

JACKSONVILLE URBAN AREA  
**JUMPO**  
METROPOLITAN PLANNING ORGANIZATION

**FY 2020-2029**  
**Transportation Improvement Program**  
**TIP**

Adopted

December 2019

Amendment 1 – June 11, 2020

Amendment 2 – November 19, 2020

Amendment 3 – May 13, 2021

Amendment 4 – August 19, 2021

Amendment 5 – December 9, 2021

Amendment 6 – January 31, 2022

Amendment 7 – October 13, 2022



# Amendment 7 – August 2022 Item N

## STIP MODIFICATIONS

* W-5203U ONSLOW <b>PROJ.CATEGORY</b> REGIONAL	- JACKSONVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION	NC 53 (WESTERN BOULEVARD), NC 53 (WESTERN BOULEVARD) AT SR 1336 (HENDERSON DRIVE). INTERSECTION IMPROVEMENTS. <u>ADD PROJECT BREAK AT THE REQUEST OF THE DIVISION.</u>	UTILITIES CONSTRUCTION	FY 2023 - \$23,000 (HSIP) FY 2023 - <u>\$1,550,000</u> (HSIP) \$1,573,000
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* W-5703DIV BRUNSWICK DUPLIN NEW HANOVER ONSLOW PENDER SAMPSON <b>PROJ.CATEGORY</b> DIVISION	- GRAND STRAND METROPOLITAN PLANNING ORGANIZATION - WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION - JACKSONVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION - MID-CAROLINA RURAL PLANNING ORGANIZATION - EASTERN CAROLINA RURAL PLANNING ORGANIZATION - CAPE FEAR RURAL PLANNING ORGANIZATION	VARIOUS, SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS. <u>ADD CONSTRUCTION IN FY 23 NOT PREVIOUSLY PROGRAMMED.</u>	RIGHT-OF-WAY CONSTRUCTION	FY 2022 - \$30,000 (HSIP) FY 2022 - \$180,000 (HSIP) FY 2023 - <u>\$180,000</u> (HSIP) \$390,000
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## STIP MODIFICATIONS

* W-5703REG BRUNSWICK DUPLIN NEW HANOVER ONSLOW PENDER SAMPSON <b>PROJ.CATEGORY</b> REGIONAL	- GRAND STRAND METROPOLITAN PLANNING ORGANIZATION - WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION - JACKSONVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION - MID-CAROLINA RURAL PLANNING ORGANIZATION - EASTERN CAROLINA RURAL PLANNING ORGANIZATION - CAPE FEAR RURAL PLANNING ORGANIZATION	VARIOUS, SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS. <u>ADD CONSTRUCTION IN FY 23 NOT PREVIOUSLY PROGRAMMED.</u>	RIGHT-OF-WAY CONSTRUCTION	FY 2022 - \$30,000 (HSIP) FY 2022 - \$180,000 (HSIP) FY 2023 - <u>\$180,000</u> (HSIP) \$390,000
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* W-5703SW BRUNSWICK DUPLIN NEW HANOVER ONSLOW PENDER SAMPSON <b>PROJ.CATEGORY</b> STATEWIDE	- GRAND STRAND METROPOLITAN PLANNING ORGANIZATION - WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION - JACKSONVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION - MID-CAROLINA RURAL PLANNING ORGANIZATION - EASTERN CAROLINA RURAL PLANNING ORGANIZATION - CAPE FEAR RURAL PLANNING ORGANIZATION	VARIOUS, SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS. <u>ADD CONSTRUCTION IN FY 23 NOT PREVIOUSLY PROGRAMMED.</u>	RIGHT-OF-WAY CONSTRUCTION	FY 2022 - \$40,000 (HSIP) FY 2022 - \$240,000 (HSIP) FY 2023 - <u>\$240,000</u> (HSIP) \$520,000
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## Amendment 7 – October 2022 Item N

### STIP MODIFICATIONS

* R-5783 BRUNSWICK DUPLIN NEW HANOVER ONSLOW PENDER SAMPSON <b>PROJ.CATEGORY</b> DIVISION	- GRAND STRAND METROPOLITAN PLANNING ORGANIZATION - WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION - JACKSONVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION - MID-CAROLINA RURAL PLANNING ORGANIZATION - EASTERN CAROLINA RURAL PLANNING ORGANIZATION - CAPE FEAR RURAL PLANNING ORGANIZATION	VARIOUS, DIVISION 3 PROGRAM TO UPGRADE INTERSECTIONS TO COMPLY WITH THE AMERICANS WITH DISABILITIES ACT (ADA) USING TRANSPORTATION ALTERNATIVES (TA) FUNDS. <u>ADD FUNDING IN FY 23 NOT PREVIOUSLY</u> <u>PROGRAMMED.</u>	CONSTRUCTION	FY 2022 - \$200,000 (S) FY 2022 - \$800,000 (TA) FY 2023 - \$200,000 (S) FY 2023 - <u>\$800,000</u> (TA) \$2,000,000
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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 2020-2029. Projects programmed in the first six years of the document (FY 2020-2025) depict the funding committed in the Transportation Improvement Program. Projects programmed in the remaining years (FY 2026-2029) are illustrative.

The Metropolitan Transportation Plan (MTP) is the basis for this programming document. JUMPO completed its most recent LRTP in January 2019. Additional information on individual projects can be found in the MTP online at [www.jumpo-nc.org](http://www.jumpo-nc.org). JUMPO has incorporated safety performance targets as required by FHWA and NCDOT. Both the MTP and this TIP incorporate performance measures by including the adopted targets for pavement, bridge maintenance, system performance, freight, and transit assist management. These established performance measures have their beginnings in federal legislation (MAP-21 and the FAST Act) and are intended to increase the accountability and transparency of federal highway programs through performance based planning.

The North Carolina General Assembly passed Strategic Transportation Investment legislation in 2014 mandating how projects would be selected for the TIP. All projects were input into the SPOT Online system in fall 2017. Based on scores and funding availability, a list of Statewide Mobility projects was released in spring 2018. All projects in all categories had quantitative scores assigned based on modal criteria and were released in mid-summer. Public comment periods provided opportunities for members of the public to comment on projects and provide feedback to the Technical Coordinating Committee (TCC) and Transportation Advisory Committee (TAC) on how local input points should be assigned to projects in both the Regional and Division Impact tiers. The TAC later assigned their Regional local points at their July 2018 meeting and their Division points at their October 2018 meeting. The draft list of projects to be funded was released by NCDOT in January 2019, later revised in August 2019, and adopted by the Board of Transportation in September 2019.

In November 2020, the State Board of Transportation adopted a re-programmed STIP adjusting project schedules in order to ensure a fiscally constraint Program in accordance with federal law. Projects that were committed as a result of Prioritization 5.0 remain committed even if funding is shown through FY 2027. Projects that fall in FY 2030 or later are shown for either illustrative purposes or to show fiscal impact.

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.

### **Performance Management**

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 2020-2029 TIP.

### **Transit Safety Planning and Target Setting**

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 Public Transportation Agency Safety Plans (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.



## Financial Plan

The Financial Plan includes projects in the first six years of the committed State Transportation Improvement Program (2020-2025) portion of the document as shown in Table 1. Information concerning the other years (2026-2029), including the Developmental Program projects, is included for illustrative purposes in Table 2.

Project prioritization is accomplished through the STI. The process for this TIP is known as P5.0 and was developed cooperatively by a workgroup designated in state law made up of NCDOT staff and representatives of MPOs, RPOs, and urban and rural coalitions. Criteria was established, defined, and weighted for all modes to be used to calculate quantitative scores. These scores account for 100% of the score at the Statewide Mobility tier, 70% at the Regional Impact tier, and 50% at the Division Needs tier. Local input points, in accordance with established local methodology, account for the remaining percentages at the Regional Impact and Division Needs tiers. The local input is divided equally between the NCDOT Division 3 Engineer and the MPO.

All expenditures are expressed in current year dollars as is listed in the document tables. However, it is anticipated that costs will rise over the life of the document by approximately 2% per year. Revenue is anticipated to be stable through the life of the document, ensuring funding availability for all projects within the first four years. Adjustments are made by NCDOT on an annual basis to ensure anticipated costs are reflective of the most current assessments.

Funding from the following federal programs is included:

- HSIP - Highway Safety Improvement Program
- NHP - National Highway Performance Program
- T – State Highway Trust Funds
- FBUS - Bus and Bus Facilities (5339)
- FMPL – Metropolitan Planning (Transit)
- FUZ - Urbanized Area Formula Grant (Transit)

### Highway

Highway projects fall within many categories, including roadway widening, new roadway, roadway modernization, access management, intersection improvements, interchange upgrade, and bridge replacement. All highway projects, except bridge and safety, compete for funding through STI. Project selection ensures fiscal constraint at all levels. It is anticipated that revenue from all sources, both federal and state, will be available at the necessary levels for completion of programmed projects.

<b>Highway Expenditures FY 2020-2027</b> ( <i>\$thousands</i> )	
Funding Source	Total Amount
Surface Transportation Block Grant (Any Area)	\$9,900
Highway Safety Improvement Program	\$1,097
National Highway Performance Program	\$9,320
State Highway Trust Funds	\$156,643
Total	\$176,960

*Table 1*

<b>Highway Expenditures* FY 2028-2032 (\$thousands)</b>	
Funding Source	Total Amount
National Highway Performance Program	\$35,316
Highway Safety Improvement	\$403
State Highway Trust Funds	\$408,016
<b>Total</b>	<b>\$443,735</b>

Table 2

\*Anticipated funding

### **Public Transportation**

The primary funding source for public transportation is through the Urbanized Area Formula Grant (Section 5307) fund. This requires a local match for operating expenses of 50% (Table 3). The local match for capital projects is 20% (Table 4). While the state can provide matching funds for capital projects, these are awarded on a competitive basis through STI and are therefore not assumed to be available. All revenue/expenditures for public transportation are based on year of expenditure, computed at 2% annually.

<b>Transit Operating Expenditures FY 2020-2025 (\$thousands)</b>			
FUZ	Local Match		Total
	SMAP	Local	
\$2,937	\$668	\$2,268	\$5,874

Table 3

<b>Transit Capital/Construction Expenditures FY 2020-2025 (\$thousands)</b>					
FUZ	T	FBUS	Local Match		Total
			State	Local	
\$12,569	\$295	\$4,500	\$153	\$2,567	\$20,084

Table 4

The state provides assistance with planning and operating expenses.

<b>Transit Planning Expenditures FY 2020-2025 (\$thousands)</b>				
		Local Match		Total
		State	Local	
<b>FUZ</b>	\$437	\$55	\$55	\$547
<b>FMPL</b>	\$183	\$32	\$32	\$247

Table 5

Anticipated public transportation revenue includes

<b>Anticipated Revenue FY 2020-2025 (\$thousands)</b>							
FUZ	FMPL	T	FBUS	State	SMAP	Local	Total
\$15,943	\$183	\$295	\$4,500	\$240	\$240	\$4,923	\$26,752

Table 6







JACKSONVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

COMMITTED / NON	ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	FY 2020	FY 2021	FY 2022	STATE TRANSPORTATION IMPROVEMENT PROGRAM					DEVELOPMENTAL PROGRAM					UNFUNDED	
											FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FUTURE YEARS	
<b>URBAN PROJECTS</b>																						
<input checked="" type="checkbox"/>	US 17 BUSINESS (MARINE BOULEVARD)	U-5950 H150377	SR 1336 (HENDERSON DRIVE). IMPROVE INTERSECTION.	1	1554	500																
REG	ONFLOW																					
<input type="checkbox"/>	NC 53 (WESTERN BOULEVARD)	U-6081 H150380	SR 1308 (GUM BRANCH ROAD) TO US 17 (MARINE BOULEVARD). UPGRADE TO SUPERSTREET.	3.4	32400	1000																
REG	ONFLOW																					
<input checked="" type="checkbox"/>	NC 53 (WESTERN BOULEVARD)	U-5736 H090798	US 17 (MARINE BOULEVARD) TO NC 24 (LEJEUNE BOULEVARD) IN JACKSONVILLE. CONSTRUCT ACCESS MANAGEMENT IMPROVEMENTS.	2.6	44067	7790		R 5290														
REG	ONFLOW																					
COMBINED WITH U-4007E AND U-5508 - RIGHT-OF-WAY IN PROGRESS.																						
<input checked="" type="checkbox"/>	US 17 BUSINESS (MARINE BOULEVARD)	U-5728 H140361	SR 1308 (BELL FORK ROAD) IN JACKSONVILLE. IMPROVE INTERSECTION.		7201	3201																
REG	ONFLOW																					
RIGHT-OF-WAY IN PROGRESS																						
<input checked="" type="checkbox"/>	COMMERCE DRIVE EXTENSION	U-5878 H140368	COMMERCE DRIVE TO SR 1406 (PINEY GREEN ROAD). CONSTRUCT ROADWAY ON NEW LOCATION.	0.2	6025	2225																
DIV	ONFLOW																					
RIGHT-OF-WAY IN PROGRESS																						
<input checked="" type="checkbox"/>	US 258/NC 24 (RICHLANDS HIGHWAY)	U-5739 H141536	SR 1212 (PONY FARM ROAD) TO SR 1213 (BLUE CREEK ROAD). CONSTRUCT SUPERSTREET.	1.9	25000	5200																
REG	ONFLOW																					
RIGHT-OF-WAY IN PROGRESS -PROJECT BEING LET WITH WITH U-5716.																						
<input type="checkbox"/>	SR 1336 (HENDERSON ROAD)	U-5903 H111197	SR 1308 (GUM BRANCH ROAD) TO NC 53 (WESTERN BOULEVARD). UPGRADE TO SUPERSTREET.	1.1	43052	1000																
DIV	ONFLOW																					
<b>BRIDGE PROJECTS</b>																						
<input checked="" type="checkbox"/>	SR 1509 (QUEENS CREEK ROAD)	B-5944	REPLACE BRIDGE 660077 OVER QUEEN'S CREEK.		11100	500																
DIV	ONFLOW																					

DIV - Division Category    EX - Exempt Category  
 HF - State Dollars (Non STI)    REG - Regional Category  
 SW - Statewide Category    TRN - Transition Project

COST AND SCHEDULES ARE PRELIMINARY AND SUBJECT TO SIGNIFICANT CHANGE AS MORE INFORMATION BECOMES AVAILABLE











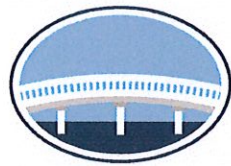
JACKSONVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

COMMITTED / NON	ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	FY 2020	FY 2021	FY 2022	STATE TRANSPORTATION IMPROVEMENT PROGRAM					DEVELOPMENTAL PROGRAM					UNFUNDED
											FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FUTURE YEARS
<b>PASSENGER RAIL PROJECTS</b>																					
<input checked="" type="checkbox"/>	<input type="checkbox"/>	VARIOUS	Z-5803	HIGHWAY-RAIL GRADE CROSSING SAFETY IMPROVEMENTS IN DIVISION 3.																	
DIV	BRUNSWICK																				
	DUPLIN																				
	NEW HANOVER																				
	ONSLow																				
	PENDER																				
	SAMPSON																				

INDIVIDUAL PROJECTS AND FUNDING TO BE REQUESTED IN THE FUTURE AS NEEDED.

DIV - Division Category    EX - Exempt Category  
 HF - State Dollars (Non STI)    REG - Regional Category  
 SW - Statewide Category    TRN - Transition Project



**RESOLUTION ADOPTING AMENDMENT 7 RE-PROGRAMMING OF THE JACKSONVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION FY 2020-2029 TRANSPORTATION IMPROVEMENT PROGRAM**

A motion was made by *Royce Bennett* and seconded by *Cindy Edwards* 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;

**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 2020-2029 Metropolitan Transportation Improvement Program (MTIP), originally adopted in December of 2019; and

**WHEREAS**, Amendment 1 through Amendment 6 have been adopted to allow for the re-programming of projects by adjusting project schedules and/or funding in order to be a fiscally constrained Plan; and

**WHEREAS**, the TIP now requires an adjustment in project schedules and funding in order to be a fiscally constrained Plan, which is hereby presented as Amendment 7; and

**WHEREAS**, a draft of the MTIP has been advertised for public comment in accordance with the Jacksonville 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 7 to the FY 2020-2029 Transportation Improvement Program, on this 13<sup>th</sup> day of October, 2022.

*Robert Warden*  
Robert Warden, Chairman

*Deanna Trebil*  
Deanna Trebil, TAC Secretary