

**UNIFIED PLANNING WORK PROGRAM
FOR
TRANSPORTATION PLANNING
FOR THE
HICKORY URBAN AREA
2021-2022**

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 – APRIL 28, 2021

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**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 2021-2022**

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

WHEREAS, the region has an adopted Metropolitan Transportation Plan through 2045 that is Fiscally constrained and meets federal requirements for metropolitan transportation planning;

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

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

WHEREAS, members of the Greater Hickory MPO TAC agree that the Planning Work Program will effectively advance transportation planning for FY 2021-2022;

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 2021-2022.

ADOPTED: This 28th day of April, 2021

Bruce Eckard, Chair
Transportation Advisory Committee

Brian Horton, 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 2021-2022

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

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

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

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

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

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

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

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

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

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

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

WHEREAS, the Metropolitan Transportation Plan has a planning horizon year of 2045, and meets all the requirements for an adequate long-range transportation plan,

NOW THEREFORE, be it resolved that the Greater Hickory Metropolitan Transportation Advisory Committee certifies the transportation planning process for the Greater Hickory Metropolitan Planning Organization of this the 28th day of April, 2021.

Bruce Eckard, Chair
Transportation Advisory Committee

Brian Horton, Secretary
Transportation Advisory Committee

Greater Hickory MPO Five-year Planning Calendar, 2022-2026

Year	Planning Product			Planning Task					
	Planning Work Program	MTP And CTP	* Recommendations to State TIP and MTIP Development	Vehicle Occupancy Rate (VOR)	GIS Development	Air and Water Quality	# Special Studies	Transportation Alternatives Planning	Transit
FY 2021-22	22-23 Draft February; Final April	Start Draft MTP; TAZ Base Year Projections	Prioritization points assigned to projects	Collect Data	Maintain; update maps as needed	Air Quality Conference; Water Quality Conference	Local Coordinated Plan	STBG-DA call for projects	Passenger Sampling Collection
FY 2022-23	23-24 Draft January; Final March	Completed Draft MTP	Comments for Draft 2023-2032 TIP	Collect Data; Traffic Count Analysis	Maintain; Update maps as needed; Prepare maps for CTP/MTP	Air Quality Conference; Water Quality Conference	US 321 Corridor Plan	STBG-DA to local governments	Passenger Sampling Collection
FY 2023-24	25-26 Draft January; Final March	Final & Adoption	Refine list based on progress	Collect Data; Traffic Count Analysis	Maintain; Update maps as needed	Air Quality Conference; Water Quality Conference	Local Govt. Requests	STBG-DA to local governments	Passenger Sampling Collection
FY 2024-25	26-27 Draft January; Final March	Collect Data	Refine list based on progress	Collect Data	Maintain; Update maps as needed	Air Quality Conference; Water Quality Conference	Local Govt. Requests	STBG-DA to local governments	Passenger Sampling Collection
FY 2025-26	27-28 Draft January; Final March	Collect Data; TAZ Base Year Estimates	Prioritization points assigned to projects	Collect Data; Traffic Count Analysis	Maintain; update maps as needed	Air Quality Conference; Water Quality Conference	Local Govt. Requests	STBG-DA call for projects	Passenger Sampling Collection

Adopted April 28, 2021 by the Greater Hickory Metropolitan Transportation Advisory Committee.

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

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

Bruce Eckard, Chair, GHMPO TAC

Brian Horton, Secretary, GHMPO

**Greater Hickory Metropolitan Planning Organization
UNIFIED PLANNING WORK PROGRAM (UPWP) - FY22**

July 1, 2021 to June 30, 2022

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 2021-2022 (PL104)

Federal Highway Administration - 80%*		\$	362,691
Local Match - 20%*		\$	90,673
Total		\$	453,364

Funding Summary FY 2021-2022 (SPR)

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

Funding Summary FY 2021-2022 (STP-DA)

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

Program Summary for MPO Planning and Admin (PL / SPR / STP-DA Funds)

II-A Data and Planning	\$	120,000	17.69%
II-B Planning Process	\$	197,500	29.11%
III-A Planning Work Program	\$	35,000	5.16%
III-B Transp. Improvement	\$	67,500	9.95%
III-C Cvl Rgts. Cmp./Otr .Reg. Reqs.	\$	98,750	14.56%
III-D Statewide and Extra- Regional Planning	\$	52,500	7.74%
III-E Management Ops, Program Support Admin	\$	107,114	15.79%
TOTAL	\$	678,364	100.00%

GHMPO 2021-2022 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 2021-2022 (from July 1, 2021 through June 30, 2022). 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 2021-2022.

Western Piedmont Council of Governemnts 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 and FAST Act 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 Act, 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

Each of those eight factors is addressed through various work program tasks selected for fiscal year 2021-2022.

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 and FAST Act places 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. 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 are 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.

II-A Data and Planning Support

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

Programmed Amount: \$120,000

17.69% of Staff Budget

II-A-1 Network and Support Data Total: \$ 50,000

- 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.

- 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.

II-A-2 Travelers and Behavior Total: \$ 50,000

- 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: \$ 20,000

- 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: \$197,500

29.11% of Staff Budget

II-B-1 Targeted Planning Total: \$ 62,500

- Participation in interagency consultation process.
- Re-evaluate CMP regional hot spot corridors; add/remove as warranted and update overall CMP.
- Assist local governments with CMAQ applications.

- Participate in related training and workshops.
- Host and sponsor the 16th 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.

II-B-2 Regional Planning Total: \$ 135,000

- Complete Community Goals and Objectives for MTP.
- Complete Comprehensive Transportation Plan for the four county area.

- Review and distill existing plans into a highway and street system plan with emphasis on complete streets (access) and congestion relief (mobility) where each is appropriate.
- Develop a pool of street and highway projects to use in implementation of vision and goals; collect information on each project that includes environmental, social, and operational data and maps. Projects that meet fiscal constraint will be included in MTP.

- Work with transit develop project lists for the MTP/SPOT.
- Implement LAP program to allocate STP-DA funds. Additional LAPP Call for Projects.
- Assist transit providers with any changes in federal or state funding programs.
- 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.
- Assist our two airports with any changes in federal or state funding programs.
- Assist local governments with bicycle and pedestrian planning activities.

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: \$35,000

5.16% of Staff Budget

III-A-1 Planning Work Program Total: \$ 17,500

- 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.

III-A-2 Metrics and Performance Measures Total: \$ 17,500

- Use the UPWP as the mechanism to address MAP-21/FAST Act Performance Measure tracking and reporting.
- Prepare quarterly reports, the annual report, and requests for reimbursement.
- Develop a database for tracking PWP item metrics for staff.
- Develop a spreadsheet with performance measures currently in the MTP and CTP (found with objectives) and in the Congestion Management Plan annual review of the measures and the progress made toward each measure.
- Break down the performance measures by who is responsible for the annual review of each measure (MPO, NCDOT, local municipality, etc).

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: \$ 67,500

9.95% of Staff Budget

III-B-1 Prioritization Total: \$ 22,500

- 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: \$ 22,500

- Work cooperatively with NCDOT and other partner agencies to review and comment on Draft STIP and Work cooperatively with NCDOT and other partner agencies to review final STIP and review and adopt the corresponding metropolitan area TIP.
- Review and refine schedules and descriptions for TIP projects in the Draft TIP.
- Coordinate meaningful public involvement in the TIP process and in review of the TIP.

III-B-3 Merger/Project Development Total: \$ 22,500

- 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; 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: \$98,750

14.56% of Staff Budget

III-C-1 Title VI Compliance Total: \$ 19,000

- Conduct ongoing analysis of all MPO planning activities for compliance with Title VI of the Civil Rights Act of 1964; 49 CFR part 21.

III-C-2 Environmental Justice Total: \$ 36,500

- Update of maps used for transit planning with ACS data from the US Census, as available, to include Low-Mod Income, English as second language, elderly, young, and no-car populations.
- Analyze the MTP and 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 the MTP.

III-C-4 Planning for the Elderly and Disabled Total: \$6,250

- 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.

III-C-6 Public Involvement Total: \$37,000

- Develop outreach efforts for effectively communicating with the community about transportation planning and projects including all MTP/CTP-related outreach.
- 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 the MTP and related issues.
- Expand ability to provide data to member governments and the public.

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: \$52,500

7.74% of Staff Budget

III-D Statewide & Extra-Regional Planning Total: \$52,500

- 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.

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: \$107,114

15.79% of Staff Budget

III-E Management Ops, Program Support Administration Total: \$107,114

- Provide direct support to the MPO Governing Board, Technical Coordinating Committee (TCC) 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.
- Maintain adequate files and records for the MPO.

FTA CODE	TASK CODE	TASK DESCRIPTION	Percentages of Respective Shares		MPO Planning and Admin - PL / SPR /STP-DA *		
			Local	Federal	Highway / Transit		TOTAL
					Local min. 20%	Federal max. 80%	
	II-A	Data and Planning Support	17.69%	17.69%	\$ 24,000	\$ 96,000	\$ 120,000
44.24.00	II-A-1	Networks and Support Systems	7.37%	7.37%	\$ 10,000	\$ 40,000	\$ 50,000
44.23.01	II-A-2	Travelers and Behaviour	7.37%	7.37%	\$ 10,000	\$ 40,000	\$ 50,000
44.23.02	II-A-3	Transportation Modeling	2.95%	2.95%	\$ 4,000	\$ 16,000	\$ 20,000
	II-B	Planning Process	29.11%	29.11%	\$ 39,500	\$ 158,000	\$ 197,500
44.23.02	II-B-1	Targeted Planning	9.21%	9.21%	\$ 12,500	\$ 50,000	\$ 62,500
44.23.01	II-B-2	Regional Planning	19.90%	19.90%	\$ 27,000	\$ 108,000	\$ 135,000
44.27.00	II-B-3	Special Studies					\$ -
	III-A	Planning Work Program	5.16%	5.16%	\$ 7,000	\$ 28,000	\$ 35,000
44.21.00	III-A-1	Planning Work Program	2.58%	2.58%	\$ 3,500	\$ 14,000	\$ 17,500
44.24.00	III-A-2	Metrics and Performance Measures	2.58%	2.58%	\$ 3,500	\$ 14,000	\$ 17,500
	III-B	Transp. Improvement Plan	9.95%	9.95%	\$ 13,500	\$ 54,000	\$ 67,500
44.25.00	III-B-1	Prioritization	3.32%	3.32%	\$ 4,500	\$ 18,000	\$ 22,500
44.25.00	III-B-2	Metropolitan TIP	3.32%	3.32%	\$ 4,500	\$ 18,000	\$ 22,500
44.25.00	III-B-3	Merger/Project Development	3.32%	3.32%	\$ 4,500	\$ 18,000	\$ 22,500
	III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.	14.56%	14.56%	\$ 19,750	\$ 79,000	\$ 98,750
44.27.00	III-C-1	Title VI Compliance	2.80%	2.80%	\$ 3,800	\$ 15,200	\$ 19,000
44.27.00	III-C-2	Environmental Justice	5.38%	5.38%	\$ 7,300	\$ 29,200	\$ 36,500
44.27.00	III-C-3	Minority Business Enterprise Planning					\$ -
44.27.00	III-C-4	Planning for • Elderly	0.92%	0.92%	\$ 1,250	\$ 5,000	\$ 6,250
44.27.00	III-C-5	Safety/Drug Control Planning					\$ -
44.27.00	III-C-6	Public Involvement	5.45%	5.45%	\$ 7,400	\$ 29,600	\$ 37,000
44.27.00	III-C-7	Private Sector Participation					\$ -
	III-D	Statewide and Extra-Regional Planning	7.74%	7.74%	\$ 10,500	\$ 42,000	\$ 52,500
44.27.00	III-D	Statewide and Extra-Regional Planning	7.74%	7.74%	\$ 10,500	\$ 42,000	\$ 52,500
44.27.00	III-D	Statewide and Federal Policy Dev. and Implemen.					\$ -
	III-E	Management Ops, Program Support Admin	15.79%	15.79%	\$ 21,423	\$ 85,691	\$ 107,114
44.27.00	III-E	Management Ops, Program Support Admin	15.79%	15.79%	\$ 21,423	\$ 85,691	\$ 107,114
		TOTALS	100.00%	100.00%	\$ 135,673	\$ 542,691	\$ 678,364

FHWA FUNDS *		
	Federal 80%	Local 20%
PL (104)	\$366,314	\$91,579
SPR	\$80,000	\$20,000
STP-DA	\$100,000	\$25,000
TOTALS	\$546,314	\$136,579

FY 2021 - 2022 Greater Hickory MPO Local Match Requirements

Local Government	WPCOG-PL*		WPCOG-FTA		WPCOG-MPO	
	2019 MPO Population	AMOUNT	2019 MPO Population	AMOUNT	MATCH	TOTAL
Alexander Co. (Nonmunicipal)	36,239	\$14,542.80	36,239	\$652.57		\$15,195.37
Brookford	376	\$150.89	376	\$6.77		\$157.66
Burke Co. (Nonmunicipal)	60,074	\$24,107.84	60,074	\$1,081.77		\$25,189.61
Cajah's Mountain	2,737	\$1,098.36	2,737	\$49.29		\$1,147.65
Caldwell Co. (Nonmunicipal)	44,609	\$17,901.70	44,609	\$803.29		\$18,704.99
Catawba	610	\$244.79	610	\$10.98		\$255.78
Catawba Co. (Nonmunicipal)	86,692	\$34,789.71	86,692	\$1,561.09		\$36,350.80
Cedar Rock	292	\$117.18	292	\$5.26		\$122.44
Claremont	1,495	\$599.95	1,495	\$26.92		\$626.87
Connelly Springs	1,681	\$674.59	1,681	\$30.27		\$704.86
Conover	8,541	\$3,427.52	8,541	\$153.80		\$3,581.32
Drexel	1,834	\$735.99	1,834	\$33.03		\$769.01
Gamewell	4,072	\$1,634.10	4,072	\$73.33		\$1,707.43
Glen Alpine	1,575	\$632.05	1,575	\$28.36		\$660.41
Granite Falls	4,734	\$1,899.77	4,734	\$85.25		\$1,985.01
Hickory	41,407	\$16,616.73	41,407	\$745.63		\$17,362.36
Hildebran	2,001	\$803.01	2,001	\$36.03		\$839.04
Hudson	4,011	\$1,609.62	4,011	\$72.23		\$1,681.85
Lenoir	17,741	\$7,119.51	17,741	\$319.47		\$7,438.97
Long View	4,865	\$1,952.34	4,865	\$87.61		\$2,039.94
Maiden	3,420	\$1,372.45	3,420	\$61.59		\$1,434.04
Morganton	16,996	\$6,820.54	16,996	\$306.05		\$7,126.59
Newton	13,059	\$5,240.61	13,059	\$235.16		\$5,475.77
Rhodhiss	1108	\$444.64	1108	\$19.95		\$464.60
Rutherford College	1,402	\$562.63	1,402	\$25.25		\$587.87
Sawmills	5,237	\$2,101.62	5,237	\$94.30		\$2,195.93
Taylorsville	2,125	\$852.77	2,125	\$38.27		\$891.03
Valdese	4,526	\$1,816.29	4,526	\$81.50		\$1,897.80
Total	373,459	\$149,870.00	373,459	\$6,725.00	\$0.00	\$156,595.00

	FHWA FUNDS *	
	Federal 80%	Local 20%
PL (104)	\$362,691	\$90,673
SPR	\$80,000	\$20,000
STP-DA	\$100,000	\$25,000
TOTALS	\$542,691	\$135,673

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 Trans Plan	
5- Task Objective	<p>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. Route Mapping and updates.</p> <p>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 and grocery shoppers. Greenway Transportation and policy makers can use this information to make wise decisions when determining allocation of resources to ensure that communities are served effectively.</p>	
6- Tangible Product Expected	Transit Data, updates mapping.	
7- Expected Completion	Reports and analyses	Ongoing
Date of Products	Database Maintenance	Ongoing
	Transit Master Plan route changes	Ongoing
	Route Map Development	Ongoing
8- Previous Work		
9- Prior FTA Funds	\$8,000-\$10,000 has been spent over past several years	
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. Morganton routes are a good example These routes will be updated or added reflected with new route maps and data will be used to improve service.	
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%	\$900.00	
17- Section 5303 NCDOT 10%	\$900.00	
18- Section 5303 FTA 80%	\$7,200.00	
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 \$9000 13.38% 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	
5- Task Objective	General Plan Updates	
6- Tangible Product Expected	The Local Coordinated Plan will be updated. Continue to receive and evaluate 5310 applications.	
7- Expected Completion Date of Products	Update LCP 5310 Applications	Ongoing Ongoing
8- Previous Work	Updates plans. Updated 5310 program.	
9- Prior FTA Funds	\$41,000 has been spent over past several years	
10- Relationship	The MPO will work with Greenway Transportation and NCDOT.	
11- Agency	The MPO will continue to update plans and continue 5310 program.	
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%	\$500.00	
17- Section 5303 NCDOT 10%	\$500.00	
18- Section 5303 FTA 80%	\$4,000.00	
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 \$5000 7.43% 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	
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 has needed to be collected 33 times a month starting back in November 2018 (the original sampling amount of 22 times a month + a 50% sampling penalty due to the addition of the Burke transit routes [11 samples] = 33 samples per month) through initially June 2020, then extended to at least June 2022, due to multiple route changes (more than 25%). Using the sampling template meets FTA goal of reducing the number of samples being collected a month, which saves time and money while still meeting the 95% confidence interval with a 10% precision level (+/- 10%).	
7- Expected Completion Date of Products	Passenger Sampling Data	Ongoing
8- Previous Work	The MPO had performed passenger sampling data collection for the past five years.	
9- Prior FTA Funds	Approximately 20,000 has been spent annually	
10- Relationship	The MPO will work with Greenway Transportation and NCDOT.	
11- Agency	The MPO will continue to collect passenger sampling data.	
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%	\$2,600.00	
17- Section 5303 NCDOT 10%	\$2,600.00	
18- Section 5303 FTA 80%	\$20,800.00	
19- Section 5307 Transit - Local 10%	\$1,500.00	
20- Section 5307 Transit - NCDOT 10%	\$1,500.00	
21- Section 5307 Transit - FTA 80%	\$12,000.00	
22- Additional Funds - Local 100%		
	Programmed Funds \$26000 38.66% of 5303 budget	
	Programmed Funds \$15000 18.07% of 5307 budget	

FTA TASK NARRATIVE TABLE

1- MPO	Greater Hickory MPO
2- FTA Code	442100
3- Task Code	III-A-1
4- Title	Planning Work Program
5- Task Objective	The Planning Work Program is an assemblage of tasks that are programmed and scheduled. It services 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.
6- Tangible Product Expected	The Planning Work Program will be researched and prepared for FY 2023.
7- Expected Completion Date of Products	March 31, 2022
8- Previous Work	The Planning Work Program is updated annually to program and schedule work tasks for the upcoming fiscal year.
9- Prior FTA Funds	\$3000- \$4000 per year is spent annually
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%	\$300.00
17- Section 5303 NCDOT 10%	\$300.00
18- Section 5303 FTA 80%	\$2,400.00
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 \$3000 4.46% of 5303 budget	

FTA TASK NARRATIVE TABLE

1- 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. MTIP amendments are made for Greenway Transportation.
6- Tangible Product Expected	The Transportation Improvement Program will be researched and prepared for FY 22.
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.
9- Prior FTA Funds	Approximately \$5,000 is spent annually.
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%	\$500.00
17- Section 5303 NCDOT 10%	\$500.00
18- Section 5303 FTA 80%	\$4,000.00
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 \$5000 7.43% of 5303 budget

FTA TASK NARRATIVE TABLE

1- MPO	Greater Hickory MPO
2- FTA Code	442700
3- Task Code	III-D-1
4- Title	Statwewide and Extra Regional Planning
5- Task Objective	The MPO and WPRTA recently expanded the fixed route bus system to Morganton and Burke County last year. The MPO and WPRTA will continue to refine the new routes for successful continuation of the new services. The MPO developed a mobile web app for the fixed-route bus system and will continue to improve the application. Using GPS, the app indicates the closest route and stop to the user, and 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.).
6- Tangible Product Expected	Additional routes Improve Moble App
7- Expected Completion Date of Products	Ongoing technical support, stop changes, and route adjustments
8- Previous Work	Prior underserved areas.
9- Prior FTA Funds	Approximately \$3,000 to \$8,000 over the past ten years.
10- Relationship	MPO will coordinate Greenway Transportation to develop a route(s). The MPO will also be coordinated Greenway Transportation to improve fixed route mobile application.
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%	\$650.00
17- Section 5303 NCDOT 10%	\$650.00
18- Section 5303 FTA 80%	\$5,200.00
19- Section 5307 Transit - Local 10%	\$3,400.00
20- Section 5307 Transit - NCDOT 10%	\$3,400.00
21- Section 5307 Transit - FTA 80%	\$27,200.00
22- Additional Funds - Local 100%	
	Programmed Funds \$6500 9.67% of 5303 budget
	Programmed Funds \$34000 40.96% 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
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.
6- Tangible Product Expected	Operations planning includes the design of new routes and scheduling. As part of the maintaining, adjusting and expanding the master plan routes headways, cycletime, boarding/alighting and ridership analysis is reviewed to produce accurate and efficient routes. Operations will also assistance with meetings and Board of Directors and Transportation Advisory Board meetings.
7- Expected Completion	Planning Ongoing
Date of Products	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	Approximately \$10,000 has been spent here over the past several years.
10- Relationship	The MPO will coordinate with Greenway Transportation on planning, meetings and AVL implementation.
11- Agency	The 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%	\$1,275.00
17- Section 5303 NCDOT 10%	\$1,275.00
18- Section 5303 FTA 80%	\$10,200.00
19- Section 5307 Transit - Local 10%	\$3,400.00
20- Section 5307 Transit - NCDOT 10%	\$3,400.00
21- Section 5307 Transit - FTA 80%	\$27,200.00
22- Additional Funds - Local 100%	
	Programmed Funds \$12750 15.46% of 5303 budget
	Programmed Funds \$34000 40.96% of 5307 budget

Anticipated DBE Contracting Opportunities for FY 2021-2022

Name of MPO: Greater Hickory MPO X Check here if no anticipated DBE opportunities

Person Completing Form: Brian Horton Telephone Number: (828) 485-4225

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.

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.

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%.

FTA CODE	TASK CODE	TASK DESCRIPTION	Section 104(f) PL Funds			NCDOT Planning - SPR			STBG-DA Funds			Transit Planning - 5303				SECTION 5307			
			Local (20%)	Federal 80%	Fund Total	State (20%)	Federal (80%)	Fund Total	Local (20%)	Federal (80%)	Fund Total	Local (10%)	State (10%)	Federal (80%)	Fund Total	Local (10%)	State (10%)	FTA (80%)	5307 Total
	II-A	Data and Planning Support	\$ 24,000	\$ 96,000	\$ 120,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 900	\$ 900	\$ 7,200	\$ 9,000	\$ -	\$ -	\$ -	\$ -
44.24.00	II-A-1	Networks and Support Systems	\$ 10,000	\$ 40,000	\$ 50,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 900	\$ 900	\$ 7,200	\$ 9,000	\$ -	\$ -	\$ -	\$ -
44.23.01	II-A-2	Travelers and Behavior	\$ 10,000	\$ 40,000	\$ 50,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
44.23.02	II-A-3	Transportation Modeling	\$ 4,000	\$ 16,000	\$ 20,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	II-B	Planning Process	\$ 27,500	\$ 110,000	\$ 137,500	\$ 2,000	\$ 8,000	\$ 10,000	\$ 10,000	\$ 40,000	\$ 50,000	\$ 3,100	\$ 3,100	\$ 24,800	\$ 31,000	\$ 1,500	\$ 1,500	\$ 12,000	\$ 15,000
44.22.00	II-B-1	Targeted Planning	\$ 12,500	\$ 50,000	\$ 62,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500	\$ 500	\$ 4,000	\$ 5,000	\$ -	\$ -	\$ -	\$ -
44.23.01	II-B-2	Regional Planning	\$ 15,000	\$ 60,000	\$ 75,000	\$ 2,000	\$ 8,000	\$ 10,000	\$ 10,000	\$ 40,000	\$ 50,000	\$ 2,600	\$ 2,600	\$ 20,800	\$ 26,000	\$ 1,500	\$ 1,500	\$ 12,000	\$ 15,000
44.27.00	II-B-3	Special Studies	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	III-A	Planning Work Program	\$ 5,000	\$ 20,000	\$ 25,000	\$ 2,000	\$ 8,000	\$ 10,000	\$ -	\$ -	\$ -	\$ 300	\$ 300	\$ 2,400	\$ 3,000	\$ -	\$ -	\$ -	\$ -
44.21.00	III-A-1	Planning Work Program	\$ 2,500	\$ 10,000	\$ 12,500	\$ 1,000	\$ 4,000	\$ 5,000	\$ -	\$ -	\$ -	\$ 300	\$ 300	\$ 2,400	\$ 3,000	\$ -	\$ -	\$ -	\$ -
44.24.00	III-A-2	Metrics and Performance Measures	\$ 2,500	\$ 10,000	\$ 12,500	\$ 1,000	\$ 4,000	\$ 5,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	III-B	Transp. Improvement Plan	\$ 8,500	\$ 34,000	\$ 42,500	\$ 3,000	\$ 12,000	\$ 15,000	\$ 2,000	\$ 8,000	\$ 10,000	\$ 500	\$ 500	\$ 4,000	\$ 5,000	\$ -	\$ -	\$ -	\$ -
44.25.00	III-B-1	Prioritization	\$ 3,000	\$ 12,000	\$ 15,000	\$ 1,000	\$ 4,000	\$ 5,000	\$ 500	\$ 2,000	\$ 2,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
44.25.00	III-B-2	Metropolitan TIP	\$ 3,000	\$ 12,000	\$ 15,000	\$ 1,000	\$ 4,000	\$ 5,000	\$ 500	\$ 2,000	\$ 2,500	\$ 500	\$ 500	\$ 4,000	\$ 5,000	\$ -	\$ -	\$ -	\$ -
44.25.00	III-B-3	Merger/Project Development	\$ 2,500	\$ 10,000	\$ 12,500	\$ 1,000	\$ 4,000	\$ 5,000	\$ 1,000	\$ 4,000	\$ 5,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.	\$ 14,750	\$ 59,000	\$ 73,750	\$ 3,000	\$ 12,000	\$ 15,000	\$ 2,000	\$ 8,000	\$ 10,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
44.27.00	III-C-1	Title VI Compliance	\$ 3,000	\$ 12,000	\$ 15,000	\$ 800	\$ 3,200	\$ 4,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
44.27.00	III-C-2	Environmental Justice	\$ 6,500	\$ 26,000	\$ 32,500	\$ 800	\$ 3,200	\$ 4,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
44.27.00	III-C-3	Minority Business Enterprise Planning	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
44.27.00	III-C-4	Planning for the Elderly	\$ 1,250	\$ 5,000	\$ 6,250	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
44.27.00	III-C-5	Safety/Drug Control Planning	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
44.27.00	III-C-6	Public Involvement	\$ 4,000	\$ 16,000	\$ 20,000	\$ 1,400	\$ 5,600	\$ 7,000	\$ 2,000	\$ 8,000	\$ 10,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
44.27.00	III-C-7	Private Sector Participation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	III-D	Statewide & Extra-Regional Planning	\$ 1,500	\$ 6,000	\$ 7,500	\$ 4,000	\$ 16,000	\$ 20,000	\$ 5,000	\$ 20,000	\$ 25,000	\$ 650	\$ 650	\$ 5,200	\$ 6,500	\$ 3,400	\$ 3,400	\$ 27,200	\$ 34,000
44.27.00	III-D-1	Statewide & Extra-Regional Planning	\$ 1,500	\$ 6,000	\$ 7,500	\$ 4,000	\$ 16,000	\$ 20,000	\$ 5,000	\$ 20,000	\$ 25,000	\$ 650	\$ 650	\$ 5,200	\$ 6,500	\$ 3,400	\$ 3,400	\$ 27,200	\$ 34,000
	III-E	Management Ops, Prgm Suppt Admin	\$ 9,423	\$ 37,691	\$ 47,114	\$ 6,000	\$ 24,000	\$ 30,000	\$ 6,000	\$ 24,000	\$ 30,000	\$ 1,275	\$ 1,275	\$ 10,200	\$ 12,750	\$ 3,400	\$ 3,400	\$ 27,200	\$ 34,000
44.27.00		Management Op. Program Support Adm	\$ 9,423	\$ 37,691	\$ 47,114	\$ 6,000	\$ 24,000	\$ 30,000	\$ 6,000	\$ 24,000	\$ 30,000	\$ 1,275	\$ 1,275	\$ 10,200	\$ 12,750	\$ 3,400	\$ 3,400	\$ 27,200	\$ 34,000
	TOTALS		\$ 90,673	\$ 362,691	\$ 453,364	\$ 20,000	\$ 80,000	\$ 100,000	\$ 25,000	\$ 100,000	\$ 125,000	\$ 6,725	\$ 6,725	\$ 53,800	\$ 67,250	\$ 8,300	\$ 8,300	\$ 66,400	\$ 83,000

FHWA FUNDS		
Grant	Federal 80%	Local 20%
PL (104)	\$362,691	\$90,673
SPR	\$80,000	\$20,000
STP-DA	\$100,000	\$25,000
TOTALS	\$542,691	\$135,673

FTA FUNDS			
Grant	Fed 80%	Local 10%	State 10%
5303	\$53,800	\$6,725	\$6,725
5307	\$66,400	\$8,300	\$8,300
TOTALS	\$120,200	\$15,025	\$15,025



**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 2021-2022**

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

WHEREAS, the region has an adopted Metropolitan Transportation Plan through 2045 that is Fiscally constrained and meets federal requirements for metropolitan transportation planning;

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

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

WHEREAS, members of the Greater Hickory MPO TAC agree that the Planning Work Program will effectively advance transportation planning for FY 2021-2022;

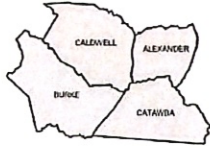
WHEREAS, members of the Greater Hickory MPO TAC agree that the Section 5303 funding and the Federal Transit Administration Narrative related to the 5303 funds;

NOW THEREFORE, BE IT RESOLVED that the Greater Hickory Metropolitan Planning Organization hereby adopts the Unified Planning Work Program for fiscal year 2021-2022.

ADOPTED: This 28th day of April, 2021

Bruce Eckard, Chair
Transportation Advisory Committee

Brian Horton, 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 2021-2022

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

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

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

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

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

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

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

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

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

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

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

WHEREAS, the Metropolitan Transportation Plan has a planning horizon year of 2045, and meets all the requirements for an adequate long-range transportation plan,

NOW THEREFORE, be it resolved that the Greater Hickory Metropolitan Transportation Advisory Committee certifies the transportation planning process for the Greater Hickory Metropolitan Planning Organization of this the 28th day of April, 2021.



Bruce Eckard, Chair
Transportation Advisory Committee



Brian Horton, Secretary
Transportation Advisory Committee

Greater Hickory MPO Five-year Planning Calendar, 2022-2026

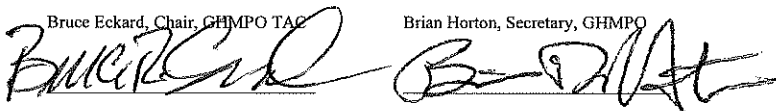
Year	Planning Product			Planning Task					
	Planning Work Program	MTP And CTP	* Recommendations to State TIP and MTIP Development	Vehicle Occupancy Rate (VOR)	GIS Development	Air and Water Quality	# Special Studies	Transportation Alternatives Planning	Transit
FY 2021-22	22-23 Draft February; Final April	Start Draft MTP; TAZ Base Year Projections	Prioritization points assigned to projects	Collect Data	Maintain; update maps as needed	Air Quality Conference; Water Quality Conference	Local Coordinated Plan	STBG-DA call for projects	Passenger Sampling Collection
FY 2022-23	23-24 Draft January; Final March	Completed Draft MTP	Comments for Draft 2023-2032 TIP	Collect Data; Traffic Count Analysis	Maintain; Update maps as needed; Prepare maps for CTP/MTP	Air Quality Conference; Water Quality Conference	US 321 Corridor Plan	STBG-DA to local governments	Passenger Sampling Collection
FY 2023-24	25-26 Draft January; Final March	Final & Adoption	Refine list based on progress	Collect Data; Traffic Count Analysis	Maintain; Update maps as needed	Air Quality Conference; Water Quality Conference	Local Govt. Requests	STBG-DA to local governments	Passenger Sampling Collection
FY 2024-25	26-27 Draft January; Final March	Collect Data	Refine list based on progress	Collect Data	Maintain; Update maps as needed	Air Quality Conference; Water Quality Conference	Local Govt. Requests	STBG-DA to local governments	Passenger Sampling Collection
FY 2025-26	27-28 Draft January; Final March	Collect Data; TAZ Base Year Estimates	Prioritization points assigned to projects	Collect Data; Traffic Count Analysis	Maintain; update maps as needed	Air Quality Conference; Water Quality Conference	Local Govt. Requests	STBG-DA call for projects	Passenger Sampling Collection

Adopted April 28, 2021 by the Greater Hickory Metropolitan Transportation Advisory Committee.

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

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

Bruce Eckard, Chair, GHMPO TAC Brian Horton, Secretary, GHMPO



**Greater Hickory Metropolitan Planning Organization
UNIFIED PLANNING WORK PROGRAM (UPWP) - FY22**

July 1, 2021 to June 30, 2022

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 2021-2022 (PL104)

Federal Highway Administration - 80%*		\$	362,691
Local Match - 20%*		\$	90,673
Total		\$	453,364

Funding Summary FY 2021-2022 (SPR)

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

Funding Summary FY 2021-2022 (STP-DA)

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

Program Summary for MPO Planning and Admin (PL / SPR / STP-DA Funds)

II-A Data and Planning	\$	120,000	17.69%
II-B Planning Process	\$	197,500	29.11%
III-A Planning Work Program	\$	35,000	5.16%
III-B Transp. Improvement	\$	67,500	9.95%
III-C Cvl Rgts. Cmp./Otr .Reg. Reqs.	\$	98,750	14.56%
III-D Statewide and Extra- Regional Planning	\$	52,500	7.74%
III-E Management Ops, Program Support Admin	\$	107,114	15.79%
TOTAL	\$	678,364	100.00%

GHMPO 2021-2022 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 2021-2022 (from July 1, 2021 through June 30, 2022). 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 2021-2022.

Western Piedmont Council of Governemnts 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 and FAST Act 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 Act, 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

Each of those eight factors is addressed through various work program tasks selected for fiscal year 2021-2022.

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 and FAST Act places 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. 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 are 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.

II-A Data and Planning Support

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

Programmed Amount: \$120,000

17.69% of Staff Budget

II-A-1 Network and Support Data Total: \$ 50,000

- 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.

- 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.

II-A-2 Travelers and Behavior Total: \$ 50,000

- 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: \$ 20,000

- 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: \$197,500

29.11% of Staff Budget

II-B-1 Targeted Planning Total: \$ 62,500

- Participation in interagency consultation process.
- Re-evaluate CMP regional hot spot corridors; add/remove as warranted and update overall CMP.
- Assist local governments with CMAQ applications.

- Participate in related training and workshops.
- Host and sponsor the 16th 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.

II-B-2 Regional Planning Total: \$ 135,000

- Complete Community Goals and Objectives for MTP.
- Complete Comprehensive Transportation Plan for the four county area.

- Review and distill existing plans into a highway and street system plan with emphasis on complete streets (access) and congestion relief (mobility) where each is appropriate.
- Develop a pool of street and highway projects to use in implementation of vision and goals; collect information on each project that includes environmental, social, and operational data and maps. Projects that meet fiscal constraint will be included in MTP.

- Work with transit develop project lists for the MTP/SPOT.
- Implement LAP program to allocate STP-DA funds. Additional LAPP Call for Projects.
- Assist transit providers with any changes in federal or state funding programs.
- 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.
- Assist our two airports with any changes in federal or state funding programs.
- Assist local governments with bicycle and pedestrian planning activities.

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: \$35,000

5.16% of Staff Budget

III-A-1 Planning Work Program Total: \$ 17,500

- 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.

III-A-2 Metrics and Performance Measures Total: \$ 17,500

- Use the UPWP as the mechanism to address MAP-21/FAST Act Performance Measure tracking and reporting.
- Prepare quarterly reports, the annual report, and requests for reimbursement.
- Develop a database for tracking PWP item metrics for staff.
- Develop a spreadsheet with performance measures currently in the MTP and CTP (found with objectives) and in the Congestion Management Plan annual review of the measures and the progress made toward each measure.
- Break down the performance measures by who is responsible for the annual review of each measure (MPO, NCDOT, local municipality, etc).

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: \$ 67,500

9.95% of Staff Budget

III-B-1 Prioritization Total: \$ 22,500

- 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: \$ 22,500

- Work cooperatively with NCDOT and other partner agencies to review and comment on Draft STIP and Work cooperatively with NCDOT and other partner agencies to review final STIP and review and adopt the corresponding metropolitan area TIP.
- Review and refine schedules and descriptions for TIP projects in the Draft TIP.
- Coordinate meaningful public involvement in the TIP process and in review of the TIP.

III-B-3 Merger/Project Development Total: \$ 22,500

- 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; 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: \$98,750

14.56% of Staff Budget

III-C-1 Title VI Compliance Total: \$ 19,000

- Conduct ongoing analysis of all MPO planning activities for compliance with Title VI of the Civil Rights Act of 1964; 49 CFR part 21.

III-C-2 Environmental Justice Total: \$ 36,500

- Update of maps used for transit planning with ACS data from the US Census, as available, to include Low-Mod Income, English as second language, elderly, young, and no-car populations.
- Analyze the MTP and 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 the MTP.

III-C-4 Planning for the Elderly and Disabled Total: \$6,250

- 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.

III-C-6 Public Involvement Total: \$37,000

- Develop outreach efforts for effectively communicating with the community about transportation planning and projects including all MTP/CTP-related outreach.
- 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 the MTP and related issues.
- Expand ability to provide data to member governments and the public.

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: \$52,500

7.74% of Staff Budget

III-D Statewide & Extra-Regional Planning Total: \$52,500

- 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.

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: \$107,114

15.79% of Staff Budget

III-E Management Ops, Program Support Administration Total: \$107,114

- Provide direct support to the MPO Governing Board, Technical Coordinating Committee (TCC) 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.
- Maintain adequate files and records for the MPO.

FTA CODE	TASK CODE	TASK DESCRIPTION	Percentages of Respective Shares		MPO Planning and Admin - PL / SPR /STP-DA *		
			Local	Federal	Highway / Transit		TOTAL
					Local min. 20%	Federal max. 80%	
	II-A	Data and Planning Support	17.69%	17.69%	\$ 24,000	\$ 96,000	\$ 120,000
44.24.00	II-A-1	Networks and Support Systems	7.37%	7.37%	\$ 10,000	\$ 40,000	\$ 50,000
44.23.01	II-A-2	Travelers and Behaviour	7.37%	7.37%	\$ 10,000	\$ 40,000	\$ 50,000
44.23.02	II-A-3	Transportation Modeling	2.95%	2.95%	\$ 4,000	\$ 16,000	\$ 20,000
	II-B	Planning Process	29.11%	29.11%	\$ 39,500	\$ 158,000	\$ 197,500
44.23.02	II-B-1	Targeted Planning	9.21%	9.21%	\$ 12,500	\$ 50,000	\$ 62,500
44.23.01	II-B-2	Regional Planning	19.90%	19.90%	\$ 27,000	\$ 108,000	\$ 135,000
44.27.00	II-B-3	Special Studies					\$ -
	III-A	Planning Work Program	5.16%	5.16%	\$ 7,000	\$ 28,000	\$ 35,000
44.21.00	III-A-1	Planning Work Program	2.58%	2.58%	\$ 3,500	\$ 14,000	\$ 17,500
44.24.00	III-A-2	Metrics and Performance Measures	2.58%	2.58%	\$ 3,500	\$ 14,000	\$ 17,500
	III-B	Transp. Improvement Plan	9.95%	9.95%	\$ 13,500	\$ 54,000	\$ 67,500
44.25.00	III-B-1	Prioritization	3.32%	3.32%	\$ 4,500	\$ 18,000	\$ 22,500
44.25.00	III-B-2	Metropolitan TIP	3.32%	3.32%	\$ 4,500	\$ 18,000	\$ 22,500
44.25.00	III-B-3	Merger/Project Development	3.32%	3.32%	\$ 4,500	\$ 18,000	\$ 22,500
	III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.	14.56%	14.56%	\$ 19,750	\$ 79,000	\$ 98,750
44.27.00	III-C-1	Title VI Compliance	2.80%	2.80%	\$ 3,800	\$ 15,200	\$ 19,000
44.27.00	III-C-2	Environmental Justice	5.38%	5.38%	\$ 7,300	\$ 29,200	\$ 36,500
44.27.00	III-C-3	Minority Business Enterprise Planning					\$ -
44.27.00	III-C-4	Planning for • Elderly	0.92%	0.92%	\$ 1,250	\$ 5,000	\$ 6,250
44.27.00	III-C-5	Safety/Drug Control Planning					\$ -
44.27.00	III-C-6	Public Involvement	5.45%	5.45%	\$ 7,400	\$ 29,600	\$ 37,000
44.27.00	III-C-7	Private Sector Participation					\$ -
	III-D	Statewide and Extra-Regional Planning	7.74%	7.74%	\$ 10,500	\$ 42,000	\$ 52,500
44.27.00	III-D	Statewide and Extra-Regional Planning	7.74%	7.74%	\$ 10,500	\$ 42,000	\$ 52,500
44.27.00	III-D	Statewide and Federal Policy Dev. and Implemen.					\$ -
	III-E	Management Ops, Program Support Admin	15.79%	15.79%	\$ 21,423	\$ 85,691	\$ 107,114
44.27.00	III-E	Management Ops, Program Support Admin	15.79%	15.79%	\$ 21,423	\$ 85,691	\$ 107,114
		TOTALS	100.00%	100.00%	\$ 135,673	\$ 542,691	\$ 678,364

FHWA FUNDS *		
	Federal 80%	Local 20%
PL (104)	\$366,314	\$91,579
SPR	\$80,000	\$20,000
STP-DA	\$100,000	\$25,000
TOTALS	\$546,314	\$136,579

FY 2021 - 2022 Greater Hickory MPO Local Match Requirements

Local Government	WPCOG-PL*		WPCOG-FTA		WPCOG-MPO	
	2019 MPO Population	AMOUNT	2019 MPO Population	AMOUNT	MATCH	TOTAL
Alexander Co. (Nonmunicipal)	36,239	\$14,542.80	36,239	\$652.57		\$15,195.37
Brookford	376	\$150.89	376	\$6.77		\$157.66
Burke Co. (Nonmunicipal)	60,074	\$24,107.84	60,074	\$1,081.77		\$25,189.61
Cajah's Mountain	2,737	\$1,098.36	2,737	\$49.29		\$1,147.65
Caldwell Co. (Nonmunicipal)	44,609	\$17,901.70	44,609	\$803.29		\$18,704.99
Catawba	610	\$244.79	610	\$10.98		\$255.78
Catawba Co. (Nonmunicipal)	86,692	\$34,789.71	86,692	\$1,561.09		\$36,350.80
Cedar Rock	292	\$117.18	292	\$5.26		\$122.44
Claremont	1,495	\$599.95	1,495	\$26.92		\$626.87
Connelly Springs	1,681	\$674.59	1,681	\$30.27		\$704.86
Conover	8,541	\$3,427.52	8,541	\$153.80		\$3,581.32
Drexel	1,834	\$735.99	1,834	\$33.03		\$769.01
Gamewell	4,072	\$1,634.10	4,072	\$73.33		\$1,707.43
Glen Alpine	1,575	\$632.05	1,575	\$28.36		\$660.41
Granite Falls	4,734	\$1,899.77	4,734	\$85.25		\$1,985.01
Hickory	41,407	\$16,616.73	41,407	\$745.63		\$17,362.36
Hildebran	2,001	\$803.01	2,001	\$36.03		\$839.04
Hudson	4,011	\$1,609.62	4,011	\$72.23		\$1,681.85
Lenoir	17,741	\$7,119.51	17,741	\$319.47		\$7,438.97
Long View	4,865	\$1,952.34	4,865	\$87.61		\$2,039.94
Maiden	3,420	\$1,372.45	3,420	\$61.59		\$1,434.04
Morganton	16,996	\$6,820.54	16,996	\$306.05		\$7,126.59
Newton	13,059	\$5,240.61	13,059	\$235.16		\$5,475.77
Rhodhiss	1108	\$444.64	1108	\$19.95		\$464.60
Rutherford College	1,402	\$562.63	1,402	\$25.25		\$587.87
Sawmills	5,237	\$2,101.62	5,237	\$94.30		\$2,195.93
Taylorsville	2,125	\$852.77	2,125	\$38.27		\$891.03
Valdese	4,526	\$1,816.29	4,526	\$81.50		\$1,897.80
Total	373,459	\$149,870.00	373,459	\$6,725.00	\$0.00	\$156,595.00

	FHWA FUNDS *	
	Federal 80%	Local 20%
PL (104)	\$362,691	\$90,673
SPR	\$80,000	\$20,000
STP-DA	\$100,000	\$25,000
TOTALS	\$542,691	\$135,673

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 Trans Plan
5- Task Objective	<p>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. Route Mapping and updates.</p> <p>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 and grocery shoppers. Greenway Transportation and policy makers can use this information to make wise decisions when determining allocation of resources to ensure that communities are served effectively.</p>
6- Tangible Product Expected	Transit Data, updates mapping.
7- Expected Completion	Reports and analyses Ongoing
Date of Products	Database Maintenance Ongoing
	Transit Master Plan route changes Ongoing
	Route Map Development Ongoing
8- Previous Work	
9- Prior FTA Funds	\$8,000-\$10,000 has been spent over past several years
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. Morganton routes are a good example These routes will be updated or added reflected with new route maps and data will be used to improve service.
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%	\$900.00
17- Section 5303 NCDOT 10%	\$900.00
18- Section 5303 FTA 80%	\$7,200.00
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 \$9000 13.38% 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	
5- Task Objective	General Plan Updates	
6- Tangible Product Expected	The Local Coordinated Plan will be updated. Continue to receive and evaluate 5310 applications.	
7- Expected Completion Date of Products	Update LCP 5310 Applications	Ongoing Ongoing
8- Previous Work	Updates plans. Updated 5310 program.	
9- Prior FTA Funds	\$41,000 has been spent over past several years	
10- Relationship	The MPO will work with Greenway Transportation and NCDOT.	
11- Agency	The MPO will continue to update plans and continue 5310 program.	
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%	\$500.00	
17- Section 5303 NCDOT 10%	\$500.00	
18- Section 5303 FTA 80%	\$4,000.00	
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 \$5000 7.43% 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	
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 has needed to be collected 33 times a month starting back in November 2018 (the original sampling amount of 22 times a month + a 50% sampling penalty due to the addition of the Burke transit routes [11 samples] = 33 samples per month) through initially June 2020, then extended to at least June 2022, due to multiple route changes (more than 25%). Using the sampling template meets FTA goal of reducing the number of samples being collected a month, which saves time and money while still meeting the 95% confidence interval with a 10% precision level (+/- 10%).	
7- Expected Completion Date of Products	Passenger Sampling Data	Ongoing
8- Previous Work	The MPO had performed passenger sampling data collection for the past five years.	
9- Prior FTA Funds	Approximately 20,000 has been spent annually	
10- Relationship	The MPO will work with Greenway Transportation and NCDOT.	
11- Agency	The MPO will continue to collect passenger sampling data.	
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%	\$2,600.00	
17- Section 5303 NCDOT 10%	\$2,600.00	
18- Section 5303 FTA 80%	\$20,800.00	
19- Section 5307 Transit - Local 10%	\$1,500.00	
20- Section 5307 Transit - NCDOT 10%	\$1,500.00	
21- Section 5307 Transit - FTA 80%	\$12,000.00	
22- Additional Funds - Local 100%		
	Programmed Funds \$26000 38.66% of 5303 budget	
	Programmed Funds \$15000 18.07% of 5307 budget	

FTA TASK NARRATIVE TABLE

1- MPO	Greater Hickory MPO
2- FTA Code	442100
3- Task Code	III-A-1
4- Title	Planning Work Program
5- Task Objective	The Planning Work Program is an assemblage of tasks that are programmed and scheduled. It services 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.
6- Tangible Product Expected	The Planning Work Program will be researched and prepared for FY 2023.
7- Expected Completion Date of Products	March 31, 2022
8- Previous Work	The Planning Work Program is updated annually to program and schedule work tasks for the upcoming fiscal year.
9- Prior FTA Funds	\$3000- \$4000 per year is spent annually
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%	\$300.00
17- Section 5303 NCDOT 10%	\$300.00
18- Section 5303 FTA 80%	\$2,400.00
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 \$3000 4.46% of 5303 budget	

FTA TASK NARRATIVE TABLE

1- 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. MTIP amendments are made for Greenway Transportation.
6- Tangible Product Expected	The Transportation Improvement Program will be researched and prepared for FY 22.
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.
9- Prior FTA Funds	Approximately \$5,000 is spent annually.
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%	\$500.00
17- Section 5303 NCDOT 10%	\$500.00
18- Section 5303 FTA 80%	\$4,000.00
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 \$5000 7.43% of 5303 budget

FTA TASK NARRATIVE TABLE

1- MPO	Greater Hickory MPO
2- FTA Code	442700
3- Task Code	III-D-1
4- Title	Statwewide and Extra Regional Planning
5- Task Objective	The MPO and WPRTA recently expanded the fixed route bus system to Morganton and Burke County last year. The MPO and WPRTA will continue to refine the new routes for successful continuation of the new services. The MPO developed a mobile web app for the fixed-route bus system and will continue to improve the application. Using GPS, the app indicates the closest route and stop to the user, and 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.).
6- Tangible Product Expected	Additional routes Improve Moble App
7- Expected Completion Date of Products	Ongoing technical support, stop changes, and route adjustments
8- Previous Work	Prior underserved areas.
9- Prior FTA Funds	Approximately \$3,000 to \$8,000 over the past ten years.
10- Relationship	MPO will coordinate Greenway Transportation to develop a route(s). The MPO will also be coordinated Greenway Transportation to improve fixed route mobile application.
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%	\$650.00
17- Section 5303 NCDOT 10%	\$650.00
18- Section 5303 FTA 80%	\$5,200.00
19- Section 5307 Transit - Local 10%	\$3,400.00
20- Section 5307 Transit - NCDOT 10%	\$3,400.00
21- Section 5307 Transit - FTA 80%	\$27,200.00
22- Additional Funds - Local 100%	
	Programmed Funds \$6500 9.67% of 5303 budget
	Programmed Funds \$34000 40.96% 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
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.
6- Tangible Product Expected	Operations planning includes the design of new routes and scheduling. As part of the maintaining, adjusting and expanding the master plan routes headways, cycletime, boarding/alighting and ridership analysis is reviewed to produce accurate and efficient routes. Operations will also assistance with meetings and Board of Directors and Transportation Advisory Board meetings.
7- Expected Completion	Planning Ongoing
Date of Products	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	Approximately \$10,000 has been spent here over the past several years.
10- Relationship	The MPO will coordinate with Greenway Transportation on planning, meetings and AVL implementation.
11- Agency	The 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%	\$1,275.00
17- Section 5303 NCDOT 10%	\$1,275.00
18- Section 5303 FTA 80%	\$10,200.00
19- Section 5307 Transit - Local 10%	\$3,400.00
20- Section 5307 Transit - NCDOT 10%	\$3,400.00
21- Section 5307 Transit - FTA 80%	\$27,200.00
22- Additional Funds - Local 100%	
	Programmed Funds \$12750 15.46% of 5303 budget
	Programmed Funds \$34000 40.96% of 5307 budget

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.

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.

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%.

FTA CODE	TASK CODE	TASK DESCRIPTION	Section 104(f) PL Funds			NCDOT Planning - SPR			STBG-DA Funds			Transit Planning - 5303				SECTION 5307			
			Local (20%)	Federal 80%	Fund Total	State (20%)	Federal (80%)	Fund Total	Local (20%)	Federal (80%)	Fund Total	Local (10%)	State (10%)	Federal (80%)	Fund Total	Local (10%)	State (10%)	FTA (80%)	5307 Total
	II-A	Data and Planning Support	\$ 24,000	\$ 96,000	\$ 120,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 900	\$ 900	\$ 7,200	\$ 9,000	\$ -	\$ -	\$ -	\$ -
44.24.00	II-A-1	Networks and Support Systems	\$ 10,000	\$ 40,000	\$ 50,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 900	\$ 900	\$ 7,200	\$ 9,000	\$ -	\$ -	\$ -	\$ -
44.23.01	II-A-2	Travelers and Behavior	\$ 10,000	\$ 40,000	\$ 50,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
44.23.02	II-A-3	Transportation Modeling	\$ 4,000	\$ 16,000	\$ 20,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	II-B	Planning Process	\$ 27,500	\$ 110,000	\$ 137,500	\$ 2,000	\$ 8,000	\$ 10,000	\$ 10,000	\$ 40,000	\$ 50,000	\$ 3,100	\$ 3,100	\$ 24,800	\$ 31,000	\$ 1,500	\$ 1,500	\$ 12,000	\$ 15,000
44.22.00	II-B-1	Targeted Planning	\$ 12,500	\$ 50,000	\$ 62,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500	\$ 500	\$ 4,000	\$ 5,000	\$ -	\$ -	\$ -	\$ -
44.23.01	II-B-2	Regional Planning	\$ 15,000	\$ 60,000	\$ 75,000	\$ 2,000	\$ 8,000	\$ 10,000	\$ 10,000	\$ 40,000	\$ 50,000	\$ 2,600	\$ 2,600	\$ 20,800	\$ 26,000	\$ 1,500	\$ 1,500	\$ 12,000	\$ 15,000
44.27.00	II-B-3	Special Studies	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	III-A	Planning Work Program	\$ 5,000	\$ 20,000	\$ 25,000	\$ 2,000	\$ 8,000	\$ 10,000	\$ -	\$ -	\$ -	\$ 300	\$ 300	\$ 2,400	\$ 3,000	\$ -	\$ -	\$ -	\$ -
44.21.00	III-A-1	Planning Work Program	\$ 2,500	\$ 10,000	\$ 12,500	\$ 1,000	\$ 4,000	\$ 5,000	\$ -	\$ -	\$ -	\$ 300	\$ 300	\$ 2,400	\$ 3,000	\$ -	\$ -	\$ -	\$ -
44.24.00	III-A-2	Metrics and Performance Measures	\$ 2,500	\$ 10,000	\$ 12,500	\$ 1,000	\$ 4,000	\$ 5,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	III-B	Transp. Improvement Plan	\$ 8,500	\$ 34,000	\$ 42,500	\$ 3,000	\$ 12,000	\$ 15,000	\$ 2,000	\$ 8,000	\$ 10,000	\$ 500	\$ 500	\$ 4,000	\$ 5,000	\$ -	\$ -	\$ -	\$ -
44.25.00	III-B-1	Prioritization	\$ 3,000	\$ 12,000	\$ 15,000	\$ 1,000	\$ 4,000	\$ 5,000	\$ 500	\$ 2,000	\$ 2,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
44.25.00	III-B-2	Metropolitan TIP	\$ 3,000	\$ 12,000	\$ 15,000	\$ 1,000	\$ 4,000	\$ 5,000	\$ 500	\$ 2,000	\$ 2,500	\$ 500	\$ 500	\$ 4,000	\$ 5,000	\$ -	\$ -	\$ -	\$ -
44.25.00	III-B-3	Merger/Project Development	\$ 2,500	\$ 10,000	\$ 12,500	\$ 1,000	\$ 4,000	\$ 5,000	\$ 1,000	\$ 4,000	\$ 5,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.	\$ 14,750	\$ 59,000	\$ 73,750	\$ 3,000	\$ 12,000	\$ 15,000	\$ 2,000	\$ 8,000	\$ 10,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
44.27.00	III-C-1	Title VI Compliance	\$ 3,000	\$ 12,000	\$ 15,000	\$ 800	\$ 3,200	\$ 4,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
44.27.00	III-C-2	Environmental Justice	\$ 6,500	\$ 26,000	\$ 32,500	\$ 800	\$ 3,200	\$ 4,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
44.27.00	III-C-3	Minority Business Enterprise Planning	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
44.27.00	III-C-4	Planning for the Elderly	\$ 1,250	\$ 5,000	\$ 6,250	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
44.27.00	III-C-5	Safety/Drug Control Planning	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
44.27.00	III-C-6	Public Involvement	\$ 4,000	\$ 16,000	\$ 20,000	\$ 1,400	\$ 5,600	\$ 7,000	\$ 2,000	\$ 8,000	\$ 10,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
44.27.00	III-C-7	Private Sector Participation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	III-D	Statewide & Extra-Regional Planning	\$ 1,500	\$ 6,000	\$ 7,500	\$ 4,000	\$ 16,000	\$ 20,000	\$ 5,000	\$ 20,000	\$ 25,000	\$ 650	\$ 650	\$ 5,200	\$ 6,500	\$ 3,400	\$ 3,400	\$ 27,200	\$ 34,000
44.27.00	III-D-1	Statewide & Extra-Regional Planning	\$ 1,500	\$ 6,000	\$ 7,500	\$ 4,000	\$ 16,000	\$ 20,000	\$ 5,000	\$ 20,000	\$ 25,000	\$ 650	\$ 650	\$ 5,200	\$ 6,500	\$ 3,400	\$ 3,400	\$ 27,200	\$ 34,000
	III-E	Management Ops, Prgm Suppt Admin	\$ 9,423	\$ 37,691	\$ 47,114	\$ 6,000	\$ 24,000	\$ 30,000	\$ 6,000	\$ 24,000	\$ 30,000	\$ 1,275	\$ 1,275	\$ 10,200	\$ 12,750	\$ 3,400	\$ 3,400	\$ 27,200	\$ 34,000
44.27.00		Management Op. Program Support Adm	\$ 9,423	\$ 37,691	\$ 47,114	\$ 6,000	\$ 24,000	\$ 30,000	\$ 6,000	\$ 24,000	\$ 30,000	\$ 1,275	\$ 1,275	\$ 10,200	\$ 12,750	\$ 3,400	\$ 3,400	\$ 27,200	\$ 34,000
	TOTALS		\$ 90,673	\$ 362,691	\$ 453,364	\$ 20,000	\$ 80,000	\$ 100,000	\$ 25,000	\$ 100,000	\$ 125,000	\$ 6,725	\$ 6,725	\$ 53,800	\$ 67,250	\$ 8,300	\$ 8,300	\$ 66,400	\$ 83,000

FHWA FUNDS		
Grant	Federal 80%	Local 20%
PL (104)	\$362,691	\$90,673
SPR	\$80,000	\$20,000
STP-DA	\$100,000	\$25,000
TOTALS	\$542,691	\$135,673

FTA FUNDS			
Grant	Fed 80%	Local 10%	State 10%
5303	\$53,800	\$6,725	\$6,725
5307	\$66,400	\$8,300	\$8,300
TOTALS	\$120,200	\$15,025	\$15,025