



Agenda Item	Presenter	Attachment	Action
Call to Order / Ethics Awareness / Introductions	Bruce Eckard		
Technical Coordinating Committee (TCC) Report	Brian Horton		Information Item
Minutes of January 19, 2022 Meeting	Bruce Eckard	Attachment I	Approve Minutes
Transportation Improvement Plan Revisions for 5303 Funding	Brian Horton	Attachment II	Approve by Resolution
Transportation Improvement Plan Revisions for Board of Transportation	Brian Horton	Attachment III	Release for Public Comment
Coronavirus Recovery and Relief Supplemental Appropriations Act (CRRSAA) Funding	Brian Horton	Attachment IV	Administrative Item
Locally Administered Project Program (LAPP) Scoring Criteria	Averi Ritchie	Attachment V	Approve Criteria
2050 Metropolitan Transportation Plan Goals	Brian Horton	Attachment VI	Information Item
TAC Officers and Terms	Brian Horton	Attachment VII	Approve Officers
Federal Certification Review	Brian Horton	Attachment VIII	Information Item
NCDOT Updates	Brad Lail		
Board of Transportation	Andy Wells		
Division 11	Mike Pettyjohn		
Division 12	Mark Stafford	Project Updates	
Division 13	Mark Gibbs		
Transportation Planning Division	Pam Cook	TPD Newsletter	
Public Comment / Announcements	Bruce Eckard		
Adjournment			
Next Meeting: March 23, 2022	Bruce Eckard		

Reminder: In accordance with the State Government Ethics Act, it is the duty of every TAC member to avoid any conflicts of interest. Does any TAC or TCC member have any known conflict of interest with respect to any matters coming before the TAC today? If so, please identify the conflict and refrain from any participation in the matter involved.



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



MINUTES
GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION (GHMPO)
METROPOLITAN TRANSPORTATION ADVISORY COMMITTEE (TAC)
Wednesday, January 19, 2021, 2:30 pm, In-person meeting and via Zoom

Present			Absent		
First Name	Last Name	Representing	First Name	Last Name	Representing
Barbara	Beatty	Catawba County	Andy	Wells	Board of Transportation At-Large
Barry	Mitchell	Town of Hudson	Brad	Lail	Board of Transportation – Div. 12
Bruce	Eckard	City of Conover	Bob	Sigmon	Town of Maiden
Hank	Guess	City of Hickory (1 of 2)	Carroll	Turner	Town of Connelly Springs
Jeff	Blalock	WPRTA	Donald	Robinson	Town of Catawba
Jerry	Hodge	City of Newton	Richard	Andrews	Town of Cahah's Mountain
Jill	Patton	City of Hickory (2 of 2)	Terry	Yount	Town of Drexel
Larry	Yoder	Alexander County	Thurman	VanHorn	Town of Long View
Les	Morrow	City of Claremont	Wayne	Annas	Town of Rutherford College
Martin	Townsend	Town of Granite Falls			
Maynard	Taylor	Burke County	VACANT		Brookford
Ralph	Prestwood	City of Lenoir	VACANT		Caldwell County
Rexanna	Lowman	Town of Valdese	VACANT		Cedar Rock
Wendy	Cato	City of Morganton	VACANT		Gamewell
			VACANT		Glen Alpine
			VACANT		Sawmills
WPCOG, FHWA, NC Board of Transportation, & Guests			NCDOT Staff		
		Anthony Starr - WPCOG			Sean Sizemore – Div. 11
		Emma Stogner – WPCOG			Anil Panicker – Div. 12
		Brian Horton – WPCOG			Chris Guffey – Div. 13
					Hannah Cook – Div. 13
		Loretta Barren – FHWA			Stephen Sparks – Div. 13
		Rick Justice – Town of Rhodhiss			Steve Cannon – Div. 13
					Pam Cook – TPD

Call to Order and Introductions – TAC Chair Bruce Eckard called the meeting to order and welcomed all present at 2:30 PM. Introductions were made around the room. Hank Guess, Jerry Hodge, Les Morrow, Jill Patton, and Larry Yoder joined the meeting remotely via Zoom. Upon a motion by Ms. Beatty and a second by Ms. Patton, the TAC unanimously approved the aforementioned members participating remotely. Chair Eckard reminded members of Ethics Awareness.

Technical Coordinating Committee (TCC) Report – Mr. Horton informed members that all items from the prior TCC meeting had been unanimously recommended to TAC.

Action Items:

- I. **Approval of Minutes** – Chair Eckard asked members if they had a chance to review the minutes. Upon a motion from Mr. Taylor and a second by Ms. Patton, the TAC unanimously approved the minutes from their December 15, 2021, meeting.
- II. **Fiscal Year 2023 Assessments** – Mr. Horton presented the table in Attachment II. Mr. Horton explained that PL funding next year would decrease, while 5303 funding would increase. Mr. Horton further explained the overall increase from FY 2022 was 3%, though the change by local government differed by the latest population estimates. Mr. Taylor asked about the population decrease, which Mr. Starr confirmed. Upon a motion from Ms. Cato and a second

by Mr. Taylor, the TAC unanimously approved the Fiscal Year 2023 Local Government Assessments.

- III. **Draft FY 2023 Unified Planning Work Program (UPWP)** – Mr. Horton summarized the work tasks next year that would accommodate the slight decrease in PL funding but significant increase in Section 5303 funding. Upon a motion by Mr. Hodge and a second by Ms. Cato, the TAC unanimously approved releasing the Draft FY 2023 UPWP for public comment.
- IV. **Transportation Improvement Program (TIP) Revisions for 5303 Funding** – Mr. Horton explained that a STIP Revision would be required to support the planned increase in Section 5303 funding for next year's UPWP. Upon a motion by Ms. Beatty and a second by Ms. Patton, the TAC unanimously approved releasing the draft TIP revision for public comment.
- V. **2050 Metropolitan Transportation Plan (MTP) Survey** – Mr. Horton presented a summary of the recently closed survey for the 2050 MTP, which collected a total of 188 responses. Chair Eckard how long the survey was active, to which Mr. Horton replied September through December 2021. Mr. Horton summarized key takeaways, which included safety being the consistent top priority and many mapped needs falling on or near previously identified corridors. No action was required for this information item.

NCDOT Update –

- **NC Board of Transportation** – Both Mr. Lail and Mr. Wells were absent to attend the NC Transportation Summit in Raleigh.
- **Division 11** – Mr. Sizemore shared a projects update.
- **Division 12** – Mr. Panicker noted Mr. Stafford was also absent for the Summit and shared a projects update.
- **Division 13** – Ms. Hannah Cook presented an update, noting minimal remaining work on Exit 112 was expected to be complete by June 2022.
- **NCDOT-TPD** – Ms. Pam Cook shared her update via the TPD Newsletter.

Public comments or announcements: Mr. Townsend asked about snow removal. Mr. Cannon replied that NCDOT labor shortages were somewhat offset by contract workers. Mr. Guffey noted how ice in the recent storm was hard on equipment. Chair Eckard remarked that I-40 and NC 16 had been cleared rather quickly.

Adjournment – As there was no other business, Chair Eckard adjourned the TAC at 3:20 PM. The next meeting is scheduled for February 23, 2022 at 2:30 PM

Respectfully Submitted,

Bruce Eckard, MPO/TAC Chair

Brian Horton, TAC Secretary



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



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

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

WHEREAS, the following modification has been proposed for Project TP-5106 (Planning Assistance) in the FY 2020-2029 Transportation Improvement Program (TIP):

<u>FY 2023</u>	
5303 -	\$109,942
LOCAL -	\$13,743
STATE -	\$13,743
<u>FY 2024</u>	
5303 -	\$55,000
LOCAL -	\$7,000
STATE -	\$7,000

WHEREAS, the MPO certifies that this MTIP modification is consistent with the intent of the adopted 2045 Metropolitan Transportation Plan (MTP);

NOW THEREFORE be it resolved, by the Greater Hickory MPO Transportation Advisory Committee (TAC) that the MTIP FY 2020-2029 be modified as listed above on this, the 23rd day of February, 2022.

Bruce Eckard
Greater Hickory MPO TAC Chair

Brian Horton
Greater Hickory MPO TAC Secretary

**REVISIONS TO THE 2020-2029 TIP
HIGHWAY PROGRAM**

GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION

TIP ADDITIONS

* RX-2011A CALDWELL PROJ.CATEGORY DIVISION	- GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION	SR 1159 (PLEASANT HILL ROAD), CWCY CROSSING 729801L IN HUDSON. CONSTRUCT SAFETY IMPROVEMENTS. <u>ADD PROJECT AT THE REQUEST OF THE RAIL DIVISION.</u>	CONSTRUCTION	FY 2023 - <u>\$800,000</u> (RR) \$800,000
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TIP MODIFICATIONS

* C-5624 CATAWBA PROJ.CATEGORY DIVISION	- GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION	CONOVER, CONSTRUCT 1ST STREET/US 70 BIKE AND PEDESTRIAN IMPROVEMENTS. <u>TO ALLOW ADDITIONAL TIME FOR RIGHT-OF-WAY, DELAY CONSTRUCTION FROM FY 23 TO FY 24.</u>	CONSTRUCTION	FY 2024 - \$2,123,000 (BGANY) FY 2024 - <u>\$531,000</u> (L) \$2,654,000
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EB-5828 CATAWBA PROJ.CATEGORY DIVISION	- GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION	CLAREMONT, CENTENNIAL BOULEVARD, NORTH OXFORD STREET TO NORTH LOOKOUT STREET. CONSTRUCT SIDEWALK. <u>TO ALLOW ADDITIONAL TIME FOR PRELIMINARY ENGINEERING, DELAY RIGHT-OF-WAY FROM FY 21 TO FY 22, AND CONSTRUCTION FROM FY 22 TO FY 23.</u>	RIGHT-OF-WAY CONSTRUCTION	FY 2022 - \$25,000 (BGDA) FY 2022 - \$6,000 (L) FY 2023 - \$433,000 (BGDA) FY 2023 - <u>\$108,000</u> (L) \$572,000
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* INDICATES FEDERAL AMENDMENT

**REQUEST FOR ACTION
TRANSPORTATION ADVISORY COMMITTEE**

MEETING DATE: February 23, 2022

SUBJECT: Coronavirus Recovery and Relief Supplemental Appropriations Act (CRRSAA) Funding Swap

PRESENTER: Brian Horton

ATTACHMENTS: None

SUMMARY OF REQUEST:

As part of the Coronavirus Recovery and Relief Supplemental Appropriations Act (CRRSAA) of 2021, the U.S. government apportioned the Greater Hickory Metropolitan region \$1,428,893. Pursuant to federal law, the programming and expenditure of these funds should be for activities and projects eligible under the federal transportation planning process. A requirement of CRRSAA is for the funds to be obligated by end of Federal Fiscal Year 2024.

Working with the State Transportation Improvement Program (STIP) Unit of the North Carolina Department of Transportation (NCDOT), a funding swap is proposed between the CRRSAA funding allocated to the region and the Surface Transportation Block Grant – Direct Attributable (STBG-DA) funds. The proposed funding swap would allow two existing locally sponsored projects, one each in Hickory and Lenoir, to obligate the time-constrained CRRSAA funds, while also freeing up more funding for locally sponsored projects throughout the region.

NCDOT will replace the BGDA (STBG-DA) funding source with BGDACV (CRRSAA) for the following two projects:

EB-5806 - \$261,000 (Lenoir)
EB-5977 - \$1,168,000 (Hickory)

The resulting \$1.429 million in swapped STBG-DA funding will be added to an upcoming call for the Locally Administered Project Program (LAPP). Applications for that upcoming call for projects will be open to all local governments within the GHMPO region.

BOARD ACTION REQUESTED: Staff requests TAC to review and approve the proposed funding swap between CRRSAA and STBG-DA funds allocated to the GHMPO region.

Suggested Motion: *I move that the TAC approve the funding swap as presented.*

**REQUEST FOR ACTION
TRANSPORTATION ADVISORY COMMITTEE**

MEETING DATE: February 23, 2022

SUBJECT: Locally Administered Project Program (LAPP) Scoring Criteria

PRESENTER: Averi Ritchie

ATTACHMENTS: Proposed changes to LAPP scoring criteria

SUMMARY OF REQUEST:

The Locally Administered Projects Program (LAPP) was adopted by the Greater Hickory Metropolitan Planning Organization (GHMPO) to prioritize and program local transportation projects in the region that utilize federal transportation funding. This process will involve a regular call for projects, and will result in new projects added to the GHMPO's Transportation Improvement Program (TIP).

As a Transportation Management Area (TMA), the GHMPO receives a direct allocation of approximately \$3,335,000 in Surface Transportation Block Grant Direct Attributable (STBG-DA) funding annually.

Changes to the attached criteria were first reviewed by GHMPO's new Movability Advisory Committee (MAC), which meets quarterly. The MAC was specially created to help the GHMPO planning area identify needed policy changes and potential project priorities. The committee promotes equitable access to all forms of transportation, including bicycle, pedestrian, and public transportation.

BOARD ACTION REQUESTED: Staff requests TAC to review and approve the proposed changes to the LAPP scoring criteria.

Suggested Motion: *I move that the TAC approve the revised scoring criteria as presented.*

Ranking Criteria**Bicycle & Pedestrian Projects**

20% or higher match for all projects required

Criteria and Maximum Points	0 points	5 points	10 points	15 points	Notes:
Crash Exposure* (15 max)	All other projects.	AAADT \leq 2,000 (separated facility - multi-use path, cycle tracks, planning strip sidewalks)	AAADT = 2,001 \leq 4,999 (separated facility - multi-use path, cycle tracks, planning strip sidewalks)	AAADT \geq 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 \leq 10,000 (non separated facility)	AAADT = 2,001 \leq 4,999 (non separated facility)	AAADT \leq 2,000 (non separated facility)	
Dedicated ROW Availability (10 points)	no		yes		Proof of dedicated ROW or plan for acquiring ROW
Feasibility Score (10 points)		Design by engineer			Project can select one for 5 points or both for a max of 10 points
		Cost estimate by engineer			
Supports community goals and initiatives (10 max)		Project is in an adopted Plan	Project has letter of support, survey interest, community walk audit, NCDOT support etc.		
Safety Benefit (5 max)	No crash data.	Addresses proposed project location with documented bicycle or pedestrian crash data (based on 10 year data).			PBIN crash data or local data
Closing A Gap (15 Max)	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.	
Connects to homes & School (5 max)	All other projects.	Connects residential development to a K-12 school, community college, or university			
Economic Development & Points of Interest (10 max)	All other projects.	Projects 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			
Addresses Mobility Concerns (10 max)	All other projects.		Serves documented population with mobility impairments		
Supports Environmental Justice & Serves the Community (10 max)	All other projects.	Serves those within TAZs with poverty level of 10% or higher or minority concentration of 25% or higher or zero car households of 10% or higher	Serves those within TAZ with poverty level of 20% or higher or minority concentration of 50% or higher or zero car households of 20% or higher		

*Maintenance agreement must be in place for all projects receiving funding.

2050 METROPOLITAN TRANSPORTATION PLAN: Planning Factors, Goals, and Policies

To guide its decision making, the Greater Hickory Metropolitan Organization (GHMPO) has developed goals and policies from transportation guidelines at the local, state and federal levels. The GHMPO will implement these goals to provide the citizens of the GHMPO Planning Area with a safe and efficient transportation system for the movement of people and goods. These regional transportation options provide mobility choices, protect the environment, and improve the quality of life within Alexander, Burke, Caldwell and Catawba Counties.

This Metropolitan Transportation Plan (MTP) incorporates a wide range of federally mandated analyses and process steps. The most recent federal transportation legislation, known as the Infrastructure Investment and Jobs Act, requires the Plan to address eight planning emphasis areas. The emphasis areas listed below overlap with key goals of the Plan.

1. Transition to a clean energy, resilient future.
2. Advance equity and provide support for underserved and disadvantaged communities.
3. Provide a safe transportation network for all users, including travelers of all ages and abilities.
4. Conduct inclusive public involvement that integrates virtual tools into the overall approach, while ensuring access by those without computers or mobile devices.
5. Coordinate the Strategic Highway Network with the US Government.
6. Leverage transportation opportunities to access and support the transportation needs of federally managed lands.
7. Implement planning and environment linkages as a collaborative and integrated approach to transportation decision-making that considers environmental, community, and economic goals early in the planning process and informs the environmental review process.
8. Incorporate data sharing and consideration in the transportation planning process.

Integrated Multi-modal Transportation Network

Goal: Develop a high-quality, fully-integrated, multi-modal transportation network that provides transportation options that meet the short and long term transportation needs of residents and businesses in the Greater Hickory Area.

Policies:

- Provide an integrated system of multi-modal transportation facilities in the GHMPO Planning Area.
- Require improvements to be integrated with other transportation modes where practical to assure the opportunity for both multi-modal and inter-modal connectivity and efficiency.
- Promote land use policies and infrastructure projects that support transit, walking, bicycling, rail and air in local and regional plans.
- Create street patterns that encourage safe pedestrian, bicycle and vehicular travel, provide access to public transportation and ensure connectivity.
- Improve mobility by planning facilities that enhance interconnectivity and accessibility to major regional destinations and activity centers.

Transportation Funding

Goal: Ensure adequate long-term funding for maintenance and construction of all modes of transportation facilities.

Policies:

- Design a fiscally responsible transportation system.
- Make the most efficient use of limited public resources.
- Minimize the cost of implementing and operating transportation projects.
- Develop transportation projects that enhance the local and regional economies.
- Actively explore and consider a wide range of standard and innovative funding sources for transportation projects.

Transportation Planning Process

Goal: Support an open, inclusive, and participatory transportation planning process.

Policy:

- Improve communication and cooperation between the MPO and RPO governments, local, state and federal transportation agencies, freight carriers, law enforcement, emergency services and other stakeholders.

Street and Highway Network

Goal: Designing streets and highways that are safe and efficient for motor vehicle drivers while accommodating public transit users, bicyclists and pedestrians.

Policies:

- Provide a street and highway network that will serve the population now and in the future.
- Encourage ways to improving and enhance the existing regional road system along with building new facilities.
- Enhance mobility by improving the connectivity of the existing street network.
- Encourage plans to include policies for access management on existing and proposed streets.

Land-Use and Transportation Coordination

Goal: Promote integrated development patterns and transportation networks that work together to support mixed-use, pedestrian friendly communities and active modes of transportation. Land-use and transportation decisions should be consistent and mutually reinforce each other.

Policies

- Develop a transportation plan that is integrated with local land use plans and development policies.
- Promote land use patterns that combine a mixture of uses where practical.
- Identify and recommend land use patterns and development policies that increase overall mobility.
- Support local government policies that require right-of-way dedication, payments in lieu of construction and/or installation of transportation improvements when warranted for new development.

Bicycle and Pedestrian Transportation

Goal: Create a safe effective bikeway, sidewalk, and greenway network that is integrated with the transportation system, links together resources and destinations, provides an alternative to automobile travel, increases recreational opportunities, advances healthy lifestyles and enhances the quality of life in the Greater Hickory Area.

Policies:

- Provide a pedestrian and bicycle system that allows greater access to and links between public transit, schools, parks and other major activity centers.
- Develop a system that integrates pedestrian and bicycle modes of travel with motor vehicle transportation, and connects inter-regionally with existing bike and pedestrian infrastructure (such as the Carolina Thread Trail).
- Increase pedestrian and bicycling activity for both transportation and recreation to promote healthy, active living and improve public health.
- Promote, through public education, the economic, environmental, and health benefits of walking and biking as practical modes of transportation.
- Partner with local, county, and state agencies to encourage bicycling and pedestrian activities across different populations.
- Recommend that new or widened roadways are designed to include the land on each side of the road with sufficient width to accommodate bicycle and pedestrian facilities safely.
- Encourage the delineation of safe pedestrian ways and bicycle routes, emphasizing separation from vehicular areas when possible.
- Recommend the installation of signage when bicycle routes and pedestrian facilities are integrated with roadways.

Public Transportation

Goal: Enhance and expand public transportation into a system of buses, vanpools, car pools and special population transit services that is efficient, convenient, safe and cost effective. Increase transit use through service enhancement, improved pedestrian and bicycle linkages, and transit supportive development patterns.

Policies:

- Promote, improve and expand transit services.
- Promote a convenient, accessible and affordable public transportation system, provided by public and private operators, that enhances mobility and economic development.
- Assist the Western Piedmont Regional Transit Authority (WPRTA) in identifying public and private methods of funding to enhance and expand transit service.
- Support the enlargement of the service area and increasing the frequency of transit service.
- Minimize use of fossil fuels and vehicle operating costs by considering alternative fuels and alternative-fueled vehicles.
- Develop and implement a new Regional Transit Plan.
- Enhance the visibility and public image of the WPRTA and the services it provides.
- Encourage development of a regional park and ride system for cars and bicycles to support transit services and encourage ridesharing.
- Support a bus/van service to major population and employment centers to reduce dependence on and as an alternative to Single Occupancy Vehicles (SOV).
- Promote a “Bikes on Buses” program for all public transit routes.

Rail and Air Transportation

Goal: Support policies and development patterns to make the establishment of a regional commuter rail service. In addition, support efforts to improve air service, promote economic development and provide transportation access to Hickory Regional Airport and Foothills Regional Airport.

Policies:

- Promote rail and air passenger transportation opportunities.
- Maximize the use of rail and air in the transportation of freight.
- Create an efficient passenger rail service to and from the GHMPO Planning Area.
- Support the Hickory Regional Airport and the Foothills Regional Airport's long range plans.
- Continue to support the development of passenger rail service for the Western North Carolina Rail Corridor.
- Develop an inter-modal rail program that would move goods throughout the region in a more efficient manner.

Freight Transportation

Goal: Provide a safe and efficient freight transportation system that improves existing levels of freight access and mobility, supports the region's economic wellbeing and minimizes negative impacts on sensitive land-uses and the environment.

Policies:

- Create a safe, efficient and coordinated transportation system for the movement of goods within and through the GHMPO Planning Area.
- Consider congestion on heavily-traveled truck routes when developing plans.
- Establish intermodal operations and facilities among transportation modes, focusing on mobility and access.
- Establish and designate truck routes consistent with federal, state and local regulations and minimize exposure to neighborhoods, historic sites and cultural resources.
- Develop streets and highways that are accessible and compatible with freight transportation.
- Evaluate the impact of land use on the transportation system when development plans are adopted and policy decisions are made and, likewise, evaluate the changes in land use brought about by the expansion and construction of transportation facilities.
- Improve and support transportation efficiency through compact, mixed-use, transit and pedestrian-friendly development.
- Encourage regional and local land use plans to include policies for access management.
- Promote coordinated multi-jurisdictional and intergovernmental land use plans.

Safety and Security

Goal: Establish policies and programs to improve the efficiency of the roadway network, reduce congestion pollutant emissions, increase safety and improve efficiency.

Policies:

- Promote, provide and continue to improve transportation safety and security of the transportation system within the GHMPO Planning Area.
- Support the Western Piedmont Regional Transit Authority's (WPRTA) efforts to increase transit safety and security for riders and employees.
- Ensure safety through public education, enforcement and engineering.
- Improve safety by utilizing Intelligent Transportation Systems (ITS) to the maximum extent practical.

Human and Natural Environment

Goal: Develop a multi-modal transportation system which provides access and mobility to all residents, while protecting the public health, natural environment, cultural resources and social systems.

Policies:

- Develop a transportation system that preserves and coexists with the natural and built environment and minimizes pollution.
- Promote better integration of land use and transportation planning to minimize pollution.
- Support transportation projects that preserve and complement the MPO planning area's natural features.
- Identify and protect environmentally sensitive, archaeological, historic and culturally valuable areas early in the transportation planning process.
- Develop and support a transportation system and programs that maintain or improve air quality and reduce greenhouse gases, ozone, particulate matter and other pollutants.
- Design transportation facilities that minimize transmission of traffic noise and dust to surrounding properties.

Environmental Justice

Goal: Identify and address the needs of minority and low-income populations in making transportation decisions.

Policies:

- Ensure environmental justice by providing transportation facilities that do not disproportionately affect disadvantaged populations.
- Enhance the MPO's analytical capabilities to ensure that the long-range transportation plan and the Transportation Improvement Plan (TIP) comply with Title VI.
- Identify residential, employment and transportation patterns of minority and low-income populations so that their needs can be identified and addressed, and the benefits and burdens of transportation investments can be fairly distributed.
- Evaluate and improve, where necessary, public involvement processes to eliminate participation barriers and engage minority and low-income populations in transportation decision making.

Congestion Management

Goal: Establish policies and programs to improve the efficiency of the roadway network and reduce congestion.

Policies:

- Improve mobility by utilizing Intelligent Transportation Systems (ITS) to the maximum extent practical.
- Develop an efficient street and highway network capable of providing an appropriate level of service for a variety of transportation modes.
- Maximize transportation system efficiency and safety by promoting alternatives to adding general-purpose traffic lanes.
- Enhance mobility by improving the connectivity of the existing street network.

**REQUEST FOR ACTION
TRANSPORTATION ADVISORY COMMITTEE**

MEETING DATE: February 23, 2022
SUBJECT: Election of Chair and Vice-Chair
PRESENTER: Brian Horton
ATTACHMENTS: Excerpt from TAC Bylaws

SUMMARY OF REQUEST:

Per the attached Bylaws, a TAC Chair and Vice-Chair must be elected every two years. These officers may serve consecutive two-year terms.

The current Chair of TAC is Bruce Eckard, Council Member of City of Conover.

The current Vice-Chair of TAC is Barbara Beatty, Commissioner of Catawba County.

BOARD ACTION REQUESTED: TAC members must appoint or re-appoint the Chair and Vice-Chair.

Suggested Motion: *I move that the TAC appoint or re-appoint NAME as Chair / Vice-Chair.*

ARTICLE IV – OFFICERS

Section 1 – Officers Defined:

The officers of the MPO shall consist of a Chair and Vice-Chair.

Section 2 – Elections:

The Chair and Vice-Chair shall be elected and can remain in office until a successor has been duly elected or until his/her earlier death, resignation, disqualification, incapacity to serve, or removal in accordance with the law. The newly elected Chair and Vice-Chair shall take office immediately following the election. The Chair must have served as an MPO member (delegate or alternate) for one year immediately prior.

Additional elections may be held if either the Chair or Vice-Chair cannot carryout his/her duties and complete the remainder of the appointed term.

Section 3 – Terms of Office:

The term of office for officers shall be two years. Elections shall be held every two years and officers may serve consecutive two-year terms.

Section 4 – Duties of Officers:

The Chair shall call and preside at meetings, sub committees and set the order of business for each meeting. In the Chair's absence, the Vice-Chair shall preside and complete all other duties of the Chair. In the event that the Chair is unable to carryout his/her duties for the remainder of their term, the Vice-Chair shall carryout the functions of the Chair until a new election is held.

Section 5 – Duties of the Secretary:

Western Piedmont Council of Government's Transportation Manager will serve as Secretary and shall provide or otherwise delegate staff service for the MPO, as needed, and will be responsible for taking summary minutes of the Committee's proceedings. The Secretary will maintain a current copy of these Bylaws as an addendum to the Memorandum of Understanding, to be distributed to the public upon request.

ARTICLE V – MEETINGS

Section 1 – Regular Meetings:

Meetings will be held on the fourth Wednesday of evenly numbered months. The Chair may cancel regular meetings should there be insufficient business on the Committee's tentative agenda.

Planning Certification Review -
Hickory, North Carolina
Monday, March 7, 2022

Agenda (Draft)

9:00 – 9:15	Introductions
9:15 – 9:45	Transit Planning
9:45 – 10:15	Organizational Structure
10:15 – 10:30	Break
10:30 – 11:00	Public Involvement Plan
11:00 – 11:30	Title VI/Environmental Justice
11:30 – 12:30	Lunch
12:30 – 1:00	Metropolitan Transportation Plan
1:00 – 1:30	Environmental Planning
1:30 – 2:00	Performance Measures/Performance Based Planning
2:00 – 2:30	MPO Highlights/Concerns/Questions
2:30 – 3:00	Meet with MPO TCC and/or TAC Member(s)
3:00 - 3:30	Federal Review Team Meeting
3:30-4:00	Federal Review Team Report Out

Greater Hickory MPO
Transportation Update
February 2022

Division 11 Projects Under Development – Caldwell Co.						
<u>TIP</u>	<u>ROUTE</u>	<u>DESCRIPTION</u>	<u>ROW YEAR</u>	<u>CONST YEAR</u>	<u>PROJECT COST</u>	<u>Status</u>
U-4700CA	US 321	SR 1160 (MOUNT HERMAN ROAD). UPGRADE INTERSECTION TO SUPERSTREET DESIGN. - WITHIN THE LIMITS OF U-4700 C.	2020	2023	\$4,100,000	Acquiring R/W
U-4700CB	US 321	AT SR 1809/1952 (PINE MOUNTAIN ROAD). UPGRADE INTERSECTION TO SUPERSTREET DESIGN.	2020	2023	\$9,3200,000	Acquiring R/W
U-4700CC	US 321	AT SR 1108 (MISSION ROAD). UPGRADE INTERSECTION TO SUPERSTREET DESIGN	2020	2023	\$6,000,000	Acquiring R/W
U-6033	US 64/NC18	UPGRADE INTERSECTION AT CALICO ROAD.	2020	2023	\$2,249,000	Acquiring R/W
U-6034	US 321 ALT	DUKE STREET TO PINEWOODS ROAD	2024	2026	\$26,400,000	R/W 2024
U-6035	SR 1002 (DUDLEY SHOALS ROAD)	CONSTRUCT ROUNDABOUT AT GRACE CHAPEL/CAMPGROUND/PEACH ORCHARD ROAD)	2019	2022	\$1,030,000	Acquiring R/W Let 2022
U-6036	SR 1109 (PINEWOODS RD)	US 321 TO BERT HUFFMAN ROAD. UPGRADE ROADWAY.	2019	2023	\$7,350,000	2023
U-6157	SR 1130 (CAJAH MOUNTAIN ROAD)	SR 1001 (CONNELLY SPRINGS ROAD) TO US 321A MODERNIZE ROADWAY	2023	2025	\$48,800,000	2023
U-6161	US 321	SR 1002 (DUDLEY SHOALS ROAD) GRADE SEPARATION. CONSTRUCT RAMP ONTO US 321 SOUTHBOUND.	2026	2028	\$10,000,000	Paused
R-3430B	SR 1001 (CONNELLY SPRINGS RD)	Modernize Roadway to Include Bicycle and Pedestrian accommodations	2022	2024	\$80,000,000	Preliminary

Greater Hickory MPO
 Transportation Update
 February 2022

Division 11 Projects Under Construction

<u>Contract Number</u>	<u>County</u>	<u>TIP#</u>	<u>Route</u>	<u>Location Description</u>	<u>Contract Amount</u>	<u>Contractor</u>	<u>Construction Progress %</u>	<u>Completion Date</u>
DK00262	CALDWELL		VARIOUS	VARIOUS PRIMARY AND SECONDARY ROUTES	\$3,786,739.83	MAYMEAD	70 %	10/21
DK00289	CALDWELL		VARIOUS	VARIOUS SECONDARY ROUTES THROUGHOUT DIVISION 11	\$2,335,432.94	MAYMEAD	36 %	10/22
DK00293	CALDWELL		VARIOUS	RESURFACING, LEVELING, MILLING, SHOULDER RECONSTRUCTION, AND PAVEMENT MARKINGS	\$4,123,494.60	Carl Rose & Sons, Inc	56%	12/22
DK00295	CALDWELL		VARIOUS	ASPHALT SURFACE TREATMENT (AST)	\$1,451,217.80	MAYMEAD	0%	12/22
DK00304	CALDWELL		VARIOUS	Resurfacing, Milling, Shoulder Reconstruction, and Pavement Markings	\$4,314,992.67	MAYMEAD	0%	10/22

February 2022 Progress Report for Division 12 Projects in GHMPO

Active Construction Projects

Contract/ TIP #	County	Route	Project Description	Status	% Complete
R-5870/ DL00202	Alexander	Industrial Access Road	Construct access road into Alexander Industrial Park from White Plains Road to W.E. Baab Road (0.492 miles). Project funded with Appalachian Regional Commission funds awarded through EDC grant application.	Underway. Grading work is continuing. Subdrain being installed due to excessive ground water.	52.9%
DL00220	Alexander	SR 1348 (Old NC 90) over Duck Creek	Bridge Replacement.	Bridge work complete. Waiting for final asphalt.	82.1%
R-3100 A & B/ C203800	Catawba	NC 16	Widen from 2 to 4 lanes A section from SR 1859 (Tower Road) to SR 1814 (Caldwell Rd) B section from SR 1814 (Caldwell Rd) SR 1801 (Claremont Road). Completion date December 2022.	Underway. Traffic switched to outside lanes so work on the inside can be completed. Project is in Phase III on A and B sections. Final asphalt to begin in March.	82.0%
C204403	Catawba	Various	Paving - one section of NC 127, one section of NC 10, three sections of NC 16 Bus and 26 sections of secondary roads. Total length 40.289 miles.	Underway.	41.7%
DL00209	Catawba	US 70 at SR 1476 (Fairgrove Church Rd)	Remove the slip lane and install a right turn lane with signal upgrades to improve the safety of the intersection.	Project is complete except vegetation.	69.4%
DL00227	Catawba and Lincoln	Various Secondary Roads	Resurfacing for 23.73 miles.	Underway.	52.5%

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. Construction let currently scheduled for August of 2025.	NA
U-5777	Catawba	NC 127	Add turn lanes from 1 st Ave SE to 2 nd Ave SE.	Preliminary Engineering resumed in March of 2021. Working to resolve utility design issues before Right of Way acquisition can begin.	NA
DF 15712.2018804	Catawba	Mitchell Drive	Culvert Replacement.	Waiting for Duke energy to clear their utility easement before NCDOT can let the project. Construction let expected in April of 2022.	NA
W-5712T	Catawba	US 321 Bus/ NC 10	Pedestrian Improvements.	Construction let scheduled for June 2022.	NA
W-5712K	Catawba	I-40 at Fair Grove Church Road	Ramp modifications.	Construction let scheduled for June 2022.	NA
R-5762	Alexander	SR 1609 County Home Road	Construct Intersection Improvements. Realign to a T intersection by moving intersection to the South.	Construction let scheduled for February 2022.	NA

NCDOT TPD NEWS



NCDOT TPD GHMPO Newsletter

February 2022

MTP/CTP One-on-one meetings

NCDOT TPD is providing map sets to the MPO for meetings with each member of the GHMPO. Maps include information on highway facility types; current MTP/CTP recommendations, bicycle and pedestrian existing and proposed (if area has a plan) facilities; road capacity deficiencies; travel dependency index for Public Transportation; bicycle, pedestrian, and vehicle crash locations, deficient bridges, and environmental features. Burke County, Lenoir, Morganton, Newton, Cahah's Mountain, Gamewell, Hudson and Caldwell County have had meetings. All map sets should be complete by the end of February. One-on-one meetings may take several more months.

NCDOT Bicycle Route System Update—Public Input

North Carolina's bicycle route system was developed in response to the 1974 Bicycle and Bikeway Act. The system was created on roads across North Carolina that were safer for bicycling, designating a network of "bicycling highways" that provided access to small towns, state parks, historic sites and other points of interest. These routes generally parallel the major highways along which cyclists often wish to travel but offer a more lightly traveled alternative than the busy, major roads that are familiar to most people. NCDOT did an update in 2013 called WalkBike NC.

NCDOT is now initiating another update to the route system based on a more current review of existing and planned bicycle facilities throughout the state. The public is invited to help identify additional potential changes to the system, based on recent roadway projects, local planning, and local knowledge and understanding of the routes. To provide input, please visit the [NCDOT State Bike Route System Public Input Map](#) ([NCDOT State Bike Route System Input Map \(altaplanning.cloud\)](#)) Input will be accepted until March 14, 2022.

New Improvements for travel Apps

The department is partnering with [one.network](#), a transportation technology provider of real-time work zone, road incident and event information, to more fully automate the data that popular apps, such as Google and Apple, receive to update their maps.

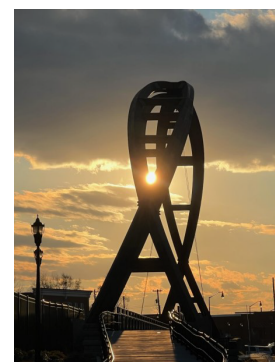
The Federal Highway Administration is spearheading the exchange to help make traveling safer through a more efficient way of accessing data on work zone activities across the nation.

"Connecting people, products and places safely and efficiently with customer focus, accountability and environmental sensitivity to enhance the economy and vitality of North Carolina...."

- NCDOT Mission Statement

FHWA News

The U.S. Department of Transportation Secretary Pete Buttigieg addressed the Transportation Research Board (TRB) 2022 Annual Meeting. Secretary Buttigieg answered questions from TRB Executive Committee Chair Susan Shaheen of University of California, Berkeley and TRB Vice Chair Nat Ford of Jacksonville Transportation Authority. The Secretary discussed an array of topics, including the National Roadway Safety Strategy, equity, the Infrastructure Investment and Jobs Act, and supply chain issues. <https://www.youtube.com/watch?v=E4wrV15eqPk>



2022 Transportation Summit Sessions' Recordings

On Jan. 19-20, NCDOT and NC GO! hosted the third annual N.C. Transportation Summit. The event was held at the Raleigh Convention Center, and featured speakers from around the world.

Sessions explored innovating for the future, embracing diversity and inclusion and the effects of the pandemic on the industry.

All sessions were recorded and can be reviewed now.

[NCDOT: N.C. Transportation Summit](https://www.ncdot.gov/news/nc-transportation-summit/Pages/default.aspx) (<https://www.ncdot.gov/news/nc-transportation-summit/Pages/default.aspx>)

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Upcoming	Date
Draft UPWP for FY 23 due	February 28, 2022
Last day to submit revisions to TPD for FY 22 (U)PWP with signatures	April 19, 2022
3rd Quarter 5303 Claim (January 1, 2022 to March 31, 2022) due	April 29, 2022
Last day to submit adopted FY23 UPWP with resolution, 5-yr planning calendar, and MPO self-certification of long-range planning. 3rd Quarter invoice and work summary due.	May 10, 2022

NCDOT Statewide Plans:

To learn more, click on the following links:

- [NC Moves 2050 Plan](#) (or go to ncdot.gov/ncmoves)
- [NCDOT Strategic Transportation Corridors](#) (or go to ncdot.gov and search: Strategic Transportation Corridors)
- [NCDOT Comprehensive State Rail Plan \(25-Year Vision\)](#) (or go to ncdot.gov and search: rail plan)
- [NC Statewide Multimodal Freight Plan \(2015-2040\)](#) (or go to ncdot.gov and search: public transportation plan)
- [Great Trails State Plan](#) (or go to ncdot.gov and search: Great Trails)
- [Connecting North Carolinians to Opportunities \(Public Transportation strategic Plan—2018\)](#) (or go to ncdot.gov and search: public transportation plan)
- [NCDOT Resilience Strategy Report \(2021\)](#) (or go to ncdot.gov and search: resilience strategy report)
- [Statewide Pedestrian & Bicycle Plan \(2013\)](#) (or go to ncdot.gov/biceped/walkbikenc)

Other Plans:

- [N.C. Climate Risk Assessment and Resilience Plan by Department of Environmental Quality](#) (or search: 2020-Climate-Risk-Assessment-and-Resilience-Plan.pdf)
- [NC FIRST Commission](#) (or go to ncdot.gov and search: First Commission)

Helpful Links:

Click on links below to learn more:

- NCDOT home page—ncdot.gov
- Real-Time Traffic—DriveNC.gov | [North Carolina Traffic & Travel Information](#)
- Report a pothole—[NCDOT Contact Us Form](#)
- NCDOT: State Transportation Improvement Program - ncdot.gov/sti
- Interactive Bicycle Routes Map—<https://www.ncdot.gov/bikeped/ncbikeways/default.aspx>—
- Links to all traffic count data information - [Traffic Survey Group \(ncdot.gov\)](#)
- NCDOT Interactive Traffic Volume Map—[Traffic Volume Maps \(ncdot.gov\)](#) —**The Greater Hickory MPO urban area is counted during odd years.**
- Traffic Safety Data & Engineering—[NCDOT: Traffic Safety Data & Engineering](#)