



Western Piedmont Council of Governments

Creative Regional Solutions Since 1968

1880 Second Avenue NW | Hickory, NC 28601
PO Box 9026 | Hickory, NC 28603
828.322.9191 | Fax: 828.322.5991 | www.wpcog.org

February 16, 2023

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 2024. This UPWP was adopted by the MPO's Transportation Advisory Committee on March 22, 2023.

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 \$59,889. 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,

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

**AMENDED - UNIFIED
PLANNING WORK PROGRAM
FOR TRANSPORTATION
PLANNING FOR THE
HICKORY URBAN AREA
2023-2024**

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 – March 22, 2023

AMENDED - May 24, 2023

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, 2024-2028

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)	GIS Development	Air and Water Quality Initiatives	Targeted Planning Projects	Transportation Alternatives Planning Projects	Transit
FY 2023-24	FTA	ADA Plan - Inventory Collection; Administration support		Update transportation improvement program as needed		Maintain; Update maps as needed; EJ and Title VI Mapping – expand service to underserved areas		EJ and Title VI Mapping – expand service to underserved areas; Micro-transit expansion and marketing	LAPP call and selection of projects for local governments	Passenger Sampling Collection; 5310 application review, as needed; Special Studies
	FHWA	25-26 Draft January; Final March; PIP update; EJ and Title VI; Plan update; MOU update	Final MTP and Adoption	Comments and adoption of 2024-2033 STIP/Prioritization 7.0 points assigned	Collect Data; Traffic Count Analysis	Maintain; Update maps as needed;	Air Quality Conference; Water Quality Conference	Begin Regional Bike/Pedestrian Plan, Potential Corridor Plan; Congestion Management Plan update	LAPP call and selection of projects for local governments/ MAC walk audits and coordination	
FY 2024-25	FTA	ADA Plan – Transition Plan and adoption; Administration support		Update transportation improvement program as needed		Maintain; Update maps as needed			Support Micro-transit expansion; LAPP call and selection of projects for local governments	Passenger Sampling Collection; 5310 application review, as needed; Special Studies
	FHWA	26-27 Draft January; Final March	Collect Data	Draft 2026-2035 STIP Released/public comment period	Collect Data	Maintain; Update maps as needed	Air Quality Conference; Water Quality Conference	Complete the Regional Bike/Pedestrian Plan	LAPP call and selection of projects for local governments /MAC walk audits and coordination	
FY 2025-26	FTA	ADA Plan Maintenance		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	27-28 Draft January; Final March	Collect Data; TAZ Base Year Estimates	Prioritization 8.0 points assigned/Adopt 2026-2035 STIP	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/ MAC walk audits and coordination	
FY 2026-27	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	28-29 Draft January; Final March	Start Draft MTP; TAZ Base Year Projections	Draft 2028-3037 STIP released/public comment period	Collect Data	Maintain; Update maps as needed	Air Quality Conference; Water Quality Conference	Local Coordinated Plan	LAPP call and selection of projects for local governments/ MAC walk audits and coordination	
FY 2027-28	FTA	Update ADA plan with added Vehicle Hubs and stops from Regional connectivity plan				Maintain; Update maps as needed		Regional Connectivity Plan Implementation and Marketing	LAPP call and selection of projects for local governments	Passenger Sampling Collection; 5310 application review, as needed; Special Studies
	FHWA	29-30 Draft January; Final March	Draft CTP and Key MTP Chapters	Adopt 2028-2037 STIP/ Prioritization 9.0 – points assigned	Collect Data; Traffic 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/ MAC walk audits and coordination	

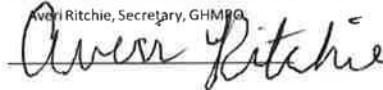
Adopted March 23, 2023 by the Greater Hickory Metropolitan Transportation Advisory Committee

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

Bruce Eckard, Chair, GHMPO TAC



Averi Ritchie, Secretary, GHMPO



Greater Hickory Metropolitan Planning Organization UNIFIED PLANNING WORK PROGRAM (UPWP) - FY24

July 1, 2023 to June 30, 2024

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 2023-2024 (Section 104(f) PL Funds - Safe and Accessible Transportation Options)

Federal Highway Administration - 80%*		\$	15,200
Local Match - 20%*		\$	-
Total		\$	15,200

Funding Summary FY 2023-2024 (PL104) - Metropolitan Planning

Federal Highway Administration - 80%*		\$	393,600
Local Match - 20%*		\$	98,400
Total		\$	492,000

Funding Summary FY 2023-2024 (SPR)

Federal Highway Administration - 80%*		\$	80,000
Local Match - 20%*		\$	20,000
Total		\$	100,000

Funding Summary FY 2023-2024 (STP-DA)

Administration - 80%*		\$	100,000
Local Match - 20%*		\$	25,000
Total		\$	125,000

Funding Summary FY 2024 (HIP-CRRSAA)

Federal Highway Administration - 100%*		\$	1,429,000
--	--	-----------	------------------

**Program Summary for MPO Planning and Admin
(PL-metropolitan planning / SPR / STP-DA/ PL - safety funds)**

II-A Data and Planning Support	\$ 137,000	6.34%
II-B Planning Process	\$ 221,200	10.24%
II-B Planning Process Pt. II	\$ 1,429,000	66.12%
III-A Planning Work Program	\$ 30,000	1.39%
III-B Transp. Improvement Plan	\$ 55,000	2.54%
III-C Cvl Rgts. Cmp./Otr .Reg. Reqs.	\$ 121,500	5.62%
III-D Statewide and Extra-Regional Planning	\$ 67,500	3.12%
III-E Management Ops, Program Support Admin	\$ 100,000	4.63%
TOTAL	\$ 2,161,200	100.00%

GHMPO 2023-2024 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 ten factors is addressed through various work program tasks selected for fiscal year 2022-2023.

Planning Emphasis Areas for 2023-2024 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 FLMA 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: \$137,000

18.05% of Staff Budget

II-A-1 Network and Support Data Total: \$ 57,000

- 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.
- Create an interactive mapping component that will address different facets of transportation planning.
- 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, 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.
- Collect data for new mapping tools to support title VI, Environmental Justice, Bike/Ped, and Highway initiatives

II-A-2 Travelers and Behavior Total: \$ 57,000

- 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.
- Will meet with each local government to obtain future growth patterns to support the next travel demand model.

II-A-3 Transportation Modeling Total: \$ 23,000

- 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 SE Data forecasts. Any outstanding documentation or metadata will be drafted.

- Update ongoing research about funding sources and refinement of 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: \$221,200

29.71% of Staff Budget

II-B-1 Targeted Planning Total: \$ 81,000

- Participation in interagency consultation process.
- Re-evaluate CMP regional hot spot corridors and produce a CMP Report that analyzes the top identified bottlenecks in the region.
- Assist local governments with CMAQ, TA, and carbon reduction program applications.
- Participate in related training and workshops (NCAMPO Conference, NC BikePed Summit, etc.).
- Host and sponsor the 17th 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 begin the regional bike and pedestrian plan. This will include many interactive mapping components as well as coordination with all local governments.

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

- Administer the 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 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.

II-B-2 (B) Safe and Accessible Transportation Options Total: \$ 15,200

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 congestions 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.

II-B-2 Regional Planning (C)- CRRSAA Total: \$1,429,000

Please see the UPWP amendment on page 36 for a description of work tasks

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: \$30,000

5.27% of Staff Budget

III-A-1 Planning Work Program Total: \$ 15,000

- The Greater Hickory MPO will develop a Unified Planning Work Program (UPWP) with the guidance of the Technical Coordinating Committee (TCC) and MPO Board; Present the UPWP for approval to the Transportation Advisory Committee and the NCDOT Transportation Planning Division.
- Develop the FY 2023-FY 2027 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: \$ 15,000

- Use the UPWP as the mechanism to address MAP-21/FAST/IIJA Performance Measure tracking and reporting.
- Develop a spreadsheet with 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 and analyze 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: \$ 55,000

10.15% of Staff Budget

III-B-1 Prioritization Total: \$ 23,000

- Maintenance of a prioritized needs list (PNL--Now the SPOT list) of potential STIP projects with needs statements, across modes as appropriate.
- Data, Maps and Resolutions for STIP Project Recommendations as needed.
- Attendance of any STIP- or SPOT-related meetings.
- Gathering and entry of data required for SPOT ranking of projects.

III-B-2 Metropolitan TIP Total: \$ 15,000

- 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: \$ 15,000

- 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: \$121,500

14.86% of Staff Budget

III-C-1 Title VI Compliance Total: \$25,000

- 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 - added sections to address impacts to Title VI communities

Host walk audits to promote accessibility and investigate mobility barriers within local communities.

- Movability Advisory Committee 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

- 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.

- Create a 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 populations (virtual options are available)

III-C-2 Environmental Justice Total: \$ 46,500

- Update of 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.

Offer microtransit options to allow for curb-to-curb service to accommodate marginalized populations

Continuously evaluate impacts to environmental justice communities using our Community Health and Disaster Mitigation Explorer tool.

LAPP scoring process - added 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 - monitor walk audits and promote equity and justice in transportation planning

Utilize the Environmental Justice and Title VI screening tools provided in the MTP

III-C-4 Planning for the Elderly and Disabled Total: \$7,500

- Continue work on the 5310 applications with Greenway Transportation.

- Coordinate with Area Agency on Aging and other community stakeholders to identify relevant aging issues for the MTP.

Offer microtransit options to allow for curb-to-curb service to accommodate the elderly and disabled population

Continuously evaluate impacts on communities with higher populations of elderly or disabled persons using our Community Health and Disaster Mitigation Explorer tool.

Begin ADA inventory collection for Western Piedmont Regional Transit Authority (inventory includes bus stops and all facilities open to the public)

LAPP scoring process - added 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 - monitor walk audits and promote equity and justice in transportation planning

III-C-6 Public Involvement Total: \$42,500

- Review and update the Public Involvement Policy.
- 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

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: \$67,500

7.90% of Staff Budget

III-D Statewide & Extra-Regional Planning Total: \$67,500

- 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

14.07% 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.

FTA CODE	TASK CODE	TASK DESCRIPTION	Percentages of Respective Shares		MPO Planning and Admin - PL 104(f) metropolitan planning / SPR /STP-DA /PL 104(f) safe and accessible transportation options/HIP-CRRSAA*		
			Local	Federal	Highway / Transit		TOTAL
					Local min. 20%	Federal max. 80%	
	II-A	Data and Planning Support	6.34%	6.34%	\$ 27,400	\$ 109,600	\$ 137,000
44.24.00	II-A-1	Networks and Support Systems	2.64%	2.64%	\$ 11,400	\$ 45,600	\$ 57,000
44.23.01	II-A-2	Travelers and Behaviour	2.64%	2.64%	\$ 11,400	\$ 45,600	\$ 57,000
44.23.02	II-A-3	Transportation Modeling	1.06%	1.06%	\$ 4,600	\$ 18,400	\$ 23,000
	II-B	Planning Process	76.36%	76.36%	\$ 330,040	\$ 1,320,160	\$ 1,650,200
44.23.02	II-B-1	Targeted Planning	3.75%	3.75%	\$ 16,200	\$ 64,800	\$ 81,000
44.23.01	II-B-2 (a)	Regional Planning	5.78%	5.78%	\$ 25,000	\$ 100,000	\$ 125,000
	II-B-2 (b)	Safe and Accessible Transportation Options	0.00%	0.70%		\$ 12,160	\$ 15,200
	II-B-2 ©	HIP-CRRSAA Funds	0.00%	66.12%	\$ -	\$ 1,429,000	\$ 1,429,000
44.27.00	II-B-3	Special Studies					\$ -
	III-A	Planning Work Program	1.39%	1.39%	\$ 6,000	\$ 24,000	\$ 30,000
44.21.00	III-A-1	Planning Work Program	0.69%	0.69%	\$ 3,000	\$ 12,000	\$ 15,000
44.24.00	III-A-2	Metrics and Performance Measures	0.69%	0.69%	\$ 3,000	\$ 12,000	\$ 15,000
	III-B	Transp. Improvement Plan	2.54%	2.54%	\$ 11,000	\$ 44,000	\$ 55,000
44.25.00	III-B-1	Prioritization	1.06%	1.06%	\$ 4,600	\$ 18,400	\$ 23,000
44.25.00	III-B-2	Metropolitan TIP	0.83%	0.83%	\$ 3,600	\$ 14,400	\$ 18,000
44.25.00	III-B-3	Merger/Project Development	0.65%	0.65%	\$ 2,800	\$ 11,200	\$ 14,000
	III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.	5.62%	5.62%	\$ 24,300	\$ 97,200	\$ 121,500
44.27.00	III-C-1	Title VI Compliance	1.16%	1.16%	\$ 5,000	\$ 20,000	\$ 25,000
44.27.00	III-C-2	Environmental Justice	2.15%	2.15%	\$ 9,300	\$ 37,200	\$ 46,500
44.27.00	III-C-3	Minority Business Enterprise Planning					\$ -
44.27.00	III-C-4	Planning for • Elderly	0.35%	0.35%	\$ 1,500	\$ 6,000	\$ 7,500
44.27.00	III-C-5	Safety/Drug Control Planning					\$ -
44.27.00	III-C-6	Public Involvement	1.97%	1.97%	\$ 8,500	\$ 34,000	\$ 42,500
44.27.00	III-C-7	Private Sector Participation					\$ -
	III-D	Statewide and Extra-Regional Planning	3.12%	3.12%	\$ 13,500	\$ 54,000	\$ 67,500
44.27.00	III-D	Statewide and Extra-Regional Planning	3.12%	3.12%	\$ 13,500	\$ 54,000	\$ 67,500
44.27.00	III-D	Statewide and Federal Policy Dev. and Implemen.					\$ -
	III-E	Management Ops, Program Support Admin	4.63%	4.63%	\$ 20,000	\$ 80,000	\$ 100,000
44.27.00	III-E	Management Ops, Program Support Admin	4.63%	4.63%	\$ 20,000	\$ 80,000	\$ 100,000
	TOTALS		100.00%	100.00%	\$ 432,240	\$ 1,728,960	\$ 2,161,200

FHWA FUNDS	
	Federal 100%
HIP-CRRSAA	\$1,429,000

	FHWA FUNDS *	
	Federal 80%	Local 20%
PL 104(f) - metropolitan planning	\$393,600	\$98,400
PL 104 (f) - safe accessible transportation options	15200	3800
SPR	\$80,000	\$20,000
STP-DA	\$100,000	\$25,000
TOTALS	\$588,800	\$147,200

APPROVED FISCAL YEAR 2023 - 2024 ASSESSMENTS									
Local Government	2021 State Planning Population *	Assesments X .876 Per Capita	2021 MPO Population **	MPO PL	MPO FTA	2023-2024 Water Resources ***	TOTAL WPCOG ASSESSMENTS	Sister Cities	TOTAL WITH NON-WPCOG OPTIONS
Alexander County	34,002	\$29,785.75	34,002	\$15,009.75	\$694.24	\$5,845.01	\$51,334.75	\$500.00	\$51,834.75
Taylorsville	2,323	\$2,034.95	2,323	\$1,025.46	\$47.43	\$399.33	\$3,507.17	\$500.00	\$4,007.17
Burke County	56,201	\$49,232.08	56,201	\$24,809.22	\$1,147.49	\$9,661.06	\$84,849.85		\$84,849.85
Connelly Springs	1,538	\$1,347.29	1,538	\$678.93	\$31.40	\$264.39	\$2,322.00		\$2,322.00
Drexel	1,756	\$1,538.26	1,756	\$775.16	\$35.85	\$301.86	\$2,651.13		\$2,651.13
Glen Alpine	1,540	\$1,349.04	1,540	\$679.81	\$31.44	\$264.73	\$2,325.02		\$2,325.02
Hildebran	1,686	\$1,476.94	1,686	\$744.26	\$34.42	\$289.83	\$2,545.44		\$2,545.44
Morganton	17,525	\$15,351.90	17,525	\$7,736.19	\$357.82	\$3,012.58	\$26,458.49	\$500.00	\$26,958.49
Rutherford College	1,231	\$1,078.36	1,231	\$543.41	\$25.13	\$211.61	\$1,858.51		\$1,858.51
Valdese	4,867	\$4,263.49	4,867	\$2,148.48	\$99.37	\$836.65	\$7,347.99		\$7,347.99
Caldwell County	41,386	\$36,254.14	41,386	\$18,269.33	\$845.00	\$7,114.33	\$62,482.80		\$62,482.80
Cajah's Mountain	2,721	\$2,383.60	2,721	\$1,201.15	\$55.56	\$467.75	\$4,108.05		\$4,108.05
Cedar Rock	301	\$263.68	301	\$132.87	\$6.15	\$51.74	\$454.44		\$454.44
Gamewell	3,702	\$3,242.95	3,702	\$1,634.20	\$75.59	\$636.38	\$5,589.12		\$5,589.12
Granite Falls	5,000	\$4,380.00	5,000	\$2,207.19	\$102.09	\$859.51	\$7,548.79		\$7,548.79
Hudson	3,801	\$3,329.68	3,801	\$1,677.90	\$77.61	\$653.40	\$5,738.59		\$5,738.59
Lenoir	18,500	\$16,206.00	18,500	\$8,166.59	\$377.73	\$3,180.19	\$27,930.51		\$27,930.51
Rhodhiss	1,001	\$876.88	1,001	\$441.88	\$20.44	\$172.07	\$1,511.27		\$1,511.27
Sawmills	5,019	\$4,396.64	5,019	\$2,215.57	\$102.48	\$862.78	\$7,577.47	\$500.00	\$8,077.47
Catawba County	85,242	\$74,671.99	85,242	\$37,629.01	\$1,740.44	\$14,653.26	\$128,694.71	\$500.00	\$129,194.71
Brookford	446	\$390.70	446	\$196.88	\$9.11	\$76.67	\$673.35		\$673.35
Catawba	707	\$619.33	707	\$312.10	\$14.44	\$121.53	\$1,067.41		\$1,067.41
Claremont	1,705	\$1,493.58	1,705	\$752.65	\$34.81	\$293.09	\$2,574.13		\$2,574.13
Conover	8,428	\$7,382.93	8,428	\$3,720.43	\$172.08	\$1,448.79	\$12,724.23		\$12,724.23
Hickory	44,073	\$38,607.95	44,073	\$19,455.47	\$899.87	\$7,576.23	\$66,539.52	\$500.00	\$67,039.52
Long View	5,100	\$4,467.60	5,100	\$2,251.33	\$104.13	\$876.70	\$7,699.76		\$7,699.76
Maiden	3,717	\$3,256.09	3,717	\$1,640.82	\$75.89	\$638.96	\$5,611.76		\$5,611.76
Newton	13,175	\$11,541.30	13,175	\$5,815.94	\$269.00	\$2,264.81	\$19,891.05		\$19,891.05
TOTALS	366,693	\$321,223.07	366,693	\$161,871.98	\$7,487.01	\$63,035.23	\$553,617.29	\$3,000.00	\$556,617.29

* Dues Per Capita are based on population figures from the NC Office of State Planning for 2021.

** Dues for the MPO are based on population figures from the NC Office of State Planning for 2021.

*** Water Resources Dues are shared between our regional local governments based on population figures from the NC Office of State Planning for 2021.

\$556,617.29

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 plans to work with Caldwell County representatives to initiate transit operations based on the assessment from FY23. New mapping tools will assist GHMPO in identifying Title VI and Environmental Justice Populations in regard to transit needs.
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 the Catawba fixed routes based on service needs. Analyzed the Burke Flex routes and determined modification and route redesign were needed. The flex route was kept within the Morganton area to aid an increase in ridership. The area east of Morganton was transitioned into a microtransit operation. Completed an assessment in Caldwell County to determine transit needs.
9- Prior FTA Funds	FY23 - \$15,000
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 \$10213 15.19% of 5303 budget

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	GHMPO will continue to receive and evaluate 5310 applications in coordination with the LCP. GHMPO will host a call for projects for LAPP funding. GHMPO will plan a preliminary microtransit service area for Caldwell County in coordination with WPRTA. GHMPO will maintain and update the existing microtransit service area mapping needs for Burke County. GHMPO will begin ADA inventory collection for an ADA Transition Plan. Inventory includes all bus stops and facilities open to the public.
7- Expected Completion	LCP amendment as needed Ongoing
Date of Products	5310 Applications as needed Ongoing
	Microtransit service area for Caldwell County End of FY24
	Maintenance of Burke County Microtransit Ongoing
8- Previous Work	Updated the LCP. Completed a 5310 call for projects, reviewed and awarded.
9- Prior FTA Funds	FY23 - \$8,000
10- Relationship	The MPO will work with Greenway Transportation and NCDOT.
11- Agency	The MPO will continue to update plans and continue 5310 programs, as needed. The increased funding will support planning assistance for project development consistent with the newly updated Local Coordinated Plan. Microtransit planning will be a focus within the next year. GHMPO will begin ADA inventory collection for an ADA Transition Plan. Inventory includes all bus stops and facilities open to the public.
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%	\$545.00
17- Section 5303 NCDOT 10%	\$545.00
18- Section 5303 FTA 80%	\$4,358.00
19- Section 5307 Transit - Local 10%	\$11,000
20- Section 5307 Transit - NCDOT 10%	\$11,000
21- Section 5307 Transit - FTA 80%	\$88,000
22- Additional Funds - Local 100%	

Programmed Funds \$5448 8.10% of 5303 budget

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	<p>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.</p>
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	seven years. FY23 - \$52,000
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. 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%	\$2,724.00
17- Section 5303 NCDOT 10%	\$2,724.00
18- Section 5303 FTA 80%	\$21,789.00
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 \$27237 40.50% of 5303 budget	
Programmed Funds \$15000 18.07% of 5307 budget	

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 2024 to maintain new route designs and transit concepts.
6- Tangible Product Expected	The Planning Work Program will be researched and prepared for FY 2024
7- Expected Completion Date of Products	- 2025. March 31, 2023
8- Previous Work	The Planning Work Program is updated annually to program and schedule work tasks for the upcoming fiscal year. FY23 was initiative-heavy planning with coordination of Burke Transit Routes, the Catawba redesign, the introduction of micro transit, and assessment of transit needs in Caldwell County.
9- Prior FTA Funds	FY23 - \$8,000
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%	\$545.00
17- Section 5303 NCDOT 10%	\$545.00
18- Section 5303 FTA 80%	\$4,358.00
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 \$5448 4.46% of 5303 budget

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 ammended 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 amendment for 5310 awarded transit project.
9- Prior FTA Funds	FY23 - \$8,000
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%	\$545.00
17- Section 5303 NCDOT 10%	\$545.00
18- Section 5303 FTA 80%	\$4,358.00
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 \$5448 8.10% of 5303 budget	

FTA TASK NARRATIVE TABLE

I- MPO	Greater Hickory MPO
2- FTA Code	442700
3- Task Code	III-D-1
4- Title	Statwewide and Extra Regional Planning - Other Activities
5- Task Objective	In addition to the flex route bus system in Burke County, the MPO and WPRTA recently added micro-transit service. The MPO and WPRTA will continue to refine the routes/service areas for successful continuation. The MPO will assist with the marketing of the new microtransit application. 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.
6- Tangible Product Expected	New microtransit service areas, mobile applications and interactive tools, and implementation of new bus stop signage in Burke County
7- Expected Completion Date of Products	Ongoing technical support, marketing
8- Previous Work	The MPO developed an interactive web application for the fixed-route bus system and will continue to improve the application. Users can examine all stops and see their individual schedules, as well as see the stop itself along with its amenities (if it has lighting, a bench, a shelter, etc.).
9- Prior FTA Funds	FY23 - \$31,200
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. 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%	\$680.00
17- Section 5303 NCDOT 10%	\$680.00
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 \$6807 10.12% of 5303 budget

Programmed Funds \$26500 31.93% of 5307 budget

FTA TASK NARRATIVE TABLE

I- MPO	Greater Hickory MPO						
2- FTA Code	442700						
3- Task Code	III-E						
4- Title	Management & Operations - Other Activities						
5- Task Objective	Operation planning provides a transit system with efficient, effective service. This is accomplished by schedule and route setting, accompanied by scheduling alternative investigations. Analysis of socioeconomic variables allows efficient service delivery and discovery of potential and underserved riders. Increased funding will support additional administrative assistance for expanded services.						
6- Tangible Product Expected	Operations planning includes the design of new routes/service areas and schedules. To create accurate and efficient routes/service areas analysis of cycle time, boarding/alighting, and ridership will be reviewed and needed changes completed. Operations will also assist with meetings and Board of Directors and Transportation Advisory Board meetings.						
7- Expected Completion Date of Products	<table> <tr> <td>Planning</td><td>Ongoing</td></tr> <tr> <td>Quarterly Reports</td><td>Ongoing</td></tr> <tr> <td>Board of Directors Minutes</td><td>Ongoing</td></tr> </table>	Planning	Ongoing	Quarterly Reports	Ongoing	Board of Directors Minutes	Ongoing
Planning	Ongoing						
Quarterly Reports	Ongoing						
Board of Directors Minutes	Ongoing						
8- Previous Work	Operations and management issues are performed on a continual basis.						
9- Prior FTA Funds	FY23 - \$42,142						
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						
19- Section 5307 Transit - Local 10%	\$3,507.00						
20- Section 5307 Transit - NCDOT 10%	\$3,507.00						
21- Section 5307 Transit - FTA 80%	\$28,051.00						
22- Additional Funds - Local 100%							
Programmed Funds \$14260 15.46% of 5303 budget							
Programmed Funds \$26500 31.93% of 5307 budget							

Anticipated DBE Contracting Opportunities for FY 2023-2024

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						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		Local (10%)	State (10%)	Federal (80%)	Fund Total	Local (10%)	State (10%)	FTA (80%)	5307 Total
	II-A	Data & Support	\$ 137,000	\$27,400	\$109,600	\$ 137,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 1,021	\$ 1,021	\$ 8,171	\$ 10,213	\$ -	\$ -	\$ -	\$ -
44.24.00	II-A-1	Networks & Systems	\$ 57,000	\$ 11,400	\$ 45,600	\$ 57,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 1,021	\$ 1,021	\$ 8,171	\$ 10,213	\$ -	\$ -	\$ -	\$ -
44.23.01	II-A-2	Travelers & Behavior	\$ 57,000	\$ 11,400	\$ 45,600	\$ 57,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
44.23.02	II-A-3	Transp. Modeling	\$ 23,000	\$ 4,600	\$ 18,400	\$ 23,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -
	II-B	Planning Process	\$ 221,200	\$ 16,200	\$ 64,800	\$ 81,000	\$ 15,200	\$ 15,200	\$ -	\$ -	\$ -	\$ 25,000	\$ 100,000	\$ 125,000		\$ 3,269	\$ 3,269	\$ 26,147	\$ 32,685	\$ 12,987	\$ 12,987	\$ 103,898	\$ 129,872
44.22.00	II-B-1	Targeted Planning	\$ 81,000	\$ 16,200	\$ 64,800	\$ 81,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 545	\$ 545	\$ 4,358	\$ 5,448	\$ 11,000	\$ 11,000	\$ 88,000	\$ 110,000
44.23.01	II-B-2a	Regional Planning	\$ 125,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 25,000	\$ 100,000	\$ 125,000		\$ 2,724	\$ 2,724	\$ 21,789	\$ 27,237	\$ 1,987	\$ 1,987	\$ 15,898	\$ 19,872
	II-B-2b	Safe & Acc. Trans. Options	\$ 15,200	\$ -	\$ -	\$ -	\$ 15,200	\$ 15,200	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
44.27.00	II-B-3	Special Studies	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	III-A	Planning Work Prgm	\$ 30,000	\$ 6,000	\$ 24,000	\$ 30,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 545	\$ 545	\$ 4,358	\$ 5,448	\$ -	\$ -	\$ -	\$ -
44.21.00	III-A-1	Work Program	\$ 15,000	\$ 3,000	\$ 12,000	\$ 15,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 545	\$ 545	\$ 4,358	\$ 5,448	\$ -	\$ -	\$ -	\$ -
44.24.00	III-A-2	Metrics & Measures	\$ 15,000	\$ 3,000	\$ 12,000	\$ 15,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	III-B	TIP	\$ 55,000	\$ 11,000	\$ 44,000	\$ 55,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 545	\$ 545	\$ 4,358	\$ 5,448	\$ -	\$ -	\$ -	\$ -
44.25.00	III-B-1	Prioritization	\$ 23,000	\$ 4,600	\$ 18,400	\$ 23,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
44.25.00	III-B-2	Metropolitan TIP	\$ 18,000	\$ 3,600	\$ 14,400	\$ 18,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 545	\$ 545	\$ 4,358	\$ 5,448	\$ -	\$ -	\$ -	\$ -
44.25.00	III-B-3	Merger/Proj. Dev't	\$ 14,000	\$ 2,800	\$ 11,200	\$ 14,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	III-C	Civil Rgts. Cmp./Regs	\$ 121,500	\$ 24,300	\$ 97,200	\$ 121,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
44.27.00	III-C-1	Title VI Compliance	\$ 25,000	\$ 5,000	\$ 20,000	\$ 25,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
44.27.00	III-C-2	Environ'l Justice	\$ 46,500	\$ 9,300	\$ 37,200	\$ 46,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
44.27.00	III-C-3	Minority Enterprise	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
44.27.00	III-C-4	Planning for Elderly	\$ 7,500	\$ 1,500	\$ 6,000	\$ 7,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
44.27.00	III-C-5	Safety/Drug Control	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
44.27.00	III-C-6	Public Involvement	\$ 42,500	\$ 8,500	\$ 34,000	\$ 42,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
44.27.00	III-C-7	Private Sector Particip	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	III-D	State & Extra-Reg'l	\$ 67,500	\$ 13,500	\$ 54,000	\$ 67,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 680	\$ 680	\$ 5,447	\$ 6,809	\$ 3,506	\$ 3,506	\$ 28,051	\$ 35,064
44.27.00	III-D-1	State & Extra-Reg'l	\$ 67,500	\$ 13,500	\$ 54,000	\$ 67,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 681	\$ 681	\$ 5,447	\$ 6,809	\$ 3,506	\$ 3,506	\$ 28,051	\$ 35,064
	III-E	Mgt. Ops, Admin	\$ 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		\$ 732,200	\$ 98,400	\$ 393,600	\$ 492,000	\$ 15,200	\$ 15,200	\$ 20,000	\$ 80,000	\$ 100,000	\$ 25,000	\$ 100,000	\$ 125,000		\$ 7,486	\$ 7,486	\$ 59,889	\$ 74,863	\$ 20,000	\$ 20,000	\$ 160,000	\$ 200,000
		Continuing Planning Activities																					
FY 23		LAPP Coordination	1,065,000												1,065,000								
FY 23		Consultant Services	364,000												364,000								
	TOTALS		1,429,000												1,429,000								

FHWA FUNDS			Total
Grant	Federal 80%	Local 20%	
PL (104) Metropolita n Planning	\$393,600	\$98,400	\$492,000
Safe & Acc. Trans. Options	\$15,200	\$0	\$15,200
SPR	\$80,000	\$20,000	\$100,000
STP-DA	\$100,000	\$25,000	\$125,000
TOTALS	\$588,800	\$143,400	\$732,200

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

FTA FUNDS			
Grant	Fed 80%	Local 10%	State 10%
5303	\$59,889	\$7,486	\$7,486
5307	\$160,000	\$20,000	\$20,000
TOTALS	\$219,889	\$27,486	\$27,486



**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 2023-2024**

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 2023-2024;

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

NOW THEREFORE, BE IT RESOLVED that the Greater Hickory Metropolitan Planning Organization hereby adopts the Unified Planning Work Program for fiscal year 2023-2024.

ADOPTED: This 22nd day of March, 2023

Bruce Eckard, Chair
Transportation Advisory Committee

Averil Ritchie, Secretary
Greater Hickory MPO



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



RESOLUTION CONFIRMING TRANSPORTATION PLANNING PROCESS

RESOLUTION CERTIFYING THE GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION'S TRANSPORTATION PLANNING PROCESS FOR FY 2023-2024

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-l) 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);

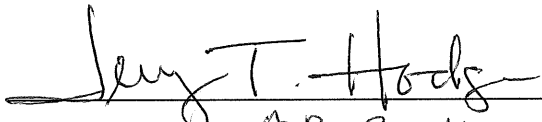
WHEREAS, the Transportation Advisory Committee has considered how the Transportation Planning Process will affect the prohibition of discrimination based on gender under Section 324 of title 23 U.S.C.;

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;

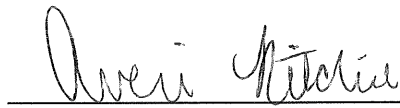
WHEREAS, the Greater Hickory Metropolitan Transportation Improvement Program is a subset of currently conforming Greater Hickory Urban Area Transportation Plan;

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 22nd day of February, 2023.



~~Bruce Eckard, Chair~~ A.R. Presiding Officer
Transportation Advisory Committee



Averi Ritchie, Secretary
Transportation Advisory Committee

Amendment to the FY 24 Unified Planning Work Program (UPWP)

II-B-2 Regional Planning

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

The Greater Hickory Metropolitan Planning Organization (GHMPO) is amending the FY 2024 UPWP to obligate the HIP-CRRSAA funds to assist with transportation planning and locally administered projects administration.

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).

The Greater Hickory Metropolitan Planning Organization (GHMPO) has an unobligated balance of \$1.429 million HIP-CRRSAA funds.

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.

The GHMPO obligates the following funds for staff salary to aid in administering Locally Administered Projects Program (LAPP).

Federal Fiscal Year	FFY 24
Federal Amount	1,065,000

The GHMPO obligates the following funds for consultant services to assist with training staff charged with assisting LAPP.

Federal Fiscal Year	FFY 24
Federal Amount	364,000

Funding (100% federal):

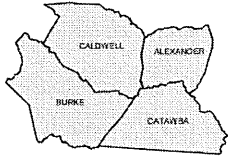
Locally Administered Project Program (LAPP) Coordination:

- 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).

- Oversees the LAPP project application and selection process
- 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



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



**RESOLUTION AMENDING FY 24 UPWP TO INCLUDE HIGHWAY INFRASTRUCTURE
PROGRAMS - CORONAVIRUS RESPONSE AND RELIEF SUPPLEMENTAL
APPROPRIATIONS ACT FUNDING (HIP-CRRSAA)**

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

WHEREAS, the Greater Hickory Metropolitan Planning Organization (GHMPO) must amend its FY 24 UPWP to include the following;

WHEREAS, 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);

WHEREAS, the GHMPO has an unobligated balance of \$1.429 million HIP-CRRSAA funds;

WHEREAS, funding must be obligated by September 30, 2024 and obligated HIP-CRRSAA balances are available for expenses properly charged to the account and incurred until September 30, 2029;

WHEREAS, personnel and administrative costs (salaries of employees and contractors) are considered eligible expenses;

WHEREAS, the GHMPO obligates the following funds for MPO staff planning activities to aid in administering Locally Administered Projects Program (LAPP);

Federal Fiscal Year	FY 24
Federal Amount	1,065,000

WHEREAS, the GHMPO obligates the following funds for on-call consultant services to assist with training staff charged with assisting LAPP;

Federal Fiscal Year	FY 24
Federal Amount	364,000

WHEREAS, the MPO certifies that the above funding obligations are consistent with the intent of the GHMPO and the planning areas served;

NOW THEREFORE be it resolved, by the GHMPO Transportation Advisory Committee (TAC) that the FY 24 UPWPs be amended to include HIP-CRRSAA funds on this day, the 24th day of May, 2023.

A handwritten signature in black ink, appearing to read "Bruce Eckard", written over a horizontal line.

Bruce Eckard
Greater Hickory MPO TAC Chair

A handwritten signature in black ink, appearing to read "Averi Ritchie", written over a horizontal line.

Averi Ritchie
Greater Hickory MPO TAC Secretary