Western Piedmont Council of Governments

Greater Hickory Metropolitan Planning Organization

Transportation Advisory Committee (TAC)

Wednesday, March 25, 2026, 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 February 25, 2026 Meeting B. Transportation Improvement Program Revisions for Release	Hank Guess	Attachment I	Approve Consent Agenda Items
Transportation Improvement Program Revisions for Approval	Averi Ritchie	Attachment II	Adopt via Resolution
Transit State of Good Repair Performance	Averi Ritchie	Attachment III	Adopt via Resolution
Local Input Point Methodology for Prioritization 8	Casey Fullbright	Attachment IV	Approve via Consensus
Resolution of Support for IMD Multimodal Planning Grant—City of Hickory	Averi Ritchie	Attachment V	Approve Resolution of Support
LAPP 2026 – Spring Call for New Projects	Daniel Odom	Attachment VI	Release for Public Comment
NCDOT Board Updates Division 11 Division 12 Division 13 Transportation Planning Division Integrated Mobility Division Reminders	Brad Lail, Meagan Phillips Michael Poe Mark Stafford Tim Anderson Reuben Crummy Nikki Elsheimer Averi Ritchie		
Public Comment / Announcements	Hank Guess		
Adjournment Next Meeting: April 22, 2026	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 21st, 2026, 2:30 PM In-person meeting and via Zoom

Present			**Absent**		
First Name	**Last Name**	**Representing**	**First Name**	**Last Name**	**Representing**
Melinda	Zimmerman	Town of Valdese	Larry	Yoder	Alexander County
Jill	Patton	City of Hickory	Barbara	Beatty	Catawba County
Les	Morrow	City of Claremont	Mark	Canrobert	City of Conover
Hank	Guess	City of Hickory	Jody	York	Town of Hildebran
Genita	Hill	Town of Long View	Donald	Robinson	Town of Catawba
Jamie	Hagerty	Town of Granite Falls	Holly	Crafton-Lay	Town of Maiden
Donna	Price	Town of Rhodhiss	Martin	Townsend	Town of Granite Falls
Jonathan	Beal	City of Lenoir	Barry	Mitchell	Town of Hudson
Lanny	Ford	Town of Maiden	Jack	Simms	Town of Taylorsville
Richard	Andrews	Town of Cajah's Mountain	Gary	Sigmon	City of Claremont
Mary	Furtado	Catawba County	Mike	Stroud	Burke County
Jonathan	McClure	City Newton	Wendy	Cato	City of Morganton
Molly	McKay	City of Morganton	VACANT		Brookford
			VACANT		Gamewell
			VACANT		Glen Alpine
			VACANT		Caldwell County

			VACANT		Cedar Rock
			VACANT		Connelly Springs
			VACANT		Sawmills
			VACANT		Rutherford College
			VACANT		Drexel
WPCOG, FHWA & GUEST			**NC DOT STAFF**		
Averi Ritchie – WPCOG			Ruben Crummy – NC DOT TPD		
Casey Fullbright - WPCOG			Sean Sizemore – Div 11		
Taylor Dellinger – WPCOG			Michael Poe- Div 11		
Andrew Webb – WPCOG			Anson Merrithew – Div 11		
Kelly Christensen – WPCOG			Travis Chrisawn – Div 11		
Melani Harrel – WPCOG			Travis Jordan – Div 12		
			Dough Phillips – Div 13		
			Tim Anderson – Div 13		
			Stephan Sparks – Div 13		
			Dean Leadbetter – Div 11 & 12		
			Meghan Phillips – NCDOT BOT		
			Gabriel Johnson – Div 13		

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

Approval of Remote Participation: Online attendees were Ruben Crummy, Gabriel Johnson, Meghan Phillips, Melinda Zimmerman, Molly McKay and Stephan Sparks. Chairman Guess canvassed the committee for any objections to online participants. Upon a motion made by Chairman Guess and seconded by Mrs. Patton, online participation was approved.

Action Items:

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

II. Transportation Improvement Program Revisions for Approval: Ms. Ritchie presented the State Transportation Improvement Program (STIP) revisions, which included modifications and amendments to regional and statewide transportation projects. She noted that these revisions are released monthly by NCDOT and often involve funding and fiscal year changes. Upon a motion made by Mrs. Patton and seconded by Mr. Beal, the committee unanimously approved the Transportation Improvement Program revisions.

III. Final FY 27 Unified Planning Work Program: Ms. Ritchie presented the Final FY 27 Unified Planning Work Program (UPWP), explaining that it is a key document that outlines the transportation planning activities and tasks the MPO will undertake over the next fiscal year. She added that the UPWP details the planning studies, projects, and priorities to be addressed, along with funding sources and responsible agencies, to ensure alignment with federal, state, and local priorities. Upon a motion made by Mrs. Patton and seconded by Mrs. Hill, the committee unanimously approved the FY 27 UPWP self-certification process. Upon a motion made by Chairman Guess and seconded by Mrs. Patton, the committee unanimously approved the FY 27 UPWP as presented.

IV. Transit State of Good Repairs Performance Measures: Ms. Ritchie presented the Transit State of Good Repair Performance Measures, noting that NCDOT has established Transit Asset Management (TAM) performance targets for FY 2026. She explained that the measures focus on maintaining assets in a state of good repair across revenue vehicles, equipment, and facilities, utilizing a 20% Useful Life Benchmark target to ensure that approximately 80% of transit assets

remain in a state of good repair. The committee reached consensus to release the Transit State of Good Repairs Performance Measures for public comment.

V. **Local Input Point Methodology for Prioritization 8:** Mr. Fullbright presented the Local Input Point Methodology for Prioritization 8, explaining that MPOs and RPOs assign local input points to transportation projects to reflect regional priorities that may not be fully captured in the statewide quantitative scoring process. He noted that the methodology must be transparent, documented, applied consistently across projects, and support regional priorities identified in the MTP. The committee reached consensus to release the methodology for public comment.

VI. **5303 STIP Amendment:** Ms. Ritchie presented the 5303 STIP Amendment, explaining that the update reflects Federal Transit Administration funding used to support metropolitan transit planning activities and requires corresponding state and local matches. She noted that the TIP must be amended to accurately show the 5303 funding amounts by fiscal year. Upon a motion made by Mr. Beal and seconded by Mr. Morrow, the committee unanimously approved the 5303 STIP Amendment.

VII. **Hickory MSA Job Flows 2023 (Commuting Patterns):** Taylor Dellinger provided a presentation reviewing the 2023 Hickory MSA Job Flows and regional commuting patterns.

VIII. **Title VI Explorer Update:** GIS Staff presented an update on the Title VI Explorer. The committee reached consensus on the changes.

NCDOT Update –

- **BOT –** Mrs. Phillips provided updates on board activities including the monthly meeting.
- **Division 11:** Mr. Chrisawn stated that Divison 11 has started work on US 321 project U-4700cc, the work will primarily occur during night time hours.
- **Division 12:** Mr. Stafford provided updates in the packet, with no new projects occurring at this time.
- **Division 13:** Mr. Phillips reported that the Lake Rhodhiss Bridge project is currently progressing and rumble strip and paving work are commencing in Burke County.
- **NCDOT-TPD:** None
- **NCDOT-IMD:** Mrs. Abija informed the committee of future news letters.

Reminders: Ms. Ritchie reminded members that all TAC members need to fill out Ethics forms by April 15th. Ms. Ritchie informed the committee of the Rail Conference occurring March 18th in Morganton.

Public Comment/Announcements: None

Adjournment: Chairman Guess adjourned the meeting at 3:45 p.m. The next meeting will be Wednesday, March 25th, 2026.

Respectfully Submitted,

Hank Guess, TAC Chairman	Averi Ritchie, TAC Secretary

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

MEETING DATE: March 25, 2026

SUBJECT: Transportation Improvement Program Revisions for Release

PRESENTER: Averi Ritchie, Transportation Planning Director

ATTACHMENTS: Transportation Improvement Program Revisions for Release

SUMMARY OF REQUEST:

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

BOARD ACTION REQUESTED: Release for public comment.

Suggested Motion: *Approval to release for public comment*

REVISIONS TO THE 2026-2035 STIP

HIGHWAY PROGRAM

GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION

STIP ADDITIONS

* HS-2611C ALEXANDER WILKES **PROJ.CATEGORY** REGIONAL	- GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION - HIGH COUNTRY RURAL PLANNING ORGANIZATION	NC 16, SR 1334 (MOUNTT OLIVE CHURCH ROAD) TO US 421 SOUTHBOUND OFF/ON RAMP. INSTALL RUMBLE STRIPS AND LONG LIFE PAVEMENT MARKINGS. ***ADD PROJECT BREAK AT THE REQUEST OF TRANSPORTATION MOBILITY AND SAFETY DIVISION.***	CONSTRUCTION	FY 2026 - FY 2026 -	$216,000 $24,000 $240,000	(HSIP) (T(M))

STIP MODIFICATIONS

* C-5196 CATAWBA **PROJ.CATEGORY** DIVISION	- GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION	16TH STREET (SANDY RIDGE ROAD), 21ST AVENUE NE INTERSECTION IN HICKORY. CONSTRUCT ROUNDABOUT. ***COST INCREASE EXCEEDING $2 MILLION AND 25% THRESHOLDS.***	RIGHT-OF-WAY UTILITIES CONSTRUCTION	FY 2026 - FY 2026 - FY 2026 - FY 2026 - FY 2027 - FY 2027 - FY 2027 - FY 2028 - FY 2029 -	$1,405,000 $352,000 $880,000 $220,000 $4,112,000 $20,000 $998,000 $1,154,000 $816,000 $9,957,000	(CMAQ) (L(M)) (CMAQ) (L(M)) (CMAQ) (BGANY) (L(M)) (BGANY) (BGANY)
* EB-5978 BURKE **PROJ.CATEGORY** DIVISION	- GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION	COLLEGE STREET, NORTH GREEN STREET TO US 70 IN MORGANTON. CONSTRUCT MULTI-USE PATH. ***COST INCREASE EXCEEDING $2 MILLION AND 25% THRESHOLDS. TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN, DELAY CONSTRUCTION FROM FY 26 TO FY 27.***	RIGHT-OF-WAY UTILITIES CONSTRUCTION	FY 2026 - FY 2026 - FY 2026 - FY 2026 - FY 2027 - FY 2027 - FY 2028 -	$180,000 $20,000 $8,000 $2,000 $2,320,000 $580,000 $4,400,000 $7,510,000	(TAANY) (L(M)) (TAANY) (L(M)) (TAANY) (L(M)) (TAANY)

*** INDICATES FEDERAL AMENDMENT**

REVISIONS TO THE 2026-2035 STIP

HIGHWAY PROGRAM

GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

TP-5106 ALEXANDER BURKE CALDWELL CATAWBA **PROJ.CATEGORY** PUBLIC TRANS	- GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION	WESTERN PIEDMONT COUNCIL OF GOVERNMENTS, SYSTEMWIDE. FUNDING FOR PLANNING ASSISTANCE. ***MODIFY FUNDING AT THE REQUEST OF THE WESTERN PIEDMONT REGIONAL TRANSIT AUTHORITY.***	PLANNING	FY 2026 - FY 2026 - FY 2026 - FY 2027 - FY 2027 - FY 2027 - FY 2028 - FY 2028 - FY 2028 -	$8,000 $8,000 $57,000 $9,000 $9,000 $68,000 $8,000 $8,000 $57,000 $232,000	(S(M)) (L(M)) (5303) (S(M)) (L(M)) (5303) (S(M)) (L(M)) (5303)

*** INDICATES FEDERAL AMENDMENT**

TOWN of VALDESE

RESOLUTION

Resolution to withdraw the Massel Avenue Sidewalk Project, BL-0166,
from the Statewide Transportation Improvement Plan

WHEREAS, the Greater Hickory Metropolitan Planning Organization (GHMPO) issued a call for projects to agencies in its jurisdiction for Locally Administered Projects Program (LAPP); and

WHEREAS, the Town of Valdese submitted an application and funding was programmed for Preliminary Engineering, Right-of-Way & Utility Acquisition, and Construction for a curb and gutter sidewalk along Massel Avenue SE, Valdese starting at Rodoret Street S and ending at Carolina Street SE, identified as BL-0166 in GHMPO's Transportation Improvement Plan (TIP); and

WHEREAS, the Town of Valdese has determined that the sidewalk required by the LAPP Grant is cost prohibitive both as a singular project as well as it being cost prohibitive overall to the Town budget due to other competing projects which rose in costs; and

WHEREAS, the Town of Valdese is returning $760,000 in Surface Transportation Block Grant – Direct Attributable (STBG-DA) funds to GHMPO's LAPP discretionary funding.

NOW, THEREFORE, BE IT RESOLVED, the Town of Valdese Town Council requests that the Western Piedmont Council of Governments withdraw the Massel Ave Sidewalk Project, BL-0166, from the Statewide Transportation Improvement Plan.

THE FOREGOING RESOLUTION IS ADOPTED THIS 2 DAY OF March 2026.

Keith Huffman, Mayor

ATTEST:

Jessica Lail, Town Clerk

(corporate seal)

TOWN OF VALDESE
INCORPORATED
1920
NORTH CAROLINA

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

MEETING DATE: March 25, 2026

SUBJECT: Transportation Improvement Program Revisions for Approval

PRESENTER: Averi Ritchie, Transportation Planning Director

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 2026-2035 STIP

HIGHWAY PROGRAM

STATEWIDE PROJECT

STIP ADDITIONS

TM-6111 STATEWIDE **PROJ.CATEGORY** PUBLIC TRANS	- STATEWIDE PROJECT	NCDOT. STATEWIDE. NCDOT-IMD STATE ADMINISTRATION - FUNDS TO SUPPORT THE INTEGRATED MOBILITY DIVISION WITH PROVIDING SUBRECIPIENT MONITORIING AND OVERSIGHT AND PROVIDE TECHNICAL ASSISTANCE IN THE DEVELOPMENT OF PROJECTS AND PLANS FOR ELDERLY AND DISABLED. ***ADD PROJECT AT THE REQUEST OF THE INTEGRATED MOBILITY DIVISION.***	ADMINISTRATIVE	FY 2026 - 	$900,000 (5310) $900,000
TM-6112 STATEWIDE **PROJ.CATEGORY** PUBLIC TRANS	- STATEWIDE PROJECT	NCDOT. 5311 ADMINISTRATIVE FUNDS FOR FTA GRANTS. ***ADD PROJECT AT THE REQUEST OF THE INTEGRATED MOBILITY DIVISION.***	ADMINISTRATIVE	FY 2026 - FY 2026 - FY 2026 -	$19,000,000 (5311) $7,000,000 (L) $7,000,000 (S) $33,000,000
TM-6113 STATEWIDE **PROJ.CATEGORY** PUBLIC TRANS	- STATEWIDE PROJECT	NCDOT. RTAP STATEWIDE FUNDS FOR FTA GRANTS. ***ADD PROJECT AT THE REQUEST OF THE INTEGRATED MOBILITY DIVISION.***	ADMINISTRATIVE	FY 2026 - FY 2026 -	$800,000 (RTAP) $400,000 (S) $1,200,000

*** INDICATES FEDERAL AMENDMENT**

REVISIONS TO THE 2026-2035 STIP

HIGHWAY PROGRAM

STATEWIDE PROJECT

STIP MODIFICATIONS

M-0552ADIV STATEWIDE **PROJ.CATEGORY** DIVISION	- STATEWIDE PROJECT	VARIOUS, LOCATIONS STATEWIDE. DIVISION NEEDS FUNDING. FUNDING FOR ROADWAY DESIGN FOR OPEN ROADS DESIGNER (ORD) TRAINING AND DEVELOPMENT. ***ADD FUNDS IN FY 28 TO FY 35 AT REQUEST OF TECHNICAL SERVICES DIVISION.***	ENGINEERING	FY 2026 - FY 2027 - FY 2028 - FY 2029 - FY 2030 - FY 2031 - FY 2032 - FY 2033 - FY 2034 - FY 2035 -	$450,000 (T) $450,000 (T) $450,000 (T) $450,000 (T) $450,000 (T) $450,000 (T) $450,000 (T) $450,000 (T) $450,000 (T) $450,000 (T) $4,500,000
M-0552AREG STATEWIDE **PROJ.CATEGORY** REGIONAL	- STATEWIDE PROJECT	VARIOUS, LOCATIONS STATEWIDE. REGIONAL IMPACT FUNDING. FUNDING FOR ROADWAY DESIGN FOR OPEN ROADS DESIGNER (ORD) TRAINING AND DEVELOPMENT. ***ADD FUNDS IN FY 28 TO FY 35 AT REQUEST OF TECHNICAL SERVICES DIVISION.***	ENGINEERING	FY 2026 - FY 2027 - FY 2028 - FY 2029 - FY 2030 - FY 2031 - FY 2032 - FY 2033 - FY 2034 - FY 2035 -	$450,000 (T) $450,000 (T) $450,000 (T) $450,000 (T) $450,000 (T) $450,000 (T) $450,000 (T) $450,000 (T) $450,000 (T) $450,000 (T) $4,500,000
M-0552ASW STATEWIDE **PROJ.CATEGORY** STATEWIDE	- STATEWIDE PROJECT	VARIOUS, LOCATIONS STATEWIDE. STATEWIDE MOBILITY FUNDING. FUNDING FOR ROADWAY DESIGN FOR OPEN ROADS DESIGNER (ORD) TRAINING AND DEVELOPMENT. ***ADD FUNDS IN FY 28 TO FY 35 AT REQUEST OF TECHNICAL SERVICES DIVISION.***	ENGINEERING	FY 2026 - FY 2027 - FY 2028 - FY 2029 - FY 2030 - FY 2031 - FY 2032 - FY 2033 - FY 2034 - FY 2035 -	$600,000 (T) $600,000 (T) $600,000 (T) $600,000 (T) $600,000 (T) $600,000 (T) $600,000 (T) $600,000 (T) $600,000 (T) $600,000 (T) $6,000,000

*** INDICATES FEDERAL AMENDMENT**

REVISIONS TO THE 2026-2035 STIP

HIGHWAY PROGRAM

STATEWIDE PROJECT

STIP MODIFICATIONS

M-0552BDIV STATEWIDE **PROJ.CATEGORY** DIVISION	- STATEWIDE PROJECT	VARIOUS, LOCATIONS STATEWIDE. DIVISION NEEDS FUNDING.FUNDING FOR ROADWAY DESIGN FOR TRAINING AND DEVELOPMENT FOR MISCELLANEOUS PROJECTS. ***ADD FUNDS IN FY 28 TO FY 35 AT REQUEST OF TECHNICAL SERVICES DIVISION.***	ENGINEERING	FY 2022 - FY 2023 - FY 2024 - FY 2025 - FY 2026 - FY 2027 - FY 2028 - FY 2029 - FY 2030 - FY 2031 - FY 2032 - FY 2033 - FY 2034 - FY 2035 - $2,204,000	$216,000 (T) $108,000 (T) $300,000 (T) $300,000 (T) $128,000 (T) $128,000 (T) $128,000 (T) $128,000 (T) $128,000 (T) $128,000 (T) $128,000 (T) $128,000 (T) $128,000 (T) $128,000 (T)
M-0552BREG STATEWIDE **PROJ.CATEGORY** REGIONAL	- STATEWIDE PROJECT	VARIOUS, LOCATIONS STATEWIDE. REGIONAL IMPACT FUNDING. FUNDING FOR ROADWAY DESIGN FOR TRAINING AND DEVELOPMENT FOR MISCELLANEOUS PROJECTS. ***ADD FUNDS IN FY 28 TO FY 35 AT REQUEST OF TECHNICAL SERVICES DIVISION.***	ENGINEERING	FY 2026 - FY 2027 - FY 2028 - FY 2029 - FY 2030 - FY 2031 - FY 2032 - FY 2033 - FY 2034 - FY 2035 - $1,280,000	$128,000 (T) $128,000 (T) $128,000 (T) $128,000 (T) $128,000 (T) $128,000 (T) $128,000 (T) $128,000 (T) $128,000 (T) $128,000 (T)

*** INDICATES FEDERAL AMENDMENT**

REVISIONS TO THE 2026-2035 STIP

HIGHWAY PROGRAM

STATEWIDE PROJECT

STIP MODIFICATIONS

M-0552BSW STATEWIDE **PROJ.CATEGORY** STATEWIDE	- STATEWIDE PROJECT	VARIOUS, LOCATIONS STATEWIDE. STATEWIDE MOBILITY FUNDING. FUNDING FOR ROADWAY DESIGN FOR TRAINING AND DEVELOPMENT FOR MISCELLANEOUS PROJECTS. ***ADD FUNDS IN FY 28 TO FY 35 AT REQUEST OF TECHNICAL SERVICES DIVISION.***	ENGINEERING	FY 2026 - $170,000 (T) FY 2027 - $170,000 (T) FY 2028 - $170,000 (T) FY 2029 - $170,000 (T) FY 2030 - $170,000 (T) FY 2031 - $170,000 (T) FY 2032 - $170,000 (T) FY 2033 - $170,000 (T) FY 2034 - $170,000 (T) FY 2035 - $170,000 (T) $1,700,000	
M-0553ADIV STATEWIDE **PROJ.CATEGORY** EXEMPT	- STATEWIDE PROJECT	VARIOUS, STATEWIDE FUNDING FOR INTEGRATED PROJECT DELIVERY. ***ADD FUNDS IN FY 28 TO FY 35 AT REQUEST OF TECHNICAL SERVICES DIVISION.***	ENGINEERING	FY 2026 - $450,000 (T) FY 2027 - $450,000 (T) FY 2028 - $450,000 (T) FY 2029 - $450,000 (T) FY 2030 - $450,000 (T) FY 2031 - $450,000 (T) FY 2032 - $450,000 (T) FY 2033 - $450,000 (T) FY 2034 - $450,000 (T) FY 2035 - $450,000 (T) $4,500,000	
M-0553AREG STATEWIDE **PROJ.CATEGORY** EXEMPT	- STATEWIDE PROJECT	VARIOUS, STATEWIDE FUNDING FOR INTEGRATED PROJECT DELIVERY. ***ADD FUNDS IN FY 28 TO FY 35 AT REQUEST OF TECHNICAL SERVICES DIVISION.***	ENGINEERING	FY 2026 - $450,000 (T) FY 2027 - $450,000 (T) FY 2028 - $450,000 (T) FY 2029 - $450,000 (T) FY 2030 - $450,000 (T) FY 2031 - $450,000 (T) FY 2032 - $450,000 (T) FY 2033 - $450,000 (T) FY 2034 - $450,000 (T) FY 2035 - $450,000 (T) $4,500,000	

*** INDICATES FEDERAL AMENDMENT**

REVISIONS TO THE 2026-2035 STIP

HIGHWAY PROGRAM

STATEWIDE PROJECT

STIP MODIFICATIONS

M-0553ASW STATEWIDE **PROJ.CATEGORY** EXEMPT	- STATEWIDE PROJECT	VARIOUS, STATEWIDE FUNDING FOR INTEGRATED PROJECT DELIVERY. ***ADD FUNDS IN FY 28 TO FY 35 AT REQUEST OF TECHNICAL SERVICES DIVISION.***	ENGINEERING	FY 2026 - FY 2027 - FY 2028 - FY 2029 - FY 2030 - FY 2031 - FY 2032 - FY 2033 - FY 2034 - FY 2035 -	$600,000 $600,000 $600,000 $600,000 $600,000 $600,000 $600,000 $600,000 $600,000 $600,000 $6,000,000	(T) (T) (T) (T) (T) (T) (T) (T) (T) (T)
M-0553BDIV STATEWIDE **PROJ.CATEGORY** EXEMPT	- STATEWIDE PROJECT	VARIOUS, STATEWIDE FUNDING FOR TRAINING AND SPECIAL PROJECTS. ***ADD FUNDS IN FY 28 TO FY 35 AT REQUEST OF TECHNICAL SERVICES DIVISION.***	ENGINEERING	FY 2026 - FY 2027 - FY 2028 - FY 2029 - FY 2030 - FY 2031 - FY 2032 - FY 2033 - FY 2034 - FY 2035 -	$292,000 $90,000 $90,000 $90,000 $90,000 $90,000 $90,000 $90,000 $90,000 $90,000 $1,102,000	(T) (T) (T) (T) (T) (T) (T) (T) (T) (T)
M-0553BREG STATEWIDE **PROJ.CATEGORY** EXEMPT	- STATEWIDE PROJECT	VARIOUS, STATEWIDE FUNDING FOR TRAINING AND SPECIAL PROJECTS. ***ADD FUNDS IN FY 28 TO FY 35 AT REQUEST OF TECHNICAL SERVICES DIVISION.***	ENGINEERING	FY 2026 - FY 2027 - FY 2028 - FY 2029 - FY 2030 - FY 2031 - FY 2032 - FY 2033 - FY 2034 - FY 2035 -	$293,000 $90,000 $90,000 $90,000 $90,000 $90,000 $90,000 $90,000 $90,000 $90,000 $1,103,000	(T) (T) (T) (T) (T) (T) (T) (T) (T) (T)

*** INDICATES FEDERAL AMENDMENT**

REVISIONS TO THE 2026-2035 STIP

HIGHWAY PROGRAM

STATEWIDE PROJECT

STIP MODIFICATIONS

M-0553BSW STATEWIDE **PROJ.CATEGORY** EXEMPT	- STATEWIDE PROJECT	VARIOUS, STATEWIDE FUNDING FOR TRAINING AND SPECIAL PROJECTS. ***ADD FUNDS IN FY 28 TO FY 35 AT REQUEST OF TECHNICAL SERVICES DIVISION.***	ENGINEERING	FY 2026 - FY 2027 - FY 2028 - FY 2029 - FY 2030 - FY 2031 - FY 2032 - FY 2033 - FY 2034 - FY 2035 -	$390,000 $120,000 $120,000 $120,000 $120,000 $120,000 $120,000 $120,000 $120,000 $120,000 $1,470,000	(T) (T) (T) (T) (T) (T) (T) (T) (T) (T)
TQ-6954 STATEWIDE **PROJ.CATEGORY** PUBLIC TRANS	- STATEWIDE PROJECT	STATEWIDE, SYSTEMWIDE FUNDING FOR SECTION 5310 FOR RURAL PROJECT. ***MODIFY FUNDS AT THE REQUEST OF INTEGRATED MOBILITY DIVISION.***	OPERATIONS	FY 2026 - FY 2026 -	$3,000,000 $3,000,000 $6,000,000	(L) (5310)

*** INDICATES FEDERAL AMENDMENT**

REVISIONS TO THE 2026-2035 STIP

HIGHWAY PROGRAM

GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION

STIP ADDITIONS

* HS-2612A ALEXANDER IREDELL **PROJ.CATEGORY** REGIONAL	- CHARLOTTE REGIONAL TRANSPORTATION PLANNING ORGANIZATION - GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION	US 64 (TAYLORSVILLE ROAD), GOLF COURSE LANE TO NC 90 (TAYLORSVILLE HIGHWAY). INSTALL RUMBLE STRIPS. ***ADD PROJECT BREAK AT THE REQUEST OF TRANSPORTATION MOBILITY AND SAFETY DIVISION.***	CONSTRUCTION	FY 2026 - FY 2026 - 	$273,000 $30,000 $303,000	(HSIP) (T(M))
* HS-2612B ALEXANDER **PROJ.CATEGORY** REGIONAL	- GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION	US 64, CALDWELL COUNTY LINE TO NC 90 / GOLF CLUB ROAD. INSTALL RUMBLE STRIPS. ***ADD PROJECT BREAK AT THE REQUEST OF TRANSPORTATION MOBILITY AND SAFETY DIVISION.***	CONSTRUCTION	FY 2026 - FY 2026 - 	$270,000 $30,000 $300,000	(HSIP) (T(M))
* HS-2612C CATAWBA **PROJ.CATEGORY** REGIONAL	- GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION	NC 150, WEST OF SR 1855 (EAST MAIDEN ROAD) TO IREDELL COUNTY LINE. INSTALL RUMBLE STRIPS. ***ADD PROJECT BREAK AT THE REQUEST OF TRANSPORTATION MOBILITY AND SAFETY DIVISION.***	CONSTRUCTION	FY 2026 - FY 2026 - 	$261,000 $29,000 $290,000	(HSIP) (T(M))

STIP MODIFICATIONS

AV-5741 BURKE **PROJ.CATEGORY** DIVISION	- GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION	HKY, HICKORY REGIONAL AIRPORT. EXTEND RUNWAY 6 BY 600 FEET. ***ADD RIGHT-OF-WAY IN FY 27 NOT PREVIOUSLY PROGRAMMED AT THE REQUEST OF THE MPO.***	RIGHT-OF-WAY CONSTRUCTION	FY 2027 - FY 2029 - FY 2029 - FY 2030 - FY 2031 - 	$600,000 $2,058,000 $13,434,000 $2,058,000 $2,059,000 $20,209,000	(T) (T) (O) (T) (T)

*** INDICATES FEDERAL AMENDMENT**

REVISIONS TO THE 2026-2035 STIP

HIGHWAY PROGRAM

GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

* BL-0065 CALDWELL **PROJ.CATEGORY** DIVISION	- GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION	LENIOR GREENWAY, SR 1300 (HARPER AVENUE) TO MORGANTON BOULEVARD IN LENOIR. EXTEND MULTI-USE PATH. ***ADD PRELIMINARY ENGINEERING IN FY 26 AND UTILITIES IN FY 28 NOT PREVIOUSLY PROGRAMMED. TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN, DELAY RIGHT-OF-WAY FROM FY 26 TO FY 28 AND CONSTRUCTION FROM FY 27 TO FY 29.***	ENGINEERING RIGHT-OF-WAY UTILITIES CONSTRUCTION	FY 2026 - FY 2026 - FY 2028 - FY 2028 - FY 2028 - FY 2028 - FY 2029 - FY 2029 -	$245,000 $61,000 $225,000 $56,000 $8,000 $2,000 $1,256,000 $315,000 $2,168,000	(BGDA) (L(M)) (BGDA) (L(M)) (BGDA) (L(M)) (BGDA) (L(M))
BR-0151 BURKE **PROJ.CATEGORY** DIVISION	- GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION	SR 1002 (HENRY RIVER ROAD), SR1002 (HENRY RIVER ROAD) OVER I-40. REPLACE BRIDGE. ***TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN, DELAY RIGHT-OF-WAY FROM FY 26 TO FY 27 AND DELAY CONSTRUCTION FROM FY 27 TO FY 28.***	RIGHT-OF-WAY CONSTRUCTION	FY 2027 - FY 2028 - FY 2028 - FY 2028 - FY 2028 -	$500,000 $416,000 $104,000 $312,000 $11,568,000 $12,900,000	(HFB) (BGDA) (L(M)) (L) (HFB)
HS-2413Q BURKE **PROJ.CATEGORY** DIVISION	- GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION	SR 1786 (MILLER BRIDGE ROAD), NC 18 AND SR 1761 (OLD NC HIGHWAY 10) INSTALL RUMBLE STRIPES WITH 6-INCH LONG LIFE PAVEMENT MARKINGS. ***TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN, DELAY CONSTRUCTION FROM FY 26 TO FY 27.***	CONSTRUCTION	FY 2027 - FY 2027 -	$121,000 $14,000 $135,000	(HSIP) (T(M))
HS-2413V BURKE **PROJ.CATEGORY** REGIONAL	- GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION	NC 181, SR 1414 (ST MARYS CHURCH ROAD) AND NC 183. INSTALL RUMBLE STRIPES WITH LONG LIFE PAVEMENT MARKINGS. ***TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN, DELAY CONSTRUCTION FROM FY 26 TO FY 27.***	CONSTRUCTION	FY 2027 - FY 2027 -	$495,000 $55,000 $550,000	(HSIP) (T(M))

*** INDICATES FEDERAL AMENDMENT**

REVISIONS TO THE 2026-2035 STIP

HIGHWAY PROGRAM

GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

* I-5990	- GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION	I-40, SR 1761 (OLD NC 10) EXIT 118 INTERCHANGE. CONSTRUCT INTERCHANGE IMPROVEMENTS.	RIGHT-OF-WAY	FY 2027 -	$3,186,000	(NHP)
BURKE				FY 2027 -	$797,000	(T(M))
PROJ.CATEGORY		***COST INCREASE EXCEEDING $2 MILLION AND 25% THRESHOLDS.***		FY 2028 -	$910,000	(NHP)
DIVISION				FY 2028 -	$227,000	(T(M))
				FY 2029 -	$512,000	(NHP)
				FY 2029 -	$128,000	(T(M))
				FY 2030 -	$512,000	(NHP)
				FY 2030 -	$128,000	(T(M))
			UTILITIES	FY 2027 -	$360,000	(NHP)
				FY 2027 -	$90,000	(T(M))
				FY 2028 -	$360,000	(NHP)
				FY 2028 -	$90,000	(T(M))
			CONSTRUCTION	FY 2027 -	$5,386,000	(NHP)
				FY 2027 -	$1,346,000	(T(M))
				FY 2028 -	$6,494,000	(NHP)
				FY 2028 -	$1,624,000	(T(M))
				FY 2029 -	$3,960,000	(NHP)
				FY 2029 -	$990,000	(T(M))
					$27,100,000	

*** INDICATES FEDERAL AMENDMENT**

REVISIONS TO THE 2026-2035 STIP

HIGHWAY PROGRAM

GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

U-2307B CATAWBA **PROJ.CATEGORY** DIVISION	- GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION	29TH AVENUE NE, SR 1453 (SPRINGS ROAD) TO NC 127. WIDEN TO MULTI-LANES. ***TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN, DELAY RIGHT-OF-WAY AND UTILITIES FROM FY 26 TO FY 27.***	RIGHT-OF-WAY	FY 2027 -	$4,734,000	(BGANY)
				FY 2027 -	$1,184,000	(T(M))
				FY 2028 -	$9,899,000	(BGANY)
				FY 2028 -	$2,475,000	(T(M))
				FY 2029 -	$9,899,000	(BGANY)
				FY 2029 -	$2,475,000	(T(M))
				FY 2030 -	$9,899,000	(BGANY)
				FY 2030 -	$2,475,000	(T(M))
				FY 2031 -	$8,608,000	(BGANY)
				FY 2031 -	$2,152,000	(T(M))
			UTILITIES	FY 2027 -	$6,280,000	(BGANY)
				FY 2027 -	$1,570,000	(T(M))
				FY 2028 -	$6,280,000	(BGANY)
				FY 2028 -	$1,570,000	(T(M))
			CONSTRUCTION	FY 2029 -	$4,658,000	(BGANY)
				FY 2029 -	$1,165,000	(T(M))
				FY 2030 -	$13,458,000	(BGANY)
				FY 2030 -	$3,364,000	(T(M))
				FY 2031 -	$12,940,000	(BGANY)
				FY 2031 -	$3,235,000	(T(M))
				FY 2032 -	$11,387,000	(BGANY)
				FY 2032 -	$2,847,000	(T(M))
				FY 2033 -	$9,317,000	(BGANY)
				FY 2033 -	$2,329,000	(T(M))
					$134,200,000	

*** INDICATES FEDERAL AMENDMENT**

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

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

A motion was made by_____ and seconded by _____ for the adoption of the following resolution, and upon being put to a vote was duly adopted.

WHEREAS, the following modifications have been proposed for FY 2026-2035 Transportation Improvement Program (TIP):

See page 1 of this Attachment

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

NOW THEREFORE be it resolved, by the Greater Hickory MPO Transportation Advisory Committee (TAC) that the TIP FY 2026-2035 be modified as listed above on this, the 25th day of March, 2026.

_____
Hank Guess
Greater Hickory MPO TAC Chair

_____
Averi Ritchie
Greater Hickory MPO TAC Secretary

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

MEETING DATE: March 25, 2026

SUBJECT: Transit State of Good Repair Performance Measures

PRESENTER: Averi Ritchie, Transportation Planning Director

ATTACHMENTS: Transit State of Good Repair Performance Measures Document

SUMMARY OF REQUEST:

The North Carolina Department of Transportation (NCDOT) has established Transit Asset Management (TAM) performance targets for FY 2026 through the statewide Group TAM Plan. These targets apply to participating transit agencies, including Greenway Public Transportation. The TAM performance measures focus on maintaining assets in a state of good repair across three categories:

- Revenue vehicles
- Equipment
- Facilities

For FY 2026, NCDOT established a 20% Useful Life Benchmark (ULB) target across applicable asset categories. This means the state anticipates that no more than 20% of assets in each category will meet or exceed their useful life benchmark, ensuring that approximately 80% of transit assets remain in a state of good repair.

BOARD ACTION REQUESTED: Approve via resolution.

Suggested Motion: *I motion to approve the Transit State of Good Repair Performance Measures.*

NCDOT Transit Asset Management Plan

Brennon Fuqua, Accountable Executive

Last modified by Jonah Freedman on 09 Jan 26 at 15:01

Introduction

The North Carolina Department of Transportation (NCDOT) has prepared the following Group TAM plan on behalf of all eligible transit agencies in the state. This plan reflects the data submitted by participating transit agencies serving all counties in the state of North Carolina. Transit agencies may serve multiple counties and some agencies may serve a portion of a county, often in a collaborative effort with another agency(s).

Performance Targets & Measures

Asset Category - Performance Measure	Asset Class	2026 Target
REVENUE VEHICLES		
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	**AB - Articulated Bus**	N/A
	AO - Automobile	20%
	BR - Over-the-road Bus	N/A
	BU - Bus	20%
	CU - Cutaway Bus	20%
	DB - Double Decked Bus	N/A
	FB - Ferryboat	20%
	MB - Mini-bus	20%
	MV - Mini-van	20%
	RT - Rubber-tire Vintage Trolley	N/A
	SB - School Bus	N/A
	SV - Sport Utility Vehicle	N/A
	TB - Trolleybus	N/A
	VN - Van	20%
	EV - Electric Vehicle	20%
	Custom 2	N/A
	Custom 3	N/A
EQUIPMENT		
Age - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB)	**Non Revenue/Service Automobile**	20%
	Computer Software	20%
	Office Equipment	20%
	Maintenance Equipment	20%
	Vehicle Technology	20%
	Custom 1	N/A
FACILITIES		
Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	**Administration**	20%
	Maintenance	20%
	Parking Structures	20%
	Passenger Facilities	20%
	Shelter	20%
	Storage	20%
	Admin/Maintenance	20%

Target Setting Methodology

A performance target of 20% is set for all asset categories, meaning that 80% of the assets in each category meet or exceed the state of good repair performance measure. Twenty-percent was selected to account for delays in acquiring the local match, the grant cycle, procurement process, and asset delivery.

Western Piedmont Council of Governments
Regional Housing Authority

1880 Second Avenue NW | Hickory, 28601
PO Box 9026 | Hickory, NC 28603
828.322.9191 | Fax: 828.322.5991 | www.wpcog.org

GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION

RESOLUTION ENDORSING NCDOT FTA TRANSIT ASSET MANAGEMENT (TAM) TARGETS (FY 2026)

WHEREAS, the Greater Hickory Metropolitan Planning Organization (GHMPO) is the designated Metropolitan Planning Organization responsible for transportation planning within the Greater Hickory urbanized area; and

WHEREAS, the North Carolina Department of Transportation (NCDOT), in coordination with the Federal Transit Administration (FTA), has developed a statewide Group Transit Asset Management (TAM) Plan on behalf of participating transit agencies; and

WHEREAS, the TAM Plan establishes performance measures and targets in accordance with federal requirements to maintain transit assets in a state of good repair; and

WHEREAS, the NCDOT TAM Plan establishes a performance target of 20 percent of assets exceeding their Useful Life Benchmark (ULB) across applicable asset categories, reflecting that 80 percent of assets are maintained in a state of good repair; and

WHEREAS, these targets apply to revenue vehicles, equipment, and facilities, including but not limited to buses, vans, maintenance equipment, passenger facilities, and administrative infrastructure; and

WHEREAS, MPOs are required to establish and support transit asset management targets and ensure consistency between regional planning documents and performance-based planning requirements; and

WHEREAS, the GHMPO supports a performance-based approach to transportation planning that prioritizes safety, system preservation, reliability, and fiscal responsibility;

NOW, THEREFORE, BE IT RESOLVED that the Transportation Advisory Committee (TAC) for the Greater Hickory Metropolitan Planning Organization hereby endorses and adopts the NCDOT Transit Asset Management (TAM) performance targets for FY 2026; and

BE IT FURTHER RESOLVED that the GHMPO will incorporate these targets, as appropriate, into the Metropolitan Transportation Plan (MTP), Transportation Improvement Program (TIP), and other applicable planning documents; and

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

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

BE IT FURTHER RESOLVED that the GHMPO will continue to coordinate with NCDOT, transit providers, and regional partners to support the implementation and monitoring of transit asset management performance measures.

Adopted this 25th day of March, 2026.

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

_____

Hank Guess, Chair

Transportation Advisory Committee

_____

Averi Ritchie, Secretary

Transportation Advisory Committee

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

MEETING DATE: March 25, 2026

SUBJECT: Local Input Point Methodology for Prioritization 8

PRESENTER: Casey Fullbright, Transportation Planner

ATTACHMENTS: Local Input Point Methodology for Prioritization 8

SUMMARY OF REQUEST:
In the NCDOT Strategic Prioritization process, MPOs and RPOs assign local input points to transportation projects to reflect regional priorities that may not be fully captured in the statewide quantitative scoring process.
For Prioritization 8 (P8), MPOs are responsible for developing and adopting a local input point methodology that:
Required elements
The methodology should:

- Be approved by the MPO (TCC/TAC) prior to assigning points
- Be transparent and documented
- Be applied consistently across projects
- Support regional priorities identified in the MTP and other adopted plans

BOARD ACTION REQUESTED: Approval.

Suggested Motion: *Motion to approve the Prioritization 8 Local Input Point*

Methodology.

Greater Hickory Metropolitan Planning Organization (GHMPO)
Local Input Point Methodology

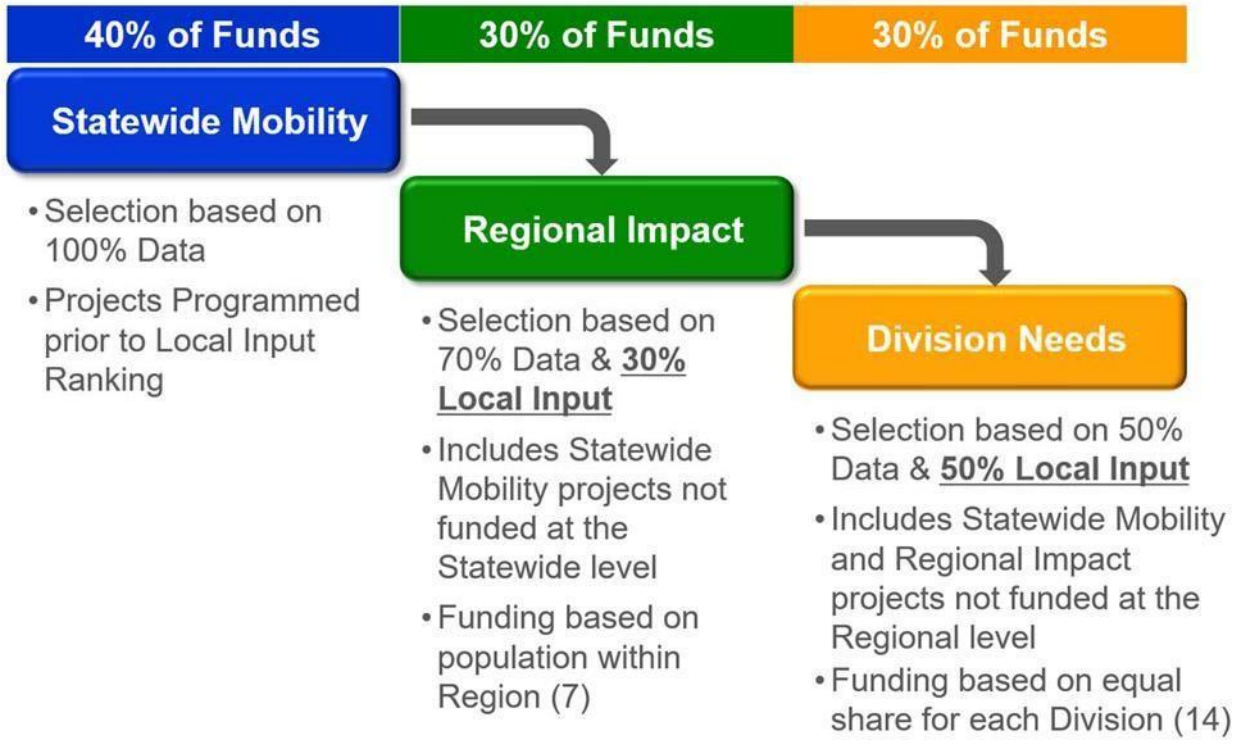
2028-2037 State Transportation Implementation Program (STIP) Project Solicitation and Ranking Process

Introduction

The Strategic Transportation Investments (STI) law (GS 136-189.10 and .11), enacted in 2013, directs NCDOT to select and fund major capital improvement projects using a data-driven prioritization process in combination with local input. Under STI, all major capital mobility/expansion and modernization projects across all six modes of transportation compete for funding. Each project is classified into one of three funding categories — Statewide Mobility, Regional Impact, or Division Needs — where it competes for funds with other eligible projects.

Statewide Mobility eligible projects compete against all other projects in this category across the state, and project selection is based 100% on the data-driven quantitative score. Regional Impact projects compete against all other projects in this category within the same funding region (consisting of two NCDOT Transportation Divisions), and selection is based 70% on the quantitative score and 30% on local input (15% MPO/RPO priority and 15% NCDOT Division Engineer priority). Division Needs projects compete against all other projects within the same NCDOT Transportation Division, and selection is based 50% on quantitative score and 50% on local input (25% MPO/RPO priority and 25% NCDOT Division Engineer priority).

The STI law includes an innovative component known as cascading, where projects not funded in the Statewide Mobility category are eligible for funding in the Regional Impact category. Similarly, projects not funded in the Regional Impact category are eligible for Division Needs funds. Projects that cascade down are then subject to the scoring criteria and local input for the respective funding category.



Project eligibility for each STI category, as defined in law, is shown below.

STI Project Eligibility			
Mode	**Statewide Mobility**	**Regional Impact**	**Division Needs**
Highway	• Interstates (existing & future) • NHS routes (as of July 1, 2012) • STRAHNET Routes • ADHS Routes • Uncompleted Intrastate projects • Designated Toll Facilities	Other US and NC Routes	All County (SR) Routes
Aviation	Large Commercial Service Airports ($500K cap)	Other Commercial Service Airports not in Statewide ($300K cap)	All Airports without Commercial Service ($18.5M cap)
Bicycle-Pedestrian	N/A	N/A	All projects ($0 state funds)
Public Transportation	N/A	Service spanning two or more counties (10% cap)	All other service, including terminals, stations, and facilities
Ferry	N/A	Ferry expansion	Replacement vessels
Rail	Freight Capacity Service on Class I Railroad Corridors	Rail service spanning two or more counties not Statewide	Rail service not included on Statewide or Regional

MPOs/RPOs and Divisions indicate priority by applying local input points to projects. Each organization receives a baseline of 1,000 local input points, with additional points (up to 2,500) based on population. GHMPO has a total of 1,800 points to apply to projects in the Regional Impact category and a total of 1,800 points to apply to projects in the Division Needs category. State law requires NCDOT to approve how each organization will assign points to projects, in a document known as their Local Input Point Methodology.

Applicability

This process would apply to all projects ranked by the MPO for Alexander, Burke, Caldwell, and Catawba counties that fall in the Regional Impact and Division Needs funding categories, as defined in the 2013 Strategic Highway Investments (STI) legislation.

The new project submittal period ended September 30, 2025. The MPO was able to submit 11 carryover projects, and 18 new projects. A list of the projects submitted for scoring will be available for online viewing at https://www.wpcog.org/transportation-documents as soon as feasible.

Schedule and Public Outreach

The methodology for ranking projects includes the following steps:

1. Project Solicitation
2. Submit new projects to NCDOT via the online prioritization portal
3. Create local project rankings and assign points to projects according to local methodologies
4. Submit project rankings to TCC and TAC for evaluation and approval
5. Final approval of the project list and point assignments by the TAC
6. Submit to NCDOT's Strategic Prioritization Office for Transportation (SPOT) for final evaluation

1. Project Solicitation: The MPO announces the 30-day project solicitation period to all member governments and interested persons. MPO staff and DOT meet with member governments and interested persons to discuss potential submittals. All submitted projects are presented to the TAC for their review to determine which projects to submit for technical evaluation by the NCDOT's Strategic Prioritization Office for Transportation (SPOT).

2. Submit new projects to NCDOT via the Online Prioritization Portal: After review by the TAC, projects are entered into the online prioritization portal and quantitative scores are calculated by NCDOT's SPOT using the criteria and measures developed by the P8.0 workgroup.

3. Create local project rankings and assign points to projects according to local methodologies: While NCDOT's SPOT Office is evaluating the project list, the MPO staff will develop a local point assignment system to further evaluate and prioritize projects on a local level. These ranking measures are included in this document. P8.0 quantitative scores will be released at the end of May 2024. Once quantitative scores and data are released, staff can begin calculating project scores based on the local input methodology.

4. Submit local project rankings to Technical Coordinating Committee (TCC) and Transportation Advisory Committee s (TAC) for evaluation an d approval: The point assignment system will then be finalized by the TCC and TAC. NCDOT's SPOT Office will send quantitative scores to the MPO. Once the MPO

receives the quantitative scores the MPO staff will begin analyzing and evaluating all submitted projects using the adopted Lip Methodology. The 18 highest scoring proposals will be allocated 100 points each (The MPO receives 1800 points each for Regional and 1800 points for Division level projects). These 18 projects will receive prioritization, regardless of what specific category (i.e. bike/pedestrian, highway, etc.) they may fall into. A public comment period will follow. These processes may be iterative considering the local input process for both regional and division-level categories.

5. Final approval of the project list and point assignments by the TAC: The results of the public comment period will be presented to the TCC and TAC for their consideration. At this time, the TAC will be asked to approve a project list and final point assignment.

6. Submit to NCDOT'S SPOT for final evaluation: The final project list will be submitted to NCDOT's SPOT for final approval. The finalized project list and scores will be available on the MPO website (trans.wpcog.org) as soon as feasible.

Key Dates in Prioritization 8.0 and Public Outreach Process

June 2025	NCDOT Board of Transportation approves P8.0 criteria, measures, and weights
July 2025	Discussed project submission process for P8.0 with GHMPO TAC/TCC members. GHMPO calls for new candidate projects. (County workshops for each county)
August 2025	Draft Submittal List (Board Action Required)
August — September 2025	Public Comment on Draft Submittal List
September 2025	Final Submittal List (Board Action Required)
October 2025 – April 2026	Data Review
March 2026	Local Input Point Methodology Adoption (Board Action Required)
May 2026	Statewide Mobility Projects Programmed
June 2026	Draft Local Input Assignment for Regional Impact Projects
June — July 2026	Public Comment on Draft Local Input Point Assignment for Regional Impact Projects
July 2026	Final Local Input Point Assignment for Regional Impact Projects
September 2026	Regional Impact Projects Programmed
October 2026	Draft Local Input Point Assignment for Division Needs Projects
October-November 2026	Public Comment on Draft Local Input Point Assignment for Division Needs Projects
November 2026	Final Local Input Point Assignment for Division Needs Projects
January 2027	Draft 2028 — 2037 TIP/STIP Released
June 2027	Final 2028 — 2037 TIP/STIP (Board Action Required)

Description of Criteria and Weights

Table 1 explains the criteria behind the total score and project ranking approach. Regional and Division Level proposals including Transit, Aviation and Bicycle & Pedestrian projects are ranked based on the criteria listed in tables 2, 3 and 4.

Table 1: Project Criteria and Explanations

Criteria	Explanation
Average Annual Daily Traffic (AADT)	A calculation from NCDOT portraying annual traffic volumes for each highway segment. Prioritization 8.0 AADT scores will be utilized for this criteria.
Collision Exposure (likelihood of automobile collision)	The probability of an automobile colliding with a pedestrian or cyclist (Table 4). This is calculated using average annual daily traffic rates. Sidewalk projects will score higher in areas with higher traffic counts based off the acceptance that the addition of sidewalks decreases the likelihood of an accident involving an automobile and pedestrian by removing pedestrian volume from the road itself. Projects involving the addition of bicycle facilities may score lower if higher traffic counts are present, based on the notion that streets with higher daily traffic are less safe for cyclists, unless the project includes bicycle facilities that are separated from vehicular traffic.
Cost	Projects requiring less money to complete will score higher points.
Existing Congestion	Ratio of how much traffic is on a road versus the maximum traffic that can be on a road and provide an acceptable level of service.
Existing Safety	Measures existing crashes along/at the project and calculates future safety benefits. Prioritization 8.0 safety scores will be utilized for this criteria.
Freight Volume	Average daily number of large freight movers (tractor trailers, semi-trucks, etc.) on a road. This will be determined using NCDOT AADT Stations GIS Shapefiles.
Multimodal Accommodations	Whether the project includes facilities such as sidewalks, bicycle lanes, etc., or a connection to these type facilities.
Projected Congestion	Projected Congestion is the ratio of how much traffic is projected on a road, using the latest adopted Greater Hickory Travel Demand Model (TDM), versus the maximum traffic that can be handled by the road at an acceptable level of service.
Travel Time Savings (TTS)	Travel Time Savings measures the expected benefits of the project over a 10 year period.
Right of Way (ROW) Acquisition	The acquiring of land (usually a strip) to be devoted towards transportation improvements. Table 4 include a percentage of already acquired ROW by the governing authority. The less the concern of acquiring the remaining ROW, the more points awarded.
Supports Economic Development	A project will score higher if it is located close to a major employment center.
Traffic Analysis Zone (TAZ)	The basic unit for inventorying demographic data and land use within a particular area.

Transportation Plan Consistency	A yes or no question to determine if the proposed project is found in an existing adopted transportation plan for the area.

Criteria & Weights

Tables 2A and 2B: Regional Impact Tier Highway Projects

Regional Impact highway projects consist of US and NC Routes as well as any Statewide Mobility projects that are not funded in that tier. Certain project types are intended to primarily address mobility issues while other project types primarily intended to modernize roadways, improving safety and comfort. Regional Impact highway mobility projects will be evaluated by the criteria and scoring as detailed in Table 2A. Regional Impact highway modernization projects will be evaluated by the criteria and scoring as detailed in Table 2B.

Mobility Projects

Criteria & Max Points	**0 Points**	**5 Points**	**10 Points**	**15 Points**	**20 Points**	**25 Points**
Existing Congestion (25 Max)	V/C Ratio < 0.50	---	V/C Ratio 0.50 - 0.69	V/C Ratio 0.70 - 0.89	V/C Ratio 0.90 - 0.99	V/C Ratio > 1.0
Quantitative Safety (25 Max)	Score < 40	---	Score 40 - 59.9	Score 60 - 79.9	Score 80 - 89.9	Score > 90
Freight Volume (15 Max)	< 750 trucks	---	751 - 1,500 trucks	**> 1,500 trucks**	---	---
Benefit/Cost Ratio (15 Max)	Lowest Quartile	2nd Quartile	3rd Quartile	Highest Quartile	---	---
Economic Dev (10 Max)	---	Intersects TAZ w/ 250-499 emp.	Intersects TAZ w/ 500+ emp.	---	---	---
Travel Time Savings (5 Max)	Lowest 2 Quartiles	Highest 2 Quartiles	---	---	---	---
Multimodal (5 Max)	No facilities	**Includes Bike/Ped/Transit**	---	---	---	---

Modernization Projects

Criteria & Max Points	0 Points	5 Points	10 Points	15 Points	25 Points	35 Points
Quantitative Safety	Score < 30	---	Score 30-49	Score 50-69	Score 70-80	Score > 80
(35 Max)						
Roadway Characteristics	Meets Standards	---	Lane OR Shoulder is substandard	Lane AND Shoulder are substandard	Both are >2ft from Standard	---
(20 Max)						
Freight Volume	< 750 trucks	---	751 - 1,500 trucks	**> 1,500 trucks**	---	---
(15 Max)						
Benefit/Cost Ratio	Lowest Quartile	2nd Quartile	3rd Quartile	Highest Quartile	---	---
(15 Max)						
Economic Dev	---	Intersects TAZ w/ 250-499 emp.	Intersects TAZ w/ 500+ emp.	---	---	---
(10 Max)						
Multimodal	No facilities	**Includes Bike/Ped/Transit**	---	---	---	---
(5 Max)						

Tables 3A and 3B: Division Needs Tier Highway Projects

Division Needs highway projects consist of secondary roads and local roads as well as any Statewide Mobility and Regional Impact projects that are not funded in those tiers. Division Needs highway mobility projects will be evaluated by the criteria and scoring as detailed in Table 3A. Division Needs highway modernization projects will be evaluated by the criteria and scoring as detailed in Table 3B.

Criteria & Max Points	0 Points	5 Points	10 Points	15 Points	20 Points	25 Points
Existing Congestion (25 Max)	V/C Ratio < 0.40	---	V/C Ratio 0.40 - 0.59	V/C Ratio 0.60 - 0.79	V/C Ratio 0.80 - 0.89	V/C Ratio > 0.90
Quantitative Safety (25 Max)	Lowest Quartile	---	2nd Quartile	3rd Quartile	---	Highest Quartile
Freight % (15 Max)	Trucks < 4%	Trucks 4% - 5.9%	Trucks 6% - 7.9%	Trucks> 8%	---	---
Benefit/Cost Ratio (15 Max)	Lowest Quartile	2nd Quartile	3rd Quartile	Highest Quartile	---	---
Economic Dev (10 Max)	---	Intersects TAZ w/ 100-250 emp.	Intersects TAZ w/ 250+ emp.	---	---	---
Travel Time Savings (5 Max)	Lowest 2 Quartiles	Highest 2 Quartiles	---	---	---	---
Multimodal (5 Max)	No facilities	**Includes Bike/Ped/Transit**	---	---	---	---

Modernization Projects

Criteria & Max Points	0 Points	5 Points	10 Points	15 Points	25 Points	35 Points
Quantitative Safety (35 Max)	Score < 30	---	Score 30-49	Score 50-69	Score 70-80	Score > 80
Roadway Characteristics (20 Max)	Meets Standards	---	Lane OR Shoulder is substandard	Lane AND Shoulder are substandard	Both are >2ft from Standard	---
Freight % (15 Max)	Trucks < 4%	Trucks 4% - 5.9%	Trucks 6% - 7.9%	**Trucks > 8%**	---	---
Benefit/Cost Ratio (15 Max)	Lowest Quartile	2nd Quartile	3rd Quartile	Highest Quartile	---	---
Economic Dev (10 Max)	---	Intersects TAZ w/ < 100 emp.	Intersects TAZ w/ 100+ emp.	---	---	---
Multimodal (5 Max)	No facilities	**Includes Bike/Ped/Transit**	---	---	---	---

Table 4 - Bike and Pedestrian Projects

1. Introduction and Purpose

The Strategic Transportation Investments (STI) law mandates that the North Carolina Department of Transportation (NCDOT) utilize a data-driven process to develop the State Transportation Improvement Program (STIP). Under STI, Metropolitan Planning Organizations (MPOs) are allotted a specific number of Local Input Points (LIP) to assign to local priority projects.

This document outlines the official methodology adopted by the Greater Hickory Metropolitan Planning Organization (GHMPO) Transportation Advisory Committee (TAC) for assigning Local Input Points to Bicycle and Pedestrian (Bike/Ped) projects during the Prioritization 8.0 (P8) cycle. By statute, Bike/Ped projects only compete for funding at the Division Needs tier.

To ensure compliance with NCDOT Strategic Prioritization Office of Transportation (SPOT) guidelines, this methodology utilizes a 100-point scale consisting of both quantitative data (50 points) and qualitative local input (50 points).

2. Quantitative Scoring Criteria (50 Points Maximum)

The quantitative portion of the GHMPO Bike/Ped methodology directly mirrors the five criteria utilized by the NCDOT SPOT office. Because NCDOT scores each individual metric on a 0–100 scale, GHMPO will use a standardized formula to scale the state's raw score down to fit the MPO's maximum allowed points for each respective category.

Formula Used: (NCDOT Raw Score ÷ 100) × Maximum Category Points = Local Points Awarded

- **Safety (Maximum 15 Points):** Evaluates the project's ability to improve safety based on the NCDOT SPOT safety criteria (which measures crash history, severity, speed limits, and anticipated safety benefits).
    - *Scoring:* The NCDOT raw Safety score will be divided by 100 and multiplied by 15.
- **Access (Maximum 10 Points):** Evaluates the project's ability to connect users to key destinations based on the NCDOT SPOT Access score (measuring proximity to schools, parks, grocery stores, and transit).
    - *Scoring:* The NCDOT raw Access score will be divided by 100 and multiplied by 10.
- **Demand / Density (Maximum 10 Points):** Evaluates the potential usage of the project based on the NCDOT SPOT Demand score (measuring residents and employees per square mile in the project area).
    - *Scoring:* The NCDOT raw Demand score will be divided by 100 and multiplied by 10.
- **Connectivity (Maximum 10 Points):** Evaluates how well the project completes gaps in the existing local network based on the NCDOT SPOT Connectivity score.
    - *Scoring:* The NCDOT raw Connectivity score will be divided by 100 and multiplied by 10.
- **Cost-Effectiveness (Maximum 5 Points):** Evaluates the quantifiable benefits of the project against the estimated cost to NCDOT.
    - *Scoring:* The NCDOT raw Benefit/Cost score will be divided by 100 and multiplied by 5.

3. Qualitative Scoring Criteria (50 Points Maximum)

The qualitative portion of the methodology ensures that state-level data is balanced with localized planning priorities and community needs. Projects will be evaluated and assigned points based on the following tiered structure.

- **Local Plan Consistency (Maximum 25 Points):** Measures how well the proposed project aligns with existing, adopted local master plans (e.g., a Comprehensive Transportation Plan, Metropolitan Transportation Plan, or municipal Bike/Ped master plan).
    - **25 Points:** The project is explicitly identified as a primary or top priority in a locally adopted plan.
    - **15 Points:** The project is mentioned or included in a locally adopted plan, but is not listed as a primary priority.
    - **0 Points:** The project does not currently appear in any locally adopted plan.

Community and Economic Impact (Maximum 25 Points): Measures the project's potential to drive local economic development, connect community hubs, and provide dedicated transportation benefits to the public. To ensure objective scoring, points are awarded based on the number of distinct, qualifying community or economic hubs the project provides direct access to, connects, or is immediately adjacent to.

Qualifying hubs include, but are not limited to: Educational facilities (schools, colleges), healthcare facilities (hospitals, urgent cares, medical parks), food access points (grocery stores, farmers markets), major economic centers (business parks, industrial sites, retail centers, downtown districts), community/recreation facilities (public parks, libraries, community centers), and transportation hubs (transit stations, trailheads).

- **25 Points (Significant Impact):** The project provides direct access or connection to **4 or more** distinct community or economic hubs.
- **15 Points (Moderate Impact):** The project provides direct access or connection to **2 or 3** distinct community or economic hubs.
- **0 Points (Minimal Impact):** The project provides direct access or connection to **1 or 0** community or economic hubs.

4. Point Assignment and Public Involvement Process

Once all eligible P8 Bike/Ped projects have been evaluated using the 100-point scale described above, GHMPO staff will generate a prioritized ranking list.

1. **Allocation:** The MPO will assign its allotted blocks of 100 Local Input Points to the highest-ranking projects on the list until all available Division Needs points are exhausted.
2. **Public Review:** The drafted ranking list, the point assignments, and this methodology document will be released for a minimum 30-day public comment period and posted to the MPO website.
3. **Final Adoption:** Following the conclusion of the public comment period, the final point assignments and any public feedback will be presented to the GHMPO TAC for formal approval and adoption. Once approved, the points will be entered into the NCDOT SPOT database.

Criteria	Max_Points	Description	Max_Score_(Formula_or_25_pts)	Partial_Score_(15_pts)	Zero_Score_(0_pts)
Safety (Quantitative)	15	Uses NCDOT SPOT Safety score	Formula: =(NCDOT_Score / 100) * 15	N/A	N/A
Access (Quantitative)	10	Uses NCDOT SPOT Access score	Formula: =(NCDOT_Score / 100) * 10	N/A	N/A
Demand / Density (Quantitative)	10	Uses NCDOT SPOT Demand/Density score	Formula: =(NCDOT_Score / 100) * 10	N/A	N/A
Connectivity (Quantitative)	10	Uses NCDOT SPOT Connectivity score	Formula: =(NCDOT_Score / 100) * 10	N/A	N/A
Cost-Effectiveness (Quantitative)	5	Uses NCDOT Benefit/Cost score	Formula: =(NCDOT_Score / 100) * 5	N/A	N/A
Local Plan Consistency (Qualitative)	25	Project exists in an adopted local master plan (CTP/MTP/Bike Plan)	Top priority in adopted plan	Mentioned in plan but not a primary priority	Not in any locally adopted plan
Community / Economic Impact (Qualitative)	25	Drives economic development or serves a disadvantaged community	Connects to 4+ community and economic hubs	Connects to a minimum of 2 community and economic hubs	Minimal to no distinct localized impact

Table 5: Division Level Aviation Projects

All eligible aviation projects will be evaluated by the criteria and scoring as detailed in the following table:

Division Level Aviation Projects (Max Total Score: 100 points)					
Criteria and Maximum Points	0 points	10 points	15 points	20 points	25 points
Benefit/Cost (25 max)	Benefit/Cost Ratio in the lowest two quartiles		Benefit/Cost Ratio in the second highest quartile		Benefit Cost Ratio in the highest quartile
NCDOA Project Rating (10 max)	NCDOA Project Rating in the lowest two quartiles	NCDOA Project Rating in the highest two quartiles			
Constructability Index (25 max)	Constructability in the lowest two quartiles		Constructability in the second highest quartile		Constructability in the highest quartile
Supports Economic Development (25 max)	Project does not create capacity for additional aircraft or passengers/pilots and does not create employment				Creates additional capacity for aircraft or passengers/pilots; and/or creates employment
Modernization/Upfit to Comply with ADA, OSHA, and other Federal Standards (15 max)	Project area already complies with federal standards or N/A		Project is necessary to retrofit existing structures for current federal standards		

Public Transit and Rail Projects — No public transit or rail projects for the GHMPO area have been submitted for P8.0.

Total Score and Project Ranking Approach

Each project will be scored using the appropriate criteria measures above. Higher scoring projects are the higher priority to receive points. Each project can receive a maximum of 100 points.

Point Assignment Process

The Greater Hickory MPO receives 1,800 points to allocate to projects for local prioritization in the Regional Impact Tier and 1,800 points to allocate in the Division Needs Tier. The MPO will assign maximum points (100 points) to the top 18 projects in the Regional and Division levels based on the ranking created through the processes described in this document. The GHMPO will assign a proportional number of points to any project that is also partially located in another transportation planning organization's study area based on the percent of mileage within the GHMPO's study area. The remaining points shall be assigned to a new project added at the end of the applicable tier's priority list.

Deviation from Process: The TAC are free to deviate from the preliminary point assignment when making the final point assignments to compensate for situations where the methodology does not accurately reflect their priorities and to ensure appropriate projects at the relevant category. Any variation in point assignments from the preliminary point assignments must have justifications documented in the meeting minutes and posted on the GHMPO's website.

- Tie Breakers: Priority shall be given to low-cost projects in the event of a tie for projects at the bottom of the regional and division priority lists for point assignment by the GHMPO.
- Project Continuity: For projects split in phases, the GHMPO will give consideration to assigning points to phases in the order of project ranking. This will only apply to project phases whose scores are within 10 points of each other according to the adopted GHMPO's ranking process.

- Transferring Points to Projects outside MPO: The MPO TAC may elect to assign points to projects outside the MPO Study Area. In these instances, the points being transferred shall be removed from the lowest-scoring project within the affected tier.
- Public Input: The MPO TAC will review all public input received through the public comment process and may elect to modify the scoring prior to approval based on comments received.

Multimodal Breakdown

The GHMPO will reserve at least 200 points or 2 project slots for bicycle and pedestrian projects. At least 100 points or 1 project slot will be reserved for aviation projects. 1,500 points or 15 project slots will be reserved for highway projects. As per the "Deviation from Process" clause mentioned above, TAC are free to deviate from the multimodal breakdown when making the final point assignments to compensate for situations where the methodology does not accurately reflect their priorities.

Local Input Point Flexing Policy

The GHMPO has the option to apply the Local Input Point Flexing Policy. This means that up to 500 Local Input Points can be transferred from one category to the other. If the organization chooses to flex Local Input Points, GHMPO will provide written documentation to the SPOT Office prior to assigning Regional Impact Local Input Points.

Materials Shared

This process is intended to be open and transparent. As such, all meetings of the GHMPO's Technical Coordinating Committee (TCC) and GHMPO Transportation Advisory Committee (TAC) are open to the public and public participation will be solicited in accordance with the GHMPO's adopted Public Participation Plan.

After the points are assigned, the scoring matrix and point assignments will be available on the GHMPO website (http://www.wpcog.org), as well as the GHMPO office (1880 2nd Avenue NW, Hickory 28601). Relevant meetings and agenda items will also be shared via GHMPO's Facebook and Twitter pages.

Regional Impact Tier: The MPO staff will present the recommended local points assignments for Regional Impact Tier projects, based on the ranking process described in this document, to the TCC and TAC as mentioned in the "Key Dates in Prioritization 8.0 and Public Outreach Process" chart above. The MPO will then be asked to release these scores for a 15-day public comment period. The results of the public comment period will be presented to the TCC and TAC at the following MPO meeting. At that time, the TAC will be asked to approve a project list and final points assignment. The project list and points assignment will be available on the MPO website.

Division Needs Tier: The MPO staff will present the recommended local points assignments for

Division Needs Tier projects, based on the ranking process described in this document, to the TCC and TAC as mentioned in the "Key Dates in Prioritization 8.0 and Public Outreach Process" chart above. The MPO will then be asked to release these scores for a 15-day public comment period. The results of the public comment period will be presented to the TCC and TAC at the following MPO meeting. At that time the TAC will be asked to approve a project list and final points assignment. The project list and points assignment will be available on the MPO website.

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

MEETING DATE: March 25, 2026

SUBJECT: City of Hickory Resolution of Support for IMD Multimodal Planning Grant

PRESENTER: Averi Ritchie, Transportation Planning Director

ATTACHMENTS: Resolution of Support

SUMMARY OF REQUEST:

The City of Hickory is seeking funding through the NCDOT Integrated Mobility Division (IMD) Multimodal Planning Grant Program to update its 2020 *"Walk. Bike. Hickory" Comprehensive Bicycle and Pedestrian Plan*. The updated plan will guide future investments in pedestrian and bicycle infrastructure, improve safety, and enhance connectivity to key destinations, including transit services.

The grant requires a local match, which the City has committed to providing. GHMPO support is requested to demonstrate regional coordination and alignment with adopted transportation plans.

BOARD ACTION REQUESTED: Approve via resolution.

Suggested Motion: ***I motion to approve the City of Hickory IMD Multimodal Planning Grant resolution of support.***

Western Piedmont Council of Governments
Regional Housing Authority

1880 Second Avenue NW | Hickory, 28601
PO Box 9026 | Hickory, NC 28603
828.322.9191 | Fax: 828.322.5991 | www.wpcog.org

GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION

RESOLUTION SUPPORTING AN APPLICATION FOR AN NCDOT IMD MULTIMODAL PLANNING GRANT FOR THE CITY OF HICKORY BICYCLE AND PEDESTRIAN PLAN UPDATE

WHEREAS, the North Carolina Department of Transportation (NCDOT) Integrated Mobility Division (IMD) provides funding to support the development of comprehensive bicycle, pedestrian, and multimodal transportation plans; and

WHEREAS, the City of Hickory intends to apply for an NCDOT IMD Multimodal Planning Grant to update the 2020 "Walk. Bike. Hickory" Comprehensive Bicycle and Pedestrian Plan; and

WHEREAS, the proposed plan update will serve as a critical tool to guide future bicycle and pedestrian investments, improve safety, enhance multimodal connectivity, and support economic development within the City of Hickory and the greater region; and

WHEREAS, the NCDOT Multimodal Planning Grant Program requires a local match of thirty percent (30%) of the total project cost, and the City of Hickory has expressed its commitment to providing the required local match and completing the plan update if awarded funding; and

WHEREAS, the Greater Hickory Metropolitan Planning Organization (GHMPO) supports multimodal planning efforts that improve accessibility, safety, and connectivity for all users, including pedestrians, bicyclists, and transit users; and

WHEREAS, the proposed plan update is consistent with the goals and objectives of the GHMPO's adopted Metropolitan Transportation Plan, Western Piedmont Bike and Pedestrian Plan, and regional priorities;

NOW, THEREFORE, BE IT RESOLVED that the Transportation Advisory Committee (TAC) of the Greater Hickory Metropolitan Planning Organization hereby supports the City of Hickory's application to the NCDOT Integrated Mobility Division Multimodal Planning Grant Program for the purpose of updating the City's Bicycle and Pedestrian Plan; and

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

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

BE IT FURTHER RESOLVED that the GHMPO recognizes the importance of this plan update in advancing regional multimodal transportation goals and improving connectivity to transit, employment centers, and community destinations; and

BE IT FURTHER RESOLVED that the GHMPO will continue to coordinate with the City of Hickory and NCDOT to support implementation of multimodal planning initiatives within the region.

Adopted this 25th day of March, 2026.

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

_____

Hank Guess, Chair

Transportation Advisory Committee

_____

Averi Ritchie, Secretary

Transportation Advisory Committee

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

MEETING DATE: March 25, 2026

SUBJECT: Locally Administered Project Program – Spring Call for New Projects

PRESENTER: Daniel Odom, Planning Manger

ATTACHMENTS: LAPP 2026 – Spring Call for New Projects

SUMMARY OF REQUEST:
The Western Piedmont Council of Governments (WPCOG) and Greater Hickory Metropolitan Planning Organization (GHMPO) receive roughly $3.5 million annually in federal transportation grant funding for multimodal projects (pedestrian, transit, small intersection). These funds are managed through the Locally Administered Projects Program (LAPP). The GHMPO holds a yearly call for new projects and supplemental requests in early Spring of the Calendar Year. This item represents the opening of the call for projects. The target investment amount for this call is $6.5MM.

BOARD ACTION REQUESTED: Release for Public Comment

Suggested Motion: None

Western Piedmont Council of Governments

Creative Regional Solutions Since 1968

Locally Administered Project Program: 2026 Call for New Projects

GHMPO TCC and TAC

March 25, 2026

General Information

- As a designated Transportation Management Area, the Greater Hickory MPO receives direct authority for $3.5M in Federal Transportation funding each year.
- Projects compete through the approved application and scoring method of the Locally Administered Project Program
- Typical projects include sidewalk extensions, small intersection improvements, and multi-use path construction.

- Target Investment: $6.5MM

Eligible Applicants and Projects

- **Eligible Applicants:**
  - All MPO Member Governments
- **Eligibility Requirements:**
  - Project must be identified on the Federal Aid System
  - Bicycle and Pedestrian Projects must serve a transportation purpose
  - Safety Projects may be eligible on any roadway if they meet federal safety project requirements
  - Must be Locally Administered
- **Eligible Uses:**
  - Bicycle and Pedestrian Improvements
  - Small Roadway/Intersection Improvements

Application Timeline

- **March 25, 2026 –** Call for Projects Opens
- **May 8, 2026 –** Project Applications and Local Resolutions Due
- **May 27, 2026 –** Project Applications and Tentative Funding Proposal Released for Public Comment
- **June 24, 2026 –** Project Applications and Final Funding Proposal Available for Approval by GHMPO Board
- **August/September 2026 –** BOT Approval of Project Funding

- While not required, pre-submittal meetings are highly encouraged. Let's talk!

Western Piedmont
Council of Governments

Creative Regional Solutions Since 1968

Questions?

Greater Hickory MPO
Transportation Update
March 2026

Division 11 Projects Under Development – Caldwell Co.

TIP	ROUTE	DESCRIPTION	ROW YEAR	CONST YEAR	TOTAL PROJECT COST	Status	Final Assigned Manager	Funding: S/F
BL-0002	US 321A (MAIN STREET)	US 321A (MAIN STREET), CONSTRUCT PEDESTRIAN CROSSING IMPROVEMENTS FROM SR 1952 (CEDAR VALLEY ROAD) TO SR 1156 (LEGION ROAD).	2026	2026	$464,000	Planning	Division	F
BL-0065	NS	Lenoir Greenway, Harper Avenue to Morganton Boulevard. Extend multi-use path.	2026	2027	$2,449,000	Planning	LAP	F
BP11-R008	SR 1545 (COTTRELL HILL ROAD)	Replace Bridge 130011 on SR 1545 over Zachs Fork Creek in Caldwell County	2025	2028	$1,575,000	Utilities	Division	S
BP11-R025	SR 1927 (OLD MORGANTON ROAD)	Replace Bridge 130332 on SR 1927 over Abington Creek in Caldwell County	2026	2029	$1,475,000	R/W	Division	S
BP11-R040	SR 1719 (CEDAR VALLEY CHURCH ROAD)	Replace Bridge 130048 on SR 1719 over Upper Little River in Caldwell County	2025	2028	$1,175,000	February 2026 Let	Division	S
BP11-R042	SR 1328 (BROWN MOUNTAIN BEACH ROAD)	Replace Bridge 130322 on SR 1328 over Este Mill Creek in Caldwell County	2027	2029	$950,000	Planning	Division	S
BP11-R048	SR 1571	Replace Bridge 130342 on SR 1571 over Kings Creek in Caldwell County	2026	2027	$1,300,000	Planning	Division	S
HB-0056	SR 1514	SR 1514, REPLACE BRIDGE 130 OVER YADKIN RIVER.	2025	2026	$2,150,000	R/W	Division	F
HB-0057	SR 1356	SR 1356, REPLACE BRIDGE 185 OVER JOHNS RIVER.	2025	2026	$2,100,000	R/W	Division	F
HB-0058	SR 1356	SR 1356, REPLACE BRIDGE 186 OVER JOHNS RIVER.	2025	2026	$1,820,000	R/W	Division	F
HB-0059	SR 1356	SR 1356, REPLACE BRIDGE 275 OVER JOHNS RIVER.	2025	2026	$1,860,000	R/W	Division	F
HB-0060	SR 1356	SR 1356, REPLACE BRIDGE 317 OVER JOHNS RIVER.	2025	2026	$2,330,000	R/W	Division	F

Greater Hickory MPO
Transportation Update
March 2026

HB-0061	SR 1574	SR 1574, REPLACE BRIDGE 349 OVER JONES CREEK.	2025	2026	$1,680,000	R/W	Division	F
R-3430CA	SR 1001 (CONNELLY SPRINGS ROAD)	SR 1001 (CONNELLY SPRINGS ROAD) FROM CATAWBA RIVER TO SR 1933 (SOUTH-WEST BOULEVARD). MODERNIZE ROADWAY TO INCLUDE BICYCLE AND PEDESTRIAN ACCOMMODATIONS.	2029	2033	$73,507,000	Planning	Central	F
R-3430CB	SR 1001 (CONNELLY SPRINGS ROAD)	SR 1001 (CONNELLY SPRINGS ROAD) FROM CATAWBA RIVER TO SR 1933 (SOUTH-WEST BOULEVARD). MODERNIZE ROADWAY TO INCLUDE BICYCLE AND PEDESTRIAN ACCOMMODATIONS.	2030	2034	$69,292,000	Planning	Central	F
U-4700CA	US 321	SR 1160 (MOUNT HERMAN ROAD). UPGRADE INTERSECTION TO SUPERSTREET DESIGN. - WITHIN THE LIMITS OF U-4700 C.	2019	2026	$8,620,000	July 2026 Let	Division	F
U-4700CB	US 321	AT SR 1809/1952 (PINE MOUNTAIN ROAD). UPGRADE INTERSECTION TO SUPERSTREET DESIGN.	2019	2026	$17,000,000	July 2026 Let	Division	F
U-6034	US 321 ALT	DUKE STREET TO PINEWOODS ROAD	2025	2029	$46,300,000	R/W	Division	F
U-6157	SR 1130 (CAJAH MOUNTAIN ROAD)	SR 1130 (CAJAH MOUNTAIN ROAD) FROM SR 1001 (CONNELLY SPRINGS ROAD) TO US 321A	2025	2029	$68,300,000	R/W	Division	F
U-6161	US 321	US 321 FROM SR 1002 (DUDLEY SHOALS ROAD) GRADE SEPARATION. CONSTRUCT RAMP ONTO US 321 SOUTHBOUND.	2026	2028	$8,570,000	Planning	Division	F

Greater Hickory MPO
Transportation Update
March 2026

Division 11 Projects Under Construction

Contract Number	County	TIP#	Route	Location Description	Contract Amount	Contractor	Construction Progress %	Completion Date
C204844	CALDWELL	U-6036	SR 1109 (PINEWOOD ROAD)	FROM US 321 TO SR-1252 (BERT HUFFMAN ROAD)	$11,480,140.98	JAMES R VANNOY & SONS CONSTRUCTION COMPANY INC	42 %	7/27
C204840	CALDWELL	U-4700CC	US 321 and SR 1108 (Mission Road)	INTERSECTION AT US-321 AND SR-1108 (MISSION RD).	$13,348,559.10	HEI CIVIL CAROLINAS LLC	3%	4/28
DK00436	CALDWELL	DF18311. 2014030.PR	SR 1358 (Edgemont Church Place)	REPLACE BRIDGE NO. 161 OVER WILSON CREEK	$1,641,926.67	JAMES R VANNOY & SONS CONSTRUCTION COMPANY INC	0 %	4/27