

## Appendix \_\_: Safety and Security

### Section 1: Unifour Hazard Mitigation Plan

The primary regional plan affecting the safety and security framework of the region is the Unifour Hazard Mitigation Plan (UHMP), as stated in the Safety and Security chapter of the 2050 MTP. This appendix does not present the entire plan, but instead, provides brief summaries and excerpts of the UHMP's Risk Assessment, Capabilities Assessment, and Mitigation Action Plans, as well as information on how to access the full plan. Knowledge and understanding of regional hazard mitigation strengths and weaknesses as they pertain to transportation is a crucial aspect of a comprehensive, cooperative, and continuing planning process.

#### Risk Assessment

The 2014 Unifour Hazard Mitigation Plan conducted a full and complete Hazard Risk Assessment of Alexander, Burke, Caldwell, and Catawba County and the municipalities within each county. The assessment reached the following conclusions:

“No changes in development impacted the Region and all its jurisdiction’s overall vulnerability for all hazards addressed. Based on consensus of the Hazard Mitigation Planning Committee, in addition to the results presented in this Risk Assessment, the hazards addressed in this plan have been ranked according to the following prioritized list:

##### High Risk Hazards

- Flood
- Tornado
- Thunderstorm
- Wildfire

##### Moderate Risk Hazards

- Snow
- Ice
- Sinkhole
- Dam Failure
- Hail
- Hurricane

**Low Risk Hazards**

- Drought
- Erosion
- Landslide
- Levee Failure

In addition to the results presented throughout this Risk Assessment, the annualized losses presented in **Table 4.395** and summarized above further help substantiate the priority ranking stated here in these conclusions on hazard risk.

In addition to the results presented throughout this Risk Assessment, the annualized losses presented in Table 4.405 and summarized above further help substantiate the priority ranking stated here in these conclusions on hazard risk. Certain hazards (such as Hail, Ice, Snow, Thunderstorm Winds and Wildfire) occur very frequently, and are only summarized by total counts and total damages in each jurisdiction. Those hazards do not include the period of record. Therefore, the ALE is not calculated or shown for those hazards in Table 4.45.

**Table 4.395: Annualized Loss Estimates (ALEs) by Hazard by Jurisdiction**

Jurisdiction	River Flooding	Tornado	Landslide	Drought	Sinkholes
Alexander County	NEG	\$295,918	NA	NEG	NA
Burke County	\$82,329	\$10,089,444	NA	NEG	NA
City of Morganton	\$79,827	\$230,430	NA	NA	NA
Town of Drexel	NEG	NA	NA	NA	NA
Caldwell County	\$556,965	\$449,851	NEG	NEG	NA
City of Lenoir	\$26,570	NA	NA	NA	NA
Town of Hudson	NEG	\$81,299	NA	NA	NA

Jurisdiction	River Flooding	Tornado	Landslide	Drought	Sinkholes
Town of Sawmills	NA	\$10,000	NA	NA	NA
Village of Cedar Rock	NEG	NA	NA	NA	NA
Catawba County	\$2,426,935	\$5,532,087	NA	NEG	NA
City of Claremont	NA	\$6,610,000	NA	NA	NA
City of Conover	\$900,000	NA	NA	NA	NA
City of Hickory	\$1,250,714	\$55,795	NA	NA	NEG
City of Newton	NEG	\$25,000	NA	NA	NA
Town of Long View	NEG	NA	NA	NA	NA
Town of Maiden	\$50,000	\$25,000	NA	NA	NA
<b>PLAN TOTALS</b>	<b>\$5,374,841</b>	<b>\$23,404,825</b>	<b>NEG</b>	<b>NEG</b>	<b>NEG</b>

\*“Neg” = “Negligible” which indicates that sufficient historical losses in dollar values were not available to produce Annualized Loss Estimate (ALE). \*“NA” = “Not Applicable” which indicates that an ALE is only applicable at county level.”

## Capabilities Assessment

The 2014 UHMP also included a full and complete capabilities assessment of Alexander, Burke, Caldwell, and Catawba Counties, and the municipalities within them. The capabilities assessment reached the following conclusions:

“In order to form meaningful conclusions on the assessment of local capability, a quantitative scoring methodology was designed and applied to results of the Local Capability Assessment Survey. This methodology attempts to assess the overall level of capability of the Plan Area to implement hazard mitigation actions. *Local Capability Assessment Survey* This methodology attempts to assess the overall level of capability of the Plan Area to implement hazard mitigation actions.

**Table 5.9** shows the results of the *Capability Assessment* using the designed scoring methodology. The capability score is based solely on the information provided by local officials in response to the *Local Capability Assessment Survey*. According to the assessment, the average local capability score for all responding jurisdictions is 68, which falls into the Low capability ranking.

**Table 5.9: Capability Assessment Results**

Jurisdiction	Overall Capability Score	Overall Capability Rating
Alexander County	75	Moderate
Burke County	88	Moderate
Caldwell County	84	Moderate
Catawba County	96	Moderate
City of Claremont	74	Moderate
City of Conover	87	Moderate
City of Hickory	86	Moderate
City of Lenoir	76	Moderate
City of Morganton	79	Moderate
City of Newton	85	Moderate
Town of Brookford	90	Moderate
Town of Cahah's Mountain	54	Low
Town of Catawba	54	Low
Town of Connelly Springs	42	Low
Town of Drexel	29	Low
Town of Gamewell	55	Low
Town of Glen Alpine	76	Moderate

Jurisdiction	Overall Capability Score	Overall Capability Rating
Town of Granite Falls	46	Low
Town of Hildebran	50	Low
Town of Hudson	56	Low
Town of Long View	84	Moderate
Town of Maiden	99	Moderate
Town of Rhodhiss	53	Low
Town of Rutherford College	53	Low
Town of Sawmills	56	Low
Town of Taylorsville	51	Low
Town of Valdese	89	Moderate
Village of Cedar Rock	46	Low

Source: Local Capability Assessment Survey.

As previously discussed, one of the reasons for conducting a Capability Assessment is to examine local capabilities to detect any existing gaps or weaknesses within ongoing government activities that could hinder proposed mitigation activities and possibly exacerbate community hazard vulnerability. These gaps or weaknesses have been identified, for each jurisdiction, in the tables found throughout this section. The participating jurisdictions used the Capability Assessment as part of the basis for the mitigation actions that are identified in Section 7; therefore, each jurisdiction addresses their ability to expand on and improve their existing capabilities through the identification of their mitigation actions.”

## Mitigation Action Plans

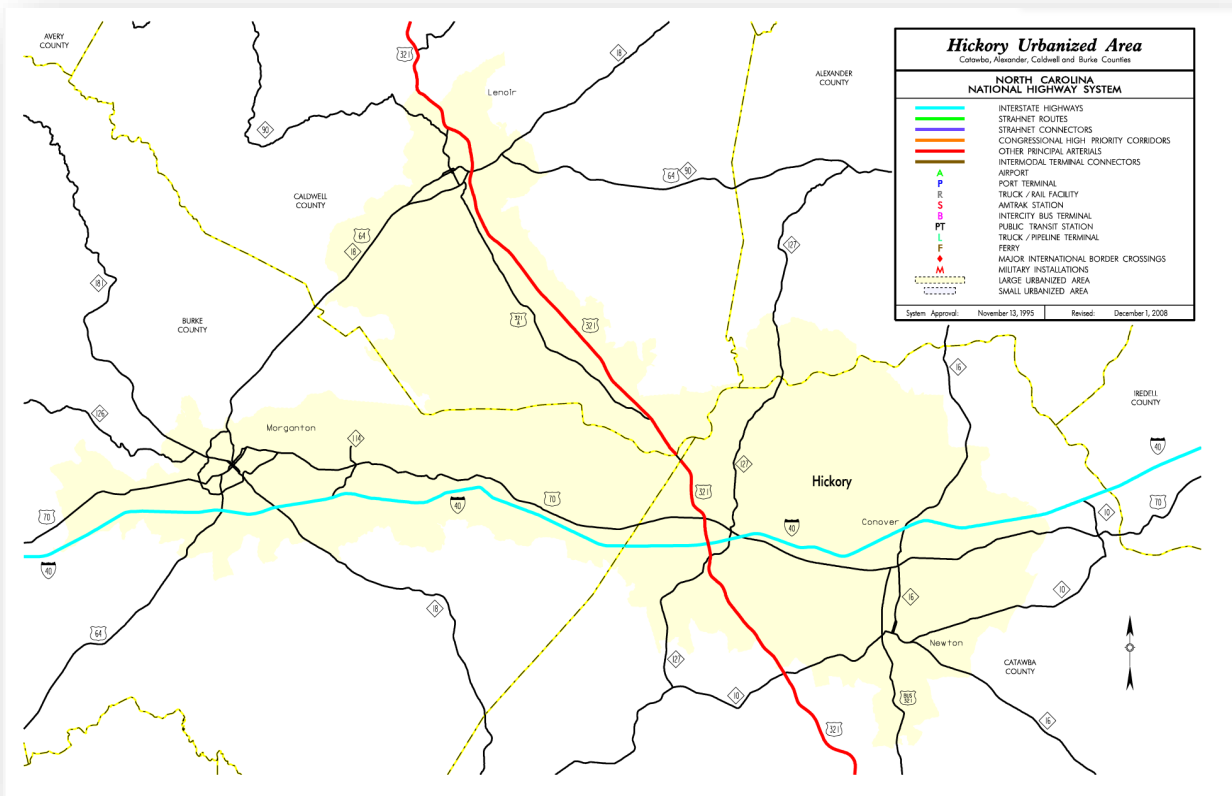
Following the completion of the Risk and Capabilities Assessments, the UHMP developed Mitigation Action Plans for all 28 government agencies involved, and established updates on actions taken by government agencies. The action plans and updates can be accessed by utilizing the following link: <https://www.wpcog.org/transportation-documents>. The plan is located under “Current Plans and Documents”.

## Section 2: STRAHNET

The Dwight D. Eisenhower National System of Interstate and Defense Highways was established to address deficiencies in the nation’s highway network for both national defense and civil purposes. It consists of 64,200 miles of public roads that ensure transportation continuity, and access and emergency mobility for personnel and equipment during times of peace and conflict.

On December 30, 2021, the FHWA and FTA planning offices issues a Planning Emphasis Area’s letter. Key topics agencies wanted to see addressed in metropolitan planning included climate change, equity, complete streets, public involvement, and data. Another area was the Strategic Highway Network. Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination • “FHWA Division and FTA regional offices should encourage MPOs and State DOTs to coordinate with representatives from DOD in the transportation planning and project programming process on infrastructure and connectivity needs for STRAHNET routes and other public roads that connect to DOD facilities.”

The map below illustrates the Greater Hickory UZA connections to the National Highway System and the Strategic Highway Network. I-40 and US 321, while not strategic routes, are considered as a NHS Interstate and Principal Artery, respectively. It is important to note that these two routes are primary freight carriers for the region.



Source: NCDOT National Highway Systems Book

