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January 30, 2026

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 2027. This UPWP was adopted by the MPO's Transportation Advisory Committee on February 25, 2026.

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 \$84,195 (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.

Averi Ritchie
MPO Manager/TAC Secretary
Greater Hickory MPO

Hank Guess
GHMPO Transportation Advisory Committee Chair

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

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

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**UNIFIED PLANNING
WORK PROGRAM FOR
TRANSPORTATION
PLANNING FOR THE
HICKORY URBAN AREA
2027**

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 25, 2026

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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 2026-27	FTA	Implement ADA Transition Plan via 5310 funds, CEDs; Update MOU and Bylaws; Economic Expansion and Accessibility Tool; Resilience Tool Update	Begin data collection and chapter drafting for the 2055 MTP & CTP	Update transportation improvement program as needed		Maintain; Update maps/ interactive transit maps as needed; include new interactive mapping tools for the Economic Expansion and Accessibility Tool; Resilience Tool Update	Air Quality Conference; Water Quality Conference	Ridership trend analysis and mapping updates within the APC software	LAPP call and supplemental call; selection of projects for local governments and programming; LAPP trainings pre-call and post-call	Ridership trend analysis and mapping updates within the APC software; 5310 Application project programming; Special Studies, oversee Statewide NCAMPO Transit subcommittee, LCP Implementation
	FHWA									Conform to the complete streets policy for multimodal highway elements
		FY 28 UPWP, CEDs; Adopt Economic Expansion and Accessibility Tool; Update MOU & Bylaws; Resilience Tool Update	Begin data collection and chapter drafting for the 2055 MTP & CTP; TAZ Base Year Estimates	Prioritization 8.0 points assigned/Draft 2028-2037 STIP Released/Public comment period; release new Express Designs for Prioritization 9.0	Collect Data; Traffic Count Analysis	Maintain; Update maps as needed; include new interactive mapping tools for the Economic Expansion and Accessibility Tool; Resilience Tool Update	Air Quality Conference; Water Quality Conference	Local Government Requests, Congestion Management Report; MTP/CTP updates begin	LAPP calls and selection of projects for local governments/walk audits and coordination; LAPP trainings pre-call and post-call	
FY 2027-28	FTA	System-wide reroute; ADA plan maintenance; CEDs	Chapter drafting and formatting for the 2055 MTP & CTP	2028-2037 STIP adopted; begin P9 project selection		Maintain; Update maps/ interactive transit maps as needed; include new interactive mapping tools; implement new software if feasible	Air Quality Conference; Water Quality Conference	Ridership trend analysis and mapping updates within the APC software; system-wide reroute assistance	LAPP call and supplemental call; selection of projects for local governments and programming; LAPP trainings pre-call and post-call	Ridership trend analysis and mapping updates within the APC software; system-wide reroute assistance 5310 review as needed; Special Studies, oversee Statewide NCAMPO Transit subcommittee, LCP Implementation oversight; implement
	FHWA	FY 29 UPWP; CEDs; update the regional bike/ped plan and safety plans as needed	Chapter drafting and formatting for the 2055 MTP & CTP; TAZ base year projections	2028-2037 STIP adopted; continue coordination for P9 Express Designs; Begin P9 project selection	Collect Data; Traffic Count Analysis	Maintain; Update maps as needed; include new interactive mapping tools; implement new software if feasible	Air Quality Conference; Water Quality Conference	Local Government Requests, Congestion Management Report; MTP/CTP	LAPP calls and selection of projects for local governments/walk audits and coordination; LAPP trainings pre-call and post-call	Conform to the complete streets policy for multimodal highway elements; implement new software for multimodal elements as feasible
FY 2028-29	FTA	Ridership analysis trend reporting for new routes ADA plan Maintenance & inventory of new transit stops; CEDs adoption	2055 MTP & CTP adoption	P9 Local Input Points assignment; draft 2030-2039 STIP released		Maintain; Update maps/ interactive transit maps as needed; include new interactive mapping tools; implement new software if feasible	Air Quality Conference; Water Quality Conference	Ridership analysis trend reporting for new routes and mapping updates within the APC software; begin drafting the LCP	LAPP call and supplemental call; selection of projects for local governments and programming; LAPP trainings pre-call and post-call/ walk audits and coordination	Ridership analysis trend reporting for new routes; mapping updates within the APC software; 5310 application review and programming; special studies as requested oversee Statewide NCAMPO Transit subcommittee, LCP Implementation oversight; implement
	FHWA	FY 30 UPWP; CEDs adoption; update the regional bike/ped plan and safety plan as needed	2055 MTP & CTP adoption	P9 Local Input Points assignment; draft 2030-2039 STIP released	Collect Data; Traffic Count Analysis	Maintain; Update maps as needed; include new interactive mapping tools; implement new software if feasible	Air Quality Conference; Water Quality Conference	Local Government Requests/ CEDS Adoption; MTP/CTP adoption	LAPP call and supplemental call; selection of projects for local governments and programming; LAPP trainings pre-call and post-call/ walk audits and coordination	Conform to the complete streets policy for multimodal highway elements; implement new software for multimodal elements as feasible

FY 2029-30	FTA	Potential Regional Connectivity analysis; ADA plan maintenance and implementation		Adopt 2030-2039 STIP; express design selection for P10 and project submittal selection		Maintain; Update maps as needed	Air Quality Conference; Water Quality Conference	Potential Regional Connectivity analysis; ADA plan maintenance and implementation; Microtransit service expansion and marketing; mapping updates within the APC Software; LCP draft	LAPP call and supplemental call; selection of projects for local governments and programming; LAPP trainings pre-call and post-call/ walk audits and coordination	Potential Regional Connectivity analysis; ADA plan maintenance and implementation mapping updates within the APC software; 5310 review; special studies as requested oversee Statewide NCAMPO Transit subcommittee, LCP Implementation oversight; implement
	FHWA	FY 31 UPWP		Adopt 2030-2039 STIP; express design selection for P10 and project submittal selection	Collect Data; Traffic Analysis	Maintain; Update maps as needed	Air Quality Conference; Water Quality Conference	Congestion Management Report; plan updates as needed	LAPP call and supplemental call; selection of projects for local governments and programming; LAPP trainings pre-call and post-call/ walk audits and coordination	Conform to the complete streets policy for multimodal highway elements; implement new software for multimodal elements as feasible
FY 2030-31	FTA	Potential regional connectivity implementation; ADA plan maintenance and implementation; LCP adoption	Begin data collection for 2060 MTP & CTP	P10 Local Input Points assignment; draft 2032-2041 STIP released		Maintain; Update maps as needed; Title IV Mapping and analysis updates; support for microtransit mapping updates	Air Quality Conference; Water Quality Conference	Potential regional connectivity implementation; Title VI Mapping and analysis updates; Microtransit expansion and marketing; mapping updates within the APC software	LAPP call and supplemental call; selection of projects for local governments and programming; LAPP trainings pre-call and post-call/ walk audits and coordination	Potential regional connectivity implementation; ADA plan maintenance and implementation; LCP adoption; microtransit support; 5310 application review and programming; mapping updates within the APC Software; oversee Statewide NCAMPO Transit subcommittee
	FHWA	FY 32 UPWP	Begin data collection for 2060 MTP & CTP	P10 Local Input Points assignment; draft 2032-2041 STIP released	Collect Data; Traffic Count Analysis	Maintain; Update maps as needed; Title IV Mapping and analysis updates; support for microtransit mapping updates	Air Quality Conference; Water Quality Conference	Congestion Management Report; Plan updates as needed	LAPP call and supplemental call; selection of projects for local governments and programming; LAPP trainings pre-call and post-call/ walk audits and coordination	Conform to the complete streets policy for multimodal highway elements; implement new software for multimodal elements as feasible

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

Hank Guess, Vice Chair, GHMPO TAC

Averi Ritchie, Secretary, GHMPO

Greater Hickory Metropolitan Planning Organization UNIFIED PLANNING WORK PROGRAM (UPWP) - FY27

July 1, 2026 to June 30, 2027

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 2026-2027 (Section 104(f) PL Funds - Safe and		
Federal Highway Administration - 80%*		\$ 6,500
Local Match - 20%*		\$ -
Total		\$ 6,500
Funding Summary FY 2026-2027 (PL104) - Metropolitan Planning		
Federal Highway Administration - 80%*		344,000
Local Match - 20%*		86,000
Total		430,000
Funding Summary FY 2026-2027 (SPR)		
Federal Highway Administration - 80%*		\$ 80,000
Local Match - 20%*		\$ 20,000
Total		\$ 100,000

Funding Summary FY 2026-2027 (STBG-DA)		
Administration - 80%*	\$	100,000
Local Match - 20%*	\$	25,000
Total	\$	125,000
Funding Summary FY 2023 (HIP-CRRSAA)		

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

GHMPO 2027 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 2026-2027 (from July 1, 2026 through June 30, 2027). 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 2026-2027.

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 31.5%.

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 resources. 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 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 storm water 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 2027.

Planning Emphasis Areas for 2027 UPWP

- Planning for a Resilient Future with the most efficient transportation network possible - work with State departments of transportation (State DOT), metropolitan planning organizations (MPO), and providers of public transportation.
- Transportation Integrity - work with State DOTs, MPOs, and providers of public transportation to advance integrity initiatives and support for all 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 Street Designs - 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 Economic Linkages (PEL) - encourage State DOTs, MPOs and Public Transportation Agencies to implement PEL as part of the transportation planning and review processes.
- Data in Transportation Planning/Emerging Technology and Innovation - encourage State DOTs, MPOs, and providers of public transportation to incorporate data sharing and emerging technologies 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.
- Performance-Based Planning and Programming (PBPP) - Emphasize using data-driven, performance-based processes to set goals, targets, and evaluate investments. Integrate performance measures into planning documents, especially LRTPs and TIPs. Support linking planning decisions to performance outcomes.

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.

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 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 area 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.

**All indirect and fringe benefit cost amounts are included in the overall elements below. These costs are not subtracted from each element. The WPCOG indirect rate is 31.5%. The fringe benefit rate is 49.5%.

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

17.6% of Staff Budget

II-A-1 Network and Support Data Total: \$ 50,570 Indirect Cost: \$12,114

Fringe Cost: \$12,733

- 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 perform ridership analysis trends using data from on-board Automated Passenger Counters (APCs) for Greenway Transportation.
- The Greater Hickory MPO will update interactive maps as needed within the APC software 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 multimodal and highway 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. Obtaining this data will allow GHMPO staff to continuously update the adopted Western Piedmont Bicycle and Pedestrian Plan.
- Continue to collect data for new mapping tools to continuously support and update the Transportation Integrity Explorer, resilience tool, the regional safety plan, the economic expansion and accessibility explorer, bike and pedestrian projects, and Highway initiatives.
- GHMPO staff will explore new software opportunities that support LAPP, complete streets, Prioritization, and transit routes.
- GHMPO staff will collect and analyze data for the 2055 MTP and CTP.

II-A-2 Travelers and Behavior Total: \$ 46,820 Indirect Cost: \$11,215

Fringe Cost: \$11,798

- 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 continue in FY 27.
- Staff will analyze travel patterns for inclusion in the 2055 MTP, the economic expansion and accessibility tool, and the resilience tool. All tools and/or plans have interactive mapping components.

II-A-3 Transportation Modeling Total: \$ 18,987 Indirect Cost: \$4,548

Fringe Cost: \$4,780

- The GHMPO will assist NCDOT TPD and the model team with model updates as needed for inclusion in the 2055 MTP and CTP.

- 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 for inclusion in the 2055 MTP.
- Create project-level cost estimates where SPOT, TIP, or other NCDOT-sanctioned estimates are not available.
- GHMPO staff will utilize data obtained from APC software to propose system-wide transit reroutes in future fiscal years.

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: \$280,347

42.38% of Staff Budget

II-B-1 Targeted Planning Total: \$ 120,745

Indirect Cost: \$28,923

Fringe Cost: \$30,402

- 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.
- FY 2026-2027 will be a work-intensive year for beginning the 2055 Metropolitan Transportation Plan and Comprehensive Transportation Plan updates. Though these plans will not be adopted until 2028, data collection and local government coordination 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. Various chapters are planned to be presented to transportation Boards throughout the year, as well as new interactive mapping components for plan display.
- Assist local governments with STBG-DA, CMAQ, TAP, and carbon reduction program applications.
- Participate in related training and workshops (NCAMPO Conference, NC BikeWalk Summit, Transportation Summit, etc.).
- Host and sponsor the 19th Annual Western NC Air Quality Conference.
- Continue to share our stormwater outreach program, tree canopy analysis, Foothills Experience Mapping tool, economic expansion and accessibility tool, resilience tool, bike and pedestrian interactive plan, and regional safety plan with all relevant stakeholders and the general public.
- Continue with Congestion Management Strategies - Review Congestion Management Objectives.
- Review access management strategies along important corridors.
- The GHMPO staff will oversee the implementation, maintenance, and updates for the region's adopted Western Piedmont Bicycle and Pedestrian Plan. This includes mapping updates and project scoring as needed. The tool is capable of pre-scoring roughly 70% of each potential LAPP application.
- Assist in streamlining transit (ridership analysis trends, updating the interactive maps for greenway transportation, and updating the maps within the APC software/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
- Complete the data review of a MTP and CTP methodology for new and existing projects.

II-B-2 (A) Regional Planning Total: \$ 125,000 Indirect Cost: \$29,943

Fringe Cost: \$31,474

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.

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. FY 26 focused on data collection and post Helene damage. FY 27 will focus on an update of the tool for inclusion in the 2055 MTP.
- Supporting grant writing capabilities for transportation oriented opportunities, such as but not limited to, aviation, rail, transit, and highway capacity building.
- FY 2026-2027 will be a work-intensive year for beginning the 2055 Metropolitan Transportation Plan and Comprehensive Transportation Plan updates. Though these plans will not be adopted until 2028, data collection and local government coordination 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. Various chapters are planned to be presented to transportation Boards throughout the year, as well as new interactive mapping components for plan display.

- Continuously update the purpose and need sheets within the Comprehensive Transportation Plan update 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 current MTP. Establish new goals and objectives for the upcoming MTP.
- Work with transit, NCDOT, and local governments 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 and the Western Piedmont Bicycle and Pedestrian Plan (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, demographics, planning context, and natural resources.
- GHMPO will begin meeting with each local government to determine the best projects for 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.
- The WPTSP established a Safety Subcommittee as part of the plan. Members of the committee are interdisciplinary and offer a broad 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. Local law enforcement will be utilized to assess crash data and potential projects. Meetings and coordination are ongoing.
- 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 Indirect Cost: \$1,557
Fringe Cost: \$1,636**

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 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: \$28,102 Indirect Cost: \$6,732
Fringe Cost: \$7,076**

- GHMPO staff will continue work on an economic expansion and accessibility tool. Work on this tool began in FY 26 and is due for adoption in FY 27. This interactive mapping tool will look at the highway and bike/pedestrian network to promote economic development using traffic signal data, average annual daily traffic (AADT) data, zoning regulations, traffic analysis zone data, the Congestion Management Process, disaster relief resources, etc. This tool will assist in accommodating growth on highway, transit, and bike/pedestrian networks to determine best practices for potential projects. This will also include an overview of bottleneck and/or traffic signal delays data for review.

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: \$26,536

4.01% of Staff Budget

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

Indirect Cost: \$2,729

Fringe Cost: \$2,868

- 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 2026-FY 2031 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 Indirect Cost: \$3,628

Fringe Cost: \$3,813

- 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.
- Investigate the implementation of local performance measures.
- 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 and funding opportunities 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: \$ 35,208

5.32% of Staff Budget

III-B-1 Prioritization Total: \$ 8,625

Indirect Cost: \$2066 Fringe Cost: \$2172

- Maintenance and data review of a prioritized needs list of potential projects with needs statements, across modes as appropriate.
- Local input point assignment for Prioritization 8 projects.
- Coordination with NCDOT and local government partners to determine project priorities.
- Continue express design submittals for Prioritization 9.0 using updated safety data and other metrics.
- Data, Maps and Resolutions for Prioritization Projects as needed.
- Attendance of any Prioritization related meetings.
- Staff will meet with NCDOT to ensure that all submitted projects meet the goals and needs of the region.

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

Indirect Cost: \$3,639 Fringe Cost: \$3,825

- 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.
- Present and release the draft STIP for public comment and review.

III-B-3 Merger/Project Development Total: \$ 11,393
Fringe Cost: \$2,868

Indirect Cost: \$2,729

- Review design issues for TIP Projects and provide comments to appropriate agencies.
- Participate in the review 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

7.53% of Staff Budget

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

Indirect Cost: \$3,459 Fringe Cost: \$3,636

- 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 and/or conduct audits upon request to promote accessibility and investigate mobility barriers within local communities.
- Safety Subcommittee - The Western Piedmont Transportation Safety Plan established a Safety Subcommittee as part of the plan. Members of the committee are interdisciplinary and offer a broad 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. Local law enforcement are also included within this group to assist with safety data assessments and local area needs.
- Utilize the Transportation Integrity Explorer and other screening tools provided in the MTP (adopted as an appendix to the 2050 MTP)
- Oversee the GHMPO Title VI & LEP Policy & Plan – Data is currently being updated in the Transportation Integrity Explorer to ensure all Title VI initiatives are being met. 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.
- Offer assistance to Greenway Transportation to expand microtransit options to allow for curb-to- curb service to accommodate Title VI locations. Service expansion assistance was provided in FY 26 and continues in FY 27. 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.
- Utilize the economic expansion and accessibility tool (currently underway) to assess benefits and areas of concern for all communities.
- Update Title VI demographics for inclusion in the 2055 MTP and CTP.
- 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 future rounds of prioritization and express design submittals.
- 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.
- Expand on GHMPO's interactive tools to promote accessibility for all. The recently updated Western Piedmont Bicycle and Pedestrian Plan and the Western Piedmont Transportation Safety Plan identify areas of concern for multimodal opportunities. Staff will utilize these tools and others to address problem areas and potential projects in the 2055 MTP and CTP update.

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

Indirect Cost: \$1,819

Fringe Cost: \$1,912

- Continue work on the 5310 applications with Greenway Transportation. GHMPO staff will host a call for 5310 projects in FY 27. Applications will be reviewed and awarded based on 5310 eligibility. MPO staff will program new projects into the STIP.
- Coordinate with Area Agency on Aging and other community stakeholders to identify relevant aging issues regarding transportation.
- GHMPO staff serve as Chair on the Transit Advisory Board of Greenway 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.
- Assist in implementing the ADA Transition Plan for Western Piedmont Regional Transit Authority (inventory includes bus stops and all facilities open to the public). This plan will utilize 5310 funding to bring transit stops up to ADA compliance.
- 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.
- Safety Subcommittee Meetings - monitor walk audits and promote safety for all ages in transportation planning.

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

Indirect Cost: \$6,666 Fringe Cost: \$7,007

- Review and update the public involvement strategies found in the Title VI and LEP Plan
- Continue updating the 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 the 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 all plans requiring public meetings.
- Follow all public input and public review guidelines outline in the PIP.
- 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 recently adopted and in-progress interactive tools and plans to public officials and NCDOT
- Support the outreach coordinator and provide them with relevant materials for distribution. 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 public meetings using new meeting equipment.

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 resources, and includes working to understand and help craft planning policy and standards at the statewide level.

Programmed Amount: \$53,165

8.03% of Staff Budget

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

Indirect Cost: \$12,735

Fringe Cost: \$13,386

- 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. GHMPO staff meet quarterly with the Western NC Rail Committee and NCDOT to assist with conferences, local support, and all necessary communications to advance the project.
- Use the Community Health and Disaster Mitigation Explorer Tool, Western Piedmont Bicycle and Pedestrian Plan, the Western Piedmont Transportation Safety Plan, and the upcoming Economic Expansion and Accessibility Tool to aid public officials, NCDOT and others in the effort to coordinate regional planning (focus on natural hazard risk areas, resilience, economic development, etc.).
- Utilize the natural resources chapter of the MTP to evaluate projects as necessary.
- Host the Air and Water Quality Conference annually. This conference is attended by locals across the state of NC.

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

15.12% of Staff Budget

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

Indirect Cost: \$14,195

Fringe Cost: \$14,921

- 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.
- GHMPO staff will continue assisting TAC members with filing state ethics requirements.
- GHMPO staff will continue meeting minutes and Clerk to the Board of Directors for Greenway Public Transportation.

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			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	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	\$ 18,987	\$ 3,797	\$ 15,190	\$ 18,987									
	II-B	Planning Process	\$ 280,347	\$ 29,769	\$ 119,078	\$ 148,847	\$ 6,500	\$ 6,500				\$ 25,000	\$ 100,000	\$ 125,000	
44.22.00	II-B-1	Targeted Planning	\$ 120,745	\$ 24,149	\$ 96,596	\$ 120,745									
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	\$ 28,102	\$ 5,620	\$ 22,482	\$ 28,102									
	III-A	Planning Work Prgm	\$ 26,536	\$ 5,308	\$ 21,228	\$ 26,536									
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	\$ 35,208	\$ 7,042	\$ 28,166	\$ 35,208									
44.25.00	III-B-1	Prioritization	\$ 8,625	\$ 1,725	\$ 6,900	\$ 8,625									
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	\$ 661,500	\$ 86,000	\$ 344,000	\$ 430,000	\$ 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
		TOTALS	1,386,026												1,386,026

FHWA FUNDS			Total
Grant	Federal 80%	Local 20%	
PL (104) Metropolitan Planning	\$344,000	\$86,000	\$430,000
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	\$530,500	\$131,000	\$661,500

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



Western Piedmont Council of Governments

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DRAFT AMENDMENT FOR FISCAL YEAR 2026 - 2027 ASSESSMENTS

Local Government	2024 State Planning Population	MPO Transportation Planning*
Alexander County	33,597	\$15,126.34
Taylorsville	2,361	\$1,062.99
Burke County	57,472	\$25,875.55
Connelly Springs	1,570	\$706.86
Drexel	1,785	\$803.66
Glen Alpine	1,574	\$708.66
Hildebran	1,700	\$765.39
Morganton	18,206	\$8,196.87
Rutherford College	1,273	\$573.14
Valdese	5,003	\$2,252.50
Caldwell County	41,781	\$18,811.01
Cajah's Mountain	2,731	\$1,229.58
Cedar Rock	309	\$139.12
Gamewell	3,722	\$1,675.75
Granite Falls	5,146	\$2,316.88
Hudson	3,886	\$1,749.59
Lenoir	18,814	\$8,470.61
Rhodhiss	1,005	\$452.48
Sawmills	5,081	\$2,287.61
Catawba County	88,582	\$39,882.18
Brookford	455	\$204.85
Catawba	739	\$332.72
Claremont	1,774	\$798.71
Conover	8,907	\$4,010.19
Hickory	46,026	\$20,722.23
Long View	5,223	\$2,351.55
Maiden	3,975	\$1,789.66
Newton	13,465	\$6,062.33
Totals	376,162	\$169,359.00

MPO populations are based on population figures from the
NC Office of State Planning for 2024.

***All indirect and fringe benefit cost amounts are included in the overall elements below. These costs are not subtracted from each element. The WPCOG indirect rate is 31.5%. The fringe benefit rate is 49.5%.*

PWP FY 2027
 FTA Section 5303 Grant Application

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;	
5- Task Objective	<p>The Transit System Data and Mapping task supports the continued development and refinement of transit planning tools and map-based materials used by the MPO, transit operators, and partner jurisdictions. This task provides updated and reliable transit service information to support evaluation of service delivery, service changes, and future planning initiatives. These data and mapping resources are necessary to describe the current transit system, plan future endeavors, and communicate service information to the public and decision-makers.</p> <p>Work under this task focuses on interactive mapping updates, including mapping for route changes, service expansion, and microtransit planning. These materials support scenario development and planning coordination, and assist in identifying service gaps, needs, and opportunities—particularly in areas with higher concentrations of Title VI populations.</p> <p>GHMPO will continue to support and maintain transit mapping needs for all counties, including updates to microtransit service area boundaries and fixed/flex route mapping for planning and public-facing communication. The adopted Transportation Integrity Explorer (TIE) will undergo data updates and continue to support the identification of Title VI locations and the assessment of potential transit needs in coordination with transportation projects and evolving community demographics.</p> <p>GHMPO and WPRTA will continue coordination with Caldwell County representatives to support planning activities related to the new microtransit zone, including mapping updates and service expansion planning assistance. Microtransit zones are expected to grow in other areas as well.</p>	
6- Tangible Product Expected	<p>This task may also include route review assistance, preparation of map-based materials, and presentations to Boards and interested parties regarding transit service changes, service expansion opportunities, and planning findings. Additionally, GHMPO will provide mapping updates for general brochures and materials as needed to support public information and outreach. The TIE will be updated in FY 27. The 2055 MTP will cover transit activities and opportunities that also support the transit agency.</p> <p>Funding will support current and new transit services through planning coordination, service mapping, and communication tools.</p>	
7- Expected Completion Date of Products	Reports and analyses Database Maintenance Transit route/service area changes Transportation Integrity Explorer update 2055 MTP Update Route Map/App Development	Ongoing Ongoing Ongoing FY 27 FY 28 Ongoing
8- Previous Work	<p>Updated and reported ridership trends, assisted with mapping updates and scenarios for microtransit and fixed route service. Implemented updated flex route service in Burke County and provided mapping updates. Updated 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. Assisted with the installation and maps for new APCs on vehicles. Provided quality control for APC data using passenger sampling. Provided updated materials and brochures for routes in Burke County.</p> <p>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. Utilized Title VI data from the 2050 MTP and Transportation Integrity Explorer to look at necessary service expansions.</p>	

9- Prior FTA Funds		FY26 - \$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% - \$1,136	\$1,021.00	
17- Section 5303 NCDOT 10%- \$1,137	\$1,022.00	
18- Section 5303 FTA 80% - \$9,095	\$8,171.00	
19- Section 5303 Indirect cost - \$2723	\$2,447.00	
Fringe Benefit 5303 Cost - \$2862	\$2,572	
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 13.50% 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	GHMPO will host calls for projects and evaluate Section 5310 applications as needed in coordination with the Locally Coordinated Plan (LCP). The LCP has been completed and adopted, and in FY 27, GHMPO will assist with overseeing the plan and supporting implementation of proposed strategies, projects, and action items. GHMPO will coordinate with NCDOT and partners to ensure that any awarded funds are programmed into the STIP accordingly.
	GHMPO will also host a call for projects for Locally Administered Projects Program (LAPP) funding. Transit-related projects are eligible for LAPP funding. GHMPO will continue to support local project partners through application development, trainings, coordination, and public outreach activities associated with the LAPP program.
	GHMPO completed the development of the ADA Transition Plan for Greenway Public Transportation / Western Piedmont Regional Transit Authority (WPRTA). Inventory collection for bus stops and facility inventory was completed in FY 25. Plan writing, renderings, and drone shots were completed in FY 26. Inventory includes all bus stops and facilities open to the public. The ADA Transition Plan is expected to be adopted in FY 26 and will serve as a primary guiding document to support the identification and prioritization of noncompliant transit stops and facilities. Findings from the ADA Transition Plan will be utilized to support upgrades to noncompliant transit stops using Section 5310 funds, where eligible. MPO staff will provide guidance in coordination with the plan.
	Public involvement strategies are ongoing with support from 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 will be available for most meetings. GHMPO staff also assists Greenway/WPRTA with transit outreach events, engagement activities, and surveys, as needed.
	Western Piedmont Regional Transit Authority will implement findings from a Comprehensive Operational Analysis (COA) using Section 5307 funds. The COA evaluates services and identifies strengths, weaknesses, and opportunities for improvement across the service area and provides a transit development implementation plan. GHMPO staff will assist WPRTA as needed with implementation coordination and planning support.
7- Expected Completion Date of Products	GHMPO also plans to update its Title VI and Limited English Proficiency (LEP) Plan, which will incorporate transit-related considerations and strategies to support enhanced public involvement and outreach.
	Western Piedmont Regional Transit Authority will pursue on-call consulting using Section 5307 funds. On-call consulting will provide training and planning support for grant application development and fund programming, along with resources to strengthen strategic planning for funding and service expansion. On-call services may also support procurement, annual reporting, STIP/TIP coordination, UPWP tasks, and implementation support associated with the adopted LCP.
	Finally, FY 27 will be a work-intensive year for drafting chapters of the MPO's 2055 Metropolitan Transportation Plan (MTP). This work will include multimodal planning efforts and documentation, including transit-related needs, services, goals, and strategies.
	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.
	LCP update 5310 Call for projects Implementation of COA findings ADA Transition Plan
	Completed, now implementing FY 27 FY25 & FY26 FY 26, now implementing changes in FY 27

- 8- Previous Work Completed the LCP and ADA Transition Plan. 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 Chair for the TAB. Corrected GIS mapping errors found in the interactive map that GHMPO maintains for Greenway Public Transportation. GHMPO monitored 5310 projects that were awarded in FY 25.
- 9- Prior FTA Funds FY26 - \$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% \$1295.00

17- Section 5303 NCDOT 10% \$1295.00

18- Section 5303 FTA 80% \$10,358.00

19- Fringe Benefit 5303 Cost \$3260

20- Section 5303 Indirect Cost \$3101

21- Section 5307 Transit - Local 20% - \$30,000 on-call consulting

22- Section 5307 Transit - FTA 80% - \$150,000 on-call consulting

23- Additional Funds - Local 100%

Programmed Funds 15.38% 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	Transit Data Collection & APC Monitoring
6- Tangible Product Expected	<p>The Federal Transit Administration (FTA) requires transit providers to report passenger-related statistics through the National Transit Database (NTD), including measures that support federal apportionments and system performance reporting. To support Greenway Public Transportation / WPRTA in meeting these requirements, GHMPO staff will assist with system-level data collection, validation, and reporting using the agency's newly deployed Automatic Passenger Counters (APCs).</p> <p>With installation of APC technology, GHMPO will no longer conduct passenger sampling. Instead, GHMPO staff will support ongoing collection and management of APC data, which provides continuous, trip-level information on boardings and alightings and supports improved service monitoring and planning decisions.</p> <p>In FY27, GHMPO staff will work with WPRTA to establish an APC data workflow and assist with reviewing APC outputs for completeness, consistency, and reliability. Activities may include development of quality assurance/quality control (QA/QC) checks, monitoring of missing or irregular APC records, and coordination with WPRTA and vendors to troubleshoot equipment and data issues as needed.</p>
7- Expected Completion Date of Products	Transit Data Collection & APC Monitoring Ongoing
8- Previous Work	The MPO has performed passenger sampling data collection and analysis for the past ten years.
9- Prior FTA Funds	FY26 - \$13,331
10- Relationship	The MPO will work with Greenway Transportation and NCDOT.
11- Agency	The MPO will complete ridership trend analysis for inclusion in potential system-wide reroute scenarios. The MPO will update interactive mapping within the APC software (Peak Transit). 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%	\$2,417.00
17- Section 5303 NCDOT 10%	\$2,416.00
18- Section 5303 FTA 80%	\$19,331.00
19- Section 5303 Indirect Cost	\$5788
Fringe Benefit 5303 Cost	\$6084
20- Section 5307 Transit - Local 20%	\$5,580.00
21- Section 5307 Transit - FTA 80%	\$22,320.00
22- Additional Funds - Local 100%	

Programmed Funds 28.7% 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 2028
7- Expected Completion Date of Products	March 31, 2027
8- Previous Work	The Planning Work Program is updated annually to program and schedule work tasks for the upcoming fiscal year. All updates are coordinated with Greenway Transportation.
9- Prior FTA Funds	FY26 - \$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	\$1,604.00
20- Fringe Benefit 5303 Cost	\$1,686.00
21- Section 5307 Transit - Local 10%	
22- Section 5307 Transit - NCDOT 10%	
23- Section 5307 Transit - FTA 80%	
24- Additional Funds - Local 100%	

Programmed Funds 7.95% 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%	\$794.00
18- Section 5303 FTA 80%	\$6,358.00
19- Section 5303 Indirect cost	\$1,903.00
20- Fringe Benefit 5303 Cost	\$2,000.00
21- Section 5307 Transit - Local 10%	
22- Section 5307 Transit - NCDOT 10%	
23- Section 5307 Transit - FTA 80%	
24- Additional Funds - Local 100%	

Programmed Funds 9.44% 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 and setup 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. This began in FY 26 and is expected to be completed in FY 27.</p> <p>The MPO is working to help implement new microservice applications. This has been ongoing. The MPO is also working to assist in the implementation of a cashless fare application. 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 recently adopted 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.</p> <p>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. 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. Transit will also be covered in the upcoming Economic and Expansion Accessibility Tool. This tool will assist staff in determining frequently visited locations for transit ridership. The recently adopted bike and pedestrian plan will help staff in determining sidewalk and infrastructure gaps between transit stops and points of interest.</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 economic tool, and the bike and pedestrian plan. The NCAMPO transit subcommittee will have continuous oversight as well.
8- Previous Work tool. Assisted in implementing new routes and transit zones. Began meeting and inviting transit subcommittee members for the NCAMPO transit subcommittee.	Completed the WPTSP. Completed the bike and pedestrian plan. Began work on the economic expansion tool. Assisted in implementing new routes and transit zones. Began meeting and inviting transit subcommittee members for the NCAMPO transit subcommittee.
9- Prior FTA Funds	FY26 - \$5,448.00
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 the MPO to complete ridership trend analysis for inclusion in potential system-wide reroute scenarios. The MPO will update interactive mapping within the APC software (Peak Transit). 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	\$1,631.00
Fringe Benefit Indirect Cost	\$1,715.00
20- Section 5307 Transit - Local 20%	\$2,010 – reroute scenarios, ridership analysis trends, APC interactive mapping updates; \$50,000 Microtransit software
21- Section 5307 Transit - FTA 80%	\$8,040 - reroute scenarios, ridership analysis trends, APC interactive mapping updates; \$200,000 Microtransit software
22- Additional Funds - Local 100%	

Programmed Funds 8.09% 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 variables allows efficient service delivery and discovery of potential 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 FY26. 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. This element also includes the preparation and circulation of monthly agenda packets for TCC/TAC.	
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	FY 27
8- Previous Work	Operations and management issues are performed on a continual basis.	
9- Prior FTA Funds	FY26 - \$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	\$3,416.00	
Fringe Benefit 5303 cost	\$3,591.00	
20- Section 5307 Transit - Local 20%	\$4,010.00 - reroute scenarios, ridership analysis trends, APC interactive mapping updates	
21- Section 5307 Transit - FTA 80%	\$16,040.00- reroute scenarios, ridership analysis trends, APC interactive mapping updates	

Programmed Funds 16.94% of 5303 federal amount

Anticipated DBE Contracting Opportunities for FY 2026-2027

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.

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			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										\$ 1,136	\$ 1,137	\$ 9,095	\$ 11,368			
44.24.00	II-A-1	Networks & Systems	\$ 50,570	\$ 10,114	\$ 40,456	\$ 50,570										\$ 1,136	\$ 1,137	\$ 9,095	\$ 11,368			
44.23.01	II-A-2	Travelers & Behavior	\$ 46,820	\$ 9,364	\$ 37,456	\$ 46,820																
44.23.02	II-A-3	Transp. Modeling	\$ 18,987	\$ 3,797	\$ 15,190	\$ 18,987																
	II-B	Planning Process	\$ 280,347	\$ 29,769	\$ 119,078	\$ 148,847	\$ 6,500	\$ 6,500				\$ 25,000	\$ 100,000	\$ 125,000		\$ 3,712	\$ 3,711	\$ 29,689	\$ 37,112	\$ 35,580	\$ 172,320	\$ 207,900
44.22.00	II-B-1	Targeted Planning	\$ 120,745	\$ 24,149	\$ 96,596	\$ 120,745										\$ 1,295	\$ 1,295	\$ 10,358	\$ 12,948	\$ 30,000	\$ 150,000	\$ 180,000
44.23.01	II-B-2a	Regional Planning	\$ 125,000									\$ 25,000	\$ 100,000	\$ 125,000		\$ 2,417	\$ 2,416	\$ 19,331	\$ 24,164	\$ 5,580	\$ 22,320	\$ 27,900
	II-B-2b	Safe & Acc. Trans. Options	\$ 6,500				\$ 6,500	\$ 6,500														
44.27.00	II-B-3	Special Studies	\$ 28,102	\$ 5,620	\$ 22,482	\$ 28,102																
	III-A	Planning Work Prgm	\$ 26,536	\$ 5,308	\$ 21,228	\$ 26,536										\$ 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	\$ 35,208	\$ 7,042	\$ 28,166	\$ 35,208										\$ 795	\$ 794	\$ 6,358	\$ 7,947			
44.25.00	III-B-1	Prioritization	\$ 8,625	\$ 1,725	\$ 6,900	\$ 8,625																
44.25.00	III-B-2	Metropolitan TIP	\$ 15,190	\$ 3,038	\$ 12,152	\$ 15,190										\$ 795	\$ 794	\$ 6,358	\$ 7,947			
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	\$ 52,010	\$ 208,040	\$ 260,050
44.27.00	III-D-1	State & Extra-Reg'l	\$ 53,165	\$ 10,633	\$ 42,532	\$ 53,165										\$ 681	\$ 681	\$ 5,448	\$ 6,810	\$ 52,010	\$ 208,040	\$ 260,050
	III-E	Mgt. Ops, Admin	\$ 100,000						\$ 20,000	\$ 80,000	\$ 100,000					\$ 1,426	\$ 1,426	\$ 11,408	\$ 14,260	\$ 4,010	\$ 16,040	\$ 20,050
44.27.00		Mgt. Prgm. Adm	\$ 100,000						\$ 20,000	\$ 80,000	\$ 100,000					\$ 1,426	\$ 1,426	\$ 11,408	\$ 14,260	\$ 4,010	\$ 16,040	\$ 20,050
	TOTALS		\$ 661,500	\$ 86,000	\$ 344,000	\$ 430,000	\$ 6,500	\$ 6,500	\$ 20,000	\$ 80,000	\$ 100,000	\$ 25,000	\$ 100,000	\$ 125,000		\$ 8,420	\$ 8,419	\$ 67,356	\$ 84,195	\$ 91,600	\$ 396,400	\$ 488,000
		Continuing Planning Activities																				
FY 23 Acct.		LAPP Coordination	1,022,026												1,022,026							
FY 23 Acct.		Consultant Services	364,000												364,000							
	TOTALS		1,386,026												1,386,026							

FHWA FUNDS			
Grant	Federal 80%	Local 20%	Total
PL (104)			
Metropolitan Planning	\$344,000	\$86,000	\$430,000
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	\$530,500	\$131,000	\$661,500

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

FTA FUNDS			
Grant	Fed 80%	Local 10%	State 10%
5303	\$67,356	\$8,420	\$8,419
5307	\$396,400	\$91,600	
TOTALS	\$463,756	\$100,020	\$8,419

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



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Fringe and Indirect Charges

FHWA/TPD Elements -

	II-A-1	II-A-2	II-A-3	II-B-1	II-B-2a.	II-B-2b.	II-B-3	III-A-1
	NETWORK AND SUPPORT SYSTEMS	TRAVELERS AND BEHAVIOR	TRANSPORTATION MODELING	TARGETED PLANNING	REGIONAL PLANNING	Section 104(f) PL Funds - safe and accessible routes	Special Studies	PLANNING WORK PROGRAM
0.495	12733	11788	4780	30402	31474	1636	7076	2868
0.315	12114	11215	4548	28923	29943	1557	6732	2729

III-A-2	III-B-1	III-B-2	III-B-3	III-C-1	III-C-2	III-C-4
METRICS AND PERFORMING MEASURES	PRIORITIZATION	METROPOLITAN TIP	MERGER/ PROJECT DEVELOPMENT	TITLE VI COMPLIANCE	ENVIRONMENTAL JUSTICE	PLANNING FOR THE ELDERLY
3813	2172	3825	2868	3636	0	1912
3628	2066	3639	2729	3459	0	1819

III-C-6	III-D-1	III-E
PUBLIC INVOLVEMENT	STATEWIDE AND EXTRA REGIONAL PLANNING	MANAGEMENT OPS PROGRAM SUPPORT MANAGEMENT
7007	13386	14921
6666	12735	14195

FTA/IMD Elements –

0141001 44.24.00	0141002 44.23.01	0141003 44.21.00	0141004 44.25.00	0141005 44.27.00	0141006 44.27.00	141007 44.22.00
NETWORKS AND SUPPORT SYSTEMS	REGIONAL PLANNING	PLANNING WORK PROGRAM	METROPOLITAN TIP	STATEWIDE AND EXTRA REGIONAL PLANNING	MANAGEMENT OP. SUPPORT ADM	TARGETED PLANNING
2862	6084	1686	2000	1715	3591	3260
2723	5788	1604	1903	1631	3416	3101

**RESOLUTION
CERTIFYING THE GREATER HICKORY METROPOLITAN PLANNING
ORGANIZATION (MPO)
TRANSPORTATION PLANNING PROCESS
FOR FISCAL YEAR 2026-2027**

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

WHEREAS, the Greater Hickory MPO Transportation Advisory Committee (TAC) has found that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements noted in [23 CFR 450.336](#), including:

- (1) [23 U.S.C. 134](#), [49 U.S.C. 5303](#), and this subpart;
- (2) In nonattainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended ([42 U.S.C. 7504](#), [7506\(c\)](#) and [\(d\)](#)) and [40 CFR part 93](#);
- (3) Title VI of the Civil Rights Act of 1964, as amended ([42 U.S.C. 2000d-1](#)) and [49 CFR part 21](#);
- (4) [49 U.S.C. 5332](#), prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (5) Section 1101(b) of the FAST Act ([Pub. L. 114-357](#)) and [49 CFR part 26](#) regarding the involvement of disadvantaged business enterprises in DOT funded projects;
- (6) [23 CFR part 230](#), regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 ([42 U.S.C. 12101 et seq.](#)) and [49 CFR parts 27, 37, and 38](#);
- (8) The Older Americans Act, as amended ([42 U.S.C. 6101](#)), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (9) [Section 324 of title 23 U.S.C.](#) regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 ([29 U.S.C. 794](#)) and [49 CFR part 27](#) regarding discrimination against individuals with disabilities.

NOW, THEREFORE, BE IT RESOLVED that the Greater Hickory Metropolitan Planning Organization TAC certifies that the Greater Hickory Metropolitan Planning Organization's (MPO's) transportation planning process is being carried out in accordance with applicable requirements as detailed in attachment 1 to this resolution.

Adopted today, February 25, 2026.

Hank Guess, Chairman
Transportation Advisory Committee

Averi Ritchie, Secretary
Transportation Advisory Committee

Attachment 1 to Greater Hickory MPO FY 27 Yearly Self-Certification

(1) 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart.

- The MPO complies with these requirements through implementation of the current approved Transportation Improvement Program, Long-Range Transportation Plan, Transportation Planning Work Program, Public Participation Plan, current interagency agreements; approved metropolitan area boundaries; and annual listings of obligated projects. GHMPO also has a current certification from FHWA-FTA and Congestion Management Process. **See applicable documentation in Table 1, below.**

(2) In non-attainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR Part 93.

- The MPO complies with these requirements by having a conforming long-range plan and TIP. State and local transportation officials take part in a collaborative 3C planning process to determine which planning elements will be implemented to improve air quality. See applicable documentation in Table 1, below.

(3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d–1) and 49 CFR Part 21.

- Title VI prohibits exclusion from participation in, denial of benefits of, and discrimination under federally assisted programs on the grounds of race, color, or national origin. The MPO complies with this requirement through the policies identified in its Title VI Plan, The MPO Public Participation Plan also includes outreach strategies to traditionally underserved populations, which is periodically evaluated for effectiveness. See applicable documents in Table 1, below. The MPO acknowledges that the terms and conditions in the LPA's financial agreement with NCDOT include applicable provisions 49 CFR Part 21, 23 CFR Part 200 and Part 230 and the Civil Rights Act of 1964 as amended.

(4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity.

- The MPO complies with this requirement through the policies identified in the MPO's Title VI Plan, and the MPO's financial agreement with NCDOT which identifies Title VI Non-Discrimination Provisions. Additionally, The MPO acknowledges that there are terms and conditions addressing these requirements in the LPA's financial agreement.

(5) Section 1101(b) of the MAP-21 (Pub. L. 112-141) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises (DBEs) in USDOT-funded projects.

- The DBE program ensures equal opportunity in transportation contracting markets. The MPO will comply with NCDOT's federally approved DBE program.

(6) 23 CFR Part 230, regarding the implementation of an equal employment opportunity program on federal and federal-aid highway construction contracts.

- The MPO acknowledges that the LPA's financial agreement with NCDOT includes policies regarding the MPO's equal employment opportunity program and complies with these requirements.
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR Parts 27, 37, and 38. Programs and activities funded with federal dollars are prohibited from discrimination based on disability.
- The MPO complies with this requirement through the policies identified in its Title VI Plan. The MPO's public involvement locations are ADA compliant and transit accessible. The MPO periodically evaluates its website for accessibility by individuals with disabilities. The MPO adopted an ADA Transition Plan and have identified steps for ADA compliance. The MPO's adopted 2050 MTP includes recommendations to provide pedestrian facilities that facilitate safe, efficient, and accessible pedestrian travel, including addressing gaps in the pedestrian network through neighborhood connections to regional off-street bicycle paths, transit, and major destinations; that all pedestrian facilities be designed and constructed in accordance with the Federal Americans with Disabilities Act (ADA) and its implementing regulations; and encourages communities with 50 or more employees to maintain updated ADA transition plans.
- (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving federal financial assistance.
- The MPO complies with this requirement through the policies identified in its Title VI Plan, and the LPA's Non-Discrimination policies. The MPO's public involvement activities include senior populations and organizations advocating for their interests.
- (9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender
- The MPO complies with this requirement through the policies identified in its Title VI Plan, and the LPA's Title VI Non-Discrimination policies.
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR Part 27 regarding discrimination against individuals with disabilities.
- The MPO complies with this requirement through the policies identified in its Title VI Plan, and Title VI Non-Discrimination policies in both the LPA's financial agreement with NCDOT and LPA's policies. Other activities are addressed in #7 above.

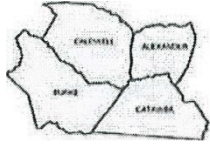
Table 1 – Transportation Planning Process – Applicable Documents

The following products of the metropolitan planning process have been completed, adopted and/or approved and demonstrate that the Greater Hickory MPO is carrying out a continuing, cooperative and comprehensive transportation planning process for the Greater Hickory MPO metropolitan area in compliance with all applicable laws, rules and regulations.

Item #	Name	Date of Adoption, Approval, or Completion
1	FY27 Unified Planning Work Program https://www.wpcog.org/transportation-documents	Date: February 25, 2026
2	Metropolitan Transportation Plan https://www.wpcog.org/metropolitan-trans-plan-mtp	Date: July 26, 2023
3	Performance Measure Targets PM1 (Safety) https://www.wpcog.org/metropolitan-trans-plan-mtp	Date: December 10, 2025
4	Performance Measure Targets PM2 (Condition) and PM3 (Performance) https://www.wpcog.org/metropolitan-trans-plan-mtp	Date: May 24, 2023
5	Performance Measure Targets Transit State of Good Repairs https://www.wpcog.org/metropolitan-trans-plan-mtp	Date: July 26, 2023
6	Performance Measure Targets Transit Safety https://www.wpcog.org/metropolitan-trans-plan-mtp	Date: December 10, 2025
7	Memorandum of Understanding (MOU) https://www.wpcog.org/metropolitan-planning-org (undergoing updates)	Date: May, 2015
8	Annual listing of obligated projects https://www.wpcog.org/transportation-documents	Date: November 30, 2025
9	Interagency agreements (ie, MPO Boundary Agreements) (if applicable) (insert web links to agreements, as applicable) n/a	Date: n/a
10	Metropolitan Planning Area Boundary – This was when DOT approved the boundary as they do annually. I am not certain of the exact date, but our boundary has consistently stayed the same. (23 CFR 450.312)	Date: September, 2025

11	Public Participation Plan https://www.wpcog.org/files/ugd/960958_cdb377c2df3e444c948384e1b4b19c0e.pdf	Date: November 15, 2023
12	Title VI Plan https://www.wpcog.org/title-6 (update in progress)	Date: June 26, 2019
13	Transportation Improvement Program 2026-2035 TIP https://www.wpcog.org/transportation-documents	Original adoption Date: August 27, 2025
14	Congestion Management Process https://www.wpcog.org/files/ugd/960958_ae945932f89649ce8f88aeb64dd31dc2.pdf	Date: July 26, 2023
15	Congestion Management Process – assessment of the effectiveness of implemented strategies. https://www.wpcog.org/metropolitan-trans-plan-mtp	Date assessment was last completed. July 24, 2024
16	Federal Certification Review	Date: May 26, 2022
17	Federal Certification Review--Were any recommendations or corrective actions addressed? Yes, we followed the suggested PIP updates, began updating resiliency data (created an interactive tool), reached out to divisions of DOT regarding resiliency funding per division, used smaller geography units for analysis, created region-wide maps instead of maps segmented by county, and conducted a past, present, and future analysis of Title VI populations.	Date: May 26, 2022 – present
18	<If applicable and/or receiving FTA 5310> Coordinated Public Transit – Human Services Transportation Plan (insert link) N/A/	Date: n/a
19	<Optional/If Applicable (ie, if Federal Funds are being used for ITS projects within the MPO)> 23 CFR 940.5 Regional ITS Architecture (insert link) N/A	Is the MTP consistent with the ITS Architecture

		? Yes/No
20	Link to letter of Conformity Determination that has been provided for the MTP, TIP, and Donut area (where applicable) showing that they conform with the purpose of the SIP in accordance with 40 CFR Part 93. GHMPO has been in maintenance since January 31, 2006.	Date of Determination: January 31, 2006



**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
2027**

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 2026-2027;

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 2026-2027.

ADOPTED: This 25th day of February, 2026

Hank Guess, TAC Chair

Averi Ritchie, TAC Secretary
Greater Hickory MPO