



FY 2024-2033

Transportation Improvement Program (TIP)

The Jacksonville Urban MPO has established performance management targets for highway safety, infrastructure condition, congestion, system reliability, emissions, freight movement and transit.

The Jacksonville Urban MPO anticipates meeting their identified targets with the mix of projects included in the FY 2024-2033 TIP.

The NCDOT has demonstrated fiscal constraint on the 2024-2033 STIP adopted on 6/6/2023. The Jacksonville Urban Area MPO TIP is a subset of the STIP and by extension therefore demonstrates fiscal constraint.”

Adopted – September 14, 2023

Amendment #1 – October 16, 2023

Amendment #2 – January 30, 2024

Amendment #3 – March 14, 2024

Amendment #4 – June 13, 2024



JACKSONVILLE URBAN AREA
JUMPO
 METROPOLITAN PLANNING ORGANIZATION

RESOLUTION TO MODIFY THE JACKSONVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION FY 2024-2033 TRANSPORTATION IMPROVEMENT PROGRAM

AMENDMENT NO. 4

A motion was made by Mr. Paul Buchanan and seconded by Mr. Royce Bennett for adoption of the following resolution, and upon being put to a vote, was duly adopted.

WHEREAS, the Federal Highway Administration and the Federal Transit Administration require Metropolitan Planning Organization (MPO) to develop a Transportation Improvement Program (TIP) in cooperation with the State and affect public transportation operators within their planning jurisdiction; and

WHEREAS, the Jacksonville Urban Area MPO has developed a TIP to include capital and non-capital surface transportation projects within the Jacksonville urban planning area; and

WHEREAS, the TIP includes a financial plan that demonstrates how it can be implemented within anticipated fiscal constraints; and

WHEREAS, the Transportation Advisory Committee reviewed the FY 2024-2033 Metropolitan Transportation Improvement Program (MTIP), originally adopted on September 14, 2023, and has found that modifications are needed to comply with FHWA; and

WHEREAS, this Amendment allows for the reprogramming of projects by adjusting project schedules and/or funding in order to be a fiscally constrained Program; and

WHEREAS, a draft of the MTIP has been advertised for public comment in accordance with the Jacksonville Urban Area Metropolitan Planning Organization Public Participation Plan and no comments were received; and

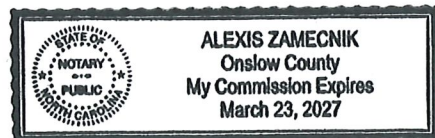
NOW, THEREFORE, BE IT RESOLVED, that the Transportation Advisory Committee hereby adopts Amendment 4 to the FY 2024-2033 Transportation Improvement Program, on this 13th day of June 2024.

Robert Warden
 Robert Warden, Chairman

Subscribed and sworn to me this 13th day of June 2024.

Alexis Zamecnik
 Notary Public

My commission expires March 23, 2027



What is the State Improvement Program (STIP)

The Jacksonville Urban Area Metropolitan Planning Organization (JUMPO) has cooperatively developed this Metropolitan Transportation Improvement Program (TIP) with the North Carolina Department of Transportation (NCDOT), Jacksonville Transit, Onslow United Transit System (OUTS), and the Albert J. Ellis Airport as required by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).

This document reflects transportation investment priorities and programs transportation projects for potential funding over the ten-year period of FY 2024-2033. Projects programmed in the first five years of the document (FY 2024-2028) depict the funding committed in the Transportation Improvement Program. Projects programmed in the remaining years (FY 2029-2033) are illustrative.

The Long Range Transportation Plan (LRTP) is the basis for this programming document. JUMPO completed its most recent LRTP in January 2019 and is working on developing the 2050 LRTP. Additional information on individual projects can be found in the LRTP online at www.jumpo-nc.org. JUMPO has incorporated safety performance targets as required by FHWA and NCDOT. Both the LRTP and this TIP incorporate performance measures by including the adopted targets for pavement, bridge maintenance, system performance, freight, and transit assist management.

The North Carolina General Assembly passed Strategic Transportation Investment legislation in 2014 mandating how projects would be selected for the TIP.

All highway projects in the TIP, including all phases, are the responsibility of NCDOT. Preliminary Engineering for all projects (except Bicycle and Pedestrian Projects) is accounted for under a Statewide Line Item which also includes environmental analysis. Local match for all projects is provided by NCDOT unless otherwise stated. Costs listed in the document are total costs. Most federal sources require a 20% local match, although some federal funding types either require no match or only 10%.

The Public Transportation section documents the expenditures of the Sections 5307 and 5303 grants. The MPO public participation process for the development of the TIP meets the requirements for the FTA Programming of Projects.

The final section of the document lists Statewide Projects. These projects are those that are programmed for work throughout the state and may be applicable in the Jacksonville area.

How is the STIP organized?

The STIP contains funding information and schedules for transportation modes and programs including: Highways, Aviation, Bicycle and Pedestrian, Ferry, Public Transportation, Rail, Governor's Highway Safety and statewide related programs.

The transportation program in the STIP is organized by the 14 transportation divisions. Each Division section includes a funding source reference table and is divided between highway and non-highway project schedules. Projects are also listed by county within each division. This results in some duplication since transportation projects frequently extend across county and division lines. When this duplication occurs, a project is listed in each county in which it is found.

Projects are further subdivided by category: interstate, rural, urban, bridge, municipal bridge, bicycle and pedestrian, congestion mitigation, highway safety improvement program, ferry, passenger rail, and roadside environmental. Interstate, rural, urban, bridge, and ferry projects are described by route number. Municipal bridge, bike and pedestrian projects are listed by city or county. Congestion mitigation and passenger rail projects are listed alphabetically by city or county. Highway safety improvement program projects may be listed by route, city or county. The Public Transportation program list projects first by the transportation partners and providers then by identification numbers.

Projects are also listed by the STI category they are funded from, i.e., by Statewide Mobility, Regional Impact, or Division Needs. The phases of projects (such as Right of Way (R), Utility relocation (U), and Construction (C)) are listed by Fiscal Year along with their costs and anticipated funding sources.

All projects require extensive planning, environmental impact and design studies. The location and exact type of improvements are subject to refinement and modification during the planning and design phases.

Strategic Prioritization

The Department manages a strategic project prioritization process. Strategic prioritization uses transportation data, input of local government partners, and the public to generate scores and ultimately rankings of projects across the state. Multiple public input opportunities were provided during the spring and summer of 2020 regarding the submittal of new projects assisting each Metropolitan Planning Organization (MPO), Rural Planning Organization (RPO), and NCDOT's transportation divisions.

The P6.0 process was organized similarly to previous prioritization cycles and results in each transportation mode using different quantitative criteria, measures and weights to provide technical scores for projects as recommended by the Prioritization Workgroup and approved by the NC Board of Transportation. Also, per the intent of STI for transportation modes to compete for funding, a normalization process was recommended to create minimum percentages of funding for highway and non-highway projects in the combined Regional Impact and Division Needs categories. The minimum percentage for highways was 90% and minimum percentage for non-highways was 4%. These percentages guided the programming process, which ultimately yielded a 95% to 5% highway vs non-highway programmed amount in the combined Regional Impact and Division Needs categories.

Performance Management Targets

NCDOT has established performance management targets for highway safety (established in the Strategic Highway Safety Plan (SHSP)), transit tier 2 providers that choose to participate in NCDOT's Group Transit Asset Management (TAM) Plan, and performance management targets for infrastructure condition, congestion, system reliability, emissions, and freight movement. The NCDOT anticipates meeting their identified targets with the State funded Highway Maintenance Improvement Program (HMIP) and the mix of projects included in the STIP aided by the Strategic Transportation Investments Prioritization and Programming process. The HMIP is a State funded program of projects that are programmed outside of the STIP.

In North Carolina, pavement and bridge performance is primarily impacted through state funded programs that are managed outside the STIP. The Department's HMIP, identifies planned maintenance activities for a five-year time period, which include pavement, bridge and other general maintenance projects across our entire roadway network. The amount of funding provided through these state funded programs is roughly equivalent to the amount of state and federal funding programmed in the STIP over the same time period. In relation to NHS specific routes, the STIP does include some specific federal funding for interstate pavement and bridge maintenance through our own internal interstate maintenance program. Federal funding for bridges included in the STIP is applied primarily to non-NHS bridges. While the STIP can have an impact to the condition of our NHS pavements and bridges, specifically on the interstate system, the majority of the funding impacting the condition of our pavements and bridges is managed outside the STIP.

Public transit projects included in the STIP align with the transit safety planning and target setting process undertaken by the transit agencies and MPOs. While the North Carolina DOT aided with the development of a template for the initial Public Transportation Agency Safety Plans (PTASPs), each large urban transit provider is responsible for implementing its PTASP, which includes transit safety targets. Investments are made in alignment with PTASPs with the intent of keeping the state's public transit operations, vehicles, and facilities safe and meeting transit safety targets. State and federal funding sources that can be used by transit agencies for operations, vehicles, and facility improvements are outlined in the Public Transportation Project Funding section of the NCDOT 2020-2029 Current STIP. Individual transit agencies determine the use of these sources for capital and operating expenses based on their local needs.

Public Transportation Project Funding

The projects listed in the STIP are funded from various Federal Transit Administration (FTA), Federal Highway Administration (FHWA) and North Carolina State Funds, many requiring a state and/or local funding match. Annually, the NCDOT Integrated Mobility Division (IMD) provides state funds to assist in meeting these match requirements. The amount available for state match is limited to the amount appropriated by the General Assembly.

FTA program funding apportionment amounts are published annually in the Federal Register and posted to the FTA website. NCDOT uses these apportionments to allocate funding to qualifying sub-recipients. Most FTA funding apportioned to urbanized areas with a population of 200,000 or greater is managed directly by the MPO or transit agency. The MPO develops projects that appear in the STIP, using, in part, funds received directly from FTA. NCDOT IMD allocates federal funds to small urban areas less than 200,000 population and rural, non-urbanized areas of the state. MPOs and NCDOT IMD develop projects and programs that appear in the STIP using appropriated and apportioned federal and state funding amounts, including unobligated prior year funding. Amendments or modifications are made to the STIP for transit projects when the funding amount changes from the amount contained in the approved STIP.

The following Federally funded programs appear in the STIP:

A. Metropolitan Planning and Statewide Planning Program (Section 5303 / 5304)

Provides funding and procedural requirements for multimodal transportation planning in metropolitan areas and states that are cooperative, continuous and comprehensive, resulting in long-range plans and short-range programs that reflect transportation investment priorities. These planning programs are jointly administered by FTA and the FHWA, which provides additional funding to MPOs.

IMD Goals:

- 5303 – Create a fair and equitable distribution of planning funds to urbanized areas (UZAs) and foster transit planning on a regional and inter-regional scale.
- 5304 – Provide for statewide planning and technical studies.

B. Urban Area Formula Program (Section 5307)

Makes Federal resources available to qualifying areas for transit capital, operating assistance, and transportation planning in MPOs and urbanized areas with a population of 50,000 or more as designated by the U.S.

Department of Commerce, Bureau of the Census.

IMD Goals:

- 5307 Governor's Apportionment (GA) – Work with small, urbanized areas to offer technical assistance, as needed. Section 5307 grants are managed by the FTA direct recipient in these small, urbanized areas.
- 5307 Large Urbanized Areas – Work with large urbanized areas for technical assistance, as needed.

C. Enhanced Mobility of Seniors and Individuals with Disabilities Program (Section 5310)

Improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options. This program supports transportation services planned, designed, and carried out to meet the special transportation needs of seniors and individuals with disabilities in all areas – large urbanized (over 200,000 population), small urbanized (50,000-200,000 population), and rural (under 50,000 population). Eligible projects include both traditional capital investment and nontraditional operational assistance investment beyond the Americans with Disabilities Act (ADA) complementary paratransit services.

IMD Goal:

- Support transportation of seniors and persons with disabilities in small, urbanized areas (50,000-200,000 population) and rural North Carolina (less than 50,000 population).

D. Rural Formula Grant Program (Section 5311)

Provides capital, planning, and operating assistance to states to support public transportation in rural areas with populations of less than 50,000, where many residents often rely on public transit to reach their destinations. The program also provides funding for state and national training and technical assistance through the Rural Transportation Assistance Program (RTAP), Intercity Bus (5311(f)) and Appalachian Development Transportation Assistance Program. North Carolina is one of 13 states receiving the Appalachian Development grants in the following 29 counties: Alexander, Alleghany, Ashe, Avery, Buncombe, Burke, Caldwell, Cherokee, Clay, Davie, Forsyth, Graham, Haywood, Henderson, Jackson, McDowell, Macon, Madison, Mitchell, Polk, Rutherford, Stokes, Surry, Swain, Transylvania, Watauga, Wilkes, Yadkin, and Yancey.

IMD Goals:

- Support general public transportation in rural North Carolina (less than 50,000 population) and provide a coordinated transportation network.
- Enhance access in rural areas to health care, shopping, education, employment, public services and recreation.
- Encourage the most efficient use of transportation funds to provide passenger trips in rural areas through coordination of programs and services.

E. Bus and Bus Facilities Program (Section 5339)

Provides capital funding to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities.

IMD Goal:

- Support the small urban and statewide funding program to provide capital funds to replace, rehabilitate and purchase buses and related equipment and construct bus-related facilities.

F. Public Transportation Safety Program – State Safety Oversight (Section 5329)

Provides funds for program operational and administrative expenses, including employee training activities. This funding is provided to North Carolina to support the rail fixed guideway public transportation systems in the City of Charlotte. This funding is administered by the NCDOT Rail Division.

IMD Goal:

- Provide any needed technical assistance and support to the NCDOT Rail Division as it administers these funds.

G. State of Good Repair (Section 5337)

Provides capital funds for maintenance, replacement and rehabilitation projects of high-intensity fixed guideway and bus systems to help transit agencies maintain assets in a state of good repair. Additionally, State of Good Repair grants are eligible for developing and implementing Transit Asset Management Plans. This funding is apportioned directly to the systems in the State with fixed guideway systems. This FTA funding is not administered by IMD.

H. Capital Investment Grant (CIG) Program (Section 5309)

The FTA discretionary grant program funds transit capital investments, including heavy rail, commuter rail, light rail, streetcar and bus rapid transit. Federal transit law requires transit agencies seeking CIG funding to

complete a series of steps over several years. For New Starts and Core Capacity projects, the law requires completion of two phases in advance of receipt of a construction grant agreement – Project Development and Engineering. For Small Starts projects, the law requires completion of one phase in advance of receipt of a construction grant agreement – Project Development. This FTA funding is not administered by IMD.

Fund Source	Fund Type	Description	Subject to STI
3037	Federal	Job Assistance and Reverse Commute	No
5303	Federal	Metropolitan Planning (FMPL)	No
5305	Federal	FTA Discretionary Grant Funds	No
5307	Federal	Urbanized Area Formula Program (FUZ)	No
5309	Federal	Capital Program - Bus Earmark (FBUS)	No
5310	Federal	Elderly and Persons with Disability (FEPD)	No
5311	Federal	Non Urbanised Area Formula Program (FNU)	No
5312	Federal	FUZ 5312	No
5316	Federal	Job Assistance And Reverse Commute (JARC)	No
5317	Federal	New Freedom Program	No
5337	Federal	Urbanized Area Formula Program (FUZ)	No
5339	Federal	Capital Program - Bus Earmark (FBUS)	No
5339(b)	Federal	Capital Program - Bus Earmark (FBUS) - Discretionary Grant	No
ADHS	Federal	Appalachian Development Highway System	No
ADHSL	Federal	Appalachian Development Highway System (Local Access Roads)	No
ADTAP	Federal	Appalachian Development portion of 5311 - Non Urbanised Area Formula Program (FNU)	No
ARP	Federal	American Rescue Plan	No
BA	State	Bonus Allocation	No
BFP	Federal	Federal Bridge Improvement Program - Formula	Yes
BFPOFF	Federal	Federal Bridge Improvement Program - Formula (Off System)	Yes
BG	Federal	Surface Transportation Block Grant Program (Uncategorized)	Yes
BG5200	Federal	Surface Transportation Block Grant Program (5K - 200K)	Yes
BGANY	Federal	Surface Transportation Block Grant Program (Any Area)	Yes
BGBA	Federal	Surface Transportation Block Grant Program (Bonus Allocation)	No
BGDA	Federal	Surface Transportation Block Grant Program (Direct Attributable)	Yes
BGDACV	Federal	COVID Relief Funds	Yes
BGIM	Federal	Surface Transportation Block Grant Program (Interstate Maintenance)	Yes
BGLT5	Federal	Surface Transportation Block Grant Program (Less than 5K)	Yes
BGOFF	Federal	Surface Transportation Block Grant Program (Off System)	Yes
BOND R	Other	Revenue Bond	No
BRGI	Federal	Bridge Inspection	Yes
CARES	Federal	CARES Act Funding	No
CMAQ	Federal	Congestion Mitigation	No
CRP550	Federal	Carbon Reduction Program - (5K - 50K)	No
CRPANY	Federal	Carbon Reduction Program - Any Area	No
CRPDA	Federal	Carbon Reduction Program - Direct Attributable (All MPOs)	No
CRPLT5	Federal	Carbon Reduction Program - (Less than 5K)	No
DOD	Federal	Department of Defense	No
DP	Federal	Discretionary or Demonstration	No
ER	Federal	Emergency Relief	No
ERFO	Federal	Emergency Relief for Federally Owned Roads	No
FED	Federal	Unidentified Federal Funding	No
FEDT	Federal	Undesignated Federal Transit Funding	No
FF	Federal	FEDERAL FERRY	Yes
FLAP	Federal	Federal Lands Access Program (Park Roads)	No
FLPF	Federal	Federal Lands Program (Forest Roads)	No

REVISIONS TO THE 2024-2033 STIP
HIGHWAY PROGRAM

STATEWIDE PROJECT

STIP MODIFICATIONS

<p>* M-0563E STATEWIDE PROJ.CATEGORY STATEWIDE</p>	<p>- STATEWIDE PROJECT</p>	<p>STATEWIDE, RESILIENCE PROGRAM REPORTING, MANAGEMENT AND SUPPORT <u>ADD PRELIMINARY ENGINEERING IN FY 25 AND FY 26 NOT PREVIOUSLY PROGRAMMED.</u></p>	<p>ENGINEERING</p>	<p>FY 2024 - \$850,000 (PROTCT) FY 2025 - \$850,000 (PROTCT) FY 2026 - <u>\$850,000</u> (PROTCT) \$2,550,000</p>
<p>* R-5966 STATEWIDE PROJ.CATEGORY EXEMPT</p>	<p>- STATEWIDE PROJECT</p>	<p>VARIOUS, FEDERAL TRIBAL TRANSPORTATION PROGRAM (FTTP). ROAD AND BRIDGE IMPROVEMENTS TO BE CONSTRUCTED ON TRANSPORTATION FACILITIES THAT ARE OWNED BY THE FEDERAL GOVERNMENT THAT PROVIDE ACCESS TO TRIBAL LANDS. <u>UPDATE FUNDING IN FY 24, FY 25, FY 26, AND FY 27 AT THE REQUEST OF THE FEDERAL HIGHWAY ADMINISTRATION. COST INCREASE EXCEEDING \$2 MILLION AND 25% THRESHOLDS.</u></p>	<p>CONSTRUCTION</p>	<p>FY 2024 - \$10,463,000 (FTTP) FY 2025 - \$5,598,000 (FTTP) FY 2026 - \$1,309,000 (FTTP) FY 2027 - <u>\$937,000</u> (FTTP) \$18,307,000</p>

* INDICATES FEDERAL AMENDMENT

REVISIONS TO THE 2024-2033 STIP
HIGHWAY PROGRAM

JACKSONVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

* BO-2403	- GRAND STRAND METROPOLITAN PLANNING ORGANIZATION	VARIOUS, DIVISION 3 PROGRAM TO UPGRADE INTERSECTIONS TO COMPLY WITH THE AMERICANS WITH DISABILITIES ACT (ADA) USING TRANSPORTATION ALTERNATIVES (TA) FUNDS.	ENGINEERING	FY 2024 -	\$100,000	(TALT5)
BRUNSWICK				FY 2025 -	\$100,000	(TA)
DUPLIN	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION			FY 2026 -	\$100,000	(TA)
NEW HANOVER				FY 2027 -	\$100,000	(TA)
ONslow	- JACKSONVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION	<u>ADD RIGHT-OF-WAY AND UTILITIES IN FY 24 - FY 28 NOT PREVIOUSLY PROGRAMMED.</u>	RIGHT-OF-WAY	FY 2028 -	\$100,000	(TA)
PENDER				FY 2024 -	\$50,000	(TALT5)
SAMPSON	- MID-CAROLINA RURAL PLANNING ORGANIZATION			FY 2025 -	\$50,000	(TA)
PROJ.CATEGORY				FY 2026 -	\$50,000	(TA)
DIVISION	- EASTERN CAROLINA RURAL PLANNING ORGANIZATION			FY 2027 -	\$50,000	(TA)
				FY 2028 -	\$50,000	(TA)
	- CAPE FEAR RURAL PLANNING ORGANIZATION		UTILITIES	FY 2024 -	\$50,000	(TALT5)
				FY 2025 -	\$50,000	(TA)
				FY 2026 -	\$50,000	(TA)
				FY 2027 -	\$50,000	(TA)
				FY 2028 -	\$50,000	(TA)
			CONSTRUCTION	FY 2024 -	\$1,000,000	(TALT5)
				FY 2025 -	\$1,000,000	(TA)
				FY 2026 -	\$1,000,000	(TA)
				FY 2027 -	\$1,000,000	(TA)
				FY 2028 -	\$1,000,000	(TA)
					\$6,000,000	
* U-4007E	- JACKSONVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION	NC 53, FROM US 17 (MARINE BOULEVARD) TO SR 2716 (EXCHANGE DRIVE).	RIGHT-OF-WAY	FY 2027 -	\$1,564,000	(BG50200)
ONslow				FY 2028 -	\$2,681,000	(BG50200)
PROJ.CATEGORY		<u>MODIFY FUNDING FROM STATE TO FEDERAL. ADJUST RIGHT-OF-WAY AND UTILITIES FROM FY 28 TO FY 27 DUE TO CHANGE FROM STATE FISCAL YEAR TO FEDERAL FISCAL YEAR.</u>		FY 2029 -	\$2,234,000	(BG50200)
STATEWIDE				FY 2030 -	\$810,000	(BG50200)
				FY 2031 -	\$810,000	(BG50200)
			UTILITIES	FY 2027 -	\$430,000	(BG50200)
			CONSTRUCTION	FY 2030 -	\$1,757,000	(BG50200)
				FY 2031 -	\$5,565,000	(BG50200)
				FY 2032 -	\$2,978,000	(BG50200)
					\$18,829,000	

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REVISIONS TO THE 2024-2033 STIP
HIGHWAY PROGRAM

JACKSONVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

* U-5728	- JACKSONVILLE URBAN AREA	US 17 BUSINESS (MARINE BOULEVARD), SR 1308 (BELL FORK ROAD) IN JACKSONVILLE. IMPROVE INTERSECTION.	CONSTRUCTION	FY 2025 -	\$48,000	(BG50200)
ONSLow	METROPOLITAN PLANNING ORGANIZATION			FY 2026 -	\$3,414,000	(BG50200)
PROJ.CATEGORY				FY 2027 -	<u>\$1,338,000</u>	(BG50200)
REGIONAL		<u>MODIFY CONSTRUCTION FUNDS FROM STATE TO FEDERAL.</u>			\$4,800,000	
* U-5735	- JACKSONVILLE URBAN AREA	US 17 (WILMINGTON HIGHWAY), SR 1130 (OLD MAPLEHURST ROAD) IN JACKSONVILLE. CONSTRUCT INTERCHANGE AND ASSOCIATED IMPROVEMENTS TO MCAS NEW RIVER MAIN GATE.	RIGHT-OF-WAY	FY 2027 -	\$2,566,000	(BG50200)
ONSLow	METROPOLITAN PLANNING ORGANIZATION			FY 2028 -	\$10,263,000	(BG50200)
PROJ.CATEGORY		<u>MODIFY FUNDING FROM STATE TO FEDERAL.</u>		FY 2029 -	\$10,263,000	(BG50200)
REGIONAL				FY 2030 -	\$2,886,000	(BG50200)
				FY 2031 -	\$2,886,000	(BG50200)
			UTILITIES	FY 2027 -	\$4,164,000	(BG50200)
				FY 2028 -	\$4,164,000	(BG50200)
			CONSTRUCTION	FY 2031 -	\$527,000	(BG50200)
				FY 2032 -	\$16,126,000	(BG50200)
				FY 2033 -	\$16,570,000	(BG50200)
				AFTER FY 2033 -	<u>\$19,476,000</u>	(BG50200)
					\$89,891,000	
* U-5736	- JACKSONVILLE URBAN AREA	NC 53 (WESTERN BOULEVARD), US 17 (MARINE BOULEVARD) TO NC 24 (LEJEUNE BOULEVARD) IN JACKSONVILLE. CONSTRUCT ACCESS MANAGEMENT IMPROVEMENTS.	RIGHT-OF-WAY	FY 2027 -	\$2,028,000	(BG50200)
ONSLow	METROPOLITAN PLANNING ORGANIZATION			FY 2028 -	\$3,476,000	(BG50200)
PROJ.CATEGORY		<u>MODIFY FUNDING FROM STATE TO FEDERAL. ADJUST RIGHT-OF-WAY AND UTILITIES FROM FY 28 TO FY 27 DUE TO CHANGE FROM STATE FISCAL YEAR TO FEDERAL FISCAL YEAR.</u>		FY 2029 -	\$2,897,000	(BG50200)
REGIONAL				FY 2030 -	\$1,050,000	(BG50200)
				FY 2031 -	\$1,050,000	(BG50200)
			UTILITIES	FY 2027 -	\$1,700,000	(BG50200)
				FY 2028 -	\$1,700,000	(BG50200)
			CONSTRUCTION	FY 2030 -	\$5,158,000	(BG50200)
				FY 2031 -	\$16,188,000	(BG50200)
				FY 2032 -	\$13,442,000	(BG50200)
				FY 2033 -	\$9,189,000	(BG50200)
				AFTER FY 2033 -	<u>\$1,823,000</u>	(BG50200)
					\$59,701,000	

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REVISIONS TO THE 2024-2033 STIP
HIGHWAY PROGRAM

JACKSONVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

U-6065	- JACKSONVILLE URBAN AREA	US 17, NC 172 (SNEADS FERRY ROAD/SR 1518 (OLD	RIGHT-OF-WAY	FY 2025 -	\$10,000	(BGLT5)
ON SLOW	METROPOLITAN PLANNING ORGANIZATION	FOLKSTONE ROAD)). INSTALL SUPER-STREET WITH		FY 2026 -	\$490,000	(BGLT5)
PROJ.CATEGORY		INTERSECTION IMPROVEMENTS.		FY 2027 -	\$300,000	(BGLT5)
STATEWIDE		<u>TO BALANCE FUNDING, DELAY RIGHT-OF-WAY FROM</u>		FY 2028 -	\$100,000	(BGLT5)
		<u>FY 24 TO FY 25 AND CONSTRUCTION FROM FY 27 TO</u>		FY 2029 -	\$100,000	(BGLT5)
		<u>FY 28.</u>	UTILITIES	FY 2025 -	\$10,000	(BGLT5)
			CONSTRUCTION	FY 2028 -	\$216,000	(HSIP)
				FY 2028 -	\$862,000	(BGLT5)
				FY 2029 -	\$185,000	(HSIP)
				FY 2029 -	\$739,000	(BGLT5)
				FY 2030 -	\$40,000	(HSIP)
				FY 2030 -	\$158,000	(BGLT5)
					\$3,210,000	

* INDICATES FEDERAL AMENDMENT

REVISIONS TO THE 2024-2033 STIP
HIGHWAY PROGRAM

STATEWIDE PROJECT

STIP ADDITIONS

* HV-0001 STATEWIDE PROJ.CATEGORY DIVISION	- STATEWIDE PROJECT	VARIOUS, CONSTRUCTION OF ELECTRIC VEHICLE SUPPLY EQUIPMENT ALONG NORTH CAROLINA'S ALTERNATIVE CORRIDORS AND NEVI PLANNING. <u>ADD PRELIMINARY ENGINEERING AND CONSTRUCTION FUNDS IN FY 24, FY 25, AND FY 26 NOT PREVIOUSLY PROGRAMMED. THIS ACTION ADDS THE PROJECT TO THE FEDERALLY APPROVED STIP.</u>	ENGINEERING	FY 2024 -	\$2,600,000	(NEVI)
				FY 2025 -	\$2,000,000	(NEVI)
				FY 2026 -	\$2,000,000	(NEVI)
			CONSTRUCTION	FY 2024 -	\$55,000,000	(NEVI)
				FY 2025 -	\$20,000,000	(NEVI)
				FY 2026 -	\$20,000,000	(NEVI)
					\$101,600,000	

STIP MODIFICATIONS

* ER-5600 STATEWIDE PROJ.CATEGORY DIVISION	- STATEWIDE PROJECT	VARIOUS, VEGETATION MANAGEMENT - CLEAR ZONE IMPROVEMENT AND LANDSCAPING STATEWIDE. <u>ADD PRELIMINARY ENGINEERING FUNDS IN FY 24 - FY 28 NOT PREVIOUSLY PROGRAMMED.</u>	ENGINEERING	FY 2024 -	\$100,000	(STPE)
				FY 2025 -	\$100,000	(STPE)
				FY 2026 -	\$100,000	(STPE)
				FY 2027 -	\$100,000	(STPE)
				FY 2028 -	\$100,000	(STPE)
			CONSTRUCTION	FY 2024 -	\$1,000,000	(STPE)
				FY 2025 -	\$1,000,000	(STPE)
				FY 2026 -	\$1,000,000	(STPE)
				FY 2027 -	\$1,000,000	(STPE)
				FY 2028 -	\$1,000,000	(STPE)
		\$5,500,000				

* INDICATES FEDERAL AMENDMENT

REVISIONS TO THE 2024-2033 STIP
HIGHWAY PROGRAM

JACKSONVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

<p>* U-5789 ONSLOW PROJ.CATEGORY REGIONAL</p>	<p>- JACKSONVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION</p>	<p>NC 53 (WESTERN BOULEVARD), SR 2714 (JACKSONVILLE PARKWAY). IMPROVE INTERSECTION. <u>MODIFY CONSTRUCTION FUNDS FROM STATE TO FEDERAL.</u></p>	<p>CONSTRUCTION</p>	<p>FY 2025 - \$2,233,000 (BG50200) FY 2026 - \$4,004,000 (BG50200) FY 2027 - <u>\$1,463,000</u> (BG50200) \$7,700,000</p>
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* INDICATES FEDERAL AMENDMENT

REVISIONS TO THE 2024-2033 STIP
HIGHWAY PROGRAM

JACKSONVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

* HS-2003AA ON SLOW PROJ.CATEGORY DIVISION	- JACKSONVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION	SR 1308 (BELL FORK ROAD), AT BRYNN MARR ROAD. UPGRADE TRAFFIC SIGNAL, SIGNING, AND PAVEMENT MARKINGS.	RIGHT-OF-WAY CONSTRUCTION	FY 2024 -	\$126,000	(HSIP)
				FY 2024 -	\$246,000	(HSIP)
					\$372,000	
				<u>ADD RIGHT-OF-WAY NOT PREVIOUSLY PROGRAMMED.</u>		
* HS-2003X ON SLOW PROJ.CATEGORY STATEWIDE	- JACKSONVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION	NC 24, AT SR 1514 (PHILLIPS LOOP ROAD) IN SWANSBORO. INSTALL CROSSWALKS WITH PEDESTRIAN SIGNALS AND ADVANCE FLASHERS.	RIGHT-OF-WAY CONSTRUCTION	FY 2024 -	\$184,000	(HSIP)
				FY 2026 -	\$202,000	(HSIP)
					\$386,000	
				<u>ADD RIGHT-OF-WAY NOT PREVIOUSLY PROGRAMMED.</u>		
* HS-2403B DUPLIN NEW HANOVER ON SLOW PENDER PROJ.CATEGORY REGIONAL	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	NC53; US 117; NC 111, VARIOUS LOCATIONS ALONG ROUTES. INSTALL CENTER AND EDGELINE SINUSOIDAL RUMBLE STRIPS.	CONSTRUCTION	FY 2026 -	\$3,020,000	(HSIP)
					\$3,020,000	
				<u>ADD PROJECT BREAK AT THE REQUEST OF TRANSPORTATION MOBILITY AND SAFETY.</u>		
* U-6065 ON SLOW PROJ.CATEGORY STATEWIDE	- JACKSONVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION	US 17, NC 172 (SNEADS FERRY ROAD/SR 1518 (OLD FOLKSTONE ROAD)). CONSTRUCT REDUCED CONFLICT INTERSECTION.	CONSTRUCTION	FY 2028 -	\$216,000	(HSIP)
				FY 2028 -	\$862,000	(BGLT5)
				FY 2029 -	\$185,000	(HSIP)
				FY 2029 -	\$739,000	(BGLT5)
				FY 2030 -	\$40,000	(HSIP)
				FY 2030 -	\$158,000	(BGLT5)
					\$2,200,000	

* INDICATES FEDERAL AMENDMENT