



Western Piedmont Council of Governments

Greater Hickory Metropolitan Planning Organization

Transportation Advisory Committee (TAC)

Wednesday, February 28, 2024, 2:30 PM
WPCOG Offices—1880 2nd Ave NW

wpcog.org/metropolitan-planning-org

Agenda Item	Presenter	Attachment	Action
Call to Order /Ethics Awareness/ Introductions	Hank Guess		
Minutes of January 17, 2024 Meeting	Hank Guess	Attachment I	Approve Minutes
Transportation Improvement Program Revisions for Approval	Averi Ritchie	Attachment II	Adopt by Resolution
Transportation Improvement Program Revisions for Release	Averi Ritchie	Attachment III	Release for Public Comment
Confirm Transportation Planning Process	Averi Ritchie	Attachment IV	Adopt by Resolution
Approve FY 25 Unified Planning Work Program	Averi Ritchie	Attachment V	Adopt by Resolution
Transportation Improvement Plan Revisions for 5303 Funding	Averi Ritchie	Attachment VI	Adopt by Resolution
Proposed LAPP Application Process Changes	Daniel Odom	Attachment VII	Release for Public Comment
Locally Administered Project Proposal—Supplemental Request	Daniel Odom	Attachment VIII	Release for Public Comment
Proposed Changes to Prioritization Local Input Methodology	Averi Ritchie	Attachment IX	Release for Public Comment
Resolution of Support for NCDOT Bike and Pedestrian Planning Grant	Averi Ritchie	Attachment X	Adopt by Resolution
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	Hank Guess		
Adjournment	Hank Guess		
Next Meeting: March 27, 2024			



**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, December 13th, 2023 @ 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	Barry	Mitchell	Town of Hudson
Jerry	Hodge	City of Newton	Jack	Simms	Town of Taylorsville
Bruce	Eckard	City of Conover	Fore	Rembert	Town of Maiden
Richard	Andrews	Town of Cahah's Mtn			
Barbara	Beatty	Catawba County	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
Ike	Perkins	City of Lenoir	VACANT		Caldwell County
Hank	Guess	City of Hickory	VACANT		Cedar Rock
Glenn	Harvey	Town of Valdese	VACANT		Connelly Springs
Wendy	Cato	City of Morganton	VACANT		Drexel
Jody	York	Town of Hildebran	VACANT		Gamewell
			VACANT		Glen Alpine
			VACANT		Rutherford College
			VACANT		Sawmills
WPCOG, FHWA, NC Board of Transportation, & Guests			NCDOT Staff		
		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
		Andrew Webb -- WPCOG			Mark Stafford -- Division 12
		Michael Bowman -- WPRTA			Travis Jordan -- Division 12
		Loretta Barren -- FHWA			Hannah Smith - Division 13
		Brad Lail -- NCDOT Board of Transportation			Tim Anderson -- Division 13

Order / Ethics Awareness / Introductions – Chairman Eckard called the meeting to order at 2:32 PM and announced a quorum was present. Chairman Eckard reminded attendees of the Ethics Awareness Policy. The meeting proceeded with introductions around the room. Online participants included Wendy Cato, Les Morrow, Loretta Barren, Reuben Crummy, Anil Panicker, Stephen Sparks, Hannah Smith, and Andrew Webb. Chairman Eckard made a motion to approve online participation. Upon a second from Mr. Johnson, virtual participation was approved unanimously.

Action Items:

- I. **Approval of Minutes:** Chairman Eckard called for a motion to approve the TAC Minutes from December 13th, 2023. Upon a motion by Mr. Townsend and a second by Mr. Andrews, the December 13th, 2023 minutes were unanimously approved.

- II. **Transportation Improvement Program Revisions for Approval:** Ms. Ritchie presented the Transportation Improvement Program (TIP) revisions for approval. These revisions included delays for EB-5828, BL-0115, and EB-5808. Upon a motion by Mr. Townsend and a second by Ms. York, the revisions were approved unanimously.
- III. **Transportation Improvement Program Revisions for Release:** Ms. Ritchie presented TIP revisions for release. Notable revisions include the delay of U-6157 construction from 2025 to 2026. Revisions were approved for release by consensus.
- IV. **Approve FY 24 Unified Planning Work Program Amendment:** Ms. Ritchie presented the final amendment to the FY 24 Unified Planning Work Program. Ms. Ritchie shared that the GHMPO was receiving a fully funded Comprehensive Highway Safety Plan from NCDOT Traffic Safety Unit. The funds for this plan, totaling \$200,000.00 do not require a local match and will be paid directly from NCDOT to the planning consultant selected to complete the regions Comprehensive Highway Safety Plan. Ms. Ritchie informed the committee that, while these funds won't go through the MPO or effect the MPO budget, it must be included in the UPWP, and the proposed amendment will add the \$200,000.00 to the appropriate line item. Upon a motion by Mr. Johnson and a second by Mr. Guess, the amendment was approved unanimously.
- V. **Fiscal Year 2025 Local Assessments:** Ms. Ritchie presented the FY 2025 Local Assessments for the Greater Hickory Metropolitan Area and the Transportation Planning portion of local assessments. Ms. Ritchie presented the local assessments and noted that no dues would be raised in this fiscal year. Chairman Eckard asked how much the MPO lost year over year in formula funds. Ms. Ritchie also informed the committee of decreases in FHWA funding totaling \$98,600.00, and increases in FTA funding totaling \$6,691.00. Ms. Ritchie informed the committee that these changes are due to population growth rate changes and comparison. Mr. Starr noted that our region had experienced some growth delays but growth numbers are back on track in 3 out of 4 counties in the MSA. Upon a motion by Mr. Townsend and a second by Mr. Eckard the assessments were approved unanimously.
- VI. **Draft FY 2025 Unified Planning Work Program:** Ms. Ritchie presented the draft FY 2025 Unified Planning Work Program. Ms. Ritchie overviewed upcoming work tasks, including Prioritization 7.0 work, LAPP services, an in depth Transportation Integrity analysis, and a comprehensive regional safety plan. Mr. Starr noted that while many of the sections of the UPWP may not be familiar for TAC members, each section is part of the in depth planning process for the nearly \$1.7 billion dollars in transportation projects programmed for the region in the next 10 years. Upon a motion by Ms. Beatty and a second by Mr. Johnson, the draft was approved unanimously.
- VII. **Transportation Improvement Plan Revisions for 5303 Funding:** Ms. Ritchie presented revisions to 5303 funding to the committee. Revisions were released for public comment by consensus.

NCDOT Updates:

- **Board Updates:** Mr. Lail provided an update for the Board of Transportation. Mr. Lail commended staff for their response to the severe weather on January 10th.

- **Division 11:** Mr. Heavner provided project updates within the packet for Division 11. Notably, Mr. Heavner informed the committee that U-6033 is now underway and that bids are being accepted for U-6035.
- **Division 12:** Mr. Stafford provided project updates for Division 12 within the agenda packet.
- **Division 13:** Ms. Smith provided project updates for Division 13 within the agenda packet.
- **FHWA:** No update from FHWA.
- **NCDOT TPD:** No update from TPD.
- **NCDOT IMD:** No IMD update.

Public Comment/Announcements: Ms. Ritchie reminded board members that the MPO would be sending out a survey to all members to better gauge the Transportation Advisory Committee's interests and questions.

Adjournment: – Chairman Eckard adjourned the meeting at 3:09 p.m. The next meeting is scheduled for February 28th, 2024 at 2:30 PM.

Respectfully Submitted,

Hank Guess, MPO/TAC Vice Chair

Averi Ritchie, TAC Secretary

REVISIONS TO THE 2024-2033 STIP
HIGHWAY PROGRAM

STATEWIDE PROJECT

STIP ADDITIONS

M-0552ADIV STATEWIDE PROJ.CATEGORY DIVISION	- STATEWIDE PROJECT	ROADWAY DESIGN - OPEN ROADS DESIGNER (ORD) TRAINING AND DEVELOPMENT. <u>ADD PRELIMINARY ENGINEERING NOT PREVIOUSLY PROGRAMMED. THIS ACTION ADDS THE PROJECT TO THE FEDERALLY APPROVED STIP.</u>	ENGINEERING	FY 2024 - \$300,000 (T) FY 2025 - <u>\$300,000</u> (T) \$600,000
M-0552AREG STATEWIDE PROJ.CATEGORY REGIONAL	- STATEWIDE PROJECT	ROADWAY DESIGN - OPEN ROADS DESIGNER (ORD) TRAINING AND DEVELOPMENT. <u>ADD PRELIMINARY ENGINEERING NOT PREVIOUSLY PROGRAMMED. THIS ACTION ADDS THE PROJECT TO THE FEDERALLY APPROVED STIP.</u>	ENGINEERING	FY 2024 - \$300,000 (T) FY 2025 - <u>\$300,000</u> (T) \$600,000
M-0552ASW STATEWIDE PROJ.CATEGORY STATEWIDE	- STATEWIDE PROJECT	ROADWAY DESIGN - OPEN ROADS DESIGNER (ORD) TRAINING AND DEVELOPMENT. <u>ADD PRELIMINARY ENGINEERING NOT PREVIOUSLY PROGRAMMED. THIS ACTION ADDS THE PROJECT TO THE FEDERALLY APPROVED STIP.</u>	ENGINEERING	FY 2024 - \$400,000 (T) FY 2025 - <u>\$400,000</u> (T) \$800,000
M-0552BDIV STATEWIDE PROJ.CATEGORY DIVISION	- STATEWIDE PROJECT	ROADWAY DESIGN - TRAINING AND DEVELOPMENT FOR MISCELLANEOUS PROJECTS. <u>ADD PRELIMINARY ENGINEERING NOT PREVIOUSLY PROGRAMMED. THIS ACTION ADDS THE PROJECT TO THE FEDERALLY APPROVED STIP.</u>	ENGINEERING	FY 2024 - \$300,000 (T) FY 2025 - <u>\$300,000</u> (T) \$600,000
M-0552BREG STATEWIDE PROJ.CATEGORY REGIONAL	- STATEWIDE PROJECT	ROADWAY DESIGN - TRAINING AND DEVELOPMENT FOR MISCELLANEOUS PROJECTS. <u>ADD PRELIMINARY ENGINEERING NOT PREVIOUSLY PROGRAMMED. THIS ACTION ADDS THE PROJECT TO THE FEDERALLY APPROVED STIP.</u>	ENGINEERING	FY 2024 - \$300,000 (T) FY 2025 - <u>\$300,000</u> (T) \$600,000

* INDICATES FEDERAL AMENDMENT

REVISIONS TO THE 2024-2033 STIP
HIGHWAY PROGRAM

STATEWIDE PROJECT

STIP ADDITIONS

M-0552BSW STATEWIDE PROJ.CATEGORY STATEWIDE	- STATEWIDE PROJECT	ROADWAY DESIGN - TRAINING AND DEVELOPMENT FOR MISCELLANEOUS PROJECTS. <u>ADD PRELIMINARY ENGINEERING NOT PREVIOUSLY PROGRAMMED. THIS ACTION ADDS THE PROJECT TO THE FEDERALLY APPROVED STIP.</u>	ENGINEERING	FY 2024 - \$400,000 (T) FY 2025 - \$400,000 (T) \$800,000
M-0553ADIV STATEWIDE PROJ.CATEGORY EXEMPT	- STATEWIDE PROJECT	INTEGRATED PROJECT DELIVERY. <u>ADD PRELIMINARY ENGINEERING NOT PREVIOUSLY PROGRAMMED. THIS ACTION ADDS THE PROJECT TO THE FEDERALLY APPROVED STIP.</u>	ENGINEERING	FY 2024 - \$600,000 (T) FY 2025 - \$600,000 (T) \$1,200,000
M-0553AREG STATEWIDE PROJ.CATEGORY EXEMPT	- STATEWIDE PROJECT	INTEGRATED PROJECT DELIVERY. <u>ADD PRELIMINARY ENGINEERING NOT PREVIOUSLY PROGRAMMED. THIS ACTION ADDS THE PROJECT TO THE FEDERALLY APPROVED STIP.</u>	ENGINEERING	FY 2024 - \$600,000 (T) FY 2025 - \$600,000 (T) \$1,200,000
M-0553ASW STATEWIDE PROJ.CATEGORY EXEMPT	- STATEWIDE PROJECT	INTEGRATED PROJECT DELIVERY. <u>ADD PRELIMINARY ENGINEERING NOT PREVIOUSLY PROGRAMMED. THIS ACTION ADDS THE PROJECT TO THE FEDERALLY APPROVED STIP.</u>	ENGINEERING	FY 2024 - \$800,000 (T) FY 2025 - \$800,000 (T) \$1,600,000
M-0553BDIV STATEWIDE PROJ.CATEGORY EXEMPT	- STATEWIDE PROJECT	TRAINING AND SPECIAL PROJECTS. <u>ADD PRELIMINARY ENGINEERING NOT PREVIOUSLY PROGRAMMED. THIS ACTION ADDS THE PROJECT TO THE FEDERALLY APPROVED STIP.</u>	ENGINEERING	FY 2024 - \$1,200,000 (T) FY 2025 - \$1,200,000 (T) \$2,400,000

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REVISIONS TO THE 2024-2033 STIP
HIGHWAY PROGRAM

STATEWIDE PROJECT

STIP ADDITIONS

M-0553BREG	- STATEWIDE PROJECT	TRAINING AND SPECIAL PROJECTS.	ENGINEERING	FY 2024 -	\$1,200,000	(T)
STATEWIDE		<u>ADD PRELIMINARY ENGINEERING NOT PREVIOUSLY</u>		FY 2025 -	<u>\$1,200,000</u>	(T)
PROJ.CATEGORY		<u>PROGRAMMED. THIS ACTION ADDS THE PROJECT TO</u>			\$2,400,000	
EXEMPT		<u>THE FEDERALLY APPROVED STIP.</u>				
M-0553BSW	- STATEWIDE PROJECT	TRAINING AND SPECIAL PROJECTS.	ENGINEERING	FY 2024 -	\$1,600,000	(T)
STATEWIDE		<u>ADD PRELIMINARY ENGINEERING NOT PREVIOUSLY</u>		FY 2025 -	<u>\$1,600,000</u>	(T)
PROJ.CATEGORY		<u>PROGRAMMED. THIS ACTION ADDS THE PROJECT TO</u>			\$3,200,000	
EXEMPT		<u>THE FEDERALLY APPROVED STIP.</u>				

* 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. <u>ADD PRELIMINARY ENGINEERING NOT PREVIOUSLY PROGRAMMED.</u>	ENGINEERING	FY 2024 -	\$80,000	(TA)	
ALLEGHANY				FY 2024 -	\$20,000	(HF(M))	
ASHE	- NORTHWEST PIEDMONT RURAL PLANNING ORGANIZATION				FY 2025 -	\$80,000	(TA)
AVERY					FY 2025 -	\$20,000	(HF(M))
CALDWELL	- HIGH COUNTRY RURAL PLANNING ORGANIZATION			FY 2026 -	\$80,000	(TA)	
SURRY				FY 2026 -	\$20,000	(HF(M))	
WATAUGA				FY 2027 -	\$80,000	(TA)	
WILKES				FY 2027 -	\$20,000	(HF(M))	
YADKIN				FY 2028 -	\$80,000	(TA)	
PROJ.CATEGORY				FY 2028 -	\$20,000	(HF(M))	
DIVISION			CONSTRUCTION	FY 2024 -	\$800,000	(TA)	
				FY 2024 -	\$200,000	(HF(M))	
				FY 2025 -	\$800,000	(TA)	
				FY 2025 -	\$200,000	(HF(M))	
				FY 2026 -	\$800,000	(TA)	
				FY 2026 -	\$200,000	(HF(M))	
				FY 2027 -	\$800,000	(TA)	
				FY 2027 -	\$200,000	(HF(M))	
				FY 2028 -	\$800,000	(TA)	
				FY 2028 -	\$200,000	(HF(M))	
					<u>\$5,500,000</u>		

* 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 -	\$80,000	(TA)
ALEXANDER				FY 2024 -	\$20,000	(HF(M))
CATAWBA	- GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION			FY 2025 -	\$80,000	(TA)
CLEVELAND				FY 2025 -	\$20,000	(HF(M))
GASTON	- GASTON CLEVELAND LINCOLN URBAN AREA METROPOLITAN PLANNING ORGANIZATION	<u>ADD PRELIMINARY ENGINEERING NOT PREVIOUSLY PROGRAMMED.</u>		FY 2026 -	\$80,000	(TA)
IREDELL				FY 2026 -	\$20,000	(HF(M))
LINCOLN				FY 2027 -	\$80,000	(TA)
PROJ.CATEGORY				FY 2027 -	\$20,000	(HF(M))
DIVISION				FY 2028 -	\$80,000	(TA)
				FY 2028 -	\$20,000	(HF(M))
			CONSTRUCTION	FY 2024 -	\$800,000	(TA)
				FY 2024 -	\$200,000	(HF(M))
				FY 2025 -	\$800,000	(TA)
				FY 2025 -	\$200,000	(HF(M))
				FY 2026 -	\$800,000	(TA)
				FY 2026 -	\$200,000	(HF(M))
				FY 2027 -	\$800,000	(TA)
				FY 2027 -	\$200,000	(HF(M))
				FY 2028 -	\$800,000	(TA)
				FY 2028 -	\$200,000	(HF(M))
					<u>\$5,500,000</u>	

* INDICATES FEDERAL AMENDMENT

REVISIONS TO THE 2024-2033 STIP
HIGHWAY PROGRAM

GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

* BO-2413 BUNCOMBE BURKE MADISON MCDOWELL MITCHELL RUTHERFORD YANCEY PROJ.CATEGORY DIVISION	- GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION - FRENCH BROAD RIVER METROPOLITAN PLANNING ORGANIZATION - LAND OF SKY RURAL PLANNING ORGANIZATION - FOOTHILLS RURAL PLANNING ORGANIZATION - HIGH COUNTRY RURAL PLANNING ORGANIZATION	VARIOUS, DIVISION 13 PROGRAM TO UPGRADE INTERSECTIONS TO COMPLY WITH THE AMERICANS WITH DISABILITIES ACT (ADA) USING TRANSPORTATION ALTERNATIVES (TA) FUNDS. <u>ADD PRELIMINARY ENGINEERING NOT PREVIOUSLY PROGRAMMED.</u>	ENGINEERING	FY 2024 - \$80,000 (TA) FY 2024 - \$20,000 (HF(M)) FY 2025 - \$80,000 (TA) FY 2025 - \$20,000 (HF(M)) FY 2026 - \$80,000 (TA) FY 2026 - \$20,000 (HF(M)) FY 2027 - \$80,000 (TA) FY 2027 - \$20,000 (HF(M)) FY 2028 - \$80,000 (TA) FY 2028 - \$20,000 (HF(M))	
			CONSTRUCTION	FY 2024 - \$800,000 (TA) FY 2024 - \$200,000 (HF(M)) FY 2025 - \$800,000 (TA) FY 2025 - \$200,000 (HF(M)) FY 2026 - \$800,000 (TA) FY 2026 - \$200,000 (HF(M)) FY 2027 - \$800,000 (TA) FY 2027 - \$200,000 (HF(M)) FY 2028 - \$800,000 (TA) FY 2028 - \$200,000 (HF(M))	
				\$5,500,000	
* HS-2413A BURKE RUTHERFORD PROJ.CATEGORY REGIONAL	- GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION - FOOTHILLS RURAL PLANNING ORGANIZATION	US 64 / NC 18; US 64 / US 74, MORGANTON NORTHEAST MUNICIPAL LIMIT TO BURKE COUNTY LINE; SR 1008 (BILLS CREEK ROAD) TO RUTHERFORDTON WESTERN MUNICIPAL LIMIT. INSTALL LONG LIFE PAVEMENT MARKINGS. <u>ADD PROJECT BREAK AT THE REQUEST OF THE TRANSPORTATION MOBILITY AND SAFETY DIVISION.</u>	CONSTRUCTION	FY 2025 - \$675,000 (HSIP) \$675,000	

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REVISIONS TO THE 2024-2033 STIP
HIGHWAY PROGRAM

GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

<p>* HS-2413B BURKE McDOWELL RUTHERFORD PROJ.CATEGORY REGIONAL</p>	<p>- GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION - FOOTHILLS RURAL PLANNING ORGANIZATION</p>	<p>US 64, RUTHERFORDTON NORTHEAST MUNICIPAL LIMIT TO MORGANTON SOUTHWEST MUNICIPAL LIMIT. INSTALL LONG LIFE PAVEMENT MARKINGS. <u>ADD PROJECT BREAK AT THE REQUEST OF THE TRANSPORTATION MOBILITY AND SAFETY DIVISION.</u></p>	<p>CONSTRUCTION</p>	<p>FY 2025 - <u>\$775,000</u> (HSIP) \$775,000</p>
<p>* I-5891B BURKE PROJ.CATEGORY STATEWIDE</p>	<p>- GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION</p>	<p>I-40, MILE MARKER 93 TO MILE MARKER 119. REHABILITATE BRIDGES. <u>TO BALANCE THE INTERSTATE MAINTENANCE PROGRAM, DELAY CONSTRUCTION FROM FY 25 TO FY 29.</u></p>	<p>CONSTRUCTION</p>	<p>FY 2029 - \$2,217,000 (NHPIM) FY 2030 - <u>\$1,783,000</u> (NHPIM) \$4,000,000</p>
<p>* U-6036 CALDWELL PROJ.CATEGORY DIVISION</p>	<p>- GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION</p>	<p>SR 1109 (PINWOOD ROAD), US 321 TO SR 1931 (BERT HUFFMAN ROAD). UPGRADE ROADWAY. <u>MODIFY FUNDS FROM FEDERAL TO STATE.</u></p>	<p>CONSTRUCTION</p>	<p>FY 2024 - \$776,000 (T) FY 2025 - \$5,283,000 (T) FY 2026 - \$3,706,000 (T) FY 2027 - <u>\$935,000</u> (T) \$10,700,000</p>

* INDICATES FEDERAL AMENDMENT

REVISIONS TO THE 2024-2033 STIP
HIGHWAY PROGRAM

GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

U-6157	- GREATER HICKORY METROPOLITAN	SR 1130 (CAJAH MOUNTAIN ROAD), SR 1001	RIGHT-OF-WAY	FY 2024 -	\$92,000	(BGANY)
CALDWELL	PLANNING ORGANIZATION	(CONNELLY SPRINGS ROAD) TO US 321A. MODERNIZE		FY 2025 -	\$4,237,000	(BGANY)
PROJ.CATEGORY		ROADWAY.		FY 2026 -	\$3,031,000	(BGANY)
DIVISION		<u>TO ALLOW ADDITIONAL TIME FOR RIGHT-OF-WAY</u>		FY 2027 -	\$920,000	(BGANY)
		<u>ACQUISITION, DELAY CONSTRUCTION FROM FY 25 TO</u>		FY 2028 -	\$920,000	(BGANY)
		<u>FY 26.</u>	UTILITIES	FY 2024 -	\$5,100,000	(BGANY)
				FY 2025 -	\$5,100,000	(BGANY)
			CONSTRUCTION	FY 2026 -	\$239,000	(BGANY)
				FY 2027 -	\$8,975,000	(BGANY)
				FY 2028 -	\$8,026,000	(BGANY)
				FY 2029 -	\$5,403,000	(BGANY)
				FY 2030 -	\$1,258,000	(BGANY)
					\$43,301,000	

* INDICATES FEDERAL AMENDMENT



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



**RESOLUTION ADOPTING MODIFICATIONS TO THE
TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FY 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 28th day of February, 2024.

Hank Guess
Greater Hickory MPO Vice TAC Chair

Averi Ritchie
Greater Hickory MPO TAC Secretary

REVISIONS TO THE 2024-2033 STIP
HIGHWAY PROGRAM

GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

I-5891B BURKE PROJ.CATEGORY STATEWIDE	- GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION	I-40, MILE MARKER 93 TO MILE MARKER 119. REHABILITATE BRIDGES. <u>TO BALANCE THE INTERSTATE MAINTENANCE PROGRAM, DELAY CONSTRUCTION FROM FY 25 TO FY 29.</u>	CONSTRUCTION	FY 2029 - \$2,217,000 (NHPIM) FY 2030 - <u>\$1,783,000</u> (NHPIM) \$4,000,000
R-3603A ALEXANDER CATAWBA PROJ.CATEGORY 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. <u>TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN, DELAY RIGHT-OF-WAY AND UTILITIES FROM FY 24 TO FY 25.</u>	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
Fax: (828) 323-7550

February 14, 2024

Averi Ritchie
Transportation Planning Manager
Greater Hickory MPO
1880 2nd 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 the first and last names being capitalized and prominent.

John Marshall
Transportation Planning Manager
City of Hickory



January 31, 2024

Mr. Jamal Alavi, Director
N4CDOT Transportation Planning Division 1554 Mail Service Center
Raleigh, NC 27699-1550

Dear Mr. Alavi:

Enclosed please find an electronic copy of the Greater Hickory MPO's Unified Planning Work Program (UPWP) for Fiscal Year 2025. This UPWP was adopted by the MPO's Transportation Advisory Committee on March 27, 2024.

This UPWP also serves as the Urban Area's Metropolitan Planning Program (Section 5303) grant application for Federal Transit Administration (FTA) transportation planning funds. A complete description and budget of planning activities is included in the UPWP. The grant amount requested is \$66,580. The Western Piedmont Council of Governments is the designated grant recipient for the Section 5303 grant funds.

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

Sincerely,

A handwritten signature in black ink that reads "Averi Ritchie".

Averi Ritchie
MPO Manager / TAC Secretary
Greater Hickory MPO

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

**DRAFT UNIFIED PLANNING
WORK PROGRAM FOR
TRANSPORTATION
PLANNING FOR THE
HICKORY URBAN AREA
2025**

PREPARED BY:

WESTERN PIEDMONT COUNCIL OF GOVERNMENTS

IN COOPERATION WITH:

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

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

ADOPTED – February 28, 2024

TABLE OF CONTENTS

	<u>Page</u>
5 Year Planning Calendar	2
Introduction of Unified Planning Work Program (UPWP)	3
UPWP Narrative	5
UPWP Budget	18
Local Match Requirements	19
FTA Task Narrative	20
DBE Contracting Opportunities	27
Appendix 1. Funding Sources Explanation	28
Appendix 2. Funding Sources	29
Appendix 3 Resolutions	32

**GREATER HICKORY MPO
Five-year Planning Calendar, 2024-2029**

Year	Funding Entity	Planning Product - Creation			Planning Task - Job					
		Planning Work Program; and Plans	MTP And CTP	*Recommendations to State TIP and MTIP Development	Vehicle Occupancy Rate (VOR)	GISDevelopment	Air and Water Quality Initiatives	Targeted Planning Projects	Transportation Alternatives Planning Projects	Transit
FY 2024-25	FTA	ADA Plan - Inventory Collection: Administration support		Update transportation improvement program as needed		Maintain; Update maps as needed; EJ and Title IV Mapping – expand service to underserved areas		EJ and Title 6 Mapping – expand service to underserved areas; Micro-transit expansion and marketing Investigate new interactive mapping tools and	LAPP call and selection of projects for local governments	Passenger Sampling Collection; 5310 application review; assist with special studies; begin LCP update
	FHWA	FY 26 UPWP; EJ and Title VI cumulative analysis update; MOU update; Title VI and LEP Plan Update		Assign local input points for Prioritization 7.0; Draft 2026-2035 STIP Released/public comment period	Collect Data; Traffic Count Analysis	Maintain; Update maps as needed;	Air Quality Conference; Water Quality Conference	Complete the Regional Bike/Pedestrian Plan, Congestion Management Plan Report; Oversee the Regional Safety Plan	LAPP call, selection of projects, and coordination for local governments/ Safety Subcommittee walk audits and coordination	
FY 2025-26	FTA	ADA Plan – Transition Plan and Remaining inventory Administration support		Update transportation improvement program as needed		Maintain; Update maps as needed		Investigate new interactive mapping tools and applications	Support Micro-transit expansion; LAPP call and selection of projects for local governments	Passenger Sampling Collection; 5310 application review, as needed; Special Studies
	FHWA	FY 27 UPWP	Collect Data	Adopt 2026-2035 STIP	Collect Data; Traffic Count Analysis	Maintain; Update maps as needed	Air Quality Conference; Water Quality Conference	Local Government Requests; apply for regional safety implementation funds	LAPP call and selection of projects for local governments /walk audits and coordination	
FY 2026-27	FTA	Complete ADA Transition Plan & Adoption		Update transportation improvement program as needed		Maintain; Update maps as needed		LAPP call and selection of projects for local governments	Passenger Sampling Collection; 5310 application review, as needed; Special Studies	
	FHWA	FY 28 UPWP	Collect Data; TAZ Base Year Estimates	Prioritization 8.0 points assigned/Draft 2028-2037 STIP Released/Public comment period	Collect Data; Traffic Count Analysis	Maintain; Update maps as needed	Air Quality Conference; Water Quality Conference	Local Government Requests	LAPP call and selection of projects for local governments/ walk audits and coordination	
FY 2027-28	FTA	Regional Connectivity Plan, ADA plan Maintenance				Maintain; Update maps as needed		LAPP call and selection of projects for local governments	Passenger Sampling Collection; 5310 application review, as needed; Special Studies	
	FHWA	FY 29 UPWP	Start Draft MTP; TAZ Base Year Projections	2028-3037 STIP adopted	Collect Data; Traffic Count Analysis	Maintain; Update maps as needed	Air Quality Conference; Water Quality Conference	Local Government Requests/ CEDS process	LAPP call and selection of projects for local governments/ walk audits and coordination	
FY 2028-29	FTA	Update ADA plan with added Vehicle Hubs and stops from Regional connectivity plan				Maintain; Update maps as needed		Regional Plan Implementation and Marketing	LAPP call and selection of projects for local governments	Passenger Sampling Collection; 5310 application review, as needed; Special Studies
	FHWA	FY 30 UPWP	Adopt MTP and CTP	2030-2030 STIP Released/ Public comment period; Prioritization 9.0 – points assigned	Collect Data; Traffic Analysis	Maintain; Update maps as needed	Air Quality Conference; Water Quality Conference		LAPP call and selection of projects for local governments/walk audits and coordination	

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

**Greater Hickory Metropolitan Planning Organization
UNIFIED PLANNING WORK PROGRAM (UPWP) - FY25**

July 1, 2024 to June 30, 2025

Introduction

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

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

Funding Summary FY 2024-2025 (Section 104(f) PL Funds - Safe and Accessible Transportation Options		
Federal Highway Administration - 100%*		\$ 6,400
Local Match - 0%*		\$ -
Total		\$ 6,400

Funding Summary FY 2024-2025 (PL104) - Metropolitan Planning		
Federal Highway Administration - 80%*		\$ 303,800
Local Match - 20%*		\$ 75,950
Total		\$ 379,750

Funding Summary FY 2024-2025 (SPR)		
Federal Highway Administration - 80%*		\$ 80,000
Local Match - 20%*		\$ 20,000
Total		\$ 100,000

Funding Summary FY 2024-2025 (STBG-DA)		
Administration - 80%*		\$ 100,000
Local Match - 20%*		\$ 25,000
Total		\$ 125,000

Funding Summary (FY 2024 Account) (Regional Comprehensive Highway		
State – 100%		\$200,000

Funding Summary (FY 2023 Account) (HIP-CRRSAA)		
Federal Highway Administration - 100%*		\$1,429,000

GHMPO 2025 UPWP Narrative

UPWP Overview

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

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

This document outlines metropolitan planning requirements and issues; then presents a work program of planning activities to address them during the fiscal years 2023-2024

Western Piedmont Council of Governments is the Lead Planning Agency for the Greater Hickory MPO and has an Indirect Cost Allocation Plan that is submitted to the US Department of Housing and Urban Development each year. Currently, the indirect cost rate is 28.5%.

Federal Requirements

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

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

Metropolitan Planning Factors & Federal Requirements

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

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

Each of those seven factors is addressed through various work program tasks selected for fiscal year 2025.

Planning Emphasis Areas for 2025 UPWP

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

Public Participation and Title VI

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

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

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

Metropolitan Transportation Plan

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

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

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

Transportation Improvement Program (TIP)

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

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

Transportation Management Area

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

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

Air Quality Conformity Process

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

II-A Data and Planning Support

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

Programmed Amount: \$110,127

18.01% of Staff Budget

II-A-1 Network and Support Data Total: \$ 45,570

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

II-A-2 Travelers and Behavior Total: \$ 45,570

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

II-A-3 Transportation Modeling Total: \$ 18,987

- The GHMPO will assist NCDOT TPD and the model team with model updates as needed.
- The GHMPO will assist NCDOT TPD and the model team as needed with follow up or clarifications about Standard Error (SE) Data forecasts. Any outstanding documentation or metadata will be drafted.

- GHMPO staff will update ongoing research about funding sources and refinement of the long-range financial plan as needed.
- Create project-level cost estimates where SPOT, TIP, or other NCDOT-sanctioned estimates are not available.

II-B Planning Process

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

Programmed Amount: \$192,160

31.44% of Staff Budget

II-B-1 Targeted Planning Total: \$ 60,760

- Participation in interagency consultation process.
- GHMPO staff will continue reports on the Congestion Management Process. Staff plan to meet with Divisions 11-13 DOT staff for input on the latest update of the plan.
- Assist local governments with STBG-DA, CMAQ, TA, and carbon reduction program applications.

- Participate in related training and workshops (NCAMPO Conference, NC BikePed Summit, etc.).
- Host and sponsor the 18th Annual Western NC Air Quality Conference.
- Continue our Air Awareness outreach program with local schools.
- Continue with Congestion Management Strategies - Review Congestion Management Objectives.
- Review access management strategies along important corridors.

- GHMPO will continue the regional bike and pedestrian plan. This will include, steering committee involvement, public meetings, and many interactive mapping components as well as coordination with all local governments. Staff are currently updating the GIS inventory of existing data from local, state, and federal partners related to bicycle and pedestrian transportation facilities. Data will be assessed and used to make project recommendations for the regional bike and pedestrian plan. An interactive mapping tool is underway.

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

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

Comprehensive Highway Safety Plan is carryover from FY 24. The FY 25 amount is \$200,000. This amount is 100% state funds and only covers consultant services for plan writing.

- Continuously update the purpose and need sheets within the adopted Comprehensive Transportation Plan for the four-county area.

- Develop a pool of street and highway projects to use in the implementation of vision and goals; collect information on each project that includes environmental, social, and operational data and maps.
- Administer community goals and objectives for the MTP

- Work with transit to develop the project lists for the MTIP and assist with any changes to federal and state funding.

- Work with NCDOT and municipal staff to develop the project lists for prioritization 7.0

- Implement the LAP program to allocate STBG-DA, CMAQ, TA, and carbon reduction funds.
 - Score projects using the revised methodology.

- 5310 Project calls, as needed.
- Mapping in support of TIP, Merger, Long Range Planning, Prioritization including detailing existing and future land use, zoning, EJ demographics, planning context, and natural environment.
- GHMPO will meet with each local government to determine the best project outcomes for prioritization 7.0.
- Assist our two airports with any changes in federal or state funding programs (assist with access to the airport).
- Assist local governments with bicycle and pedestrian planning activities.
- The GHMPO staff will oversee the completion of a Regional Comprehensive Highway Safety Plan. The goal of the CHSP is to

identify areas of concern and high risk areas using crash location and other safety data. The CHSP covers all modes of transportation. Once completed, the CHSP will open the region to safety funding opportunities. One goal of the plan is to establish a Safety Subcommittee. The Safety Subcommittee will help guide the plan through local input.

- The Movability Advisory Committee and/or Safety Subcommittee will combine efforts to document safety concerns and guide funding opportunities to enhance safety within the region. This committee will cover all modes of transportation and meet quarterly. This group conducts and assists with walk audits, form reports that help investigate mobility barriers, and improve safety for all modes of travel. This group helps to promote safety, equity and justice in transportation planning.

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

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

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

Funding (100% federal):

Locally Administered Project Program (LAPP) Coordination:

- Handle procurement of consultant firms to manage local projects (if municipalities choose this option). Should the LAPP coordinator become fluently educated with the LAPP process and reporting, the LAPP coordinator could eventually become the consultant to the Local Government and fully manage the project (thus a more limited need for the on-call consultant).
- Oversee the LAPP project application and selection process
- Host annual calls for projects
- Serves as a guide throughout project development and construction process for LAPP projects, including roadway, bicycle, pedestrian, and transit projects.
- Program administrative tasks including program amendments, policy recommendations and Transportation Improvement Program Amendments, including approvals.
- Serves as the coordinator between project sponsors, the MPO, NCDOT, and USDOT.
- Assists MPO member governments with preparation of contracts, identifying special provisions, verifying contract specifications, verifying contractor credentials, and other requirements.
- Reviews contracts, verifies quantities and calculations, reviews reimbursement requests/payments, and attends/participates in project calls/meetings.
- Assist with the EBS portal
- Develops and maintains a LAPP project tracking system, including project funding and reporting
 - Monitors reporting for compliance with the LAPP program regulations
- Work with local member government and agency staff to identify and evaluate potential projects, and ensure accuracy and completion of application requirements.
- Provide periodic reports to TCC/TAC regarding program and project performance
- Monitor project progress to ensure that projects stay on track
- Host trainings for LAPP implementation, as well as maintains the LAPP handbook and guidance resources.
- Total funding in this subtask includes NCDOT 3% SAP charges

A consultant will be used to:

- Train LAPP staff in LAPP best practices and answer questions
- Train LAPP staff in federal standards and federal grants
- Train LAPP staff in EBS portal and functionalities

- Train LAPP staff in basic construction knowledge, litigation experience, etc. assistance to help manage risks and issues
- Inform LAPP staff of NCDOT operations and processes
- Total funding in this subtask includes NCDOT 3% SAP charges

II-B-2 (B) Safe and Accessible Transportation Options Total: \$ 6,400

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

- Review and distill existing plans into a highway and street system plan with emphases on complete streets (access) and congestion relief (mobility) where each is appropriate.

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

III-A Unified Planning Work Program

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

Programmed Amount: \$22,786

3.72% of Staff Budget

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

- The Greater Hickory MPO will develop a Unified Planning Work Program (UPWP) with the guidance of the Technical Coordinating Committee (TCC) and Transportation Advisory Committee (TAC); Present the UPWP for approval to the Transportation Advisory Committee and the NCDOT Transportation Planning Division.
- Develop the FY 2024-FY 2028 Planning Work Program Calendar.
- Prepare quarterly reports, the annual report, and requests for reimbursement.
- Develop a database for tracking PWP item metrics for staff.

III-A-2 Metrics and Performance Measures Total: \$ 11,393

- Use the UPWP as the mechanism to address MAP-21/FAST/IIJA Performance Measure tracking and reporting.
- Continue reviewing the performance measures currently in the MTP and CTP (found with objectives) and in the Congestion Management Plan. Review each of the measures and the progress made toward each measure.
- Review, analyze, and adopt performance measures as necessary

III-B Transportation Improvement Program

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

Programmed Amount: \$ 45,570

7.46% of Staff Budget

III-B-1 Prioritization Total: \$ 18,987

- Maintenance of a prioritized needs list of potential STIP projects with needs statements, across modes as appropriate.
- Data, Maps and Resolutions for STIP Projects as needed.
- Attendance of any Prioritization related meetings.
- Collect data for Prioritization 7.0, assign local input points, and confirm transportation project submittals with NCDOT for the region. Staff will meet with NCDOT to ensure that all submitted projects meet the goals and needs of the region.

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

- Work cooperatively with NCDOT and other partner agencies to review and comment on the Draft STIP, and adopt the final STIP. Adopt the corresponding metropolitan area TIP.
- Review and refine schedules and descriptions for TIP projects in the Draft TIP.
- Coordinate meaningful public involvement (virtual meeting options are available) in the draft and final TIP process.

III-B-3 Merger/Project Development Total: \$ 11,393

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

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

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

Programmed Amount: \$87,342

14.29% of Staff Budget

III-C-1 Title VI Compliance Total: \$18,987

- Conduct ongoing analysis of all MPO planning activities for compliance with Title VI of the Civil Rights Act of 1964; 49 CFR part 21.
- LAPP scoring process – reevaluate to address impacts to Title VI communities
- Host walk audits to promote accessibility and investigate mobility barriers within local communities.
- Movability Advisory Committee meetings and/or Safety Subcommittee - monitor walk audits and promote equity and justice in transportation planning
- Utilize the Environmental Justice and Title VI screening tools provided in the MTP
- Update the GHMPO Title VI & Limited English Proficiency Policy & Plan
- Offer assistance to Greenway Transportation to expand microtransit options to allow for curb-to-curb service to accommodate marginalized populations.
- Continue working on the mapping tool to address areas of environmental concern and impacts on marginalized populations
- Continuously evaluate impacts to Title VI communities using our Community Health and Disaster Mitigation Explorer tool.
- Hold meetings in locations accessible to impacted Title VI populations (virtual options are available)
- Use the Health Equity maps (adopted as an appendix to the 2050 MTP) to look at marginalized populations in transportation planning.

III-C-2 Environmental Justice Total: \$ 34,178

- Continuously update maps used for transit planning with ACS data from the US Census, as available, to include Low-Mod Income, English as a second language, elderly, young, and no-car populations.
- Analyze the TIP for compliance with environmental justice goals and regulations through an analysis conducted in-house.
- Use the Social Equity Index (a composite of most variables in the first bullet plus active transportation and access to healthy food scores) to evaluate projects in prioritization 7.0.
- Assist Greenway Public Transportation with creating microtransit options to allow service to accommodate marginalized populations
- Continuously evaluate impacts to environmental justice communities using our Community Health and Disaster Mitigation Explorer tool.
- LAPP scoring process – reevaluate some sections to address impacts to Environmental Justice communities
- Host walk audits to promote accessibility and investigate mobility barriers within local communities.
- Movability Advisory Committee meetings and/or Safety Subcommittee Meetings - monitor walk audits and promote equity and justice in transportation planning
- Utilize the Environmental Justice and Title VI screening tools provided in the MTP
- Use the Health Equity maps (adopted as an appendix to the 2050 MTP) to look at marginalized populations in transportation planning.
- To expand on GHMPO's 2050 Metropolitan Transportation Plan (MTP), staff will collect data for new mapping tools to support Title VI, environmental justice, resiliency, bike/pedestrian/transit projects, and highway initiatives. The GHMPO staff just completed a health equity mapping assessment and are now working on a cumulative analysis of past, present, and future transportation projects within the region. This analysis covers all modes of transportation.

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

- Continue work on the 5310 applications with Greenway Transportation.
- Coordinate with Area Agency on Aging and other community stakeholders to identify relevant aging issues regarding transportation.
- Offer microtransit options to allow for service to accommodate the elderly and disabled

- Continuously evaluate impacts on communities with higher populations of elderly or disabled persons using our Community Health and Disaster Mitigation Explorer tool.
- Continue ADA inventory collection for Western Piedmont Regional Transit Authority (inventory includes bus stops and all facilities open to the public

- Many of the initiatives outlined in our Title VI and Environmental Justice analysis will cover elderly and disabled populations.
- Many of the initiatives outlined in the Regional Comprehensive Highway Safety Plan will also cover planning for the elderly and disabled.

- LAPP scoring process – evaluate sections to address impacts to elderly and disabled persons
- Host walk audits to promote accessibility and investigate mobility barriers within local communities.
- Movability Advisory Committee meetings and/or Safety Subcommittee Meetings - monitor walk audits and promote equity and justice in transportation planning

III-C-6 Public Involvement Total: \$26,582

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

III-D. Statewide and Extra-Regional Planning

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

Programmed Amount: \$53,165

8.7% of Staff Budget

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

- Coordinate with other regional, state and federal agencies involved in transportation planning activities; monitor federal and state legislation.
- Coordinate with adjacent MPOs, transit-providers, and other agencies.
- Participate in the North Carolina Association of MPOs and attend ongoing statewide meetings to discuss transportation planning issues.
- Participate in working groups, subcommittees, or task forces associated with NCDOT or other government agencies or statewide professional associations.
- Continue working with NCDOT's Statewide Bicycle and Pedestrian Planning Grant Review Committee.

- Assist in streamlining transit (passenger sampling, updating the interactive map for greenway transportation, and creating a real-time transit application).
- Encourage projects eligible for carbon reduction program funds
- Use the Community Health and Disaster Mitigation Explorer Tool to aid public officials, NCDOT and others in the effort to coordinate regional planning (focus on environmentally sensitive areas) and
- Use the scores in the natural environment chapter of the MTP to evaluate projects

- Host the Air and Water Quality Conference annually

III-E. Management and Operations

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

Programmed Amount: \$100,000

16.36% of Staff Budget

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

- Provide direct support to the MPO Governing Board, Technical Coordinating Committee (TCC) and Transportation Advisory Committee (TAC) including agenda preparation and circulation, preparation of minutes, and scheduling, notification, venue setup and breakdown, and facilitation of meetings.
- Procure supplies related to transportation planning activities.
- Support staff including GIS
- Cover direct costs associated with MPO administration - management of staff, budget, finance documentation, and reporting.
- Maintain adequate files and records for the MPO.
- Update the GHMPO Memorandum of Understanding.
- GHMPO staff will create educational materials for a new member orientation for TCC and TAC members

FTA CODE	TASK CODE	TASK DESCRIPTION	Local/FHWA PL/SPR/DA Budget	Section 104(f) PL Funds (Metropolitan Planning)			Section 104(f) PL Funds (Safe & Accessible Trans. Options)		NCDOT Planning - SPR			STBG-DA Funds			Highway Safety Improvement Program	HIP-CRRSAA Funds
				Local (20%)	Federal 80%	Fund Total	Federal (100%)	Fund Total	State (20%)	Federal (80%)	Fund Total	Local (20%)	Federal (80%)	Fund Total	State (100%)	Federal (100%)
	II-A	Data & Support	\$ 110,127	\$ 22,025	\$ 88,102	\$ 110,127	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
44.24.00	II-A-1	Networks & Systems	\$ 45,570	\$ 9,114	\$ 36,456	\$ 45,570	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
44.23.01	II-A-2	Travelers & Behavior	\$ 45,570	\$ 9,114	\$ 36,456	\$ 45,570	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
44.23.02	II-A-3	Transp. Modeling	\$ 18,987	\$ 3,797	\$ 15,190	\$ 18,987	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
	II-B	Planning Process	\$ 192,160	\$ 12,152	\$ 48,608	\$ 60,760	\$ 6,400	\$ 6,400	\$ -	\$ -	\$ -	\$ 25,000	\$ 100,000	\$ 125,000		
44.22.00	II-B-1	Targeted Planning	\$ 60,760	\$ 12,152	\$ 48,608	\$ 60,760	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
44.23.01	II-B-2a	Regional Planning	\$ 125,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 25,000	\$ 100,000	\$ 125,000		
	II-B-2b	Safe & Acc. Trans. Options	\$ 6,400	\$ -	\$ -	\$ -	\$ 6,400	\$ 6,400	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
44.27.00	II-B-3	Special Studies	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
	III-A	Planning Work Prgm	\$ 22,786	\$ 4,558	\$ 18,228	\$ 22,786	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
44.21.00	III-A-1	Work Program	\$ 11,393	\$ 2,279	\$ 9,114	\$ 11,393	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
44.24.00	III-A-2	Metrics & Measures	\$ 11,393	\$ 2,279	\$ 9,114	\$ 11,393	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
	III-B	TIP	\$ 45,570	\$ 9,114	\$ 36,456	\$ 45,570	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
44.25.00	III-B-1	Prioritization	\$ 18,987	\$ 3,797	\$ 15,190	\$ 18,987	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
44.25.00	III-B-2	Metropolitan TIP	\$ 15,190	\$ 3,038	\$ 12,152	\$ 15,190	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
44.25.00	III-B-3	Merger/Proj. Dev't	\$ 11,393	\$ 2,279	\$ 9,114	\$ 11,393	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
	III-C	Civil Rgts. Cmp./Regs	\$ 87,342	\$ 17,468	\$ 69,874	\$ 87,342	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
44.27.00	III-C-1	Title VI Compliance	\$ 18,987	\$ 3,797	\$ 15,190	\$ 18,987	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
44.27.00	III-C-2	Environ'l Justice	\$ 34,178	\$ 6,836	\$ 27,342	\$ 34,178	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
44.27.00	III-C-3	Minority Enterprise	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
44.27.00	III-C-4	Planning for Elderly	\$ 7,595	\$ 1,519	\$ 6,076	\$ 7,595	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
44.27.00	III-C-5	Safety/Drug Control	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
44.27.00	III-C-6	Public Involvement	\$ 26,582	\$ 5,316	\$ 21,266	\$ 26,582	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
44.27.00	III-C-7	Private Sector Particip	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
	III-D	State & Extra-Reg'l	\$ 53,165	\$ 10,633	\$ 42,532	\$ 53,165	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
44.27.00	III-D-1	State & Extra-Reg'l	\$ 53,165	\$ 10,633	\$ 42,532	\$ 53,165	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
	III-E	Mgt. Ops, Admin	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,000	\$ 80,000	\$ 100,000	\$ -	\$ -	\$ -		
44.27.00		Mgt. Prgm. Adm	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,000	\$ 80,000	\$ 100,000	\$ -	\$ -	\$ -		
		TOTALS	\$ 611,150	\$ 75,950	\$ 303,800	\$ 379,750	\$ 6,400	\$ 6,400	\$ 20,000	\$ 80,000	\$ 100,000	\$ 25,000	\$ 100,000	\$ 125,000		
		Continuing Planning Activities														
FY 23 Acct.		LAPP Coordination	1,065,000													1,065,000
FY 23 Acct.		Consultant Services	364,000													364,000
FY 24 Acct.		Comp. Highway Safety Plan	200,000											200,000		
		TOTALS	1,629,000											200,000		1,429,000

FHWA FUNDS			Total	HIP-CRRSAA Funds	
Grant	Federal 80%	Local 20%		Fed 100%	1,429,000
PL (104) Metropolitan Planning	\$303,800	\$75,950	\$379,750	TOTALS	1,429,000
Safe & Acc. Trans. Options	\$6,400	\$0	\$6,400		
SPR	\$80,000	\$20,000	\$100,000		
STP-DA	\$100,000	\$25,000	\$125,000		
TOTALS	\$490,200	\$120,950	\$611,150	Totals	\$200,000



Western Piedmont Council of Governments

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

DRAFT FISCAL YEAR 2024 - 2025 ASSESSMENTS			
Local Government	2022 State Planning Population	Assessments X .981 Per Capita*	MPO Transportation Planning*
Alexander County	33,917	\$33,272.58	\$15,460.50
Taylorsville	2,313	\$2,269.05	\$1,054.34
Burke County	56,820	\$55,740.42	\$25,900.46
Connelly Springs	1,558	\$1,528.40	\$710.19
Drexel	1,766	\$1,732.45	\$805.00
Glen Alpine	1,548	\$1,518.59	\$705.63
Hildebran	1,703	\$1,670.64	\$776.28
Morganton	18,025	\$17,682.53	\$8,216.40
Rutherford College	1,253	\$1,229.19	\$571.16
Valdese	4,920	\$4,826.52	\$2,242.70
Caldwell County	41,734	\$40,941.05	\$19,023.75
Cajah's Mountain	2,744	\$2,691.86	\$1,250.81
Cedar Rock	305	\$299.21	\$139.03
Gamewell	3,745	\$3,673.85	\$1,707.10
Granite Falls	5,088	\$4,991.33	\$2,319.28
Hudson	3,819	\$3,746.44	\$1,740.83
Lenoir	18,683	\$18,328.02	\$8,516.34
Rhodhiss	1,007	\$987.87	\$459.02
Sawmills	5,075	\$4,978.58	\$2,313.35
Catawba County	86,827	\$85,177.29	\$39,578.65
Brookford	456	\$447.34	\$207.86
Catawba	720	\$706.32	\$328.20
Claremont	1,742	\$1,708.90	\$794.06
Conover	8,606	\$8,442.49	\$3,922.90
Hickory	44,765	\$43,914.47	\$20,405.39
Long View	5,164	\$5,065.88	\$2,353.92
Maiden	3,807	\$3,734.67	\$1,735.36
Newton	13,427	\$13,171.89	\$6,120.48
Totals	371,537	\$364,477.80	\$169,359.00

* Dues Per Capita, MPO, and Water Resources are based on population figures from the NC Office of State Planning for 2022.

FTA TASK NARRATIVE TABLE

I- MPO	Greater Hickory MPO
2- FTA Code	442400
3- Task Code	II-A-1
4- Title	Networks and Support Systems - Short Range Transportation Planning
5- Task Objective	The Transit System Data task will supply reliable information to analyze, evaluate, and forecast service delivery. The data are necessary to describe the current system and plan future endeavors. Moreover, the data can be employed in scenario building and alternatives analysis, together with ridership projections and transit demand forecasting using the MPO's regional travel demand forecasting model. The data will assist with route mapping and updates. The MPO conducts sampling of "extended" data, to determine to what extent various populations are served by the fixed-route system. This includes persons with physical disabilities, elderly persons, children, women, and minorities, as well as bicycle riders. Greenway Transportation and policymakers can use this information to make wise decisions when determining the allocation of resources to ensure that communities are served effectively. Funding will support the newly expanded system. Anticipated data collection will analyze potential ridership within potential microtransit service areas. GHMPO and WPRTA are still working with Caldwell County representatives to initiate transit operations based on the assessment from FY24. New mapping tools will assist GHMPO in identifying Title VI and Environmental Justice Populations in regard to transit needs. GHMPO will maintain and update the existing microtransit service area mapping needs for Burke County and Caldwell County.
6- Tangible Product Expected	Transit Data, updates mapping.
7- Expected Completion	Reports and analyses Ongoing
Date of Products	Database Maintenance Ongoing
	Transit route/service area changes Ongoing
	Route Map/App Development Ongoing
8- Previous Work	Updated and reported ridership trends, specifically reported on new ridership trends with new microtransit service. Updated and completed the Catawba Reroute Interactive Map. This map contains the most recent updates reflecting routes and stops. Riders may use the Interactive Map to view photos of each individual timetable and location of each stop. Updated the urbanized boundaries for all four counties for Greenway Public Transportation. Presented the transit portion of the Environmental Justice and Title VI populations to TAC. This included updated Health Equity mapping. Met with microtransit application developers to assist with coding of urban vs. rural populations. Used Title VI and Environmental Justice populations data from the 2050 MTP to look at underserved populations
9- Prior FTA Funds	FY24 - \$8,171.00
10- Relationship	The MPO will work with Greenway Transportation and NCDOT.
11- Agency	The MPO will collect and analyze the data and determine new routes or service areas. New route/service area maps and data will be added to improve service. The newly expanded system will require increased mapping and maintenance of databases. New mapping tools will assist GHMPO in identifying Title VI and Environmental Justice Populations in regard to transit needs.
12- HPR - Highway - NCDOT 20%	
13- HPR - Highway - F11WA 80%	
14- Section 104 (f) PI, Local 20%	
15- Section 104 (f) P I FHWA 80%	
16- Section 5303 Local 10%	\$1,021.00
17- Section 5303 NCDOT 10%	\$1,021.00
18- Section 5303 FTA 80%	\$8,171.00
19- Section 5307 Transit - Local 10%	
20- Section 5307 Transit - NCDOT 10%	\$
21- Section 5307 Transit - FTA 80%	\$
22- Additional Funds - Local 100%	

Programmed Funds 12.27% of 5303 federal amount

FTA TASK NARRATIVE TABLE

I- MPO	Greater Hickory MPO	
2- FTA Code	442200	
3- Task Code	II-B-1	
4- Title	Targeted Planning & General Development	
5- Task Objective	General Plan Updates & Comprehensive Planning	
6- Tangible Product Expected	<p>GHMPO will host a call for projects and evaluate 5310 applications in coordination with the LCP. GHMPO will host a call for projects for LAPP funding. GHMPO will continue to evaluate a preliminary microtransit service area for Caldwell County in coordination with WPRTA. GHMPO will continue ADA inventory collection for an ADA Transition Plan using 5310 funding. Inventory includes all bus stops and facilities open to the public. New public involvement strategies are ongoing with an outreach coordinator. Informational items and activities will be available at attended public events. Public meetings will be held in accessible locations to impacted populations. Virtual options are available for meetings.</p> <p>Western Piedmont Regional Transit Authority will implement findings from a Comprehensive Operational Analysis using 5307 funds. The operational analysis will evaluate all services and determine strengths, weakness, and opportunities for improvement for the service area. It will also provide a transit development implementation plan.</p> <p>The operational analysis will evaluate all services and determine strengths, weakness, and opportunities for improvement for the service area. It will also provide a transit development implementation plan. GHMPO staff will assist WPRTA with implementing findings from their COA. GHMPO staff will assist WPRTA in updating their LCP. GHMPO staff will continue to maintain the interactive mapping tool. GHMPO will include transit in their cumulative analysis of past, present and future transportation impacts on Title VI and Environmental Justice Communities. GHMPO also plans to update its Title VI and LEP Plan.</p> <p>Western Piedmont Regional Transit Authority will pursue on-call consulting using 5307 funding. On-call consulting will provide training and planning to develop grant applications and programming funds. Resources to help develop strategic planning for funding and expansion. On-call consulting also provides resources to assist with procurement, annual reporting, STIP/TIP,UPWP, and LCP.</p> <p>Western Piedmont Regional Transit Authority will pursue a building feasibility study using 5307 funding. The building feasibility study will provide resources and planning for determining location, needs, and future expansion for a new facility. The study will assist with the federal procurement phases through the up to the construction phase.</p>	
7- Expected Completion Date of Products	LCP update	Ongoing
	5310 Call for projects	Ongoing
	Implementation of COA findings	End of FY25
	Maintenance of Interactive Map	Ongoing
	Title VI and Environmental Justice Analysis	Beginning of
	FY 25	
	Title VI and LEP Plan Update	End of FY
	25	
8- Previous Work	Hosted walk audits to look at transit stops (location and safety) with NCDOT. GHMPO staff now serve as Vice Chair for the TAB. Corrected GIS mapping errors found in the interactive map that GHMPO maintains for Greenway Public Transportation. Assisted Greenway in developing a scope of work for the Comprehensive Operational Analysis that began in January. Assisted with a 5310 application. GHMPO staff began work on a new Title VI and Environmental Justice Mapping Tool.	
9- Prior FTA Funds	FY24 - \$4,358.00	
10- Relationship	The MPO will work with Greenway Transportation and NCDOT.	
11- Agency	The MPO will continue to assist with tasks mentioned above.	
12- HPR - Highway - NCDOT 20%		
13- HPR - Highway - F11WA 80%		

14- Section 104 (f) PI, Local 20%	
15- Section 104 (f) P I FHWA 80%	
16- Section 5303 Local 10%	\$795.00
17- Section 5303 NCDOT 10%	\$795.00
18- Section 5303 FTA 80%	\$6,358.00
19- Section 5307 Transit - Local 10%	\$15,000 on-call consulting, \$25,000 Building Study = \$40,000 total
20- Section 5307 Transit - NCDOT 10%	\$15,000 on-call consulting, \$25,000 = \$40,000 total
21- Section 5307 Transit - FTA 80%	\$150,000 on-call consulting, \$250,000 Building Study = \$400,000 total
22- Additional Funds - Local 100%	

Programmed Funds 9.55% of 5303 federal amount

FTA TASK NARRATIVE TABLE

I- MPO

Greater Hickory MPO

2- FTA Code	442301
3- Task Code	II-B-2
4- Title	Regional Planning - System Level
5- Task Objective	Continue Passenger Sampling Data Collection.
6- Tangible Product Expected	

The Federal Transit Administration (FTA) requires reporting of Passenger Miles Traveled or PMT for transit systems in the US including Greenway Public Transportation. PMT measures transit service and is a component of urbanized area apportionments. Since collecting PMT for each van and bus trip would be impractical, collecting PMT data from a random sample is a good way to estimate the total PMT. Since the addition of the Burke County transit routes (considered a major change to transit service by FTA), sample data collection has increased. The planned service change for Catawba County will sustain this need into the next fiscal year, including 50% more samples than prior years.

7- Expected Completion Date of Products	Passenger Sampling Data	Ongoing
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8- Previous Work	The MPO had performed passenger sampling data collection and analysis for the past eight years. FY24 - \$21,789 The MPO will work with Greenway Transportation and NCDOT. The MPO will continue to collect passenger sampling data. 5307 funds are for passenger sampling fieldwork. 5303 funds are all other tasks.
9- Prior FTA Funds	
10- Relationship	
11- Agency	

12- HPR - Highway - NCDOT 20%
13- HPR - Highway - F11WA 80%
14- Section 104 (f) PI, Local 20%
15- Section 104 (f) P I FHWA 80%

16- Section 5303 Local 10%	\$2,935.00
17- Section 5303 NCDOT 10%	\$2,935.00
18- Section 5303 FTA 80%	\$23,480.00
19- Section 5307 Transit - Local 10%	\$1,987.00
20- Section 5307 Transit - NCDOT 10%	\$1,987.00
21- Section 5307 Transit - FTA 80%	\$15,898.00
22- Additional Funds - Local 100%	

Programmed Funds 35.27% of 5303 federal amount

FTA TASK NARRATIVE TABLE

I- MPO	Greater Hickory MPO
2- FTA Code	442100
3- Task Code	III-A-1
4- Title	Planning Work Program & Program Support Admin.
5- Task Objective	The Planning Work Program are tasks that are programmed and scheduled. It serves as a template to organize projects, work tasks, and planning priorities. It describes all transit-related planning activities anticipated during the next year. Planning activities will be coordinated with Greenway Transportation. The funding increase is due to initiative-heavy planning in FY 2025 (as a result of the COA) to maintain new route designs and transit concepts. A new schedule has been implemented in regard to UPWP meetings and development.
6- Tangible Product Expected	The Planning Work Program will be researched and prepared for FY 2026
7- Expected Completion Date of Products	March 31, 2025
8- Previous Work	The Planning Work Program is updated annually to program and schedule work tasks for the upcoming fiscal year. FY24 saw many Planning Work Program updates conducted by the MPO. This was due to many changes in projects and programmed grants.
9- Prior FTA Funds	FY24 - \$4,358
10- Relationship	The MPO will work with Greenway Transportation and NCDOT.
11- Agency	
12- HPR - Highway - NCDOT 20%	
13- HPR - Highway - F11WA 80%	
14- Section 104 (f) PI, Local 20%	
15- Section 104 (f) P I FHWA 80%	
16- Section 5303 Local 10%	\$670.00
17- Section 5303 NCDOT 10%	\$670.00
18- Section 5303 FTA 80%	\$5,358.00
19- Section 5307 Transit - Local 10%	
20- Section 5307 Transit - NCDOT 10%	
21- Section 5307 Transit - FTA 80%	
22- Additional Funds - Local 100%	

Programmed Funds 8.05% of 5303 federal amount

FTA TASK NARRATIVE TABLE

I- MPO	Greater Hickory MPO
2- FTA Code	442500
3- Task Code	III-B-2
4- Title	Transportation Improvement Program
5- Task Objective	The Transportation Improvement Program task seeks to program long-range goals and objectives of transit service. Alternatives in service delivery by capital acquisitions, land use policy, and transportation policy are investigated to improve the transit system. Furthermore, existing problems are examined to develop strategies to enhance transit service. GHMPO coordinates and completes MTIP amendments for Greenway Transportation. Increased funding will support a larger number of capital projects expected to utilize increased funding in the Infrastructure Investment and Jobs Act.
6- Tangible Product Expected	The Transportation Improvement Program will be researched and amended for WPRTA as needed.
7- Expected Completion Date of Products	As needed.
8- Previous Work	The Transportation Improvement Program is updated annually to program and schedule capital improvements for the upcoming fiscal year. MTIP amendments were conducted for 5310, 5339, and 5307 funding sources. Many meetings were held to coordinate.
9- Prior FTA Funds	FY24 - \$4,358
10- Relationship	The MPO will coordinated with Greenway Transportation and NCDOT.
11- Agency	MPO and Greenway Transportation.
12- HPR - Highway - NCDOT 20%	
13- HPR - Highway - F11WA 80%	
14- Section 104 (f) PI, Local 20%	
15- Section 104 (f) P I FHWA 80%	
16- Section 5303 Local 10%	\$795.00
17- Section 5303 NCDOT 10%	\$795.00
18- Section 5303 FTA 80%	\$6,358.00
19- Section 5307 Transit - Local 10%	
20- Section 5307 Transit - NCDOT 10%	
21- Section 5307 Transit - FTA 80%	
22- Additional Funds - Local 100%	
Programmed Funds 9.55% of 5303 federal amount	

FTA TASK NARRATIVE TABLE

1- MPO	Greater Hickory MPO
2- FTA Code	442700
3- Task Code	III-D-1
4- Title	Statwide and Extra Regional Planning - Other Activities
5- Task Objective	<p>The MPO will assist with the marketing of the any new applications (including the microtransit application). The MPO is working to help implement new microservice applications. This has been ongoing. The MPO and WPRTA hope to launch a real-time phone application. Using GPS technology, the application indicates the closest route and stop to the user. The MPO will work to inform WPRTA and all stakeholders of potential transportation projects to improve transit stops through the complete streets policy.</p> <p>The GHMPO staff will oversee the completion of a Regional Comprehensive Highway Safety Plan. The goal of the CHSP is to identify areas of concern and high risk areas using crash location and other safety data. The CHSP covers all modes of transportation. Once completed, the CHSP will open the region to safety funding opportunities. One goal of the plan is to establish a Safety Subcommittee. The Safety Subcommittee will help guide the plan through local input.</p> <p>The Movability Advisory Committee and/or Safety Subcommittee will combine efforts to document safety concerns and guide funding opportunities to enhance safety within the region. This committee will cover all modes of transportation and meet quarterly. This group conducts and assists with walk audits, form reports that help investigate mobility barriers, and improve safety for all modes of travel. This group helps to promote safety, equity and justice in transportation planning.</p>
6- Tangible Product Expected	New mobile applications and interactive tools, and completed Regional Comprehensive Highway Safety Plan.
7- Expected Completion Date of Products	Ongoing technical support and marketing. The CHSP should be completed by the end of FY 25.
8- Previous Work	<p>Completed quarterly reports to grantors for Flex Routes project. Requested purchase of new microtransit service application. Met with bike/pedestrian/transit committee. Attended the Burke County Stakeholders meeting to present ridership trends for flex routes and microtransit. Assisted WPRTA with the contract for microtransit application to assist with scheduling (researched options and vendors). The Board approved the Qryde Contract in December. Met with the North Carolina School of Science and Math to look at bus stop most utilized by students and to discuss microtransit options. Inquired about funding options for microtransit in Burke County to reflect the rural/urban split. Weekly meetings with Qryde (HBSS) to finalize the application. Researched ADA requirements for bus stops and transit facilities open to the public. Worked with Burke County Health Department to fund bus stop improvement at the NC School of Science and Math as well as the NC School for the Deaf. Continued Flex Routes service in Morganton (provided Greenway maps as requested), continued microtransit service in Burke County (the soft launch of the application will be in July), continued discussions about microtransit expansion into Caldwell County. Research is ongoing for companies to provide Automated Vehicle Locators (AVLs) and liive tracking of busses to the Greenway web app. Completed a health equity assessment that was adopted as an appendix to the MTP. This analyzes transit availability.</p>
9- Prior FTA Funds	FY24 - \$5,447.00
10- Relationship	GHMPO will coordinate with Greenway Transportation to develop route(s) and to improve the fixed route mobile application.
11- Agency	MPO and Greenway Transportation. 5307 funds are for passenger sampling field work. 5303 funds are all other tasks.
12- HPR - Highway - NCDOT 20%	
13- HPR - Highway - F11WA 80%	
14- Section 104 (f) PI, Local 20%	
15- Section 104 (f) P I FHWA 80%	
16- Section 5303 Local 10%	\$681.00
17- Section 5303 NCDOT 10%	\$681.00
18- Section 5303 FTA 80%	\$5,447.00
19- Section 5307 Transit - Local 10%	\$3,506.00
20- Section 5307 Transit - NCDOT 10%	\$3,506.00
21- Section 5307 Transit - FTA 80%	\$28,051.00
22- Additional Funds - Local 100%	

Programmed Funds 8.18% of 5303 federal amount

FTA TASK NARRATIVE TABLE

I- MPO	Greater Hickory MPO	
2- FTA Code	442700	
3- Task Code	III-E	
4- Title	Management & Operations - Other Activities	
5- Task Objective	Operation planning provides a transit system with efficient, effective service. This is accomplished by schedule and route setting, accompanied by scheduling alternative investigations. Analysis of socioeconomic variables allows efficient service delivery and discovery of potential and underserved riders. Increased funding will support additional administrative assistance for expanded services. GHMPO staff plan to update the Memorandum of Understanding. GHMPO staff will create educational materials for a new member orientation for TCC and TAC members.	
6- Tangible Product Expected	Operations planning includes assistance with the design of new routes/service areas and schedules. Operations will also assist with meetings and Board of Directors and Transportation Advisory Board meetings. Operations involve the Bylaws (or Memorandum of Understanding) for voting members on the GHMPO's Transportation Advisory Board (TAC).	
7- Expected Completion	Planning	Ongoing
Date of Products	Quarterly Reports	Ongoing
	Board of Directors Minutes	Ongoing
	Updated MOU	End of FY25
8- Previous Work	Operations and management issues are performed on a continual basis.	
9- Prior FTA Funds	FY24 - \$11,408	
10- Relationship	The MPO will coordinate with Greenway Transportation on planning, meetings, and implementation of applications (real-time and microtransit).	
11- Agency	The MPO and Greenway Transportation. 5307 funds are for passenger sampling. 5303 funds are all other tasks.	
12- HPR - Highway - NCDOT 20%		
13- HPR - Highway - F11WA 80%		
14- Section 104 (f) PI, Local 20%		
15- Section 104 (f) P I FHWA 80%		
16- Section 5303 Local 10%	\$1,426.00	
17- Section 5303 NCDOT 10%	\$1,426.00	
18- Section 5303 FTA 80%	\$11,408.00	
20- Section 5307 Transit - Local 10%	\$3,507.00	
21- Section 5307 Transit - NCDOT 10%	\$3,507.00	
22- Section 5307 Transit - FTA 80%	\$28,051.00	
23- Additional Funds - Local 100%		

Programmed Funds 17.13% of 5303 federal amount

Anticipated DBE Contracting Opportunities for FY 2024-2025

Name of MPO: Greater Hickory MPO

 X Check here if no anticipated DBE opportunities

Person Completing Form: Averi Ritchie

Telephone Number: (828) 485-4248

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

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

Appendix 1. Explanation of Funding Sources in the UPWP

Overview

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

Metropolitan Planning Funds

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

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

Safe and Accessible Transportation Options - PL 104(f)

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

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

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

Section 5303 Funds

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

State Planning and Research (SPR) Funds

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

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

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

FTA CODE	TASK CODE	TASK DESCRIPTION	Local/FHWA PL/SPR/DA Budget	Section 104(f) PL Funds (Metropolitan Planning)			Section 104(f) PL Funds (Safe & Accessible Trans. Options)		NCDOT Planning - SPR			STBG-DA Funds			Highway Safety Improvement Program	HIP-CRRSAA Funds	Transit Planning - 5303				SECTION 5307					
				Local (20%)	Federal 80%	Fund Total	Federal (100%)	Fund Total	State (20%)	Federal (80%)	Fund Total	Local (20%)	Federal (80%)	Fund Total			State (100%)	Federal (100%)	Local (10%)	State (10%)	Federal (80%)	Fund Total	Local (10%)	State (10%)	FTA (80%)	5307 Total
	II-A	Data & Support	\$ 110,127	\$ 22,025	\$ 88,102	\$ 110,127	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			\$ 1,021	\$ 1,022	\$ 8,171	\$ 10,214	\$ -	\$ -	\$ -	\$ -		
44.24.00	II-A-1	Networks & Systems	\$ 45,570	\$ 9,114	\$ 36,456	\$ 45,570	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			\$ 1,021	\$ 1,022	\$ 8,171	\$ 10,214	\$ -	\$ -	\$ -	\$ -		
44.23.01	II-A-2	Travelers & Behavior	\$ 45,570	\$ 9,114	\$ 36,456	\$ 45,570	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
44.23.02	II-A-3	Transp. Modeling	\$ 18,987	\$ 3,797	\$ 15,190	\$ 18,987	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
	II-B	Planning Process	\$ 192,160	\$ 12,152	\$ 48,608	\$ 60,760	\$ 6,400	\$ 6,400	\$ -	\$ -	\$ -	\$ 25,000	\$ 100,000	\$ 125,000			\$ 3,730	\$ 3,730	\$ 29,838	\$ 37,298	\$ 41,987	\$ 41,987	\$ 415,898	\$ 499,872		
44.22.00	II-B-1	Targeted Planning	\$ 60,760	\$ 12,152	\$ 48,608	\$ 60,760	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			\$ 795	\$ 795	\$ 6,358	\$ 7,948	\$ 40,000	\$ 40,000	\$ 400,000	\$ 480,000		
44.23.01	II-B-2a	Regional Planning	\$ 125,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 25,000	\$ 100,000	\$ 125,000			\$ 2,935	\$ 2,935	\$ 23,480	\$ 29,350	\$ 1,987	\$ 1,987	\$ 15,898	\$ 19,872		
	II-B-2b	Safe & Acc. Trans. Options	\$ 6,400	\$ -	\$ -	\$ -	\$ 6,400	\$ 6,400	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
44.27.00	II-B-3	Special Studies	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
	III-A	Planning Work Prgm	\$ 22,786	\$ 4,558	\$ 18,228	\$ 22,786	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			\$ 670	\$ 670	\$ 5,358	\$ 6,698	\$ -	\$ -	\$ -	\$ -		
44.21.00	III-A-1	Work Program	\$ 11,393	\$ 2,279	\$ 9,114	\$ 11,393	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			\$ 670	\$ 670	\$ 5,358	\$ 6,698	\$ -	\$ -	\$ -	\$ -		
44.24.00	III-A-2	Metrics & Measures	\$ 11,393	\$ 2,279	\$ 9,114	\$ 11,393	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
	III-B	TIP	\$ 45,570	\$ 9,114	\$ 36,456	\$ 45,570	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			\$ 795	\$ 795	\$ 6,358	\$ 7,948	\$ -	\$ -	\$ -	\$ -		
44.25.00	III-B-1	Prioritization	\$ 18,987	\$ 3,797	\$ 15,190	\$ 18,987	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
44.25.00	III-B-2	Metropolitan TIP	\$ 15,190	\$ 3,038	\$ 12,152	\$ 15,190	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			\$ 795	\$ 795	\$ 6,358	\$ 7,948	\$ -	\$ -	\$ -	\$ -		
44.25.00	III-B-3	Merger/Proj. Dev't	\$ 11,393	\$ 2,279	\$ 9,114	\$ 11,393	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
	III-C	Civil Rgts. Cmp./Regs	\$ 87,342	\$ 17,468	\$ 69,874	\$ 87,342	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
44.27.00	III-C-1	Title VI Compliance	\$ 18,987	\$ 3,797	\$ 15,190	\$ 18,987	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
44.27.00	III-C-2	Environ'l Justice	\$ 34,178	\$ 6,836	\$ 27,342	\$ 34,178	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
44.27.00	III-C-3	Minority Enterprise	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
44.27.00	III-C-4	Planning for Elderly	\$ 7,595	\$ 1,519	\$ 6,076	\$ 7,595	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
44.27.00	III-C-5	Safety/Drug Control	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
44.27.00	III-C-6	Public Involvement	\$ 26,582	\$ 5,316	\$ 21,266	\$ 26,582	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
44.27.00	III-C-7	Private Sector Particip	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
	III-D	State & Extra-Reg'l	\$ 53,165	\$ 10,633	\$ 42,532	\$ 53,165	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			\$ 681	\$ 681	\$ 5,447	\$ 6,809	\$ 3,506	\$ 3,506	\$ 28,051	\$ 35,064		
44.27.00	III-D-1	State & Extra-Reg'l	\$ 53,165	\$ 10,633	\$ 42,532	\$ 53,165	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			\$ 681	\$ 681	\$ 5,447	\$ 6,809	\$ 3,506	\$ 3,506	\$ 28,051	\$ 35,064		
	III-E	Mgt. Ops. Adm	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,000	\$ 80,000	\$ 100,000	\$ -	\$ -	\$ -			\$ 1,426	\$ 1,426	\$ 11,408	\$ 14,260	\$ 3,507	\$ 3,507	\$ 28,051	\$ 35,065		
44.27.00		Mgt. Prgm. Adm	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,000	\$ 80,000	\$ 100,000	\$ -	\$ -	\$ -			\$ 1,426	\$ 1,426	\$ 11,408	\$ 14,260	\$ 3,507	\$ 3,507	\$ 28,051	\$ 35,065		
		TOTALS	\$ 611,150	\$ 75,950	\$ 303,800	\$ 379,750	\$ 6,400	\$ 6,400	\$ 20,000	\$ 80,000	\$ 100,000	\$ 25,000	\$ 100,000	\$ 125,000			\$ 8,323	\$ 8,324	\$ 66,580	\$ 83,227	\$ 49,000	\$ 49,000	\$ 472,000	\$ 570,000		
		Continuing Planning Activities																								
FY 23 Acct.		LAPP Coordination	1,065,000														1,065,000									
FY 23 Acct.		Consultant Services	364,000														364,000									
FY 24 Acct.		Comp. Highway Safety Plan	200,000											200,000												
		TOTALS	1,629,000											200,000			1,429,000									

FHWA FUNDS			Total
Grant	Federal 80%	Local 20%	
PL (104) Metropolitan Planning	\$303,800	\$75,950	\$379,750
Safe & Acc. Trans. Options	\$6,400	\$0	\$6,400
SPR	\$80,000	\$20,000	\$100,000
STP-DA	\$100,000	\$25,000	\$125,000
TOTALS	\$490,200	\$120,950	\$611,150

HIP-CRRSAA Funds	
Fed 100%	1,429,000
TOTALS	1,429,000

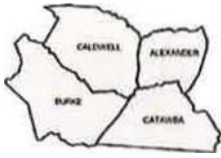
Highway Safety Improvement Program	
State 100%	200,000
Totals	\$200,000

FTA FUNDS			
Grant	Fed 80%	Local 10%	State 10%
5303	\$66,580	\$8,323	\$8,324
5307	\$472,000	\$49,000	\$49,000
TOTALS	\$538,580	\$57,323	\$57,324

**Western Piedmont Council of Governments
Schedule of Indirect Costs**

			<u>2023-2024 FY Budget</u>
Total Indirect Annual Salaries		\$	578,519
Total Indirect Fringe Benefits at 50.5% of Salary		\$	292,152
Professional Services		\$	47,985
Travel		\$	58,500
Occupancy		\$	148,695
Operating Expense		\$	865,235
Total Indirect Expenditures		\$	1,991,086
Total Salary Costs	\$	4,877,171.00	
Less Total Indirect Salaries	\$	578,519.00	
Total Direct Salaries		\$	4,298,652
Indirect Rate Calculation			
Total Indirect Expenditures	=	\$ 1,991,086.10	29.5%
<u>Total Direct Salaries + Fringe Benefits</u>		<u>\$ 6,760,673.45</u>	

7/1/2023



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



**GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION
RESOLUTION ADOPTING THE PLANNING
WORK PROGRAM FOR FY 2025**

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

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

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

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

WHEREAS, members of the Greater Hickory MPO TAC agree that the Planning Work Program will effectively advance transportation planning for FY 2024-2025;

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

NOW THEREFORE, BE IT RESOLVED that the Greater Hickory Metropolitan Planning Organization hereby adopts the Unified Planning Work Program for fiscal year 2024-2025.

ADOPTED: This 28th day of February, 2024

Hank Guess, Vice Chair
Transportation Advisory Committee

Averi Ritchie, Secretary
Greater Hickory MPO



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



RESOLUTION CONFIRMING TRANSPORTATION PLANNING PROCESS

RESOLUTION CERTIFYING THE GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION'S TRANSPORTATION PLANNING PROCESS FOR FY 2025

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

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

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

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

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

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

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

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

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

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

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

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

NOW THEREFORE, be it resolved that the Greater Hickory Metropolitan Transportation Advisory Committee certifies the transportation planning process for the Greater Hickory Metropolitan Planning Organization of this the 28th day of February, 2024.

Hank Guess, Transportation Advisory Committee Vice Chair

Averi Ritchie, Secretary
Transportation Advisory Committee



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

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

STIP#	Transit Partner	Description	FTA	FUND	FY24 (000)	
TP-5106	Western Piedmont Council of Governments	Planning Assistance	FUZ	5303	67	
			Local	L	9	
			State	S	9	



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



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

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

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

<u>FY 2024</u>	
5303 -	\$67,000
LOCAL -	\$9,000
STATE -	\$9,000

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 2024-2033 be modified as listed above on this, the 28th day of February, 2024.

Hank Guess
Greater Hickory MPO TAC Vice Chair

Averi Ritchie
Greater Hickory MPO TAC Secretary



Western Piedmont
Council of Governments

Creative Regional Solutions Since 1968

Locally Administered Project Program: Application and Methodology Updates

GHMPO TCC and TAC

February 28, 2024

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>Maintain: existing criteria to award 5 points.</p> <p>Addition: Project awarded 10 points if location has 3+ documented Bicycle or Pedestrian Crashes or a crash causing Fatal or Serious injury.</p> <p>Addition: 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>Addition: 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>Maintain: Existing criteria</p> <p>Addition: 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>Replace: Traffic Analysis Zone data as scoring tool with the NCDOT TDI Tool Data.</p> <p>Addition: Project awarded 5 points for TDI score of 11+</p> <p>Addition: Project awarded 10 points for TDI score of 14+</p> <p>Addition: 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>Addition: 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 40% or higher = 20 pts</p>	<p>Replace current scale with: 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>Addition: 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.	Maintain: Volume driven points allocation for the first 3 categories (5 points through 15 points) Addition: 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>Replace: <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>Addition: 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>Addition: 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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2024 Supplemental LAPP Request

February 28, 2024

Supplemental Request – NCDOT on behalf of Granite Falls

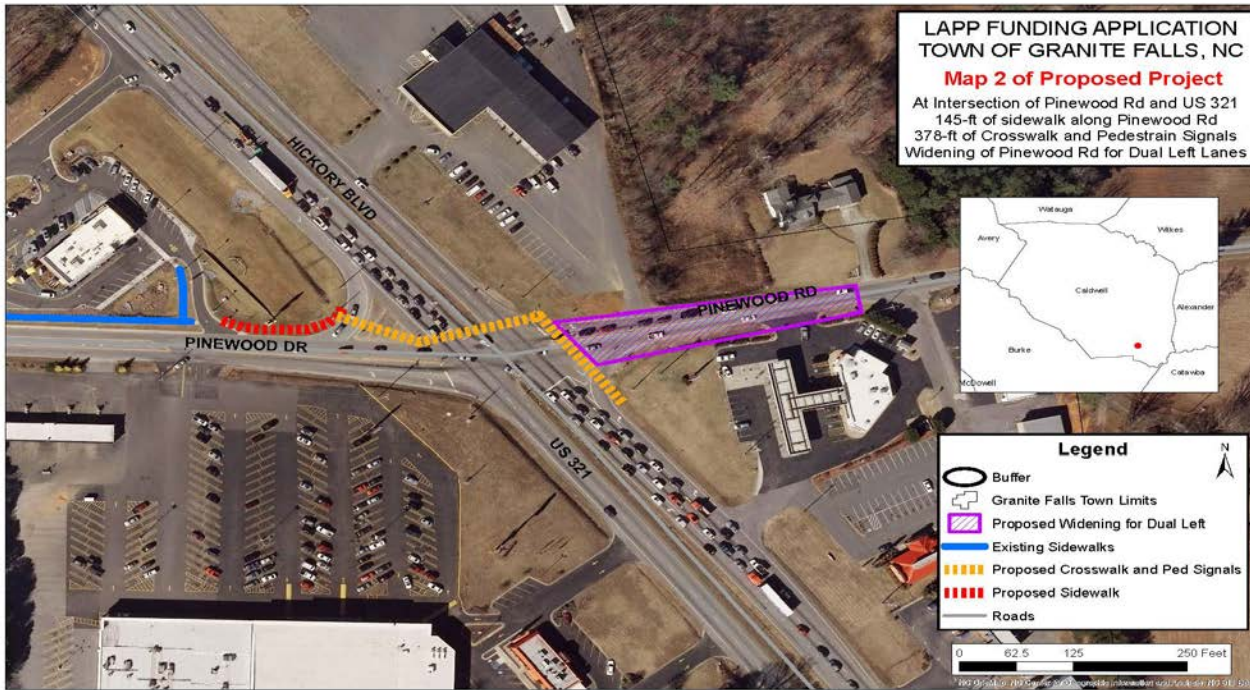
Request Timeline:

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	Project is being administered by NCDOT Division 11 on behalf of Granite Falls. Local match is being provided by NCDOT. 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. Project alleviates peak hour queueing and provides pedestrian crossing opportunities.	\$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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Greater Hickory MPO

Greater Hickory Metropolitan Planning Organization

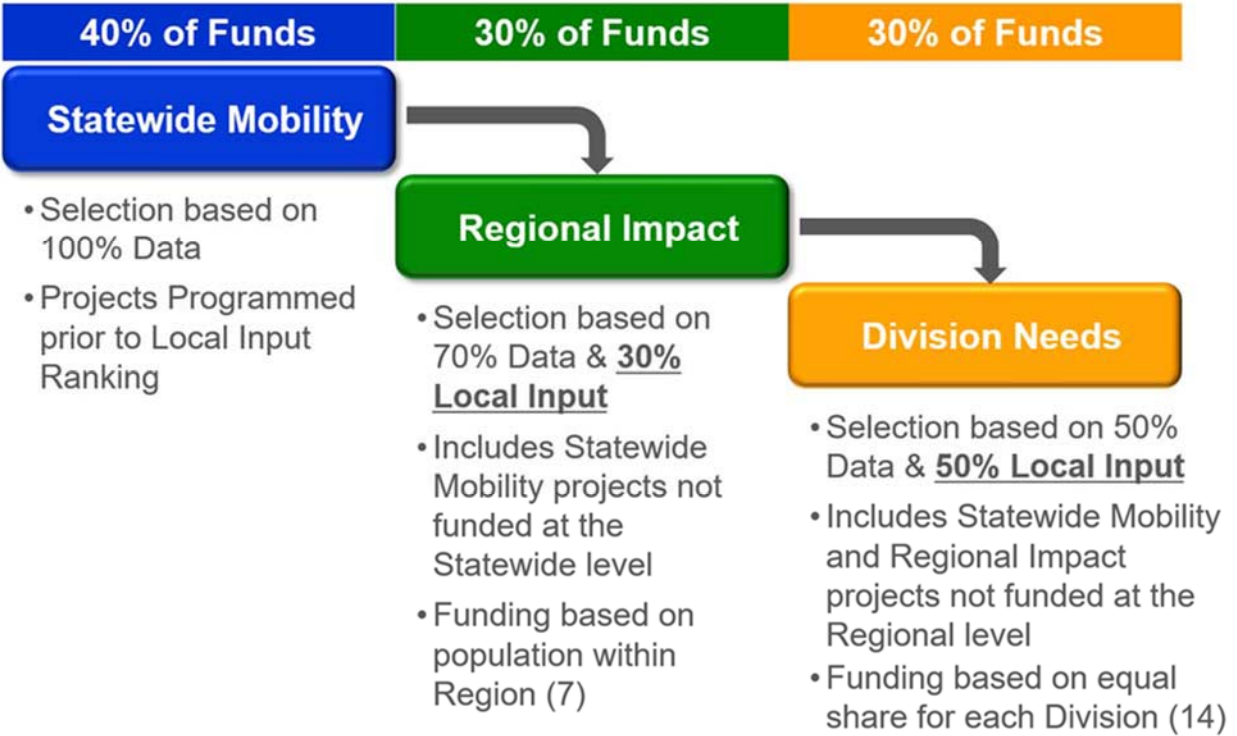
2026-2035 State Transportation Implementation Program (STIP) Project Solicitation and Ranking Process

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

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

Applicability

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

The new project submittal period ended 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 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. After the MPO has received scores back from NCDOT's SPOT, staff will begin analyzing and evaluating all submitted projects using the adopted system. The 18 highest

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

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

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

Key Dates in Prioritization 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.
August 2023	Draft Submittal List (<i>Board Action Required</i>)
August – October 2023	Public Comment on Draft Submittal List
October 2023	Final Submittal List (<i>Board Action Required</i>)
March 2024	Data Review
March 2024	Local Input Point Methodology Adoption (<i>Board Action Required</i>)
May 2024	Statewide Mobility Projects Programmed
June 2024	Draft Local Input Assignment for Regional Impact Projects
June – July 2024	Public Comment on Draft Local Input Point Assignment for Regional Impact Projects
July 2024	Final Local Input Point Assignment for Regional Impact Projects
September 2024	Regional Impact Projects Programmed
November 2024	Draft Local Input Point Assignment for Division Needs Projects
November – December 2024	Public Comment on Draft Local Input Point Assignment for Division Needs Projects
December 2024	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, and Bicycle and Pedestrian projects are ranked based on the criteria listed in tables 2, 3 and 4.

Table 1: Project Criteria and Explanations

Criteria	Explanation
Average Annual Daily Traffic (AADT)	A calculation from NCDOT portraying annual traffic volumes for each highway segment. Prioritization 7.0 AADT scores will be utilized for this criteria.
Collision Exposure (likelihood of automobile collision)	<p>The probability of an automobile colliding with a pedestrian or cyclist (Table 4). This is calculated using average annual daily traffic rates. Sidewalk projects will score higher in areas with higher traffic counts based off the acceptance that the addition of sidewalks decreases the likelihood of an accident involving an automobile and pedestrian by removing pedestrian volume from the road itself.</p> <p>Projects involving the addition of bicycle facilities may score lower if higher traffic counts are present, based on the notion that streets with higher daily traffic are less safe for cyclists, unless the project includes bicycle facilities that are separated from vehicular traffic.</p>
Cost	Projects requiring less money to complete will score higher points.
Existing Congestion	Ratio of how much traffic is on a road versus the maximum traffic that can be on a road and provide an acceptable level of service.
Existing Safety	Measures existing crashes along/at the project and calculates future safety benefits. Prioritization 7.0 safety scores will be utilized for this criteria.
Freight Volume	Average daily number of large freight movers (tractor trailers, semi-trucks, etc.) on a road. This will be determined using NCDOT AADT Stations GIS Shapefiles.
Multimodal Accommodations	Whether the project includes facilities such as sidewalks, bicycle lanes, etc., or a connection to these type facilities.
Projected Congestion	Projected Congestion is the ratio of how much traffic is projected on a road, using the latest adopted Greater Hickory Travel Demand Model (TDM), versus the maximum traffic that can be handled by the road at an acceptable level of service.
Right of Way (ROW) Acquisition	The acquiring of land (usually a strip) to be devoted towards transportation improvements. Tables 3 and 4 include a percentage of already acquired ROW by the governing authority. The less the concern of acquiring the remaining ROW, the more points awarded.
Supports Economic Development	A project will score higher if it is located close to a major employment center.
Supports Environmental Justice (EJ)	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
Traffic Analysis Zone (TAZ)	The basic unit for inventorying demographic data and land use within a particular area.

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

Table 2A: Regional Impact Highway Mobility Projects (Max Total Score: 100 points)					
Criteria and Maximum Points	0 points	5 points	10 points	15 points	20 points
Existing Congestion (20 max)	Volume-to-Capacity Ratio less than 0.50	Volume-to-Capacity Ratio from 0.50 to 0.75	Volume-to-Capacity Ratio from 0.76 to 0.9	Volume-to-Capacity Ratio from 0.91 to 1.0	Volume-to-Capacity Ratio greater than 1.0
Travel Time Savings (10 max)	TTS in the lowest two quartiles	TTS in the second highest quartile	TTS in the highest quartile		
Quantitative Safety Score (20 max)	Safety Score in the lowest two quartiles		Safety Score in the second highest quartile		Safety Score in the highest quartile
Freight Volume (10 max)	Fewer than 750 trucks per day	Between 750 and 2,000 trucks per day	More than 2,000 trucks per day		
Benefit/Cost Ratio (20 max)	Benefit/Cost Ratio in the lowest two quartiles		Benefit/Cost Ratio in the second highest quartile		Benefit Cost Ratio in the highest quartile
Multimodal Accommodations (10 max)	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 poverty level or other transportation disadvantage factor of 20% or higher (using NCDOT'S TDI tool)		
Supports Economic Development (10 max)		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)

Criteria and Maximum Points	0 points	5 points	10 points	15 points	20 points	25 points
Existing Congestion (5 max)		Volume-to-Capacity Ratio greater than 0.30				
Quantitative Safety Score (25 max)	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
Lane Width (15 max)	Meets current DOT standards	Within 1 foot of DOT standards		2 feet or more from DOT standards		
Paved Shoulder Width (15 max)	Meets current DOT standards	Within 1 foot of DOT standards		2 feet or more from DOT standards		
Benefit/Cost Ratio (20 max)	Benefit/Cost Ratio in the lowest two quartiles		Benefit/Cost Ratio in the second highest quartile		Benefit Cost Ratio in the highest quartile	
Multimodal Accommodations (10 max)	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 poverty level or other transportation disadvantage factor of 20% or higher (using NCDOT'S TDI tool)			
Supports Economic Development (10 max)		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.

Table 3A: Division Level Highway Mobility Projects (Max Total Score: 100 points)					
Criteria and Maximum Points	0 points	5 points	10 points	15 points	20 points
Existing Congestion (20 max)	Volume-to-Capacity Ratio less than 0.5		Volume-to-Capacity Ratio between 0.51 and 0.75		Volume-to-Capacity Ratio greater than 0.75
Travel Time Savings (10 max)	TTS in the lowest two quartiles	TTS in the second highest quartile	TTS in the highest quartile		
Quantitative Safety Score (20 max)	Safety Score in the lowest two quartiles		Safety Score in the second highest quartile		Safety Score in the highest quartile
Benefit/Cost Ratio (20 max)	Benefit/Cost Ratio in the lowest two quartiles		Benefit/Cost Ratio in the second highest quartile		Benefit Cost Ratio in the highest quartile
Freight (10 max)	Truck percentage less than or equal to 4	Truck percentage between 4 and 6	Truck percentage greater than or equal to 6		
Multimodal Accommodations (10 max)	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 poverty level or other transportation disadvantage factor of 20% or higher (using NCDOT'S TDI tool)		
Supports Economic Development (10 max)		Intersects TAZ that includes 250 to 499 employees	Intersects TAZ that includes 500 or more employees		

Table 3B: Regional 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
Quantitative Safety Score (25 max)	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
Freight (10 max)	Truck percentage less than or equal to 4	Truck percentage between 4 and 6	Truck percentage greater than or equal to 6			
Lane Width (15 max)	Meets current DOT standards	Within 1 foot of DOT standards		2 feet or more from DOT standards		
Paved Shoulder Width (15 max)	Meets current DOT standards	Within 1 foot of DOT standards		2 feet or more from DOT standards		
Benefit/Cost Ratio (20 max)	Benefit/Cost Ratio in the lowest two quartiles		Benefit/Cost Ratio in the second highest quartile		Benefit Cost Ratio in the highest quartile	
Multimodal Accommodations (10 max)	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 poverty level or other transportation disadvantage factor of 20% or higher (using NCDOT'S TDI tool)			
Supports Economic Development (5 max)		Intersects any TAZ that includes 100 or more employees				

Criteria and Maximum Points	0 points	5 points	10 points	15 points	Notes:
Crash Exposure* (15 max)	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)	
Dedicated ROW Availability (10 points)	No	Some ROW available	Majority of ROW available		Proof of dedicated ROW and plan for acquiring remaining 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 letters of support, survey interest, community walk audit, NCDOT support etc.		For a maximum of 10 points, 2 or more criteria must be met
Safety Benefit (15 max)	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
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 (10 max)	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.		
Economic Development & Points of Interest (10 max)	All other projects.		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		
Supports Transportation Integrity (20 Max)	All other projects.	Serves a census block group with a Transportation Disadvantaged Index Score of 11-13.	Serves a census block group with a Transportation Disadvantaged Index Score of 14-16.	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.	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>Cost Effectiveness (15 Max)</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: Total Points/Total Cost x 50,000. 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>	
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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		15 points		25 points
Benefit/Cost (25 max)					
Transportation Plan Consistency (25 max)	No, project is <u>not</u> included in any current transportation plan				Addresses needed infrastructure objectives identified in current ALP, MTP or NCDOT Aviation plans
Safety (25 max)	Project <u>does not</u> provide safety improvements		Provides safety improvements in landside areas		Improves runway safety area grades, runway approach obstructions or aircraft parking areas
Supports Economic Development (25 max)	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

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.

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.

Alexander County - RESOLUTION OF SUPPORT FOR THE 2024 NCDOT BICYCLE AND PEDESTRIAN PLANNING GRANT INITIATIVE

SUBMITTED BY ALEXANDER COUNTY FOR THE DEVELOPMENT OF A BICYCLE AND PEDESTRIAN TRANSPORTATION PLAN

WHEREAS, the North Carolina Department of Transportation has established a Bicycle and Pedestrian Planning Grant Initiative which provides funding to projects that will result in a comprehensive update to local and pedestrian transportation plans for North Carolina municipalities; and,

WHEREAS, Alexander County has applied for funding from the Department of Transportation for municipal bicycle and pedestrian plan; and,

WHEREAS, the application for these funds requires endorsement of the Greater Hickory Metropolitan Planning Organization serving Alexander County; and,

WHEREAS, the Transportation Advisory Committee of the Greater Hickory Metropolitan Planning Organization feels it to be in the best interest of the region to endorse the application for these funds and the completion of a comprehensive bicycle and pedestrian plan for the county;

NOW, THEREFORE, BE IT RESOLVED that the Greater Hickory Metropolitan Planning Organization Transportation Advisory Committee hereby endorses the application for the Bicycle and Pedestrian Planning Grant by Alexander County and if the project is selected, will provide technical assistance as requested for the duration of the project.

Adopted this the 28 day of February, 2024.

Hank Guess, TAC Vice Chair

Averi Ritchie, MPO Coordinator

Greater Hickory MPO
Transportation Update
February 2024

Division 11 Projects Under Development – Caldwell Co.								
<u>TIP</u>	<u>ROUTE</u>	<u>DESCRIPTION</u>	<u>ROW YEAR</u>	<u>CONST YEAR</u>	<u>TOTAL PROJECT COST</u>	<u>Status</u>	<u>Final Assigned Manager</u>	<u>Funding: S/F</u>
BL-0002	US 321A (MAIN STREET)	US 321A (MAIN STREET), CONSTRUCT PEDESTRIAN CROSSING IMPROVEMENTS FROM SR 1952 (CEDAR VALLEY ROAD) TO SR 1156 (LEGION ROAD).	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
February 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-Hagwood	S
U-6036	SR 1109 (PINEWOODS RD)	US 321 TO BERT HUFFMAN ROAD. UPGRADE ROADWAY.	2020	2024	\$12,600,000	90 % Plans	Division-Hagwood	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-Slaughter	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-Slaughter	F

Greater Hickory MPO
 Transportation Update
 February 2024

Division 11 Projects Under Construction								
<u>Contract Number</u>	<u>County</u>	<u>TIP#</u>	<u>Route</u>	<u>Location Description</u>	<u>Contract Amount</u>	<u>Contractor</u>	<u>Construction Progress %</u>	<u>Completion Date</u>
DK00259	CALDWELL	R-5775	US 321	IMPROVE INTERSECTION AT US 321 (HICKORY BLVD) AND SR 1109 (PINEWOOD ROAD EXT)	\$1,682,361.75	TRI-COUNTY PAVING INC	67 %	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	15 %	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

February 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.	17%
C204804, I- 5915B	Catawba, Iredell	I-40 from East of SR 1007 (1st St. West) to East of NC 115	Resurfacing for 0.861 miles.	Underway.	51%
C204848	Catawba	1 Section of US 70, 1 Section of NC 10 and 16 Sections of Secondary Roads.	Resurfacing for 31.17 miles.	Underway.	31%
DL00290	Alexander, Catawba, Iredell	Various Secondary Roads	Resurfacing for 127.57 miles.	Underway.	17%
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. Redesigned 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
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.	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

NCDOT Division 13 - Construction Progress Report - February 2024

Contract Number	County	TIP#	Route	Location Description	Completion Date	Completion Percent
C204716	Burke	B-5869	US-64	BRIDGE #99 OVER NORFOLK SOUTHERN RAILROAD ON US-64/US-70 IN MORGANTON.	1/11/2028	14.45%
C204889	Burke		NC-126, NC-181, SR-Multi	1 SECTION OF NC-126, 1 SECTION OF NC-181 NORTH, AND 24 SECTIONS OF SECONDARY ROADS.	11/15/2024	80.61%
DM00408	Burke	R-5793JA	NC-18, NC-181, US-64, US-70	VARIOUS	8/30/2024	73.11%
DM00433	Burke, McDowell, Rutherford	R-5793KA	SR-2179, US-64, US-70, US-70B	VARIOUS PRIMARY AND SECONDARY ROUTES	6/13/2025	26.34%

NCDOT Contact: Travis J. Henley (828) 803-6120

Division 13, GHMPO Project Development Update, February 2024

Project ID	County	Description	R/W Acq. Begins	Let Date	Funding Program Description	Project Manager Name
I-5008	BURKE	I-40 AT SR 1734/SR 1826 (EXIT 111) (COMB W/I-5875)	1/21/2033	Post 2023	HIGHWAY - STI (PRIORITIZATION)	BRENDAN MERITHEW
I-5009	BURKE	I-40 AND US 64 (BURKEMONT ROAD)	2/9/2033	Post 2023	HIGHWAY - STI (PRIORITIZATION)	MICHAEL G. CLARK
I-5874	BURKE	I-40 AT SR 1142 (JAMESTOWN ROAD) - EXIT 100 UPGRADE INTERCHANGE	1/21/2033	Post 2023	HIGHWAY - STI (PRIORITIZATION)	BRENDAN MERITHEW
I-5875	BURKE	I-40 AT SR 1712 (DREXEL ROAD). UPGRADE INTERCHANGE. (COMB W/I-5008)	1/21/2033	Post 2023	HIGHWAY - STI (PRIORITIZATION)	BRENDAN MERITHEW
I-5975	BURKE	I-40 AT EXIT 112 AND SR 1744(MINERAL SPRINGS MOUNTAIN ROAD)/ SR 1744 (ELDRED STREET SE)	Not Funded	Not Funded	HIGHWAY - STI (PRIORITIZATION)	CLAUDIA W. LEE
I-6058	BURKE	I-40 AT SR 1744 (CAUSBY ROAD)	Not Funded	Not Funded	HIGHWAY - STI (PRIORITIZATION)	BRENDAN MERITHEW
R-3430A	BURKE	SR 1001 (MALCOLM BOULEVARD) FROM US 70 TO CATAWBA RIVER. MODERNIZE ROADWAY TO INCLUDE BICYCLE AND PEDESTRIAN ACCOMMODATIONS.	Not Funded	Not Funded	HIGHWAY - STI (PRIORITIZATION)	DIMITRI O. GAMBRELL
U-5978	BURKE	NC 181 FROM SR 1440 TO SR 1419. WIDEN TO 3 LANES.	Not Funded	Not Funded	HIGHWAY - STI (PRIORITIZATION)	BRENDAN MERITHEW
U-6123	BURKE	US 64 (BURKEMONT AVENUE) BURKE COUNTY AT US 70 (W. FLEMING DRIVE) INTERSECTION. IMPROVE INTERSECTION.	Not Funded	Not Funded	HIGHWAY - STI (PRIORITIZATION)	BRENDAN MERITHEW
U-6164	BURKE	NC 126 FROM SR 1250 (WATERMILL ROAD) TO SR 1254 (FISH HATCHERY ROAD). MODERNIZE ROADWAY.	Not Funded	Not Funded	HIGHWAY - STI (PRIORITIZATION)	BRENDAN MERITHEW
I-5971	BURKE	I-40 FROM SR 1761 (OLD HIGHWAY NC10)-EXIT 116 UPGRADE INTERCHANGE AND REMOVE TWO-WAY TAFFIC	9/28/2029	2/3/2031	HIGHWAY - STI (PRIORITIZATION)	BRENDAN MERITHEW
U-5836	BURKE	NC 181 FROM SR 1414 (ST. MARY'S CHURCH ROAD) TO MORGANTON ETJ WIDEN EXISTING ROADWAY	10/12/2026	6/19/2029	HIGHWAY - STI (PRIORITIZATION)	BRENDAN MERITHEW
I-5990	BURKE	I-40 AT EXIT 118 - SR 1761 (OLD NC 10). CONSTRUCT INTERCHANGE IMPROVEMENTS.	12/11/2024	12/16/2025	HIGHWAY - STI (PRIORITIZATION)	MICHAEL G. CLARK
I-5891B	BURKE	I-40 FROM MILE MARKER 105 TO MILE MARKER 112 PAVEMENT REHABILITATION AND BRIDGE REHABILITATION		3/18/2025	HIGHWAY - INTERSTATE MAINTENANCE	BRENDAN MERITHEW
EB-5978	BURKE	COLLEGE STREET MULTIMODAL CONNECTOR TRAIL FROM NORTH GREEN STREET TO US 70 IN MORGANTON	1/15/2024	12/9/2024	BIKE & PED - STI (PRIORITIZATION)	BRENDAN MERITHEW
BL-0001	BURKE	MAIN AVENUE EAST CONSTRUCT PEDESTRIAN IMPROVEMENTS FROM 2NDSTREET SE TO US 70.	6/21/2024	10/1/2024	BIKE & PED - LOCALLY SELECTED	BRENDAN MERITHEW
R-3430B	BURKE	SR 1001 (CONNELLY SPRINGS ROAD), BURKE COUNTY CONSTRUCT NEWPARALLEL BRIDGE OVER CATAWBA RIVER.	3/22/2022	9/17/2024		DIMITRI O. GAMBRELL
HA-0001	BURKE	NEW ROUTE. CONSTRUCT ACCESS ROAD INTO BURKE COUNTY INDUSTRIAL PARK.		2/21/2024	HIGHWAY - APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM	CLAUDIA W. LEE
R-5967	BURKE	SR 1687 (GOAT FARM ROAD) IMPROVE EXISTING SR 1687 (GOAT FARM ROAD) ACCESS ROAD INTO THE PROPOSED INDUSTRIAL PARK.		1/3/2024	HIGHWAY - APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM	CLAUDIA W. LEE



Traffic Forecasts (TF)

Project Level Traffic Forecasting is an essential part of the planning process. A traffic forecast informs the design of STIP projects. There are currently no ongoing traffic forecasts in the GHMPO planning area.

Greater Hickory MPO CTP

The draft plan is still going through a few updates. Once approved, it will be submitted for internal review. Upon completion, after updates, it will be submitted for adoption to the NC Board of Transportation. Thank you for your patience as we continue through the review process.

Blue Light Trailers

The NCDOT is testing out new ways to make our roads and highways safer. NCDOT has partnered with the State Highway Patrol to install blue light trailers along roads. These are electronic message boards with flashing blue lights that can display a variety of safety messages for drivers, like telling them to slow down if they are speeding.

Advance Mobility NC

Advance Mobility NC is the NCDOT next chapter in the field of autonomous transportation. It aims to leverage the work of NCDOT's aviation, integrated mobility and rail divisions to create a multimodal transportation system that improves the mobility of people and freight.

NCDOT plans to invest in new multimodal technologies to improve services, including autonomous vehicles and advanced air mobility, connected streets and freight transfer hubs.

Examples include:

- In 2018, Volvo trucks North American, together with FedEx and the NC turnpike Authority conducted an on-highway truck platooning study.
- In 2020, NCDOT hosted the first demonstration flight of an uncrewed electric vertical take-off and landing aircraft, or eVTOL, in the nation. <https://www.ncdot.gov/divisions/aviation/advance-mobility/Pages/default.aspx>

“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

State Seeks Entries for Transportation Contest

The N.C. Department of Transportation is again honoring the towns, cities and counties that have completed the state's **best multimodal transportation projects**.

Through March 1, the state agency is seeking entries for the fourth NCDOT Mobi (“Mobility”) Awards. Those wishing to enter this year's contest should complete an [online application](#).

“The NCDOT Mobi Awards raises the profile of multimodal projects and the tremendous impact they have on communities,” said N.C. Department of Transportation Deputy Secretary for Multimodal Transportation Julie White. “We look forward to continuing the tradition of recognizing the great work of our cities and towns in making their communities more multimodal.”

Entries should include projects that serve two or more modes of travel, including roads. They can include projects that serve bicycles, pedestrians, public transit, ferries, rail and aviation. Entries should describe a transportation project that was completed and put into operation, or service, after Jan. 1, 2019. Projects submitted in the 2020 and 2022 Mobi Awards contest that were not selected can be submitted again.

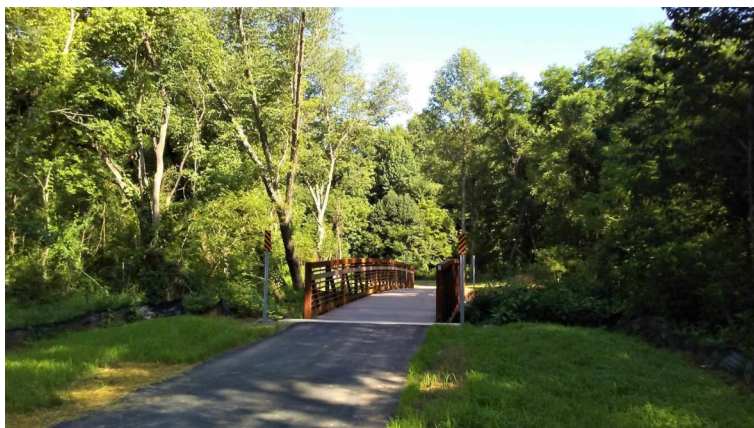
Towns, cities, counties, universities/colleges, planning organizations, public transportation systems, airport authorities, and councils of government can submit projects.

Entries will be judged in six categories. Four categories (Rural, Small Urban, Urban and Large Urban) will be based on the size of the community served by a project. A panel of judges will select winners based on several factors, including how well the project spurred investment, demonstrated problem solving and improved public health.

All the projects will be entered into two additional categories – Innovation and Most Voted Project, or MVP. For Innovation, projects will be scored based on their innovative or creative approach. For the MVP category, project galleries will be opened to an online public vote with the winner being the project with the highest number of votes.

Multimodal projects are an important part of North Carolina's future. They connect people to places, provide alternative modes of travel and make the state more accessible, attractive and competitive.

To learn more about the NCDOT Mobi Awards, check out our [web page](#).



Contact Us

Reuben Crummy
GHMPO Coordinator

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Visit us on the web : www.ncdot.gov

Upcoming	Date
Last day to have signed resolution to support NCDOT's safety targets (PM1) or oth-	February 27, 2024
Indirect Cost Allocation Plan for FY25 due if you choose to develop one. Note: If you develop one, indirect costs must be shown as a new row in UPWP expenditure table, for both STBG-DA and PL funds	February 28, 2024
Last day to submit adopted FY25 UPWP with resolution, 5-year planning calendar, and MPO self-certification of long-range planning. Documents are to be submitted with separate uploads for UPWP, self-certification, and 5-year work plan	March 28, 2024
Last day to submit revisions to TPD for FY24 UPWP with signatures	April 19, 2024
3rd Quarter 5303 Claim (January 1, 2024 to March 31, 2024) due	April 26, 2024

NCDOT Statewide Plans:

To learn more, click on the following links or go to ncdot.gov and search using names in [blue](#) unless otherwise noted:

- [NC Moves 2050 Plan](#)
- [NCDOT Strategic Transportation Corridors](#)
- [NCDOT Comprehensive State Rail Plan \(25-Year Vision\)](#)
- [NC Statewide Multimodal Freight Plan \(2023\)](#)
- [NCDOT: Integrated Mobility Division - Great Trails State Plan](#)
- [NCDOT: Integrated Mobility Division - Statewide Strategic Plan](#)
- [NCDOT Resilience Strategy Report \(2021\)](#)
- [Statewide Pedestrian & Bicycle Plan \(2013\)](#)

Other Plans:

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

Helpful Links:

To learn more, click on the following links or go to ncdot.gov and search using names in [blue](#) unless otherwise noted:

- NCDOT home page—ncdot.gov
- Real-Time Traffic—drivenc.gov | [North Carolina Traffic & Travel Information](#)
- Report a pothole—[NCDOT Contact Us Form](#) (ncdot.gov & search “Report a pothole”)
- 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 \(connect.ncdot.gov & then search\)](#)
- NCDOT Interactive Traffic Volume Map—[Traffic Volume Maps \(ncdot.gov\)](#)
- Traffic Safety Data & Engineering—[NCDOT: Traffic Safety Data & Engineering](#)
- Federal Functional Classification Map—[NCDOT Functional Class Map \(ncdot.maps.arcgis.com\)](#)