



# Western Piedmont Council of Governments

Greater Hickory Metropolitan Planning Organization

## Transportation Advisory Committee (TAC)

Wednesday, March 27, 2024, 2:30 PM

WPCOG Offices—1880 2nd Ave NW

[wpcog.org/metropolitan-planning-org](http://wpcog.org/metropolitan-planning-org)

Agenda Item	Presenter	Attachment	Action
Call to Order /Ethics Awareness/ Introductions	Bruce Eckard		
Minutes of February 28, 2024 Meeting	Bruce Eckard	<a href="#">Attachment I</a>	Approve Minutes
Transportation Improvement Program Revisions for Approval	Averi Ritchie	<a href="#">Attachment II</a>	Adopt by Resolution
Transportation Improvement Program Revisions for Release	Averi Ritchie	<a href="#">Attachment III</a>	Release for Public Comment
WNC Passenger Rail Service - Salisbury to Asheville Corridor	Jason Myers, Rail Programs Manager NCDOT	<a href="#">Attachment IV</a>	Discussion Item
Prioritization Local Input Methodology	Averi Ritchie & Casey Fullbright	<a href="#">Attachment V</a>	Approve Methodology
LAPP Application Process Changes & Open Call for LAPP Applications	Daniel Odom	<a href="#">Attachment VI</a>	Approve Application Process & Open Project Call
Locally Administered Project Proposal—Supplemental Request	Daniel Odom	<a href="#">Attachment VII</a>	Adopt by Resolution
5307, 5339, and 5310 Funding STIP Updates	Averi Ritchie	<a href="#">Attachment VIII</a>	Release for Public Comment
NCDOT Board Updates	Brad Lail, Meagan Phillips		
Division 11	Michael Poe		
Division 12	Mark Stafford		
Division 13	Tim Anderson		
Transportation Planning Division	Reuben Crummy		
Integrated Mobility Division	Alexius Farris		
Reminders	Averi Ritchie		
Public Comment / Announcements	Bruce Eckard		
Adjournment	Bruce Eckard		
Next Meeting: May 29, 2024			



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



**MINUTES**  
**GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION (GHMPO)**  
**METROPOLITAN TRANSPORTATION ADVISORY COMMITTEE (TAC)**  
Wednesday, February 28th, 2024 @ 2:30 pm,  
In-person meeting and via Zoom

Present			Absent		
First Name	Last Name	Representing	First Name	Last Name	Representing
Phil	Smith	Burke County	Bruce	Eckard	City of Conover
Fore	Rembert	Town of Maiden	Jack	Simms	Town of Taylorsville
Genita	Hill	Town of Long View	Barbara	Beatty	Catawba County
Barry	Mitchell	Town of Hudson	Ike	Perkins	City of Lenoir
Jody	York	Town of Hildebran	VACANT		Glen Alpine
Martin	Townsend	Town of Granite Falls	VACANT		Alexander County
Les	Morrow	City of Claremont	VACANT		Long View
Roy	Johnson	City of Newton	VACANT		Brookford
Glenn	Harvey	Town of Valdese	VACANT		Caldwell County
Hank	Guess	City of Hickory	VACANT		Cedar Rock
Jill	Patton	City of Hickory	VACANT		Connelly Springs
			VACANT		Drexel
			VACANT		Gamewell
			VACANT		Glen Alpine
			VACANT		Rutherford College
			VACANT		Sawmills
<b>WPCOG, FHWA, NC Board of Transportation, &amp; Guests</b>			<b>NCDOT Staff</b>		
		Anthony Starr -- WPCOG			Sean Sizemore -- Division 11
		Alison Adams -- WPCOG			Dean Ledbetter -- Division 11 & 12
		Averi Ritchie - WPCOG			Kenny Heavner -- Division 11
		Daniel Odom - WPCOG			Michael Poe -- Division 11
		Duncan Cavanaugh -- WPCOG			Mark Stafford -- Division 12
		Casey Fulbright -- WPCOG			Travis Jordan -- Division 12
		Michael Bowman -- WPRTA			Hannah Smith - Division 13
		Loretta Barren -- FHWA			Tim Anderson -- Division 13
		Meagan Phillips -- NCDOT Board of Transportation			

**Order / Ethics Awareness / Introductions** – Vice-Chairman Guess called the meeting to order at 2:32 PM and announced a quorum was present. Guess reminded attendees of the Ethics Awareness Policy. The meeting proceeded with introductions around the room. Online participants included Les Morrow, Meagan Phillips, Travis Jordan, and Meagan Phillips. Guess made a motion to approve online participation. Upon a second from Ms. Patton, virtual participation was approved unanimously.

**Action Items:**

- I. **Approval of Minutes:** Vice-Chairman Guess called for a motion to approve the TCC Minutes from January 17th, 2024. Upon a motion from Mr. Johnson and a second from Ms. Patton, the Committee unanimously voted to approve the minutes from January 17th, 2024.

- II. **Transportation Improvement Program Revisions for Approval:** Ms. Ritchie presented Transportation Improvement Program (TIP) revisions for approval. Upon a motion by Ms. Patton and a second by Mr. Townsend, the revisions were approved unanimously.
- III. **Transportation Improvement Program Revisions for Release:** Ms. Ritchie presented TIP revisions for release. Revisions include the delay of I-5891B, bridge rehabilitation in Burke County, and R-3603A in Catawba and Alexander Counties.
- IV. **Confirm Transportation Planning Process:** Ms. Ritchie presented the confirmation of the Transportation Planning Process to the committee. This process confirms that the MPO follows and upholds the federal 3C planning process. Upon a motion by Vice-Chair Guess and a second by Mr. Johnson, the planning process was confirmed unanimously.
- V. **Approve FY 25 Unified Planning Work Program:** Ms. Ritchie presented the FY 25 Unified Planning Work Program for approval. Ms. Ritchie reviewed the planning tasks and associated funding sources for the fiscal year, and shared that the only change made from the previously presented version to the version proposed for adoption is the updated indirect cost rate. Upon a motion by Ms. Patton and a second by Mr. Townsend, the UPWP was adopted unanimously.
- VI. **Transportation Improvement Plan Revisions for 5303 Funding:** Ms. Ritchie presented the 5303 STIP revisions which had been released for public comment in the prior months meeting. No changes or public comments were received. Upon a motion by Ms. Patton and a second by Mr. Mitchell, the revisions were approved unanimously.
- VII. **Proposed LAPP Application Process Changes:** Mr. Odom presented proposed changes to the Locally Administered Project Program for the upcoming call for projects. Mr. Odom noted the introduction of contingency requirements, and several changes to the scoring methodology focused on improving the methodologies ability to assess the full scope of a projects potential benefit. These changes were released for a 30-day public comment period. Vice-chairman Guess asked what the source of the Bicycle and Pedestrian safety data was and how crash severity is established. Mr. Odom stated that the data is collected by NCDOT and mapped for use by MPO's. NCDOT also establishes and calculates the severity of crashes within the tool. Mr. Rembert asked how growth was considered within the methodology. Mr. Starr shared that the consideration of a project being identified in an adopted plan allows for local governments to incorporate anticipated growth in the project scoring process.
- VIII. **Locally Administered Project Proposal – Supplemental Request:** Mr. Odom presented a request for supplemental LAPP funding from NCDOT on behalf of Granite Falls. Mr. Odom reviewed the causes for funding shortfall, the project score, and the request amount of \$640,000.00 in federal funding. This request was released for a 30-day public comment period.
- IX. **Proposed Changes to Prioritization Local Input Methodology:** Ms. Ritchie presented proposed changes to the GHMPO Prioritization Local Input Point Methodology. Ms. Ritchie highlighted key changes to the methodology including an updated modernization scoring methodology and changes to the methodology's measures for several criteria. These changes were released for a 30-day public comment period.
- X. **Resolution of Support for NCDOT Bike and Pedestrian Planning Grant:** Ms. Ritchie presented a resolution of support for Alexander County's application for NCDOT Bicycle and Pedestrian Planning Grant funds. Upon a motion by Ms. Patton and a second by Mr. Mitchell, the resolution was adopted unanimously.

**NCDOT Updates:**

- **Board Updates:** No update.
- **Division 11:** Mr. Heavner provided project updates within the packet for Division 11.
- **Division 12:** Mr. Stafford provided project updates for Division 12 within the agenda packet.
- **Division 13:** Mr. Sparks provided project updates for Division 13 within the agenda packet.
- **FHWA:** Ms. Barren provided an update from FHWA including updates on the 2024 Raise Grant application window which closed February 28<sup>th</sup>, and the Safe Streets for All Grant Application, due April 4<sup>th</sup>.
- **NCDOT TPD:** Mr. Crummy provided a newsletter update for Transportation Planning Division.
- **NCDOT IMD:** Ms. Farris provided an update for IMD, including an update on Unified Grant Application deadlines and the MMPG call for projects.

**Public Comment/Announcements:** Ms. Ritchie introduced Mr. Casey Fulbright, transportation planner for the Greater Hickory MPO. Ms. Ritchie also shared that Jason Myers with the Rail division would be speaking at the March 27<sup>th</sup> meeting.

**Adjournment:** – Vice-Chairman Guess adjourned the meeting at 3:43 p.m. The next meeting is scheduled for March 27<sup>th</sup>, 2024 at 2:30 PM.

Respectfully Submitted,

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Bruce Eckard, MPO/TAC Chair

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Averi Ritchie, TAC Secretary

REVISIONS TO THE 2024-2033 STIP  
HIGHWAY PROGRAM

GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

I-5891B BURKE <b>PROJ.CATEGORY</b> STATEWIDE	- GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION	I-40, MILE MARKER 93 TO MILE MARKER 119. REHABILITATE BRIDGES. <b><u>TO BALANCE THE INTERSTATE MAINTENANCE PROGRAM, DELAY CONSTRUCTION FROM FY 25 TO FY 29.</u></b>	CONSTRUCTION	FY 2029 - \$2,217,000 (NHPIM) FY 2030 - <u>\$1,783,000</u> (NHPIM) \$4,000,000
R-3603A ALEXANDER CATAWBA <b>PROJ.CATEGORY</b> DIVISION	- GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION	NC 127, SR 1400 (CLONINGER MILL ROAD) TO SR 1156 (RICHEY ROAD). UPGRADE TWO LANES AND PROVIDE SOME MULTI-LANE CURB AND GUTTER. <b><u>TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN, DELAY RIGHT-OF-WAY AND UTILITIES FROM FY 24 TO FY 25.</u></b>	RIGHT-OF-WAY  UTILITIES CONSTRUCTION	FY 2025 - \$269,000 (BGANY) FY 2026 - \$12,028,000 (BGANY) FY 2027 - \$9,223,000 (BGANY) FY 2028 - \$2,690,000 (BGANY) FY 2029 - \$2,690,000 (BGANY) FY 2025 - \$100,000 (BGANY) FY 2026 - \$3,021,000 (BGANY) FY 2027 - \$19,328,000 (BGANY) FY 2028 - \$16,494,000 (BGANY) FY 2029 - \$11,564,000 (BGANY) FY 2030 - \$4,693,000 (BGANY) \$82,100,000

\* INDICATES FEDERAL AMENDMENT



Life. Well Crafted.

City of Hickory  
PO Box 398  
Hickory, NC 28603  
Phone: (828) 323-7412  
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February 14, 2024

Averi Ritchie  
Transportation Planning Manager  
Greater Hickory MPO  
1880 2<sup>nd</sup> Avenue NW  
Hickory, NC 28601

RE: Project EB-5808 – Pedestrian Signal Upgrade

Dear Averi,

The City of Hickory was awarded three hundred and twenty-two thousand dollars of STBG-DA funding from the Greater Hickory MPO in 2016 to upgrade current pedestrian signals with LED countdown signal heads and audible push buttons and installing pedestrian signals and audible push buttons at select City-owned signals.

The City has decided to pursue the pedestrian signal upgrade project on its own. The City requests to cancel project EB-5808 and return the STBG-DA funding to the Greater Hickory MPO.

Sincerely,

A handwritten signature in black ink that reads "John Marshall". The signature is fluid and cursive, with the first letters of "John" and "Marshall" being capitalized and prominent.

John Marshall  
Transportation Planning Manager  
City of Hickory



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



**RESOLUTION ADOPTING MODIFICATIONS TO THE  
TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FY 2024-2033**

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

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

See page 1 of this Attachment

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

**NOW THEREFORE be it resolved**, by the Greater Hickory MPO Transportation Advisory Committee (TAC) that the TIP FYs 2024-2033 be modified as listed above on this, the 27th day of March, 2024.

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Bruce Eckard  
Greater Hickory MPO TAC Chair

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Averi Ritchie  
Greater Hickory MPO TAC Secretary

REVISIONS TO THE 2024-2033 STIP  
HIGHWAY PROGRAM

STATEWIDE PROJECT

STIP MODIFICATIONS

<p>* M-0563E STATEWIDE <b>PROJ.CATEGORY</b> STATEWIDE</p>	<p>- STATEWIDE PROJECT</p>	<p>STATEWIDE, RESILIENCE PROGRAM REPORTING, MANAGEMENT AND SUPPORT <b><u>ADD PRELIMINARY ENGINEERING IN FY 25 AND FY 26 NOT PREVIOUSLY PROGRAMMED.</u></b></p>	<p>ENGINEERING</p>	<p>FY 2024 - \$850,000 (PROTCT) FY 2025 - \$850,000 (PROTCT) FY 2026 - <u>\$850,000</u> (PROTCT) \$2,550,000</p>
<p>* R-5966 STATEWIDE <b>PROJ.CATEGORY</b> EXEMPT</p>	<p>- STATEWIDE PROJECT</p>	<p>VARIOUS, FEDERAL TRIBAL TRANSPORTATION PROGRAM (FTTP). ROAD AND BRIDGE IMPROVEMENTS TO BE CONSTRUCTED ON TRANSPORTATION FACILITIES THAT ARE OWNED BY THE FEDERAL GOVERNMENT THAT PROVIDE ACCESS TO TRIBAL LANDS. <b><u>UPDATE FUNDING IN FY 24, FY 25, FY 26, AND FY 27 AT THE REQUEST OF THE FEDERAL HIGHWAY ADMINISTRATION. COST INCREASE EXCEEDING \$2 MILLION AND 25% THRESHOLDS.</u></b></p>	<p>CONSTRUCTION</p>	<p>FY 2024 - \$10,463,000 (FTTP) FY 2025 - \$5,598,000 (FTTP) FY 2026 - \$1,309,000 (FTTP) FY 2027 - <u>\$937,000</u> (FTTP) \$18,307,000</p>

\* INDICATES FEDERAL AMENDMENT



REVISIONS TO THE 2024-2033 STIP  
HIGHWAY PROGRAM

GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

* BO-2411	- GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION	VARIOUS, DIVISION 11 PROGRAM TO UPGRADE INTERSECTIONS TO COMPLY WITH THE AMERICANS WITH DISABILITIES ACT (ADA) USING TRANSPORTATION ALTERNATIVES (TA) FUNDS.	ENGINEERING	FY 2024 -	\$100,000	(TALT5)
ALLEGHANY				FY 2025 -	\$100,000	(TA)
ASHE	- NORTHWEST PIEDMONT RURAL PLANNING ORGANIZATION			FY 2026 -	\$100,000	(TA)
AVERY				FY 2027 -	\$100,000	(TA)
CALDWELL	- HIGH COUNTRY RURAL PLANNING ORGANIZATION	<u>ADD RIGHT-OF-WAY AND UTILITIES IN FY 24 - FY 28</u> <u>NOT PREVIOUSLY PROGRAMMED.</u>		FY 2028 -	\$100,000	(TA)
SURRY			RIGHT-OF-WAY	FY 2024 -	\$50,000	(TALT5)
WATAUGA				FY 2025 -	\$50,000	(TA)
WILKES				FY 2026 -	\$50,000	(TA)
YADKIN				FY 2027 -	\$50,000	(TA)
<b>PROJ.CATEGORY</b>				FY 2028 -	\$50,000	(TA)
DIVISION			UTILITIES	FY 2024 -	\$50,000	(TALT5)
				FY 2025 -	\$50,000	(TA)
				FY 2026 -	\$50,000	(TA)
				FY 2027 -	\$50,000	(TA)
				FY 2028 -	\$50,000	(TA)
			CONSTRUCTION	FY 2024 -	\$1,000,000	(TALT5)
				FY 2025 -	\$1,000,000	(TA)
				FY 2026 -	\$1,000,000	(TA)
				FY 2027 -	\$1,000,000	(TA)
				FY 2028 -	\$1,000,000	(TA)
					\$6,000,000	

\* INDICATES FEDERAL AMENDMENT

REVISIONS TO THE 2024-2033 STIP  
HIGHWAY PROGRAM

GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

* BO-2412	- CHARLOTTE REGIONAL TRANSPORTATION PLANNING ORGANIZATION	VARIOUS, DIVISION 12 PROGRAM TO UPGRADE INTERSECTIONS TO COMPLY WITH THE AMERICANS WITH DISABILITIES ACT (ADA) USING TRANSPORTATION ALTERNATIVES (TA) FUNDS.	ENGINEERING	FY 2024 -	\$100,000	(TALT5)
ALEXANDER				FY 2025 -	\$100,000	(TA)
CATAWBA	- GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION			FY 2026 -	\$100,000	(TA)
CLEVELAND				FY 2027 -	\$100,000	(TA)
GASTON	- GASTON CLEVELAND LINCOLN URBAN AREA METROPOLITAN PLANNING ORGANIZATION	<u>ADD RIGHT-OF-WAY AND UTILITIES IN FY 24 - FY 28 NOT PREVIOUSLY PROGRAMMED.</u>		FY 2028 -	\$100,000	(TA)
IREDELL			RIGHT-OF-WAY	FY 2024 -	\$50,000	(TALT5)
LINCOLN				FY 2025 -	\$50,000	(TA)
<b>PROJ.CATEGORY</b>				FY 2026 -	\$50,000	(TA)
DIVISION				FY 2027 -	\$50,000	(TA)
				FY 2028 -	\$50,000	(TA)
			UTILITIES	FY 2024 -	\$50,000	(TALT5)
				FY 2025 -	\$50,000	(TA)
				FY 2026 -	\$50,000	(TA)
				FY 2027 -	\$50,000	(TA)
				FY 2028 -	\$50,000	(TA)
			CONSTRUCTION	FY 2024 -	\$1,000,000	(TALT5)
				FY 2025 -	\$1,000,000	(TA)
				FY 2026 -	\$1,000,000	(TA)
				FY 2027 -	\$1,000,000	(TA)
				FY 2028 -	\$1,000,000	(TA)
					\$6,000,000	

\* INDICATES FEDERAL AMENDMENT



REVISIONS TO THE 2024-2033 STIP  
HIGHWAY PROGRAM

GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

HF-0003 CALDWELL <b>PROJ.CATEGORY</b> EXEMPT	- GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION	SR 1328 (BROWN MOUNTAIN BEACH ROAD), WIDEN PAVEMENT TO 20 FEET IN FIVE LOCATIONS ALONG WILSON CREEK.  <u><b>TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN, DELAY CONSTRUCTION FROM FY 24 TO FY 25.</b></u>	CONSTRUCTION	FY 2025 - \$1,260,000 (FLAP) FY 2025 - \$315,000 (HF(M)) \$1,575,000
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\* INDICATES FEDERAL AMENDMENT

REVISIONS TO THE 2024-2033 STIP  
HIGHWAY PROGRAM

STATEWIDE PROJECT

STIP ADDITIONS

* HV-0001 STATEWIDE <b>PROJ.CATEGORY</b> DIVISION	- STATEWIDE PROJECT	VARIOUS, CONSTRUCTION OF ELECTRIC VEHICLE SUPPLY EQUIPMENT ALONG NORTH CAROLINA'S ALTERNATIVE CORRIDORS AND NEVI PLANNING. <b><u>ADD PRELIMINARY ENGINEERING AND CONSTRUCTION FUNDS IN FY 24, FY 25, AND FY 26 NOT PREVIOUSLY PROGRAMMED. THIS ACTION ADDS THE PROJECT TO THE FEDERALLY APPROVED STIP.</u></b>	ENGINEERING	FY 2024 -	\$2,600,000	(NEVI)
				FY 2025 -	\$2,000,000	(NEVI)
				FY 2026 -	\$2,000,000	(NEVI)
			CONSTRUCTION	FY 2024 -	\$55,000,000	(NEVI)
				FY 2025 -	\$20,000,000	(NEVI)
				FY 2026 -	\$20,000,000	(NEVI)
					\$101,600,000	

STIP MODIFICATIONS

* ER-5600 STATEWIDE <b>PROJ.CATEGORY</b> DIVISION	- STATEWIDE PROJECT	VARIOUS, VEGETATION MANAGEMENT - CLEAR ZONE IMPROVEMENT AND LANDSCAPING STATEWIDE. <b><u>ADD PRELIMINARY ENGINEERING FUNDS IN FY 24 - FY 28 NOT PREVIOUSLY PROGRAMMED.</u></b>	ENGINEERING	FY 2024 -	\$100,000	(STPE)
				FY 2025 -	\$100,000	(STPE)
				FY 2026 -	\$100,000	(STPE)
				FY 2027 -	\$100,000	(STPE)
				FY 2028 -	\$100,000	(STPE)
			CONSTRUCTION	FY 2024 -	\$1,000,000	(STPE)
				FY 2025 -	\$1,000,000	(STPE)
				FY 2026 -	\$1,000,000	(STPE)
				FY 2027 -	\$1,000,000	(STPE)
				FY 2028 -	\$1,000,000	(STPE)
		\$5,500,000				

\* INDICATES FEDERAL AMENDMENT

REVISIONS TO THE 2024-2033 STIP  
HIGHWAY PROGRAM

GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

BL-0001 BURKE <b>PROJ.CATEGORY</b> DIVISION	- GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION	MAIN AVENUE EAST, 2ND STREET SE TO US 70 IN HILDEBRAN. CONSTRUCT PEDESTRIAN IMPROVEMENTS.	ENGINEERING	FY 2024 -	\$64,000	(BGDA)	
					FY 2024 -	\$16,000	(L)
					FY 2025 -	\$80,000	(BGDA)
					FY 2025 -	\$20,000	(L)
					FY 2026 -	\$272,000	(BGANY)
					FY 2026 -	\$68,000	(L)
					\$520,000		

**TO ALLOW ADDITIONAL TIME, DELAY RIGHT-OF-WAY  
FROM FY 24 TO FY 25 AND CONSTRUCTION FROM FY  
25 TO FY 26.**

\* INDICATES FEDERAL AMENDMENT



# Greater Hickory MPO

*Greater Hickory Metropolitan Planning Organization*

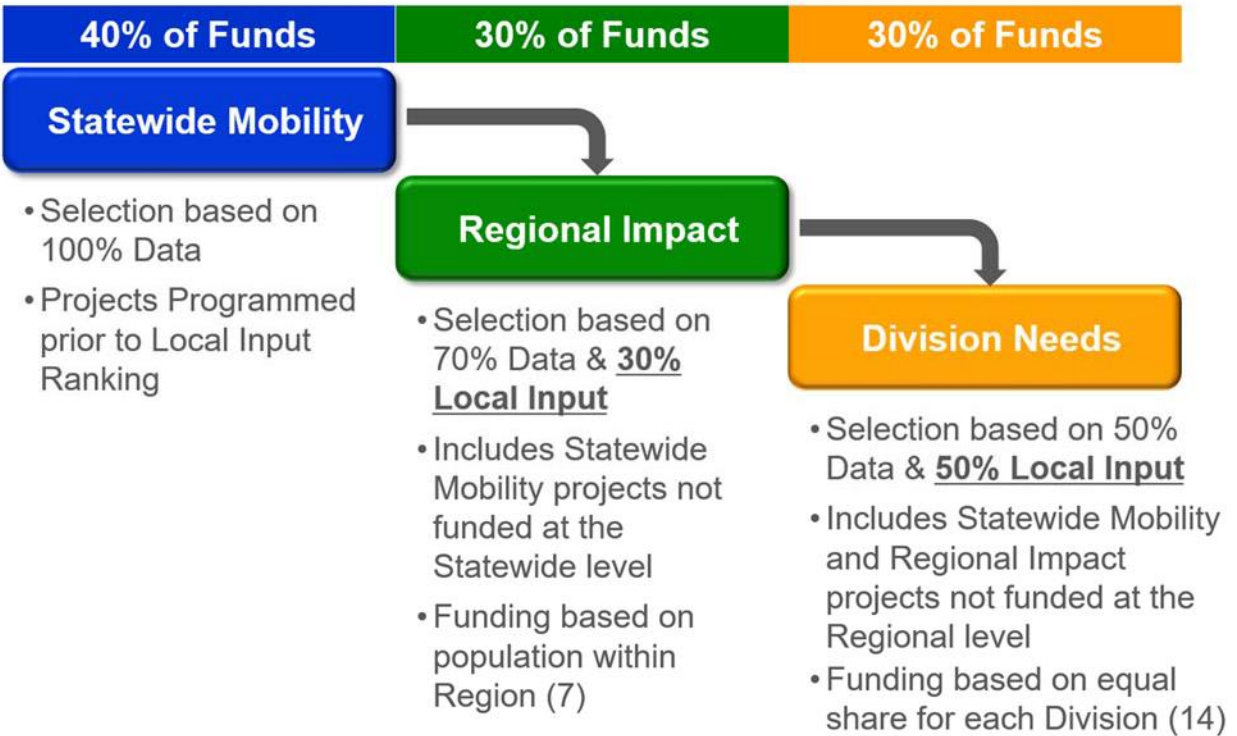
## *2026-2035 State Transportation Implementation Program (STIP) Project Solicitation and Ranking Process*

### **Introduction**

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

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

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



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

STI Project Eligibility			
Mode	Statewide Mobility	Regional Impact	Division Needs
Highway	<ul style="list-style-type: none"> <li>• Interstates (existing &amp; future)</li> <li>• NHS routes (as of July 1, 2012)</li> <li>• STRAHNET Routes</li> <li>• ADHS Routes</li> <li>• Uncompleted Intrastate projects</li> <li>• Designated Toll Facilities</li> </ul>	Other US and NC Routes	All County (SR) Routes
Aviation	Large Commercial Service Airports (\$500K cap)	Other Commercial Service Airports not in Statewide (\$300K cap)	All Airports without Commercial Service (\$18.5M cap)
Bicycle-Pedestrian	N/A	N/A	All projects (\$0 state funds)
Public Transportation	N/A	Service spanning two or more counties (10% cap)	All other service, including terminals, stations, and facilities
Ferry	N/A	Ferry expansion	Replacement vessels
Rail	Freight Capacity Service on Class I Railroad Corridors	Rail service spanning two or more counties not Statewide	Rail service not included on Statewide or Regional



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

## **Applicability**

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

The new project submittal period ended October 27, 2023. The MPO was able to submit 22 carryover projects, and 25 new projects. A list of the projects submitted for scoring will be available for online viewing at <https://www.wpcog.org/transportation-documents> as soon as feasible.

## **Schedule and Public Outreach**

**The methodology for ranking projects includes the following steps:**

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

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

**2. Submit new projects to NCDOT via the Online Prioritization Portal:** After review by the TAC, projects are entered into the online prioritization portal and quantitative scores are calculated by NCDOT's SPOT using the criteria and measures developed by the P7.0 workgroup.

**3. Create local project rankings and assign points to projects according to local methodologies:** While NCDOT's SPOT Office is evaluating the project list, the MPO staff will develop a local point assignment system to further evaluate and prioritize projects on a local level. These ranking measures are included in this document. P7.0 quantitative scores will be released at the end of May 2024. Once quantitative scores and data are released, staff can begin calculating project scores based on the local input methodology.

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

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

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

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

**Key Dates in Prioritization 7.0 and Public Outreach Process**

June 2023	NCDOT Board of Transportation approves P7.0 criteria, measures, and weights
June 2023	Discussed project submission process for P7.0 with GHMPO TAC/TCC members. GHMPO calls for new candidate projects.
<b>August 2023</b>	Draft Submittal List ( <i>Board Action Required</i> )
<b>August – October 2023</b>	Public Comment on Draft Submittal List
<b>October 2023</b>	Final Submittal List ( <i>Board Action Required</i> )
<b>March 2024</b>	Data Review
March 2024	Local Input Point Methodology Adoption ( <i>Board Action Required</i> )
<b>May 2024</b>	Statewide Mobility Projects Programmed
<b>June 2024</b>	Draft Local Input Assignment for Regional Impact Projects
<b>June – July 2024</b>	Public Comment on Draft Local Input Point Assignment for Regional Impact Projects
<b>July 2024</b>	Final Local Input Point Assignment for Regional Impact Projects
<b>September 2024</b>	Regional Impact Projects Programmed
<b>November 2024</b>	Draft Local Input Point Assignment for Division Needs Projects
<b>November – December 2024</b>	Public Comment on Draft Local Input Point Assignment for Division Needs Projects
<b>December 2024</b>	Final Local Input Point Assignment for Division Needs Projects
March 2025	Draft 2026 – 2035 TIP/STIP Released
September 2025	Final 2026 – 2035 TIP/STIP ( <i>Board Action Required</i> )

## Description of Criteria and Weights

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

**Table 1: Project Criteria and Explanations**

Criteria	Explanation
<b>Average Annual Daily Traffic (AADT)</b>	A calculation from NCDOT portraying annual traffic volumes for each highway segment. Prioritization 7.0 AADT scores will be utilized for this criteria.
<b>Collision Exposure (likelihood of automobile collision)</b>	<p>The probability of an automobile colliding with a pedestrian or cyclist (Table 4). This is calculated using average annual daily traffic rates. <b>Sidewalk</b> projects will score higher in areas with higher traffic counts based off the acceptance that the addition of sidewalks decreases the likelihood of an accident involving an automobile and pedestrian by removing pedestrian volume from the road itself.</p> <p>Projects involving the addition of <b>bicycle facilities</b> may score lower if higher traffic counts are present, based on the notion that streets with higher daily traffic are less safe for cyclists, unless the project includes bicycle facilities that are separated from vehicular traffic.</p>
<b>Cost</b>	Projects requiring less money to complete will score higher points.
<b>Existing Congestion</b>	Ratio of how much traffic is on a road versus the maximum traffic that can be on a road and provide an acceptable level of service.
<b>Existing Safety</b>	Measures existing crashes along/at the project and calculates future safety benefits. Prioritization 7.0 safety scores will be utilized for this criteria.
<b>Freight Volume</b>	Average daily number of large freight movers (tractor trailers, semi-trucks, etc.) on a road. This will be determined using NCDOT AADT Stations GIS Shapefiles.
<b>Multimodal Accommodations</b>	Whether the project includes facilities such as sidewalks, bicycle lanes, etc., or a connection to these type facilities.
<b>Projected Congestion</b>	Projected Congestion is the ratio of how much traffic is projected on a road, using the latest adopted Greater Hickory Travel Demand Model (TDM), versus the maximum traffic that can be handled by the road at an acceptable level of service.
<b>Travel Time Savings (TTS)</b>	Travel Time Savings measures the expected benefits of the project over a 10 year period.
<b>Right of Way (ROW) Acquisition</b>	The acquiring of land (usually a strip) to be devoted towards transportation improvements. Table 4 include a percentage of already acquired ROW by the governing authority. The less the concern of acquiring the remaining ROW, the more points awarded.
<b>Supports Economic Development</b>	A project will score higher if it is located close to a major employment center.
<b>Supports Environmental Justice (EJ)</b>	A project will receive more points if it enters an area which has a high concentration of poverty or if over half the residents are considered minorities. Environmental justice assures that services and benefits allow for inclusive participation and are fairly distributed to avoid
<b>Traffic Analysis Zone (TAZ)</b>	The basic unit for inventorying demographic data and land use within a particular area.

<b>Transportation Plan Consistency</b>	A yes or no question to determine if the proposed project is found in an existing adopted transportation plan for the area.
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## Criteria & Weights

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

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

<b>Table 2A: Regional Impact Highway Mobility Projects (Max Total Score: 100 points)</b>					
<b>Criteria and Maximum Points</b>	<b>0 points</b>	<b>5 points</b>	<b>10 points</b>	<b>15 points</b>	<b>20 points</b>
<b>Existing Congestion (20 max)</b>	Volume-to-Capacity Ratio less than 0.50		Volume-to-Capacity Ratio from 0.51 to 0.79		Volume-to-Capacity Ratio greater than or equal to .8
<b>Travel Time Savings (10 max)</b>	TTS in the lowest two quartiles	TTS in the second highest quartile	TTS in the highest quartile		
<b>Quantitative Safety Score (20 max)</b>	Safety Score in the lowest two quartiles		Safety Score in the second highest quartile		Safety Score in the highest quartile
<b>Freight Volume (10 max)</b>	Fewer than 750 trucks per day	Between 751 and 1,000 trucks per day	More than 1,000 trucks per day		
<b>Benefit/Cost Ratio (20 max)</b>	Benefit/Cost Ratio in the lowest two quartiles		Benefit/Cost Ratio in the second highest quartile		Benefit Cost Ratio in the highest quartile
<b>Multimodal Accommodations (10 max)</b>	Project does not include bicycle, pedestrian, or transit facilities	Project includes bicycle, pedestrian, or transit facilities	Project includes bicycle, pedestrian, or transit facilities and intersects block group with Transportation Disadvantage Index of 7 or higher		
<b>Supports Economic Development (10 max)</b>		Intersects TAZ that includes 250 to 499 employees	Intersects TAZ that includes 500 or more employees		

**Table 2B: Regional Impact Highway Modernization Projects (Max Total Score: 100 points)**

<b>Criteria and Maximum Points</b>	<b>0 points</b>	<b>5 points</b>	<b>10 points</b>	<b>15 points</b>	<b>20 points</b>	<b>25 points</b>
<b>Existing Congestion (5 max)</b>		Volume-to-Capacity Ratio greater than or equal to 0.30				
<b>Quantitative Safety Score (25 max)</b>	Safety Score less than 30		Safety Score from 30 to 50	Safety Score from 50.01 to 65	Safety Score from 65.01 to 80	Safety Score greater than 80
<b>Lane Width (15 max)</b>	Meets current DOT standards	Within 1 foot of DOT standards		2 feet or more from DOT standards		
<b>Paved Shoulder Width (15 max)</b>	Meets current DOT standards	Within 1 foot of DOT standards		2 feet or more from DOT standards		
<b>Benefit/Cost Ratio (20 max)</b>	Benefit/Cost Ratio in the lowest two quartiles		Benefit/Cost Ratio in the second highest quartile		Benefit Cost Ratio in the highest quartile	
<b>Multimodal Accommodations (10 max)</b>	Project does not include bicycle, pedestrian, or transit facilities	Project includes bicycle, pedestrian, or transit facilities		Project includes bicycle, pedestrian, or transit facilities and intersects block group with a with Transportation Disadvantage Index of 7 or higher		
<b>Supports Economic Development (10 max)</b>		Intersects TAZ that includes 250 to 499 employees	Intersects TAZ that includes 500 or more employees			

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

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

<b>Table 3A: Division Level Highway Mobility Projects (Max Total Score: 100 points)</b>					
<b>Criteria and Maximum Points</b>	<b>0 points</b>	<b>5 points</b>	<b>10 points</b>	<b>15 points</b>	<b>20 points</b>
<b>Existing Congestion (20 max)</b>	Volume-to-Capacity Ratio less than or equal to 0.4		Volume-to-Capacity Ratio between 0.41 and 0.70		Volume-to-Capacity Ratio greater than or equal to 0.71
<b>Travel Time Savings (10 max)</b>	TTS in the lowest two quartiles	TTS in the second highest quartile	TTS in the highest quartile		
<b>Quantitative Safety Score (20 max)</b>	Safety Score in the lowest two quartiles		Safety Score in the second highest quartile		Safety Score in the highest quartile
<b>Benefit/Cost Ratio (20 max)</b>	Benefit/Cost Ratio in the lowest two quartiles		Benefit/Cost Ratio in the second highest quartile		Benefit Cost Ratio in the highest quartile
<b>Freight (10 max)</b>	Truck percentage less than or equal to 4	Truck percentage between 4.01 and 5.99	Truck percentage greater than or equal to 6		
<b>Multimodal Accommodations (10 max)</b>	Project does not include bicycle, pedestrian, or transit facilities	Project includes bicycle, pedestrian, or transit facilities	Project includes bicycle, pedestrian, or transit facilities and intersects block group with Transportation Disadvantage Index of 7 or higher		
<b>Supports Economic Development (10 max)</b>		Intersects TAZ that includes 100 to 250 employees	Intersects TAZ that includes 250 or more employees		



**Table 3B: Division Impact Highway Modernization Projects (Max Total Score: 100 points)**

Criteria and Maximum Points	0 points	5 points	10 points	15 points	20 points	25 points
<b>Quantitative Safety Score (25 max)</b>	Safety Score less than 30		Safety Score from 30 to 50	Safety Score from 50.01 to 65	Safety Score from 65.01 to 80	Safety Score greater than 80
<b>Freight (10 max)</b>	Truck percentage less than or equal to 4	Truck percentage between 4.01 and 5.99	Truck percentage greater than or equal to 6			
<b>Lane Width (15 max)</b>	Meets current DOT standards	Within 1 foot of DOT standards		2 feet or more from DOT standards		
<b>Paved Shoulder Width (15 max)</b>	Meets current DOT standards	Within 1 foot of DOT standards		2 feet or more from DOT standards		
<b>Benefit/Cost Ratio (20 max)</b>	Benefit/Cost Ratio in the lowest two quartiles		Benefit/Cost Ratio in the second highest quartile		Benefit Cost Ratio in the highest quartile	
<b>Multimodal Accommodations (10 max)</b>	Project does not include bicycle, pedestrian, or transit facilities	Project includes bicycle, pedestrian, or transit facilities	Project includes bicycle, pedestrian, or transit facilities and intersects block group with Transportation Disadvantage Index of 7 or higher			
<b>Supports Economic Development (5 max)</b>		Intersects any TAZ that includes 100 or more employees				

**Table 4 - Bike and Pedestrian Projects**

Each project will be scored on the 115-point scale initially. The GHMPO will run a cost benefit analysis to determine total points/total project cost = cost effectiveness. The GHMPO will then assign 15 points to the project with the highest cost effectiveness index, and the rest of the projects will receive their cost effectiveness points in proportion to the highest projects cost effectiveness index.

This will produce a total raw score out of 130 total possible points. At that point, the raw scores will be scaled back down to a 100-point scale for comparison.

<b>Table 4 Bike and Pedestrian Project (Maximum 130 points)</b>					
<b>Criteria and Maximum Points</b>	<b>0 points</b>	<b>5 points</b>	<b>10 points</b>	<b>15 points</b>	<b>Notes:</b>
<b>Crash Exposure (15 max)</b>	All other projects.	AAADT ≤ 2,000 (separated facility - multi-use path, cycle tracks, planning strip sidewalks)	AAADT = 2,001 ≤ 4,999 (separated facility - multi-use path, cycle tracks, planning strip sidewalks)	AAADT > 5,000 (separated facility - multi-use path, cycle tracks, planning strip sidewalks)	Based on traffic volume along the current bike/ped route
		AAADT = 5,000 ≤ 10,000 (non separated facility)	AAADT = 2,001 ≤ 4,999 (non separated facility)	AAADT ≤ 2,000 (non separated facility)	
<b>Dedicated ROW Availability (10 points)</b>	No	Some ROW available	Majority of ROW available		Proof of dedicated ROW and plan for acquiring remaining ROW
<b>Feasibility Score (10 points)</b>		Design by engineer			Project can select one for 5 points or both for a max of 10 points
		Cost estimate by engineer			
<b>Supports community goals and initiatives (10 max)</b>		Project is in an adopted Plan	Project has letters of support, survey interest, community walk audit, NCDOT support etc.		For a maximum of 10 points, 2 or more criteria must be met
<b>Safety Benefit (15 max)</b>	No crash data.	Addresses proposed project location with documented bicycle or pedestrian crash data (based on 10 year data).	Addresses project location with 3+ crashes or crash causing Fatal/Serious Injury	Addresses project location with 3+ crashes and a crash causing fatal/serious injury	NCDOT Bicycle and Pedestrian Crash Data
<b>Closing A Gap (15 Max)</b>	All other projects	Closing an internal gap and creating a total facility length less than 1 mile.	Closing an internal gap and creating a total facility length 1-2 miles.	Closing an internal gap and creating a total facility length greater than 2 miles.	
<b>Connects to homes &amp; School (10 max)</b>	All other projects.	Connects residential development to a K-12 school, community college, or university	Connects 2 or more residential developments to a K-12 school, community college, or university OR connects a residential development to 2 or more K-12 schools, community colleges, or universities.		

<p><b>Economic Development &amp; Points of Interest (10 max)</b></p>	<p>All other projects.</p>		<p>Project connects to 5 or more points of interest. I.e. connects to a retirement community, central business district, shopping center, park, hospital, or employment Location</p>		
<p><b>Supports Transportation Integrity (20 Max)</b></p>	<p>All other projects.</p>	<p>Serves a census block group with a Transportation Disadvantaged Index Score of 11-13.</p>	<p>Serves a census block group with a Transportation Disadvantaged Index Score of 14-16.</p>	<p>Serves a census block group with a Transportation Disadvantaged Index score of 17-19. 20 points awarded if a census block group with a TDI score of 20+ is served.</p>	<p>NCDOT TDI Index. Composite score includes mobility groups and EJ/T6. GHMPO Regional TDI Index data will be the first source. If Regional Index is unavailable, statewide index will be used.</p>
<p><b>Cost Effectiveness (15 Max)</b></p>	<p>All other projects.</p>			<p>Projects submitted within each call for projects will be scored for cost effectiveness competitively.</p> <p>Cost effectiveness formula: <b>Total Points/Total Cost x 50,000</b>. Result is points achieved by the project per \$50,000 in funding.</p> <p>Highest scoring project receives 15 points. Each project ranking below that project will receive points based on the percentage of cost effectiveness achieved by the project compared to the highest scoring project.</p>	

**Table 5: Division Level Aviation Projects**

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

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

**Public Transit and Rail Projects** – No public transit or rail projects for the GHMPO area have been submitted for P7.0.

**Total Score and Project Ranking Approach**

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

## Point Assignment Process

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

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

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

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

### **Multimodal Breakdown**

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

### **Local Input Point Flexing Policy**

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

### **Materials Shared**

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

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

**Regional Impact Tier:** The MPO staff will present the recommended local points assignments for Regional Impact Tier projects, based on the ranking process described in this document, to the TCC and TAC as mentioned in the “Key Dates in Prioritization 7.0 and Public Outreach Process” chart above. The MPO will then be asked to release these scores for a 15-day public comment period. The results of the public comment period will be presented to the TCC and TAC at the following MPO meeting. At that time, the TAC will be asked to approve a project list and final points assignment. The project list and points assignment will be available on the MPO website.

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

Division Needs Tier projects, based on the ranking process described in this document, to the TCC and TAC as mentioned in the “Key Dates in Prioritization 7.0 and Public Outreach Process” chart above. The MPO will then be asked to release these scores for a 15-day public comment period. The results of the public comment period will be presented to the TCC and TAC at the following MPO meeting. At that time the TAC will be asked to approve a project list and final points assignment. The project list and points assignment will be available on the MPO website.



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# Locally Administered Project Program: Application and Methodology Updates



# Application Changes: Introducing Required Contingencies

- Past LAPP Application Guidance has not included requirements for contingency in project cost estimates.
- As a result, cost estimates are inconsistent from application to application.
- Contingencies lessen the need for additional funding by accounting for unplanned expenses – Additional ROW, Additional Utility Work, Materials Increases, etc.
- These contingencies are for GHMPO programming purposes only and are not applicable to LGA project managers pre-bid estimates.

Project Phase in Progress	Proposed Contingency Requirement
Planning (0-10% Plans)	35%
Design (15-65% Plans)	25%
ROW (75-95% Plans)	15%
Constr. (100% Plans)	10%

# Scoring Methodology Changes: Bicycle and Pedestrian

Scoring Criteria	Existing	Proposed	Purpose
Safety Benefit	Project awarded a maximum of 5 points if it "Addresses proposed project location with documented Bicycle or Pedestrian Crash Data (Based on 10-year data)"	<p><b>Maintain:</b> existing criteria to award 5 points.</p> <p><b>Addition:</b> Project awarded 10 points if location has 3+ documented Bicycle or Pedestrian Crashes or a crash causing Fatal or Serious injury.</p> <p><b>Addition:</b> Project awarded 15 points if location has documented Bicycle Pedestrian Fatal or Serious Injury Causing Crash and 3+ documented Bicycle or Pedestrian Crashes.</p> <p><b>Addition:</b> NCDOT Fatal and Serious Injury Crash Locations as data source.</p>	The current safety benefit criteria only assesses if there is a history of Bicycle and Pedestrian crashes within the project location. With the addition of quantitative assessments of crash volume and assessments of crash severity, staff can more accurately gauge the benefit of the project.

# Scoring Methodology Changes: Bicycle and Pedestrian

Scoring Criteria	Existing	Proposed	Purpose
Connects Homes to Schools	Project awarded a maximum of 5 points if it "Connects a residential development to a K-12 school, community college, or university"	<p><b>Maintain:</b> Existing criteria</p> <p><b>Addition:</b> 10 points awarded if project "Connects 2 or more residential developments to a K-12 school, community college, or university OR connects a residential development to 2 or more K-12 schools, community colleges, or universities"</p>	Existing criteria does not allow the MPO to assess the full range of project connectivity benefit. This change allows projects to earn additional points based on their additional connectivity and allows a more accurate assessment of connectivity benefit.

# Scoring Methodology Changes: Bicycle and Pedestrian

Scoring Criteria	Existing	Proposed	Purpose
Transportation Integrity	Project awarded either 5 or 10 points based on <u>Traffic Analysis Zone</u> demographic data.	<p><b>Replace:</b> Traffic Analysis Zone data as scoring tool with the NCDOT TDI Tool Data.</p> <p><b>Addition:</b> Project awarded 5 points for TDI score of 11+</p> <p><b>Addition:</b> Project awarded 10 points for TDI score of 14+</p> <p><b>Addition:</b> Project awarded 15 points maximum for TDI score of 17-19 and 20 points for 20-21.</p>	<p>Replacing TAZ data with NCDOT TDI data: TDI data is more readily available and includes the precalculated TDI Index.</p> <p>Additional Points: Maintains the share of project score attributed to Transportation Integrity.</p>

# Scoring Methodology Changes: Bicycle and Pedestrian

Scoring Criteria	Existing	Proposed	Purpose
Cost-Effectiveness	None	<p><b>Addition:</b> Cost-effectiveness Score</p> <p>Total Points/Total Cost X 50,000 = Points achieved per \$50,000 in funding.</p> <p>Higher Points per \$50,000 = Higher cost effectiveness.</p> <p>Projects within each application cohort scored against one another, with the most cost-effective project receiving 15 points, and remaining projects receiving points proportionately.</p>	Allows GHMPO to prioritize cost-effective projects.

# Scoring Methodology Changes: Roadway and Intersection

Scoring Criteria	Existing	Proposed	Purpose
Local Match Methodology	<p>Project Awarded points based upon local Match.</p> <p>20% = 0 pts                      25% = 5 pts                      30% = 10 pts                      35% = 15 pts  <b>40% or higher = 20 pts</b></p>	<p><b>Replace current scale with:</b>                      20%= 0 pts                      30% or Higher = 10 pts</p>	<p>Currently, 20% of a projects overall score is reliant on the LGA committing to a match amount higher than the required 20%.</p> <p>This change allows Roadway and Intersection projects to fairly compete with other project types making similar match commitments, while maintaining the ability to award increased local matches.</p>

# Scoring Methodology Changes: Roadway and Intersection

Scoring Criteria	Existing	Proposed	Purpose
Supports Local Initiatives	None	<p><b>Addition:</b> 15 total points possible</p> <p>5 points awarded if "Project is identified in a locally or regionally adopted plan".</p> <p>10 points awarded if "Project has letters of support from community members and/or NCDOT".</p> <p>15 points awarded if "Project is in adopted plan and has letters of support, survey interest, NCDOT Support. "</p>	The addition of this criteria allows GHMPO to assess local support and strategic value of project submittals.

# Scoring Methodology Changes: Roadway and Intersection

Scoring Criteria	Existing	Proposed	Purpose
Safety Benefit	Project awarded up to 15 points based on the volume of accidents within the last 5 years at the project location.	<b>Maintain:</b> Volume driven points allocation for the first 3 categories (5 points through 15 points)  <b>Addition:</b> Projects that meet the highest volume criteria (currently 6 accidents in the last 5 years) and have a documented fatal or serious accident receive 20 points for Safety Benefit.	The current Safety Benefit criteria only assesses crash volume benefit. By including accident severity in the scoring criteria, staff can assess both crash volume and crash severity benefit when assessing project applications.



# Scoring Methodology Changes: Roadway and Intersection

Scoring Criteria	Existing	Proposed	Purpose
Transportation Integrity	Project awarded 5 points based on <u>Traffic Analysis Zone</u> demographic data.	<p><b>Replace:</b> <u>Traffic Analysis Zone</u> data as scoring tool with the NCDOT TDI Tool Data and award the possible 5 points to TDI scores from 11-13.</p> <p><b>Addition:</b> Project awarded 10 points if it serves a census block group with TDI of 14+.</p>	<p>Replacing TAZ data with NCDOT TDI data: TDI data is more readily available and includes the precalculated TDI Index.</p> <p>Additional points allow for similar criteria value in comparison to Bicycle/Pedestrian methodology.</p>

# Scoring Methodology Changes: Roadway and Intersection

Scoring Criteria	Existing	Proposed	Purpose
Cost-Effectiveness	None	<p><b>Addition:</b> Cost-effectiveness Score</p> <p>Total Points/Total Cost X 50,000 = Points per \$50,000 in funding.</p> <p>Higher Points per \$50,000 = Higher cost effectiveness.</p> <p>Projects within each application cohort scored against one another, with the most cost-effective project receiving 15 points, and remaining projects receiving points proportionately.</p>	Allows GHMPO to prioritize cost-effective projects.

## Scoring Methodology: Raw Score and Final Score

- With the addition of higher possible points for certain criteria and the addition of new criteria, projects have the potential to score up to 115 points prior to cost-effectiveness calculations.
- Once cost-effectiveness calculations are conducted and added, total scores will be represented as X / 130 possible points. This score will be considered each projects raw score.
- For final scores, all projects will be represented on a 100-point scale.
- Example: Project X produces a raw score of 107 points out of 130 possible points. Final Score = 82.3



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Council of Governments

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# Questions?

[daniel.odom@wpcog.org](mailto:daniel.odom@wpcog.org)

828-485-4225



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# GHMPO Local Administered Project Program (LAPP)

## Spring 2024 Call for Projects

March 27, 2024

# Federal Funding

- Surface Transportation Block Grant Program – Direct Attributable (STBG-DA)
- Congestion Mitigation & Air Quality Improvement Program
- Total for FYs 25 – FY 28: \$10,827,000
- Due: April 30, 2024
- Resolution: May 29, 2024

# Modal Mix

- Bicycle and Pedestrian
- Roadways (smaller roadways)
- Intersections
- Public Transportation

# Eligibility Criteria

- Federal Aid Eligible Projects
- Locally Administered
- Compliant with an adopted plan and/or other documented support
- Locally funded with funding commitment
- Transportation Improvement Program (TIP)
- Project Design Intent must meet federal requirements
- Project Cost – minimum \$200,000



# Administrative Details

- The maximum number of project submittals allowed per jurisdiction is three (3)
- Projects submitted in this round that are not prioritized for LAPP funding are not automatically considered for funding in subsequent rounds
- As a federal funding source, the use of most LAPP funds must result in achieving Construction Authorization of the project within 5 years

# Application Materials

- Map(s) of proposed project
- GIS files of project
- Completed Funding Request Submittal Form – Background Information
  - Completed mode specific criteria form
- Resolutions of support from local government agency to apply for LAPP funding AND committing a minimum 20% match
- Supporting documents – Pictures, additional maps, plans that specify a need for the project, additional documents showing community support, etc.



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# Questions?

Daniel Odom, Transportation Projects  
Coordinator

WPCOG / GHMPO  
828-302-3021



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# 2024 Supplemental LAPP Request

February 28, 2024

# Supplemental Request – NCDOT on behalf of Granite Falls

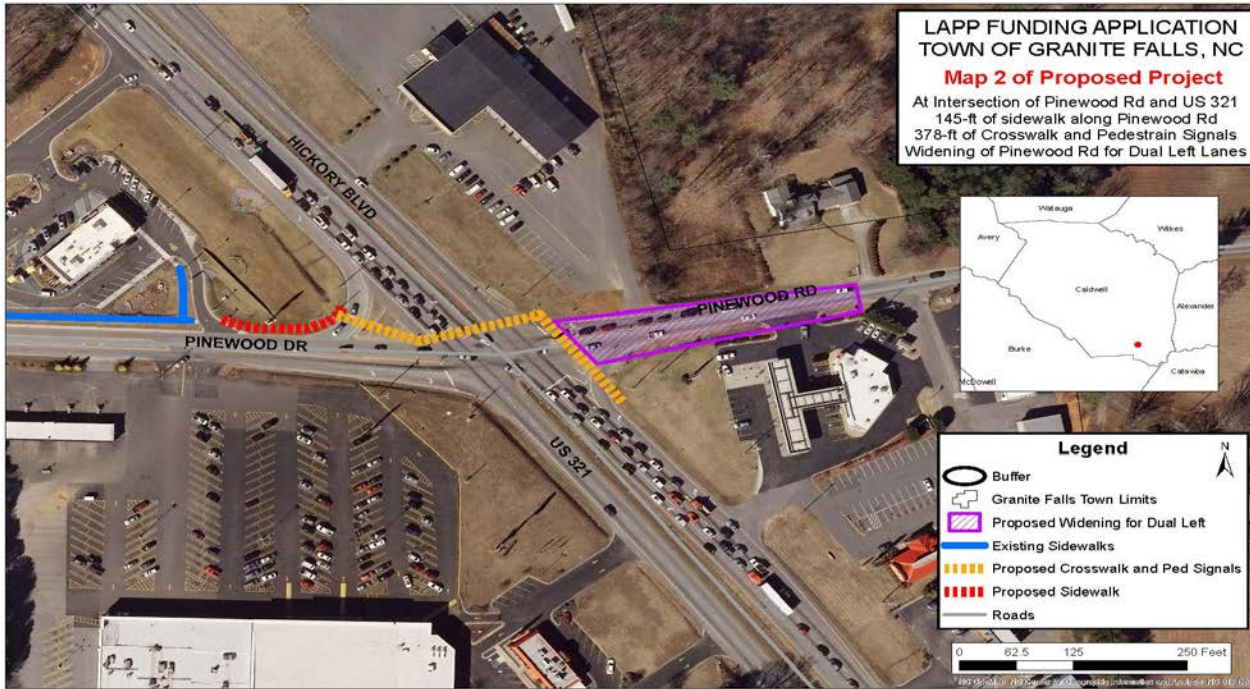
Request Timeline:

Release for Public Comment: February 28, 2024

Request for TAC Vote: March 27, 2024

Score	Applicant	Project	Important Info	Description	Total Request	Federal Portion of Request
75	NCDOT	R-5775 Pinewoods Road Extension at US 321	<b>Project is being administered by NCDOT Division 11 on behalf of Granite Falls.</b>  <b>Local match is being provided by NCDOT.</b>  Project is currently under construction.	Widen Pinewoods Road Extension to provide dual left-turn lanes onto US 321 South and provide pedestrian signal and sidewalk.  <b>Project alleviates peak hour queueing and provides pedestrian crossing opportunities.</b>	\$800,000	\$640,000

# Project Score



Project	Local Match (20 Max)	Project Readiness (20 Max)	Crash Exposure (15 Max)	Safety (15 Max)	ROW Available (15 Max)	Economic Development (10 Max)	Supports EJ Standards (5 Max)	Total
Pinewoods Road Extension	0	20	15	15	15	10	0	75

# Funding Outlook

- GHMPO has flexibility in the obligation of discretionary funds. Funds will be advanced from future years to meet fulfill the shortfall request.

FY 26	FY 27	FY 28	FY 29	FY 30
\$2.528M	\$2.774M	\$3.454M	\$3.454M	\$3.454M



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# Questions?

[daniel.odom@wpcog.org](mailto:daniel.odom@wpcog.org)

828-485-4225





STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

ROY COOPER  
GOVERNOR

J.R. "JOEY" HOPKINS  
SECRETARY

March 26, 2024

Mr. Daniel S. Odom, Transportation Projects Coordinator  
Western Piedmont Council of Governments  
P.O. Box 9026  
Hickory, NC 28601

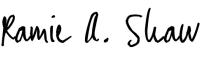
Subject: Funding match for STIP project R-5775 the intersection improvements of US 321 and SR 1109 (Pinewoods Rd. Extension)

Dear Mr. Odom:

The department has requested additional funds in the amount of \$800,000.00 to complete the subject project. The WPCOG will be providing \$640,000 in STBG-DA funds (80%) while the Department will match the \$160,000 (20%) with State Funds.

By signature, I am confirming that the North Carolina Department of Transportation will be responsible for the (20%) State Funding Match.

Sincerely yours,

DocuSigned by:  
  
C56DB73B487E4E6...

Ramie A. Shaw, PE  
Division 11 Project Development Engineer



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



**RESOLUTION DIRECTING LOCALLY  
ADMINISTERED PROJECTS FUNDS TO LOCAL  
PRIORITY PROJECTS**

A motion was made by TAC Member \_\_\_\_\_ and seconded by TAC Member \_\_\_\_\_ to adopt the following resolution, and upon being put to a vote was duly adopted.

**WHEREAS**, the Greater Hickory Metropolitan Planning Organization (MPO) is a Transportation Management Area and has the authority to direct available Federal Highway program Surface Transportation Block Grant – Direct Attributable (STBG-DA), Transportation Alternatives Program – Direct Attributable (TAP-DA), Carbon Reduction Program (CRP), and Congestion Mitigation and Air Quality (CMAQ) obligation authority to MPO area local projects; AND

**WHEREAS**, the above funding sources are included in the Locally Administered Projects Program (LAPP); AND

**WHEREAS**, allocation of the above funding sources enable work on one area priority project to proceed totaling \$640,000 in federal dollars (to be distributed among the above funding sources by the Department of Transportation) and \$160,000 in local match, as shown in the Locally Administered Projects Program Presentation at the February 28, 2024, TAC Meeting; AND

**WHEREAS**, the proposed project recommendations and recommended actions have been developed in coordination with the North Carolina Department of Transportation; AND

**NOW THEREFORE be it resolved**, by the Greater Hickory MPO Transportation Advisory Committee, to approve the direction of \$640,000 in LAPP funds on this, the 27th day of March, 2024.

---

Bruce Eckard  
Greater Hickory MPO TAC Chair

---

Averi Ritchie  
Greater Hickory MPO TAC Secretary



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



**RESOLUTION ADOPTING MODIFICATIONS TO THE  
TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FY 2024-2033**

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

**WHEREAS**, the Greater Hickory Metropolitan Planning Organization (MPO) is a Transportation Management Area and has the authority to direct available Federal Highway program Surface Transportation Block Grant – Direct Attributable (STBG-DA), Transportation Alternatives Program – Direct Attributable (TAP-DA), Carbon Reduction Program (CRP), and Congestion Mitigation and Air Quality (CMAQ) obligation authority to MPO area local projects; AND

**WHEREAS**, the above funding sources are included in the Locally Administered Projects Program (LAPP); AND

**WHEREAS**, allocation of the above funding sources enable work on one area priority project to proceed totaling \$640,000 in federal dollars (to be distributed among the above funding sources by the Department of Transportation) and \$160,000 in local match, as shown in the Locally Administered Projects Program Presentation at the February 28, 2024, TAC Meeting; AND

**WHEREAS**, the following projects have been proposed for inclusion in the FY 2024-2033 Transportation Improvement Program (TIP); AND

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

**NOW THEREFORE be it resolved**, by the Greater Hickory MPO Transportation Advisory Committee (TAC) that the TIP FYs 2024-2033 be modified as listed above on this, the 27th day of March, 2024.

---

Bruce Eckard  
Greater Hickory MPO TAC Chair

---

Averi Ritchie  
Greater Hickory MPO TAC Secretary



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



**RESOLUTION ADOPTING MODIFICATIONS TO THE METROPOLITAN  
TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) FY 2024-2033**

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

**WHEREAS**, the following modifications have been proposed for the following line items under 5307 in the FY 2024-2033 Transportation Improvement Program (TIP):

TG-6801 – Operating Assistance ADA (TG-4774B was previously combined with this line item)

<u>FY 2026</u>	
5307 -	\$200,000
LOCAL -	\$50,000

TG-6800 - Routine Capital (TG-4774 was previously combined with this line item)

<u>FY 2026</u>	
5307 -	\$384,000
LOCAL -	\$96,000

TA-6707 – Planning Assistance (was previously WPRTA)

<u>FY 2026</u>	
5307 -	\$336,000
LOCAL -	\$84,000

**WHEREAS**, the MPO certifies that this MTIP modification is consistent with the intent of the adopted 2050 Metropolitan Transportation Plan (MTP);

**NOW THEREFORE be it resolved**, by the Greater Hickory MPO Transportation Advisory Committee (TAC) that the MTIP FY 2024-2033 be modified as listed above on this, the 29th day of May, 2024.



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



**RESOLUTION ADOPTING MODIFICATIONS TO THE METROPOLITAN  
TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) FY 2024-2033**

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

**WHEREAS**, the following modifications have been proposed for the following line items under 5339 in the FY 2024-2033 Transportation Improvement Program (TIP):

XX-XXXX – Rolling Stock	
<u>FY 2025</u>	
5339 -	\$650,000
LOCAL -	\$155,335

**WHEREAS**, the MPO certifies that this MTIP modification is consistent with the intent of the adopted 2050 Metropolitan Transportation Plan (MTP);

**NOW THEREFORE be it resolved**, by the Greater Hickory MPO Transportation Advisory Committee (TAC) that the MTIP FY 2024-2033 be modified as listed above on this, the 29th day of May, 2024.

\_\_\_\_\_  
Bruce Eckard  
Greater Hickory MPO TAC Chair

\_\_\_\_\_  
Averi Ritchie  
Greater Hickory MPO TAC Secretary



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



**RESOLUTION ADOPTING MODIFICATIONS TO THE METROPOLITAN  
TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) FY 2024-2033**

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

**WHEREAS**, the following modifications have been proposed for the following line items under 5310 in the FY 2024-2033 Transportation Improvement Program (TIP):

TQ-9039 –Traditional Projects – Capital cost of contracting, pass through, 3<sup>rd</sup> party contracts and mobility manager (previously moved TQ-9040 to this line item and revised description)

<u>FY 2025</u>	
5310 -	\$300,000
LOCAL -	\$75,200

**WHEREAS**, the MPO certifies that this MTIP modification is consistent with the intent of the adopted 2050 Metropolitan Transportation Plan (MTP);

**NOW THEREFORE be it resolved**, by the Greater Hickory MPO Transportation Advisory Committee (TAC) that the MTIP FY 2024-2033 be modified as listed above on this, the 29th day of May, 2024.

\_\_\_\_\_  
Bruce Eckard  
Greater Hickory MPO TAC Chair

\_\_\_\_\_  
Averi Ritchie  
Greater Hickory MPO TAC Secretary

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Bruce Eckard  
Greater Hickory MPO TAC Chair

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Averi Ritchie  
Greater Hickory MPO TAC Secretary

Greater Hickory MPO  
Transportation Update  
March 2024

<b>Division 11 Projects Under Development – Caldwell Co.</b>								
<b>TIP</b>	<b>ROUTE</b>	<b>DESCRIPTION</b>	<b>ROW YEAR</b>	<b>CONST YEAR</b>	<b>TOTAL PROJECT COST</b>	<b>Status</b>	<b>Final Assigned Manager</b>	<b>Funding: S/F</b>
BL-0002	US 321A (MAIN STREET)	US 321A (MAIN STREET), CONSTRUCT PEDESTRIAN CROSSING IMPROVEMENTS FROM SR 1952 (CEDAR VALLEY ROAD) TO SR 1156 (LEGION ROAD).	2024	2024	\$464,000	Planning	Division	F
BL-0065	NS	Lenoir Greenway, Harper Avenue to Morganton Boulevard. Extend multi-use path.	2024	2025	\$1,862,000	Planning	LAP	F
BP11-R008	SR 1545 (COTTRELL HILL ROAD)	Replace Bridge 130011 on SR 1545 over Zachs Fork Creek in Caldwell County	2024	2025	\$900,000	Planning	Division	S
BP11-R025	SR 1927 (OLD MORGANTON ROAD)	Replace Bridge 130332 on SR 1927 over Abington Creek in Caldwell County	2024	2025	\$1,150,000	Planning	Division	S
BP11-R035	SR 1519 (HOLLYWOOD RIDGE ROAD)	Replace Bridge 130169 on SR 1519 over Warrior Creek in Caldwell County	2025	2026	\$725,000	Planning	Division	S
BP11-R040	SR 1719 (CEDAR VALLEY CHURCH ROAD)	Replace Bridge 130048 on SR 1719 over Upper Little River in Caldwell County	2024	2025	\$650,000	Planning	Division	S
BP11-R041	SR 1703 (LAXTON ROAD)	Replace Bridge 130271 on SR 1703 over UT Kings Creek in Caldwell County	2026	2027	\$650,000	Planning	Division	S
BP11-R042	SR 1328 (BROWN MOUNTAIN BEACH ROAD)	Replace Bridge 130322 on SR 1328 over Este Mill Creek in Caldwell County	2026	2027	\$500,000	Planning	Division	S
HF-0003	SR 1328 (BROWN MOUNTAIN BEACH ROAD)	SR 1328 (BROWN MOUNTAIN BEACH ROAD) WIDEN ROADWAY TO 20 FEET IN FIVE LOCATIONS ALONG WILSON CREEK.	2024	2025	\$1,575,000	Planning	Division-Slaughter	F
R-3430B	SR 1001 (CONNELLY SPRINGS ROAD)	SR 1001 (CONNELLY SPRINGS ROAD), BURKE COUNTY CONSTRUCT NEWPARALLEL BRIDGE OVER CATAWBA RIVER.	2022	2025	\$20,252,000	Planning	Central	S
R-3430C	SR 1001 (CONNELLY SPRINGS ROAD)	SR 1001 (CONNELLY SPRINGS ROAD) FROM CATAWBA RIVER TO SR 1933 (SOUTH-WEST BOULEVARD). MODERNIZE ROADWAY TO INCLUDE BICYCLE AND PEDESTRIAN ACCOMMODATIONS.	2028	2031	\$78,508,000	Planning	Central	S
U-4700B	US 321	FROM US 321A TO SR 1108 (MISSION ROAD)	2040	2040	\$154,000,000	Planning	Central	F
U-4700C	US 321	US 321 FROM SR 1108 (MISSION ROAD) TO SR 1933 (SOUTHWEST BLVD). WIDEN TO SIX LANES.	2040	2040	\$24,000,000	Planning	Central	F



Greater Hickory MPO  
Transportation Update  
March 2024

U-4700CA	US 321	SR 1160 (MOUNT HERMAN ROAD). UPGRADE INTERSECTION TO SUPERSTREET DESIGN. - WITHIN THE LIMITS OF U-4700 C.	2019	2024	\$7,620,000	In R/W	Division	F
U-4700CB	US 321	AT SR 1809/1952 (PINE MOUNTAIN ROAD). UPGRADE INTERSECTION TO SUPERSTREET DESIGN.	2019	2024	\$12,500,000	In R/W	Division	F
U-4700CC	US 321	AT SR 1108 (MISSION ROAD). UPGRADE INTERSECTION TO SUPERSTREET DESIGN	2019	2024	\$8,850,000	In R/W	Division	F
U-6034	US 321 ALT	DUKE STREET TO PINEWOODS ROAD	2024	2026	\$25,600,000	30% Plans	Division	S
U-6036	SR 1109 (PINEWOODS RD)	US 321 TO BERT HUFFMAN ROAD. UPGRADE ROADWAY.	2020	2024	\$12,600,000	90 % Plans	Division	S
U-6157	SR 1130 (CAJAH MOUNTAIN ROAD)	SR 1130 (CAJAH MOUNTAIN ROAD) FROM SR 1001 (CONNELLY SPRINGS ROAD) TO US 321A	2023	2025	\$43,301,000	R/W soon	Division	F
U-6161	US 321	US 321 FROM SR 1002 (DUDLEY SHOALS ROAD) GRADE SEPARATION. CONSTRUCT RAMP ONTO US 321 SOUTHBOUND.	2025	2027	\$5,000,000	Planning	Division	F

Greater Hickory MPO  
 Transportation Update  
 March 2024

<b>Division 11 Projects Under Construction</b>								
<u>Contract Number</u>	<u>County</u>	<u>TIP#</u>	<u>Route</u>	<u>Location Description</u>	<u>Contract Amount</u>	<u>Contractor</u>	<u>Construction Progress %</u>	<u>Completion Date</u>
DK00259	CALDWELL	R-5775	US 321	IMPROVE INTERSECTION AT US 321 (HICKORY BLVD) AND SR 1109 (PINEWOOD ROAD EXT)	\$1,682,361.75	TRI-COUNTY PAVING INC	73 %	2023
DK00344	CALDWELL	BP11-R001	NC-268	BRIDGE NO. 130029 ON NC 268 OVER YADKIN RIVER	\$2,973,493.95	EASTERN STRUCTURES LLC	82 %	04/25
DK00367	CALDWELL	U-6033	US 64	US 64 (NC 18) AND SR 1142 (CALLICO ROAD) INTERSECTION IMPROVEMENTS	\$3,574,459.72	TRI-COUNTY PAVING INC	48 %	4/25
DK00390	CALDWELL	U-6035	SR 1002 (DUDLEY SHOALS ROAD)	CONSTRUCT ROUNDABOUT AT GRACE CHAPEL/CAMPGROUND/PEACH ORCHARD ROAD)	n/a	Smith-Rowe	0	5/25

## March 2024 Progress Report for Division 12 Projects in GHMPO

### Active Construction Projects

Contract/ TIP #	County	Route	Project Description	Status	% Complete
DL00290	Alexander, Catawba, Iredell	Various Secondary Roads	Resurfacing for 127.57 miles.	Underway.	39%
31.97	Catawba, Iredell	I-40 from East of SR 1007 (1st St. West) to East of NC 115	Resurfacing for 0.861 miles.	Underway.	52%
C204848	Catawba	1 Section of US 70, 1 Section of NC 10 and 16 Sections of Secondary Roads.	Resurfacing for 31.17 miles.	Underway.	32%
DL00296	Catawba	Bridge No 85 on SR 1734 (Travis Rd)	Bridge Replacement	Underway.	93%
DL00302	Catawba	Bridge No 59 on SR 1120 (Greedy Hwy.)	Bridge Replacement	Underway.	85%

### Active Projects Under Development

Contract/ TIP #	County	Route	Project Description	Status	% Complete
U-4700 A	Catawba	US 321	Widen to six lanes from north of US 70 in Hickory to US 321A. Length 3.2 miles.	Right-of-Way acquisition underway. Work on multiple disciplines also underway. The projected schedule for Construction let is August of 2026.	NA
U-5777	Catawba	NC 127	Add turn lanes from 1st Ave SE to 2nd Ave SE.	Right of Way acquisition in progress. Redesign to shorten turn lane to reduce impacts to adjacent properties and reduced vertical profile to facilitate constructability. Let date scheduled for September of 2024.	NA

<b>Contract/ TIP #</b>	<b>County</b>	<b>Route</b>	<b>Project Description</b>	<b>Status</b>	<b>% Complete</b>
U-6041	Alexander	US 64 at SR 1124 (Church Rd)	Add left turn lanes on westbound US 64/ NC 90.	The projected schedule for Right of Way and Construction is in FY 2024 and FY 2025 respectively. Engineering work is ongoing.	NA
R-3603A	Alexander	NC 127	Widen to multi-lanes from SR 1400 (Cloninger Mill Rd) in Catawba County to SR 1156 (Richey Rd) in Alexander County.	The projected schedule for Right of Way and Construction is in FY 2024 and FY 2026 respectively. Design work in progress.	NA
U-2530A	Catawba	NC 127	Widen to multi-lanes from SR 1132 (Huffman Road) to SR 1008 (Zion Church Road).	The projected schedule for Right of Way and Construction is in FY 2025 and FY 2027 respectively. Engineering work is ongoing. Public meeting held on March 21, 2024.	NA
R-2307A	Catawba, Lincoln	NC 150	Relocated NC 16 to East of SR 1840 (Greenwood Rd). Widen to 4 lanes.	The projected schedule for Right of Way and Construction is in FY 2027 and FY 2030 respectively. Express Design underway.	NA
B-5847	Catawba	SR 1709 (Rock Barn Road)	Replace Bridge 170173 over I-40.	The projected schedule for Right of Way, Utility relocation and Construction is in FY 2023 FY 2024 and FY 2030 respectively. Right of Way acquisition is ongoing. Public Meeting held on July 12, 2022 in Conover. The project proposes roundabout at the ramp terminals and also considering a multiuse path and sidewalks over I-40.	NA