



January 31, 2024

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

Dear Mr. Alavi:

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

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

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

Sincerely,

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

Averi Ritchie
MPO Manager / TAC Secretary
Greater Hickory MPO

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

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

PREPARED BY:

WESTERN PIEDMONT COUNCIL OF GOVERNMENTS

IN COOPERATION WITH:

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

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

ADOPTED – February 28, 2024

TABLE OF CONTENTS

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

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

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

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

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

July 1, 2024 to June 30, 2025

Introduction

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

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

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

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

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

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

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

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

GHMPO 2025 UPWP Narrative

UPWP Overview

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

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

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

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

Federal Requirements

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

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

Metropolitan Planning Factors & Federal Requirements

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

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

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

Planning Emphasis Areas for 2025 UPWP

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

Public Participation and Title VI

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

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

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

Metropolitan Transportation Plan

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

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

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

Transportation Improvement Program (TIP)

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

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

Transportation Management Area

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

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

Air Quality Conformity Process

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

II-A Data and Planning Support

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

Programmed Amount: \$110,127

18.01% of Staff Budget

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

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

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

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

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

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

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

II-B Planning Process

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

Programmed Amount: \$192,160

31.44% of Staff Budget

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Funding (100% federal):

Locally Administered Project Program (LAPP) Coordination:

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

A consultant will be used to:

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

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

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

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

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

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

III-A Unified Planning Work Program

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

Programmed Amount: \$22,786

3.72% of Staff Budget

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

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

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

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

III-B Transportation Improvement Program

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

Programmed Amount: \$ 45,570

7.46% of Staff Budget

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

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

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

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

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

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

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

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

Programmed Amount: \$87,342

14.29% of Staff Budget

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

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

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

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

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

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

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

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

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

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

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

III-D. Statewide and Extra-Regional Planning

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

Programmed Amount: \$53,165

8.7% of Staff Budget

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

- Coordinate with other regional, state and federal agencies involved in transportation planning activities; monitor federal and state legislation.
 - Coordinate with adjacent MPOs, transit-providers, and other agencies.
 - Participate in the North Carolina Association of MPOs and attend ongoing statewide meetings to discuss transportation planning issues.
 - Participate in working groups, subcommittees, or task forces associated with NCDOT or other government agencies or statewide professional associations.
 - Continue working with NCDOT's Statewide Bicycle and Pedestrian Planning Grant Review Committee.
-
- Assist in streamlining transit (passenger sampling, updating the interactive map for greenway transportation, and creating a real-time transit application).
 - Encourage projects eligible for carbon reduction program funds
 - Use the Community Health and Disaster Mitigation Explorer Tool to aid public officials, NCDOT and others in the effort to coordinate regional planning (focus on environmentally sensitive areas) and
 - Use the scores in the natural environment chapter of the MTP to evaluate projects
 - Host the Air and Water Quality Conference annually

III-E. Management and Operations

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

Programmed Amount: \$100,000

16.36% of Staff Budget

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

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

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

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

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



Western Piedmont Council of Governments

Creative Regional Solutions Since 1968

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

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

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

FTA TASK NARRATIVE TABLE

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

Programmed Funds 12.27% of 5303 federal amount

FTA TASK NARRATIVE TABLE

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

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

Programmed Funds 9.55% of 5303 federal amount

FTA TASK NARRATIVE TABLE

I- MPO	Greater Hickory MPO
2- FTA Code	442301
3- Task Code	II-B-2
4- Title	Regional Planning - System Level
5- Task Objective	Continue Passenger Sampling Data Collection.
6- Tangible Product Expected	
	The Federal Transit Administration (FTA) requires reporting of Passenger Miles Traveled or PMT for transit systems in the US including Greenway Public Transportation. PMT measures transit service and is a component of urbanized area apportionments. Since collecting PMT for each van and bus trip would be impractical, collecting PMT data from a random sample is a good way to estimate the total PMT. Since the addition of the Burke County transit routes (considered a major change to transit service by FTA), sample data collection has increased. The planned service change for Catawba County will sustain this need into the next fiscal year, including 50% more samples than prior years.
7- Expected Completion Date of Products	Passenger Sampling Data Ongoing
8- Previous Work	The MPO had performed passenger sampling data collection and analysis for the past
9- Prior FTA Funds	eight years. FY24 - \$21,789
10- Relationship	The MPO will work with Greenway Transportation and NCDOT.
11- Agency	The MPO will continue to collect passenger sampling data. 5307 funds are for passenger sampling fieldwork. 5303 funds are all other tasks.
12- HPR - Highway - NCDOT 20%	
13- HPR - Highway - F11WA 80%	
14- Section 104 (f) PI, Local 20%	
15- Section 104 (f) P I FHWA 80%	
16- Section 5303 Local 10%	\$2,935.00
17- Section 5303 NCDOT 10%	\$2,935.00
18- Section 5303 FTA 80%	\$23,480.00
19- Section 5307 Transit - Local 10%	\$1,987.00
20- Section 5307 Transit - NCDOT 10%	\$1,987.00
21- Section 5307 Transit - FTA 80%	\$15,898.00
22- Additional Funds - Local 100%	

Programmed Funds 35.27% of 5303 federal amount

FTA TASK NARRATIVE TABLE

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

Programmed Funds 8.05% of 5303 federal amount

FTA TASK NARRATIVE TABLE

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

FTA TASK NARRATIVE TABLE

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

Programmed Funds 8.18% of 5303 federal amount

FTA TASK NARRATIVE TABLE

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

Programmed Funds 17.13% of 5303 federal amount

Anticipated DBE Contracting Opportunities for FY 2024-2025

Name of MPO: Greater Hickory MPO

 X Check here if no anticipated DBE opportunities

Person Completing Form: Averi Ritchie

Telephone Number: (828) 485-4248

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

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

Appendix 1. Explanation of Funding Sources in the UPWP

Overview

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

Metropolitan Planning Funds

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

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

Safe and Accessible Transportation Options - PL 104(f)

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

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

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

Section 5303 Funds

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

State Planning and Research (SPR) Funds

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

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

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

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

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

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

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

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

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

		<u>2023-2024 FY Budget</u>
Total Indirect Annual Salaries	\$	578,519
Total Indirect Fringe Benefits at 50.5% of Salary	\$	292,152
Professional Services	\$	47,985
Travel	\$	58,500
Occupancy	\$	148,695
Operating Expense	\$	865,235
Total Indirect Expenditures	\$	1,991,086
Total Salary Costs	\$	4,877,171.00
Less Total Indirect Salaries	\$	578,519.00
Total Direct Salaries	\$	4,298,652
Indirect Rate Calculation		
Total Indirect Expenditures	=	\$ 1,991,086.10
<hr style="width: 100%; border: 0.5px solid black;"/>		<hr style="width: 100%; border: 0.5px solid black;"/>
Total Direct Salaries + Fringe Benefits		\$ 6,760,673.45
		29.5%

7/1/2023



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



RESOLUTION CONFIRMING TRANSPORTATION PLANNING PROCESS

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

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

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

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

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

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

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

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

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

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

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

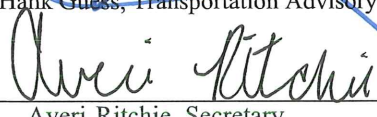
WHEREAS, the Greater Hickory Metropolitan Transportation Improvement Program is a subset of currently conforming Greater Hickory Urban Area Transportation Plan;

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

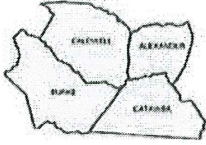
NOW THEREFORE, be it resolved that the Greater Hickory Metropolitan Transportation Advisory Committee certifies the transportation planning process for the Greater Hickory Metropolitan Planning Organization of this the 28th day of February, 2024.



Hank Guess, Transportation Advisory Committee Vice Chair



Averi Ritchie, Secretary
Transportation Advisory Committee



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



GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION

**RESOLUTION ADOPTING THE PLANNING
WORK PROGRAM FOR FY 2025**

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

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

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


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

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

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

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

ADOPTED: This 28th day of February, 2024



Hank Guess, Vice Chair
Transportation Advisory Committee



Averil Ritchie, Secretary
Greater Hickory MPO