



Agenda Item	Presenter	Attachment	Action
Call to Order / Ethics Awareness / Introductions	Bruce Eckard		
Technical Coordinating Committee (TCC) Report	Brian Horton		Information Item
Minutes of May 25, 2022 Meeting	Bruce Eckard	<a href="#">Attachment I</a>	Approve Minutes
Transportation Improvement Program Revisions for NC Board of Transportation	Brian Horton	<a href="#">Attachment II</a>	Release for Public Comment
Transit Safety Performance Targets	Brian Horton	<a href="#">Attachment III</a>	Adopt by Resolution
Federal Certification Review	Loretta Barren	<a href="#">Attachment IV</a>	Information Item
Locally Administered Project Program (LAPP) 2022 Applications and Scores	Brian Horton	<a href="#">Attachment V</a>	Information Item
Transportation Improvement Program Revisions for LAPP Projects	Brian Horton	<a href="#">Attachment VI</a>	Release for Public Comment
Financial Plan Scenario for 2050 MTP	Brian Horton	<a href="#">Attachment VII</a>	Information Item
NCDOT Updates	Brad Lail		
Board of Transportation	Andy Wells		
Division 11	Sean Sizemore		
Division 12	Mark Stafford	Project Updates	
Division 13	Tim Anderson		
Transportation Planning Division	Pam Cook	TPD Newsletter	
Public Comment / Announcements	Bruce Eckard		
Adjournment	Bruce Eckard		
Next Meeting: August 24, 2022			

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



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



**MINUTES**  
**GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION (GHMPO)**  
**METROPOLITAN TRANSPORTATION ADVISORY COMMITTEE (TAC)**  
Wednesday, May 25, 2022, 2:30 pm, In-person meeting and via Zoom

Present			Absent		
First Name	Last Name	Representing	First Name	Last Name	Representing
Barry	Mitchell	Town of Hudson	Barbara	Beatty	Catawba County
Brad	Lail	Board of Transportation – Div. 12	Bruce	Eckard	City of Conover
Hank	Guess	City of Hickory (1 of 2)	Bob	Sigmon	Town of Maiden
Jerry	Hodge	City of Newton	Donald	Robinson	Town of Catawba
Jill	Patton	City of Hickory (2 of 2)	Larry	Yoder	Alexander County
Joyce	Karn	Town of Rhodhiss	Jody	York	Town of Hildebran
Kim	Angel	WPRTA	Ralph	Prestwood	City of Lenoir
Les	Morrow	City of Claremont	Richard	Andrews	Town of Cahaj's Mountain
Martin	Townsend	Town of Granite Falls	Wendy	Cato	City of Morganton
Maynard	Taylor	Burke County			
Rexanna	Lowman	Town of Valdese			
			VACANT		Brookford
			VACANT		Caldwell County
			VACANT		Cedar Rock
			VACANT		Connelly Springs
			VACANT		Drexel
			VACANT		Gamewell
			VACANT		Glen Alpine
			VACANT		Long View
			VACANT		Rutherford College
			VACANT		Sawmills
<b>WPCOG, FHWA, NC Board of Transportation, &amp; Guests</b>			<b>NCDOT Staff</b>		
		Alison Adams – WPCOG			Sean Sizemore – Div. 11
		Averi Ritchie – WPCOG			Mark Stafford – Div. 12
		Brian Horton – WPCOG			Anil Panicker – Div. 12
		Jess Odette – WPCOG			Dean Ledbetter – Div. 12
					Travis Jordan – Div. 12
		Loretta Barren – FHWA			Chris Guffey – Div. 13
					Hannah Cook – Div. 13
		Andy Wells – Board of Transportation At-Large			Stephen Sparks – Div. 13
					Pam Cook – TPD
					James Upchurch - TPD

**Call to Order and Introductions** – Acting Chair Hank Guess called the meeting to order and welcomed all present at 2:30 PM. Introductions were made around the room. Kim Angel and Rexanna Lowman joined the meeting remotely via Zoom. Upon a motion by Mr. Guess and a second by Ms. Patton, the TAC unanimously approved remote participation of the listed TCC members. Acting Chair Guess reminded members of Ethics Awareness.

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

**Action Items:**

- I. **Approval of Minutes** – Mr. Guess asked members if they had a chance to review the minutes. Upon a motion from Mr. Hodge and a second by Ms. Patton, the TAC unanimously approved the minutes from their April 27, 2022, meeting.
- II. **Transportation Improvement Program (TIP) Revision for Board of Transportation** – Mr. Horton presented the TIP revisions previously released for public comment and noted that no

comments had been received. Upon a motion by Mr. Taylor and a second by Mr. Townsend, the TAC unanimously adopted Item II.

- III. Endorsement of Pedestrian Plan Grant Application by City of Conover** – Mr. Horton noted the NCDOT planning assistance had previously been awarded to multiple local governments in the region, including most recently Town of Catawba. Mr. Horton noted the City of Conover application sought to update their 15 year old Pedestrian Plan. Upon a motion by Mr. Guess and a second by Mr. Hodge, the TAC unanimously approved Item III.
- IV. Natural Environment Factors for the 2050 MTP** – Ms. Ritchie gave an overview of environmental planning activities at WPCOG and considerations for transportation priorities in the 2050 Metropolitan Transportation Plan (MTP) update. Mr. Guess asked about water quality and appearance, to which Ms. Ritchie replied about impaired streams. As this was an information item, no action was needed.
- V. Financial Scenario for the 2050 MTP** – Mr. Horton presented a more fiscally constrained scenario that would match projected revenues to the eligible transportation facility miles in each of the three STI or Prioritization funding pots. Mr. Horton explained how this proposed revenue scenario would not cover the backlog of transportation needs that were no longer funded in the new draft STIP and previously submitted needs for the cancelled P-6.0 round of Prioritization. Mr. Taylor made comments about the gas tax. Mr. Hodge asked about other modes, which Mr. Horton replied how corridor retrofits and bike-ped facilities were more common now among projects. Mr. Lail commented that the scenario could be too conservative and limit projects. As this was an information item, no action was needed.

**NCDOT Update –**

- **NC Board of Transportation** – Mr. Lail commented on potential project swaps this STIP cycle. Mr. Wells commented on adapting to societal and structural changes more quickly.
- **Division 11** – Mr. Sizemore noted that rehab work on the southbound 321 bridge had started and would soon start on the bridge deck.
- **Division 12** – Mr. Stafford shared a projects update.
- **Division 13** – Ms. Hannah Cook noted minimal remaining work on Exit 112 should still be completed by this summer.
- **NCDOT-TPD** – Ms. Pam Cook shared her update via the TPD Newsletter.

**Public comments or announcements:** None

**Adjournment** – As there was no other business, Acting Chair Guess adjourned the TAC at 3:30 PM. The next meeting is scheduled for June 22, 2022 at 2:30 PM

Respectfully Submitted,

---

Bruce Eckard, MPO/TAC Chair

---

Brian Horton, TAC Secretary

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

GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION

**STIP MODIFICATIONS**

HA-0001 BURKE <b>PROJ.CATEGORY</b> EXEMPT	- GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION	NEW ROUTE, CONSTRUCT ACCESS ROAD INTO BURKE COUNTY INDUSTRIAL PARK. <b><u>TO ALLOW ADDITIONAL TIME FOR UTILITY RELOCATION, DELAY CONSTRUCTION FROM FY 22 TO FY 23.</u></b>	CONSTRUCTION	FY 2023 - \$542,000 (ADHSL) FY 2024 - <u>\$758,000</u> (ADHSL) \$1,300,000
R-5967 BURKE <b>PROJ.CATEGORY</b> EXEMPT	- GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION	SR 1687 (GOAT FARM ROAD), IMPROVE EXISTING SR 1687 (GOAT FARM ROAD) ACCESS ROAD INTO THE PROPOSED INDUSTRIAL PARK. <b><u>TO ALLOW ADDITIONAL TIME FOR PRELIMINARY ENGINEERING, DELAY CONSTRUCTION FROM FY 22 TO FY 23.</u></b>	CONSTRUCTION	FY 2023 - \$383,000 (ADHSL) FY 2023 - \$495,000 (L) FY 2024 - \$863,000 (ADHSL) FY 2024 - <u>\$1,116,000</u> (L) \$2,857,000

\* INDICATES FEDERAL AMENDMENT

Also released at STIP Revisions by NC Board of Transportation on Wednesday, June 8, 2022



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



**RESOLUTION ESTABLISHING TRANSIT SAFETY PERFORMANCE TARGETS FOR THE  
PUBLIC TRANSPORTATION AGENCY SAFETY PLAN**

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

**WHEREAS**, the Greater Hickory Metropolitan Planning Organization has been designated by the Governor as the Metropolitan Planning Organization (MPO) responsible, together with the State, for the comprehensive, continuing, and cooperative transportation planning process for the MPO's planning area;

**WHEREAS**, the Moving Ahead for Progress Act (MAP-21) and the Fixing America's Surface Transportation Act (FAST Act) requires States, public transportation providers, and MPOs to transition to a performance-based planning and programming process for the MPO's planning area;

**WHEREAS**, the Federal Transit Administration (FTA) published the Public Transportation Agency Safety Plan (PTASP) Final Rule on July 19, 2018, requiring certain providers of public transportation systems that receive federal funds under FTA's Urbanized Area Formula Grants to develop and adopt a PTASP that includes Safety Performance Targets for transit-related facilities, injuries, safety events, and system reliability (state of good repair);

**WHEREAS**, the Federal Highway Administration (FHWA) and the FTA issued a joint final rule on planning (Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning), under which MPOs must establish Safety Performance Targets 180 days after the transit agency established their Safety Performance Targets;

**WHEREAS**, the Western Piedmont Regional Transit Authority (WPRTA) operating in the MPO's planning area has developed information and transit safety targets toward compliance with the PTASP regulation and provided their targets to the MPO on June 14, 2022;

**NOW THEREFORE be it resolved on this 22<sup>nd</sup> day of June**, that the Greater Hickory Metropolitan Transportation Advisory Committee supports the Western Piedmont Regional Transit Authority safety targets and agrees to plan and program projects that contribute toward the accomplishment of the transit provider targets as follows on the next page:

**Greater Hickory MPO Transit Safety Performance Actuals (2021)**

<b>Safety Performance Actuals – Calendar Year 2021</b>							
<i>Specify performance targets based on the safety performance measures established under the National Public Transportation Safety Plan.</i>							
<b>Mode of Transit Service</b>	<b>Fatalities</b>	<b>Fatalities (per 100k VRM)</b>	<b>Injuries</b>	<b>Injuries (per 100k VRM)</b>	<b>Safety Events</b>	<b>Safety Events (per 100k VRM)</b>	<b>System Reliability</b>
<b>Fixed Route Bus</b>	0	0	1	0.29	1	0.29	5,643
<b>Demand Response</b>	0	0	1	0.23	2	0.46	9,798

**Greater Hickory MPO Transit Safety Performance Targets (2022)**

<b>Safety Performance Targets - Calendar Year 2022</b>							
<i>Specify performance targets based on the safety performance measures established under the National Public Transportation Safety Plan.</i>							
<b>Mode of Transit Service</b>	<b>Fatalities</b>	<b>Fatalities (per 100k VRM)</b>	<b>Injuries</b>	<b>Injuries (per 100k VRM)</b>	<b>Safety Events</b>	<b>Safety Events (per 100k VRM)</b>	<b>System Reliability</b>
<b>Fixed Route Bus</b>	0	0	4	1	4	1	4,220
<b>Demand Response</b>	0	0	4	1	4	1	10,077

---

Bruce Eckard  
Greater Hickory MPO TAC Chair

---

Brian Horton  
Greater Hickory MPO TAC Secretary



U.S. Department  
of Transportation  
**Federal Highway  
Administration**

**North Carolina Division**

May 31, 2022

310 New Bern Avenue, Suite 410  
Raleigh, NC 27601  
(919) 856-4346  
(919) 747-7030  
<http://www.fhwa.dot.gov/ncdiv/>

In Reply Refer To:  
HDA-NC

Mr. Bruce Eckard, Chairman  
Greater Hickory Metropolitan Planning Organization  
704 6th Avenue NE  
Conover, NC 28616- 0883

Mr. Christopher A. Peoples, P.E. Chief Engineer  
North Carolina Department of Transportation  
1536 Mail Service Center  
Raleigh, NC 27699-1536

Subject: Federal Certification of the Greater Hickory Metropolitan Planning Organizations  
(GHMPO) Transportation Planning Process

Gentlemen:

Title 23 Section 134(1)(5) and Subtitle III of Title 49 Section 1607 of the United States Code requires the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) to jointly review, evaluate, and certify the transportation planning process in each Transportation Management Area (TMA) at least every four years. On March 7, 2022, the FHWA and the FTA conducted a review of the transportation planning process for the GHMPO TMA.

The overall conclusion of the Certification is that the planning process for the Greater Hickory Metropolitan Planning Organization complies with the Federal metropolitan transportation planning laws and regulations under 23 USC 134 and 49 USC 5303. The planning process conducted by the MPO is a continuing, cooperative, and comprehensive process and reflects a significant professional commitment to deliver quality in transportation planning.

We would like to thank Brian Horton and the rest of the MPO and Council of Government staff for their time and assistance in planning and conducting the review. Enclosed is a report that documents the results of this review and offers recommendations for continuing quality improvements and enhancements to the planning process. This report has been transmitted concurrently to the MPO, Greenway Transit, and NCDOT. As a final step in the Certification Review process, we offer to present these findings at a future MPO Transportation Advisory Committee and other committees, at your discretion.

The FHWA and the FTA jointly certify the GHMPO TMA's transportation planning process. This certification is effective until May 31, 2026.

The FHWA and FTA will continue to work with the GHMPO to address the recommendations contained in the Certification Review Report. We will also meet with staff to review and address any remaining questions at the mid-point (2024).

If you have any questions regarding the review, please contact Mr. Bill Marley at [Bill.Marley@dot.gov](mailto:Bill.Marley@dot.gov), or you may contact FTA staff member, Mrs. Parris Orr at [Elizabeth.Orr@dot.gov](mailto:Elizabeth.Orr@dot.gov).

Sincerely,



For John F. Sullivan, III, P.E.  
Division Administrator

Enclosure

cc:

Mr. Randy Williams, Chairman, Greater Hickory MPO, TCC  
Ms. Allision Adams, Planning Director, Western Piedmont Council of Government  
Mr. Brian Horton, Greater Hickory MPO, Director  
Ms. Kim Angel, Executive Director, Greenway Transit  
Mr. Jamal Alavi, Director, Transportation Planning Division, NCDOT  
Ms. Pam Cook, Transportation Planning Division, NCDOT

File:

Reading File: 2022e26lwb1





U.S. Department  
of Transportation

Federal Highway  
Administration

Federal Transit  
Administration

# Transportation Management Area Planning Certification Review

## **Greater Hickory Metropolitan Planning Organization Certification Report**

**May 26, 2022**

## **Table of Contents**

### 1.0 EXECUTIVE SUMMARY

1.1 Previous Findings and Disposition

1.2 Summary of Current Review Findings

### 2.0 INTRODUCTION

2.1 Background

2.2 Purpose and Objectives

### 3.0 SCOPE AND METHODOLOGY

3.1 Review Process

3.2 Documents Reviewed

### 4.0 PROGRAM REVIEW

4.1 Transit Planning

4.2 Public Participation

4.3 Metropolitan Transportation Plan

4.4 Environmental Planning

4.5 Organizational Structure

4.6 Performance Measures/Performance-Based Planning

### 5.0 MPO COMMENTS

### 6.0 CONCLUSION

APPENDIX A - Public Comments

APPENDIX B - Participants and Agenda

APPENDIX C - GHMPO Certification Advertisements



## 1.0 EXECUTIVE SUMMARY

On Monday, March 7, 2022, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) conducted the certification review of the transportation planning process for the Greater Hickory Metropolitan Planning Organization (GHMPO) urbanized area. FHWA and FTA are required to jointly review and evaluate the transportation planning process for each urbanized area over 200,000 in population at least every four years to determine if the process meets the Federal planning requirements.

### 1.1 Previous Findings and Disposition

The last certification review was completed in October 2019. The 2019 Certification Review findings are summarized as follows. Given that it has only been two-years since the MPO's last Certification Review and the MPO has not had enough time to complete a review of all the 2019 recommendations, we are retaining the EJ recommendations. All others have been satisfied.

<b>Finding</b>	<b>Recommendations</b>
Recommendation	It is recommended that the MPO hold separate TCC and TAC meetings to allow the TCC adequate time to review, discuss, and make formal recommendations to the TAC
Recommendation	It is recommended that NCDOT work with the MPO, transit agency, and the WPCOG to update the Planning Agreement
Recommendation	It is recommended that the MPO develop a monitoring process to ensure projects funded through STPG-DA, CMAQ, and TA-DA remain on schedule and ready to progress through the various phases of Federal authorization
Recommendation	It is recommended that the MPO update its PIP to coincide with the outreach efforts the MPO is currently using
Recommendation	It is recommended that the MPO consider using a smaller geography unit such as traffic analysis zones rather than census tracts for identifying EJ populations. Census tracts can be quite large and may miss significant EJ populations.
Recommendation	It is recommended that the MPO create one map for EJ analyses that depicts the entire MPO rather than multiple maps segmented by county
Recommendation	It is recommended that the MPO ensure that cumulative effects of projects are considered by including past projects as part of the EJ analysis
Recommendation	It is recommended that the MPO conduct both <i>qualitative</i> and <i>quantitative</i> analyses on a system-wide level to identify potential transportation impacts to EJ populations
Recommendation	It is recommended that the MPO update its CMP, including the biennial congestion analysis report by June 30, 2020

### 1.2 Summary of Current Findings

The current review found that the metropolitan transportation planning process conducted in the GHMPO area meets Federal planning requirements.

The FHWA and FTA are certifying the transportation planning process for the Greater Hickory Metropolitan Planning Organization. There are recommendations in this report that warrant close attention and follow-up. Details of the certification findings are contained in this report.

<b>Review Area</b>	<b>Finding</b>	<b>Action</b>	<b>Corrective Actions/ Recommendations/ Commendations</b>	<b>Resolution Due Date</b>
Public Participation	The GHMPO needs to conduct an evaluation of the PIP effectiveness prior to updating the PIP document	Recommendation	It is recommended that the GHMPO conduct an evaluation of PIP effectiveness prior to updating the PIP document	2023
Environmental Planning	The GHMPO needs to capture more thoroughly environmental and resiliency data in the 2050 MTP.	Recommendation	It is recommended that the MPO more thoroughly capture environmental and resiliency data in the 2050 MTP.	The 2050 MTP update
Environmental Planning	The GHMPO needs to work with the NCDOT Division Office to determine where Emergency Relief (ER) funding has been spent in their MPO area	Recommendation	It is recommended that the GHMPO reach out to the NCDOT Division Office to determine where Emergency Relief (ER) funding has been spent in their area.	2023
Title VI/Environmental Justice	The GHMPO needs to consider using a smaller geography unit such as traffic analysis zones rather than census tracts for identifying EJ populations. Census tracts can be quite large and may miss significant EJ populations.	Recommendation	It is recommended that the MPO consider using a smaller geography unit such as traffic analysis zones rather than census tracts for identifying EJ populations. Census tracts can be quite large and may miss significant EJ populations.	The 2050 MTP update
Title VI/Environmental Justice	The GHMPO needs to create one map for EJ analyses that depicts the entire MPO rather than multiple maps segmented by county	Recommendation	It is recommended that the MPO create one map for EJ analyses that depicts the entire MPO rather than multiple maps segmented by county	The 2050 MTP update
Title VI/Environmental Justice	The GHMPO needs to ensure that cumulative effects of projects are considered by including past projects as part of the EJ analysis	Recommendation	It is recommended that the MPO ensure that cumulative effects of projects are considered by including past projects as part of the EJ analysis	The 2050 MTP update

Title VI/Environmental Justice	The GHMPO needs to conduct both <i>qualitative</i> and <i>quantitative</i> analyses on a system-wide level to identify potential transportation impacts to EJ populations	Recommendation	It is recommended that the MPO conduct both <i>qualitative</i> and <i>quantitative</i> analyses on a system-wide level to identify potential transportation impacts to EJ populations	The 2050 MTP update
Organizational Structure	The GHMPO needs to better document its voting structure when they update their MOU	Recommendation	It is recommended that the GHMPO better document its voting structure when they update their MOU	The next MOU update
Performance-Based Planning	The GHMPO needs to document its performance-based planning process and accomplishments with the 2050 MTP	Recommendation	It is recommended that the MPO document its performance-based planning process and accomplishments with the 2050 MTP	The 2050 MTP update

Details of the certification findings for each of the above items are contained in this report.

## 2.0 INTRODUCTION

### 2.1 Background

Pursuant to 23 United States Code (USC)134(k) and 49 USC 5303(k), the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) must jointly certify the metropolitan transportation planning process in Transportation Management Areas (TMAs) at least every four years. A TMA is an urbanized area, as defined by the U.S. Census Bureau with a population of over 200,000. After the 2010 Census, the Secretary of Transportation designated 183 TMAs – 179 urbanized areas over 200,000 in population plus four urbanized areas that received special designation. In general, the reviews consist of three primary activities: 1) a site visit, 2) a review of planning products (in advance of and during the site visit), and 3) preparation of a Certification Review Report that summarizes the review and offers findings. The reviews focus on compliance with Federal regulations, challenges, successes, and experiences of the cooperative, continuing, comprehensive (3C) relationship between the MPO(s), the State DOT(s), and public transportation operator(s) in the conduct of the metropolitan transportation planning process. Joint FHWA/FTA certification review guidelines provide agency field reviewers with latitude and flexibility to tailor the review to reflect regional issues and needs. Consequently, the scope and depth of the certification review reports may vary significantly.

The certification review process is one of several methods used to assess the quality of a regional metropolitan transportation planning process, compliance with applicable statutes and regulations, and the level and type of technical assistance needed to enhance the effectiveness of the transportation planning process. Other activities provide opportunities for this type of review and comment including: 1) Unified Planning Work Program (UPWP) approval, 2) the Metropolitan Transportation Plan (MTP), 3) metropolitan and statewide Transportation Improvement Program

(TIP) findings, and 4) air-quality (AQ) conformity determinations (in nonattainment and maintenance areas). A range of other formal and less formal contact provide both FHWA and FTA an opportunity to comment on the transportation planning process. The results of these other processes are considered in the certification review process.

While the Certification Review report itself may not fully document those many intermediate and ongoing checkpoints, the Certification Review “findings” are based upon the cumulative findings of the entire review effort.

The review process is individually tailored to focus on topics of significance in each metropolitan planning area. Federal reviewers prepare certification reports to document the results of the review process. The reports and final actions are the joint responsibility of the appropriate FHWA and FTA field offices, and their content will vary to reflect the planning process reviewed and whether they relate explicitly to formal “findings” of the review.

To encourage public understanding and input, FHWA and FTA will continue to improve the clarity of the certification review reports.

## **2.2 Purpose and Objective**

Since the enactment of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, the FHWA and FTA are required to jointly review and evaluate the transportation planning process in all urbanized areas over 200,000 population to determine if the process meets the Federal planning requirements in 23 U.S.C. 134, 40 U.S.C. 5303, and 23 CFR 450. The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) extended the minimum allowable frequency of certification reviews to at least every four years.

The GHMPO is the designated MPO for the Hickory urbanized area, and the Western Piedmont Council of Governments is the Lead Planning Agency. The North Carolina Department of Transportation (NCDOT) is the responsible State agency and Western Piedmont Regional Transit Authority (WPRTA)/Greenway Transportation is the responsible public transportation operator.

Certification of the planning process is a prerequisite to the approval of Federal funding for transportation projects in such areas. The certification review is also an opportunity to provide assistance on new programs and to enhance the ability of the metropolitan transportation planning process to provide decision makers with the knowledge they need to make well-informed capital and operating investment decisions.

## **3.0 SCOPE AND METHODOLOGY**

### **3.1 Review Process**

Due to the Covid-19 pandemic, this risk-based review, conducted on March 7, 2022, consisted of a formal on-site visit as well as an option to participate via Zoom, a public comment review period

from February 23 to March 14, and an opportunity for the MPO Board and Technical Coordinating Committee (TCC) to provide comments. No comments were received from the MPO boards.

Participants in the review included representatives of FHWA, FTA, NCDOT, GHMPO staff, and the local transit operator. A list of participants is included in Appendix B.

A desk audit of current documents and correspondence was completed prior to the site visit. In addition to the formal review, routine oversight provides a major source of information upon which to base the certification findings.

The certification review covers the Continuing, Cooperative and Comprehensive-3C transportation planning process conducted by the MPO, State, and public transportation operators. Background information, status, findings, commendations, and recommendations are summarized in the body of the report for the following subject areas selected by FHWA and FTA staff for the on-site review:

- Transit Planning
- Public Participation
- Metropolitan Transportation Plan
- Environmental Planning
- Organizational Structure
- Performance Measures/Performance Based Planning

## **3.2 Documents Reviewed**

- Public Involvement Plan (PIP)
- Metropolitan Transportation Plan (MTP)
- Environmental Justice (EJ)/Title VI Plan
- MPO website and associated documents

## **4.0 PROGRAM REVIEW**

### **4.1 Transit Planning**

#### **4.1.1 Regulatory Basis**

49 U.S.C. 5303 and 23 U.S.C. 134 require the transportation planning process in metropolitan areas to consider all modes of travel in the development of their plans and programs. Federal regulations cited in 23 CFR 450.314 state that the MPO in cooperation with the State and operators of publicly owned transit services shall be responsible for carrying out the transportation planning process.

#### **4.1.2 Status**

The Greater Hickory MPO has one transit operator in its large urbanized area. It is the Western Piedmont Regional Transit Authority (WPRTA)/Greenway Transportation. The WPRTA is governed by a seven-member Board comprised of a representative from each jurisdiction. The Board members are appointed by their respective governing bodies. WPRTA is the Designated Recipient of FTA 5307 Urbanized Area and 5310 Enhanced Mobility of Seniors & People with Disabilities program. WPRTA/Greenway provides Fixed Route transportation service in the cities of Conover, Hickory, and Newton, and Flex Route service in the Town of Taylorsville and Burke County (Morganton, Drexel, Valdese, Rutherford College), and Dial-A-Ride service in the counties of Alexander, Burke, Caldwell, and Catawba. There is a satellite facility in Alexander, Burke, and Caldwell counties for the paratransit operations, and a Transit Center for the fixed route service in Hickory. Buses are parked at Penske in Conover, and the main facility for the paratransit and fixed route services is in Conover.

Beginning in 2014, per the MPO membership requirements established by Section 1201(a) of Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21), WPRTA/Greenway is represented by a voting representative on the

MPO Policy Board. The Executive Director of WPRTA/Greenway Public Transit Authority is the appointed MPO board member for transit. The MPO incorporates the planning factors in all proposed projects, including WPRTA transit projects. Transit performance targets and goals are included in the MPO MTP. The transit operator and the MPO maintain a positive relationship. Transit appears to be involved in all planning phases, including TIP, STIP, UPWP, and MTP.

#### **4.1.3 Finding**

The GHMPO is found to be fully compliant with applicable laws, regulations, and practices of transit planning.

## **4.2 Public Participation**

### **4.2.1 Regulatory Basis**

Sections 134(i)(5), 134(j)(1)(B) of Title 23 and Section 5303(i)(5) and 5303(j)(1)(B) of Title 49, require a Metropolitan Planning Organization (MPO) to provide adequate opportunity for the public to participate in and comment on the products and planning processes of the MPO. The requirements for public involvement are detailed in 23 CFR 450.316(a) and (b), which require the MPO to develop and use a documented participation plan that includes explicit procedures and strategies to include the public and other interested parties in the transportation planning process.

### **4.2.2 Status**

The 2020 Certification review recommended that the public involvement plan be updated to reflect ongoing outreach activities. That recommendation was completed.



The MPO reported that it has been difficult using Facebook during the pandemic. Many citizens have commented that they are unable to figure out how to submit comments. The MPO is eager to return to pre-pandemic outreach efforts. They have continued to use flyers on buses, at senior centers, libraries, and other locations. Flyers are also provided in Spanish. They have two populations; Spanish and Mong to which they provide translations and outreach. They have developed three methods to reach their special populations, including a church within the Mong community, a church in Hickory, and placing information at transit locations and on buses.

During the pandemic they have not been able to piggyback on other meetings. Farmer's markets and other popular venues to obtain public feedback and allow for a broader demographic to be reached.

The MPO indicated that its past outreach efforts with more newsprint and public meetings have been more effective than relying on social media. They intend to add outreach methods at Ridgeview Library, which is in a predominately African American neighborhood. The library holds a monthly job fair and the MPO intends to participate.

Through the WPCOG three ADA transition plans have been completed and they are working to complete two others. Visually displayed data is used continually and is inspected for ADA compliance prior to printing and website posting. For development of the ADA plans, the Council of Governments (COG) used their drone to provide data and graphics, TIP project and interactive maps that helped communities understand the needs in their areas.

The MPO speaks regularly and participates in a non-profit round table that discusses the transportation needs of special population groups. The MPO is emphasizing equity and community economic development, which includes transportation goals as well as walking and biking. These will be incorporated in the next MTP update. The Federal Team explained that Guidance is not yet available, but that they could proceed with their own ideas.

The MPO has conducted its first survey for the 2050 MTP update. They have received good feedback. They will, however, need to follow up using more traditional approaches to outreach. The MPO uses MetroQuest because it has gaming tools with ranking components, which allows participants to pinpoint preferences. It uses 3-dimensional designs to help bring a project or idea to life. The COG will be developing a digital inclusion plan for its four counties and the results will be available to the MPO for future planning purposes.

The MPO conducts presentations for various public groups, including the Caldwell County leadership group, and will be speaking at the Catawba Summit regarding transportation planning projects, land use, and transportation. Several communities have developed land use plans with a transportation component, including Longview, Hudson, and Cahah's Mountain. Data from the 13 local land use plans that have been completed will inform the 2050 MTP update. The COG plans to develop 12 additional land use plans over the next several years.

### **4.2.3 Finding**

Public Involvement planning for the GHMPO is found to comply with the applicable laws, regulations, and practices.

### **Recommendations**

It is recommended that the GHMPO conduct an evaluation of PIP effectiveness prior to updating the PIP document and prior to conducting outreach for the 2050 MTP.

## **4.3 Metropolitan Transportation Plan**

### **4.3.1 Regulatory Basis**

23 USC 143(c), (h), and (i) and 23CFR.324 set forth requirements for the development and content of the Metropolitan Transportation Plan (MTP). Among the requirements are that the MTP address at least a 20-year planning horizon and that it includes both long and short-range strategies that lead to the development of an integrated and multi-modal system to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand.

### **4.3.2 Status**

The MTP update will extend to the year 2050, with a base year of 2019. After examining the 2045 MTP, available funding and environmental concerns, the 2050 MTP will largely consider preservation of the existing system. It will focus on resiliency of the transportation system, especially the bridges in the area, reinvesting in the existing system, and on security of the transportation system. The MPO also intends to consider the role of Intelligent Transportation Systems (ITS) applications throughout the region.

Due to the timing of the MTP update, the MPO will be unable to wait for the release of the 2020 Census data for use in the 2050 MTP. Land use and population data will be shared with the member jurisdictions and the Boards in the coming months. Overall, the MPO area is not growing, however, there are a few exceptions. These include the areas closest to Charlotte, the Startown Road area, the NC 127 corridor, the Sherrils area, and Bethlehem Road area. This growth is putting pressure on the existing transportation network. While most areas are not experiencing growth, the average age in the region continues to increase, especially in the rural areas.

The MPO conducted a values/issues survey for the 2050 MTP update, which produced some general feedback, however, the MPO does not believe the results were representative of the MPO's population. As they proceed in developing the 2050 MTP, they will use more traditional outreach methods to obtain feedback from more of the MPO's populations.

Freight activity in the region is increasing. There has been significant involvement from the freight community in past MTP updates. The MPO intends to incorporate their input in the 2050 MTP. The MPO is discussing improving a short line railroad to facilitate passenger service

between the cities of Hickory and Lenoir. Distribution and warehousing activity comprise the primary freight operations in the MPO area. The rail line is publicly owned but service is leased. Passenger service will provide for the rail line to be reused, as it has significant capacity that could benefit the region. It also traverses developable land that contains water and sewer infrastructure and has supportive land uses and zoning.

The MPO references the MTP for project selection in the TIP development process. They have been working with NCDOT to rescope projects and to look at modernization as opposed to widenings. They are also rescoping or evaluating projects based on current financial circumstances. NCDOT has provided corridor development engineers to help with project scoping and determining the need.

Measures are taken to preserve and maximize use of the existing transportation system. Performance metrics are updated as needed for safety and performance. Pavement condition is a factor in project prioritization.

### **4.3.3 Findings**

The GHMPO metropolitan transportation plan is found to comply with the applicable laws, regulations, and practices.

## **4.4 Environmental Planning**

### **4.4.1 Regulatory Basis**

23 CFR 450.324(f)(10) sets forth the specific requirements for environmental mitigation. 23 CFR 450.316(a) and (b) and 23 CFR 450.324(f)(10)(g) and (m) details the consultation requirements of environmental mitigation.

### **4.4.2 Status**

The environmental planning portion of the MTP includes purpose and need and resiliency statements, and descriptions of environmental impacts to projects in the MTP; however, it is presented in general terms. It is recommended that the MPO capture environmental data in the MTP chapter and share it with NCDOT. The resiliency of the transportation network, especially bridges will be addressed as rainfall events have disrupted the transportation system in recent years. It is also recommended that the MPO work with NCDOT to identify where ER funding has been used, as per 23 CFR 167.

While the MPO is no longer non-attainment or maintenance for Particulate Matter (PM) or Ozone they continue to monitor PM and Ozone readings and additional PM 2.5 monitors have been installed, since their designation. Additional planning efforts are underway at the local level pertaining to land use, green space, recreational facilities, and conservation at the local level.

The COG with support from the MPO and Lenoir Rhyne University hosts an annual Western NC Air Quality and Water Conference that is attended by hundreds of staff and representatives from

both the public and private sectors, local municipalities, local industries, public health organizations, public education agencies, environmental advocacy groups, state and federal agencies staff and other public groups and private citizens. The conference is very successful.

The MPO addressed stormwater in the 2045 MTP and the 2050 MTP will benefit from input from the COG Stormwater Committee, NCDOT's Advancing Transportation through Linkages, Automation, and Screening (ATLAS) tool, and the Emergency Management studies that have been completed in the region. NCDOT has also provided flood data to the MPO that will be useful in developing the 2050 MTP. The COG is working to secure radar technology at the airport to help better predict future storm impacts. The MPO recognizes that roads create impervious surface that can negatively impact the environment. They intend to consider this closely as they develop the 2050 Plan. The water quality conference provides the public and partners with additional information regarding the impacts to stormwater. The COG is pursuing grants for tree plantings. Mapping is used to measure the environmental risk of projects. Hazard mitigation plans have been developed for many areas in the MPO, but the plans posted on the MPOs website are out of date and will be replaced by newer plans the COG has developed.

The NCDOT has developed an interagency protocol process to assist MPOs with Comprehensive Transportation Plan (CTP) and MTP development. Environmental agencies and groups, as well as other pertinent agencies, were contacted as they began the survey process and maps and data from the 2045 MTP were shared. These agencies will be contacted several more times throughout the 2050 Plan update for feedback.

The MPO's website contains hazard mitigation plans from 2013 that contain valuable data. These plans were updated in 2019 and will be considered in the development of the 2050 MTP. The plans also identify actions that can be taken in response to severe weather events.

### **Environmental Justice**

The COG Planning Director indicated that they are considering including tree canopy areas with their Environmental Justice (EJ) areas to develop a tree planting plan. However, this undertaking would require more staff. Since much of the data is available, he hopes to complete the plan within the next five years.

An EJ, economics, and demographics report has been developed, which includes a transportation component that the MPO will be using to assess equity. The report is on the MPO's website.

ADA walk audits have helped provide additional information regarding maintenance and preservation of the system. NCDOT Division 11 has reached out to the MPO about possible projects that need ADA treatments. The MPO and COG have a list of projects and the MPO will work with jurisdictions to look for other opportunities that can be incorporated into the 2050 MTP.

It is recommended that the previous EJ recommendations be incorporated into this review and completed with the update of the 2050 MTP.

### **4.4.3 Findings**

The GHMPO's environmental planning is found to be fully compliant with applicable laws, regulations, and practices.

### **Recommendations**

It is recommended that the MPO more thoroughly capture environmental and resiliency data in the 2050 MTP.

It is recommended that the MPO ask the NCDOT Division Office where Emergency Relief (ER) funding has been used recently.

## **4.5 Organizational Structure**

### **4.5.1 Regulatory Basis**

23 CFR 450.104 states that an MPO is "the policy board of an organization created and designated to carry out the metropolitan planning process," and shall consist of local elected officials, and officials of state and other public agencies operating or administering major transportation modes, including representation by providers of public transportation.

### **4.5.2 Status**

Hickory is the largest city and has two seats on the Board. All other jurisdictions have one seat. The COG serves as the Lead Planning Agency (LPA) for the MPO. This structure has provided balance and improved coordination for the MPO. Most jurisdictions have not expressed any concerns regarding the MPO's voting structure.

MPO representatives are well-engaged with the MPO as evidenced by a relatively high level of participation and input, especially among the TCC. The TCC is comprised of city managers and/or planning directors from the member jurisdictions. The Transportation Advisory Committee (TAC) members tend to focus on projects or issues that directly impact the areas they represent.

There has been little turnover of TCC representatives from member jurisdictions over the past few years. Several staff changes have occurred among the local governments as there has been some movement from one local government to another within the MPO planning area. The smaller jurisdictions tend to have more turnover than the larger ones.

There are six vacant positions on the TAC. The COG's Executive Director and Planning Director have reached out to the member jurisdictions to fill the vacancies. The Memorandum of Understanding (MOU) states that after three consecutive absences those members do not count for purposes of meeting quorum. The MPO has stressed to the member jurisdictions that if they are not attending meetings then the Board is making decisions for them and that they are still paying the financial match for membership.

TCC and TAC meetings run smoothly. The TAC usually approves what the TCC recommends, although occasionally staff has had to pull an item from the TAC agenda to allow for further deliberation and coordination to come to agreement on issues prior to Board action. The MPO established a subcommittee comprised of representatives of the TAC, TCC, public transit, health providers, etc. This subcommittee made recommendations that resulted in projects being added to the TIP.

### **4.5.3 Findings**

The GHMPO organizational structure is found to be fully compliant with applicable laws, regulations, and practices.

### **Recommendations**

It is recommended that the GHMPO better document its voting structure when they update their MOU.

## **4.6 Performance Measures/Performance Based Planning**

### **4.6.1 Regulatory Basis**

23 U.S.C. 134(h)(2)(A) states the metropolitan transportation planning process shall provide for the establishment and use of a performance-based approach to transportation decision making to support the national goals described in section 150(b) of this title and in section 5301(c) of 49 U.S.C.

### **4.6.2 Status**

The FHWA has established performance measures primarily for State DOTs, although the MPOs typically have 180-days to support the states target or develop a target of their own. The MPO discussed whether to continue supporting the NCDOT's performance targets or to develop their own and ultimately decided that they were comfortable supporting NCDOT's targets. For the 2045 MTP, the MPO focused on developing and setting qualitative measures and goals. It is recommended that the MPO document its performance-based planning process and successes with the 2050 MTP.

The COG developed a Community and Economic Development (CED) plan that includes an update of the pedestrian, bicycle, and public transit goals that have been met. The CED Plan also serves as a means of monitoring and measuring the degree to which goals are achieved.

The Congestion Management Process is being updated and a draft should be available in the Spring of 2022. The MPO intends to include Micro transit, and van pool/carpool options in this update. The update includes efforts to identify job centers to attract riders.

Data collected on previously identified congestion choke points included Level of Service (LOS) data. Questions regarding congested areas were included in an initial survey. The MPO intends

to compare the survey results to the previous data for inclusion in the 2050 MTP update. This will facilitate the identification of intersections needing improvement. The MPO intends to develop projects to improve intersections while fewer corridor study projects are expected to be undertaken. Freight choke points are also being targeted for improvement.

### **Findings**

The GHMPO's performance measures and performance-based planning is found to comply with applicable laws, regulations, and practices.

### **Recommendations**

It is recommended that the MPO document its performance-based planning process and accomplishments with the 2050 MTP.

## **5.0 MPO Comments**

The MPO asked questions and provided comments on its transportation planning process. They stressed the importance of the MTP Executive Summary and Appendixes in informing TCC and TAC members to the details of the MTP. They also commented on the large presence of public transit in their planning process and the UPWP. Finally, they informed FHWA that they appreciate our presence and accessibility.

## **6.0 Conclusion**

The FHWA and FTA review find that the metropolitan transportation planning process conducted in the Greater Hickory Metropolitan Planning Organization substantially meets the Federal planning requirements.

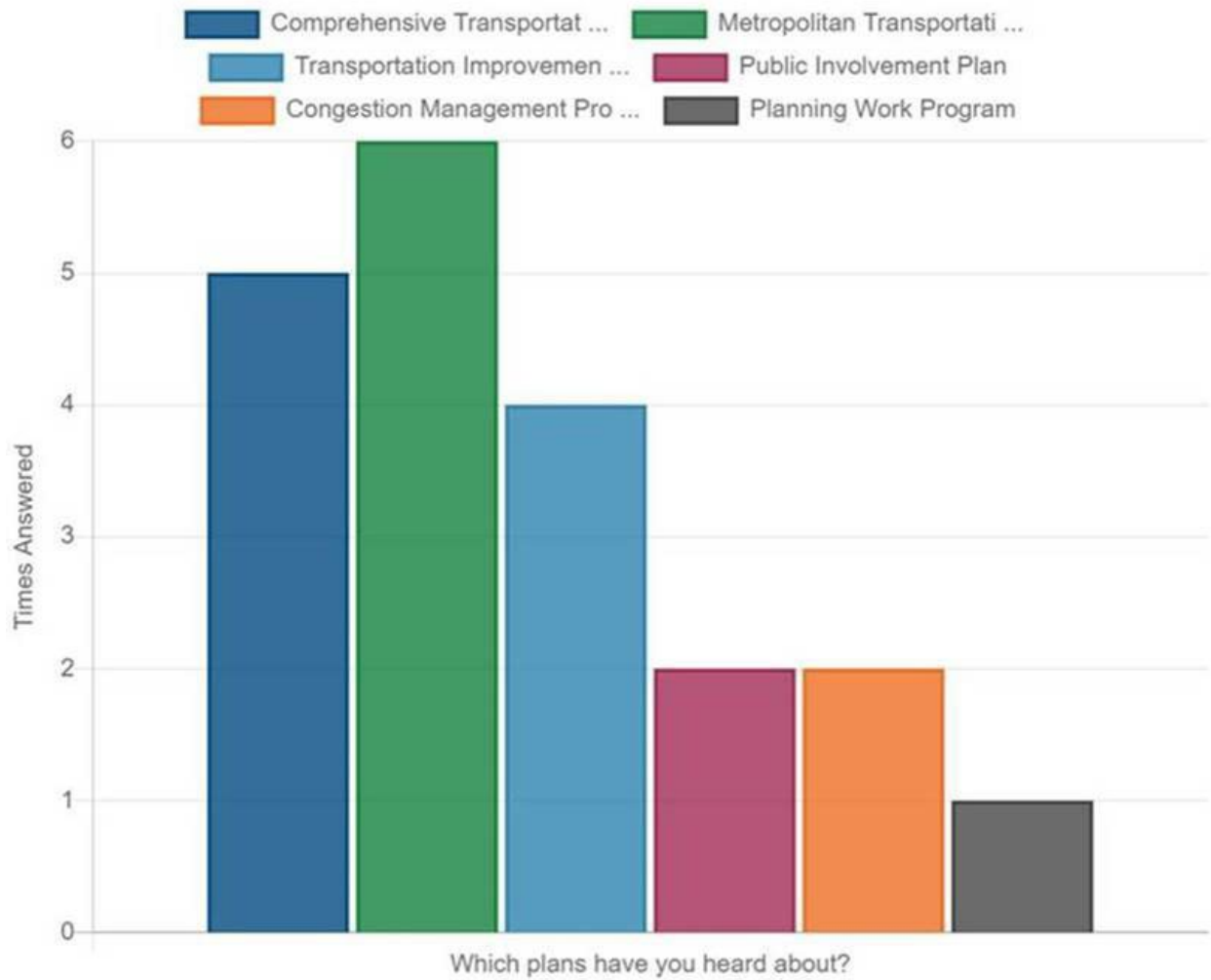
The FHWA and FTA jointly certify the Greater Hickory Metropolitan Planning Organization's transportation planning process. The Certification is valid for four years from the date of this Report.

## **APPENDIX A – PUBLIC COMMENTS**

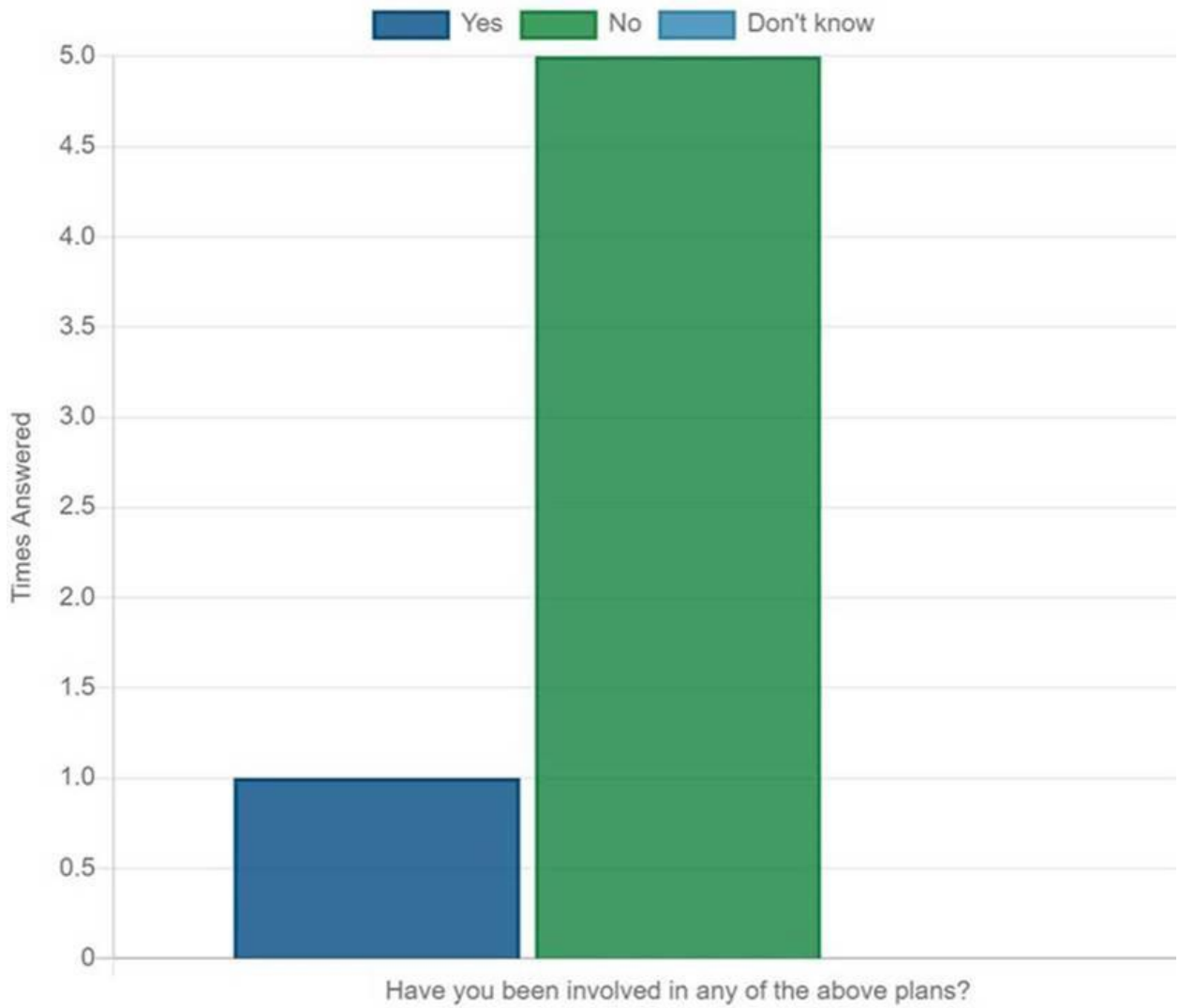
A 30-day public comment review period was held. Comments received are included below. The TCC, MPO Board, and CAC also had an opportunity to provide input on the transportation planning process at the end of the certification review. The Boards did not provide any comments. However, approximately 61 citizens responded to the MPOs survey. Many respondents indicated not being aware of the MPOs outreach efforts. Approximately 32 respondents requested being added to the MPO email contact list. Email addresses were included in the survey. Respondents also suggested that the MPO consider using other media outlets, such Facebook Live, You Tube, radio, and other popular media to enhance their public outreach efforts.



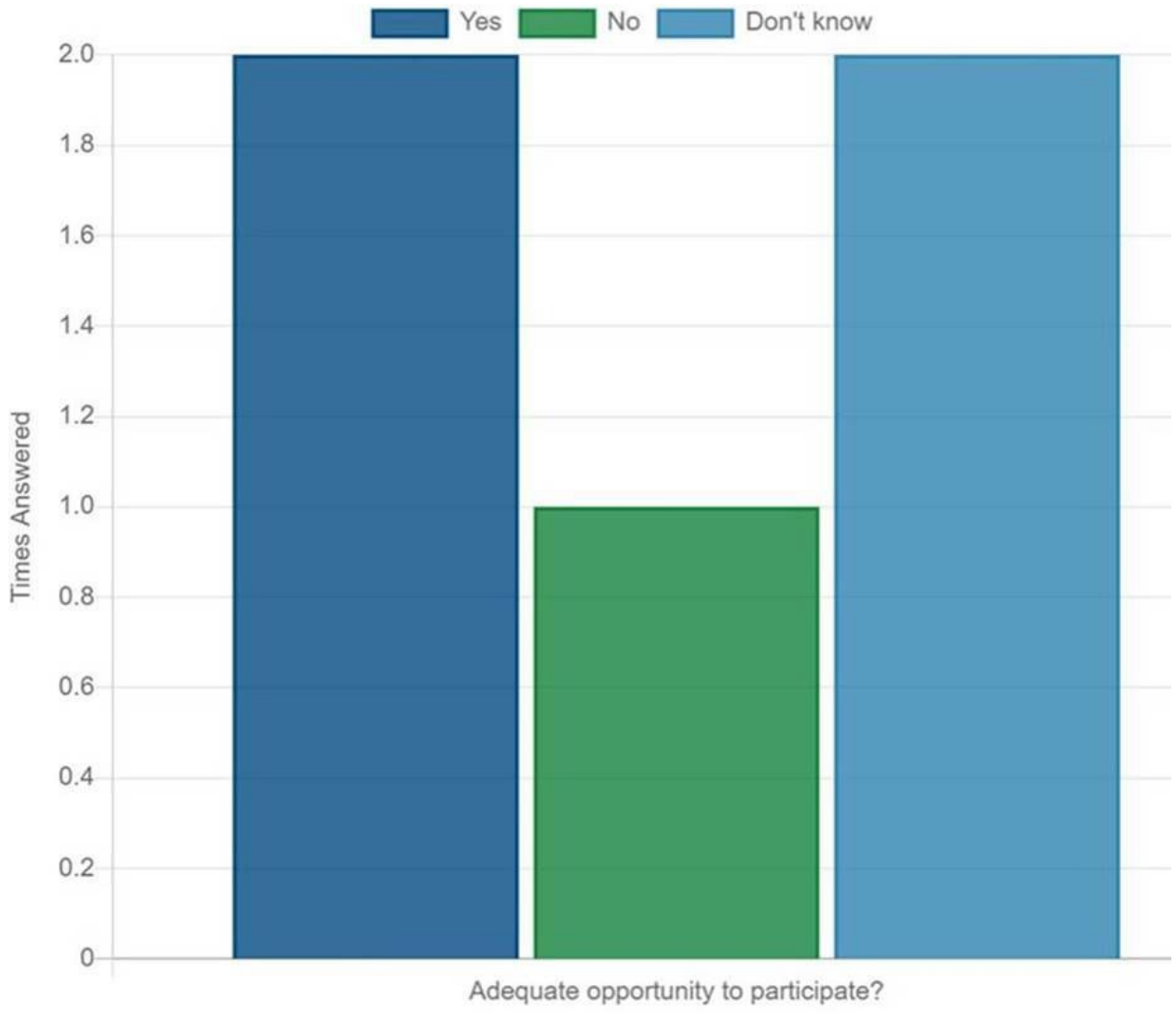
## Which plans have you heard about?



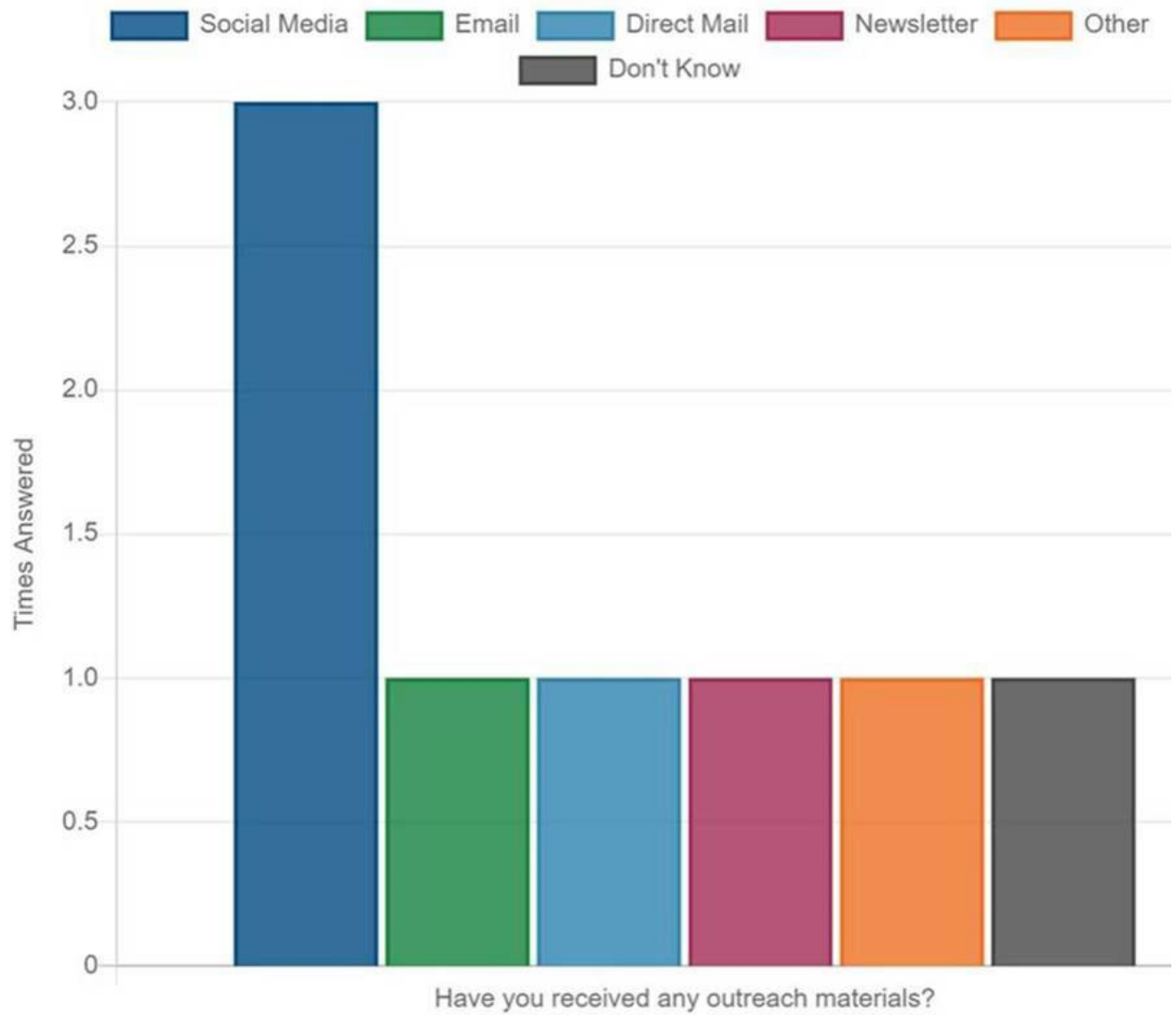
# Have you been involved in any of the above plans?



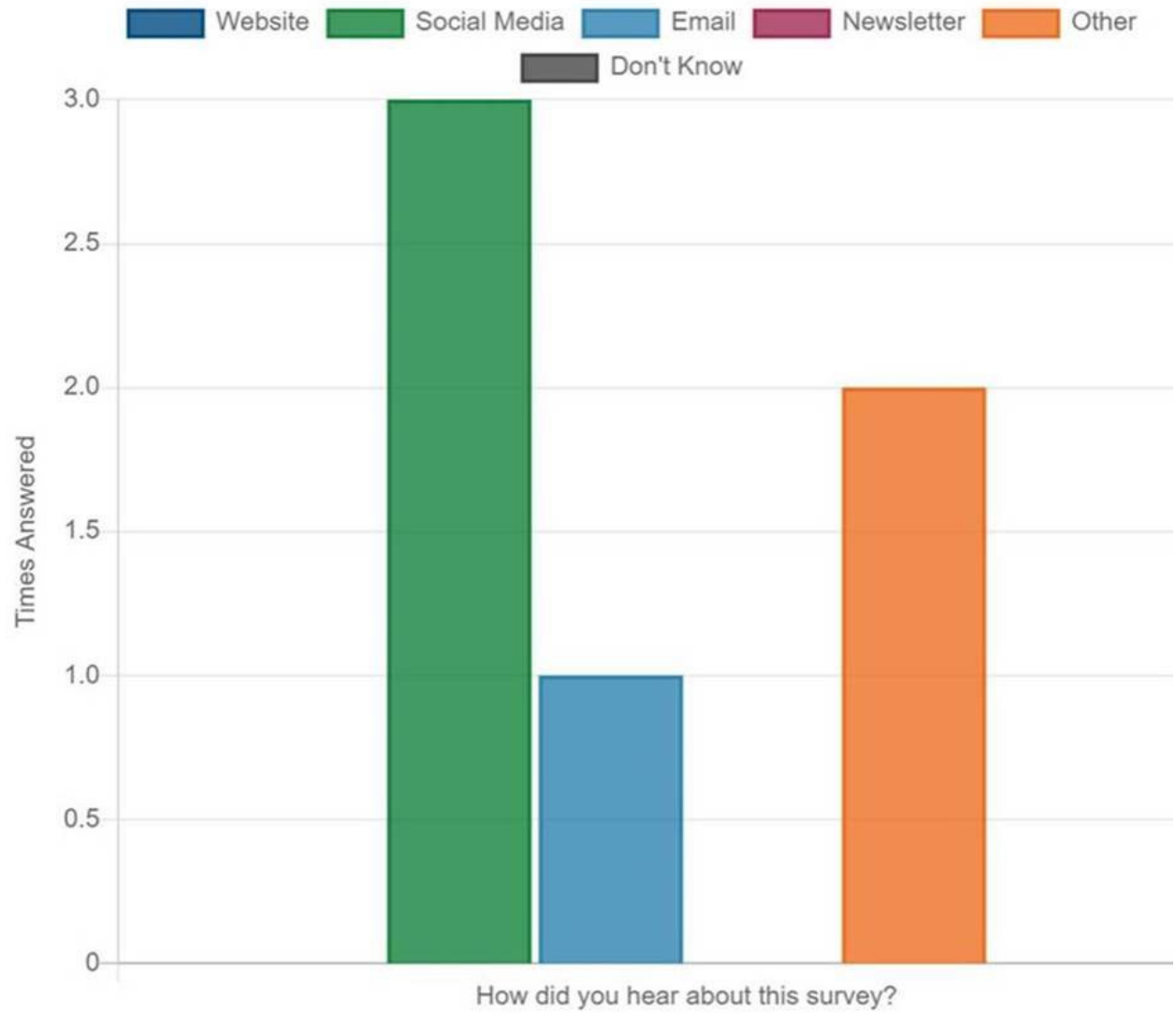
# Adequate opportunity to participate?



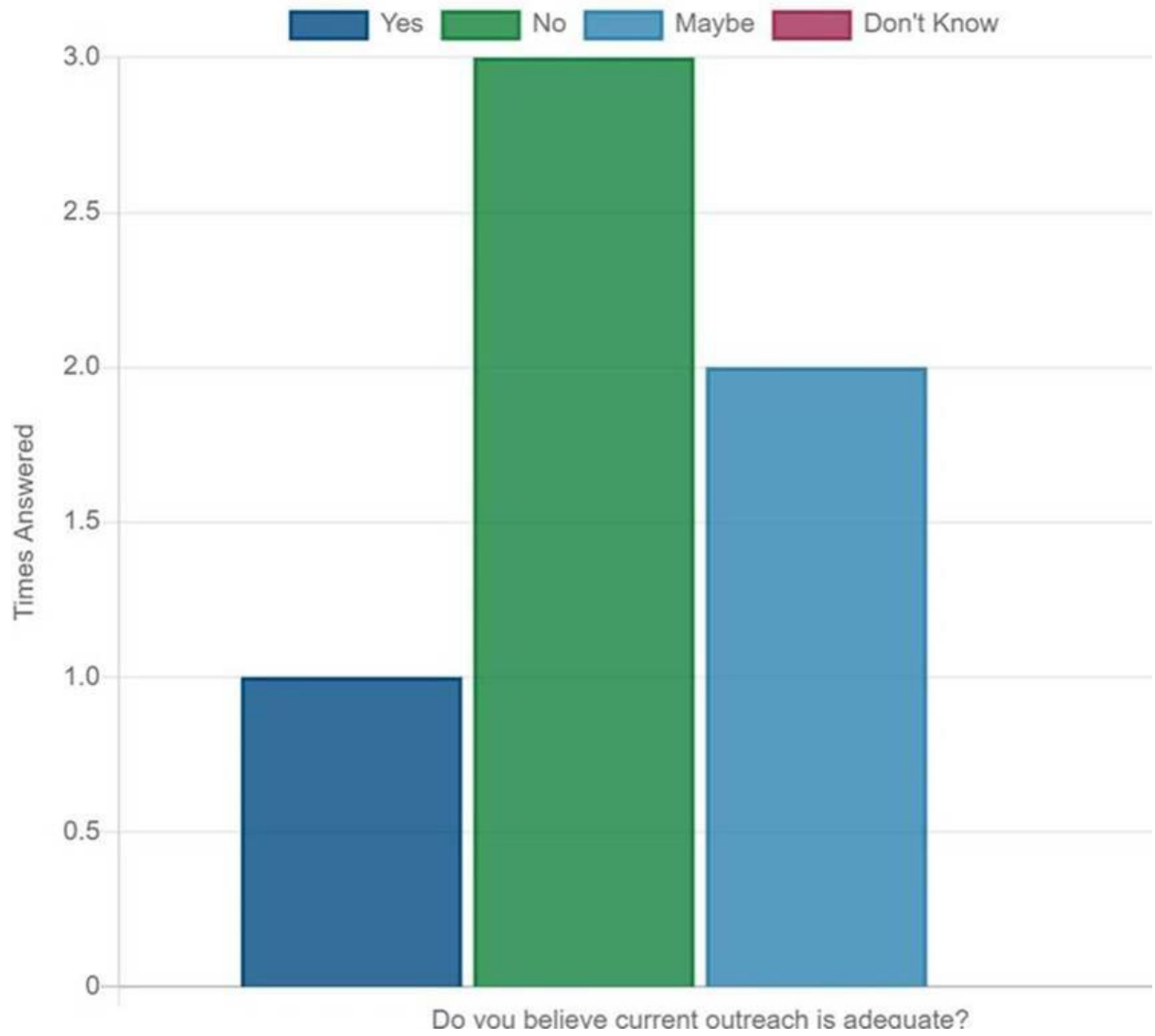
# Have you received any outreach materials?



## How did you hear about this survey?



## Do you believe current outreach is adequate?



How could public outreach be improved?

More publicity

Any additional comments for the review team?

Article in the newspaper

How could public outreach be improved?

No idea; other than having our workforces be forwarded these surveys

Any additional comments for the review team?

I like this format

Please share any transportation barriers you have experienced.

Congestion at intersections 16th Ave NW and 127-lights not timed well. Back ups on 127 with people trying to get in line at fast food.

Please share your top regional transportation priorities

Star Town Road with the development out there with the school, businesses, housing it is an opportunity to beat the congestion by addressing the widening sooner rather than later

Please share any transportation barriers you have experienced.

Continued focus on transportation safety.

Please share your top regional transportation priorities.

Eliminating traffic signalization in favor of rotaries or roundabouts. Focus on bike paths, public transportation, and better use of our declining rail system.

## **APPENDIX B – PARTICIPANTS & AGENDA**

The following individuals were involved in the Greater Hickory Metropolitan Planning Organization planning certification review:

- **Federal Team Staff:**
  - Loretta Barren, FHWA NC
  - Bill Marley, FHWA NC
  - Suzette Morales, FHWA NC
  - Joe Geigle, FHWA NC
  - Parris Orr, FTA Region 4
  
- **Greater Hickory MPO staff** – Brian Horton, Director
- **Western Piedmont Council of Government** – Allision Adams, Planning Director; Averi Ritchie, Transportation Planner/ADA Administrator; Duncan Cavanagh, Data Tech/Transportation Planner; Taylor Dellinger, Sr. Data Analyst/GIS Manager; Caren Shorthouse, Stormwater/Education Outreach; Jason Toney, Communication Officer
- **Western Piedmont Transit Authority/Greenway Public Transportation** – Kim Angel, Executive Director; Patti Foster, Operations Director; Kaylan Kelly, Mobility Specialist
- **North Carolina Department of Transportation** – Pam Cook



## Greater Hickory MPO On-Site/Virtual Hybrid Certification Review Agenda

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

# APPENDIX C – GHMPO CERTIFICATION ADVERTISEMENTS

## 2022 Federal Certification Review

The Greater Hickory Metropolitan Planning Organization (GHMPO) is the federally designated transportation planning agency for Alexander, Burke, Caldwell, and Catawba counties. GHMPO is responsible for the allocation of federal transportation funds and ensuring funds are spent in accordance with federal policy.

The Federal Highway (FHWA) and Transit (FTA) Administrations regularly perform a joint review to certify the planning practices of Metropolitan Planning Organizations (MPO). The following survey is part of the certification review process managed by FHWA and FTA. **We want to hear your about your involvement in regional transportation planning.** This survey should take five to seven minutes. Thank you for making your voice heard!

Survey in English = <https://metroquestsurvey.com/fdt47>  
Encuesta en español = <https://metroquestsurvey.com/nao31>

Metropolitan Planning Organizations (MPO) are part of a federal process to conduct local transportation planning in urbanized areas. The federal government requires urbanized areas to establish a planning process that is Comprehensive, Continuing, and Cooperative (the three Cs of transportation planning). The MPO process is required in urbanized areas over 50,000 in population in order to receive federal funding for transportation.

The MPO process is a partnership between local and state government to make decisions about transportation planning in urbanized areas and to meet planning requirements established by federal authorizing legislation for transportation funding.

The Greater Hickory Metropolitan Planning Organization serves the transportation needs for all 28 local governments in Alexander, Burke, Caldwell and Catawba Counties.



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



**RESOLUTION DIRECTING STBG-DA FUNDS TO  
LOCAL PRIORITY PROJECTS**

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

**WHEREAS**, the Greater Hickory Metropolitan Planning Organization (MPO) is a Transportation Management Area and has the authority to direct available Federal Highway program Surface Transportation Block Grant – Direct Attributable (STBG-DA) obligation authority to MPO area local projects; AND

**WHEREAS**, allocation of STBG-DA obligation authority to enable work on five area priority projects to proceed totaling \$17,047,750 (\$13,638,200 in STBG-DA funds and \$3,409,550 in local match), as shown in the Attachment II at the June 22, 2022, TAC Meeting; AND

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

**NOW THEREFORE be it resolved**, by the Greater Hickory MPO Transportation Advisory Committee, to approve the direction of \$13,638,200 in STBG-DA funds on this, the 22<sup>nd</sup> day of June, 2022.

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

\_\_\_\_\_  
Brian Horton  
Greater Hickory MPO TAC Secretary

<b><u>Bicycle and Pedestrian Projects</u></b>	<b>Local Support (10 max)</b>	<b>Feasibility (10 max)</b>	<b>Crash Exposure (15 max)</b>	<b>ROW (10 max)</b>	<b>Closing Gap (15 Max)</b>	<b>Safety Benefit (5 max)</b>	<b>Econ. Devt. (10 max)</b>	<b>Schools and Homes (5 max)</b>	<b>Mobility Concerns (10 max)</b>	<b>Supports EJ (10 max)</b>	<b>Total</b>
Hickory - Springs Rd NE	10	10	15	10	10	5	10	5	10	10	<b>95</b>
Lenoir - Lenoir Greenway	10	10	15	10	15	5	5	5	10	10	<b>95</b>
Hickory - 17th St Connector	10	10	10	10	5	5	5	5	10	10	<b>80</b>
Maiden - Island Ford Rd	0	5	15	10	5	5	10	5	0	5	<b>60</b>
Hickory - Riverwalk Supplemental	10	10	0	10	10	0	5	0	10	5	<b>60</b>

<b><u>Score</u></b>	<b><u>Applicant</u></b>	<b><u>Project</u></b>	<b><u>Location</u></b>	<b><u>Total Cost</u></b>	<b><u>Federal</u></b>
<b>95</b>	City of Hickory	Springs Rd NE Sidewalk	Sandy Ridge Rd to McDonald Pkwy	\$3,750,000	\$3,000,000
<b>95</b>	City of Lenoir	Lenoir Greenway	Harper Ave to Morganton Blvd	\$2,167,750	\$1,734,200
<b>80</b>	City of Hickory	Aviation Walk 17th St Connector	Clement Blvd to 17th St NW	\$2,000,000	\$1,600,000
<b>60</b>	Town of Maiden	Island Ford Rd Sidewalk	Extend south of Don's Grill	\$1,755,000	\$1,755,000
<b>60</b>	City of Hickory	Riverwalk Supplemental	Geitner Park to Water Works	\$6,500,000	\$5,200,000
<b>Total</b>				<b>\$16,172,750</b>	<b>\$13,289,200</b>

Action	STIP ID	County	Sponsor	Project / Route	Location	Work Description	Phase	Year	Total	Federal	Local
Revise	EB-5939	Burke	City of Hickory	Riverwalk	Geitner Park to City Water Works	Multi-Use Path Extension	CON	2022	\$3,250,000	\$2,600,000	\$520,000
							CON	2023	\$3,250,000	\$2,600,000	\$520,000
New	BL-XXXX	Caldwell	City of Lenoir	Lenoir Greenway	Harper Ave to Morganton Blvd	Multi-Use Path Extension	PE	2023	\$306,250	\$245,000	\$61,250
							ROW	2024	\$281,250	\$225,000	\$56,250
							CON	2025	\$1,580,250	\$1,264,200	\$316,050
New	BL-XXXX	Catawba	City of Hickory	Springs Rd NE Sidewalks	Sandy Ridge Rd to McDonald Pkwy	Thoroughfare Sidewalks	PE	2023	\$437,500	\$350,000	\$87,500
							ROW	2025	\$312,500	\$250,000	\$62,500
							CON	2027	\$3,000,000	\$2,400,000	\$600,000
New	BL-XXXX	Catawba	City of Hickory	Aviation Walk Connector	Clement Blvd to 17th St NW	Multi-Use Path Extension	PE	2023	\$187,500	\$150,000	\$37,500
							ROW	2024	\$312,500	\$250,000	\$62,500
							CON	2025	\$1,500,000	\$1,200,000	\$300,000
New	BL-XXXX	Catawba	Town of Maiden	Island Ford Rd Sidewalks	Extend south of Don's Grill	Thoroughfare Sidewalks	PE	2023	\$506,250	\$405,000	\$101,250
							ROW	2025	\$625,000	\$500,000	\$125,000
							CON	2027	\$1,062,500	\$850,000	\$212,500

COUNTY(S)	ROUTE/CITY	DESCRIPTION	DIVISION(S)	PROJECT ID	STI CATEGORY FUNDED	CURRENT STATUS	TOTAL STI FUNDS
CATAWBA	I-40	SR 1007 (LENOIR RHYNE BOULEVARD) INTERCHANGE. CONSTRUCT INTERCHANGE IMPROVEMENTS.	12	I-5716	STATEWIDE MOBILITY	2026	\$8,500,000
CATAWBA, CALDWELL, BURKE	US 321	NORTH OF US 70 IN HICKORY TO US 321A	11, 12, 13	U-4700A	STATEWIDE MOBILITY	2025	\$244,315,000
<b>STATEWIDE</b>	<b>I-40, US 321</b>	<b>STATEWIDE</b>	<b>11, 12, 13</b>	<b>TOTAL</b>	<b>\$120M</b>	<b>-\$132,815,000</b>	<b>\$252,815,000</b>
IREDELL, CATAWBA	NC 150	EAST OF SR 1840 (GREENWOOD ROAD) IN CATAWBA COUNTY TO WEST OF SR 1303/SR 1180 (PERTH ROAD/DOOLIE ROAD) IN IREDELL COUNTY. WIDEN TO 4-LANES. SR 1383/SR 1180 TO US 21 IN IREDELL COUNTY. WIDEN TO 6-LANES.	12	R-2307B	REGION F	2025	\$167,198,000
<b>REGION F</b>	<b>US and NC Hwys</b>	<b>REGION F</b>	<b>11, 12</b>	<b>TOTAL</b>	<b>\$88M</b>	<b>-\$79,198,000</b>	<b>\$167,198,000</b>
BURKE	US and NC Hwys	No such projects in 2024-2033 STIP	13	N/A	REGION G	N/A	\$0
<b>REGION G</b>	<b>US and NC Hwys</b>	<b>REGION G</b>	<b>13</b>	<b>TOTAL</b>	<b>\$44M</b>	<b>\$44,000,000</b>	<b>\$0</b>
CALDWELL	US 321	SR 1002 (DUDLEY SHOALS ROAD) GRADE SEPARATION. CONSTRUCT RAMP ONTO US 321 SOUTHBOUND.	11	U-6161	DIVISION 11	2028	\$5,000,000
CALDWELL	US 321 ALT	SR 1109 (PINEWOOD ROAD) TO SR 1106 (DUKE STREET). UPGRADE ROADWAY.	11	U-6034	DIVISION 11	2026	\$26,400,000
CALDWELL	SR 1001 (CONNELLY SPRINGS ROAD)	CATAWBA RIVER TO SR 1933 (SOUTH-WEST BOULEVARD)	11	R-3430C	DIVISION 11	2027	\$78,509,000
CALDWELL	SR 1130 (CAJAH MOUNTAIN ROAD)	SR 1001 (CONNELLY SPRINGS ROAD) TO US 321A. MODERNIZE ROADWAY.	11	U-6157	DIVISION 11	2025	\$49,236,000
<b>DIVISION 11</b>	<b>Secondary Routes</b>	<b>DIVISION 11</b>	<b>13</b>	<b>TOTAL</b>	<b>\$44M</b>	<b>-\$115,145,000</b>	<b>\$159,145,000</b>
ALEXANDER	US 64	US 64 AND SR 1124. ADD LEFT TURN LANE ON WESTBOUND US 64/NC 90	12	U-6041	DIVISION 12	2025	\$2,050,000
ALEXANDER, CATAWBA	NC 127	SR 1400 (CLONINGER MILL ROAD) TO SR 1137 (RINK DAM ROAD).	12	R-3603A	DIVISION 12	2026	\$50,000,000
CATAWBA	SR 1005 (STARTOWN ROAD)	US 70 to Trivium widen to multi-lanes	12	R-5113	DIVISION 12	2026	\$32,100,000
CATAWBA	SR 1124 (33RD STREET SW)	SR 1124 (33RD STREET SW) AND (34TH STREET NW). REALIGN INTERSECTION.	12	U-6042	DIVISION 12	2027	\$4,900,000
<b>DIVISION 12</b>	<b>Secondary Routes</b>	<b>DIVISION 12</b>	<b>12</b>	<b>TOTAL</b>	<b>\$88M</b>	<b>-\$1,050,000</b>	<b>\$89,050,000</b>
BURKE	I-40	EXIT 118 - SR 1761 (OLD NC 10). CONTRUCT INTERCHANGE IMPROVEMENTS.	13	I-5990	DIVISION 13	2025	\$13,200,000
<b>DIVISION 13</b>	<b>Secondary Routes</b>	<b>DIVISION 13</b>	<b>13</b>	<b>TOTAL</b>	<b>\$44M</b>	<b>\$30,800,000</b>	<b>\$13,200,000</b>
<b>STI FUNDS</b>	<b>Highways and Roads</b>	<b>ALL ABOVE PROJECTS</b>	<b>11, 12, 13</b>	<b>TOTAL</b>	<b>\$428M</b>	<b>-\$253,408,000</b>	<b>\$681,408,000</b>

### Draft 2030 Horizon-Year Projects

COUNTY(S)	ROUTE/CITY	DESCRIPTION	DIVISION(S)	PROJECT ID	STI CATEGORY FUNDED	CURRENT STATUS	TOTAL STI FUNDS
BURKE	I-40	US 64 (BURKEMONT ROAD). IMPROVE INTERCHANGE.	13	I-5009	REGION G	WILL BE REPRIORITIZED	\$48,700,000
CALDWELL	US 321	Upgrade intersection	13	P6	NOT FUNDED	P6	\$4,133,000
CATAWBA	I-40	US 321 TO SR 1476 (FAIRGROVE CHURCH ROAD). WIDEN TO SIX LANES.	12	I-5991A	STATEWIDE MOBILITY	WILL BE REPRIORITIZED	\$69,900,000
<b>STATEWIDE</b>	<b>I-40, US 321</b>	<b>STATEWIDE</b>	<b>11, 12, 13</b>	<b>TOTAL</b>	<b>\$120M</b>	<b>-\$2,733,000</b>	<b>\$122,733,000</b>
CATAWBA, LINCOLN	NC 150	RELOCATED NC 16 (STIP PROJECT R-2206) TO EAST OF SR 1840 (GREENWOOD ROAD). WIDEN TO 4-LANES WITH A BYPASS OF THE TERRELL HISTORIC DISTRICT.	12	R-2307A	REGION F	WILL BE REPRIORITIZED	\$216,001,000
<b>REGION F</b>	<b>US and NC Hwys</b>	<b>REGION F</b>	<b>11, 12</b>	<b>TOTAL</b>	<b>\$88M</b>	<b>-\$128,001,000</b>	<b>\$216,001,000</b>
BURKE	US 64 (BURKEMONT AVENUE)	US 70 (W. FLEMING DRIVE) INTERSECTION. IMPROVE INTERSECTION.	13	U-6123	NOT FUNDED	WILL BE REPRIORITIZED	\$11,900,000
BURKE	US 70 (Carbon City Blvd)	Modernize by adding lane width, shoulders, and turn lanes	13	P6	NOT FUNDED	P6	\$5,329,000
BURKE	NC 181	SR 1440 TO SR 1419. WIDEN TO 3-LANES.	13	U-5978	NOT FUNDED	WILL BE REPRIORITIZED	\$22,910,000
<b>REGION G</b>	<b>US and NC Hwys</b>	<b>REGION G</b>	<b>13</b>	<b>TOTAL</b>	<b>\$44M</b>	<b>\$3,861,000</b>	<b>\$40,139,000</b>
CALDWELL	SR 1310 (Abington Rd)	Modernize by adding lane width, shoulders, and turn lanes	11	P6	NOT FUNDED	P6	\$4,547,000
CALDWELL	SR 1115 (Dry Ponds Rd)	US 321A to SR 1001 (Connelly Springs Rd) Upgrade two-lane roadway and construct new connection to Pinewood Rd	11	P6	NOT FUNDED	P6	\$40,100,000
<b>DIVISION 11</b>	<b>Secondary Routes</b>	<b>DIVISION 11</b>	<b>13</b>	<b>TOTAL</b>	<b>\$44M</b>	<b>-\$647,000</b>	<b>\$44,647,000</b>
ALEXANDER	SR 1137 (Rink Dam Rd) / SR 1135 (Wayside Church Rd) / SR 1134 (Friendship Church Rd)	Modernize by adding lane width, shoulders, and turn lanes	12	P6	NOT FUNDED	P6	\$19,764,000
ALEXANDER	SR 1150 (Teague Town Rd) / SR 1124 (Church Rd) / SR 1131 (Alspaugh Dam Rd)	Modernize by adding lane width, shoulders, and turn lanes	12	P6	NOT FUNDED	P6	\$17,820,000
CATAWBA	SR 1149 (Conover Startown Road)	Realign offset intersections by constructing a roundabout.	12	P6	NOT FUNDED	P6	\$7,560,000
CATAWBA	SR 1534 (Lenoir-Rhyne Blvd)	Construct median to provide access management along roadway	12	P6	NOT FUNDED	P6	\$23,968,000
CATAWBA	SR 1709 (Rock Barn Rd)	Widen to 3-lane roadway	12	P6	NOT FUNDED	P6	\$15,917,000
<b>DIVISION 12</b>	<b>Secondary Routes</b>	<b>DIVISION 12</b>	<b>12</b>	<b>TOTAL</b>	<b>\$88M</b>	<b>\$2,971,000</b>	<b>\$85,029,000</b>
BURKE	SR 1001 (Malcolm Blvd / Connelly Springs Rd)	Widen to 4-lane divided and construct parallel river bridge	13	P6	NOT FUNDED	P6	\$66,400,000
<b>DIVISION 13</b>	<b>Secondary Routes</b>	<b>DIVISION 13</b>	<b>13</b>	<b>TOTAL</b>	<b>\$44M</b>	<b>-\$22,400,000</b>	<b>\$66,400,000</b>
<b>STI FUNDS</b>	<b>Highways and Roads</b>	<b>ALL ABOVE PROJECTS</b>	<b>11, 12, 13</b>	<b>TOTAL</b>	<b>\$428M</b>	<b>-\$146,949,000</b>	<b>\$574,949,000</b>

### Draft 2040 Horizon-Year Projects

COUNTY(S)	ROUTE/CITY	DESCRIPTION	DIVISION(S)	PROJECT ID	STI CATEGORY FUNDED	CURRENT STATUS	TOTAL STI FUNDS
BURKE	I-40	SR 1712 (DREXEL ROAD). - EXIT 107 - UPGRADE INTERCHANGE.	13	I-5875	REGION G	WILL BE REPRIORITIZED	\$29,300,000
BURKE	I-40	SR 1734 (CAROLINA STREET SE)/SR 1826 - EXIT 111. REVISE INTERCHANGE.	13	I-5008	REGION G	WILL BE REPRIORITIZED	\$37,400,000
CATAWBA	I-40	Exit 128 to Exit 132. Widen expresway to six lanes	12	I-5991A	NOT FUNDED	P6	\$90,800,000
<b>STATEWIDE</b>	<b>I-40, US 321</b>	<b>STATEWIDE</b>	<b>11, 12, 13</b>	<b>TOTAL</b>	<b>\$120M</b>	<b>-\$37,500,000</b>	<b>\$157,500,000</b>
ALEXANDER	NC 16	CATAWBA RIVER TO US 64 IN TAYLORSVILLE. UPGRADE AND MODERNIZE TWO-LANE ROADWAY.	12	U-6151	NOT FUNDED	WILL BE REPRIORITIZED	\$75,800,000
CALDWELL	US 64 / NC 18 (Morganton Blvd)	SR 1143 (Rocky Rd) to Benfield Pl. Widen to 3-lane roadway.	11	P6	NOT FUNDED	P6	\$11,655,000
<b>REGION F</b>	<b>US and NC Hwys</b>	<b>REGION F</b>	<b>11, 12</b>	<b>TOTAL</b>	<b>\$88M</b>	<b>\$545,000</b>	<b>\$87,455,000</b>
BURKE	NC 126	Modernize from Watermill Rd to Fish Hatchery Rd	13	U-6164	NOT FUNDED	WILL BE REPRIORITIZED	\$31,301,000
BURKE	NC 126	Modernize from Independence Blvd to Watermill Rd	13	P6	NOT FUNDED	P6	\$23,100,000
<b>REGION G</b>	<b>US and NC Hwys</b>	<b>REGION G</b>	<b>13</b>	<b>TOTAL</b>	<b>\$44M</b>	<b>-\$10,401,000</b>	<b>\$54,401,000</b>
CALDWELL	SR 1002 (Dudley Shoals Rd)	Modernize by adding lane width, shoulders, and turn lanes	11	P6	NOT FUNDED	P6	\$11,767,000
CALDWELL	SR 1751 (Grace Chapel Rd)	Modernize by adding lane width, shoulders, and turn lanes	11	P6	NOT FUNDED	P6	\$10,895,000
<b>DIVISION 11</b>	<b>Secondary Routes</b>	<b>DIVISION 11</b>	<b>13</b>	<b>TOTAL</b>	<b>\$44M</b>	<b>\$21,338,000</b>	<b>\$22,662,000</b>
CATAWBA	SR 1476 (Fairgrove Church Rd)	I-40 to Tate Blvd. Widen to four-lane divided	12	P6	NOT FUNDED	P6	\$27,695,000
CATAWBA	SR 1453 (16TH STREET NE, 12TH AVE NE, SPRINGS ROAD)	9TH AVENUE NE TO SR 1504 (CHARLOTTE STREET). CONSTRUCT ACCESS MANAGEMENT IMPROVEMENTS.	12	U-6176	NOT FUNDED	WILL BE REPRIORITIZED	\$49,600,000
<b>DIVISION 12</b>	<b>Secondary Routes</b>	<b>DIVISION 12</b>	<b>12</b>	<b>TOTAL</b>	<b>\$88M</b>	<b>\$10,705,000</b>	<b>\$77,295,000</b>
BURKE	I-40	SR 1142 (JAMESTOWN ROAD) - EXIT 100. UPGRADE INTERCHANGE.	13	I-5874	REGION G	WILL BE REPRIORITIZED	\$33,200,000
BURKE	SR 1803 (Johnson Bridge Rd)	Modernize 2-lane roadway	13	P6	NOT FUNDED	P6	\$5,604,000
<b>DIVISION 13</b>	<b>Secondary Routes</b>	<b>DIVISION 13</b>	<b>13</b>	<b>TOTAL</b>	<b>\$44M</b>	<b>\$5,196,000</b>	<b>\$38,804,000</b>
<b>STI FUNDS</b>	<b>Highways and Roads</b>	<b>ALL ABOVE PROJECTS</b>	<b>11, 12, 13</b>	<b>TOTAL</b>	<b>\$428M</b>	<b>-\$10,117,000</b>	<b>\$438,117,000</b>

## Draft 2050 Horizon-Year Projects



# Draft Highway Plan Scenario

**Horizon Year 2030**

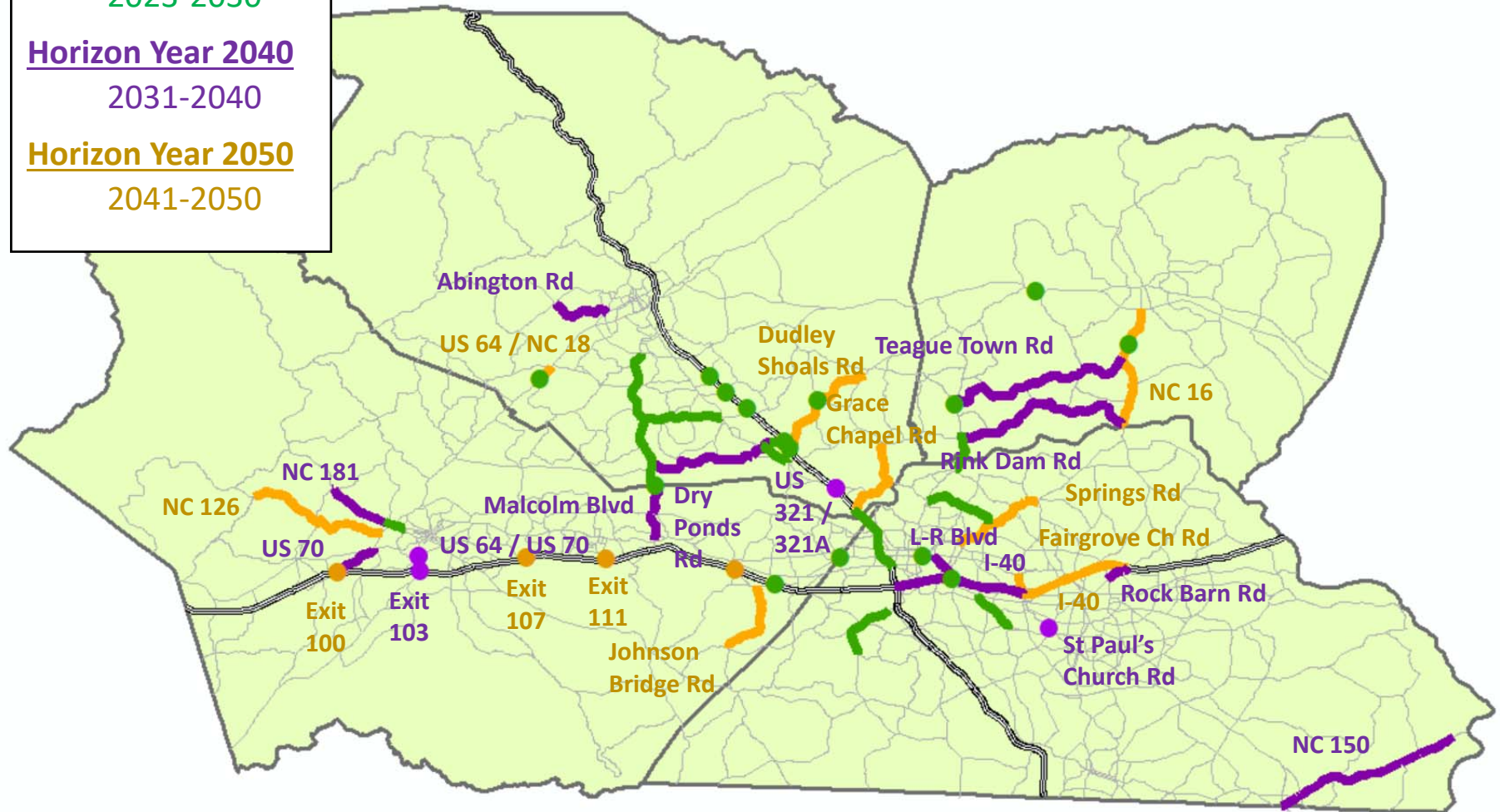
2023-2030

**Horizon Year 2040**

2031-2040

**Horizon Year 2050**

2041-2050



Greater Hickory MPO  
Caldwell Co. Update  
JUNE 2022

<b>Division 11 Projects Under Development – Caldwell Co.</b>						
<u>TIP</u>	<u>ROUTE</u>	<u>DESCRIPTION</u>	<u>ROW YEAR</u>	<u>CONST YEAR</u>	<u>PROJECT COST</u>	<u>Status</u>
U-4700CA	US 321	SR 1160 (MOUNT HERMAN ROAD). UPGRADE INTERSECTION TO SUPERSTREET DESIGN. - WITHIN THE LIMITS OF U-4700 C.	2020	2023	\$4,100,000	Acquiring R/W
U-4700CB	US 321	AT SR 1809/1952 (PINE MOUNTAIN ROAD). UPGRADE INTERSECTION TO SUPERSTREET DESIGN.	2020	2023	\$9,3200,000	Acquiring R/W
U-4700CC	US 321	AT SR 1108 (MISSION ROAD). UPGRADE INTERSECTION TO SUPERSTREET DESIGN	2020	2023	\$6,000,000	Acquiring R/W
U-6033	US 64/NC18	UPGRADE INTERSECTION AT CALICO ROAD.	2020	2023	\$2,249,000	Acquiring R/W
U-6034	US 321 ALT	DUKE STREET TO PINEWOODS ROAD	2024	2026	\$26,400,000	R/W 2024
U-6035	SR 1002 (DUDLEY SHOALS ROAD)	CONSTRUCT ROUNDABOUT AT GRACE CHAPEL/CAMPGROUND/PEACH ORCHARD ROAD)	2019	2022	\$1,030,000	Let June 2022
U-6036	SR 1109 (PINEWOODS RD)	US 321 TO BERT HUFFMAN ROAD. UPGRADE ROADWAY.	2019	2023	\$7,350,000	2023
U-6157	SR 1130 (CAJAH MOUNTAIN ROAD)	SR 1001 (CONNELLY SPRINGS ROAD) TO US 321A MODERNIZE ROADWAY	2023	2025	\$48,800,000	2023
U-6161	US 321	SR 1002 (DUDLEY SHOALS ROAD) GRADE SEPARATION. CONSTRUCT RAMP ONTO US 321 SOUTHBOUND.	2026	2028	\$10,000,000	Paused
R-3430C	SR 1001 (CONNELLY SPRINGS RD)	FROM CATAWBA RIVER TO SR 1933 (SOUTH-WEST BOULEVARD). MODERNIZE ROADWAY TO INCLUDE BICYCLE AND PEDESTRIAN ACCOMMODATIONS.	2026	2029	N/A	Preliminary
BP11.R001	NC 268	Replace Bridge 029 over Yadkin River	2022	2/2023	N/A	On Schedule
HF-0003	SR 1328 (BROWN MOUNTAIN BEACH ROAD)	WIDEN ROADWAY TO 20 FEET IN FIVE LOCATIONS ALONG WILSON CREEK.	2022	2024	\$1.6 M	Finalizing Plans

Greater Hickory MPO  
Caldwell Co. Update  
JUNE 2022

<u>Contract Number</u>	<u>TIP#</u>	<u>Route</u>	<u>Location Description</u>		<u>Contractor</u>	<u>Construction Progress %</u>	<u>Completion Date</u>
DK00259	R-5775	US-321	IMPROVE INTERSECTION AT US 321 (HICKORY BLVD) AND SR 1109 (PINEWOOD ROAD EXT)		TRI-COUNTY PAVING INC	0 %	4/22
DK00262		VARIOUS	VARIOUS PRIMARY AND SECONDARY ROUTES		MAYMEAD	70 %	10/21
DK00289		VARIOUS	VARIOUS SECONDARY ROUTES THROUGHOUT DIVISION 11		MAYMEAD	36 %	10/22
DK00295		VARIOUS	ASPHALT SURFACE TREATMENT (AST)		MAYMEAD	9 %	12/22
DK00304		VARIOUS	Resurfacing, Milling, Shoulder Reconstruction, and Pavement Markings		MAYMEAD	57 %	10/22
DK00312		US 321 SB	Structure Preservation BRIDGE NO. 130367 ON US 321SB OVER LAKE HICKORY		NHM CONSTRUCTORS LLC	35 %	12/22

## June 2022 Progress Report for Division 12 Projects in GHMPO

### Active Construction Projects

Contract/ TIP #	County	Route	Project Description	Status	% Complete
R-5870/ DL00202	Alexander	Industrial Access Road	Construct access road into Alexander Industrial Park from White Plains Road to W.E. Baab Road (0.492 miles). Project funded with Appalachian Regional Commission funds awarded through EDC grant application.	Underway. Grading work is continuing. Nearing Completion.	76.0%
DL00220	Alexander	SR 1347 (Old NC 90) and Duck Creek	Bridge Replacement.	Underway.	93.5%
R-3100 A & B/ C203800	Catawba	NC 16	Widen from 2 to 4 lanes A section from SR 1859 (Tower Road) to SR 1814 (Caldwell Rd) B section from SR 1814 (Caldwell Rd) SR 1801 (Claremont Road). Completion date December 2022.	Underway. Traffic switched to outside lanes so work on the inside can be completed. Project is in Phase III on A and B sections. Final paving and grading is ongoing.	90.0%
C204403	Catawba	Various	Paving - one section of NC 127, one section of NC 10, three sections of NC 16 Bus and 26 sections of secondary roads. Total length 40.289 miles.	Underway.	50.7%
DL00234	Catawba	Various Secondary Roads	Resurfacing for 22.05 miles.	Underway.	3.9%
DL00254	Catawba	Intersection of US 70 and SR 2375 (Bumgarner Industrial Dr)	Signal Replacement.	Underway.	8.0%
DL00227	Catawba and Lincoln	Various Secondary Roads	Resurfacing for 23.73 miles.	Underway.	52.5%

## Active Projects Under Development

Contract/ TIP #	County	Route	Project Description	Status	% Complete
U-4700 A	Catawba	US 321	Widen to six lanes from north of US 70 in Hickory to US 321A. Length 3.2 miles.	Right-of-Way acquisition underway. Work on multiple disciplines also underway. The projected schedule for Construction in 2025.	NA
U-5777	Catawba	NC 127	Add turn lanes from 1st Ave SE to 2nd Ave SE.	Redesigning to shorten turn lane to reduce impacts to adjacent properties and reducing vertical profile to save cost and facilitate constructability. Let date revised to September 2024	NA
R-5762	Alexander	SR 1609 County Home Road	Construct Intersection Improvements. Realign to a T intersection by moving intersection to the South.	Project was let February 22, 2022. All bids came in too high and were rejected. The project is scheduled to be relet at the end of June 2022.	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. Currently exploring value engineering opportunities.	NA

Note: Right of Way and Construction Schedules shown are from the Draft 2024-2033 STIP.

# NCDOT TPD NEWS



NCDOT TPD GHMPO Newsletter

May 2022

## Traffic Forecasts (TF)

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

## Statewide Public Involvement Plan

The Statewide Public Involvement Plan provides necessary guidance for conducting public involvement for NCDOT Transportation projects. The NCDOT's Environmental Analysis Unit is seeking comments for its statewide Public Involvement Plan by asking the public to participate in a brief survey: [Statewide Public Involvement Plan - PublicInput.com](https://www.ncdot.gov/Statewide-Public-Involvement-Plan-PublicInput.com). The draft plan can be found at [statewide-public-involvement-plan.pdf \(ncdot.gov\)](https://www.ncdot.gov/statewide-public-involvement-plan.pdf)

## NCDOT TPD GHMPO Staff Change

It is with a heavy heart that I announce that I am moving to a new position within NCDOT Transportation Planning Division (TPD). I have enjoyed working with each of you and will miss you. James Upchurch, supervisor of the Mountains Planning Group ([jhupchurch@ncdot.gov](mailto:jhupchurch@ncdot.gov); (919)707-0928) will be the GHMPO TPD coordinator until my position is filled. James has many years of experience with NCDOT and will be able to answer any of your questions.

My contact information will remain the same, so please don't hesitate to reach out to me if you feel I can assist you in any way, or if you just want to say "hi".

## Operation Firecracker

From June 27-July 10, the Governor's Highway Safety Program is conducting Operation Firecracker, as part of its Booze It and Lose It campaign to discourage impaired driving around the July 4th holiday.

## New Flood Warning System for Roads

NCDOT is better prepared to help travelers this hurricane season with the installation of a state-of-the-art flood warning system.

This new system will allow NCDOT to analyze, map and communicate flood risks in real time and covers 15,000 bridges and culverts and 3,000 miles of state-maintained roads.

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

*- NCDOT Mission Statement*

## FHWA News

On May 31, the GHMPO received the FHWA 2022 Certification Review Report for the GHMPO. The planning process for the GHMPO has been approved for four more years. There are recommendations for tasks that could help improve the process.

## Miscellaneous Links

[FHWA's Bipartisan Infrastructure Law \(BIL\) website](#) serves as a one-stop shop for FHWA's implementation of the law, including information on funding, assistance, education, and guidance.

[U.S. DOT's Equity website](#) provides plans and resources for delivering a more equitable transportation system.

[FHWA's Office of Planning, Environment, and Realty Research \(HEP\) Virtual Booth](#) visually highlights key projects and resources from HEP.

# Draft 10-Year Transportation Plan Up for Review

A draft of the state's next long-range transportation improvements plan (STIP) is now available for public review.

The State Transportation Improvement Program, or STIP, is the N.C. Department of Transportation's guide that shows how and when transportation projects are expected to be funded over the next 10 years. Projects scheduled in the first five years are generally considered to be committed, while those on the latter half of the schedule are subject to be re-evaluated when the next STIP is developed.

People can view the draft 2024-33 document at [www.ncdot.gov](http://www.ncdot.gov). There will be upcoming opportunities for the public to comment on the draft in person and online.

## Contact Us

Pam R. Cook, PE

### NCDOT TPD

1 S. Wilmington Street  
Raleigh, NC  
(919) 707-0975  
(919) 880-4992  
[prcook@ncdot.gov](mailto:prcook@ncdot.gov)

Visit us on the web  
[www.ncdot.gov](http://www.ncdot.gov)

Upcoming	Date
TPD approves FY 23 UPWPs	June 29, 2022
State Fiscal Year 2023 begins	July 1, 2022
Last Date to submit 4th Quarter 5303 Claim (April 1, 2022-June 30, 2022); IMD Provides MPO 5303 planning funds allocations for FY 23 and application instructions	July 30, 2022

### NCDOT Statewide Plans:

To learn more, click on the following links:

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

### Other Plans:

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

### Helpful Links:

Click on links below to learn more:

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

## Workplaces Can Apply for State Rebates for Level 2 Electric Vehicle Chargers

The Department of Environmental Quality's Division of Air Quality (DAQ) today released the Request for Proposals (RFP) for Level 2 Workplace Program rebates under the Volkswagen Mitigation Plan. The RFP details how employers can apply for the \$489,544 available to fund the installations of light-duty zero-emission vehicle (ZEV) Level 2 charging stations for their employees' or fleet vehicles.

Rebates will be awarded to enhance and extend the current ZEV infrastructure network in North Carolina to increase the use of clean ZEVs and improve air quality by significantly reducing emissions of NOx and greenhouse gases.

Eligible applicants include local and federal government agencies and nonprofit or private employers with at least 5 or more year-round and full-time employees or with at least one electric vehicle in their organization's vehicle fleet. Rebates will reimburse workplaces up to 60% of the cost to install new Level 2 chargers up to a maximum rebate of \$25,000 (\$3,000 per charging port). Rebates will be awarded on a first-come, first-served basis to qualifying applicants until all funds are exhausted.

Please note: The application will open in the DAQ Grants Management System on July 25, 2022. A PDF version of the application has been made available on the program webpage for applicants to prepare all required materials for the online application.

Applicants are encouraged to register for access to the Grants Management System prior to July 25. Specific instructions on how to register for the Grant Management System and submit an application are detailed in the [RFP](#). After the application opens in the Grants Management System, DAQ will accept applications for the Level 2 Workplace Program until funds are exhausted.

The Division will hold a webinar June 20 to review the Grants Management System and an informational webinar June 27 to discuss the Level 2 Workplace Program RFP. Information regarding applications, eligibility and the registration for DAQ's online information sessions will all be located on the Division's website, <https://deq.nc.gov/VW-Level2-Workplace-RFP>.

If you have any questions about the RFP or application process, please contact DEQ at [daq.NC\\_VWGrants@ncdenr.gov](mailto:daq.NC_VWGrants@ncdenr.gov) with subject title line: "Level 2 Workplace RFP" prior to submitting your application and in advance of the submission deadline.

The Level 2 Workplace Program is the final funding program of Phase 2 of the VW Mitigation Plan, which covers the remaining \$68 million of the state's share of a national settlement with the automaker. DEQ is allocating the full 15% (\$10,198,826) allowed in the VW State Trust Agreement for ZEV charging infrastructure projects under Phase 2.

Additional settlement funds will support the replacement of diesel vehicles with newer, cleaner alternatives. The schedule for all Phase 2 programs is