



**Western Piedmont
Council of Governments**

Greater Hickory Metropolitan Planning Organization

Technical Coordinating Committee (TCC)

Wednesday, March 23, 2022, 1:00 PM

WPCOG Offices—1880 2nd Ave NW

wpcog.org/metropolitan-planning-org

Agenda Item	Presenter	Attachment	Action
Call to Order / Introductions	Randy Williams		
Minutes of February 23, 2022 Meeting	Randy Williams	Attachment I	Approve Minutes
Transportation Improvement Plan Revisions for Approval	Brian Horton	Attachment II	Recommend to TAC for Approval
Transportation Improvement Plan Revisions for Public Release	Brian Horton	Attachment III	Release for Public Comment
Congestion Mitigation Air Quality (CMAQ) Supplemental Funding Application for Hickory	Brian Horton	Attachment IV	Recommend to TAC for Approval
Unified Planning Work Program (UPWP) FY 2023 Adoption	Brian Horton	Attachment V	Recommend to TAC for Approval
Certification of Planning Process	Brian Horton	Attachment VI	Recommend to TAC for Approval
Regional Profile	Duncan Cavanaugh	Attachment VII	Information Item
Locally Administered Project Program (LAPP) Call for New Projects	Brian Horton	Attachment VIII	Information Item
NCDOT Updates	Sean Sizemore		
Division 11	Anil Panicker		
Division 12	Hannah Cook		
Division 13	Pam Cook		
Transportation Planning Division			
Public Comment / Announcements	Randy Williams		
Adjournment	Randy Williams		
Next Meeting: April 27, 2022			



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



MINUTES
GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION (GHMPO)
METROPOLITAN TECHNICAL COORDINATING COMMITTEE (TCC)
Wednesday, February 23, 2022 @ 1:00 PM
In-person meeting and via Zoom

Present			Absent		
First Name	Last Name	Representing	First Name	Last Name	Representing
Blake	Wright	Town of Maiden	Chuck	Mullis	Town of Long View
Caroline	Kone	City of Hickory (1 of 2)	Jon	Greer	Town of Hudson
Chase	Winebarger	Town of Sawmills	Logan	Shook	Town of Hildebran
David	Moose	Alexander County	Randy	Feierabend	Town of Cahah's Mountain
Elizabeth	Kruger	Town of Catawba	Randy	Williams	City of Newton
Erik	Schlichting	City of Conover	Shane	Prisby	Burke County
Greg	Wilson	Town of Granite Falls	Sherri	Bradshaw	Town of Drexel
Jenny	Wheelock	City of Lenoir			
John	Marshall	City of Hickory (2 of 2)			
Leah	Martin	City of Claremont			
Pam	Cook	NCDOT-TPD			
Phillip	Lookadoo	City of Morganton			
Rick	Justice	Town of Rhodhiss			
Shelley	Stevens	Caldwell County			
WPCOG, FHWA, & Guests			NCDOT Staff		
Brian Horton – WPCOG			Sean Sizemore – Div. 11		
Alison Adams – WPCOG			Anil Panicker – Div. 12		
Averi Ritchie – WPCOG			Dean Ledbetter – Div. 12		
Duncan Cavanaugh - WPCOG			Travis Jordan – Div. 12		
Loretta Barren – FHWA			Chris Guffey – Div. 13		
Ed Evans – Mattern & Craig			Hannah Cook – Div. 13		
			Alexius Farris – IMD		
			Pam Cook – TPD		

Call to Order and Introductions – Chris Timberlake filled in as Chair. Mr. Timberlake called the meeting to order and welcomed all present at 1:05 PM. Introductions were made around the room, followed by those participating remotely, which included TCC members Rick Justice, Caroline Kone, Philip Lookadoo, John Marshall, David Moose, Erik Schlichting, Jenny Wheelock, and Greg Wilson. Upon a motion by Mr. Wright and a second by Ms. Martin, the TCC unanimously consented to the remote participation of the aforementioned members.

Action Items:

- I. **Approval of Minutes** – Mr. Timberlake asked members if they had a chance to review the minutes. Upon a motion from Mr. Schlichting and a second by Ms. Martin, the TCC unanimously approved the minutes from their January 19, 2022, meeting.
- II. **Transportation Improvement Program (TIP) Revision** – Mr. Horton explained the increase for FY 2023 in Section 5303 funding would support planned transit planning tasks in the new draft UPWP. Upon a motion by Ms. Martin and a second by Mr. Lookadoo, the TCC unanimously recommended to TAC to approve the TIP Revision for increased Section 5303 funding in FY 2023.
- III. **Release of New TIP Revisions** – Mr. Horton presented new TIP revisions that correspond to those also released by the Board of Transportation. Ms. Martin asked about the Claremont

project, to which Mr. Horton promised local coordination and clarified that the revisions were only to be release for public comment. There we no TCC member objections to releasing the new TIP revisions for public comment.

- IV. CRRSAA Funding Swap** – Mr. Horton noted the GHMPO region was directly allocated \$1.4 million in Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) funding. Mr. Horton presented a proposal coordinated with the NCDOT State Transportation Improvement Program (STIP) Unit to swap these funds with the Surface Transportation Block Grant Direct Attributable (STBG-DA) funds already approved for projects in the Cities of Hickory and Lenoir. This swap would then increase the STBG-DA fund balance for the upcoming call for new projects in the Locally Administered Project Program. As this was an administrative item, no action was required.
- V. Locally Administered Project Program (LAPP) Scoring Criteria** – Ms. Ritchie presented changes to the LAPP scoring criteria that were recently recommended by the new Movability Advisory Committee (MAC). Ms. Ritchie explained key changes, including added points for separated facilities on higher-volume roads, completed design work, or an official cost estimate. Upon a motion by Ms. Krige and a second by Ms. Wheelock, the TAC unanimously approved adopting changes to the LAPP scoring.
- VI. 2050 Metropolitan Transportation Plan (MTP) Goals** – Mr. Horton presented a draft list of goals and objectives for the new 2050 MTP. Mr. Horton explained minor changes to the goals to better support new federal planning emphasis areas, including clean energy, resiliency, and equity. Ms. Martin asked if the goals were largely unchanged, which Mr. Horton confirmed. Mr. Horton asked TCC members to follow-up with any new suggestions. As this was an information item, no action was needed.
- VII. TAC Officer Elections** – Acting Chair Timberlake temporarily made Mr. Horton Chair, so as to seek nominations and elections for two-year terms for Chair and Vice Chair of TCC. Mr. Horton noted that despite Mr. Williams being absent, that he had interest in continuing to serve as Chair. Upon a motion by Ms. Martin and a second by Mr. Timberlake to nominate Mr. Williams and Mr. Lookadoo respectively for Chair and Vice Chair, the TCC unanimously approved Mr. Williams as Chair and Mr. Lookadoo as Vice Chair for another two years.
- VIII. Federal Certification Review** – Mr. Horton announced the scheduled joint visit by Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) on March 7, 2022, to check in on progress since the last Certification Review in 2019. Ms. Barren confirmed there would be time on the agenda for TCC members to chat with FHWA and FTA visitors. As this was an information item, no action was needed.

NCDOT Update –

- **Division 11** – Mr. Sizemore shared an update, including repaving and upcoming work on Pinewood Rd at 321 for new turn lanes in Granite Falls.
- **Division 12** – Mr. Panicker shared an update.
- **Division 13** – Mr. Guffey presented an update, noting minimal remaining work on Exit 112 was expected to be complete by June 2022.
- **NCDOT-TPD** – Ms. Pam Cook shared her update via the TPD Newsletter, including a link to key recordings from the recent NC Transportation Summit.

Public comments or announcements: None

Adjournment – Acting Chair Timberlake adjourned the meeting at 1:55 PM. The next meeting is scheduled for March 23, 2022, at 1:00 pm

Respectfully Submitted,

Randy Williams, MPO/TCC Chair

Brian Horton, TCC Secretary



**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 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 modifications have been proposed for FY 2020-2029 Transportation Improvement Program (TIP):

See page 2 of this Attachment

WHEREAS, the MPO certifies that these TIP modifications are 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 TIP FYs 2020-2029 be modified as listed above on this, the 23rd day of March, 2022.

Bruce Eckard
Greater Hickory MPO TAC Chair

Brian Horton
Greater Hickory MPO TAC Secretary

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

GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION

TIP ADDITIONS

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

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

Also released as STIP Revisions at NC Board of Transportation on Thursday, February 3, 2022

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

GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION

TIP MODIFICATIONS

B-5869 BURKE PROJ.CATEGORY REGIONAL	- GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION	US 64/70, REPLACE BRIDGE 110099 OVER SOUTHERN RAILROAD. <u>TO ALLOW ADDITIONAL TIME FOR PRELIMINARY ENGINEERING. DELAY CONSTRUCTION FROM FY 22 TO FY 23.</u>	CONSTRUCTION	FY 2023 - \$1,773,000 (BFP) FY 2024 - \$6,148,000 (BFP) FY 2025 - \$4,456,000 (BFP) FY 2026 - <u>\$1,023,000</u> (BFP) \$13,400,000
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* INDICATES FEDERAL AMENDMENT



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



**RESOLUTION ENDORSING CMAQ PROJECT PROPOSAL FOR
WESTERN PIEDMONT REGIONAL TRANSIT AUTHORITY (WPRTA)**

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 Fixing America’s Surface Transportation (FAST) Act and the Moving Ahead for Progress in the 21st Century (MAP-21) Act (P.L. 112-141) each continued the Congestion Mitigation and Air Quality Improvement Program (CMAQ);

WHEREAS, CMAQ is a Federal program that funds transportation projects and programs in air quality non-attainment and maintenance areas to help achieve and maintain national standards for pollutants;

WHEREAS, the North Carolina Department of Transportation (NCDOT) administers the CMAQ project application process among local area jurisdictions on behalf of non-attainment and maintenance counties;

WHEREAS, the resulting candidate project proposal for City of Hickory meets the requirements of CMAQ and the guidelines established by NCDOT to administer the program;

WHEREAS, upon approval of the candidate proposal for CMAQ funding by the NCDOT, the Greater Hickory MPO will amend the 2045 Metropolitan Transportation Plan and Transportation Improvement Program to include the project;

NOW THEREFORE be it resolved, the Greater Hickory MPO Transportation Advisory Committee (TAC) hereby endorses the CMAQ candidate project provided here on this, the 23rd day of March, 2022.

Bruce Eckard
Greater Hickory MPO TAC Chair

Brian Horton
Greater Hickory MPO TAC Secretary



CMAQ PROJECT APPLICATION

FOR NCDOT USE ONLY	
APP ID	STIP ID

IN ORDER TO BE CONSIDERED A COMPLETE APPLICATION PACKAGE, ALL FIELDS MUST BE APPROPRIATELY COMPLETED & REQUIRED ADDITIONAL INFORMATION AS NOTED MUST BE ATTACHED. INCOMPLETE APPLICATIONS WILL BE RETURNED.

GENERAL PROJECT INFORMATION

1 SELECT CMAQ PROJECT TYPE

PO Allocation	Competitive	DOT Allocation
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2 SELECT MPO/RPO(S)

Burlington-Graham MPO	Gaston-Cleveland-Lincoln MPO	Land of Sky RPO	Triangle RPO
Cabarrus-Rowan MPO	Greensboro MPO	NW Piedmont RPO	Unifour RPO
Capital Area MPO	Hickory MPO	Rocky Mount MPO	Upper Coastal Plain RPO
Charlotte Regional TPO	High Point MPO	Rocky River RPO	Winston-Salem MPO
Durham-Chapel Hill-Carrboro MPO	Kerr-Tar RPO	Southwestern RPO	

3 PROJECT SPONSOR INFORMATION

Agency			
Contact Name			
Contact Title			
Address			
Telephone		Email Address	

4 PROJECT INFORMATION

Title	
Description	

Include project details, proposed improvements, purpose, need, how it will provide service, who are the primary stakeholders & where it will operate & serve. Attach a sketch design plan of the proposed project which shows the general location.

PROJECT COSTS & DELIVERY SCHEDULE

5 APPLICABLE PROJECT PHASES, FUNDING & YEARS

- CMAQ projects are awarded by State Fiscal Years (FY). FY runs from July 1st of the previous year to June 30th of the current year. For example, FY 2020 is from July 1, 2019 through June 30, 2020.
- Cost estimates should reflect anticipated inflation compounded annually at 5% from the current calendar year.
- Minimum 20% match is required for most projects. See 23 U.S.C. §120 paragraph (c) for listing of safety projects that may be funded at up to 100% Federal share.
- In the case of purchasing alternative fueled vehicles (AFV) for general governmental use, CMAQ funding is limited to the cost difference between standard and AFV vehicles. For example, a 2020 Ford Escape lists for \$27,000 and a 2020 Ford Escape Hybrid lists for \$33,000. The total CMAQ-eligible funding for purchase of this AFV would be: \$33,000 - \$27,000 = \$6,000 (subject to local match).

Check box if this project is not typical 80/20 split. The minimum split is 80/20.

Phases(s)	CMAQ Amount	Matching Amount	Total	FY
Planning, Engineering & Design				
Right-of-Way				
Construction				
Transit Operation				
Transit Implementation				
Non-transit Implementation				
Project Total				

6 ANTICIPATED PROJECT MILESTONE DATES

* Milestone dates must coordinate with funding schedule in Section 5.
 * Planning & environmental document; plans, specifications & estimate package; and right of way certification must be complete prior to let date.

Milestone(s)	Month/Year
Planning & Environmental document to be complete:	
Plans, Specifications & Estimate package to be complete:	
Right-of-Way acquisition to begin:	
Anticipated let date (opening of bids):	
Anticipated completion date of project (including project close-out & reimbursement of all eligible expenses):	

7 LIST THE SOURCE(S) OF MATCHING FUNDS:

8 TRANSIT START-UP INFORMATION
 Operation assistance under CMAQ is intended to help start up viable new transportation services that will benefit air quality and eventually cover their own costs. *This funding is limited to three years.* Other funding sources should supplement & ultimately replace CMAQ funds for operation assistance. Briefly describe how funding will be secured to continue the program after year three.
 (ATTACH ADDITIONAL SHEET(S) IF NEEDED)

GENERAL PROJECT INFORMATION

9 SELECT NC NONATTAINMENT/MAINTENANCE COUNTY(IES):

* Indicates partial county AQ designation

Cabarrus	Davidson	Edgecombe	Gaston	Haywood*	Lincoln	Orange	Swain*
Catawba	Davie	Forsyth	Granville	Iredell*	Mecklenburg	Person	Union
Chatham*	Durham	Franklin	Guilford	Johnston	Nash	Rowan	Wake

10 SELECT CMAQ-ELIGIBLE IMPROVEMENT TYPE (check all that apply):

Transportation Control Measures	Extreme Low-Temperature Cold Start Programs
Alternative Fuels	Congestion Relief & Traffic Flow Improvements
Transit Improvements	Bicycle/Pedestrian Facilities & Programs
Transportation Management Associations	Carpooling & Vanpooling
Freight/Intermodal	Diesel Engine Retrofits
Idle Reduction	Training
Travel Demand Management	Public Education & Outreach Activities
I/M Programs	Experimental Pilot Projects

11 IF TRANSPORTATION CONTROL METHOD, CHECK THE ALLOWABLE TYPE(S):

Programs/ordinances to facilitate non-automobile travel, provision/utilization of mass transit & general reduction of the need for single occupancy vehicle (SOV) travel, as part of transportation planning & development efforts of a locality, including programs & ordinances applicable to new shopping centers, special events & other centers of vehicle activity
Programs for improved public transit
Restriction of certain roads or lanes to, or construction of such roads or lanes for use by, passenger buses or HOV
Employer-based transportation management plans, including incentives
Trip-reduction ordinances
Traffic flow improvement programs that reduce emissions
Fringe & transportation corridor parking facilities serving multiple-occupancy vehicle programs or transit services
Multiple-occupancy vehicle programs or transit service
Programs to limit/restrict vehicle use in downtown areas/other areas of emission concentration during peak periods
Programs for the provision of all forms of high-occupancy, shared-ride services
Programs to limit portions of road surfaces/certain sections of metro area to the use of non-motorized vehicles or pedestrian

Programs for secure bicycle storage facilities & other facilities, including bicycle lanes in both public & private areas
Programs to control extended idling of vehicles
Reducing emissions from extreme cold-start conditions
Employer-sponsored programs to permit flexible work schedules
Public Education & Outreach Activities

12 IF TRANSIT IMPROVEMENT, SPECIFY HOW SERVICE WILL BE IMPROVED:

New facilities associated with a service increase	New vehicles used to expand the transit fleet
Operating assistance for new service (limit three years)	Fare subsidies as part of program to limit exceedances of NAAQS

13 EMISSIONS REDUCTION CRITERIA

QUANTITATIVE analysis of air quality impacts is required for most project types. **QUALITATIVE** analysis is only allowable when it is not possible to accurately quantify emissions benefits, such as public education, marketing & other outreach efforts, which can include advertising alternatives to SOV travel, employer outreach & public education campaigns. The qualitative analysis should be based on a reasoned & logical determination that the project/program will decrease emissions & contribute to attainment or maintenance of NAAQS. The primary benefit of these activities enhanced communication & outreach that is expected to influence travel behavior & air quality.

• **Indicate the type of analysis completed:** Quantitative Qualitative

For QUANTITATIVE analyses, list the expected daily emissions BEFORE and AFTER project implementation:

Pollutant	Daily Emissions Before (kg)	Daily Emission After (kg)	Daily Emissions Reduction (kg)
Carbon Monoxide (CO)			
Volatile Organic Compounds (VOC)			
Oxides of Nitrogen (NOx)			
Particulate Matter (PM2.5)			
Carbon Dioxide equivalent (CO ₂ e)			
Total Daily Emissions (kg)			

• **Describe the method used to estimate the emissions reduction and show calculations: (ATTACH ADDITIONAL SHEET(S) IF NEEDED)**

14 MISCELLANEOUS

For construction of trails, has the Department of Interior been contacted	<input type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> N/A
Is the fare/fee subsidy program part of a broad program to reduce emissions	<input type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> N/A
Will the ITS project conform to the National ITS architecture	<input type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> N/A

15 SUPPORTING INFORMATION CHECK LIST

Check supporting information included as attachment(s) to this application:

MPO/RPO Support Resolution (Required for PO ALLOCATION proposals)
Additional project description and/or details
Map of general project location
Complete emissions calculations
Any assumptions used
Other, please specify:

16 MPO/RPO PRIORITY INFORMATION (OPTIONAL)

This project has been prioritized by the MPO/RPO and received the following ranking among all CMAQ requests:

17 SUBMIT

- 1) SAVE APPLICATION AND ALL ATTACHMENTS IN A SINGLE PDF DOCUMENT
- 2) Upload application as single PDF document to CMAQ Sharepoint Website



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METROPOLITAN PLANNING ORGANIZATION (MPO)
1880 2nd Avenue NW, PO Box 9026
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**GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION
RESOLUTION ADOPTING THE PLANNING
WORK PROGRAM FOR FY 2022-2023**

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 2045 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 2022-2023;

WHEREAS, members of the Greater Hickory MPO TAC agree that 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 2022-2023.

ADOPTED: This 23rd day of March, 2022

Bruce Eckard, Chair
Transportation Advisory Committee

Brian Horton, Secretary
Greater Hickory MPO

Unified Planning Work Program (UPWP) – FY 2022-2023 Plan Summary

For the full plan, visit: <http://www.wpcog.org/transportation-documents>

Purpose

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.

Federal Requirements

The new Infrastructure Investment and Jobs Act (IIJA) continues many planning factors previously in the FAST Act, including added new emphasis on equity and resiliency. 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. The Greater Hickory Metropolitan Planning Organization (MPO) is required to develop and update a long-range Metropolitan Transportation Plan (MTP) and a short-range Transportation Improvement Program (TIP).

Planning Considerations

Major components that feed into the long-range plan (MTP) and short-range program (TIP) include:

- Federal Planning Factors
- Travel Demand Model
- Priority Needs List and Scoring Criteria
- Transportation Management Area (TMA)
- Public Involvement, Title VI, and Environmental Justice

Key Changes from FY 2021-2022 to FY 2022-2023

Various UPWP tasks are proposed to remain the same in response to the slight decrease (-3%) in PL funds, except Administration (-13%) and overall transit planning tasks (+37%). Transit-related UPWP tasks are proposed to increase in response to the significant 5303 funding increase (104%) offset by a recommended decrease (-18%) in administered 5307 funds.

- Administration – from \$107,114 to \$93,500 (-13%)
- Transit Planning – from \$120,200 to \$164,342 (+37%)

FTA CODE	TASK CODE	TASK DESCRIPTION	Local/FHWA PL/SPR/DA Budget	Section 104(f) PL Funds			NCDOT Planning - SPR			STBG-DA Funds			Transit Planning - 5303				SECTION 5307			
				Local (20%)	Federal 80%	Fund Total	State (20%)	Federal (80%)	Fund Total	Local (20%)	Federal (80%)	Fund Total	Local (10%)	State (10%)	Federal (80%)	Fund Total	Local (10%)	State (10%)	FTA (80%)	5307 Total
	II-A	Data & Support	\$ 120,000	\$ 24,000	\$ 96,000	\$ 120,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,875	\$ 1,875	\$ 15,000	\$ 18,750	\$ -	\$ -	\$ -	\$ -
44.24.00	II-A-1	Networks & Systems	\$ 50,000	\$ 10,000	\$ 40,000	\$ 50,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,875	\$ 1,875	\$ 15,000	\$ 18,750	\$ -	\$ -	\$ -	\$ -
44.23.01	II-A-2	Travelers & Behavior	\$ 50,000	\$ 10,000	\$ 40,000	\$ 50,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
44.23.02	II-A-3	Transp. Modeling	\$ 20,000	\$ 4,000	\$ 16,000	\$ 20,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	II-B	Planning Process	\$ 197,500	\$ 27,500	\$ 110,000	\$ 137,500	\$ 2,000	\$ 8,000	\$ 10,000	\$ 10,000	\$ 40,000	\$ 50,000	\$ 6,000	\$ 6,000	\$ 48,000	\$ 60,000	\$ 1,500	\$ 1,500	\$ 12,000	\$ 15,000
44.22.00	II-B-1	Targeted Planning	\$ 62,500	\$ 12,500	\$ 50,000	\$ 62,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,000	\$ 1,000	\$ 8,000	\$ 10,000	\$ -	\$ -	\$ -	\$ -
44.23.01	II-B-2	Regional Planning	\$ 135,000	\$ 15,000	\$ 60,000	\$ 75,000	\$ 2,000	\$ 8,000	\$ 10,000	\$ 10,000	\$ 40,000	\$ 50,000	\$ 5,000	\$ 5,000	\$ 40,000	\$ 50,000	\$ 1,500	\$ 1,500	\$ 12,000	\$ 15,000
44.27.00	II-B-3	Special Studies	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	III-A	Planning Work Prgm	\$ 35,000	\$ 5,000	\$ 20,000	\$ 25,000	\$ 2,000	\$ 8,000	\$ 10,000	\$ -	\$ -	\$ -	\$ 1,000	\$ 1,000	\$ 8,000	\$ 10,000	\$ -	\$ -	\$ -	\$ -
44.21.00	III-A-1	Work Program	\$ 17,500	\$ 2,500	\$ 10,000	\$ 12,500	\$ 1,000	\$ 4,000	\$ 5,000	\$ -	\$ -	\$ -	\$ 1,000	\$ 1,000	\$ 8,000	\$ 10,000	\$ -	\$ -	\$ -	\$ -
44.24.00	III-A-2	Metrics & Measures	\$ 17,500	\$ 2,500	\$ 10,000	\$ 12,500	\$ 1,000	\$ 4,000	\$ 5,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	III-B	TIP	\$ 67,500	\$ 8,500	\$ 34,000	\$ 42,500	\$ 3,000	\$ 12,000	\$ 15,000	\$ 2,000	\$ 8,000	\$ 10,000	\$ 1,000	\$ 1,000	\$ 8,000	\$ 10,000	\$ -	\$ -	\$ -	\$ -
44.25.00	III-B-1	Prioritization	\$ 22,500	\$ 3,000	\$ 12,000	\$ 15,000	\$ 1,000	\$ 4,000	\$ 5,000	\$ 500	\$ 2,000	\$ 2,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
44.25.00	III-B-2	Metropolitan TIP	\$ 22,500	\$ 3,000	\$ 12,000	\$ 15,000	\$ 1,000	\$ 4,000	\$ 5,000	\$ 500	\$ 2,000	\$ 2,500	\$ 1,000	\$ 1,000	\$ 8,000	\$ 10,000	\$ -	\$ -	\$ -	\$ -
44.25.00	III-B-3	Merger/Proj. Dev't	\$ 22,500	\$ 2,500	\$ 10,000	\$ 12,500	\$ 1,000	\$ 4,000	\$ 5,000	\$ 1,000	\$ 4,000	\$ 5,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	III-C	Civil Rgts. Cmp./Regs	\$ 98,750	\$ 14,750	\$ 59,000	\$ 73,750	\$ 3,000	\$ 12,000	\$ 15,000	\$ 2,000	\$ 8,000	\$ 10,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
44.27.00	III-C-1	Title VI Compliance	\$ 19,000	\$ 3,000	\$ 12,000	\$ 15,000	\$ 800	\$ 3,200	\$ 4,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
44.27.00	III-C-2	Environ'l Justice	\$ 36,500	\$ 6,500	\$ 26,000	\$ 32,500	\$ 800	\$ 3,200	\$ 4,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
44.27.00	III-C-3	Minority Enterprise	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
44.27.00	III-C-4	Planning for Elderly	\$ 6,250	\$ 1,250	\$ 5,000	\$ 6,250	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
44.27.00	III-C-5	Safety/Drug Control	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
44.27.00	III-C-6	Public Involvement	\$ 37,000	\$ 4,000	\$ 16,000	\$ 20,000	\$ 1,400	\$ 5,600	\$ 7,000	\$ 2,000	\$ 8,000	\$ 10,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
44.27.00	III-C-7	Private Sector Particip	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	III-D	State & Extra-Reg'l	\$ 52,500	\$ 1,500	\$ 6,000	\$ 7,500	\$ 4,000	\$ 16,000	\$ 20,000	\$ 5,000	\$ 20,000	\$ 25,000	\$ 1,250	\$ 1,250	\$ 10,000	\$ 12,500	\$ 2,650	\$ 2,650	\$ 21,200	\$ 26,500
44.27.00	III-D-1	State & Extra-Reg'l	\$ 52,500	\$ 1,500	\$ 6,000	\$ 7,500	\$ 4,000	\$ 16,000	\$ 20,000	\$ 5,000	\$ 20,000	\$ 25,000	\$ 1,250	\$ 1,250	\$ 10,000	\$ 12,500	\$ 2,650	\$ 2,650	\$ 21,200	\$ 26,500
	III-E	Mgt. Ops, Admin	\$ 93,500	\$ 6,700	\$ 26,800	\$ 33,500	\$ 6,000	\$ 24,000	\$ 30,000	\$ 6,000	\$ 24,000	\$ 30,000	\$ 2,618	\$ 2,618	\$ 20,942	\$ 26,178	\$ 2,650	\$ 2,650	\$ 21,200	\$ 26,500
44.27.00		Mgt. Prgm. Adm	\$ 93,500	\$ 6,700	\$ 26,800	\$ 33,500	\$ 6,000	\$ 24,000	\$ 30,000	\$ 6,000	\$ 24,000	\$ 30,000	\$ 2,618	\$ 2,618	\$ 20,942	\$ 26,178	\$ 2,650	\$ 2,650	\$ 21,200	\$ 26,500
		TOTALS	\$ 664,750	\$ 87,950	\$ 351,800	\$ 439,750	\$ 20,000	\$ 80,000	\$ 100,000	\$ 25,000	\$ 100,000	\$ 125,000	\$ 13,743	\$ 13,743	\$ 109,942	\$ 137,428	\$ 6,800	\$ 6,800	\$ 54,400	\$ 68,000

FHWA FUNDS		
Grant	Federal 80%	Local 20%
PL (104)	\$351,800	\$87,950
SPR	\$80,000	\$20,000
STP-DA	\$100,000	\$25,000
TOTALS	\$531,800	\$132,950

FTA FUNDS			
Grant	Fed 80%	Local 10%	State 10%
5303	\$109,942	\$13,743	\$13,743
5307	\$54,400	\$6,800	\$6,800
TOTALS	\$164,342	\$20,543	\$20,543



**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 2022-2023

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 2045, 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 23rd day of March, 2022.

Bruce Eckard, Chair
Transportation Advisory Committee

Brian Horton, Secretary
Transportation Advisory Committee

Greater Hickory MPO Five-year Planning Calendar, 2023-2027

Year	Planning Product			Planning Task					
	Planning Work Program	MTP And CTP	* Recommendations to State TIP and MTIP Development	Vehicle Occupancy Rate (VOR)	GIS Development	Air and Water Quality	# Special Studies	Transportation Alternatives Planning	Transit
FY 2022-23	23-24 Draft January; Final March	Draft CTP and Key MTP Chapters	Development of Draft 2023-2032 TIP	Collect Data	Maintain; Update maps as needed; Prepare maps for CTP/MTP	Air Quality Conference; Water Quality Conference	Catawba Re-Route; Caldwell Strategies	March Call and May Selection of Projects	Special Studies; Passenger Sampling Collection
FY 2023-24	25-26 Draft January; Final March	Final MTP and Adoption	Comments and Adoption of 2023-2032 STIP	Collect Data; Traffic Count Analysis	Maintain; Update maps as needed	Air Quality Conference; Water Quality Conference	US 321 Corridor Plan	STBG-DA to local governments	Passenger Sampling Collection
FY 2024-25	26-27 Draft January; Final March	Collect Data	Refine list based on progress	Collect Data	Maintain; Update maps as needed	Air Quality Conference; Water Quality Conference	Local Govt. Requests	STBG-DA to local governments	Passenger Sampling Collection
FY 2025-26	27-28 Draft January; Final March	Collect Data; TAZ Base Year Estimates	Prioritization points assigned to projects	Collect Data; Traffic Count Analysis	Maintain; update maps as needed	Air Quality Conference; Water Quality Conference	Local Govt. Requests	STBG-DA call for projects	Passenger Sampling Collection
FY 2026-27	22-23 Draft February; Final April	Start Draft MTP; TAZ Base Year Projections	Prioritization points assigned to projects	Collect Data	Maintain; update maps as needed	Air Quality Conference; Water Quality Conference	Local Coordinated Plan	STBG-DA call for projects	Passenger Sampling Collection

Adopted March 23, 2022 by the Greater Hickory Metropolitan Transportation Advisory Committee.

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

* A portion of the Unprogrammed Balance of the Planning Funds may be used for Special Projects

Bruce Eckard, Chair, GHMPO TAC

Brian Horton, Secretary, GHMPO



Western Piedmont
Council of Governments

Creative Regional Solutions Since 1968

Regional Profile

2022 Comprehensive Economic Development Strategy

Population & Income

Regional Population Trends

Population Group	2020 Population	% Change 2010-2020
Total Population	365,276	-0.1
One Race	343,298	-4.4
White	288,760	-7.2
Black or African American	23,535	-6.5
American Indian & Alaska Native	2,844	143.3
Asian, Native Hawaiian & Other Pacific Islander	11,312	16.4
Some Other Race	16,847	39.8
Two or More Races	20,932	234.6
Hispanic or Latino (of any race)	31,320	35.8
Not Hispanic or Latino	333,956	-2.5
White, Not Hispanic	283,545	-6.1
Population Over 18	290,293	3.2
Population Under 18	74,983	-11.0

The number of African Americans in **Alexander** County decreased between 2010 and 2020 to 1,932; Hispanic population increased by 14.7%, from 1,601 in 2010 to 1,836 in 2020.

Burke County's population lost a net of 3,342 persons between 2010 and 2020 – the most of any Hickory MSA county; the under 18 population fell by 13.1%.

Caldwell's population under age 18 decreased 13.7%; Hispanic population increased 29.7%; White population fell by 5,697 persons; African American population fell by 4.2%.

Catawba County's population under age 18 fell by 7.5%; Catawba Hispanic population now exceeds 10% of the County's total population; Hispanic population grew by 33.3%; African American population declined by 1.6%; Asian American population increased by 31.7% (5,405 in 2010 vs. 7,117 in 2020).

Source: US Census.

3

Regional Population Trends

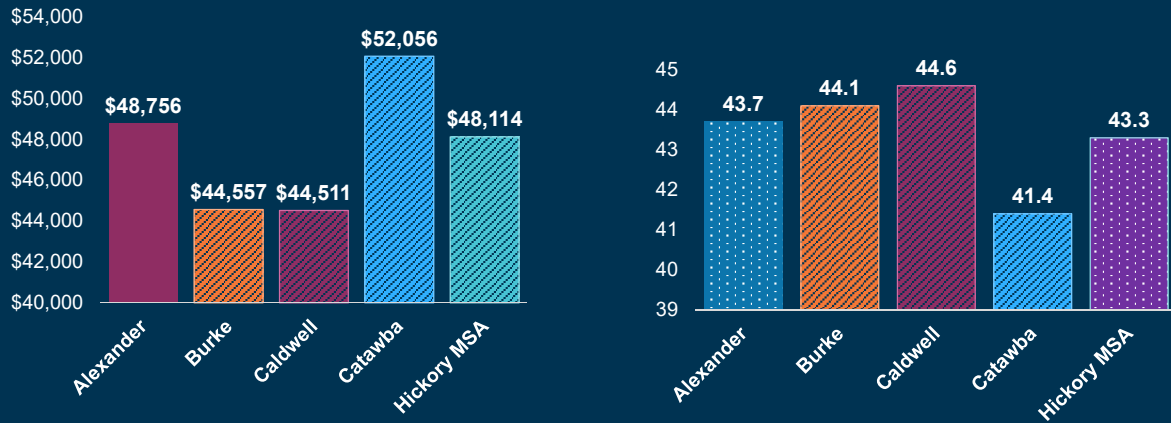
	2020	Change 10-20	% Chg. 10-20
Alexander	36,444	-754	-2.0
Burke	87,570	-3,342	-3.7
Caldwell	80,652	-2,377	-2.9
Catawba	160,610	6,252	4.1

MSA**	2020 Population	Change 10-20	% Change 10-20
Asheville	469,015	44,157	10.4
Burlington	171,415	20,284	13.4
Charlotte-Gastonia-Rock Hill	2,660,329	416,369	18.6
Durham-Chapel Hill	649,903	85,630	15.2
Fayetteville	520,378	99,304	23.6
Goldensboro	117,333	-5,290	-4.3
Greensboro-High Point	776,566	52,765	7.3
Greenville	170,243	2,095	1.2
Hickory-Lenoir-Morgantown	365,276	-221	-0.1
Jacksonville	204,576	26,804	15.1
New Bern	122,168	-4,634	-3.7
Raleigh-Cary	1,413,982	283,492	25.1
Rocky Mount	143,870	-8,522	-5.6
Wilmington	285,905	31,021	12.2
Winston-Salem	675,966	73,777	12.3

Source: US Census.

4

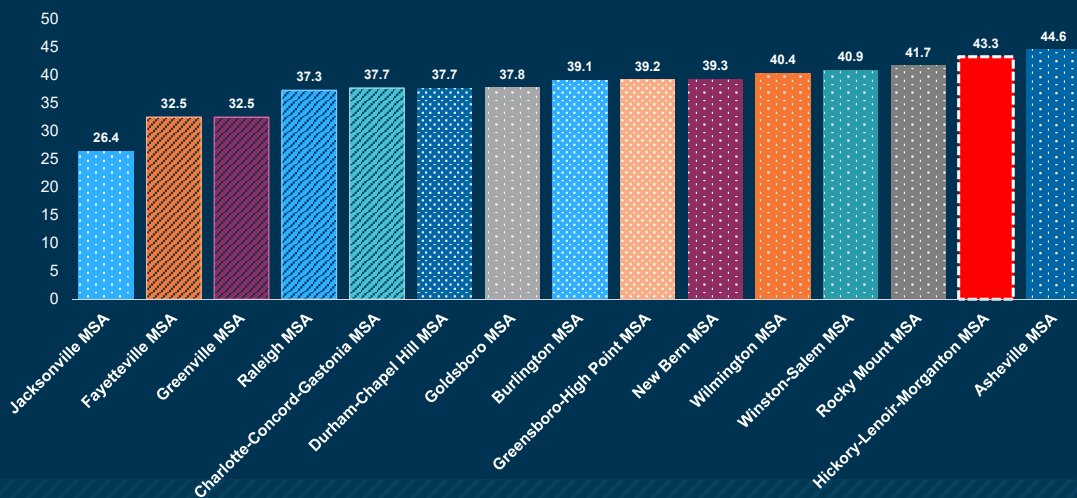
Regional Median Household Income & Age



Source: American Community Survey.

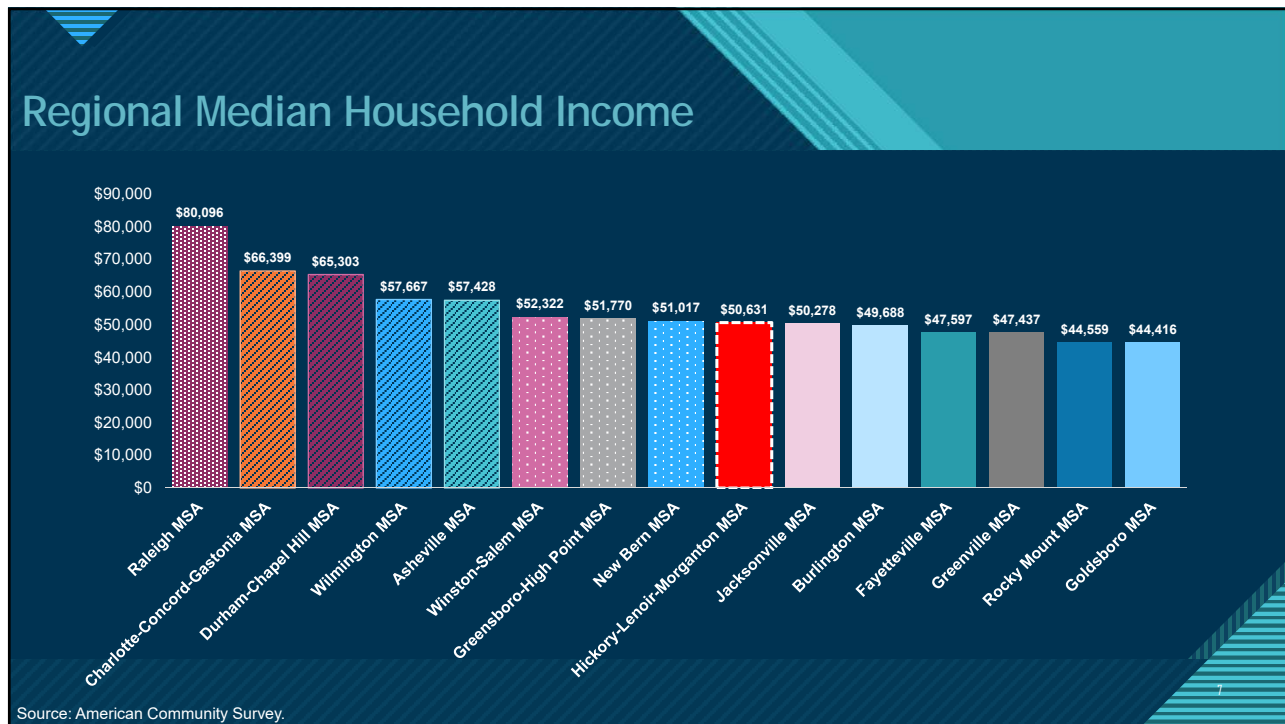
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Regional Median Age



Source: American Community Survey.

6



Regional Poverty Rate by Race

	White	Black	American Indian	Asian	Native Hawaiian	Some Other Race	Two or More Races	Hispanic	White Not Hispanic
Alexander	10.4	34.6	--	41.1	--	42.9	55.9	39.8	10.3
Burke	16.6	20.9	30.7	7.2	30.7	54.1	31.6	37.0	16.4
Caldwell	13.5	31.7	44.5	1.9	27.8	31.3	17.7	25.0	13.5
Catawba	10.6	23.0	33.6	14.5	--	31.2	18.4	29.6	9.8
Hickory MSA	12.8	24.8	32.3	12.8	30.1	36.1	23.8	31.0	12.4

Source: American Community Survey.

Regional Poverty Rate by Age

	Under 18	65+	Overall
Alexander	23.8	9.8	13.6
Burke	26.7	9.2	18.1
Caldwell	19.7	9.8	15.1
Catawba	18.2	9.0	13.2
Hickory MSA	21.0	9.3	14.9

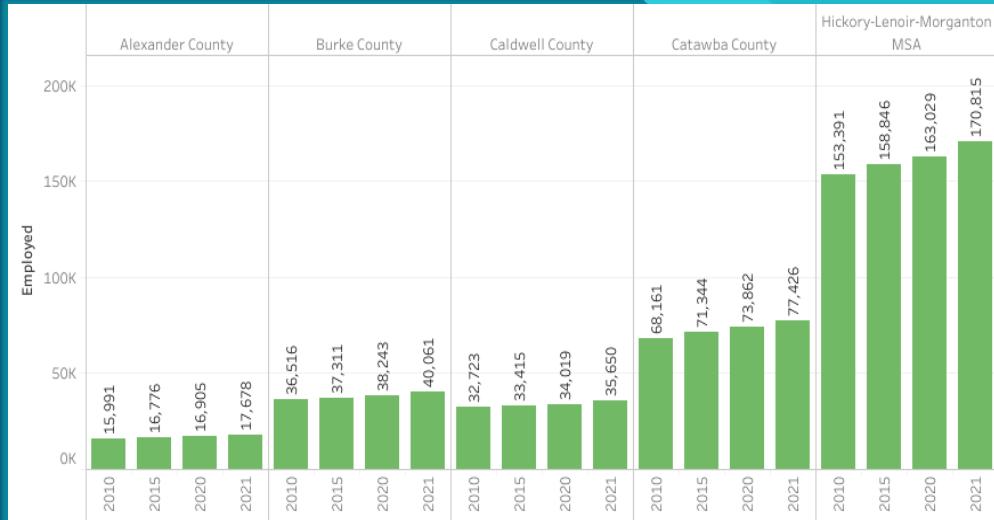
Source: American Community Survey.

9

Workforce

10

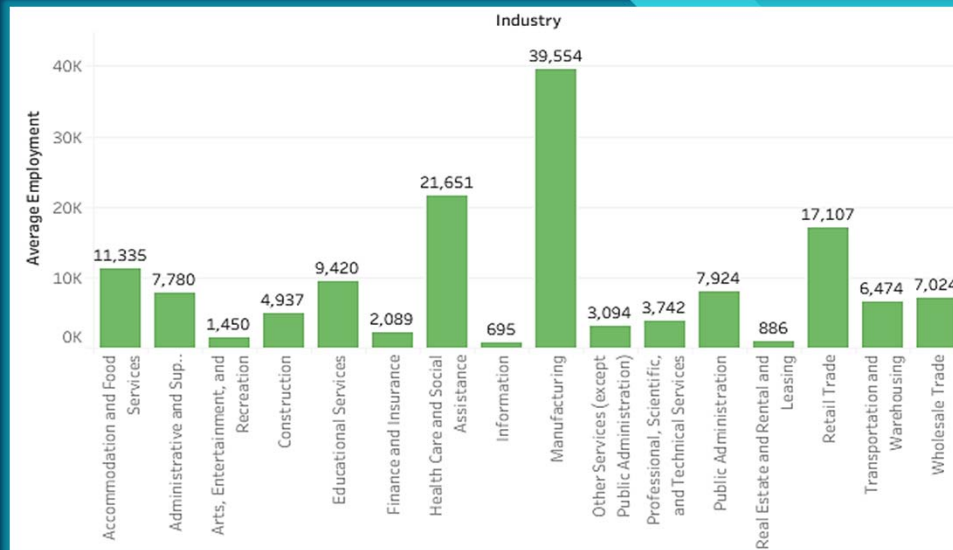
Regional Employment (2010-21)



Source: North Carolina Department of Commerce, 2020.

11

Regional Industry Sectors

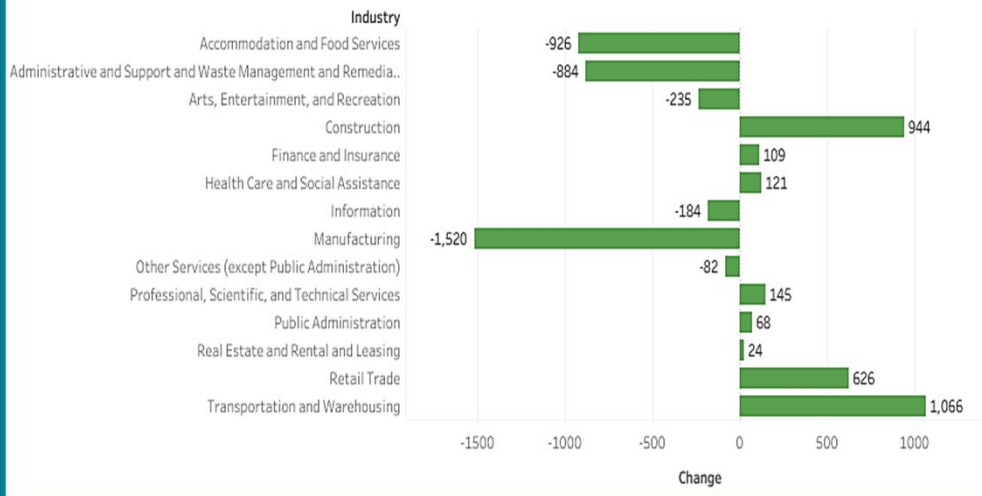


Source: North Carolina Department of Commerce, 2020.

12

Regional Industry Employment

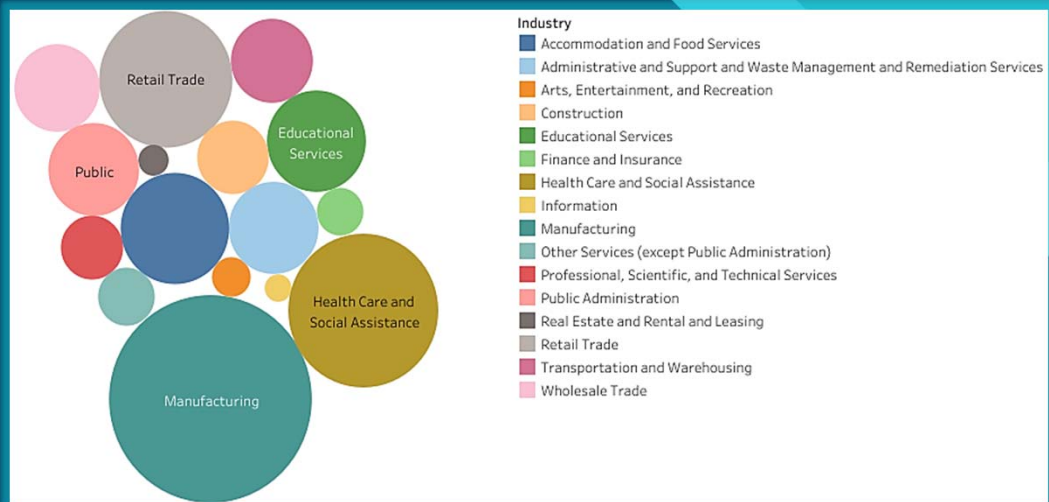
Change in Employment by Industry (2016-2020)



Source: North Carolina Department of Commerce, 2020.

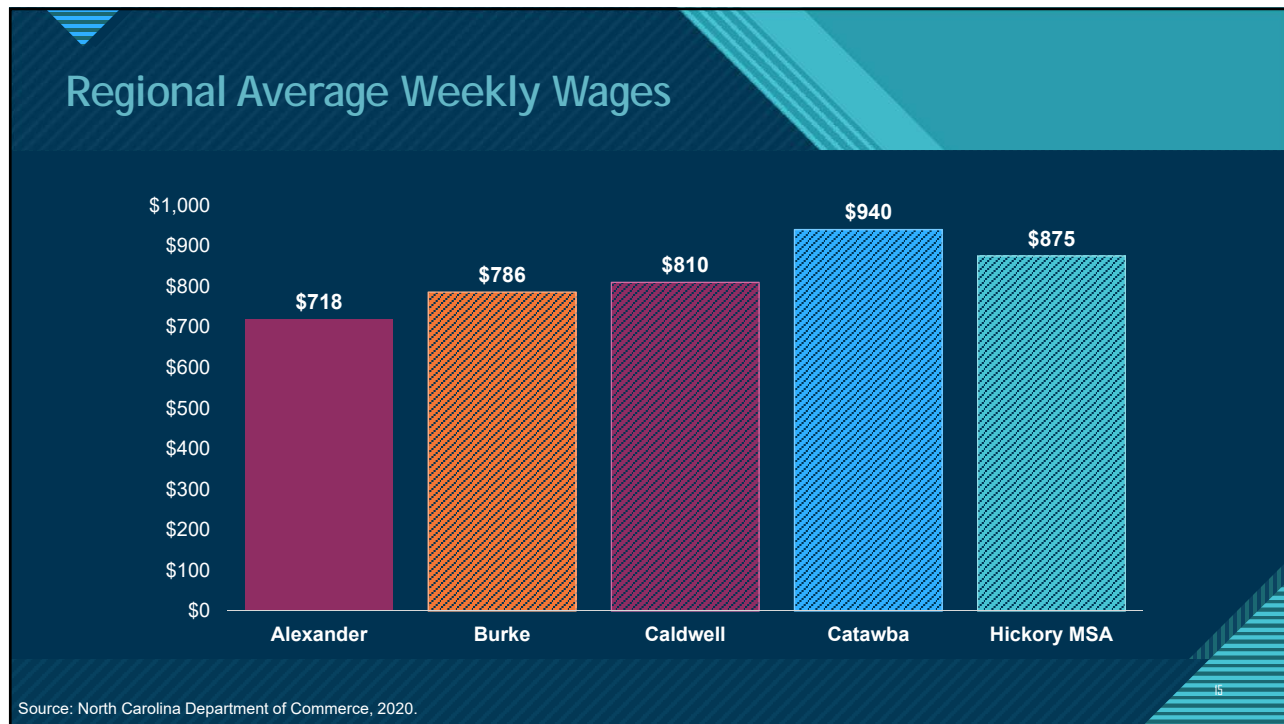
13

Regional Industry Sectors



Source: North Carolina Department of Commerce, 2020.

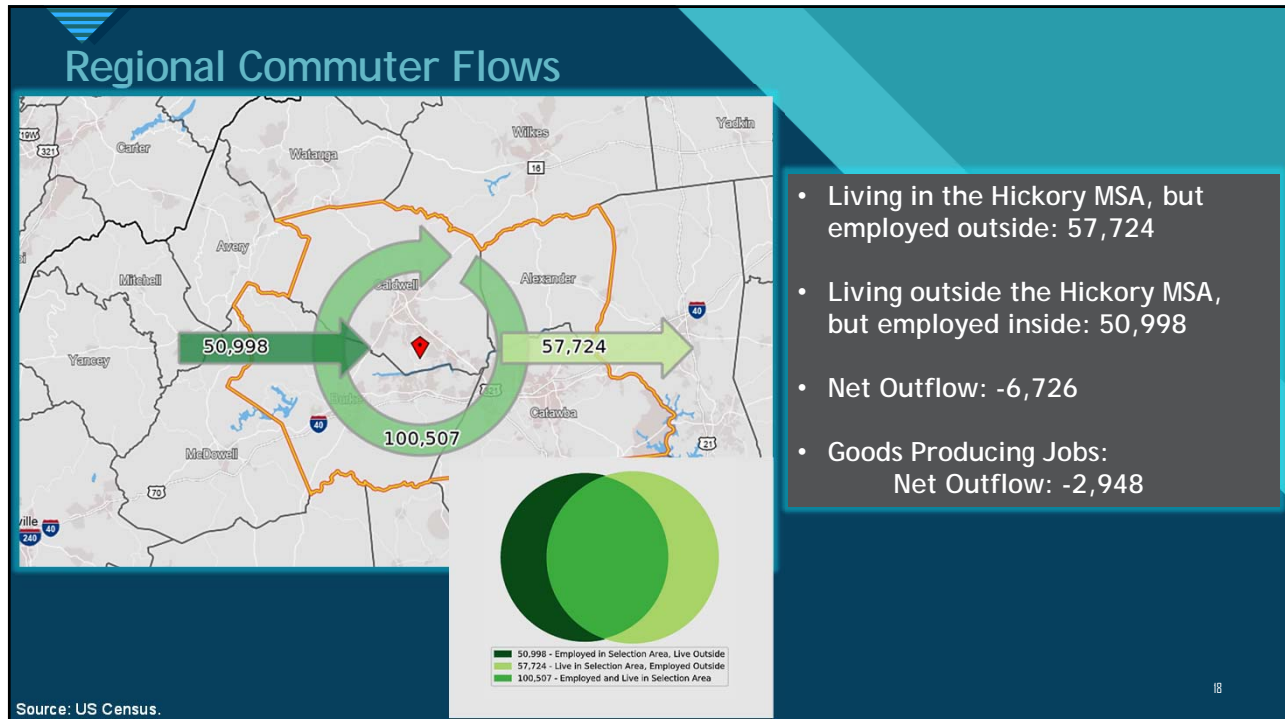
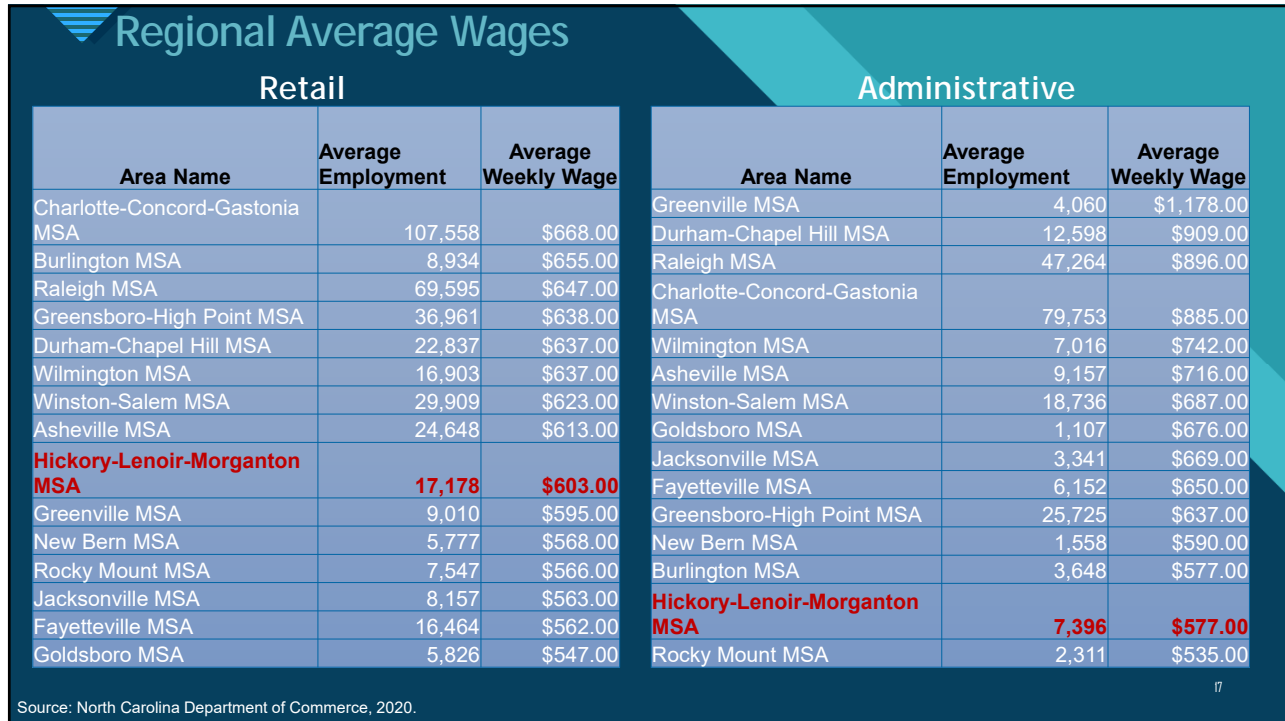
14



Regional Average Wages

Healthcare			Manufacturing		
Area Name	Average Employment	Average Weekly Wage	Area Name	Average Employment	Average Weekly Wage
Durham-Chapel Hill MSA	45,279	\$1,127.00	Durham-Chapel Hill MSA	32,673	\$2,346.00
Raleigh MSA	66,767	\$1,125.00	Raleigh MSA	30,413	\$1,665.00
Winston-Salem MSA	47,071	\$1,092.00	Wilmington MSA	5,287	\$1,462.00
Asheville MSA	31,000	\$1,082.00	Greenville MSA	6,509	\$1,290.00
Charlotte-Concord-Gastonia MSA	88,905	\$1,080.00	Charlotte-Concord-Gastonia MSA	85,792	\$1,245.00
Burlington MSA	10,310	\$1,069.00	Greensboro-High Point MSA	50,090	\$1,137.00
Greensboro-High Point MSA	43,224	\$1,005.00	Winston-Salem MSA	32,198	\$1,111.00
Wilmington MSA	14,460	\$981.00	New Bern MSA	3,831	\$1,093.00
New Bern MSA	5,223	\$944.00	Asheville MSA	20,885	\$1,067.00
Greenville MSA	8,600	\$939.00	Fayetteville MSA	7,882	\$1,061.00
Hickory-Lenoir-Morganton MSA	17,123	\$921.00	Rocky Mount MSA	10,095	\$1,057.00
Jacksonville MSA	3,726	\$844.00	Burlington MSA	8,482	\$1,030.00
Goldsboro MSA	5,544	\$826.00	Goldsboro MSA	5,300	\$971.00
Fayetteville MSA	13,164	\$808.00	Hickory-Lenoir-Morganton MSA	38,791	\$953.00
Rocky Mount MSA	5,305	\$782.00	Jacksonville MSA	919	\$805.00

Source: North Carolina Department of Commerce, 2020.



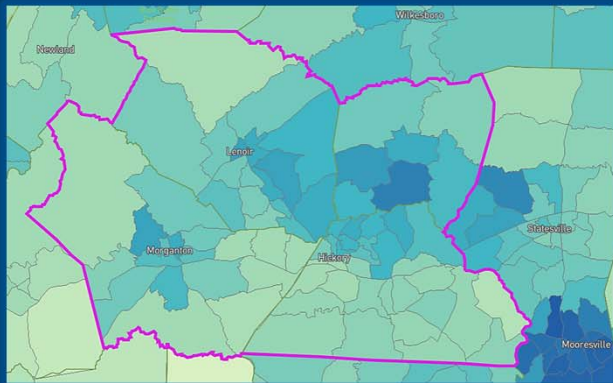
Broadband

Regional Upload/Download Speeds

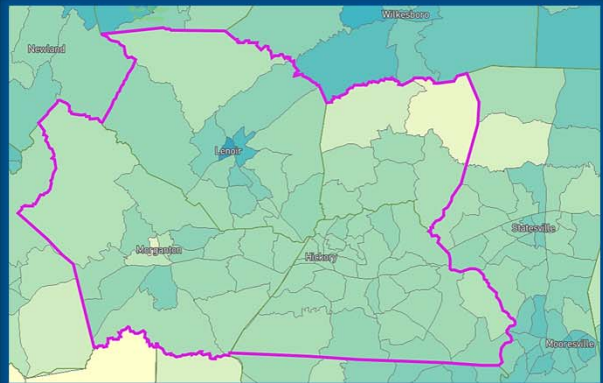
- 2 Mbps download/upload speed: sufficient for those who only use email, social media and audio conference calls on one device at a time
- Average download speeds of **10 Mbps**: remote work and learning that requires video conferencing or uploading and downloading large documents
- Download speed of **25 Mbps or higher** is desirable for those who have multiple people working from home

Source: speedtest.net.

Regional Upload/Download Speeds



- Average download speeds of **10 Mbps**: remote work and learning that requires video conferencing or uploading and downloading large documents

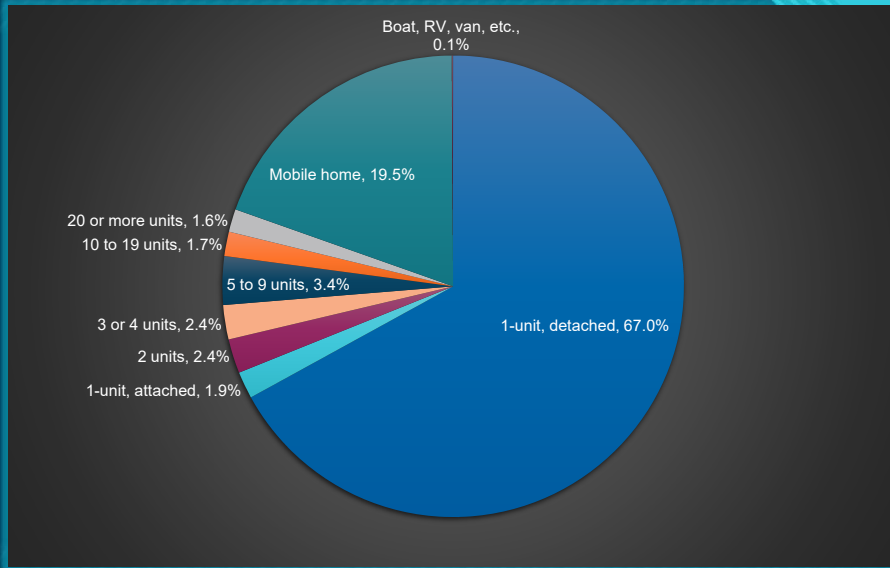


- Download speed of **25 Mbps or higher** is desirable for those who have multiple people working from home

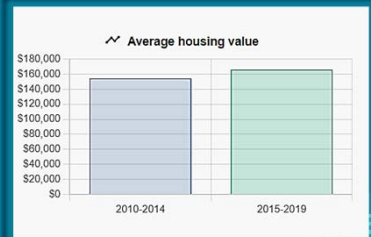
Source: FCC Fixed Broadband Deployment Map; speedtest.net.

Housing

Regional Housing Units



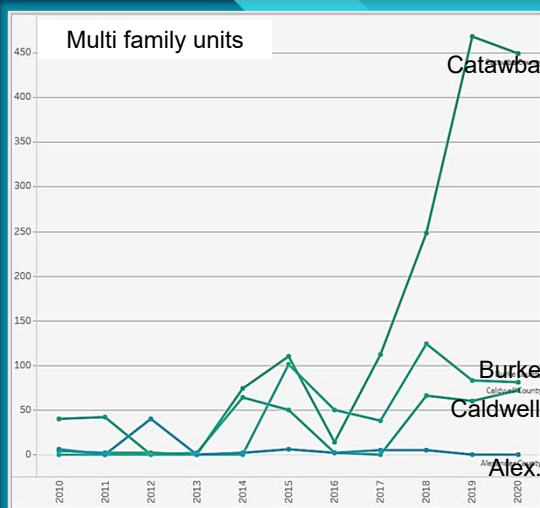
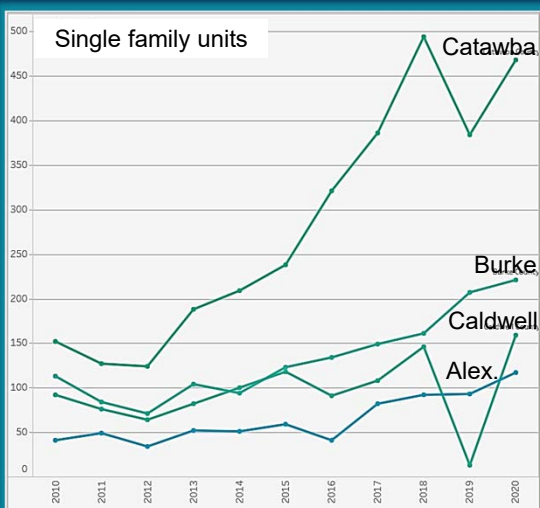
- 137,968 occupied units in region
- 71% are owner-occupied
- 29% are renter-occupied



Source: American Community Survey.

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Regional Building Permit Data



Source: US Census.

74

Housing Stock & Vacant Housing

Year Built		Vacant Housing								
County	Median year structure built	County	Other vacant 2015-2019	Other vacant 2014-2018	For rent	Rented, not occupied	For sale only	Sold, not occupied	Seasonal Occ. use	Total Vacant
Alexander	1985	Alexander	1,554	1,421	279	0	135	0	328	2,296
Burke	1978	Burke	3,246	3,431	618	105	585	157	1,386	6,097
Caldwell	1978	Caldwell	3,176	3,120	487	38	387	35	1,080	5,203
Catawba	1983	Catawba	3,178	4,749	1,129	209	457	379	1,353	6,705

Source: American Community Survey.

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Education

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Regional Educational Attainment

Persons aged 25+

- Number of those with an Associate Degree has more than doubled from 15,139 in 2000 to 32,844 in 2019 (17,705 gain).

The most of any educational attainment level.

- Since 2015, the number of people with an Associate Degree has grown by 6,842 persons.
- From 2015 to 2019, the number of people with a Bachelor Degree has grown by 5,706 to 36,040.

Source: American Community Survey.

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Educational Attainment & Earnings

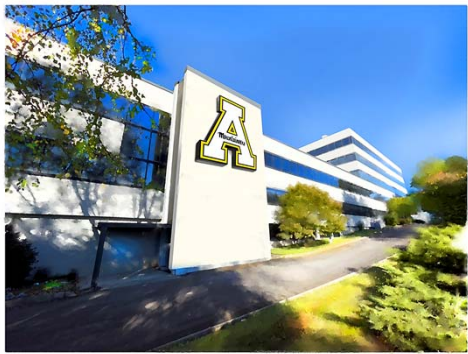
- Over 80% of persons in all Hickory MSA age groups had obtained an educational attainment level of high school graduate or higher.
- Educational attainment of less than high school: \$26,403.
- Some college or Associate's Degree: \$32,500
- Bachelor's Degree: \$41,960.
- Between 2015 and 2019, the percentage of the Hickory MSA population age 25 and over with a high school (or equivalent) or higher educational attainment grew from 81.5% to 83.7%.

Source: American Community Survey.

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Educational Attainment

- The region has the lowest percentage of persons with a high school diploma or higher among the State's 15 metro areas.



NCMSA	2015 American Community Survey				2019 American Community Survey			
	% High School or Higher	Ranking (1=High)	% Bachelor's Degree or Higher	Ranking (1=High)	% High School or Higher	Ranking (1=High)	% Bachelor's Degree or Higher	Ranking (1=High)
Asheville	88.4	7	32.8	5	91.2	4	35.5	5
Burlington	83.3	13	22.9	11	87.3	11	25.4	9
Charlotte	87.9	9	33.5	4	89.9	6	36.2	4
Durham	88.1	8	45.1	1	89.2	7	46.3	2
Fayetteville	90.2	4	25.2	9	90.2	5	23.8	11
Greensboro	85.3	12	21.9	12	85.8	13	18.1	14
Greenville	85.9	10 (Tie)	28	7	86.4	12	30.0	7
Hickory	89.5	6	31.6	6	88.3	9	32.1	6
Jacksonville	81.5	14	18.5	14	83.7	15	19.6	13
Jacksonville	91.4	2	20.8	13	91.7	3	24.7	10
New Bern	89.6	5	23	10	89.3	8	20.9	12
Raleigh	90.9	3	44.4	2	92.3	1	48.0	1
Rocky Mount	81.2	15	16.4	15	85.4	14	17.4	15
Wilmington	92.4	1	34.3	3	92.2	2	39.3	3
Winston-Salem	85.9	10 (Tie)	26.9	8	87.7	10	27.1	8
North Carolina	86.6	-	29.4	-	88.6	-	32.3	-
United States	87.1	-	30.6	-	88.6	-	33.1	-

Source: American Community Survey.

Thank You!



Greater Hickory Metropolitan Planning Organization

Local Administered Project Program (LAPP) Project Submittal Guide FYs 2024, 2025, 2026

Date of Release: Wednesday, March 23, 2022

Submittal Deadline: Friday, May 27, 5pm

Local Resolution Deadline: Wednesday, July 20, Noon

Submit PDF application packet to: brian.horton@wpcog.org

All submissions should be labeled with the following:

Project Name

Name of Government Agency

Date of Submission

MPO Staff Contacts

Brian Horton	828.485.4225	brian.horton@wpcog.org	- Funding questions
Averi Ritchie	828.485.4248	averi.ritchie@wpcog.org	- Application questions
Todd Stroupe	828.485.4269	todd.stroupe@wpcog.org	- Mapping/GIS questions

<https://www.wpcog.org/local-admin-project-program>