |
|--|---------------------|--|--|

**MODIFY FUNDS AT THE REQUEST OF THE
INTEGRATED MOBILITY DIVISION.**

* INDICATES FEDERAL AMENDMENT

Wednesday, January 8, 2025

REVISIONS TO THE 2024-2033 STIP HIGHWAY PROGRAM

STATEWIDE PROJECT

STIP MODIFICATIONS

| | | | | |
|--|---------------------|---|----------------|---|
| TC-0010 STATEWIDE PROJ.CATEGORY PUBLIC TRANS | - STATEWIDE PROJECT | STATEWIDE, 5339(b) DISCRETIONARY GRANT FOR FACILITY CONSTRUCTION <u>MODIFY FUNDS AT THE REQUEST OF INTEGRATED MOBILITY DIVISION.</u> | CONSTRUCTION | FY 2025 - \$1,400,000 (L) FY 2025 - \$4,200,000 (5339) \$5,600,000 |
| TC-0018 STATEWIDE PROJ.CATEGORY PUBLIC TRANS | - STATEWIDE PROJECT | NCDOT, 5310 CAPITAL PROJECTS FOR RURAL AND URBAN AREAS. <u>MODIFY FUNDS AT THE REQUEST OF THE INTEGRATED MOBILITY DIVISION.</u> | CAPITAL | FY 2025 - \$5,000,000 (S) FY 2025 - \$5,000,000 (L) FY 2025 - \$10,000,000 (5310) \$20,000,000 |
| TC-0021 STATEWIDE PROJ.CATEGORY PUBLIC TRANS | - STATEWIDE PROJECT | NCDOT, 5339 STATEWIDE RURAL <u>MODIFY FUNDS AT THE REQUEST OF THE INTEGRATED MOBILITY DIVISION.</u> | CAPITAL | FY 2025 - \$7,000,000 (S) FY 2025 - \$7,000,000 (L) FY 2025 - \$13,000,000 (5339) \$27,000,000 |
| TM-0023 STATEWIDE PROJ.CATEGORY PUBLIC TRANS | - STATEWIDE PROJECT | NCDOT, INTEGRATED MOBILITY DIVISION STATE ADMINISTRATION FUNDS TO SUPPORT THE IMD WITH PROVIDING SUBRECIPIENT MONITORING AND OVERSIGHT AND PROVIDE TECHNICAL ASSISTANCE IN THE DEVELOPMENT OF PROJECTS AND PLANS FOR SMALL URBAN AND RURAL AREAS(5310 ADMIN/OPERATING/CAPITAL PURCHASE SERVICE) <u>MODIFY FUNDS AT THE REQUEST OF THE INTEGRATED MOBILITY DIVISION.</u> | ADMINISTRATIVE | FY 2025 - \$6,000,000 (5310) \$6,000,000 |

* INDICATES FEDERAL AMENDMENT

Wednesday, January 8, 2025

REVISIONS TO THE 2024-2033 STIP
HIGHWAY PROGRAM

STATEWIDE PROJECT

STIP MODIFICATIONS

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|---|---------------------|--|----------------|---|
| TM-0027 STATEWIDE PROJ.CATEGORY PUBLIC TRANS | - STATEWIDE PROJECT | NCDOT, 5311 ADMINISTRATIVE FUNDS FOR FTA GRANTS <u>MODIFY FUNDS AT THE REQUEST OF THE INTEGRATED MOBILITY DIVISION.</u> | ADMINISTRATIVE | FY 2025 - \$7,000,000 (S) FY 2025 - \$7,000,000 (L) FY 2025 - \$28,000,000 (5311) \$42,000,000 |
| TM-0028 STATEWIDE PROJ.CATEGORY PUBLIC TRANS | - STATEWIDE PROJECT | NCDOT, 5311 OPERATING FUNDS FOR FTA GRANTS <u>MODIFY FUNDS AT THE REQUEST OF THE INTEGRATED MOBILITY DIVISION.</u> | OPERATIONS | FY 2025 - \$5,000,000 (L) FY 2025 - \$10,000,000 (5311) \$15,000,000 |
| TM-0029 STATEWIDE PROJ.CATEGORY PUBLIC TRANS | - STATEWIDE PROJECT | NCDOT, 5311 STATE ADMINISTRATIVE FUNDS FOR FTA GRANTS <u>MODIFY FUNDS AT THE REQUEST OF THE INTEGRATED MOBILITY DIVISION.</u> | ADMINISTRATIVE | FY 2025 - \$7,000,000 (5311) \$7,000,000 |
| TM-0031 STATEWIDE PROJ.CATEGORY PUBLIC TRANS | - STATEWIDE PROJECT | NCDOT, RTAP STATEWIDE FUNDS FOR FTA GRANTS <u>MODIFY FUNDS AT THE REQUEST OF THE INTEGRATED MOBILITY DIVISION.</u> | ADMINISTRATIVE | FY 2025 - \$700,000 (S) FY 2025 - \$1,400,000 (RTAP) \$2,100,000 |
| TM-0032 STATEWIDE PROJ.CATEGORY PUBLIC TRANS | - STATEWIDE PROJECT | NCDOT, 5311(F) INTERCITY BUS FUNDS FOR FTA GRANTS <u>MODIFY FUNDS AT THE REQUEST OF THE INTEGRATED MOBILITY DIVISION.</u> | OPERATIONS | FY 2025 - \$10,000,000 (S) FY 2025 - \$30,000,000 (L) FY 2025 - \$30,000,000 (5311) \$70,000,000 |

* INDICATES FEDERAL AMENDMENT

Wednesday, January 8, 2025

REVISIONS TO THE 2024-2033 STIP
HIGHWAY PROGRAM

STATEWIDE PROJECT

STIP MODIFICATIONS

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|--|---------------------|---|--|
| TO-0004 STATEWIDE PROJ.CATEGORY PUBLIC TRANS | - STATEWIDE PROJECT | STATEWIDE, SYSTEM SAFETY OVERSIGHT GRANT FOR CAPITAL NCDOT RAIL DIVISION. <u>MODIFY FUNDS AT THE REQUEST OF THE INTEGRATED MOBILITY DIVISION.</u> | FY 2025 - \$800,000 (S) FY 2025 - \$2,200,000 (SSO) FY 2026 - \$500,000 (S) FY 2026 - <u>\$1,000,000</u> (SSO) \$4,500,000 |
| TQ-6954 STATEWIDE PROJ.CATEGORY PUBLIC TRANS | - STATEWIDE PROJECT | STATEWIDE, 5310 OPERATING PROJECTS FOR RURAL OPERATIONS AREAS <u>MODIFY FUNDS AT THE REQUEST OF THE INTEGRATED MOBILITY DIVISION.</u> | FY 2025 - \$7,000,000 (L) FY 2025 - <u>\$10,000,000</u> (5310) \$17,000,000 |
| TU-0011 STATEWIDE PROJ.CATEGORY PUBLIC TRANS | - STATEWIDE PROJECT | NCDOT, NCDOT-IMD SECTION 5304 PROGRAM FUNDS PLANNING TO SUPPORT THE INTEGRATED MOBILITY DIVISION URBAN TRANSIT TECHNICAL ASSISTANCE ACTIVITIES. <u>MODIFY FUNDS AT THE REQUEST OF THE INTEGRATED MOBILITY DIVISION.</u> | FY 2025 - \$3,000,000 (S) FY 2025 - \$3,000,000 (L) FY 2025 - <u>\$8,000,000</u> (5303) \$14,000,000 |

* INDICATES FEDERAL AMENDMENT

Wednesday, January 8, 2025

REVISIONS TO THE 2024-2033 STIP
HIGHWAY PROGRAM

GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION

STIP ADDITIONS

| | | | |
|--|---|--|--|
| TM-0061 ALEXANDER BURKE CALDWELL CATAWBA PROJ.CATEGORY PUBLIC TRANS | - GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION | WESTERN PIEDMONT REGIONAL TRANSIT AUTHORITY, OPERATIONS SYSTEMWIDE. OPERATIONAL AND CAPITAL COST OF CONTRACTING, PASS THROUGH, 3RD PARTY CONTRACTS. <u>ADD PROJECT AT THE REQUEST OF THE MPO.</u> | FY 2026 - \$40,000 (L) FY 2026 - \$40,000 (5310) FY 2027 - \$50,000 (L) FY 2027 - <u>\$50,000</u> (5310) \$180,000 |
| TM-0062 ALEXANDER BURKE CALDWELL CATAWBA PROJ.CATEGORY PUBLIC TRANS | - GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION | WESTERN PIEDMONT REGIONAL TRANSIT AUTHORITY, OPERATIONS SYSTEMWIDE. OPERATIONAL AND CAPITAL COST OF CONTRACTING, PASS THROUGH, 3RD PARTY CONTRACTS. <u>ADD PROJECT AT THE REQUEST OF THE MPO.</u> | FY 2026 - \$45,000 (L) FY 2026 - \$64,000 (5310) FY 2027 - \$40,000 (L) FY 2027 - <u>\$47,000</u> (5310) \$196,000 |
| TM-0063 ALEXANDER BURKE CALDWELL CATAWBA PROJ.CATEGORY PUBLIC TRANS | - GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION | WESTERN PIEDMONT REGIONAL TRANSIT AUTHORITY, OPERATIONS SYSTEMWIDE. MOBILITY MANAGEMENT AND OPERATING ASSISTANCE FOR ELDERLY AND DISABLED PERSONS, AND OTHER ADA COMMUNITIES. <u>ADD PROJECT AT THE REQUEST OF THE MPO.</u> | FY 2026 - \$24,000 (L) FY 2026 - \$94,000 (5310) FY 2027 - \$24,000 (L) FY 2027 - <u>\$94,000</u> (5310) \$236,000 |

* INDICATES FEDERAL AMENDMENT

Wednesday, January 8, 2025

REVISIONS TO THE 2024-2033 STIP
HIGHWAY PROGRAM

GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

| | | | | |
|---|---|--|----------------------------------|--|
| BL-0066 CATAWBA PROJ.CATEGORY DIVISION | - GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION | SPRINGS ROAD NE, SANDY RIDGE ROAD TO MCDONALD PARKWAY. CONSTRUCT SIDEWALK. <u>TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN, DELAY RIGHT-OF-WAY FROM FY 24 to FY 25 AND CONSTRUCTION FROM FY 25 TO FY 26.</u> | RIGHT-OF-WAY CONSTRUCTION | FY 2025 - \$250,000 (TAANY) FY 2025 - \$63,000 (L) FY 2026 - \$1,800,000 (TAANY) FY 2026 - \$450,000 (L) \$2,563,000 |
| TQ-9039 ALEXANDER BURKE CALDWELL CATAWBA PROJ.CATEGORY PUBLIC TRANS | - GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION | WESTERN PIEDMONT REGIONAL TRANSIT AUTHORITY, CAPITAL CAPITAL PURCHASE OF SERVICE. <u>ADD FUNDS AT THE REQUEST OF THE MPO.</u> | | FY 2025 - \$100,000 (L) FY 2025 - \$400,000 (5310) FY 2026 - \$30,000 (L) FY 2026 - \$120,000 (5310) FY 2027 - \$30,000 (L) FY 2027 - \$120,000 (5310) \$800,000 |

* INDICATES FEDERAL AMENDMENT

Wednesday, January 8, 2025



**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**

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 26th day of February, 2025.

Hank Guess
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: February 26, 2025

SUBJECT: TCC/TAC 2025 Meeting Schedule Modification

PRESENTER: Averil Ritchie, Transportation Planning Manager

ATTACHMENTS: TCC/TAC 2025 Meeting Schedule Modification

SUMMARY OF REQUEST:

For the transportation boards in 2025, our meeting calendar will be structured to ensure consistent and efficient discussions on key transportation issues. Meetings will be held monthly with some potential cancelations. An asterisk indicates the potential cancelation of a meeting. Meetings will only be held on those dates if unanticipated action is requested of the MPO throughout the year. Meetings are generally the 4th Wednesday of every month, however, some meeting dates are modified to accommodate holidays and conferences.

For this agenda item, we request the April meeting date be moved to the following week, on April 23.

BOARD ACTION REQUESTED: Approval of meeting schedule

Suggested Motion: *I motion to approve the 2025 TCC/TAC meeting schedule modification.*

| TCC Technical Coordinating Committee 2025 Calendar (Local Government Staff) | |
|---|------------------------|
| Day | Date at 1:00 PM |
| <u>3rd</u> Wed | January 15 |
| 4th Wed | February 26 |
| 4th Wed | March 26 |
| <u>4th</u> Wed | April 23 |
| 4th Wed | May 28 |
| 4th Wed | June 25* |
| 4th Wed | July 23 |
| 4th Wed | August 27 |
| 4th Wed | September 24 |
| 4th Wed | October 22* |
| <u>2nd</u> Wed | November 12 |
| <u>2nd</u> Wed | December 10 |

| TAC Transportation Advisory Committee 2025 Calendar (Elected Officials) | |
|---|------------------------|
| Day | Date at 2:30 PM |
| <u>3rd</u> Wed | January 15 |
| 4th Wed | February 26 |
| 4th Wed | March 26 |
| <u>4th</u> Wed | April 23 |
| 4th Wed | May 28 |
| 4th Wed | June 25* |
| 4th Wed | July 23 |
| 4th Wed | August 27 |
| 4th Wed | September 24 |
| 4th Wed | October 22* |
| <u>2nd</u> Wed | November 12 |
| <u>2nd</u> Wed | December 10 |

*Indicates the likely cancelation of a meeting. Meetings will only be held on those dates if unanticipated action is requested of the MPO throughout the year.

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

MEETING DATE: February 26, 2025

SUBJECT: Unified Planning Work Program (UPWP) – FY 2025-2026 Plan & Revisions

PRESENTER: Averil Ritchie, Transportation Planning Manager

ATTACHMENTS: Unified Planning Work Program (UPWP) – FY 2025-2026 Plan & Revisions

SUMMARY OF REQUEST:

A Unified Planning Work Program (UPWP) is a key document for a Metropolitan Planning Organization (MPO). It outlines the transportation planning activities and tasks the MPO will undertake over the next fiscal year. The UPWP details the planning studies, projects, and priorities to be addressed, along with the funding sources and responsible agencies. It ensures that transportation planning is coordinated, transparent, and aligned with federal, state, and local priorities. The UPWP also serves as a guide for allocating resources and managing transportation planning efforts to improve mobility and support sustainable growth in the metropolitan area.

Changes to the draft UPWP have been made to follow new federal initiatives and guidelines. GHMPO staff have added projects that focus on economic development and resiliency.

BOARD ACTION REQUESTED: Yes

Suggested Motion: *I motion to approve the FY 2026 UPWP.*



January 31, 2025

Mr. Alpesh Patel, Director
NCDOT Transportation Planning Division 1554 Mail Service Center
Raleigh, NC 27699-1550

Dear Mr. Patel:

Enclosed please find an electronic copy of the Greater Hickory MPO's Unified Planning Work Program (UPWP) for Fiscal Year 2026. This UPWP was adopted by the MPO's Transportation Advisory Committee on February 26, 2025.

This UPWP also serves as the Urban Area's Metropolitan Planning Program (Section 5303) grant application for Federal Transit Administration (FTA) transportation planning funds. A complete description and budget of planning activities is included in the FTA portion of the UPWP. The total grant amount requested is \$70,542 (including federal, local and state funds). The Western Piedmont Council of Governments is the designated grant recipient for the Section 5303 grant funds.

Copies of our adopted UPWP and this transmittal letter are being submitted directly to NCDOT Integrated Mobility Division and the Federal Transit Administration Region VI office via email.

Sincerely,

A handwritten signature in black ink, appearing to read "Averi Ritchie".

Averi Ritchie
MPO Manager / TAC Secretary
Greater Hickory MPO

CC: Brennon Fuqua, Director, NCDOT Integrated Mobility Division
Parris Orr, Regional Administrator, FTA
Southeast Area Office

**UNIFIED PLANNING WORK
PROGRAM FOR
TRANSPORTATION
PLANNING FOR THE
HICKORY URBAN AREA
2026**

PREPARED BY:

WESTERN PIEDMONT COUNCIL OF GOVERNMENTS

IN COOPERATION WITH:

**GREATER HICKORY METROPOLITAN
TECHNICAL COORDINATING COMMITTEE (TCC)**

**GREATER HICKORY METROPOLITAN
TRANSPORTATION ADVISORY COMMITTEE (TAC)**

ADOPTED – February 26, 2025

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GREATER HICKORY MPO
Five-year Planning Calendar, 2025-2030

| Year | Funding Entity | Planning Product - Creation | | | Planning Task - Job | | | | | |
|------------|----------------|---|--|--|--------------------------------------|--|--|---|--|---|
| | | Planning Work Program; and Plans | MTP And CTP | *Recommendations to State TIP and MTIP Development | Vehicle Occupancy Rate (VOR) | GIS Development | Air and Water Quality Initiatives | Targeted Planning Projects | Transportation Alternatives Planning Projects | Transit |
| FY 2025-26 | FTA | ADA Plan – Transition Plan and Remaining inventory Administration support | | Update transportation improvement program as needed | | Maintain; Update maps as needed | | Manage interactive mapping tools and applications for transit routes and microtransit | Support Micro- transit expansion; LAPP call and selection of projects for local governments | Passenger Sampling Collection: 5310 application review, as needed; Special Studies, oversee statewide NCAMPO Transit subcommittee, LCP Adoption |
| | FHWA | FY 27 UPWP, LEP & Title VI Plan, MOU & Bylaws Update; Economic Expansion and Accessibility Tool | Collect Data | Adopt 2026-2035 STIP | Collect Data; Traffic Count Analysis | Maintain; Update maps as needed | Air Quality Conference; Water Quality Conference | Local Government Requests; apply for regional safety implementation funds/resilience – Bike and Pedestrian Plan Adoption | LAPP call and selection of projects for local governments /walk audits and coordination | |
| FY 2026-27 | FTA | Complete ADA Transition Plan & Adoption, CEDs | | Update transportation improvement program as needed | | Maintain; Update maps as needed | | | LAPP call and selection of projects for local governments | Passenger Sampling Collection: 5310 review as needed; Special Studies |
| | FHWA | FY 28 UPWP, CEDs; Adopt Economic Expansion and Accessibility Tool | Collect Data; TAZ Base Year Estimates | Prioritization 8.0 points assigned/Draft 2028-2037 STIP Released/Public comment period | Collect Data; Traffic Count Analysis | Maintain; Update maps as needed | Air Quality Conference; Water Quality Conference | Local Government Requests, Congestion Management Report | LAPP call and selection of projects for local governments/ walk audits and coordination | |
| FY 2027-28 | FTA | Regional Connectivity Plan, ADA plan Maintenance | | | | Maintain; Update maps as needed | | | LAPP call and selection of projects for local governments | Passenger Sampling Collection; 5310 application review as needed; Special Studies |
| | FHWA | FY 29 UPWP | Start Draft MTP; TAZ Base Year Projections | 2028-3037 STIP adopted | Collect Data; Traffic Count Analysis | Maintain; Update maps as needed | Air Quality Conference; Water Quality Conference | Local Government Requests/ CEDS process | LAPP call and selection of projects for local governments/ walk audits and coordination | |
| FY 2028-29 | FTA | Update ADA plan with added Vehicle Hubs and stops from Regional connectivity plan | | | | Maintain; Update maps as needed | | Regional Plan Implementation and Marketing | LAPP call and selection of projects for local governments | Passenger Sampling Collection; 5310 applications review, as needed; Special Studies |
| | FHWA | FY 30 UPWP | Adopt MTP and CTP | 2029-2038 STIP Released/ Public comment period, Prioritization 9.0 – points assigned | Collect Data; Traffic Analysis | Maintain; Update maps as needed | Air Quality Conference; Water Quality Conference | Congestion Management Report | LAPP call and selection of projects for local governments/walk audits and coordination | |
| FY 2029-30 | FTA | Administration support | | Update transportation improvement program as needed | | Maintain; Update maps as needed; EJ and Title IV Mapping – expand service to underserved areas | | EJ and Title 6 Mapping – expand service to underserved areas; Micro-transit expansion and marketing Investigate new interactive mapping tools and | LAPP call and selection of projects for local governments | Passenger Sampling Collection; 5310 application review. assist with special studies; begin LCP update |
| | FHWA | FY 31 UPWP | | 2030-2039 STIP Adopted | Collect Data; Traffic Count Analysis | Maintain; Update maps as needed; | Air Quality Conference; Water Quality Conference | Plan updates as needed | LAPP call, selection of projects, and coordination for local governments/ Safety Subcommittee walk audits and coordination | |

*The Metropolitan Transportation Improvement Program will be developed in conjunction with the State Transportation Improvement Program

Greater Hickory Metropolitan Planning Organization UNIFIED PLANNING WORK PROGRAM (UPWP) - FY26

July 1, 2025 to June 30, 2026

Introduction

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

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

| Funding Summary FY 2025-2026 (Section 104(f) PL Funds - Safe and | | |
|--|--|-------------------|
| Federal Highway Administration - 80%* | | \$ 6,500 |
| Local Match - 20%* | | \$ - |
| Total | | \$ 6,500 |
| Funding Summary FY 2025-2026 (PL104) - Metropolitan Planning | | |
| Federal Highway Administration - 80%* | | 319,100 |
| Local Match - 20%* | | 79,775 |
| Total | | 398,875 |
| Funding Summary FY 2025-2026 (SPR) | | |
| Federal Highway Administration - 80%* | | \$ 80,000 |
| Local Match - 20%* | | \$ 20,000 |
| Total | | \$ 100,000 |

| Funding Summary FY 2025-2026 (STBG-DA) | | |
|---|-----------|------------------|
| Administration - 80%* | \$ | 100,000 |
| Local Match - 20%* | \$ | 25,000 |
| Total | \$ | 125,000 |
| Funding Summary (FY 2024 Account) (Regional Comprehensive Highway | | |
| Federal – 100% | | \$200,000 |
| Funding Summary FY 2023 (HIP-CRRSAA) | | |

| | | |
|---|--|---------------------|
| Federal Highway Administration - 100%* | | \$ 1,429,000 |
| SAP Charges (for NCDOT) | | \$ 42,974 (-) |
| Total | | \$ 1,386,026 |

GHMPO 2026 UPWP Narrative

UPWP Overview

This Unified Planning Work Program (UPWP) for the Greater Hickory Metropolitan Planning Organization (MPO) documents the transportation planning activities and related tasks to be accomplished during the federal fiscal year 2023-2024 (from July 1, 2023 through June 30, 2024). The goal of the MPO is to ensure a continuing, cooperative, and comprehensive ("3-C") approach for transportation planning for the metropolitan area, both short and long-range, with proper coordination among:

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

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

Western Piedmont Council of Governments is the Lead Planning Agency for the Greater Hickory MPO and has an Indirect Cost Allocation Plan that is submitted to the US Department of Housing and Urban Development each year. Currently, the indirect cost rate is 29.5%.

Federal Requirements

Map-21, FAST, and Infrastructure Investment and Jobs Acts in concert with the Clean Air Act as Amended, envisions a transportation system that maximizes mobility and accessibility and protects the human and natural environments. This is achieved through a Continuing, Cooperative, and Comprehensive (3-C) transportation planning process that results in a long-range plan and short-range program of projects.

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

Metropolitan Planning Factors & Federal Requirements

MAP-21/FAST/IIJA, federal transportation legislation passed by U.S. Congress, defines specific planning factors to be considered when developing transportation plans and programs in a metropolitan area. Current legislation calls for MPOs to conduct planning that:

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

Each of those seven factors is addressed through various work program tasks selected for fiscal year 2026.

Planning Emphasis Areas for 2026 UPWP

- Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future - work with State departments of transportation (State DOT), metropolitan planning organizations (MPO), and providers of public transportation to ensure that our transportation plans and infrastructure investments help achieve the national greenhouse gas reduction goals of 50-52 percent below 2005 levels by 2030 and net-zero emissions by 2050, and increase resilience to extreme weather events and other disasters resulting from the increasing effects of climate change.
- Transportation Integrity - work with State DOTs, MPOs, and providers of public transportation to advance integrity initiatives and support for underserved communities. This will help ensure public involvement in the planning process and that plans and strategies reflect various perspectives, concerns, and priorities from impacted areas.
- Complete Streets - work with State DOTs, MPOs and providers of public transportation to review current policies, rules, and procedures to determine their impact on safety for all road users. This effort should work to include provisions for safety in future transportation infrastructure, particularly those outside automobiles.
- Public Involvement - increase meaningful public involvement in transportation planning by integrating Virtual Public Involvement (VPI) tools into the overall public involvement approach while ensuring continued public participation by individuals without access to computers and mobile devices.
- Federal Land Management Agency (FLMA) Coordination - encourage MPOs and State DOTs to coordinate with FLMAs in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to Federal lands.
- Planning and Environment Linkages (PEL) - encourage State DOTs, MPOs and Public Transportation Agencies to implement PEL as part of the transportation planning and environmental review processes.
- Data in Transportation Planning - encourage State DOTs, MPOs, and providers of public transportation to incorporate data sharing and consideration into the transportation planning process, because data assets have value across multiple programs. Data sharing principles and data management can be used for a variety of issues, such as freight, bike and pedestrian planning, transportation integrity analyses, managing curb space, performance management, travel time reliability, connected and autonomous vehicles, mobility services, and safety.

Public Participation and Title VI

Federal legislation requires MPOs to include provisions in the planning process to ensure the involvement of the public in the development of transportation plans and programs including the Metropolitan Transportation Plan, the short-term Transportation Improvement Program, and the annual Unified Planning Work Program. In addition, MAP-21, FAST, Infrastructure Investment and Jobs Acts all place significant emphasis on broadening participation in transportation planning to include key stakeholders who have not traditionally been involved, including the business community, members of the public, community groups, and other governmental agencies. Effective public involvement will result in opportunities for the public to participate in the planning process.

The Greater Hickory MPO's Public Involvement Plan (PIP) requires that the draft Planning Work Program (PWP) is reviewed by the Technical Coordinating Committee (TCC). The TCC meetings are open to the public and public comments can be provided. Both TCC and TAC have a virtual attendance option. The TCC then endorses a draft PWP and forwards the document to the TAC. The draft PWP is then reviewed by the TAC. Public comments may be provided at this time. The final PWP comes back again to the TAC for approval. Upon TAC approval, the PWP is then forwarded on to the State and FHWA/FTA.

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

Metropolitan Transportation Plan

The Greater Hickory MPO, as the MPO for the Hickory-Lenoir-Morganton MSA, is responsible for

developing the Metropolitan Transportation Plan (MTP) for a 25-year time horizon and a Transportation Improvement Program (TIP) for a 10-year time horizon in cooperation with the State and Western Piedmont Regional Transit Authority (WPRTA). The MTP and TIP are produced through a planning process, which involves the region's local governments, the North Carolina Department of Transportation (NCDOT), local jurisdictions and citizens of the region. Additionally, representatives from the local offices of the U.S. Department of Transportation (US DOT) Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) and the U.S. Environmental Protection Agency (US EPA) provide guidance and participate in the planning process.

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

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

Transportation Improvement Program (TIP)

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

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

Transportation Management Area

Designated Transportation Management Areas (TMAs), such as the Greater Hickory MPO, based on urbanized are population over 200,000, must also address the following:

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

Air Quality Conformity Process

While the Hickory Region was historically non-attainment, the region is currently in attainment for all National Ambient Air Quality Standards. Regional planning for air quality remains important to retaining this status and assisting the Congestion Management Process as a Transportation Management Area. The MPO also continues to host an annual Air Quality Conference for Western North Carolina. Virtual attendance options have been added to reach a broader audience.

II-A Data and Planning Support

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

Programmed Amount: \$116,377

18.46% of Staff Budget

II-A-1 Network and Support Data Total: \$ 50,570

- The Greater Hickory MPO will create and maintain spatial data, metadata, and data catalog for the MPO planning area.
- AADT mapping and analysis in support of planning needs.
- Take traffic counts around the region as requested by local governments and NCDOT.
- Provide AADT mapping and counts to citizens and local governments
- Assist the model team with data about the network as needed.
- The Greater Hickory MPO will update GIS data for all GHMPO counties.
- Acquire accident data from NCDOT.
- Provide crash data to member governments for special projects.
- Traffic accident mapping and analysis in support of project development - the GHMPO will align potential funding opportunities with crash data found in the Western Piedmont Transportation Safety Plan.
- The Greater Hickory MPO will continue to collect passenger sampling data for Greenway Transportation.
- The Greater Hickory MPO will update GIS data for fixed routes, flex routes, microtransit service areas, demand response service areas, and ridership for transit providers in the region.
- Maintain data related to transit changes in CTP projects, STI (formerly Priority Needs List) projects, MTP, and STIP/TIP projects.
- Maintain a GIS inventory of existing data from local, state, and federal partners related to bicycle and pedestrian transportation facilities. Obtain updated sidewalk and bike facility data from local partners. Continue collecting data to complete the regional bike and pedestrian plan.
- Continue to collect data for new mapping tools to continuously support and update the Transportation Integrity Explorer, bike and pedestrian projects, and Highway initiatives.

II-A-2 Travelers and Behavior Total: \$ 46,820

- The Greater Hickory MPO will maintain an inventory of current tax parcel data and associated appraisal data needed to generate a parcel-based existing land use database on current tax data.
- Collect quarterly building permit data for Alexander, Burke, Caldwell and Catawba Counties.
- The GHMPO staff will update baseline population and dwelling unit data with pertinent American Community Survey variables as they become available.
- Vehicle occupancy rate counts will be performed at seven locations in the month of July. GHMPO staff perform this count annually. All collected data is analyzed and shared with NCDOT partners.
- Staff will meet with local governments to obtain future growth patterns to support the next travel demand model as needed. This is an ongoing initiative as CTP purpose and need sheets data collection will also begin in FY 26.

II-A-3 Transportation Modeling Total: \$ 18,988

- The GHMPO will assist NCDOT TPD and the model team with model updates as needed.
- The GHMPO will assist NCDOT TPD and the model team as needed with follow up or clarifications about Standard Error (SE) Data forecasts. Any outstanding documentation or metadata will be drafted.
- GHMPO staff will update ongoing research about funding sources and refinement of the long- range financial plan as needed.
- Create project-level cost estimates where SPOT, TIP, or other NCDOT-sanctioned estimates are not available.

II-B Planning Process

Tasks within this category are related to the development of the MPO Metropolitan Transportation Plan and Comprehensive Transportation Plan. Federal regulations require each MPO to have a fiscally-constrained long range transportation plan looking out at least 20 years. The plan must be updated every four years. The MPO also participates in the development of Comprehensive Transportation Plan (CTP) for the region. The plan is developed jointly with NCDOT and reflects the vision and long term needs of the transportation system. In addition, the MPO is responsible for a number of ongoing long-range planning activities such as corridor studies, congestion management monitoring and air quality planning.

Programmed Amount: \$255,348

40.51% of Staff Budget

II-B-1 Targeted Planning Total: \$ 77,010

- Participation in interagency consultation process.
- GHMPO staff will continue reports on the Congestion Management Process. Staff plan to meet with Divisions 11-13 DOT staff for regular input in accordance with potential funding sources and/or new data.
- Assist local governments with STBG-DA, CMAQ, TAP, and carbon reduction program applications.
- Participate in related training and workshops (NCAMPO Conference, NC BikePed Summit, Transportation Summit, etc.).
- Host and sponsor the 18th Annual Western NC Air Quality Conference.
- Continue to share our stormwater outreach program, tree canopy analysis, and Foothills Experience Mapping tool updates with local schools.
- Continue with Congestion Management Strategies - Review Congestion Management Objectives.
- Review access management strategies along important corridors.
- GHMPO will continue the regional bike and pedestrian plan. The region's bicycle and pedestrian needs have not been assessed in ten years. This initiative started in fiscal year 2024-2025 and will be continued in the 2025-2026 fiscal year. This will include, steering committee involvement, public meetings, and many interactive mapping components as well as coordination with all local governments. Staff are completing the GIS inventory of existing data from local, state, and federal partners related to bicycle and pedestrian transportation facilities. Staff have developed a methodology for scoring potential bike and pedestrian projects for plan inclusion. An interactive mapping tool is underway to present plan recommendations and will be adopted as part of the plan. A steering committee and preliminary methodology for project selection has been formed. Public meetings and focus groups are planned for additional input.
- Assist in streamlining transit (passenger sampling, updating the interactive map for greenway transportation, and creating a real-time transit application). GHMPO staff will continue to assist Greenway Public Transportation in the programming of new projects, route planning, and other efforts as needed.
- Encourage projects eligible for carbon reduction program funds

II-B-2 (A) Regional Planning Total: \$ 125,000

CORONAVIRUS RESPONSE AND RELIEF SUPPLEMENTAL APPROPRIATIONS ACT FUNDING (HIP-CRRSAA) is carryover from FY 23. The FY 25 amount is \$1,065,000 in local project coordination funds and \$364,000 in Consultant Services. These amounts include System Analysis Program Development (SAP) charges. This amount is 100% federal funding.

Comprehensive Highway Safety Plan is carryover from FY 24. The FY 26 amount is \$200,000. This amount is 100% federal funds and only covers consultant services for plan writing. This plan is expected to be completed before FY 25, however, GHMPO staff are including in the chance that the funding source is still active. II-B-2 (A) Planning Fund Specific Items:

- Community Hazard and Disaster Mitigation Explorer (CHADME) – a living resiliency planning tool for transportation and other projects within the region will be updated to assist applications for infrastructure grants. This tool focuses on community hazards and disaster mitigation.
- Supporting grant writing capabilities for transportation oriented opportunities, such as but not limited to, aviation, rail, transit, and highway capacity building.
- 2025-2026 will be a work-intensive year for collecting data for the 2055 Metropolitan Transportation

Plan and Comprehensive Transportation Plan updates. Though these plans will not be adopted until 2028, data collection is necessary for project methodology, purpose and needs sheets, complete streets policy incorporation, and other key items planned for the next long range plan update.

- Continuously update the purpose and need sheets within the adopted Comprehensive Transportation Plan for the four- county area.
- Develop a pool of street and highway projects to use in the implementation of vision and goals; collect information on each project that includes NEPA/SEPA, demographic, and operational data and maps.
- Administer community goals and objectives for the MTP
- Work with transit to develop the project lists for the TIP and assist with any changes to federal and state funding.
- Implement the LAP program to allocate STBG-DA, CMAQ, TAP, and carbon reduction funds.
- Score projects using the revised methodology (as mentioned in the CRRSAA funding portion below).
- Mapping in support of TIP, Merger, Long Range Planning, Prioritization including detailing existing and future land use, zoning, EJ demographics, planning context, and natural environment.
- GHMPO will begin meeting with each local government to determine the best project outcomes for prioritization 8.0 and the upcoming 2055 MTP.
- Assist our two airports with any changes in federal or state funding programs (including projects that assist with access to the airport).
- Assist local governments with bicycle and pedestrian planning activities.
- The GHMPO staff will oversee the adopted Western Piedmont Transportation Safety Plan (WPTSP). The WPTSP identifies areas of concern and high risk areas using crash location and other safety data. The WPTSP covers all modes of transportation. The WPTSP will open the region to safety funding opportunities. GHMPO staff will coordinate safety improvements and funding opportunities with NCDOT and local governments. Funding application support will be offered as needed. The WPTSP will inform Purpose and Needs sheets in the upcoming Comprehensive Transportation Plan. Work on these sheets will begin in fiscal year 2025-2026.
- The WPTSP established a Safety Subcommittee as part of the plan. Members of the committee are interdisciplinary and diverse in perspective. The Safety Subcommittee will be utilized to help guide necessary local input and safety improvement discussions. This group helps to promote safety and integrity in transportation planning.
- GHMPO will continue to coordinate meetings with MPO staff, municipal staff, and NCDOT to assess transportation needs and promote shared initiatives.

HIGHWAY INFRASTRUCTURE PROGRAMS - CORONAVIRUS RESPONSE AND RELIEF SUPPLEMENTAL APPROPRIATIONS ACT FUNDING (HIP-CRRSAA)

The purpose of the HIP-CRRSAA is to provide funding to address coronavirus disease 2019 (COVID-19) impacts related to Highway Infrastructure Programs. The non-traditional cost categories eligible under the HIP-CRRSAA appropriation and Sections III.B. and III.C. are statutorily eligible cost objectives authorized by Congress (see 2 CFR 200.1, defining cost objective).

Personnel and administrative costs (salaries of employees and contractors) are considered eligible expenses. Funding is 100% federal and does not require a 20% local match.

Funding (100% federal):

Locally Administered Project Program (LAPP) Coordination:

GHMPO's Locally Administered Project Program (LAPP) will hold a call for new projects and a call for supplemental funding. Locally Administered Project administration assistance is still being offered to all local governments who pursue (LAPP) funding. Please see a complete list of assistance below.

- Handle procurement of consultant firms to manage local projects (if municipalities choose this option). Should the LAPP coordinator become fluently educated with the LAPP process and reporting, the LAPP coordinator could eventually become the consultant to the Local Government and fully manage the project (thus a more limited need for the on-call consultant).
- Oversee the LAPP project application and selection process
- Host annual calls for new projects and supplemental funding applications
- Serves as a guide throughout project development and construction process for LAPP projects, including roadway, bicycle, pedestrian, and transit projects.
- Program administrative tasks including program amendments, policy recommendations and Transportation Improvement Program Amendments, including approvals.

- Serves as the coordinator between project sponsors, the MPO, NCDOT, and USDOT.
- Assists MPO member governments with preparation of contracts, identifying special provisions, verifying contract specifications, verifying contractor credentials, and other requirements.
- Reviews contracts, verifies quantities and calculations, reviews reimbursement requests/payments, and attends/participates in project calls/meetings.
- Assist with the EBS portal
- Develops and maintains a LAPP project tracking system, including project funding and reporting
- Monitors reporting for compliance with the LAPP program regulations
- Work with local member government and agency staff to identify and evaluate potential projects, and ensure accuracy and completion of application requirements.
- Provide periodic reports to TCC/TAC regarding program and project performance
- Monitor project progress to ensure that projects stay on track
- Host trainings for LAPP implementation, as well as maintains the LAPP handbook and guidance resources.
- Total funding in this subtask includes NCDOT 3% SAP charges

A consultant will be used to:

- Train LAPP staff in LAPP best practices and answer questions
- Train LAPP staff in federal standards and federal grants
- Train LAPP staff in EBS portal and functionalities
- Supply educational materials for local government training.
- Assistance with other bike and pedestrian related tasks. These tasks include but are not limited to potential project scoring for plans, application overview, etc. Train LAPP staff in basic construction knowledge, litigation experience, etc. assistance to help manage risks and issues
- Inform LAPP staff of NCDOT operations and processes

Total funding in this subtask includes NCDOT 3% SAP charges

II-B-2 (B) Safe and Accessible Transportation Options Total: \$ 6,500

Increase safe and accessible options for multiple travel modes for people of all ages and abilities

- Review and distill existing plans into a highway and street system plan with emphases on complete streets (access) and congestion relief (mobility) where each is appropriate.
- Educational knowledge to local municipalities about the complete streets policy.
- Bike, pedestrian, and transit elements included in adopted highway recommendations, per the complete streets policy.

The following language was recommended for inclusion in the UPWP regarding the complete streets policy -

- 1) Adoption of Complete Streets standards or policies;
- 2) Distribute Complete Streets standards and policies to local areas to improve the safety, mobility, or accessibility of a street;
- 3) Development of transportation plans to...
 - A. Create a network of active transportation facilities, including sidewalks, bikeways, or pedestrian and bicycle trails, to connect neighborhoods with destinations such as workplaces, schools, residences, businesses, recreation areas, healthcare and childcare services, or other community activity centers;
 - B. Integrate active transportation facilities with public transportation service or improve access to public transportation;
 - C. Create multiuse active transportation infrastructure facilities (including bikeways or pedestrian and bicycle trails) that make connections within or between communities;
 - D. Increase public transportation ridership; and
 - E. Improve the safety of bicyclists and pedestrians.
 - F. Development of transportation plans and policies that support transit-oriented development.

II-B-3 Special Studies Total: \$46,838

- GHMPO staff will begin work on an economic expansion and accessibility tool. This tool will look at the highway network to promote economic development using corridor studies, zoning regulations, the Congestion Management Process, disaster relief resources, etc. This tool will assist in accommodating growth on highway networks to determine best practices for potential projects.

III-A Unified Planning Work Program

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

Programmed Amount: \$26,535

4.21% of Staff Budget

III-A-1 Planning Work Program Total: \$11,393

- The Greater Hickory MPO will develop a Unified Planning Work Program (UPWP) with the guidance of the Technical Coordinating Committee (TCC) and Transportation Advisory Committee (TAC); Present the UPWP for approval to the Transportation Advisory Committee and the NCDOT Transportation Planning Division.
- Develop the FY 2025-FY 2029 Planning Work Program Calendar.
- Prepare quarterly reports, the annual report, and requests for reimbursement.
- Maintain a database for tracking PWP item metrics for staff (monthly and annual impact reports, newsletters, etc.)

III-A-2 Metrics and Performance Measures Total: \$ 15,143

- Use the UPWP as the mechanism to address MAP-21/FAST/IIJA Performance Measure tracking and reporting.
- Continue reviewing the performance measures currently in the MTP and CTP (found with objectives) and in the Congestion Management Plan. Review each of the measures and the progress made toward each measure.
- Review, analyze, and adopt performance measures as necessary
- Create a methodology for the upcoming 2055 MTP and CTP. This methodology will be used to assess project needs, priorities, and determine the most beneficial projects for the region.
- Explore additional safety measures using data from the Western Piedmont Transportation Safety Plan.

III-B Transportation Improvement Program

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

Programmed Amount: \$ 29,083

4.61% of Staff Budget

III-B-1 Prioritization Total: \$ 2,500

- Maintenance of a prioritized needs list of potential projects with needs statements, across modes as appropriate.
- Data, Maps and Resolutions for Prioritization Projects as needed.
- Attendance of any Prioritization related meetings.
- Begin collecting data for Prioritization 8.0 and monitor any project submittal from Prioritization 7.0. Staff will meet with NCDOT to ensure that all submitted projects meet the goals and needs of the region. New projects will be investigated for Prioritization 8.0 using updated safety data and other metrics.

III-B-2 Metropolitan TIP Total: \$ 15,190

- Work cooperatively with NCDOT and other partner agencies to review and maintain the STIP.
- Update the corresponding metropolitan area TIP via STIP amendments as necessary.
- Review and refine schedules, funding, and descriptions for TIP projects as necessary.
- Coordinate meaningful local government, transit agency, and NCDOT involvement to insure the TIP is updated in accordance with local needs.

III-B-2 Merger/Project Development Total: \$ 11,393

- Review design issues for TIP Projects and provide comments to appropriate agencies.
- Participate in the environmental study process for TIP projects and provide an MPO representative on NEPA/401 Merger Teams.
- Monitor the public involvement process for TIP projects and ensure adequate community input (virtual meeting options are available); assist PDEA as requested.

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

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

Programmed Amount: \$49,867

7.91% of Staff Budget

III-C-1 Title VI Compliance Total: \$14,440

- Conduct ongoing analysis of all MPO planning activities for compliance with Title VI of the Civil Rights Act.
- LAPP scoring process - evaluated annually to address impacts to Title VI communities
- Host walk audits to promote accessibility and investigate mobility barriers within local communities.
- Movability Advisory Committee meetings and/or Safety Subcommittee - The Western Piedmont Transportation Safety Plan established a Safety Subcommittee as part of the plan. Members of the committee are interdisciplinary and diverse in perspective. The Safety Subcommittee will be utilized to help guide necessary local input and safety improvement discussions. This group helps to promote safety and integrity in transportation planning. This group also monitors walk audits and reporting mechanisms.
- Utilize the Transportation Integrity Explorer and other screening tools provided in the MTP (adopted as an appendix to the 2050 MTP)
- Update the GHMPO Title VI & Limited English Proficiency Policy & Plan - Data collection for this plan began in 2024-2025. The GHMPO staff will update the Title VI and Limited English Proficiency Plan in FY 26. Data collection, analysis and reporting are key elements of a successful Title VI enforcement strategy. To ensure that Title VI reporting requirements are met, the Greater Hickory MPO will collect and maintain data on potential and actual beneficiaries of our programs and services. Staff will utilize the Transportation Integrity Explorer, adopted by GHMPO as an expansion of the 2050 MTP in 2024, to update this plan and coordinate initiatives with the 2055 MTP update.
- Offer assistance to Greenway Transportation to expand microtransit options to allow for curb-to- curb service to accommodate Title VI locations. Interactive mapping updates are included in our FTA funding mechanisms.
- Continue updating mapping tools as new data becomes available to address areas of concern and monitor impacts to Title VI locations.
- Continuously evaluate impacts to Title VI using our Community Health and Disaster Mitigation Explorer tool.
- Hold meetings in locations accessible to impacted Title VI locations (virtual options are available)
- Use the Health Integrity maps (adopted as an appendix to the 2050 MTP) to remain compliant with Title VI of the Civil Rights Act
- Continuously update maps used for transit planning with ACS data from the US Census, as available, to include Title VI locations.
- Analyze the TIP for compliance with transportation integrity goals and regulations.
- Use the Transportation Integrity Explorer and Social Integrity Index (a composite of variables in the first bullet plus active transportation and access to healthy food scores) to evaluate potential projects for prioritization 8.0.
- Assist Greenway Public Transportation with creating and monitoring microtransit options to allow service to accommodate all populations
- Continuously evaluate impacts to communities using our Community Health and Disaster Mitigation Explorer tool.
- LAPP scoring process - annually evaluate potential projects to address impacts to Title VI locations
- Host walk audits to promote accessibility and investigate mobility barriers within local communities.
- Movability Advisory Committee meetings and/or Safety Subcommittee Meetings - monitor walk audits and promote safety and integrity in transportation planning
- Utilize screening tools provided in the MTP - including the recently adopted Transportation Integrity Explorer.
- Use the Health Integrity maps (adopted as an appendix to the 2050 MTP) to evaluate Title VI locations in transportation planning.
 - Expand on GHMPO's 2050 Metropolitan Transportation Plan (MTP), staff will update data for new and existing mapping tools to support Title VI, transportation integrity, resiliency, bike/pedestrian/transit projects, and highway initiatives. The GHMPO staff just completed a health integrity mapping assessment and a cumulative analysis of past, present, and future transportation projects within the region. This analysis covers all modes of transportation and is used to help evaluate new projects.

III-C-4 Planning for the Elderly and Disabled Total: \$7,595

- Continue work on the 5310 applications with Greenway Transportation.
- Coordinate with Area Agency on Aging and other community stakeholders to identify relevant aging issues regarding transportation.
- Assist transit agencies on options to allow for service to accommodate the elderly and disabled
- Continuously evaluate impacts on communities with higher populations of elderly or disabled persons using our Community Health and Disaster Mitigation Explorer tool.
- Continue ADA inventory collection and ADA Transition Plan writing for Western Piedmont Regional Transit Authority (inventory includes bus stops and all facilities open to the public
- Many of the analyses included in the Transportation Integrity Explorer cover elderly and disabled populations. These analyses assist in making informed project decisions regarding these communities.
- Many of the initiatives outlined in the Western Piedmont Transportation Safety Plan will cover planning for the elderly and disabled. Staff will use this plan to assist with funding mechanisms for projects and communities addressed in this plan.
- LAPP scoring process - evaluate potential projects annually to address impacts to elderly and disabled persons
- Host walk audits to promote accessibility and investigate mobility barriers within local communities.
- Movability Advisory Committee meetings and/or Safety Subcommittee Meetings - monitor walk audits and promote safety and integrity in transportation planning

III-C-6 Public Involvement Total: \$27,832

- Review and update the public involvement strategies found in the Title VI and LEP Plan
- Update website, social media, and outreach materials to make them more useful, including translation of documents and materials, as needed.
- Place advertisements in media outlets as required by Public Involvement Plan.
- Respond to interview and data requests from the media & public.
- Ensure compliance with North Carolina general statutes regarding open meetings and public records.
- Support of Citizens' Advisory Committees for transportation planning education and services.
- Expand the ability to provide data to member governments and the public.
- Host public meetings in accessible locations for the Western Piedmont Bicycle and Pedestrian Plan, the Locally Coordinated Plan, and any other plan updates requiring public meetings.
- Support Greenway Public Transportation's efforts to market new transit service options
- Hybrid meetings and advanced technology to accommodate public input
- Attend community events and increase educational outreach of the transportation planning process and services provided
- Market the Community Health and Disaster Mitigation Explorer Tool to public officials and NCDOT
- New public involvement strategies are ongoing with an outreach coordinator. Informational items and activities will be available at attended public events. Public meetings will be held in accessible locations to impacted populations. Virtual options are available for most meetings.

III-D. Statewide and Extra-Regional Planning

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

Programmed Amount: \$53,165

8.43% of Staff Budget

III-D Statewide & Extra-Regional Planning Total: \$53,165

- Coordinate with other regional, state and federal agencies involved in transportation planning activities;
- Monitor federal and state legislation.
- Coordinate with adjacent MPOs, transit-providers, and other agencies.
- Participate in the North Carolina Association of MPOs and attend ongoing statewide meetings to discuss transportation planning issues.
- NCAMPO Transit Subcommittee oversight – GHMPO staff was asked to oversee a statewide committee for the North Carolina Association of MPOs.
- Participate in working groups, subcommittees, or task forces associated with NCDOT or other government agencies or statewide professional associations.
- Continue working with NCDOT's Statewide Bicycle and Pedestrian Planning Grant Review Committee.
- Revitalizing the passenger rail network is a growing interest for western North Carolina. The Asheville to Salisbury rail corridor was recently awarded a \$500,000 Corridor Identification and Development (CID) grant. To move forward with the Western North Carolina Passenger Rail Study, detailed planning work is needed called a Service Development Plan (SDP). The service development plan will include freight railroad coordination and more detailed discussions on passenger rail operations, benefits, and costs. The SDP requires a 10% local match that ranges from \$150k to \$400k for the entire corridor. GHMPO staff will continue to coordinate with all COGs, MPOs, and RPOs along the corridor to promote the match and completion of the SDP.
- Use the Community Health and Disaster Mitigation Explorer Tool to aid public officials, NCDOT and others in the effort to coordinate regional planning (focus on natural hazard risk areas and resilience).
- Utilize the natural environment chapter of the MTP to evaluate projects
- Host the Air and Water Quality Conference annually

III-E. Management and Operations

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

Programmed Amount: \$100,000

15.86% of Staff Budget

III-E Management Ops, Program Support Administration Total: \$100,000

- Provide direct support to the MPO Governing Board, Technical Coordinating Committee (TCC) and Transportation Advisory Committee (TAC) including agenda preparation and circulation, preparation of minutes, and scheduling, notification, venue setup and breakdown, and facilitation of meetings.
- The TCC and TAC will continue to meet monthly with virtual attendance options.
- Procure supplies related to transportation planning activities.
- Support staff including GIS
- Cover direct costs associated with MPO administration - management of staff, budget, finance documentation, and reporting.
- Maintain adequate files and records for the MPO.
- The GHMPO staff will update the Memorandum of Understanding and Bylaws for the TCC and TAC groups.
- GHMPO staff will continue hosting new member orientations for TCC and TAC members.

| FTA CODE | TASK CODE | TASK DESCRIPTION | Local/FHWA PL/SPR/DA Budget | Section 104(f) PL Funds (Metropolitan Planning) | | | Section 104(f) PL Funds (Safe & Accessible Trans. Options) | | NCDOT Planning - SPR | | | STBG-DA Funds | | | Highway Safety Improvement Program | HIP-CRRSAA Funds |
|-------------|--------------|--------------------------------|-----------------------------------|--|----------------|---------------|---|---------------|----------------------|------------------|---------------|----------------|------------------|---------------|--|------------------|
| | | | | Local (20%) | Federal 80% | Fund Total | Federal (100%) | Fund Total | State (20%) | Federal (80%) | Fund Total | Local (20%) | Federal (80%) | Fund Total | | |
| | | | | | | | | | | | | | | | State (100%) | Federal (100%) |
| | II-A | Data & Support | \$ 116,377 | \$ 23,275 | \$ 93,102 | \$ 116,377 | | | | | | | | | | |
| 44.24.00 | II-A-1 | Networks & Systems | \$ 50,570 | \$ 10,114 | \$ 40,456 | \$ 50,570 | | | | | | | | | | |
| 44.23.01 | II-A-2 | Travelers & Behavior | \$ 46,820 | \$ 9,364 | \$ 37,456 | \$ 46,820 | | | | | | | | | | |
| 44.23.02 | II-A-3 | Transp. Modeling | \$ 18,988 | \$ 3,797 | \$ 15,190 | \$ 18,988 | | | | | | | | | | |
| | II-B | Planning Process | \$ 255,348 | \$ 24,770 | \$ 99,078 | \$ 123,848 | \$ 6,500 | \$ 6,500 | | | | \$ 25,000 | \$ 100,000 | \$ 125,000 | | |
| 44.22.00 | II-B-1 | Targeted Planning | \$ 77,010 | \$ 15,402 | \$ 61,608 | \$ 77,010 | | | | | | | | | | |
| 44.23.01 | II-B-2a | Regional Planning | \$ 125,000 | | | | | | | | | \$ 25,000 | \$ 100,000 | \$ 125,000 | | |
| | II-B-2b | Safe & Acc. Trans. Options | \$ 6,500 | | | | \$ 6,500 | \$ 6,500 | | | | | | | | |
| 44.27.00 | II-B-3 | Special Studies | \$ 46,838 | \$ 9,368 | \$ 37,470 | \$ 46,838 | | | | | | | | | | |
| | III-A | Planning Work Prgm | \$ 26,535 | \$ 5,307 | \$ 21,228 | \$ 26,535 | | | | | | | | | | |
| 44.21.00 | III-A-1 | Work Program | \$ 11,393 | \$ 2,279 | \$ 9,114 | \$ 11,393 | | | | | | | | | | |
| 44.24.00 | III-A-2 | Metrics & Measures | \$ 15,143 | \$ 3,029 | \$ 12,114 | \$ 15,143 | | | | | | | | | | |
| | III-B | TIP | \$ 29,083 | \$ 5,817 | \$ 23,266 | \$ 29,083 | | | | | | | | | | |
| 44.25.00 | III-B-1 | Prioritization | \$ 2,500 | \$ 500 | \$ 2,000 | \$ 2,500 | | | | | | | | | | |
| 44.25.00 | III-B-2 | Metropolitan TIP | \$ 15,190 | \$ 3,038 | \$ 12,152 | \$ 15,190 | | | | | | | | | | |
| 44.25.00 | III-B-3 | Merger/Proj. Dev't | \$ 11,393 | \$ 2,279 | \$ 9,114 | \$ 11,393 | | | | | | | | | | |
| | III-C | Civil Rgts. Cmp./Regs | \$ 49,867 | \$ 9,973 | \$ 39,894 | \$ 49,867 | | | | | | | | | | |
| 44.27.00 | III-C-1 | Title VI Compliance | \$ 14,440 | \$ 2,888 | \$ 11,552 | \$ 14,440 | | | | | | | | | | |
| 44.27.00 | III-C-2 | Environ'l Justice | | | | | | | | | | | | | | |
| 44.27.00 | III-C-3 | Minority Enterprise | \$ - | | | | | | | | | | | | | |
| 44.27.00 | III-C-4 | Planning for Elderly | \$ 7,595 | \$ 1,519 | \$ 6,076 | \$ 7,595 | | | | | | | | | | |
| 44.27.00 | III-C-5 | Safety/Drug Control | \$ - | | | | | | | | | | | | | |
| 44.27.00 | III-C-6 | Public Involvement | \$ 27,832 | \$ 5,566 | \$ 22,266 | \$ 27,832 | | | | | | | | | | |
| 44.27.00 | III-C-7 | Private Sector Particip | \$ - | | | | | | | | | | | | | |
| | III-D | State & Extra-Reg'l | \$ 53,165 | \$ 10,633 | \$ 42,532 | \$ 53,165 | | | | | | | | | | |
| 44.27.00 | III-D-1 | State & Extra-Reg'l | \$ 53,165 | \$ 10,633 | \$ 42,532 | \$ 53,165 | | | | | | | | | | |
| | III-E | Mgt. Ops, Admin | \$ 100,000 | | | | | | \$ 20,000 | \$ 80,000 | \$ 100,000 | | | | | |
| 44.27.00 | | Mgt. Prgm. Adm | \$ 100,000 | | | | | | \$ 20,000 | \$ 80,000 | \$ 100,000 | | | | | |
| | | TOTALS | \$ 630,375 | \$ 79,775 | \$ 319,100 | \$ 398,875 | \$ 6,500 | \$ 6,500 | \$ 20,000 | \$ 80,000 | \$ 100,000 | \$ 25,000 | \$ 100,000 | \$ 125,000 | | |
| | | Continuing Planning Activities | | | | | | | | | | | | | | |
| FY 23 Acct. | | LAPP Coordination | 1,022,026 | | | | | | | | | | | | | 1,022,026 |
| FY 23 Acct. | | Consultant Services | 364,000 | | | | | | | | | | | | | 364,000 |
| FY 23 Acct. | | Comp. Highway Safety Plan | 200,000 | | | | | | | | | | | | 200,000 | |
| | | TOTALS | 1,586,026 | | | | | | | | | | | | 200,000 | 1,386,026 |

| FHWA FUNDS | | | Total |
|----------------------------|-------------|-----------|-----------|
| Grant | Federal 80% | Local 20% | |
| PL (604) | | | |
| Metropolitan Planning | \$319,100 | \$79,775 | \$398,875 |
| Safe & Acc. Trans. Options | \$6,500 | \$0 | \$6,500 |
| SPR | \$80,000 | \$20,000 | \$100,000 |
| STP-DA | \$100,000 | \$25,000 | \$125,000 |
| TOTALS | \$505,600 | \$124,775 | \$630,375 |

| HIP-CRRSAA Funds | |
|------------------|-----------|
| TOTALS | 1,429,000 |
| SAP Charges | 42974 (-) |
| Fed 100% | 1,386,026 |

| Highway Safety Improvement Program | |
|------------------------------------|-----------|
| State 100% | 200,000 |
| Totals | \$200,000 |



Western Piedmont Council of Governments

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*There is no increase in the overall transportation dues.
Individual members' dues may change based on their population change relative to the others.



Western Piedmont Council of Governments

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| DRAFT FISCAL YEAR 2025 - 2026 ASSESSMENTS | | | |
|--|--------------------------------|------------------------------|-------------------------|
| Local Government | 2023 State Planning Population | MPO Transportation Planning* | FY 26 WNC Rail Project* |
| Alexander County | 33,904 | \$15,337.34 | \$4,528.06 |
| Taylorsville | 2,327 | \$1,052.68 | \$310.78 |
| Burke County | 57,359 | \$25,947.81 | \$7,660.59 |
| Connelly Springs | 1,567 | \$708.87 | \$209.28 |
| Drexel | 1,799 | \$813.82 | \$240.27 |
| Glen Alpine | 1,567 | \$708.87 | \$209.28 |
| Hildebran | 1,708 | \$772.66 | \$228.11 |
| Morganton | 18,260 | \$8,260.38 | \$2,438.72 |
| Rutherford College | 1,260 | \$569.99 | \$168.28 |
| Valdese | 4,962 | \$2,244.69 | \$662.70 |
| Caldwell County | 41,950 | \$18,977.15 | \$5,602.64 |
| Cajah's Mountain | 2,736 | \$1,237.70 | \$365.41 |
| Cedar Rock | 299 | \$135.26 | \$39.93 |
| Gamewell | 3,735 | \$1,689.62 | \$498.83 |
| Granite Falls | 5,100 | \$2,307.12 | \$681.13 |
| Hudson | 3,891 | \$1,760.19 | \$519.66 |
| Lenoir | 18,766 | \$8,489.28 | \$2,506.30 |
| Rhodhiss | 1,005 | \$454.64 | \$134.22 |
| Sawmills | 5,095 | \$2,304.85 | \$680.46 |
| Catawba County | 87,567 | \$39,613.17 | \$11,695.03 |
| Brookford | 436 | \$197.24 | \$58.23 |
| Catawba | 730 | \$330.23 | \$97.50 |
| Claremont | 1,764 | \$797.99 | \$235.59 |
| Conover | 8,719 | \$3,944.26 | \$1,164.47 |
| Hickory | 45,411 | \$20,542.83 | \$6,064.88 |
| Long View | 5,163 | \$2,335.61 | \$689.55 |
| Maiden | 3,845 | \$1,739.38 | \$513.52 |
| Newton | 13,452 | \$6,085.36 | \$1,796.58 |
| Totals | 374,377 | \$169,359.00 | \$50,000.00 |

* Dues Per Capita, MPO, and WNC Rail Project are based on population figures from the NC Office of State Planning for 2023.

FTA TASK NARRATIVE TABLE

| | |
|--------------------------------------|---|
| I- MPO | Greater Hickory MPO |
| 2- FTA Code | 442400 |
| 3- Task Code | II-A-1 |
| 4- Title | Networks and Support Systems - Short Range Transportation Planning; Transit Data, updated mapping. |
| 5- Task Objective | The Transit System Data task will supply reliable information to analyze, evaluate, and forecast service delivery. The data are necessary to describe the current system and plan future endeavors. Moreover, the data can be employed in scenario building and alternatives analysis, together with ridership projections and transit demand forecasting using the MPO's regional travel demand forecasting model. The data will assist with route mapping and updates. The MPO conducts sampling of "extended" data, to determine to what extent various populations are served by the fixed-route system. This includes Title VI locations. Greenway Transportation and policymakers can use this information to make wise decisions when determining the allocation of resources to ensure that communities are served effectively. Funding will support the current and new transit services being offered. Anticipated data collection will analyze ridership within microtransit and fixed/flex route service areas. This will also include an analysis of potential microtransit or flex/fixed route service areas. |
| 6- Tangible Product Expected | GHMPO and WPRTA are working with Caldwell County representatives to monitor and report on ridership in the new microtransit zone within Caldwell County. The recently adopted Transportation Integrity Explorer (TIE) will assist GHMPO in identifying Title VI locations in regard to transit needs. The TIE includes a cumulative analysis of past, present, and future transportation projects in coordination with past and present Title VI locations. The TIE is updated as new data becomes available. GHMPO will maintain and update the existing microtransit service area and fixed/flex route mapping needs for all counties. |
| 7- Expected Completion | Reports and analyses Ongoing |
| Date of Products | Database Maintenance Ongoing |
| | Transit route/service area changes Ongoing |
| 8- Previous Work | Route Map/App Development Ongoing |
| | Updated and reported ridership trends, assisted with updates for new microtransit and fixed route service. Updated and completed the interactive maps for each county. These maps contain the most recent updates reflecting routes and stops. Riders may use the interactive maps to view photos of each individual timetable and location of each stop. Updated the urbanized boundaries for all four counties for Greenway Public Transportation. Formed and presented interactive maps for walk audits in areas of concern through Catawba County Public Health. These maps identified transit stops, gaps, and high injury locations within the bike, pedestrian, and transit network. Held meetings regarding the new automated passenger counters and quality control of the data. Utilized Title VI data from the 2050 MTP and Transportation Integrity Explorer to look at necessary service expansions. |
| 9- Prior FTA Funds | FY25 - \$8,171.00 (not including local and state matches) |
| 10- Relationship | The MPO will work with Greenway Transportation and NCDOT. |
| 11- Agency | The MPO will collect and analyze the data and determine new routes or service areas. New route/service area maps and data will be added to improve service. The newly expanded system will require increased mapping and maintenance of databases. New and existing mapping tools will assist GHMPO in identifying Title VI locations in regard to transit needs. |
| 12- HPR - Highway - NCDOT 20% | |
| 13- HPR - Highway - F11WA 80% | |
| 14- Section 104 (f) PI, Local 20% | |
| 15- Section 104 (f) P I FHWA 80% | |
| 16- Section 5303 Local 10% | \$1,021.00 |
| 17- Section 5303 NCDOT 10% | \$1,022.00 |
| 18- Section 5303 FTA 80% | \$8,171.00 |
| 19- Section 5303 Indirect cost | \$3,628.00 |
| 20- Section 5307 Transit - Local 10% | |

21- Section 5307 Transit - NCDOT 10% \$

22- Section 5307 Transit - FTA 80% \$

23- Additional Funds - Local 100%

Programmed Funds 14.48% of 5303 federal amount

Work Tasks are performed under the appropriate legislative reauthorization of SAFETEA-LU, MAP-21, or FAST Act.

FTA TASK NARRATIVE TABLE

| | | |
|-------------------------------|---|--------------|
| I- MPO | Greater Hickory MPO | |
| 2- FTA Code | 442200 | |
| 3- Task Code | II-B-1 | |
| 4- Title | Targeted Planning & General Development | |
| 5- Task Objective | General Plan Updates & Comprehensive Planning | |
| 6- Tangible Product Expected | <p>GHMPO will host calls for projects and evaluate 5310 applications as needed in coordination with the LCP. GHMPO will host a call for projects for LAPP funding. Transit related projects are eligible for LAPP funding. GHMPO will begin writing the ADA Transition Plan for Greenway Public Transportation/WPRTA. This plan is funded primarily through 5310. Inventory collection for bus stops was completed in FY 25. Facility inventory will start in FY 25 and is expected to be completed in FY 26. Inventory includes all bus stops and facilities open to the public. The Transition Plan is expected to be completed in FY 26.</p> <p>New public involvement strategies are ongoing with an outreach coordinator. Informational items and activities will be available at attended public events. Public meetings will be held in accessible locations to impacted populations. Virtual options are available for most meetings. GHMPO staff assists Greenway with transit ridership/outreach events and surveys.</p> <p>Interactive mapping updates are completed by GHMPO staff for WPRTA as needed.</p> <p>Western Piedmont Regional Transit Authority will implement findings from a Comprehensive Operational Analysis (COA) using 5307 funds. The operational analysis evaluates all services and determines strengths, weakness, and opportunities for improvement for the service areas. It also provides a transit development implementation plan. GHMPO staff will assist WPRTA with implementing findings from their COA.</p> <p>GHMPO staff are currently assisting WPRTA in updating their LCP. GHMPO staff began data collection and survey distribution in FY 25. Plan adoption is set for FY 26.</p> <p>GHMPO also plans to update its Title VI and LEP Plan, which will look at transit ridership and public involvement techniques to assist WPRTA with outreach.</p> <p>Western Piedmont Regional Transit Authority will pursue on-call consulting using 5307 funding. On-call consulting will provide training and planning to develop grant applications and programming funds. Resources to help develop strategic planning for funding and expansion. On-call consulting also provides resources to assist with procurement, annual reporting, STIP/TIP,UPWP, and LCP.</p> | |
| 7- Expected Completion | LCP update | Ongoing |
| Date of Products | 5310 Call for projects | Ongoing |
| | Implementation of COA findings | FY25 & FY26 |
| | Maintenance of Interactive Map | Ongoing |
| | Title VI Analysis | Beginning of |
| | FY 25 | |
| | Title VI and LEP Plan Update | FY26 |
| 8- Previous Work | Completed a Title VI analysis. The analysis is a cumulative analysis of past, present, and future transportation projects. This analysis is called the Transportation Integrity Explorer. Hosted walk audits to look at transit stops (location and safety) with NCDOT and Catawba County Public Health. Transit stops were assessed as part of each walk audit. GHMPO staff continue to serve as Vice Chair for the TAB. Corrected GIS mapping errors found in the interactive map that GHMPO maintains for Greenway Public Transportation. GHMPO hosted 5310 call for projects that resulted in 4 awarded projects. | |
| 9- Prior FTA Funds | FY25 - \$6,358.00 (this does not include local matches) | |
| 10- Relationship | The MPO will work with Greenway Transportation and NCDOT. | |
| 11- Agency | The MPO will continue to assist with tasks mentioned above. | |
| 12- HPR - Highway - NCDOT 20% | | |
| 13- HPR - Highway - F11WA 80% | | |

| | |
|--------------------------------------|------------------------------|
| 14- Section 104 (f) PI, Local 20% | |
| 15- Section 104 (f) P I FHWA 80% | |
| 16- Section 5303 Local 10% | \$795.00 |
| 17- Section 5303 NCDOT 10% | \$795.00 |
| 18- Section 5303 FTA 80% | \$6,358.00 |
| 19- Section 5303 Indirect Cost | \$2,823.00 |
| 20- Section 5307 Transit - Local 10% | \$30,000 on-call consulting |
| 21- Section 5307 Transit - NCDOT 10% | |
| 22- Section 5307 Transit - FTA 80% | \$150,000 on-call consulting |
| 23- Additional Funds - Local 100% | |

Programmed Funds 11.27% of 5303 federal amount

FTA TASK NARRATIVE TABLE

| | |
|---|--|
| I- MPO | Greater Hickory MPO |
| 2- FTA Code | 442301 |
| 3- Task Code | II-B-2 |
| 4- Title | Regional Planning - System Level |
| 5- Task Objective | Continue Passenger Sampling Data Collection. |
| 6- Tangible Product Expected | <p>The Federal Transit Administration (FTA) requires reporting of Passenger Miles Traveled or PMT for transit systems in the US including Greenway Public Transportation. PMT measures transit service and is a component of urbanized area apportionments. Since collecting PMT for each van and bus trip would be impractical, collecting PMT data from a random sample is a good way to estimate the total PMT. Since the addition of the Burke County transit routes (considered a major change to transit service by FTA), sample data collection has increased. The service change for Catawba County will sustain this need into the next fiscal year, including 50% more samples than prior years.</p> <p>In FY26, GHMPO staff plan to analyze passenger sampling trends from the prior two years to determine most utilized and underutilized stops. WPRTA will install new Automatic Passenger Counters (APC). GHMPO staff will monitor and use ongoing passenger sampling data collection as a means of quality control to ensure WPRTA meets the 5% margin of error threshold. When APC data becomes available, GHMPO staff will compare the two data sets to better understand potential reroute recommendations.</p> |
| 7- Expected Completion Date of Products | Passenger Sampling Data Ongoing |
| 8- Previous Work | The MPO has performed passenger sampling data collection and analysis for the past |
| 9- Prior FTA Funds | nine years. FY25 - \$23,480 |
| 10- Relationship | The MPO will work with Greenway Transportation and NCDOT. |
| 11- Agency | The MPO will continue to collect passenger sampling data. 5307 funds are for passenger sampling fieldwork. 5303 funds are all other tasks. |
| 12- HPR - Highway - NCDOT 20% | |
| 13- HPR - Highway - F11WA 80% | |
| 14- Section 104 (f) PI, Local 20% | |
| 15- Section 104 (f) P I FHWA 80% | |
| 16- Section 5303 Local 10% | \$2,935.00 |
| 17- Section 5303 NCDOT 10% | \$2,935.00 |
| 18- Section 5303 FTA 80% | \$13,331.00 |
| 19- Section 5303 Indirect Cost | \$5,919.00 |
| 20- Section 5307 Transit - Local 10% | \$3,080.00 |
| 21- Section 5307 Transit - NCDOT 10% | |
| 22- Section 5307 Transit - FTA 80% | \$12,320.00 |
| 23- Additional Funds - Local 100% | |
| Programmed Funds 23.62% of 5303 federal amount | |

FTA TASK NARRATIVE TABLE

| | |
|--------------------------------------|---|
| I- MPO | Greater Hickory MPO |
| 2- FTA Code | 442100 |
| 3- Task Code | III-A-1 |
| 4- Title | Planning Work Program & Program Support Admin. |
| 5- Task Objective | The Planning Work Program are tasks that are programmed and scheduled. It serves as a template to organize projects, work tasks, and planning priorities. It describes all transit-related planning activities anticipated during the next year. Planning activities will be coordinated with Greenway Transportation. A new schedule has been implemented with Greenway Transportation in regard to UPWP meetings and development. |
| 6- Tangible Product Expected | The Planning Work Program will be researched and prepared for FY 2027 |
| 7- Expected Completion | March 31, 2026 |
| Date of Products | |
| 8- Previous Work | The Planning Work Program is updated annually to program and schedule work tasks for the upcoming fiscal year. FY25 saw many Planning Work Program updates conducted by the MPO. This was due to many changes in projects and programmed grants. |
| 9- Prior FTA Funds | FY25 - \$5,358 |
| 10- Relationship | The MPO will work with Greenway Transportation and NCDOT. |
| 11- Agency | |
| 12- HPR - Highway - NCDOT 20% | |
| 13- HPR - Highway - F11WA 80% | |
| 14- Section 104 (f) PI, Local 20% | |
| 15- Section 104 (f) P I FHWA 80% | |
| 16- Section 5303 Local 10% | \$670.00 |
| 17- Section 5303 NCDOT 10% | \$670.00 |
| 18- Section 5303 FTA 80% | \$5,358.00 |
| 19- Section 5303 Indirect cost | \$2,379.00 |
| 20- Section 5307 Transit - Local 10% | |
| 21- Section 5307 Transit - NCDOT 10% | |
| 22- Section 5307 Transit - FTA 80% | |
| 23- Additional Funds - Local 100% | |

Programmed Funds 9.5% of 5303 federal amount

FTA TASK NARRATIVE TABLE

| | |
|--|--|
| I- MPO | Greater Hickory MPO |
| 2- FTA Code | 442500 |
| 3- Task Code | III-B-2 |
| 4- Title | Transportation Improvement Program |
| 5- Task Objective | The Transportation Improvement Program task seeks to program long-range goals and objectives of transit service. Alternatives in service delivery by capital acquisitions, land use policy, and transportation policy are investigated to improve the transit system. Furthermore, existing problems are examined to develop strategies to enhance transit service. GHMPO coordinates and completes MTIP amendments for Greenway Transportation. |
| 6- Tangible Product Expected | The Transportation Improvement Program will be researched and amended for WPRTA as needed. |
| 7- Expected Completion Date of Products | As needed. |
| 8- Previous Work | The Transportation Improvement Program is updated annually to program and schedule capital improvements for the upcoming fiscal year. MTIP amendments were conducted for 5310, 5339, and 5307 funding sources. Many meetings were held to coordinate. |
| 9- Prior FTA Funds | FY25 - \$4,358 |
| 10- Relationship | The MPO will coordinate with Greenway Transportation and NCDOT. |
| 11- Agency | MPO and Greenway Transportation. |
| 12- HPR - Highway - NCDOT 20% | |
| 13- HPR - Highway - F11WA 80% | |
| 14- Section 104 (f) PI, Local 20% | |
| 15- Section 104 (f) P I FHWA 80% | |
| 16- Section 5303 Local 10% | \$795.00 |
| 17- Section 5303 NCDOT 10% | \$795.00 |
| 18- Section 5303 FTA 80% | \$6,358.00 |
| 19- Section 5303 Indirect cost | \$2,823.00 |
| 20- Section 5307 Transit - Local 10% | |
| 21- Section 5307 Transit - NCDOT 10% | |
| 22- Section 5307 Transit - FTA 80% | |
| 23- Additional Funds - Local 100% | |

Programmed Funds 11.27% of 5303 federal amount

FTA TASK NARRATIVE TABLE

| | |
|--|---|
| I- MPO | Greater Hickory MPO |
| 2- FTA Code | 442700 |
| 3- Task Code | III-D-1 |
| 4- Title | Statwewide and Extra Regional Planning - Other Activities |
| 5- Task Objective | <p>GHMPO staff were asked to oversee a statewide transit subcommittee. The subcommittee will plan to meet quarterly and report back to the NCAMPO Board.</p> <p>The MPO will assist with the marketing of the any new applications, including a proposed microtransit application. The microtransit application would allow riders the opportunity to book rides on phones and other devices.</p> <p>The MPO is working to help implement new microservice applications. This has been ongoing. The MPO will work to inform WPRTA and all stakeholders of potential transportation projects to improve or add transit stops through the complete streets policy.</p> <p>The GHMPO staff will oversee applications and funding opportunities through the Western Piedmont Transportation Safety Plan (WPTSP). The goal of the WPTSP is to identify areas of concern and high risk areas using crash location, a high injury network, and other safety data. The WPTSP covers all modes of transportation. The Safety Subcommittee that was created as part of the WPTSP will help guide applications and needs through local input. Transit is represented on the Safety Subcommittee. This group conducts and assists with walk audits, forms reports that help investigate mobility barriers, and improve safety for all modes of travel. This group helps to promote safety and integrity in transportation planning.</p> <p>The MPO is working to update a resiliency tool for transit. Staff created the Community Hazard and Disaster Mitigation Explorer (CHADME) – a living resiliency planning tool for transportation and other projects within the region. This tool will be updated to assist applications for infrastructure grants. This tool focuses on community hazards and disaster mitigation. Transit routes and alternate routes will be included in this tool.</p> |
| 6- Tangible Product Expected | New applications and interactive tools, oversight of NCAMPO transit subcommittee, oversight of funding opportunities through new adopted plans, resiliency work |
| 7- Expected Completion Date of Products | Ongoing technical support and marketing. The WPTSP will have ongoing oversight as well as CHADME, the NCAMPO transit subcommittee will have continuous oversight |
| 8- Previous Work | Completed the WPTSP. Assisted in implementing new routes and transit zones. Began meeting an inviting transit subcommittee members for the NCAMPO transit subcommittee. |
| 9- Prior FTA Funds | FY25 - \$5,447.00 |
| 10- Relationship | GHMPO will coordinate with Greenway Transportation to develop route(s) and to improve all applications. |
| 11- Agency | MPO and Greenway Transportation. 5307 funds are for passenger sampling field work. 5303 funds are all other tasks. |
| 12- HPR - Highway - NCDOT 20% | |
| 13- HPR - Highway - F11WA 80% | |
| 14- Section 104 (f) PI, Local 20% | |
| 15- Section 104 (f) P I FHWA 80% | |
| 16- Section 5303 Local 10% | \$681.00 |
| 17- Section 5303 NCDOT 10% | \$681.00 |
| 18- Section 5303 FTA 80% | \$5,448.00 |
| 19- Section 5303 Indirect Cost | \$2,419.00 |
| 20- Section 5307 Transit - Local 10% | \$5,260.00 |
| 21- Section 5307 Transit - NCDOT 10% | |
| 22- Section 5307 Transit - FTA 80% | \$21,040.00 |
| 23- Additional Funds - Local 100% | |

Programmed Funds 9.65% of 5303 federal amount

FTA TASK NARRATIVE TABLE

| | | |
|--------------------------------------|--|-------------|
| I- MPO | Greater Hickory MPO | |
| 2- FTA Code | 442700 | |
| 3- Task Code | III-E | |
| 4- Title | Management & Operations - Other Activities | |
| 5- Task Objective | Operation planning provides a transit system with efficient, effective service. This is accomplished by schedule and route setting, accompanied by scheduling alternative investigations. Analysis of socioeconomic variables allows efficient service delivery and discovery of potential and underserved riders. Funding will support WPRTA with additional administrative assistance for expanded services. GHMPO staff plan to update the Memorandum of Understanding. Staff began researching necessary updates for the MOU and Bylaws in FY25. GHMPO staff will continue to host new member orientations for TCC and TAC members. GHMPO staff serve as the secretary for the Board of Directors. GHMPO staff draft minutes and assist with agenda related items as needed. | |
| 6- Tangible Product Expected | Operations planning includes assistance with the design of new routes/service areas and schedules. Operations will also assist with meetings and Board of Directors and Transportation Advisory Board meetings. Operations involve the Bylaws (or Memorandum of Understanding) for voting members on the GHMPO's Transportation Advisory Board (TAC). | |
| 7- Expected Completion | Planning | Ongoing |
| Date of Products | Quarterly Reports | Ongoing |
| | Board of Directors Minutes | Ongoing |
| | Updated MOU | End of FY26 |
| 8- Previous Work | Operations and management issues are performed on a continual basis. | |
| 9- Prior FTA Funds | FY25 - \$11,408 | |
| 10- Relationship | The MPO will coordinate with Greenway Transportation on planning, meetings, and any potential service areas. | |
| 11- Agency | The MPO and Greenway Transportation. 5307 funds are for passenger sampling. 5303 funds are all other tasks. | |
| 12- HPR - Highway - NCDOT 20% | | |
| 13- HPR - Highway - F11WA 80% | | |
| 14- Section 104 (f) PI, Local 20% | | |
| 15- Section 104 (f) P I FHWA 80% | | |
| 16- Section 5303 Local 10% | \$1,426.00 | |
| 17- Section 5303 NCDOT 10% | \$1,426.00 | |
| 18- Section 5303 FTA 80% | \$11,408.00 | |
| 19-Section 5303 Indirect cost | \$5, 065.00 | |
| 20- Section 5307 Transit - Local 10% | \$5,260.00 | |
| 21- Section 5307 Transit - NCDOT 10% | | |
| 22- Section 5307 Transit - FTA 80% | \$21,040.00 | |
| 23- Additional Funds - Local 100% | | |

Programmed Funds 20.21% of 5303 federal amount

Anticipated DBE Contracting Opportunities for FY 2025-2026

Name of MPO: Greater Hickory MPO

X Check here if no anticipated DBE opportunities

Person Completing Form: Averi Ritchie

Telephone Number: (828) 485-4248

| Prospectus Task Code | Prospectus Description | Name of Agency Contracting Out | Type of Contracting Opportunity (Consultant, etc.) | Federal Funds to be Contracted Out | Total Funds to be Contracted Out |
|----------------------|------------------------|--------------------------------|--|------------------------------------|----------------------------------|
| | | | No Contracting Opportunities | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |

Note: This form must be submitted to NCDOT-PTD even if you anticipate no DBE Contracting Opportunities. Note "No contracting opportunities" on the table if you do not anticipate having any contracting opportunities.

Appendix 1. Explanation of Funding Sources in the UPWP

Overview

There are three major funding sources that make up the UPWP. All three of these sources come from the federal government and involve either local or state matching funds. The disbursement of all the funds is managed by the North Carolina Department of Transportation. All three of the funding sources are displayed in the UPWP that is approved by the Greater Hickory MPO.

Metropolitan Planning Funds

Commonly known as "PL" (short for Public Law) funds, these funds are the primary source of funding for MPO Planning and Administration. The MPO Lead Planning Agency and MPO staff administer the funds. The Federal Highway Administration provides 80% of the funding, and local governments of the Greater Hickory MPO provide the 20% local match. In some cases, funds are sub-allocated to other agencies to perform special studies. This is not a grant program, but rather a reimbursement program. In other words, valid expenditures for transportation planning are reimbursed at a rate of 80%. The MPO Staff submits quarterly invoices to the NCDOT for reimbursement.

The MPO uses the PL funds to carry out tasks identified in the Planning Work Program. Some of the funds are used to pay staff salaries for time spent on transportation planning activities and for administration of the MPO. Some of the funds are used to pay outside consultants for special planning studies. All planning activities and special studies conducted during the year must be a part of the approved Planning Work Program. Occasionally funds are reimbursed to other local agencies that complete tasks identified in the PWP.

Safe and Accessible Transportation Options - PL 104(f)

The BIL requires each MPO to use at least 2.5% of its PL funds (and each State to use 2.5% of its State Planning and Research funding under 23 U.S.C. 505) on specified planning activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities. [§ 11206(b)]

A State or MPO may opt out of the requirement, with the approval of the Secretary, if the State or MPO has Complete Streets standards and policies in place, and has developed an up-to-date Complete Streets prioritization plan that identifies a specific list of Complete Streets projects to improve the safety, mobility, or accessibility of a street. [§ 11206(c) and (e)]

For the purpose of this requirement, the term "Complete Streets standards or policies" means standards or policies that ensure the safe and adequate accommodation of all users of the transportation system, including pedestrians, bicyclists, public transportation users, children, older individuals, individuals with disabilities, motorists, and freight vehicles. [§ 11206(a)]

Section 5303 Funds

These are funds from the Federal Transit Administration (FTA) that are designated exclusively for transit planning. The funds are currently administered by the Western Piedmont Council of Governments as a Direct Recipient of federal transit funds. The funds are primarily used to pay staff salaries for time spent on transit planning. The FTA provides 80% of the funds. The state provides 10% and the local governments provide 10%.

State Planning and Research (SPR) Funds

Known as SPR funds, these funds are administered by the North Carolina Department of Transportation, Transportation Planning Branch. The funds are primarily used to pay NCDOT staff salaries for time spent on transportation planning for the Hickory area. The Federal Highway Administration provides 80% of the funds, and the State of North Carolina provides the remaining 20%. The State has allocated a portion of their SPR funds to the Greater Hickory MPO to do planning in the area formerly covered by the RPO. Funds are being matched by a 20% local share.

Surface Transportation Block Grant Program - Direct Attributal (STBGP-DA) Funds

Surface Transportation Block Grant Program – Direct Attributal (Allocation) (STBGP-DA) – funds are allocated to the largest Metropolitan Planning Organizations (MPO) to program projects at the MPO's discretion. The State has allocated a portion of the Greater Hickory MPO's STBGP-DA funds for additional planning money for the MPO's four-county planning area. Funds are being matched by a 20% local share

| FTA CODE | TASK CODE | TASK DESCRIPTION | Local/FHWA PL/SPR/DA Budget | Section 104(f) PL Funds (Metropolitan Planning) | | | Section 104(f) PL Funds (Safe & Accessible Trans. Options) | | NCDOT Planning - SPR | | | STBG-DA Funds | | | Highway Safety Improvement Program | HIP-CRRSAA Funds | Transit Planning - 5303 | | | | SECTION 5307 | | |
|-------------|--------------|--------------------------------|-----------------------------------|--|----------------|---------------|--|---------------|----------------------|------------------|---------------|----------------|------------------|---------------|--|------------------|-------------------------|----------------|------------------|---------------|----------------|--------------|---------------|
| | | | | Local (20%) | Federal 80% | Fund Total | Federal (100%) | Fund Total | State (20%) | Federal (80%) | Fund Total | Local (20%) | Federal (80%) | Fund Total | | | Local (10%) | State (10%) | Federal (80%) | Fund Total | Local (20%) | FTA (80%) | 5307 Total |
| | | | | | | | | | | | | | | | | | | | | | | | |
| | II-A | Data & Support | \$ 116,377 | \$ 23,275 | \$ 93,102 | \$ 116,377 | | | | | | | | | | | \$ 1,021 | \$ 1,022 | \$ 8,171 | \$ 10,214 | | | |
| 44.24.00 | II-A-1 | Networks & Systems | \$ 50,570 | \$ 10,114 | \$ 40,456 | \$ 50,570 | | | | | | | | | | | \$ 1,021 | \$ 1,022 | \$ 8,171 | \$ 10,214 | | | |
| 44.23.01 | II-A-2 | Travelers & Behavior | \$ 46,820 | \$ 9,364 | \$ 37,456 | \$ 46,820 | | | | | | | | | | | | | | | | | |
| 44.23.02 | II-A-3 | Transp. Modeling | \$ 18,988 | \$ 3,797 | \$ 15,190 | \$ 18,988 | | | | | | | | | | | | | | | | | |
| | II-B | Planning Process | \$ 255,348 | \$ 24,770 | \$ 99,078 | \$ 123,848 | \$ 6,500 | \$ 6,500 | | | | \$ 25,000 | \$ 100,000 | \$ 125,000 | | | \$ 2,462 | \$ 2,461 | \$ 19,689 | \$ 24,612 | \$ 33,080 | \$ 162,320 | \$ 195,400 |
| 44.22.00 | II-B-1 | Targeted Planning | \$ 77,010 | \$ 15,402 | \$ 61,608 | \$ 77,010 | | | | | | | | | | | \$ 795 | \$ 795 | \$ 6,358 | \$ 7,948 | \$ 30,000 | \$ 150,000 | \$ 180,000 |
| 44.23.01 | II-B-2a | Regional Planning | \$ 125,000 | | | | | | | | | \$ 25,000 | \$ 100,000 | \$ 125,000 | | | \$ 1,667 | \$ 1,666 | \$ 13,331 | \$ 16,664 | \$ 3,080 | \$ 12,320 | \$ 15,400 |
| | II-B-2b | Safe & Acc. Trans. Options | \$ 6,500 | | | | \$ 6,500 | \$ 6,500 | | | | | | | | | | | | | | | |
| 44.27.00 | II-B-3 | Special Studies | \$ 46,838 | \$ 9,368 | \$ 37,470 | \$ 46,838 | | | | | | | | | | | | | | | | | |
| | III-A | Planning Work Prgm | \$ 26,535 | \$ 5,307 | \$ 21,228 | \$ 26,535 | | | | | | | | | | | \$ 670 | \$ 670 | \$ 5,358 | \$ 6,698 | | | |
| 44.21.00 | III-A-1 | Work Program | \$ 11,393 | \$ 2,279 | \$ 9,114 | \$ 11,393 | | | | | | | | | | | \$ 670 | \$ 670 | \$ 5,358 | \$ 6,698 | | | |
| 44.24.00 | III-A-2 | Metrics & Measures | \$ 15,143 | \$ 3,029 | \$ 12,114 | \$ 15,143 | | | | | | | | | | | | | | | | | |
| | III-B | TIP | \$ 29,083 | \$ 5,817 | \$ 23,266 | \$ 29,083 | | | | | | | | | | | \$ 795 | \$ 795 | \$ 6,358 | \$ 7,948 | | | |
| 44.25.00 | III-B-1 | Prioritization | \$ 2,500 | \$ 500 | \$ 2,000 | \$ 2,500 | | | | | | | | | | | | | | | | | |
| 44.25.00 | III-B-2 | Metropolitan TIP | \$ 15,190 | \$ 3,038 | \$ 12,152 | \$ 15,190 | | | | | | | | | | | \$ 795 | \$ 795 | \$ 6,358 | \$ 7,948 | | | |
| 44.25.00 | III-B-3 | Merger/Proj. Dev't | \$ 11,393 | \$ 2,279 | \$ 9,114 | \$ 11,393 | | | | | | | | | | | | | | | | | |
| | III-C | Civil Rgts. Cmp./Regs | \$ 49,867 | \$ 9,973 | \$ 39,894 | \$ 49,867 | | | | | | | | | | | | | | | | | |
| 44.27.00 | III-C-1 | Title VI Compliance | \$ 14,440 | \$ 2,888 | \$ 11,552 | \$ 14,440 | | | | | | | | | | | | | | | | | |
| 44.27.00 | III-C-2 | Environ'l Justice | | | | | | | | | | | | | | | | | | | | | |
| 44.27.00 | III-C-3 | Minority Enterprise | \$ - | | | | | | | | | | | | | | | | | | | | |
| 44.27.00 | III-C-4 | Planning for Elderly | \$ 7,595 | \$ 1,519 | \$ 6,076 | \$ 7,595 | | | | | | | | | | | | | | | | | |
| 44.27.00 | III-C-5 | Safety/Drug Control | \$ - | | | | | | | | | | | | | | | | | | | | |
| 44.27.00 | III-C-6 | Public Involvement | \$ 27,832 | \$ 5,566 | \$ 22,266 | \$ 27,832 | | | | | | | | | | | | | | | | | |
| 44.27.00 | III-C-7 | Private Sector Particip | \$ - | | | | | | | | | | | | | | | | | | | | |
| | III-D | State & Extra-Reg'l | \$ 53,165 | \$ 10,633 | \$ 42,532 | \$ 53,165 | | | | | | | | | | | \$ 681 | \$ 681 | \$ 5,448 | \$ 6,810 | \$ 5,260 | \$ 21,040 | \$ 26,300 |
| 44.27.00 | III-D-1 | State & Extra-Reg'l | \$ 53,165 | \$ 10,633 | \$ 42,532 | \$ 53,165 | | | | | | | | | | | \$ 681 | \$ 681 | \$ 5,448 | \$ 6,810 | \$ 5,260 | \$ 21,040 | \$ 26,300 |
| | III-E | Mgt. Ops, Admin | \$ 100,000 | | | | | | \$ 20,000 | \$ 80,000 | \$ 100,000 | | | | | | \$ 1,426 | \$ 1,426 | \$ 11,408 | \$ 14,260 | \$ 5,260 | \$ 21,040 | \$ 26,300 |
| 44.27.00 | | Mgt. Prgm. Adm | \$ 100,000 | | | | | | \$ 20,000 | \$ 80,000 | \$ 100,000 | | | | | | \$ 61,427 | \$ 1,426 | \$ 11,408 | \$ 14,260 | \$ 5,260 | \$ 21,040 | \$ 26,300 |
| | | TOTALS | \$ 630,375 | \$ 79,775 | \$ 319,100 | \$ 398,875 | \$ 6,500 | \$ 6,500 | \$ 20,000 | \$ 80,000 | \$ 100,000 | \$ 25,000 | \$ 100,000 | \$ 125,000 | | | \$ 7,055 | \$ 7,055 | \$ 56,432 | \$ 70,542 | \$ 43,600 | \$ 204,400 | \$ 248,000 |
| | | Continuing Planning Activities | | | | | | | | | | | | | | | | | | | | | |
| FY 23 Acct. | | LAPP Coordination | 1,022,026 | | | | | | | | | | | | | 1,022,026 | | | | | | | |
| FY 23 Acct. | | Consultant Services | 364,000 | | | | | | | | | | | | | 364,000 | | | | | | | |
| FY 23 Acct. | | Comp. Highway Safety Plan | 200,000 | | | | | | | | | | | | 200,000 | | | | | | | | |
| | | TOTALS | 1,586,026 | | | | | | | | | | | | 200,000 | 1,386,026 | | | | | | | |

| FHWA FUNDS | | | | Total |
|--------------------------------------|-------------|-----------|--|-----------|
| Grant | Federal 80% | Local 20% | | |
| PL (104) Metropolitan Planning | \$319,100 | \$79,775 | | \$398,875 |
| Safe & Acc. Trans. Options | \$6,500 | \$0 | | \$6,500 |
| SPR | \$80,000 | \$20,000 | | \$100,000 |
| STP-DA | \$100,000 | \$25,000 | | \$125,000 |
| TOTALS | \$505,600 | \$124,775 | | \$630,375 |

| HIP-CRRSAA Funds | |
|------------------|-----------|
| TOTALS | 1,429,000 |
| SAP Charges | 42974 (-) |
| Fed 100% | 1,386,026 |

| Highway Safety Improvement Program | |
|---------------------------------------|-----------|
| State 100% | 200,000 |
| Totals | \$200,000 |

| FTA FUNDS | | | |
|-----------|-----------|-----------|-----------|
| Grant | Fed 80% | Local 10% | State 10% |
| 5303 | \$56,432 | \$7,066 | \$7,066 |
| 5307 | \$204,400 | \$43,600 | |
| TOTALS | \$260,832 | \$50,666 | \$7,066 |

Western Piedmont Council of Governments

Schedule of Indirect Costs

| | | 2024-2025 FY Budget |
|---|-------------------|------------------------|
| | | |
| Total Indirect Annual Salaries | | \$ 614,415 |
| Total Indirect Fringe Benefits at 50.5% of Salary | | \$ 310,280 |
| Professional Services | | \$ 38,500 |
| Travel | | \$ 58,500 |
| Occupancy | | \$ 148,695 |
| Operating Expense | | \$ 865,235 |
| Total Indirect Expenditures | | \$ 2,035,625 |
| | | |
| Total Salary Costs | \$ 4,988,070.00 | |
| Less Total Indirect Salaries | \$ 614,415.00 | |
| Total Direct Salaries | | \$ 4,373,655 |
| | | |
| Indirect Rate Calculation | | |
| | | |
| Total Indirect Expenditures | = \$ 2,035,624.58 | 29.5% |
| <hr/> | | |
| Total Direct Salaries + Fringe Benefits | \$ 6,890,152.51 | |

7/1/2024



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

RESOLUTION CONFIRMING TRANSPORTATION PLANNING PROCESS

**RESOLUTION CERTIFYING THE GREATER HICKORY METROPOLITAN PLANNING
ORGANIZATION'S TRANSPORTATION PLANNING PROCESS FOR FY 2026**

WHEREAS, the Transportation Advisory Committee has found that the Metropolitan Planning Organization is conducting transportation planning in a continuous, cooperative, and comprehensive manner in accordance with 23 U.S.C. 134 and 49 U.S.C. 5303;

WHEREAS, the Transportation Advisory Committee has found the transportation planning process to be in compliance with Sections 174 and 176(c) and (d) of the Clean Air Act (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;

WHEREAS, the Transportation Advisory Committee has found the Transportation Planning Process to be in full compliance with Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;

WHEREAS, the Transportation Advisory Committee has found that persons may not be excluded from participating in, denied a benefit of, or discriminated against under, a project, program, or activity receiving financial assistance under this chapter because of race, color, creed, national origin, sex, or age under 49 U.S.C. 5332;

WHEREAS, the Transportation Advisory Committee has considered how the Transportation Planning Process will affect the involvement of Disadvantaged Business Enterprises in the FHWA and the FTA funded planning projects under Section 1101(b) of the SAFETEA-LU, MAP-21, Fast Act and 49 CFR part 26;

WHEREAS, the Transportation Advisory Committee has considered how the Transportation Planning Process will affect the implementation of an equal employment opportunity program under 23 CFR part 230;

WHEREAS, the Transportation Advisory Committee has considered how the Transportation Planning Process will affect the Americans with Disabilities Act Disabilities of 1990 (42 U.S.C. 12101 and 49 CFR parts 27, 37 and 38);

WHEREAS, the Transportation Advisory Committee has considered how the Transportation Planning Process will affect the Older Americans Act, as amended (42 U.S.C. 6101);

WHEREAS, the Transportation Advisory Committee has considered how the Transportation Planning Process will affect the prohibition of discrimination based on gender under Section 324 of title 23 U.S.C.;

WHEREAS, the Transportation Advisory Committee has considered how the Transportation Planning Process will affect Section 504 Rehabilitation Act of 1973(29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities;

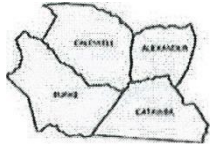
WHEREAS, the Greater Hickory Metropolitan Transportation Improvement Program is a subset of currently conforming Greater Hickory Urban Area Transportation Plan;

WHEREAS, the Metropolitan Transportation Plan has a planning horizon year of 2050, and meets all the requirements for an adequate long-range transportation plan,

NOW THEREFORE, be it resolved that the Greater Hickory Metropolitan Transportation Advisory Committee certifies the transportation planning process for the Greater Hickory Metropolitan Planning Organization of this the 26th day of February, 2025.

Hank Guess, Transportation Advisory Committee Vice Chair

Averi Ritchie, Secretary Transportation Advisory Committee



**GREATER HICKORY
METROPOLITAN PLANNING ORGANIZATION (MPO)**

**Hickory, NC 28603
1880 2nd Avenue NW, PO Box 9026**

GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION

**RESOLUTION ADOPTING THE PLANNING
WORK PROGRAM FOR FY 2026**

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

WHEREAS, the region has an adopted Metropolitan Transportation Plan through 2050 that is fiscally constrained and meets federal requirements for metropolitan transportation planning;

WHEREAS, a comprehensive and continuing transportation planning program must be carried out cooperatively in order to ensure that funds for transportation projects are effectively allocated to the urbanized area;

WHEREAS, the Western Piedmont Regional Transit Authority has been designated as the recipient of Federal Transit Administration Metropolitan Planning Program funds:

WHEREAS, members of the Greater Hickory MPO TAC agree that the Planning Work Program will effectively advance transportation planning for FY 2025-2026;

WHEREAS, members of the Greater Hickory MPO TAC agree with the Section 5303 funding and the Federal Transit Administration Narrative related to the 5303 funds:

NOW THEREFORE, BE IT RESOLVED that the Greater Hickory Metropolitan Planning Organization hereby adopts the Unified Planning Work Program for fiscal year 2025-2026.

ADOPTED: This 26th day of February, 2025

Hank Guess, TAC Vice Chair

Averi Ritchie, TAC Secretary
Greater Hickory MPO

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

MEETING DATE: February 26, 2025

SUBJECT: 5303 STIP Amendment

PRESENTER: Averil Ritchie, Transportation Planning Manager

ATTACHMENTS: 5303 STIP Amendment

SUMMARY OF REQUEST:

The 5303 funding is a federal grant provided by the Federal Transit Administration (FTA) to support Metropolitan Planning Organizations (MPOs) in carrying out transportation planning activities. This funding is part of the broader Federal Transit Act and is specifically designated for the planning of public transportation systems within metropolitan areas. It helps MPOs develop and implement long-range transportation plans, transit studies, and other planning tasks to improve transit services, accessibility, and coordination. The funds are matched with state and local resources, and they ensure that transportation planning efforts are data-driven, efficient, and responsive to community needs.

GHMPO must update the TIP to show funding amounts received each fiscal year.

BOARD ACTION REQUESTED: Yes

Suggested Motion: *I motion to approve the 5303 STIP Amendment.*



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

INTEGRATED MOBILITY DIVISION
State Transportation Improvement Program (STIP)
Amendment Request Form
STIP: 2024-2033

| STIP# | Transit Partner | Description | FTA | FUND | FY25 | FY26 |
|---------|---|---------------------|-------|------|------|------|
| TP-5106 | Western Piedmont Council of Governments | Planning Assistance | FUZ | 5303 | 57 | 57 |
| | | | Local | L | 8 | 8 |
| | | | State | S | 8 | 8 |



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



**RESOLUTION ADOPTING MODIFICATIONS TO THE METROPOLITAN
TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) FY 2020-2029**

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 modification has been proposed for Project TP-5106 (Planning Assistance) in the FY 2024-2033 Transportation Improvement Program (TIP):

| | |
|----------------|----------|
| <u>FY 2025</u> | |
| 5303 - | \$57,000 |
| LOCAL - | \$8,000 |
| STATE - | \$8,000 |

WHEREAS, the MPO certifies that this MTIP modification is 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 MTIP FY 2024-2033 be modified as listed above on this, the 26th day of February, 2025.

Hank Guess
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: February 26, 2025

SUBJECT: Draft 2026-2035 STIP for Prioritized Projects

PRESENTER: Averil Ritchie, Transportation Planning Manager

ATTACHMENTS: Draft 2026-2035 STIP for Prioritized Projects

SUMMARY OF REQUEST:

The N.C. Department of Transportation's long-range transportation plan – called the State Transportation Improvement Program (STIP) – identifies the construction funding and schedule for state transportation projects over a 10-year period. NCDOT updates the STIP approximately every two years.

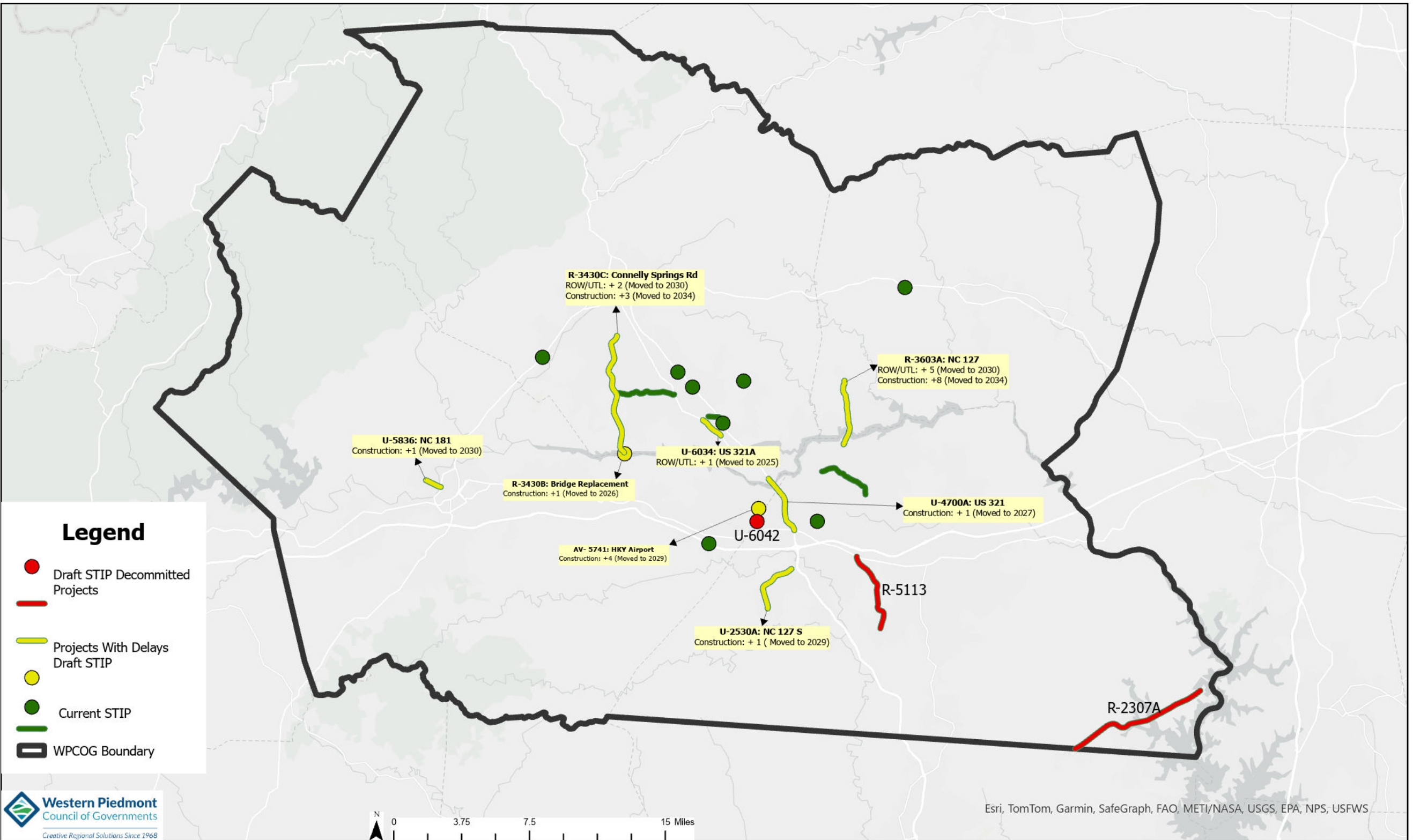
The Strategic Transportation Investments (STI) law mandates ongoing evaluation and improvement to ensure that the process responds to North Carolina's diverse needs and maintains fiscal constraints. Throughout this process, several funded projects within the draft STIP were either delayed or de-committed.

The attached map displays projects funded through STI that experienced delays or de-funding.

NCDOT has released the 2026-2035 Draft STIP and is taking public comments through April 4, 2025.

BOARD ACTION REQUESTED: No

Suggested Motion: *None*



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

MEETING DATE: February 26, 2025

SUBJECT: Western Piedmont Transportation Safety Plan

PRESENTER: Jordan Powell, Transportation Planner, VHB

ATTACHMENTS: Presentation

SUMMARY OF REQUEST:

The WPCOG and Greater Hickory MPO was awarded state funding for a regional comprehensive highway safety plan, known as the Western Piedmont Transportation Safety Plan (WPTSP). Staff are currently overseeing the completion of the plan. The goal of the WPTSP is to identify areas of concern and high risk areas using crash location and other safety data. The WPTSP covers all modes of transportation. Once completed, the WPTSP will open the region to safety funding opportunities. One goal of the plan is to establish a Safety Subcommittee. The Safety Subcommittee helps guide the plan through local input. Staff are currently providing local data, plan initiatives, and materials to help guide the plan. Please see the attached update on the WPTSP.

BOARD ACTION REQUESTED: Discussion Item

Suggested Motion: *None.*



**WESTERN
PIEDMONT**
Transportation Safety Plan

Western Piedmont Transportation Safety Plan

TCC/TAC Meetings
February 2025

WPTSP Goals

01

Establish a timeline for significant reduction, toward elimination, of fatalities and serious injury crashes for all modes on the region's transportation system.

02

Identify safety issues and needs, including a High Injury Network.

03

Produce recommended crash reduction strategies, countermeasures and safety improvements.

04

Increase awareness of transportation safety risks.

05

Coordinate with and inform other regional efforts.

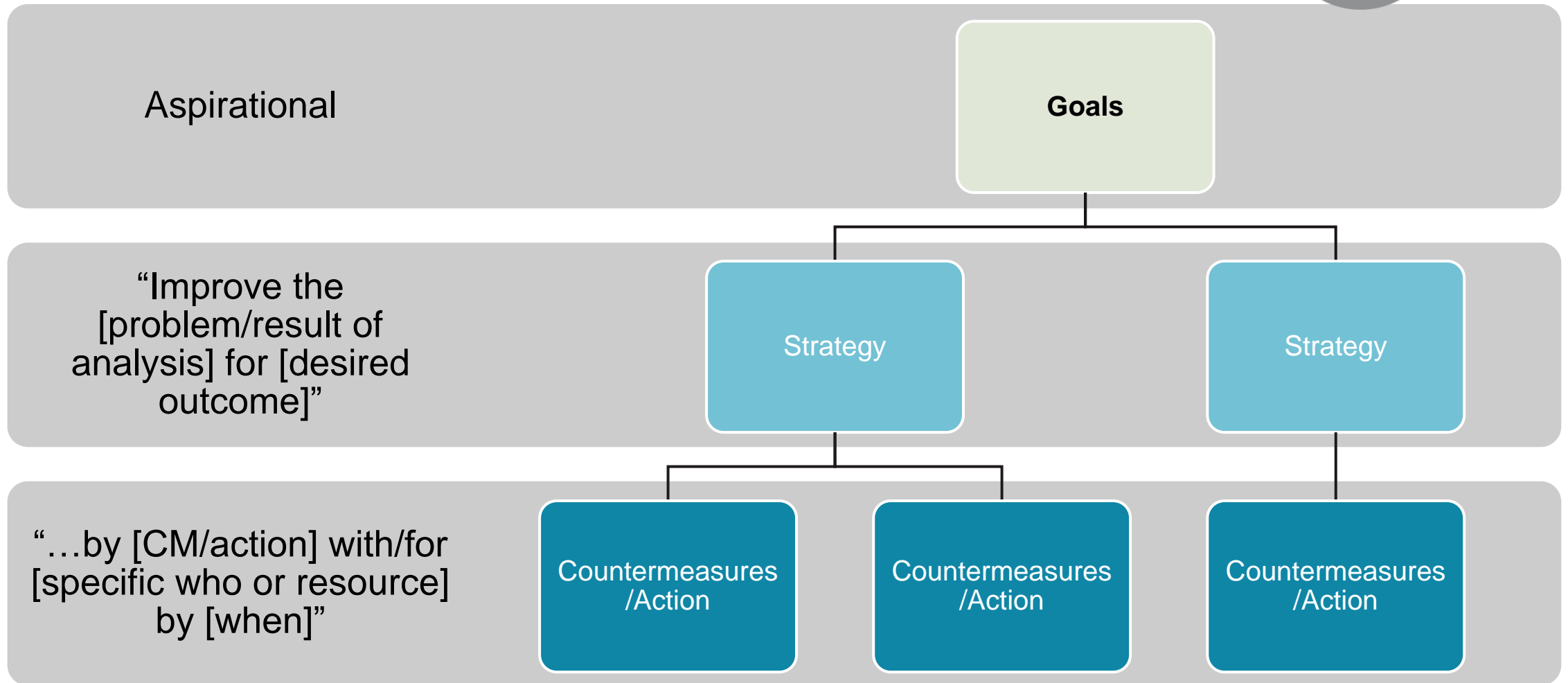
Process Goals:

- Follow a data-driven process
- Use the Safe Systems Approach
- Ensure process includes outreach to residents from each county and underserved or transportation disadvantaged populations.

Goals/Targets Strategic Framework



Safety
PM
Targets

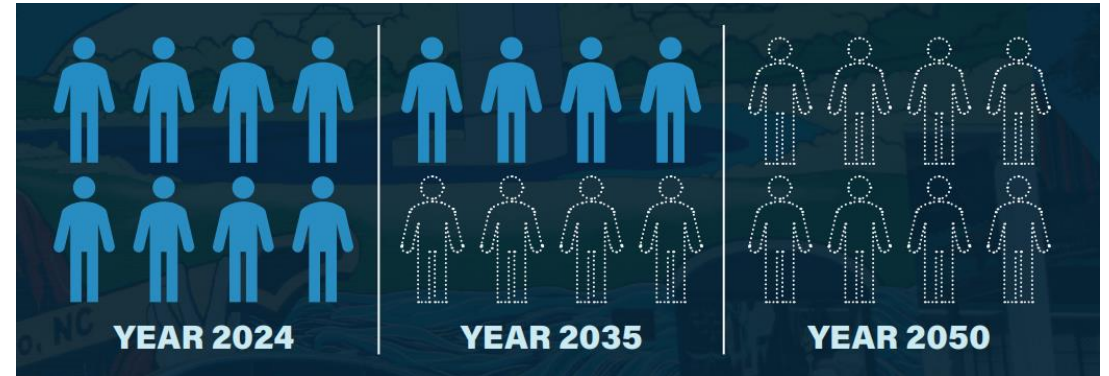


Options for GHMPO Safety Targets

1. Adopt State Targets

OR

2. Establish Unique Targets



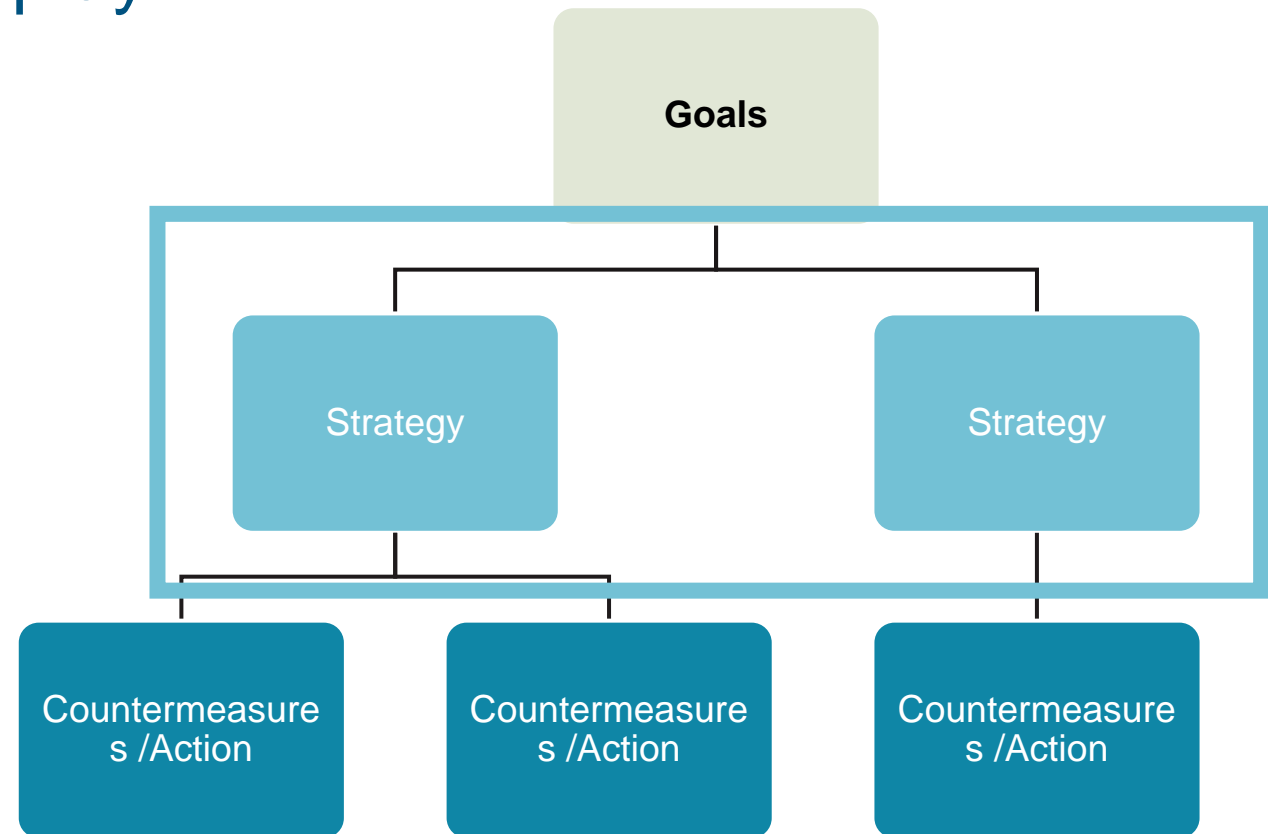
Overarching Safety Goal

- Achieve significant reduction in fatalities and serious injuries on the region's transportation system, **moving towards zero by 20XX.**
 - Option 1: Align with the SHSP and select 2050.
 - Option 2: Be more moderate or aggressive with a different year.
- Reduce fatalities and serious injuries on the region's transportation system **by X% every year until reaching zero.**
 - Option 1: Set a fixed percentage, like 10%
 - Option 2: Select a date for achieving zero and back-calculate the required percent annual decrease.

Application: Strategy

What role does a **regional** plan play:

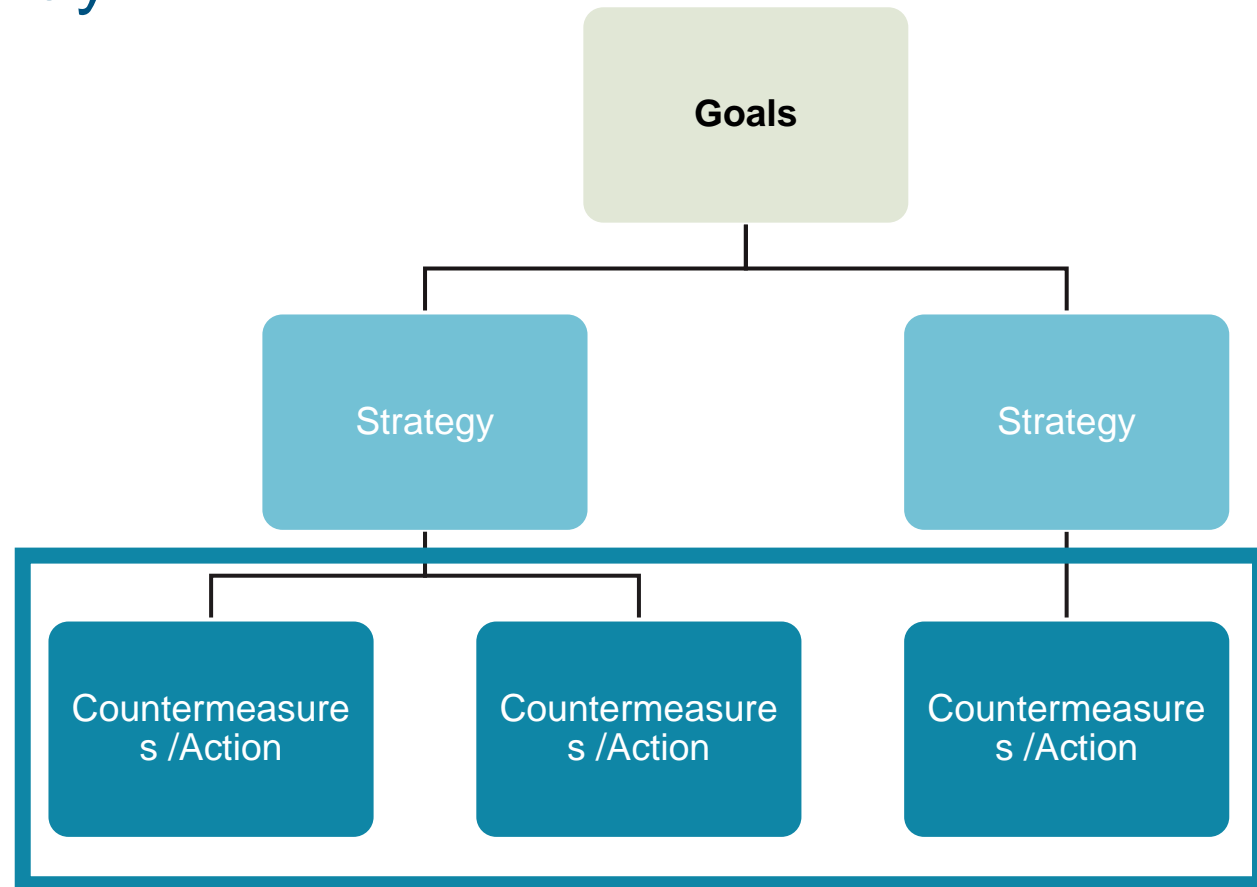
- Urban and Rural
 - *Data sharing & Project Coordination (Rural)*
- Policy Needs
 - *Speed management tools*
 - *Countermeasure guidance*
 - *Project scoping and safety review procedures*
 - *Screening Guidance*
- Culture
 - Public Education
 - Enforcement (sustained, saturation, focused)
 - Coordination with Local Agencies
- Systemic Safety
 - Low cost
 - Large scale project delivery



Application: Prioritization

What role does a *regional* plan play:

- Describe safety problems for integration into CTP/MTP
- Identify other planning efforts that safety data can support
 - **Vice versa: what near-term (5y) efforts does safety plan inform**
- Use safety analysis and other tools to screen potential projects
 - Risk Analysis
 - CHADME
 - Existing Infrastructure (Bike/Ped/Transit/Lighting)
- Identify strategies for developing new or enhancing projects
 - *RSA*
 - *Corridor study*
 - *Area plan*
- Rank proposed projects per responsiveness of proposed project to risk, severity, and exposure



A stylized landscape illustration. The background is a solid blue sky. The foreground is a dark teal ground. In the middle ground, there are several dark teal mountains and evergreen trees. A small black car is parked on a road. To the left, a small black silhouette of a person is riding a bicycle. To the right, a light blue silhouette of a person is walking. The word "Questions?" is written in white text on the left side of the image.

Questions?



Jordan Powell | jpowell@vhb.com

Brian Murphy | bgmurphy@ncdot.gov

Averi Ritchie | Averi.Ritchie@wpcog.org



Greater Hickory MPO
Transportation Update
February 2025

| Division 11 Projects Under Development – Caldwell Co. | | | | | | | | |
|---|-------------------------------------|--|---------------------|-----------------------|-----------------------------------|---------------|---------------------------------------|-------------------------|
| <u>TIP</u> | <u>ROUTE</u> | <u>DESCRIPTION</u> | <u>ROW YEAR</u> | <u>CONST YEAR</u> | <u>TOTAL PROJECT COST</u> | <u>Status</u> | <u>Final Assigned Manager</u> | <u>Funding: S/F</u> |
| 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). | 2025 | 2025 | \$464,000 | Planning | Division | F |
| BL-0065 | NS | Lenoir Greenway, Harper Avenue to Morganton Boulevard. Extend multi-use path. | 2025 | 2026 | \$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 | \$900,000 | Planning | Division | S |
| BP11-R025 | SR 1927 (OLD MORGANTON ROAD) | Replace Bridge 130332 on SR 1927 over Abington Creek in Caldwell County | 2025 | 2026 | \$1,450,000 | Planning | Division | S |
| BP11-R035 | SR 1519 (HOLLYWOOD RIDGE ROAD) | Replace Bridge 130169 on SR 1519 over Warrior Creek in Caldwell County | 2026 | 2027 | \$950,000 | 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 | \$850,000 | Planning | Division | S |
| BP11-R042 | SR 1328 (BROWN MOUNTAIN BEACH ROAD) | Replace Bridge 130322 on SR 1328 over Este Mill Creek in Caldwell County | 2026 | 2027 | \$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. | 2026 | 2027 | \$934,000 | Planning | Division | F |
| HB-0057 | SR 1356 | SR 1356, REPLACE BRIDGE 185 OVER JOHNS RIVER. | 2025 | 2026 | \$934,000 | Planning | Division | F |
| HB-0058 | SR 1356 | SR 1356, REPLACE BRIDGE 186 OVER JOHNS RIVER. | 2025 | 2026 | \$875,000 | Planning | Division | F |
| HB-0059 | SR 1356 | SR 1356, REPLACE BRIDGE 275 OVER JOHNS RIVER. | 2025 | 2026 | \$934,000 | Planning | Division | F |

Greater Hickory MPO
Transportation Update
February 2025

| | | | | | | | | |
|----------|-------------------------------------|---|------|------|--------------|------------|----------|---|
| HB-0060 | SR 1356 | SR 1356, REPLACE BRIDGE 317 OVER JOHNS RIVER. | 2025 | 2025 | \$1,214,000 | Planning | Division | F |
| HB-0061 | SR 1574 | SR 1574, REPLACE BRIDGE 349 OVER JONES CREEK. | 2026 | 2027 | \$748,000 | Planning | Division | F |
| HF-0003 | SR 1328 (BROWN MOUNTAIN BEACH ROAD) | SR 1328 (BROWN MOUNTAIN BEACH ROAD) WIDEN ROADWAY TO 20 FEET IN FIVE LOCATIONS ALONG WILSON CREEK. | 2024 | 2025 | \$1,510,000 | Planning | Division | F |
| R-3430B | SR 1001 (CONNELLY SPRINGS ROAD) | SR 1001 (CONNELLY SPRINGS ROAD), BURKE COUNTY CONSTRUCT NEWPARALLEL BRIDGE OVER CATAWBA RIVER. | 2022 | 2025 | \$24,150,000 | July Let | Central | S |
| 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 | \$78,508,000 | 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 | 2025 | \$7,620,000 | August Let | Division | F |
| U-4700CB | US 321 | AT SR 1809/1952 (PINE MOUNTAIN ROAD). UPGRADE INTERSECTION TO SUPERSTREET DESIGN. | 2019 | 2025 | \$12,500,000 | August Let | Division | F |
| U-4700CC | US 321 | AT SR 1108 (MISSION ROAD). UPGRADE INTERSECTION TO SUPERSTREET DESIGN | 2019 | 2025 | \$8,850,000 | August Let | Division | F |
| U-6034 | US 321 ALT | DUKE STREET TO PINEWOODS ROAD | 2025 | 2027 | \$25,600,000 | R/W soon | Division | F |
| U-6157 | SR 1130 (CAJAH MOUNTAIN ROAD) | SR 1130 (CAJAH MOUNTAIN ROAD) FROM SR 1001 (CONNELLY SPRINGS ROAD) TO US 321A | 2024 | 2027 | \$47,101,000 | R/W soon | Division | F |
| U-6161 | US 321 | US 321 FROM SR 1002 (DUDLEY SHOALS ROAD) GRADE SEPARATION. CONSTRUCT RAMP ONTO US 321 SOUTHBOUND. | 2025 | 2027 | \$5,000,000 | Planning | Division | F |
| | | | | | | | | |
| | | | | | | | | |

Greater Hickory MPO
Transportation Update
February 2025

| Division 11 Projects Under Construction | | | | | | | | |
|---|---------------|-------------|----------------------------|---|------------------------|--|--------------------------------|------------------------|
| <u>Contract Number</u> | <u>County</u> | <u>TIP#</u> | <u>Route</u> | <u>Location Description</u> | <u>Contract Amount</u> | <u>Contractor</u> | <u>Construction Progress %</u> | <u>Completion Date</u> |
| DK00259 | CALDWELL | R-5775 | US 321 | IMPROVE INTERSECTION AT US 321 (HICKORY BLVD) AND SR 1109 (PINEWOOD ROAD EXT) | \$1,682,361.75 | TRI-COUNTY PAVING INC | 93 % | 8/24 |
| 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 | 6 % | 3/27 |

February 2025 Progress Report for Division 12 Projects in GHMPO

Active Construction Projects for Alexander and Catawba Counties

| Contract/ TIP # | County | Route | Project Description | Status | % Complete |
|-------------------------------------|---------------------|---|---|--|------------|
| DL00307 | Alexander | NC 90, NC 16 and 7 Sections of Secondary Roads | Resurfacing for 14.5 miles. | Underway. | 34% |
| C204348/ R- 2307B | Catawba, Iredell | NC 150 from SR 1840 (Greenwood Road) in Catawba County to US 21 in Iredell County. | Widen Roadway to 4/ 6 Lanes and reconfigure interchange at I- 77. | Project has been let for construction. | 0% |
| C204804 | Catawba, Iredell | I-40 from East of SR 1007 (1st St. West) to East of NC 115 | Resurfacing for 0.861 miles. | Project Complete. | 100% |
| C204848 | Catawba | 1 Section of US 70, 1 Section of NC 10 and 16 Sections of Secondary Roads. | Resurfacing for 31.17 miles. | Project Complete. | 100% |
| DL00332, B- 2412EC, BO- 2412F | Catawba, Lincoln | Various | Division 12 Program to Upgrade Intersections to Comply with Americans with Disabilities Act (ADA) using Transportation Alternatives (TA) Funds. | Underway. | 76% |
| DL00321/ HA- 0007 | Catawba | ARC Fairgrove Industrial Access | Construct 0.26 mile access road to cul-de-sac. | Underway. | 86% |
| DL00325 | Catawba, Lincoln | Various | Resurfacing for 32.52 miles. | Underway. | 61% |

Active Construction Projects for Burke County in Division 13

| Contract/ TIP # | County | Route | Project Description | Status | % Complete |
|--------------------|--------|---|--|-------------------|------------|
| C204406 | Burke | B-6011, B-6013 & B-6014 | Bridge replacement. One each in Buncombe, Burke, McDowell and Mitchell Counties. | Underway. | 72% |
| C204716 | Burke | B-5869/ Bridge #99 over Norfolk Southern Railroad on Us-64/ US 70 in Morganton. | Bridge Replacement. | Underway. | 38% |
| DM00414 | Burke | Over I-40 on SR-1001 (Rutherford College Rd/ Malcomb Bold) | Bridge 154 Rehabilitation (Exit 113) | Project Complete. | 100% |
| DM00440 | Burke | Various Primary and Secondary Routes. | Resurfacing for 13.62 miles | Work not started. | 0% |
| DM00441 | Burke | Various Secondary Routes. | Resurfacing for 17.16 miles | Underway. | 62% |
| DM00442 | Burke | Various Secondary Routes. | Pavement Preservation in Burke and Rutherford Counties. | Work not started. | 0% |
| DM00449/ R-5967 | Burke | SR 1625 (9th Ave Dr NW) | 9th Ave Dr NW widening at Goat Farm Rd 0.6 miles | Underway. | 24% |
| DM00455 | Burke | Various Primary and Secondary Routes. | 114.55 miles Long Life Pavement Markings | Work not started. | 0% |

Active Projects Under Development in Alexander and Catawba Counties

| Contract/ TIP # | County | Route | Project Description | Status | % Complete |
|--------------------|-----------|---|---|--|------------|
| U-4700 A | Catawba | US 321 | Widen to six lanes from north of US 70 in Hickory to US 321A. Length 3.2 miles. | Right-of-Way acquisition underway. Work on multiple disciplines also underway. The projected schedule for Construction let is August of 2026. | NA |
| U-5777 | Catawba | NC 127 | Add turn lanes from 1st Ave SE to 2nd Ave SE. | Right of Way acquisition in progress. Redesign to shorten turn lane to reduce impacts to adjacent properties and reduced vertical profile to facilitate constructability. Let date scheduled for May of 2025. | NA |
| U-6041 | Alexander | US 64 at SR 1124 (Church Rd) | Add left turn lanes on westbound US 64/ NC 90. | The projected schedule for Right of Way and Construction is in FY 2025. Engineering work is ongoing. Right of Way has started. | NA |
| R-3603A | Alexander | NC 127 | Widen to multi-lanes from SR 1400 (Cloninger Mill Rd) in Catawba County to SR 1156 (Richey Rd) in Alexander County. | The projected schedule for Right of Way and Construction is in FY 2025 and FY 2028 respectively. Design work in progress. | NA |
| U-2530A | Catawba | NC 127 | Widen to multi-lanes from SR 1132 (Huffman Road) to SR 1008 (Zion Church Road). | The projected schedule for Right of Way and Construction is in FY 2025 and FY 2028 respectively. Engineering work is ongoing. Public meeting held on March 21, 2024. | NA |
| U-2307B | Catawba | East Side Thoroughfare (McDonald Parkway) | Widen to Multi-lanes. | The projected schedule for Right of Way and Construction is in FY 2026 and FY 2029. respectively. Planning and Design is ongoing. Public Meeting held on 11/19/2024. | NA |
| I-5716 | Catawba | I-40 | Interchange Improvements at SR 1007 (Lenoir Ryne Blvd) and construct ramp in Northeast quadrant. | The projected schedule for Construction is in FY 2026. Planning and Design underway. | NA |
| B-5847 | Catawba | SR 1709 (Rock Barn Road) | Replace Bridge 170173 over I-40. | The projected schedule for Right of Way, Utility relocation and Construction is in FY 2023, FY 2028 and FY 2030 respectively. Public Meeting held on July 12, 2022 in Conover. The project proposes roundabout at the ramp terminals and also considering a multiuse path and sidewalks over I-40. Right of Way in progress. | NA |