

**GREATER HICKORY 2024 – 2033  
TRANSPORTATION IMPROVEMENT PROGRAM**

**What is a Transportation Improvement Program (TIP)?**

The TIP is a multi-year capital improvement document which denotes the scheduling and funding of construction projects across the metropolitan area over a minimum 4-year time period as required by Federal law. Greater Hickory's TIP covers a 10-year period, with the first five years (2024-2028 in this version) referred to as the delivery TIP and the latter five years (2029-2034 in this version) as the developmental TIP. Per 23 CFR 450.216 & 23 U.S. Code § 135 STIP's must also:

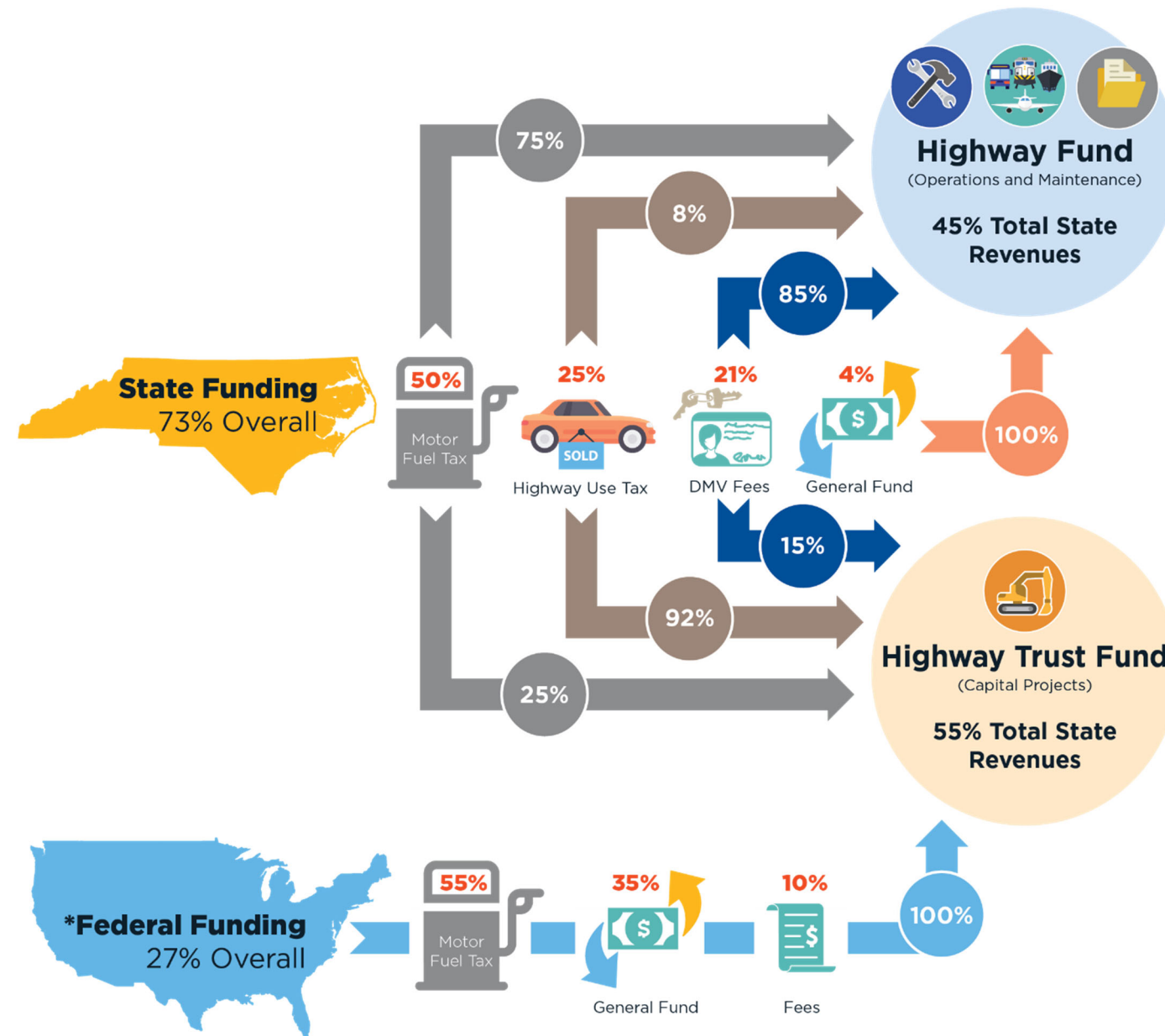
- Be submitted to Federal Highway Administration (FHWA) & Federal Transit Administration (FTA) for approval at least every 4 years
- Be fiscally constrained by year
- Include all capital and non-capital projects using Title 23 USC or Title 49 USC funds, other than certain safety, planning, and research funds
- Include metropolitan TIPs from Metropolitan Planning Organizations
- Provide public comment opportunity on TIP document
- And include the following information:
  - Project description and termini
  - Estimated total cost (NCDOT includes Utility, R/W, and Construction costs)
  - Federal funds to be obligated
  - Responsible agency (such as municipality)

Greater Hickory's TIP is typically updated every two years (but no later than every four years) and developed in concert with federal and state revenue forecasts, North Carolina Department of Transportation's (NCDOT's) Strategic Prioritization process, preconstruction, and project development timetables, and in adherence with federal and state laws. North Carolina state law requires Board of Transportation (BOT) action to approve the State Transportation Improvement Program (STIP). The TIP is a subset of the STIP.

This is the fourth TIP developed under the Strategic Transportation Investments (STI) law passed in June 2013. This landmark legislation elevates the use of transportation criteria and the input of local communities to determine project priorities and directs the use of dollars for transportation projects.

**Maintenance and Capital Improvement Funding for North Carolina**

NCDOT uses three major sources of funds for transportation improvements. Federal Funding and State Highway Trust Funds are used for capital improvements while the Highway Fund is used for maintenance activities. The chart below illustrates these funds and their sources.



\* IJA's USDOT FHWA and FTA FFY 2022-23 Allocations

## **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 TIP 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 TIP. NCDOT collects data and other information at regular time intervals from the transit agencies relative to measure and assess progress toward meeting performance targets.

In North Carolina, pavement and bridge performance is primarily impacted through state funded programs that are managed outside the TIP. 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 TIP over the same time period. In relation to NHS specific routes, the TIP 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 TIP is applied primarily to non-NHS bridges. While the TIP 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 TIP.

Public transit projects included in the TIP 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 2024-2033 Current TIP. Individual transit agencies determine the use of these sources for capital and operating expenses based on their local needs.

## **How is the TIP organized?**

The TIP 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 Appendix also contains a reference list of completions and deletions since the 2020-2029 TIP which was approved in 2019.

The transportation program in the TIP is organized in an Excel file that can be sorted and filtered as needed by the reader. The information included for each project includes details on the location of the project: County, NCDOT Highway Division, Route, Description, and Planning Organization. Projects also list 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. For those projects with their first phase of work beginning in the second half of the TIP (years 2029-2033), they are listed as "Funded for Preliminary Engineering Only." The Department will begin Preliminary Engineering activities (environmental documentation and design work) at the appropriate time, but the project will need to compete for funding in a future round of Prioritization and therefore the funding years for phases are unknown at this time. (See next section titled "Strategic Prioritization" for details on project prioritization.)

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 known as Prioritization. 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 (the most recent generation of Prioritization) was organized similarly to previous prioritization cycles and resulted 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.

P6.0 Highway Criteria & Weights:

Mobility Projects (Roadway Widening, Intersection/Interchange Improvements, Access Management):

Statewide Mobility		Regional Impact		Division Needs	
30%	Congestion	20%	Benefit-Cost	15%	Benefit-Cost
25%	Benefit-Cost	20%	Congestion	15%	Congestion
25%	Freight	10%	Accessibility/Connectivity	10%	Safety
10%	Economic Competitiveness	10%	Freight	5%	Accessibility/Connectivity
10%	Safety	10%	Safety	5%	Freight

Modernization Projects (Modernize Roadway, Upgrade Freeway to Interstate):

Statewide Mobility		Regional Impact		Division Needs	
25%	Freight	25%	Safety	20%	Safety
25%	Safety	10%	Freight	10%	Pavement Condition
20%	Paved Shoulder Width	10%	Lane Width	10%	Paved Shoulder Width
10%	Congestion	10%	Pavement Condition	5%	Freight
10%	Lane Width	10%	Paved Shoulder Width	5%	Lane Width
10%	Pavement Condition	5%	Congestion		

P6.0 Aviation Criteria & Weights

Statewide Mobility		Regional Impact		Division Needs	
40%	NCDOA Project Rating	30%	NCDOA Project Rating	25%	NCDOA Project Rating
30%	FAA ACIP Rating	15%	Benefit/Cost	10%	Benefit/Cost
20%	Benefit/Cost	15%	FAA ACIP Rating	10%	FAA ACIP Rating
10%	Constructability Index	10%	Constructability Index	5%	Constructability Index

P6.0 Bicycle/Pedestrian Criteria & Weights

Statewide Mobility		Regional Impact		Division Needs	
(not eligible)	(not eligible)	(not eligible)	(not eligible)	20%	Safety
				15%	Accessibility/Connectivity
				10%	Demand/Density
				5%	Cost Effectiveness

P6.0 Ferry Criteria & Weights

Statewide Mobility		Regional Impact		Division Needs	
(not eligible)	(not eligible)	(not eligible)	(not eligible)	20%	Capacity/Congestion
				15%	Asset Condition
				15%	Asset Efficiency
				10%	Accessibility/Connectivity
				10%	Benefits

P6.0 Public Transportation Criteria & Weights (Demand Response Projects)

Statewide Mobility		Regional Impact		Division Needs	
(not eligible)	(not eligible)	(not eligible)	(not eligible)	25%	Cost Effectiveness
				20%	Demand/Density
				15%	Efficiency
				10%	Impact

**P6.0 Public Transportation Criteria & Weights (Facility Projects)**

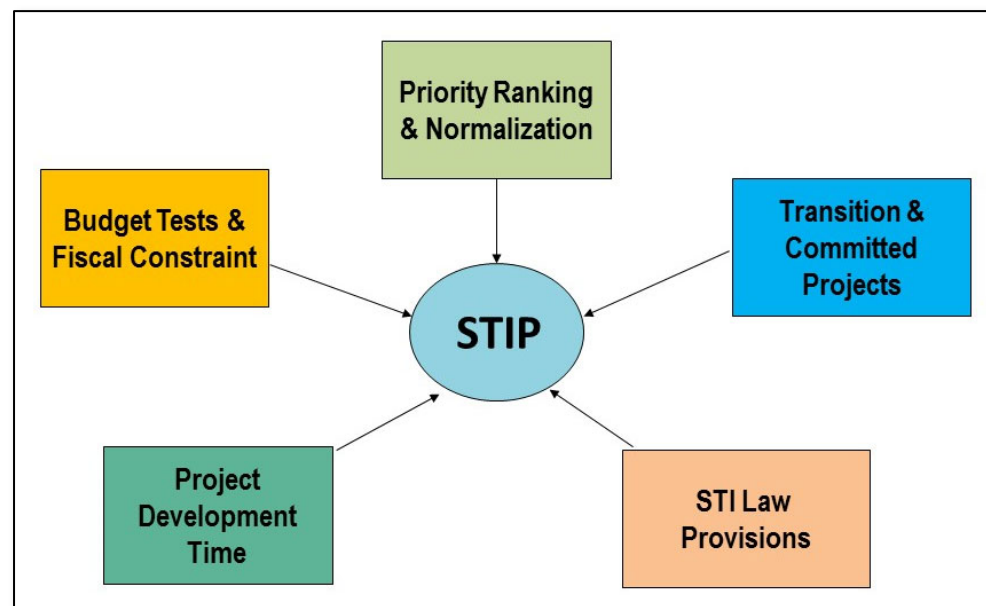
Statewide Mobility	Regional Impact	Division Needs	
(not eligible)	(not eligible)	15%	Cost Effectiveness
		15%	Impact
		10%	Demand/Density
		10%	Efficiency

**P6.0 Rail Criteria & Weights**

Statewide Mobility	Regional Impact	Division Needs	
35%	Benefit-Cost	15%	System Opportunities
30%	Safety	10%	Benefit-Cost
15%	System Opportunities	10%	Capacity and Diversion
10%	Capacity and Diversion	10%	Safety
10%	Economic Competitiveness	5%	Economic Competitiveness

Due to rising costs for projects funded in the previously adopted 2020-2029 TIP, little to no funding was projected to be available for new projects in the 2024-2033 TIP timeframe. Therefore, on August 4, 2021, the Prioritization Workgroup recommended, and the N.C. Board of Transportation approved, the P6.0 prioritization cycle be halted. The decision was made to develop the 2024-2033 TIP using existing projects from the previously adopted 2020-2029 TIP. The conclusion of the P6.0 cycle was the release of the quantitative scores and the local input point procedure was halted. The P6.0 Workgroup was reconvened to finalize the methodology and procedures used for this one-time TIP development exception and the N.C. Board of Transportation approved the process. Projects with current construction schedules in the first three years (2024-2027), projects with right-of-way actively underway, and those with federal grants were programmed first; followed by a seniority approach of combined factors as oldest Prioritization cycle and highest scoring projects. There were no newly submitted projects from the P6.0 prioritization cycle included in the 2024-2033 TIP.

Figure A



However, it does not necessarily mean that projects will be scheduled in the TIP in the order of their score and rank. There are other considerations and factors in developing the actual program (Figure A). A major factor in deciding when the top scoring projects are funded is project delivery time. Projects need to fulfill a series of environmental and preliminary engineering requirements, right-of-way must be purchased, utility relocation (where applicable) must be addressed, and final plans must be developed for lettings. The time period to accomplish these activities can be lengthy. Construction funding cannot be allocated to projects before these preconstruction activities have taken place.

There were also STI law provisions (including a corridor cap and individual modal caps) which directed programming decisions and the entire program had to meet budget tests and fiscal constraint per state and federal requirements. STI law also included a provision to exempt from prioritization select projects (Transition Period Projects) scheduled to be obligated for construction prior to July 1, 2015. In addition, projects funded for right-of-way or construction in the first 6 years of the previous 2020-2029 TIP, were considered committed (now called "Scheduled for Delivery") and were not evaluated in P6.0. However, the funding required for both the transition and committed projects was accounted for when budgeting for other projects.

**Public Involvement – Draft TIP**

After the release of the Draft TIP in August 2022, each of NCDOT’s 14 transportation divisions hosted a weeklong open house between September 1, 2022 and October 28, 2022. The purpose of these open houses was to inform citizens about projects in the Draft TIP and collect feedback. Additionally, multiple public input opportunities were available ahead of the development of the Draft TIP including the STI implementation process.

Each open house allowed participants to study maps of projects in the Draft TIP and review proposed project schedules and information with Department staff. Sessions were held in transit accessible locations and the Department provided auxiliary aids for participants under the Americans with Disabilities Act as well as special services for English limited participants. Consultation was conducted with stakeholder groups throughout North Carolina via emails and direct mailing to encourage participation via multiple feedback options. In addition, the department provided the ability for citizens to take an online survey as well as provide comments online, by phone or mail.

**Transportation Conformity**

On February 16, 2018, the United States Court of Appeals for the District of Columbia Circuit in *South Coast Air Quality Mgmt. District v. EPA* (“South Coast II,” 882 F.3d 1138) held that transportation conformity determinations must be made in areas that were either nonattainment or maintenance for the 1997 ozone national ambient air quality standard (NAAQS) and attainment for the 2008 ozone NAAQS when the 1997 ozone NAAQS was revoked. These conformity determinations are required in these areas after February 16, 2019. The Research Triangle Region, the Rocky Mount Region were “maintenance” at the time of the 1997 ozone NAAQS revocation on April 6, 2015 and were also designated attainment for the 2008 ozone NAAQS on May 21, 2012. Therefore, the Research Triangle Region, the Metrolina Region, and the Rocky Mount Region will make their conformity determinations as per the 1997 ozone NAAQS on their MTPs and their 2024-2033 TIP. The Metrolina Region will also make their conformity determinations as per the 2008 ozone NAAQS on their MTPs and their 2024-2033 TIP.

Each MPO is required to develop a 20+ year Metropolitan Transportation Plan (MTP). In MPOs that are listed as either a non-attainment or maintenance air quality area, Transportation Conformity must be demonstrated on all plans, projects and TIPs. This ensures that transportation projects that receive federal funding conform to the intent of the air quality State Implementation Plan (SIP). Projects must be grouped by horizon year and the travel demand model must be run for each horizon year. From the travel demand model, speeds and Vehicle Miles Traveled (VMT) are obtained and used in the air quality model to calculate emissions that are compared to the budgets approved by the US Environmental Protection Agency (EPA). As long as the calculated emissions are less than the budget, the area can make a conformity finding. If the area cannot meet the budget, then the MPO’s project list does not meet the transportation conformity test and the area may be subject to lapse. A lapse can delay projects as federal actions cannot take place during a lapse and only exempt projects can move forward. A revised Transportation Conformity analysis can be triggered whenever a project is delayed or accelerated such that it crosses a horizon year. Whenever an MPO develops a new MTP, a new conformity analysis must be performed. When a new TIP comes out, the new TIP must be checked to make sure it is consistent with the MTP. If there is any inconsistency between the TIP and the MTP (conformity finding) then FHWA cannot take any federal action including approval of the TIP until this inconsistency is resolved.

On February 16, 2018, the United States Court of Appeals for the District of Columbia Circuit in the *South Coast Air Quality Mgmt. District v. EPA* case (“South Coast II,” 882 F.3d 1138) held that transportation conformity determinations must still be made in areas that were either nonattainment or maintenance for the 1997 ozone national ambient air quality standard (NAAQS) and attainment for the 2008 ozone NAAQS when the 1997 ozone NAAQS was revoked. However, these conformity determinations may be made without the requirement of a Regional Emissions Analysis (REA) and comparison to the emission budgets approved by the US EPA. Consistency between the TIP and MTP must still be ensured.

**North Carolina 2008 Ozone Maintenance Area Requiring a REA**

Region	Counties	Pollutant(s)
		8- Hour Ozone
Metrolina	Cabarrus (Partial)	✓
	Gaston (Partial)	✓
	Iredell (Partial)	✓
	Lincoln (Partial)	✓
	Mecklenburg	✓
	Rowan (Partial)	✓
	Union (Partial)	✓

**North Carolina 1997 Ozone Maintenance Areas NOT Requiring a REA**

Region	Counties	Pollutant(s)
		8- Hour Ozone
Triangle	Chatham (Partial)	✓
	Durham	✓
	Franklin	✓
	Granville	✓
	Johnston	✓
	Person	✓
	Wake	✓

Region	Counties	Pollutant(s)
		8- Hour Ozone
Rocky Mount	Edgecombe	✓
	Nash	✓

Region	Counties	Pollutant(s)
		8- Hour Ozone
Metrolina	Cabarrus	✓
	Gaston	✓
	Iredell (Partial)	✓
	Lincoln	✓
	Mecklenburg	✓
	Rowan	✓
	Union	✓

**Public Transportation Project Funding**

The projects listed in the TIP 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 TIP, 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 TIP using appropriated and apportioned federal and state funding amounts, including unobligated prior year funding. Amendments or modifications are made to the TIP for transit projects when the funding amount changes from the amount contained in the approved TIP.

The following Federally funded programs appear in the TIP:

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.



## **Project Descriptions**

EPA's Transportation Conformity Regulation states "The degree of specificity required in the transportation plan and the specific travel network assumed for air quality modeling do not preclude the consideration of alternatives in the NEPA process of other project development studies." In an effort to not unduly influence the outcome of NEPA studies the TIP has used fairly generic descriptions of proposed work although the cost estimates were derived from specific future cross sections. In future documents, more specific descriptions will be used as the NEPA process determines a preferred alternative. So, while the out years 6 through 10 may use a description like "widen to multi-lanes" as the NEPA process defines a recommended cross section this may become "widen to 4 lane median-divided cross section" as the project comes closer to having right of way and construction actually funded.

## **PROGRAM BUDGETS**

### **Transportation Revenue Forecast**

#### **State Budget**

State transportation revenues are derived from four sources: user fees in the form of Motor Fuel Tax (MFT), driver and vehicles fees collected by the NC Division of Motor Vehicles (DMV Fees), a Highway Use Tax (HUT) on vehicle title transfers, and a portion of the state sales tax proceeds. Federal transportation revenues are derived from a federal MFT tax, commercial vehicle fees, and transfers from the U.S. General Fund. North Carolina's total transportation funding consists of roughly 75 percent state revenues and 25 percent federal revenues.

State revenue projections are developed using a consensus forecast process by the Office of State Budget and Management (OSBM), Legislative Fiscal Research Division, and NCDOT. Budget estimates developed for the Governor's biennial budget serve as a base from which NCDOT and OSBM staff develop the forecast for the remaining years. The OSBM and NCDOT forecasts are produced using numerous data sources, but largely rely on economic data and research produced by S&P Global, a private financial forecasting company and in-house consumption forecasting models, and internal historical data. Motor fuel tax revenues are forecast using crude oil prices, and estimates for consumption, fuel efficiency, and miles travelled. Highway Use Tax (HUT) revenue forecasts are based on historical data and predicted values for new and used vehicle transactions and vehicle price. Sales tax revenue forecasts rely on economic measures, such as gross national product (GNP), personal income, and the consumer price index (CPI). DMV fee revenue forecasts are based on historical transactional information, such as vehicle registration and licensed driver data, and OSBM population projections. DMV title fee estimates are obtained using licensed driver and vehicle registration data. The number of vehicle transactions, vehicle price, motor fuel consumption, the purchase of goods and services, and sales tax revenues correlate strongly with economic conditions. Generally, DMV fees correlate with projected changes in population. Title fees closely correlate to forecasted changes in vehicle sales.

The motor fuel tax rate is adjusted annually based on a variable rate formula that measures changes in population and the Consumer Price Index for Energy (CPI-E). Effective January 1, 2023, the motor fuel tax rate is 40.5 cents per gallon. DMV fees are adjusted every four years based on changes in the CPI. HUT and sales tax rate changes are made by acts of the North Carolina General Assembly.

#### **Federal Budget**

After a one-year extension of the Fixing America's Surface Transportation Act, or "FAST Act", President Biden signed into law the five-year \$1.2 trillion Infrastructure Investment and Jobs Act (IIJA) on November 15, 2021. The IIJA largely maintains current program structures and funding shares between highways and transit, but it includes significant expansions in funding, new discretionary and competitive grant programs, and two new formula programs. The law emphasizes the goals of creating a resilient, efficient, safe, and connected transportation system. The formula programs are:

- National Highway Performance Program (NHPP)
- Surface Transportation Block Grant Program (STBG)
- Congestion Mitigation and Air Quality Improvement Program (CMAQ)
- Highway Safety Improvement Program (HSIP)
- Railway-Highway Crossings (subset of the HSIP)
- Metropolitan Planning
- Construction of Ferry Boats and Ferry Terminal Facilities
- Transportation Alternatives (TA)
- National Highway Freight Program
- Carbon Reduction Program
- PROTECT Program
- Bridge Program
- National Electric Vehicle Formula Program

Federal transportation funding is distributed by USDOT based on Congressional multi-year reauthorization bills and annual appropriation acts. The federal MFT rate, set by Congress in 1993, is 18.4 cents per gallon for gasoline and 24.4 cents per gallon for diesel fuel. Unlikely prior multi-year reauthorization bills, the IIJA legislation was approved by Congress using record General Fund transfers and advanced appropriations which have been assumed to be partially continue past the expiration of IIJA in federal FY 2026.

**Federal Aid Program**

The Federal Aid Program consists of many funding categories. Funding in most of these individual categories is subject to overall federal budget constraints and Federal Obligation Limitation. The obligation limitation effectively limits the amount of federal funds that can be utilized in any one year.

North Carolina’s availability of federal funds for the TIP is expected to be about \$1,497 million in FY 2024 and \$1,522 in FY 2025.

Virtually all federal-aid projects require a local or state fund contribution. Most highway and transit programs require a 20% local or state share. The amount of matching funds needed for the Federal Aid Program is expected to be approximately \$359 million in FY 2024 and \$365 million in FY 2025, most of which will be funded by the State Highway Trust Fund.

**Federal Aid Construction Program – FFY 2024  
(\$ in Millions)**

<b>Category</b>	<b>Federal Funds</b>	<b>Required Matching Funds</b>	<b>Total</b>
National Highway Performance	715	179	894
Rail-Highway Crossing	7	0	7
Statewide Planning & Research*	19	5	24
Transportation Alternatives	37	9	46
Research Development*	7	2	9
Metropolitan Planning*	8	2	10
Congestion Mitigation Air Quality	54	14	68
Surface Transportation Block Grant	332	83	415
Highway Safety Improvement	76	8	84
Freight	35	9	44
Carbon Reduction	32	8	40
Protect	37	9	46
Bridge	99	25	124
National Electric Vehicle Infrastructure	22	6	28
Appalachian Development	17	0	17
<b>Total Available Funds</b>	<b>1,497</b>	<b>359</b>	<b>1,856</b>

\*Category not required to be included in the TIP

**Federal Aid Construction Program – FFY 2025  
(\$ in Millions)**

<b>Category</b>	<b>Federal Funds</b>	<b>Required Matching Funds</b>	<b>Total</b>
National Highway Performance	728	182	910
Rail-Highway Crossing	7	0	7
Statewide Planning & Research	19	5	24
Transportation Alternatives	38	10	48
Research Development	7	2	9
Metropolitan Planning	8	2	10
Congestion Mitigation Air Quality	55	14	69
Surface Transportation Block Grant	339	85	424
Highway Safety Improvement	77	8	85
Freight	36	9	45
Carbon Reduction	33	8	41
Protect	37	9	46
Bridge	99	25	124
National Electric Vehicle Infrastructure	22	6	28
Appalachian Development	17	0	17
<b>Total Available Funds</b>	<b>1522</b>	<b>365</b>	<b>1887</b>

During the balancing of the State Transportation Improvement Program (TIP), the program is fiscally constrained to the amount of funds projected to be available each year to prevent the Department from over committing future revenues. NCDOT extensively uses “Advance Construction” (AC), which allows states to begin a project even in the absence of sufficient federal-aid obligation authority to cover the federal share of project costs. It is codified in Title 23, Section 115. Advance Construction eliminates the need to set aside full obligational authority before starting projects. As a result, a state can undertake a greater number of concurrent projects than would otherwise be possible. In addition, Advance Construction helps facilitate construction of large projects, while maintaining obligational authority for smaller ones.

Prior to authorizing a project (or phase of a project), a federal agency is typically required to obligate the total amount of funds needed to complete the project (or phase). So, if NCDOT plans to construct a project estimated to cost \$40 million without using Advance Construction, Federal Highway Administration (FHWA) would need to obligate their full share, typically 80 percent, or \$32 million; even though some of those funds will not be needed for several years.

Advance Construction allows FHWA to authorize the project without obligating the funds needed to complete the project. Under an Advance Construction authorization, FHWA does not commit the federal government to funding the project but makes the project eligible for reimbursement at a later date as federal funds become available.

As an Advance Construction project progresses, NCDOT will obligate federal funding and bill FHWA for expenditures that have occurred (typically at 80 percent). For instance, if after a year of construction, the \$40 million construction project described above has \$10 million of expenditures and federal funds are available, NCDOT may obligate \$8 million of federal funds and send FHWA a bill for \$8 million.

In March 2021, NCDOT developed a policy to govern the use of Advance Construction. This policy requires a yearly analysis of the Advance Construction program to ensure that the use of Advance Construction is within prescribed limits. The results of this analysis are posted on the Department’s website and reported to the Board of Transportation.

When analyzing Advance Construction usage at NCDOT, a distinction is made between Advance Construction used for Grant Anticipation Revenue Vehicles (GARVEE) bonded projects and non-GARVEE traditional Advance Construction projects. GARVEE is a type of bond or similar financing method used by a state to finance transportation projects and is a specific type of Advance Construction. Outstanding GARVEE debt is considered in the yearly Advance Construction analysis by reserving the funds that are needed to make the bond payments. However, GARVEE AC balances should be viewed differently since they are long-term well-defined commitments. The North Carolina General Assembly has imposed restrictions on the use of GARVEE to ensure that the Department’s use of this funding technique remains within reasonable levels. Prior to the issuance of GARVEE bonds, the limits imposed by the General Assembly are checked to ensure that the Department will remain in compliance. State law constrains the total amount of GARVEE debt such that the total GARVEE outstanding principal amount cannot exceed the previous year’s total federal budget authorization, or the debt service cannot exceed 20 percent of anticipated annual future federal revenues.

Since non-GARVEE Advance Construction is more fluid, a yearly analysis is required by the Department’s Advance Construction policy. The Advance Construction levels for non-GARVEE projects are subject to the following two limits:

- Amount of unreimbursed state funds expended (by funding source) should not exceed 1 year of federal apportionments.
- AC balance (by funding source) should not exceed 4 years of anticipated federal apportionments.

The table on the following page provides the projected non-GARVEE balances for FY 2024 through FY 2027 in the two largest categories, National Highway Performance Program (NHPP) and Surface Transportation Block Grant Program (STBG) as well as our Highway Safety Improvement Program (HSIP).

	National Highway Performance Program				Surface Transportation Block Grant				Highway Safety Improvement Program			
	2024	2025	2026	2027	2024	2025	2026	2027	2024	2025	2026	2027
<b>AC Beginning Balance</b>	\$1,522,260	\$1,734,495	\$1,541,759	\$1,612,635	\$566,126	\$891,080	\$1,033,705	\$890,095	\$149,689	\$149,689	\$149,689	\$149,689
<b>New AC in STIP</b>	\$865,804	\$460,794	\$724,756	\$238,944	\$691,316	\$510,074	\$228,551	\$285,129	\$56,365	\$56,365	\$56,365	\$56,365
<b>AC Converted</b>	\$653,569	\$653,530	\$653,880	\$653,678	\$366,361	\$367,449	\$372,161	\$371,471	\$56,365	\$56,365	\$56,365	\$56,365
<b>AC Ending Balance</b>	\$1,734,495	\$1,541,759	\$1,612,635	\$1,197,901	\$891,080	\$1,033,705	\$890,095	\$803,753	\$149,689	\$149,689	\$149,689	\$149,689

NOTE: Dollars in thousands and exclude GARVEE.

**GARVEE Bonds**

In 2005, House Bill 254 authorized NCDOT to issue Grant Anticipation Revenue Vehicles (GARVEE bonds) to finance federal aid highway projects. All funds derived from GARVEE bonds are backed by the receipt of future federal funds and no state funds may be committed to the debt service. Below is a summary of the GARVEE bond issuances and debt service requirements.

**GARVEE Bond Program (\$ in Millions)**

<b>State Fiscal Year</b>	<b>Proceeds Including Premium</b>	<b>Debt Service</b>
2008	\$299.80	\$5.06
2009		59.33
2010	263.14	67.16
2011		82.00
2012	364.9	59.84
2013		86.33
2014		86.33
2015	300.54	86.32
2016		100.00
2017		99.39
2018	253.15	95.94
2019	719.04	95.94
2020		131.63
2021		131.64
2022	306.16	154.33
2023		154.34
2024		118.08
2025		118.08
2026		118.08
2027		118.09
2028		118.09
2029		118.09
2030		118.09
2031		79.80
2032		79.79
2033		79.80
2034		79.80
2035		22.70
2036		22.70

**BUILD NC Bonds**

In 2018, Senate Bill 758 authorized NCDOT to issue Build NC bonds to finance highway projects at the regional impact and divisional need project categories. Subject to appropriation by the General Assembly, funds from the Highway Trust Fund shall be the source for repayment of debt service. Below is a summary of Build NC bond debt service requirements.

**BUILD NC Bond Program (\$ in Millions)**

<b>State Fiscal Year</b>	<b>Proceeds Including Premium</b>	<b>Debt Service</b>
2019	\$357.34	
2020		28.18
2021	848.69	69.26
2022	334.01	93.04
2023		121.44
2024		121.44
2025		121.44
2026		121.44
2027		121.44
2028		121.44
2029		121.43
2030		121.44
2031		121.44
2032		121.44
2033		121.44
2034		121.44
2035		93.26
2036		28.39
2037		28.39

**State Highway Trust Fund**

Revenues for the Trust Fund are generated from state motor fuels tax, the highway use tax (transfer of motor vehicle titles), DMV titles and other fees, sales tax transfer from the general fund and interest income (as shown in the graphic on page T-2). \$49 million of Trust Fund revenues are transferred each year to the NCTA for project funding, as well as \$45 million to the State Ports.

The STIP budget is based on a consensus forecast by the OSBM, Legislative Fiscal Research Division, and NCDOT. These estimates were used to develop the draft program and are the basis for air quality and fiscal constraint tests. The Trust Fund revenues are projected to be about \$2.2 billion for FY 2024 and \$26.3 billion during the 10-year period. Of this \$26.3 billion in revenue, \$490 million goes to NCTA, \$611.6 million is used for program administration, \$4 million is transferred to the Highway Fund for Visitor Centers and \$450 million is transferred to State Ports. The remaining \$24.8 billion is available for STIP purposes. After preliminary engineering, the state match for federal planning (SPR) funds, inflation, and bonus allocation, \$19.4 billion is available for programming.

<b>NORTH CAROLINA TRANSPORTATION</b>											
<b>REVENUE PROJECTIONS</b>											
<b>FISCAL YEARS 2024-2033</b>											
<b>(Dollars in Millions)</b>											
<b>CATEGORY</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031</b>	<b>2032</b>	<b>2033</b>	<b>2024 THRU 2033</b>
<b>Total State Highway Trust Fund Revenues</b>	\$ 2,197.00	\$ 2,442.10	\$ 2,490.10	\$ 2,517.70	\$ 2,655.85	\$ 2,731.11	\$ 2,774.82	\$ 2,806.18	\$ 2,836.62	\$ 2,887.53	\$ 26,339.01
Less Transfers for NCTA GAP Funding	(49.00)	(49.00)	(49.00)	(49.00)	(49.00)	(49.00)	(49.00)	(49.00)	(49.00)	(49.00)	\$ (490.00)
Less Transfer to Highway Fund	(0.40)	(0.40)	(0.40)	(0.40)	(0.40)	(0.40)	(0.40)	(0.40)	(0.40)	(0.40)	\$ (4.00)
Less Program Administration	(51.01)	(56.71)	(57.82)	(58.46)	(61.67)	(63.42)	(64.43)	(65.16)	(65.87)	(67.05)	\$ (611.59)
Less Transfer to State Ports	(45.00)	(45.00)	(45.00)	(45.00)	(45.00)	(45.00)	(45.00)	(45.00)	(45.00)	(45.00)	\$ (450.00)
Less PE	(250.00)	(250.00)	(250.00)	(250.00)	(250.00)	(250.00)	(250.00)	(250.00)	(250.00)	(250.00)	\$ (2,500.00)
Less State Match for SPR Funds	(9.17)	(9.35)	(9.53)	(9.53)	(9.53)	(9.53)	(9.53)	(9.53)	(9.53)	(9.53)	\$ (94.78)
Net State Trust Fund Revenues	1,792.42	2,031.64	2,078.35	2,105.31	2,240.25	2,313.76	2,356.45	2,387.09	2,416.82	2,466.55	\$ 22,188.64
Less Bonus Alloc. for Tolling & Local Participation	\$ (79.43)	\$ (84.22)	\$ (41.87)	\$ (40.16)	\$ (41.22)	\$ (23.84)	\$ (0.20)	\$ (0.20)	\$ (0.20)	\$ -	\$ (311.34)
Subtotal	1,712.98	1,947.43	2,036.48	2,065.14	2,199.03	2,289.92	2,356.25	2,386.89	2,416.62	2,466.55	\$ 21,877.29
Less Inflation	(25.69)	(88.51)	(156.43)	(225.34)	(313.12)	(326.07)	(335.51)	(339.87)	(344.11)	(351.22)	\$ (2,505.87)
<b>Total Available State Trust Funds for Programming</b>	<b>1,687.29</b>	<b>1,858.92</b>	<b>1,880.05</b>	<b>1,839.80</b>	<b>1,885.91</b>	<b>1,963.86</b>	<b>2,020.74</b>	<b>2,047.01</b>	<b>2,072.51</b>	<b>2,115.34</b>	<b>\$ 19,371.42</b>
Total Available State Trust Funds for Programming (1000s)	1,687,289	1,858,916	1,880,048	1,839,798	1,885,907	1,963,859	2,020,742	2,047,015	2,072,512	2,115,336	19,371,424
<b>Federal Aid</b>	<b>1,497.30</b>	<b>1,522.40</b>	<b>1,525.00</b>	<b>1,525.00</b>	<b>1,525.00</b>	<b>1,525.00</b>	<b>1,525.00</b>	<b>1,525.00</b>	<b>1,525.00</b>	<b>1,525.00</b>	15,219.70
Less SPR Funds	(36.68)	(37.41)	(38.13)	(38.13)	(38.13)	(38.13)	(38.13)	(38.13)	(38.13)	(38.13)	(379.13)
Less CMAQ	(30.00)	(30.00)	(30.00)	(30.00)	(30.00)	(30.00)	(30.00)	(30.00)	(30.00)	(30.00)	(300.00)
Less ADHS	(16.10)	(16.10)	(16.10)	(16.10)	(16.10)	(16.10)	(16.10)	(16.10)	(16.10)	(16.10)	(161.00)
Less CARBON Reduction	(20.00)	(20.00)	(20.00)	(20.00)	(20.00)	(20.00)	(20.00)	(20.00)	(20.00)	(20.00)	(200.00)
Net Federal Aid Revenues	1,394.52	1,418.89	1,420.77	1,420.77	1,420.77	1,420.77	1,420.77	1,420.77	1,420.77	1,420.77	14,179.57
Less Inflation	(20.92)	(64.49)	(109.13)	(155.03)	(202.31)	(202.31)	(202.31)	(202.31)	(202.31)	(202.31)	(1,563.41)
<b>Total Available Federal-Aid for Programming</b>	<b>1,373.60</b>	<b>1,354.40</b>	<b>1,311.64</b>	<b>1,265.74</b>	<b>1,218.46</b>	<b>1,218.46</b>	<b>1,218.46</b>	<b>1,218.46</b>	<b>1,218.46</b>	<b>1,218.46</b>	<b>\$ 12,616.16</b>
Total Available Federal-Aid for Programming (1000s)	1,373,602	1,354,401	1,311,636	1,265,739	1,218,465	1,218,465	1,218,465	1,218,465	1,218,465	1,218,465	12,616,165
<b>Total Available for Programming (State + Federal)</b>	<b>3,060.89</b>	<b>3,213.32</b>	<b>3,191.68</b>	<b>3,105.54</b>	<b>3,104.37</b>	<b>3,182.32</b>	<b>3,239.21</b>	<b>3,265.48</b>	<b>3,290.98</b>	<b>3,333.80</b>	<b>31,987.59</b>
Check Total Subtotals (State + Federal)	3,186.94	3,450.53	3,499.12	3,526.08	3,661.02	3,734.53	3,777.22	3,807.86	3,837.59	3,887.32	36,368.21
Check Total Less Bonus Allocation	(79.43)	(84.22)	(41.87)	(40.16)	(41.22)	(23.84)	(0.20)	(0.20)	(0.20)	-	(311.34)
Check Total Less Inflation	(46.61)	(153.00)	(265.56)	(380.38)	(515.43)	(528.37)	(537.82)	(542.18)	(546.41)	(553.52)	(4,069.28)
Check Total Available for Programming	3,060.89	3,213.32	3,191.68	3,105.54	3,104.37	3,182.32	3,239.21	3,265.48	3,290.98	3,333.80	31,987.59
Less Transition Funding	(47.78)	(17.86)	(10.36)	-	-	-	-	-	-	-	(76.00)
<b>Funds Available to Allocate to Categories</b>	<b>\$ 3,013.11</b>	<b>\$ 3,195.46</b>	<b>\$ 3,181.32</b>	<b>\$ 3,105.54</b>	<b>\$ 3,104.37</b>	<b>\$ 3,182.32</b>	<b>\$ 3,239.21</b>	<b>\$ 3,265.48</b>	<b>\$ 3,290.98</b>	<b>\$ 3,333.80</b>	<b>\$ 31,911.59</b>
STATEWIDE	1,205.25	1,278.18	1,272.53	1,242.21	1,241.75	1,272.93	1,295.68	1,306.19	1,316.39	1,333.52	12,764.64
REGIONAL	903.93	958.64	954.40	931.66	931.31	954.70	971.76	979.64	987.29	1,000.14	9,573.48
LESS STBGDA ON REGIONAL AND STATEWIDE ROUTES	(22.64)	(15.73)	(9.77)	(12.69)	(4.84)	(1.38)	(0.31)	0.00	0.00	0.00	(67.36)
REGIONAL TOTAL REVISED	881.29	942.91	944.62	918.97	926.47	953.32	971.45	979.64	987.29	1,000.14	9,506.12
DIVISION	903.93	958.64	954.40	931.66	931.31	954.70	971.76	979.64	987.29	1,000.14	9,573.48

### **Anticipated Inflation Impact**

Inflation is not explicitly factored into the above revenue estimates. However, before programming projects in the TIP, available funds were reduced to account for future inflation. NCDOT uses a 3% per year inflation factor. The 3% was compounded annually for the first five years, then held constant for the last five years. In the first year (2024), ½ of the inflation rate was used (1.5%) to ramp up to the 3% in year 2 (2025). This allows project costs used in the Program to be shown in current (2024) dollars.

### **State Highway Fund**

Revenues for the Highway Fund are generated from the state motor fuels tax and DMV fees. The Highway Fund primarily supports projects that maintain the state's existing transportation system. This includes general maintenance, roadside environmental activities, resurfacing highways, replacing bridges, paving unpaved secondary roads, and state aid to municipalities. Funds are distributed across North Carolina based on need.

### **Cash Model and Fiscal Constraint of the TIP**

In a traditionally financed federal-aid highway project, the FHWA approves the project and obligates (promises to pay) federal funds (typically 80 percent of eligible costs) at the start of a contract. The Department then begins construction, pays construction costs with state funds, and submits weekly federal reimbursement requests to FHWA. However, at its discretion, NCDOT may also use a funding technique called Advance Construction. In Advance Construction, the FHWA only approves a project as being eligible for federal funding and does not obligate (promise to pay) federal funds at the start of a project. The Department then begins construction, pays construction costs with state funds, submits a request to obligate an amount of federal funds necessary for reimbursement of a percentage of eligible costs (typically 80 percent), and submits a request for reimbursement to FHWA.

NCDOT heavily utilizes Advance Construction because it allows the Department to accelerate projects by undertaking a greater number of concurrent federal-aid projects than would otherwise be possible. However, when Advance Construction is utilized, care must be taken to ensure that adequate funds will be available to implement the schedule of projects included in the TIP. NCDOT relies on its cash model to insure fiscal constraint of both the TIP and its entire operation. The Department uses a cash model to manage its operation on a cash-flow basis using statistical models that were developed specifically to support NCDOT programs. The models are used to forecast future cash demands and financial capacity.

North Carolina's General Assembly in §143C:6-11 dictates that the Department's cash target to be between 15% and 20% of the total appropriations from the Highway Fund and Highway Trust Fund for the current fiscal year. Any federal funds on hand shall not be considered as cash for this purpose. The target shall include an amount necessary to make all municipal-aid funding requirements. Also, NCGS §143C:6-11 requires the minimum cash balance from the Highway Fund and Highway Trust Fund to be at least 7.5% of the total appropriations for the current fiscal year. If this minimum is not maintained, no further transportation project contract commitments may be entered into until the cash balance has been regained. The Department may modify or supplement transportation contract commitments for existing transportation projects that (i) results in a savings from the total estimated project cost of the existing commitment, based on cost-savings analysis, or (ii) relate to the needs of an existing transportation project to continue. Any federal funds on hand shall not be considered as cash for the purpose of the minimum cash balance requirement.

### **The North Carolina Turnpike Authority (NCTA)**

NCTA is a public agency of the State of North Carolina located within NCDOT. NCTA's mission is to supplement the traditional non-toll transportation system serving the citizens of North Carolina by accelerating the delivery of roadway projects using alternative financing options and facilitating the development, delivery, and operation of an integrated system of toll roads. The Triangle Expressway, North Carolina's first modern toll facility is approximately 18.8 miles of new highway construction, extending the partially complete "Outer Loop" around the greater Raleigh area from I-40 in the north to the NC 55 Bypass in the south opening fully to traffic on January 2, 2013. The Monroe Expressway, the second all electronic toll facility in North Carolina, opened to traffic on November 27, 2018. The Monroe Expressway is approximately 19.8 miles of new highway construction that serves as a bypass to U.S. 74 from I-485 in eastern Mecklenburg County to U.S. 74 between the towns of Wingate and Marshville in Union County. Since the STI law passed in June 2013, the identification of potential Turnpike projects has fallen under the strategic project prioritization process. Funding for Turnpike projects may be derived from a combination of State transportation revenues, Federal aid dollars, and toll revenue bonds.

Total revenues for the Triangle Expressway were \$54.0 million and \$39.1 million for FY 2022 and FY 2021, respectively. FY 2022 total revenues increased by 38.3% year-over-year (YOY) when compared to FY 2021. Operating expenses for the Triangle Expressway totaled \$14.1 million and \$13.9 million for FY 2022 and FY 2021, respectively. FY 2022 operating expenses increased by 1.7% YOY from the previous year.

Total revenues for the Monroe Expressway were \$27.0 million and \$21.0 million for FY 2022 and FY 2021, respectively. FY 2022 total revenue increased by 29.0% YOY when compared to FY 2021. Operating Expenses for the Monroe Expressway totaled \$12.5 million and \$11.2 million for FY 2022 and FY 2021, respectively. FY 2022 operating expenses increased by 11.8% YOY from the previous year.



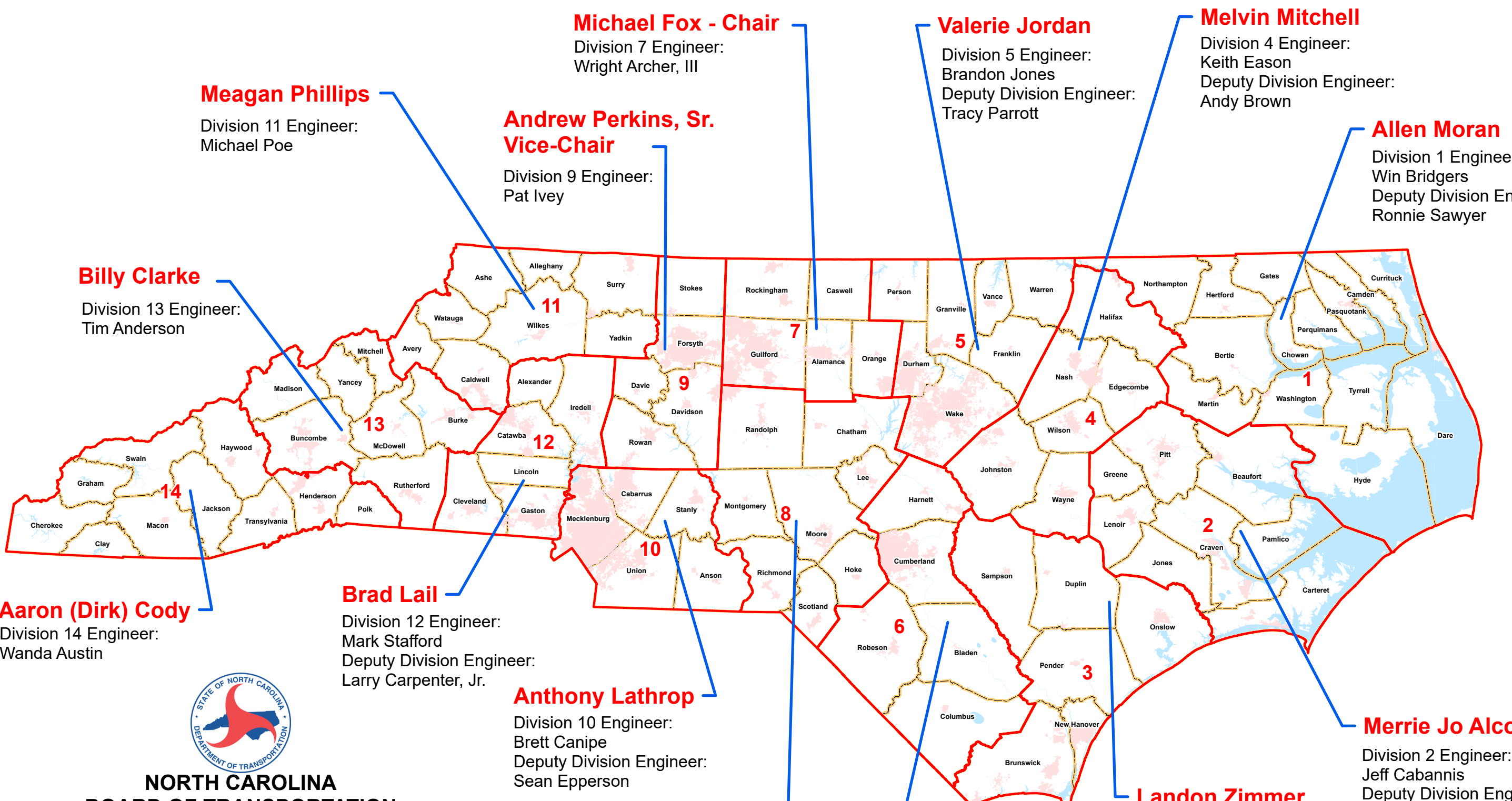
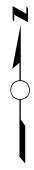
ALPHABETICAL LISTING OF COUNTIES									
COUNTY	DIV	COUNTY	DIV	COUNTY	DIV	COUNTY	DIV	COUNTY	DIV
ALAMANCE	7	CHOWAN	1	GUILFORD	7	MITCHELL	13	RUTHERFORD	13
ALEXANDER	12	CLAY	14	HALIFAX	4	MONTGOMERY	8	SAMPSON	3
ALLEGHANY	11	CLEVELAND	12	HARNETT	6	MOORE	8	SCOTLAND	8
ANSON	10	COLUMBUS	6	HAYWOOD	14	NASH	4	STANLY	10
ASHE	11	CRAVEN	2	HENDERSON	14	NEW HANOVER	3	STOKES	9
AVERY	11	CUMBERLAND	6	HERTFORD	1	NORTHAMPTON	1	SURRY	11
BEAUFORT	2	CURRITUCK	1	HOKE	8	ONSLow	3	SWAIN	14
BERTIE	1	DARE	1	HYDE	1	ORANGE	7	TRANSYLVANIA	14
BLADEN	6	DAVIDSON	9	IREDELL	12	PAMLICO	2	TYRRELL	1
BRUNSWICK	3	DAVIE	9	JACKSON	14	PASQUOTANK	1	UNION	10
BUNCOMBE	13	DUPLIN	3	JOHNSTON	4	PENDER	3	VANCE	5
BURKE	13	DURHAM	5	JONES	2	PERQUIMANS	1	WAKE	5
CABARRUS	10	EDGECOMBE	4	LEE	8	PERSON	5	WARREN	5
CALDWELL	11	FORSYTH	9	LENOIR	2	PITT	2	WASHINGTON	1
CAMDEN	1	FRANKLIN	5	LINCOLN	12	POLK	14	WATAUGA	11
CARTERET	2	GASTON	12	MACON	14	RANDOLPH	8	WAYNE	4
CASWELL	7	GATES	1	MADISON	13	RICHMOND	8	WILKES	11
CATAWBA	12	GRAHAM	14	MARTIN	1	ROBESON	6	WILSON	4
CHATHAM	8	GRANVILLE	5	McDOWELL	13	ROCKINGHAM	7	YADKIN	11
CHEROKEE	14	GREENE	2	MECKLENBURG	10	ROWAN	9	YANCEY	13

NORTH CAROLINA COUNTIES BY DIVISION				
<b>DIVISION 1</b> BERTIE CAMDEN CHOWAN CURRITUCK DARE GATES HERTFORD HYDE MARTIN NORTHAMPTON PASQUOTANK PERQUIMANS TYRRELL WASHINGTON	<b>DIVISION 3</b> BRUNSWICK DUPLIN NEW HANOVER ONSLow PENDER SAMPSON	<b>DIVISION 6</b> BLADEN COLUMBUS CUMBERLAND HARNETT ROBESON	<b>DIVISION 9</b> DAVIDSON DAVIE FORSYTH ROWAN STOKES	<b>DIVISION 12</b> ALEXANDER CATAWBA CLEVELAND GASTON IREDELL LINCOLN
<b>DIVISION 2</b> BEAUFORT CARTERET CRAVEN GREENE JONES LENOIR PAMLICO PITT	<b>DIVISION 4</b> EDGECOMBE HALIFAX JOHNSTON NASH WAYNE WILSON	<b>DIVISION 7</b> ALAMANCE CASWELL GUILFORD ORANGE ROCKINGHAM	<b>DIVISION 10</b> ANSON CABARRUS MECKLENBURG STANLY UNION	<b>DIVISION 13</b> BUNCOMBE BURKE MADISON McDOWELL MITCHELL RUTHERFORD YANCEY
	<b>DIVISION 5</b> DURHAM FRANKLIN GRANVILLE PERSON VANCE WAKE WARREN	<b>DIVISION 8</b> CHATHAM HOKE LEE MONTGOMERY MOORE RANDOLPH RICHMOND SCOTLAND	<b>DIVISION 11</b> ALLEGHANY ASHE AVERY CALDWELL SURRY WATAUGA WILKES YADKIN	<b>DIVISION 14</b> CHEROKEE CLAY GRAHAM HAYWOOD HENDERSON JACKSON MACON POLK SWAIN TRANSYLVANIA

<b>METROPOLITAN PLANNING ORGANIZATIONS (MPO)</b>	
<b>MPO</b>	<b>CITY-TOWN-COUNTY</b>
Burlington-Graham Metropolitan Planning Organization (BGMPO)	Alamance County, Village of Alamance, City of Burlington, Town of Elon, Town of Gibsonville, City of Graham, Town of Green Level, Guilford County, Town of Haw River, City of Mebane, Orange County, Town of Whitsett
Cabarrus-Rowan Metropolitan Planning Organization (CRMPO)	Cabarrus County, Town of China Grove, Town of Cleveland, City of Concord, Town of East Spencer, Town of Faith, Town of Granite Quarry, Town of Harrisburg, City of Kannapolis, Town of Landis, Town of Midland, Town of Mount Pleasant, Town of Rockwell, Rowan County, City of Salisbury, Town of Spencer
Capital Area Metropolitan Planning Organization (CAMPO)	Town of Angier, Town of Apex, Town of Archer Lodge, Town of Bunn, Town of Cary, Town of Clayton, Town of Creedmoor, Franklin County, Town of Franklinton, Town of Fuquay-Varina, Town of Garner, Granville County, Harnett County, Town of Holly Springs, Johnston County, Town of Knightdale, Town of Morrisville, City of Raleigh, Town of Rolesville, Wake County, Town of Wake Forest, Town of Wendell, Town of Youngsville, Town of Zebulon
Charlotte Regional Transportation Planning Organization (CRTPO)	City of Charlotte, Town of Cornelius, Town of Davidson, Town of Fairview, Town of Huntersville, Town of Indian Trail, Iredell County, Town of Marshville, Village of Marvin, Town of Matthews, Mecklenburg County, Town of Mineral Springs, Town of Mint Hill, City of Monroe, Town of Mooresville, Town of Pineville, Town of Stallings, City of Statesville, Town of Troutman, Union County, Town of Waxhaw, Town of Weddington, Town of Wingate, Village of Wesley Chapel
Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO)	Town of Carrboro, Town of Chapel Hill, Chatham County, City of Durham, Durham County, Town of Hillsborough, Orange County
Fayetteville Area Metropolitan Planning Organization (FAMPO)	Cumberland County, Town of Eastover, City of Fayetteville, Harnett County, Hoke County, Town of Hope Mills, City of Parkton, City of Raeford, Robeson County, Town of Spring Lake
French Broad River Metropolitan Planning Organization (FBRMPO)	City of Asheville, Town of Biltmore Forest, Town of Black Mountain, Buncombe County, Town of Canton, Town of Clyde, Village of Flat Rock, Town of Fletcher, Haywood County, Henderson County, City of Hendersonville, Town of Laurel Park, Madison County, Town of Maggie Valley, Town of Mars Hill, Town of Mills River, Town of Montreat, Transylvania County, Town of Waynesville, Town of Weaverville, Town of Woodfin
Gaston-Cleveland-Lincoln Metropolitan Planning Organization (GCLMPO)	City of Belmont, Town of Belwood, City of Bessemer City, Town of Boiling Springs, Town of Casar, City of Cherryville, Cleveland County, Town of Cramerton, Town of Dallas, Town of Dellview, Town of Earl, Town of Fallston, Gaston County, City of Gastonia, Town of Grover, Town of High Shoals, City of Kings Mountain, Town of Kingstown, Town of Lattimore, Town of Lawndale, Lincoln County, City of Lincolnton, City of Lowell, Town of Maiden, Town of McAdenville, Town of Mooresboro, City of Mount Holly, Town of Patterson Springs, City of Polkville, Town of Ranlo, City of Shelby, Town of Spencer Mountain, Town of Stanley, Town of Waco
Goldsboro Metropolitan Planning Organization	City of Goldsboro, Town of Pikeville, Village of Walnut Creek, Wayne County
Grand Strand Area Transportation Study (SC/NC)	In North Carolina: Brunswick County, Town of Calabash, Town of Carolina Shores, Town of Holden Beach, Town of Ocean Isle Beach, Town of Shallotte, Town of Sunset Beach, Town of Varnamtown

<b>METROPOLITAN PLANNING ORGANIZATIONS (MPO)</b>	
<b>MPO</b>	<b>CITY-TOWN-COUNTY</b>
Greater Hickory Metropolitan Planning Organization	Alexander County, Town of Brookford, Burke County, Town of Cahah's Mountain, Caldwell County, Town of Catawba, Catawba County, Village of Cedar Rock, City of Claremont, Town of Connelly Springs, City of Conover, Town of Drexel, Town of Gamewell, Town of Glen Alpine, Town of Granite Falls, City of Hickory, Town of Hildrebran, Town of Hudson, City of Lenoir, Town of Long View, Town of Maiden, City of Morganton, City of Newton, Town of Rhodhiss, Town of Rutherford College, Town of Sawmills, Town of Taylorsville, Town of Valdese
Greensboro Urban Area Metropolitan Planning Organization (GUAMPO)	City of Greensboro, Guilford County, Town of Oak Ridge, Town of Pleasant Garden, Town of Sedalia, Town of Stokesdale, Town of Summerfield
Greenville Urban Area Metropolitan Planning Organization	Town of Ayden, City of Greenville, Pitt County, Village of Simpson, Town of Winterville
High Point Urban Area Metropolitan Planning Organization (HPMPO)	City of Archdale, Davidson County, Town of Denton, Forsyth County, Guilford County, City of High Point, Town of Jamestown, City of Lexington, Randolph County, City of Thomasville, City of Trinity, Town of Wallburg
Jacksonville Urban Area Metropolitan Planning Organization (JUMPO)	Town of Holly Ridge, City of Jacksonville, Town of North Topsail Beach, Onslow County, Town of Richlands, Town of Swansboro
New Bern Metropolitan Planning Organization	Town of Bridgeton, Craven County, City of New Bern, Town of River Bend, Town of Trent Woods
Rocky Mount Urban Area Metropolitan Planning Organization	Edgecombe County, Nash County, Town of Nashville, City of Rocky Mount, Town of Sharpsburg
Wilmington Urban Area Metropolitan Planning Organization (WMPO)	Town of Belville, Brunswick County, Town of Carolina Beach, Town of Kure Beach, Town of Leland, Town of Navassa, New Hanover County, Pender County, City of Wilmington, Town of Wrightsville Beach
Winston-Salem Urban Area Metropolitan Planning Organization	Town of Bermuda Run, Town of Bethania, Village of Clemmons, Davidson County, Davie County, Forsyth County, Town of Kernersville, City of King, Town of Lewisville, Town of Midway, Town of Rural Hall, Stokes County, Village of Tobaccoville, Town of Walkertown, Town of Wallburg, City of Winston-Salem

<b>RURAL PLANNING ORGANIZATIONS (RPO)</b>	
<b>RPO</b>	<b>COUNTY</b>
Albemarle Rural Planning Organization	Camden, Chowan, Currituck, Dare, Gates, Hyde, Pasquotank, Perquimans, Tyrrell, and Washington
Cape Fear Rural Planning Organization	Brunswick, Columbus, and Pender
Down East Rural Planning Organization	Carteret, Craven, Jones, and Pamlico
Eastern Carolina Rural Planning Organization	Duplin, Greene, Lenoir, and Wayne
High Country Rural Planning Organization	Alleghany, Ashe, Avery, Mitchell, Watauga, Wilkes, and Yancey
Isothermal Rural Planning Organization	McDowell, Polk, and Rutherford
Kerr Tar Rural Planning Organization	Franklin, Granville, Person, Vance, and Warren
Land of Sky Rural Planning Organization	Buncombe, Haywood, Madison, Transylvania, City of Brevard, Town of Hot Springs, Town of Marshall, and Town of Rosman
Lumber River Rural Planning Organization	Hoke, Richmond, Robeson, and Scotland
Mid-Carolina Rural Planning Organization	Bladen, Cumberland, Harnett, and Sampson
Mid-East Rural Planning Organization	Beaufort, Pitt, and Martin
Northwest Rural Planning Organization	Davie, Stokes, Surry, and Yadkin
Peanut Belt Rural Planning Organization	Bertie, Halifax, Hertford, and Northampton
Piedmont Triad Rural Planning Organization	Caswell, Montgomery, Randolph, and Rockingham
Rocky River Rural Planning Organization	Anson, Stanly, and Union
Southwestern Rural Planning Organization	Cherokee, Clay, Graham, Jackson, Macon, and Swain
Triangle Area Rural Planning Organization	Chatham, Lee, Moore, and Orange
Upper Coastal Plain Rural Planning Organization	Edgecombe, Johnston, Nash, and Wilson



**Meagan Phillips**  
 Division 11 Engineer:  
 Michael Poe

**Andrew Perkins, Sr.  
 Vice-Chair**  
 Division 9 Engineer:  
 Pat Ivey

**Michael Fox - Chair**  
 Division 7 Engineer:  
 Wright Archer, III

**Valerie Jordan**  
 Division 5 Engineer:  
 Brandon Jones  
 Deputy Division Engineer:  
 Tracy Parrott

**Melvin Mitchell**  
 Division 4 Engineer:  
 Keith Eason  
 Deputy Division Engineer:  
 Andy Brown

**Allen Moran**  
 Division 1 Engineer:  
 Win Bridgers  
 Deputy Division Engineer:  
 Ronnie Sawyer

**Billy Clarke**  
 Division 13 Engineer:  
 Tim Anderson

**Aaron (Dirk) Cody**  
 Division 14 Engineer:  
 Wanda Austin

**Brad Lail**  
 Division 12 Engineer:  
 Mark Stafford  
 Deputy Division Engineer:  
 Larry Carpenter, Jr.

**Anthony Lathrop**  
 Division 10 Engineer:  
 Brett Canipe  
 Deputy Division Engineer:  
 Sean Epperson

**Lisa Mathis**  
 Division 8 Engineer:  
 Patrick Norman  
 Deputy Division Engineer:  
 Chuck Dumas

**Grady Hunt**  
 Division 6 Engineer:  
 Drew Cox  
 Deputy Division Engineer:  
 Lee Jernigan, Jr.

**Landon Zimmer**  
 Division 3 Engineer:  
 Chad Kimes  
 Deputy Division Engineer:  
 Caitlin Marks

**Merrie Jo Alcoke**  
 Division 2 Engineer:  
 Jeff Cabannis  
 Deputy Division Engineer:  
 Jeremy Stroud



**NORTH CAROLINA  
 BOARD OF TRANSPORTATION  
 and Division Offices**

**AT-LARGE APPOINTMENTS**  
 Andy Wells  
 Kathy Harrington  
 Stephen Rosenburgh  
 Leo Daughtry  
 Chuck McGrady  
 Patrick Molamphy

J. Eric Boyette, Secretary of Transportation  
 Joey Hopkins, Chief Operating Officer  
 Chris Peoples, Chief Engineer  
 Lamar Sylvester, Deputy Chief Engineer  
 Kevin Bowen, Eastern Deputy Chief Engineer (Divs. 1-6 & 8)  
 Mark Gibbs, Western Deputy Chief Engineer (Divs. 7 & 9-14)  
 Kevin Lacy, Director of Strategic Planning and Programming

**Legend**  
 Divisions  
 Municipalities  
 County

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

Fund Source	Fund Type	Description	Subject to STI
FLTP	Federal	Federal Lands Transportation Program	No
FMOD	Federal	Fixed Guideway Modifications	Yes
FSPR	Federal	State Planning and Research	No
FTTP	Federal	Federal Tribal Transportation Program	No
FUZ	Federal	Capital Program - Bus Earmark (5309)	No
HF	State	Highway Fund	No
HFB	State	Highway Fund Bridge Replacement Program	Yes
HIB	Federal	Highway Infrastructure Bridge Replacement	Yes
HP	Federal	High Priority	Yes
HRRR	Federal	High Risk Rural Roads	Yes
HSIP	Federal	HIGHWAY SAFETY IMPROVEMENT PROGRAM	Yes
L	Other	Local	No
NEVI	Federal	National Electric Vehicle Infrastructure Program Funds	Yes
NHFP	Federal	National Highway Freight Program	Yes
NHP	Federal	National Highway Performance Program	Yes
NHPB	Federal	National Highway Performance Program(Bridge)	Yes
NHPBA	Federal	National Highway Performance Program(Bonus Allocation)	No
NHPIM	Federal	National Highway Performance Program (Interstate Maintenance)	Yes
NRT	Federal	National Recreation Trails	Yes
O	Other	Local, Non Federal or State Funds	No
PROTCT	Federal	PROTECT Formula Program (Promoting Resilient Operations...)	Yes
RR	Federal	Rail-Highway Safety	Yes
RTAP	Federal	Rural Transit Assistance Program	No
S	State	State	No
S(M)	State	State Match for STP-DA or Garvee Projects	Yes
S(M)BA	State	State Match for Bonus Allocation Projects using Federal funds	No
SBG	Federal	Scenic Byway Grant	Yes
SF	State	Ferries	Yes
SMAP	State	Operating Assistance and State Maintenance	No
SRTS	Federal	Safe Roads to School	Yes
SSO	Federal	Safety System Oversight	No
STHSR	Federal	Stimulus High Speed Rail	No
T	State	Highway Trust Funds	Yes
T(DA)	State	Highway Trust Funds - Fund Swaps for DA Projects	Yes
TA	Federal	Transportation Alternatives Program (Uncategorized)	Yes
TA5200	Federal	Transportation Alternatives Program (5K - 200K)	Yes
TAANY	Federal	Transportation Alternatives Program (Any Area)	Yes
TADA	Federal	Transportation Alternatives Program (Direct Attributable)	Yes
TALT5	Federal	Transportation Alternatives Program (Less than 5K)	Yes
TAP	Federal	Transportation Alternatives Program (Uncategorized)	Yes
TAPDA	Federal	Transportation Alternatives Program (Direct Attributable)	Yes
VRU	Federal	Vulnerable Road User	Yes

# **Greater Hickory MPO Funding Summary for the 2024-2033 Metropolitan Transportation Improvement Program**

**June 28, 2023**

**\*\*The NCDOT has demonstrated fiscal constraint on the 2024-2033 STIP adopted on 6/6/2023. The Greater Hickory MPO TIP is a subset of the STIP and by extension therefore demonstrates fiscal constraint**

**(INFLATED) STIP FUNDING SUMMARY 2024 - 2027 (June 2023)**

**GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION**

**HIGHWAY PROGRAM**

FUNDING	FUNDING DESCRIPTION	FUNDING TYPE	<i>(ESTIMATED COST ARE IN THOUSANDS OF DOLLARS)</i>			
			FY 2024	FY 2025	FY 2026	FY 2027
ADHSL	Appalachian Development Highway System (Local Access Roads	F	765			
BFP	Federal Bridge Improvement Program - Formula	F	9408	6319	150	
BGANY	Surface Transportation Block Grant Program (Any Area)	F	21463	23352	26952	22073
BGDA	Surface Transportation Block Grant Program (Direct Attributable)	F	1828	6343	4324	3700
CMAQ	Congestion Mitigation	F	185	2090		
CRPDA	Carbon Reduction Program - Direct Attributable (All MPOs)	F	492	507	522	
DP	Discretionary or Demonstration	F	127	726	25	323
FLAP	Federal Lands Access Program (Park Roads)	F	866	424		
HFB	Highway Fund Bridge Replacement Program	S	511	6083	10029	8817
HSIP	HIGHWAY SAFETY IMPROVEMENT PROGRAM	F	1403	444		
L	Local	O	2037	2518	840	882
NHP	National Highway Performance Program	F	10806	28726	51724	112334
NHPIM	National Highway Performance Program (Interstate Maintenance)	F	507			
S(M)	State Match for STP-DA or Garvee Projects	S	827	398	734	470
T	Highway Trust Funds	S	6861	35940	39756	49184
		<b>SUBTOTAL</b>	<b>58086</b>	<b>113870</b>	<b>135056</b>	<b>197783</b>



**(INFLATED) STIP FUNDING SUMMARY 2024 - 2027 (June 2023)**

**GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION**

**NON-HIGHWAY PROGRAM**

FUNDING	FUNDING DESCRIPTION	FUNDING TYPE	<i>(ESTIMATED COST ARE IN THOUSANDS OF DOLLARS)</i>			
			FY 2024	FY 2025	FY 2026	FY 2027
5303	Metropolitan Planning (FMPL)	F	55			
5307	Urbanized Area Formula Program (FUZ)	F	3112	3207		
5310	Elderly and Persons with Disability (FEPD)	F	231	238		
BGANY	Surface Transportation Block Grant Program (Any Area)	F	1028	262		
BGDA	Surface Transportation Block Grant Program (Direct Attributable)	F	500	3008		754
DP	Discretionary or Demonstration	F	4850			
L	Local	O	4473	3457	0	246
O	Local, Non Federal or State Funds	O		401		
S	State	S	132	129	132	136
T	Highway Trust Funds	S		1607	2069	
TA	Transportation Alternatives Program (Uncategorized)	F	502	517	532	549
TAANY	Transportation Alternatives Program (Any Area)	F	2354			
TADA	Transportation Alternatives Program (Direct Attributable)	F	253	1866	227	561
<b>SUBTOTAL</b>			17490	14692	2960	2246
<b>TOTAL</b>			75576	128562	138016	200029

# 2024-2033 STATE TRANSPORTATION IMPROVEMENT PROGRAM

NOTES: AMOUNTS SHOWN ARE PROJECT ESTIMATE AMOUNTS REMAINING. ANY AMOUNTS PROGRAMMED FOR ACTIVITIES OTHER THAN RIGHT-OF-WAY, UTILITIES, OR CONSTRUCTION ARE INCLUDED UNDER "OTHER ACTIVITIES".

BASIC PROJECT INFORMATION										FISCAL YEAR PROJECT PHASE SCHEDULED TO START										
COUNTY(S)	ROUTE/CITY	RESPONSIBLE AGENCY	DESCRIPTION	MODE	FUNDING PROGRAM	DIVISION(S)	MPOs/RPOs	PROJECT ID	STI CATEGORY FUNDED	FUNDING SOURCE (SEE FUNDING SOURCES TAB FOR MORE INFO)	RIGHT-OF-WAY PROJECTED SCHEDULE	TOTAL REMAINING FUNDS NEEDED FOR RIGHT-OF-WAY	UTILITIES PROJECTED SCHEDULE	TOTAL REMAINING FUNDS NEEDED FOR UTILITIES	CONSTRUCTION PROJECTED SCHEDULE	TOTAL REMAINING FUNDS NEEDED FOR CONSTRUCTION	PROJECTED SCHEDULE FOR OTHER ACTIVITIES	TOTAL REMAINING FUNDS FOR OTHER ACTIVITIES	TOTAL REMAINING FUNDS NEEDED	COMMENT
ALEXANDER	SR 1348	NCDOT	REPLACE BRIDGE 10291 OVER DUCK CREEK.	HIGHWAY	BRIDGES	12	GREATER HICKORY MPO	BR-0201	HIGHWAY FUND	HFB					2021	\$1,050,000			\$1,050,000	UNDER CONSTRUCTION. THIS PROJECT REPRESENTS HFB PROJECT NUMBER 17BP.12.R.88
ALEXANDER	NC 16	NCDOT	INTERSECTION OF NC 16 AND SR 1609 (COUNTY HOME ROAD). CONSTRUCT INTERSECTION IMPROVEMENTS.	HIGHWAY	STI (PRIORITIZATION)	12	GREATER HICKORY MPO	R-5762	DIVISION 12	T	2022	\$120,000			2023	\$635,000			\$755,000	UNDER CONSTRUCTION.
ALEXANDER	ALEXANDER COUNTY	NCDOT	CONSTRUCT ACCESS ROAD INTO ALEXANDER INDUSTRIAL PARK.	HIGHWAY	APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM	12	GREATER HICKORY MPO	R-5870	EXEMPT	ADHSL, T					2021	\$1,675,000			\$1,675,000	COMPLETE - ARC PROJECT NO. 19094, AWARD AMOUNT = \$1,500,000; \$500,000 IS ECONOMIC DEVELOPMENT FUNDING.
ALEXANDER	US 64	NCDOT	US 64 AND SR 1124. ADD LEFT TURN LANE ON WESTBOUND US 64/NC 90	HIGHWAY	STI (PRIORITIZATION)	12	GREATER HICKORY MPO	U-6041	DIVISION 12	T	2024	\$200,000	2024	\$400,000	2025	\$1,450,000			\$2,050,000	
ALEXANDER	NC 16	NCDOT	CATAWBA RIVER TO US 64 IN TAYLORSVILLE. UPGRADE AND MODERNIZE TWO-LANE ROADWAY.	HIGHWAY	STI (PRIORITIZATION)	12	GREATER HICKORY MPO	U-6151	NOT FUNDED	T	NOT FUNDED	\$17,300,000	NOT FUNDED	\$3,500,000	NOT FUNDED	\$55,000,000			\$75,800,000	
ALEXANDER, BURKE, CALDWELL, CATAWBA	WESTERN PIEDMONT REGIONAL TRANSPORTATION	WESTERN PIEDMONT REGIONAL TRANSPORTATION	REPLACEMENT BUS	PUBLIC TRANSIT	CAPITAL (NON-STI)	11, 12, 13	GREATER HICKORY MPO	TA-4927	PUBLIC TRANSIT	5307, L, S							2020	\$360,000	\$360,000	FUNDS AUTHORIZED IN PROGRESS
ALEXANDER, BURKE, CALDWELL, CATAWBA	WESTERN PIEDMONT REGIONAL TRANSPORTATION	WESTERN PIEDMONT REGIONAL TRANSPORTATION	EXPANSION BUS	PUBLIC TRANSIT	CAPITAL (NON-STI)	11, 12, 13	GREATER HICKORY MPO	TA-4928	PUBLIC TRANSIT	5307, L, S							2021	\$362,000	\$362,000	
ALEXANDER, BURKE, CALDWELL, CATAWBA	WESTERN PIEDMONT REGIONAL TRANSIT AUTHORITY	WESTERN PIEDMONT REGIONAL TRANSIT AUTHORITY	REPLACEMENT VAN	PUBLIC TRANSIT	CAPITAL (NON-STI)	11, 12, 13	GREATER HICKORY MPO	TA-4929	PUBLIC TRANSIT	5307, L, S							2020	\$1,893,000	\$1,893,000	MODIFY FUNDING IN FY 20, FY 21, FY 22, AND FY 23
ALEXANDER, BURKE, CALDWELL, CATAWBA	REGIONAL TRANSPORTATION WESTERN PIEDMONT	REGIONAL TRANSPORTATION WESTERN PIEDMONT	REPLACEMENT VAN	PUBLIC TRANSIT	CAPITAL (NON-STI)	11, 12, 13	GREATER HICKORY MPO	TA-6501	PUBLIC TRANSIT	5311, L, S							2020	\$184,000	\$184,000	FUNDS AUTHORIZED IN PROGRESS
ALEXANDER, BURKE, CALDWELL, CATAWBA	OF CLEVELAND COUNTY TRANSPORTATION ADMIN.	OF CLEVELAND COUNTY TRANSPORTATION ADMIN.	REPLACEMENT - LIGHT TRANSIT VEHICLE	PUBLIC TRANSIT	CAPITAL (NON-STI)	11, 12, 13	GREATER HICKORY MPO	TA-6507	PUBLIC TRANSIT	5311, L, S							2020	\$920,000	\$920,000	FUNDS AUTHORIZED IN PROGRESS
ALEXANDER, BURKE, CALDWELL, CATAWBA	REGIONAL TRANSPORTATION WESTERN PIEDMONT	REGIONAL TRANSPORTATION WESTERN PIEDMONT	ROUTINE CAPITAL - BUS STOP SHELTERS, BENCHES, SHOP EQUIPMENT, SPARE PARTS, ENGINES, FAREBOX, SERVICE VEHICLES, ETC	PUBLIC TRANSIT	ROUTINE CAPITAL AND PREVENTIVE MAINTENANCE	11, 12, 13	GREATER HICKORY MPO	TG-4774	PUBLIC TRANSIT	5307, L							2020	\$200,000	\$200,000	FUNDS AUTHORIZED IN PROGRESS
ALEXANDER, BURKE, CALDWELL, CATAWBA	REGIONAL TRANSPORTATION WESTERN PIEDMONT	REGIONAL TRANSPORTATION WESTERN PIEDMONT	PREVENTIVE MAINTENANCE	PUBLIC TRANSIT	OPERATIONS AND MAINTENANCE	11, 12, 13	GREATER HICKORY MPO	TG-4774A	PUBLIC TRANSIT	5307, L							2020	\$2,000,000	\$2,000,000	FUNDS AUTHORIZED IN PROGRESS
ALEXANDER, BURKE, CALDWELL, CATAWBA	REGIONAL TRANSPORTATION WESTERN PIEDMONT	REGIONAL TRANSPORTATION WESTERN PIEDMONT	OPERATING ASSISTANCE - ADA PARATRANSIT SERVICE	PUBLIC TRANSIT	OPERATIONS AND MAINTENANCE	11, 12, 13	GREATER HICKORY MPO	TG-4774B	PUBLIC TRANSIT	5307, L							2020	\$444,000	\$444,000	FUNDS AUTHORIZED IN PROGRESS
ALEXANDER, BURKE, CALDWELL, CATAWBA	REGIONAL TRANSPORTATION WESTERN PIEDMONT	REGIONAL TRANSPORTATION WESTERN PIEDMONT	ROUTINE CAPITAL - SERVICE VEHICLE	PUBLIC TRANSIT	ROUTINE CAPITAL AND PREVENTIVE MAINTENANCE	11, 12, 13	GREATER HICKORY MPO	TG-6142A	PUBLIC TRANSIT	5311, L							2021	\$39,000	\$39,000	FUNDS AUTHORIZED IN PROGRESS
ALEXANDER, BURKE, CALDWELL, CATAWBA	WESTERN PIEDMONT REGIONAL TRANSPORTATION	WESTERN PIEDMONT REGIONAL TRANSPORTATION	ROUTINE CAPITAL - BUS STOP SHELTERS, BENCHES, SHOP EQUIPMENT, SPARE PARTS, ENGINES, FAREBOX, SERVICE VEHICLES, ETC	PUBLIC TRANSIT	ROUTINE CAPITAL AND PREVENTIVE MAINTENANCE	11, 12, 13	GREATER HICKORY MPO	TG-6159	PUBLIC TRANSIT	5311, L, S							2020	\$80,000	\$80,000	FUNDS AUTHORIZED IN PROGRESS
ALEXANDER, BURKE, CALDWELL, CATAWBA	WESTERN PIEDMONT REGIONAL TRANSPORTATION	WESTERN PIEDMONT REGIONAL TRANSPORTATION	ADMINISTRATION	PUBLIC TRANSIT	OPERATIONS AND MAINTENANCE	11, 12, 13	GREATER HICKORY MPO	TK-5181	PUBLIC TRANSIT	5311, L, S							2020	\$1,420,000	\$1,420,000	FUNDS AUTHORIZED IN PROGRESS
ALEXANDER, BURKE, CALDWELL, CATAWBA	WESTERN PIEDMONT REGIONAL TRANSPORTATION	WESTERN PIEDMONT REGIONAL TRANSPORTATION	OPERATING ASSISTANCE - NON-URBAN	PUBLIC TRANSIT	OPERATIONS AND MAINTENANCE	11, 12, 13	GREATER HICKORY MPO	TM-6108	PUBLIC TRANSIT	5316, L							2020	\$736,000	\$736,000	FUNDS AUTHORIZED IN PROGRESS
ALEXANDER, BURKE, CALDWELL, CATAWBA	WESTERN PIEDMONT REGIONAL TRANSPORTATION	WESTERN PIEDMONT REGIONAL TRANSPORTATION	OPERATING ASSISTANCE - SMALL-URBAN	PUBLIC TRANSIT	OPERATIONS AND MAINTENANCE	11, 12, 13	GREATER HICKORY MPO	TN-6109	PUBLIC TRANSIT	5317, L							2020	\$120,000	\$120,000	FUNDS AUTHORIZED IN PROGRESS
ALEXANDER, BURKE, CALDWELL, CATAWBA	WESTERN PIEDMONT REGIONAL TRANSPORTATION	WESTERN PIEDMONT REGIONAL TRANSPORTATION	OPERATING ASSISTANCE	PUBLIC TRANSIT	MISCELLANEOUS/OTHER	11, 12, 13	GREATER HICKORY MPO	TO-4733	PUBLIC TRANSIT	5307, L, SMAP							2020	\$4,954,000	\$4,954,000	FUNDS AUTHORIZED IN PROGRESS
ALEXANDER, BURKE, CALDWELL, CATAWBA	WESTERN PIEDMONT REGIONAL TRANSPORTATION	WESTERN PIEDMONT REGIONAL TRANSPORTATION	OPERATING ASSISTANCE	PUBLIC TRANSIT	MISCELLANEOUS/OTHER	11, 12, 13	GREATER HICKORY MPO	TO-6109	PUBLIC TRANSIT	5311, L							2020	\$784,000	\$784,000	FUNDS AUTHORIZED IN PROGRESS
ALEXANDER, BURKE, CALDWELL, CATAWBA	WESTERN PIEDMONT REGIONAL TRANSPORTATION	WESTERN PIEDMONT REGIONAL TRANSPORTATION	PLANNING ASSISTANCE	PUBLIC TRANSIT	CAPITAL (NON-STI)	11, 12, 13	GREATER HICKORY MPO	TP-4733A	PUBLIC TRANSIT	5307							2020	\$210,000	\$210,000	FUNDS AUTHORIZED IN PROGRESS

2024-2033 STATE TRANSPORTATION IMPROVEMENT PROGRAM

BASIC PROJECT INFORMATION										FISCAL YEAR PROJECT PHASE SCHEDULED TO START										
COUNTY(S)	ROUTE/CITY	RESPONSIBLE AGENCY	DESCRIPTION	MODE	FUNDING PROGRAM	DIVISION(S)	MPOs/RPOs	PROJECT ID	STI CATEGORY FUNDED	FUNDING SOURCE (SEE FUNDING SOURCES TAB FOR MORE INFO)	RIGHT-OF-WAY PROJECTED SCHEDULE	TOTAL REMAINING FUNDS NEEDED FOR RIGHT-OF-WAY	UTILITIES PROJECTED SCHEDULE	TOTAL REMAINING FUNDS NEEDED FOR UTILITIES	CONSTRUCTION PROJECTED SCHEDULE	TOTAL REMAINING FUNDS NEEDED FOR CONSTRUCTION	PROJECTED SCHEDULE FOR OTHER ACTIVITIES	TOTAL REMAINING FUNDS FOR OTHER ACTIVITIES	TOTAL REMAINING FUNDS NEEDED	COMMENT
ALEXANDER, BURKE, CALDWELL, CATAWBA	WESTERN PIEDMONT REGIONAL TRANSIT AUTHORITY	WESTERN PIEDMONT REGIONAL TRANSIT AUTHORITY	PLANNING ASSISTANCE	PUBLIC TRANSIT	CAPITAL (NON-STI)	11, 12, 13	GREATER HICKORY MPO	TP-4733B	PUBLIC TRANSIT	5307, L, S							2020	\$327,000	\$327,000	MODIFY FUNDING IN FY 20, FY 21, FY 22, AND FY 23 MODIFY FUNDING IN FY 20, FY 21, FY 22, AND FY 23
ALEXANDER, BURKE, CALDWELL, CATAWBA	WESTERN PIEDMONT COUNCIL OF GOVERNMENTS	WESTERN PIEDMONT COUNCIL OF GOVERNMENTS	PLANNING ASSISTANCE - 5303	PUBLIC TRANSIT	CAPITAL (NON-STI)	11, 12, 13	GREATER HICKORY MPO	TP-5106	PUBLIC TRANSIT	5303, L, S							2020	\$401,000	\$401,000	MODIFY FUNDING IN FY 21, FY 22, AND FY 23, CONSISTENT WITH FTA ALLOCATION FOR MPO REGION AND ADOPTED UPWP
ALEXANDER, BURKE, CALDWELL, CATAWBA	WESTERN PIEDMONT REGIONAL TRANSPORTATION	WESTERN PIEDMONT REGIONAL TRANSPORTATION	PREVENTIVE MAINTENANCE - PARATRANSIT	PUBLIC TRANSIT	OPERATIONS AND MAINTENANCE	11, 12, 13	GREATER HICKORY MPO	TQ-6503	PUBLIC TRANSIT	5310, L, S							2020	\$38,000	\$38,000	FUNDS AUTHORIZED IN PROGRESS
ALEXANDER, BURKE, CALDWELL, CATAWBA	WESTERN PIEDMONT REGIONAL TRANSIT AUTHORITY	WESTERN PIEDMONT REGIONAL TRANSIT AUTHORITY	OPERATING ASSISTANCE - ELDERLY AND DISABLED PERSONS	PUBLIC TRANSIT	OPERATIONS AND MAINTENANCE	11, 12, 13	GREATER HICKORY MPO	TQ-6507	PUBLIC TRANSIT	5310, L							2020	\$1,294,000	\$1,294,000	MODIFY FUNDING IN FY 20, FY 21, FY 22, FY 23
ALEXANDER, BURKE, CALDWELL, CATAWBA	WESTERN PIEDMONT REGIONAL TRANSPORTATION	WESTERN PIEDMONT REGIONAL TRANSPORTATION	SAFETY & SECURITY	PUBLIC TRANSIT	CAPITAL (NON-STI)	11, 12, 13	GREATER HICKORY MPO	TS-5128	PUBLIC TRANSIT	5307, L							2020	\$24,000	\$24,000	FUNDS AUTHORIZED IN PROGRESS
ALEXANDER, CATAWBA	NC 127	NCDOT	SR 1400 (CLONINGER MILL ROAD) TO SR 1156 (RICHEY ROAD). INCLUDES CONSTRUCTION OF RIGHT TURN LANE ON NC 127 AT SR 1146 (BETHLEHEM SCHOOL ROAD) (FORMERLY U-6040). UPGRADE TWO LANES AND PROVIDE SOME MULTI-LANE CURB AND GUTTER.	HIGHWAY	STI (PRIORITIZATION)	12	GREATER HICKORY MPO	R-3603												
ALEXANDER, CATAWBA	NC 127	NCDOT	SR 1400 (CLONINGER MILL ROAD) TO SR 1156 (RICHEY ROAD).	HIGHWAY	STI (PRIORITIZATION)	12	GREATER HICKORY MPO	R-3603A	DIVISION 12	T	2024	\$26,900,000	2024	\$100,000	2026	\$55,101,000			\$82,101,000	INCLUDES CONSTRUCTION OF RIGHT TURN LANE ON NC 127 AT SR 1146 (BETHLEHEM SCHOOL ROAD) (FORMERLY U-6040).
BURKE	MAIN AVENUE EAST	NCDOT	2ND STREET SE TO US 70 IN HILDEBRAN. CONSTRUCT PEDESTRIAN IMPROVEMENTS.	BIKE/PEDESTRIAN	LOCALLY SELECTED	13	GREATER HICKORY MPO	BL-0001	DIVISION 13	BGANY, BGDA, L	2023	\$100,000			2023	\$340,000	2022	\$80,000	\$520,000	\$272K IN STBG-DA FUNDS SWITCHED WITH \$272K IN BG-ANY AS PART OF FUND SWAP 5-19-22.
BURKE	MORGANTON	MORGANTON	MORGANTON DOWNTOWN GREENWAY CONNECTOR.	BIKE/PEDESTRIAN	LOCALLY SELECTED	13	GREATER HICKORY MPO	EB-5807	DIVISION 13	BGANY, BGDA, L					2021	\$1,619,000			\$1,619,000	RIGHT-OF-WAY IN PROGRESS
BURKE	FONTA FLORA TRAIL	BURKE COUNTY	FONTA FLORA STATE TRAIL, INTERSECTION OF LAUREL RIDGE COURT AND NORTH POWERHOUSE ROAD TO THE PROPOSED HARRIS WHISNANT TRAILHEAD AT THE INTERSECTION OF HARRY WHISNANT ROAD AND COBB ROAD. CONSTRUCT BICYCLE AND PEDESTRIAN FACILITY.	BIKE/PEDESTRIAN	LOCALLY SELECTED	13	GREATER HICKORY MPO	EB-5827	DIVISION 13	BGANY, L	2023	\$626,000							\$626,000	\$410K IN STBG-DA FUNDS SWITCHED WITH \$410K IN BG-ANY AS PART OF FUND SWAP 5-19-22.
BURKE	HICKORY	HICKORY	RIVERWALK. CONSTRUCT MULTI-USE PATH FROM OLD LENOIR ROAD AT CITY OWNED PROPERTY TO END OF PROPOSED ROSALES BRIDGE.	BIKE/PEDESTRIAN	LOCALLY SELECTED	13	GREATER HICKORY MPO	EB-5939	DIVISION 13	BGDA, L					2023	\$6,500,000			\$6,500,000	UNDER CONSTRUCTION.
BURKE	COLLEGE STREET MULTIMODAL CONNECTOR	MORGANTON	NORTH GREEN STREET TO US 70 IN MORGANTON. CONSTRUCT MULTI-USE PATH.	BIKE/PEDESTRIAN	STI (PRIORITIZATION)	13	GREATER HICKORY MPO	EB-5978	DIVISION 13	L, TAANY	2022	\$100,000			2024	\$2,900,000			\$3,000,000	
BURKE	US 64/70	NCDOT	REPLACE BRIDGE 110099 OVER SOUTHERN RAILROAD.	HIGHWAY	BRIDGES	13	GREATER HICKORY MPO	B-5869	REGION G	BFP, BGDA	2021	\$3,200,000	2021	\$270,000	2023	\$19,200,000			\$22,670,000	\$2.56M IN BFP FUNDS SWITCHED WITH \$2.56M IN STBG-DA AS PART OF FUND SWAP 5-19-22. UNDER CONSTRUCTION.
BURKE	SR 1430 (HARLAND ROAD)	NCDOT	REPLACE BRIDGE 110145 OVER BRISTOL CREEK.	HIGHWAY	BRIDGES	13	GREATER HICKORY MPO	B-6011	DIVISION 13	BGOFF	2022	\$65,000			2022	\$725,000			\$790,000	DESIGN-BUILD, COMBINED LETTING WITH B-6013, B-6014, & B-6016. UNDER CONSTRUCTION.
BURKE	SR 1913 (SUGAR LOAF ROAD)	NCDOT	REPLACE BRIDGE 110237 OVER ROCK CREEK.	HIGHWAY	BRIDGES	13	GREATER HICKORY MPO	B-6015	DIVISION 13	BGOFF	2021	\$100,000			2021	\$819,000			\$919,000	RIGHT-OF-WAY AND CONSTRUCTION TO BE COMBINED WITH B-6018. UNDER CONSTRUCTION.
BURKE	I-40	NCDOT	REPLACE BRIDGES 110114 AND 110120 OVER SILVER CREEK.	HIGHWAY	BRIDGES	13	GREATER HICKORY MPO	BR-0130	STATEWIDE MOBILITY	BFP					2030	\$11,800,000			\$11,800,000	
BURKE	NEW ROUTE	NCDOT	CONSTRUCT ACCESS ROAD INTO BURKE COUNTY INDUSTRIAL PARK.	HIGHWAY	APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM	13	GREATER HICKORY MPO	HA-0001	EXEMPT	ADHSL					2023	\$1,613,000	2021	\$287,000	\$1,900,000	ARC PROJECT NO. 19857, AWARD AMOUNT = \$1,900,000
BURKE	US 321	NCDOT	BRIDGES #366 AND #367 AT THE CATAWBA COUNTY LINE. INSTALL GUARDRAIL.	HIGHWAY	SAFETY	13	GREATER HICKORY MPO	HS-2013A	STATEWIDE MOBILITY	HSIP					2021	\$92,000			\$92,000	COMPLETE
BURKE	NC 181	NCDOT	US 64 TO SR 1405 (BROWN MOUNTAIN BEACH ROAD). UPGRADE GUARDRAIL.	HIGHWAY	SAFETY	13	GREATER HICKORY MPO	HS-2013C	REGION G	HSIP					2021	\$195,000			\$195,000	COMPLETE
BURKE	US 64/NC 18	NCDOT	NC 181 TO CALDWELL COUNTY LINE. UPGRADE GUARDRAIL.	HIGHWAY	SAFETY	13	GREATER HICKORY MPO	HS-2013E	REGION G	HSIP					2021	\$385,000			\$385,000	COMPLETE
BURKE	I-40	NCDOT	SR 1734 (CAROLINA STREET SE)/SR 1826 - EXIT 111. REVISE INTERCHANGE.	HIGHWAY	STI (PRIORITIZATION)	13	GREATER HICKORY MPO	I-5008	REGION G	NHP	FUNDED FOR PRELIMINARY ENGINEERING ONLY	\$4,200,000	FUNDED FOR PRELIMINARY ENGINEERING ONLY	\$1,600,000	FUNDED FOR PRELIMINARY ENGINEERING ONLY	\$29,600,000			\$35,400,000	PROJECT TO BE LET WITH I-5875.
BURKE	I-40	NCDOT	US 64 (BURKEMONT ROAD). IMPROVE INTERCHANGE.	HIGHWAY	STI (PRIORITIZATION)	13	GREATER HICKORY MPO	I-5009	REGION G	NHP	FUNDED FOR PRELIMINARY ENGINEERING ONLY	\$16,400,000	FUNDED FOR PRELIMINARY ENGINEERING ONLY	\$6,100,000	FUNDED FOR PRELIMINARY ENGINEERING ONLY	\$26,200,000			\$48,700,000	
BURKE	I-40	NCDOT	SR 1142 (JAMESTOWN ROAD) - EXIT 100. UPGRADE INTERCHANGE.	HIGHWAY	STI (PRIORITIZATION)	13	GREATER HICKORY MPO	I-5874	REGION G	NHP	FUNDED FOR PRELIMINARY ENGINEERING ONLY	\$1,600,000	FUNDED FOR PRELIMINARY ENGINEERING ONLY	\$300,000	FUNDED FOR PRELIMINARY ENGINEERING ONLY	\$17,500,000			\$19,400,000	
BURKE	I-40	NCDOT	SR 1712 (DREXEL ROAD). UPGRADE INTERCHANGE.	HIGHWAY	STI (PRIORITIZATION)	13	GREATER HICKORY MPO	I-5875	REGION G	NHP	FUNDED FOR PRELIMINARY ENGINEERING ONLY	\$1,500,000	FUNDED FOR PRELIMINARY ENGINEERING ONLY	\$600,000	FUNDED FOR PRELIMINARY ENGINEERING ONLY	\$20,700,000			\$22,800,000	PROJECT TO BE LET WITH I-5008
BURKE	I-40	NCDOT	SR 1761 (OLD HIGHWAY NC 10) - EXIT 116. UPGRADE INTERCHANGE AND REMOVE TWO-WAY TRAFFIC.	HIGHWAY	STI (PRIORITIZATION)	13	GREATER HICKORY MPO	I-5971	STATEWIDE MOBILITY	NHP	FUNDED FOR PRELIMINARY ENGINEERING ONLY	\$1,300,000	FUNDED FOR PRELIMINARY ENGINEERING ONLY	\$200,000	FUNDED FOR PRELIMINARY ENGINEERING ONLY	\$21,500,000			\$23,000,000	
BURKE	I-40	NCDOT	SR 1744 (MINERAL SPRINGS MOUNTAIN ROAD)/SR 1744 (ELDRED STREET SE) - EXIT 112. CONSTRUCT INTERCHANGE IMPROVEMENTS.	HIGHWAY	STI (PRIORITIZATION)	13	GREATER HICKORY MPO	I-5975	NOT FUNDED	NHP	NOT FUNDED	\$2,660,000	NOT FUNDED	\$100,000	NOT FUNDED	\$5,200,000			\$7,960,000	
BURKE	I-40	NCDOT	EXIT 118 - SR 1761 (OLD NC 10). CONSTRUCT INTERCHANGE IMPROVEMENTS.	HIGHWAY	STI (PRIORITIZATION)	13	GREATER HICKORY MPO	I-5990	DIVISION 13	NHP	2023	\$2,500,000	2023	\$1,100,000	2024	\$9,600,000			\$13,200,000	RIGHT-OF-WAY IN PROGRESS.

2024-2033 STATE TRANSPORTATION IMPROVEMENT PROGRAM

BASIC PROJECT INFORMATION										FISCAL YEAR PROJECT PHASE SCHEDULED TO START										
COUNTY(S)	ROUTE/CITY	RESPONSIBLE AGENCY	DESCRIPTION	MODE	FUNDING PROGRAM	DIVISION(S)	MPOs/RPOs	PROJECT ID	STI CATEGORY FUNDED	FUNDING SOURCE (SEE FUNDING SOURCES TAB FOR MORE INFO)	RIGHT-OF-WAY PROJECTED SCHEDULE	TOTAL REMAINING FUNDS NEEDED FOR RIGHT-OF-WAY	UTILITIES PROJECTED SCHEDULE	TOTAL REMAINING FUNDS NEEDED FOR UTILITIES	CONSTRUCTION PROJECTED SCHEDULE	TOTAL REMAINING FUNDS NEEDED FOR CONSTRUCTION	PROJECTED SCHEDULE FOR OTHER ACTIVITIES	TOTAL REMAINING FUNDS FOR OTHER ACTIVITIES	TOTAL REMAINING FUNDS NEEDED	COMMENT
BURKE	I-40	NCDOT	SR 1147 (CAUSBY ROAD). REDESIGN INTERCHANGE AND REMOVE TWO-WAY ON RAMP.	HIGHWAY	STI (PRIORITIZATION)	13	GREATER HICKORY MPO	I-6058	NOT FUNDED	NHP	NOT FUNDED	\$300,000	NOT FUNDED	\$1,100,000	NOT FUNDED	\$4,300,000			\$5,700,000	
BURKE	SR 1001 (MALCOLM BOULEVARD)	NCDOT	US 70 TO CATAWBA RIVER.	HIGHWAY	STI (PRIORITIZATION)	13	GREATER HICKORY MPO	R-3430A	NOT FUNDED	T	NOT FUNDED	\$10,000,000	NOT FUNDED	\$1,600,000	NOT FUNDED	\$20,000,000			\$31,600,000	
BURKE	SR 1001 (CONNELLY SPRINGS ROAD)	NCDOT	REPLACE BRIDGE 110010 OVER CATAWBA RIVER.	HIGHWAY	BRIDGES	13	GREATER HICKORY MPO	R-3430B	HIGHWAY FUND	HFB	2022	\$880,000	2022	\$370,000	2025	\$20,900,000			\$22,150,000	RIGHT-OF-WAY IN PROGRESS.
BURKE	SR 1687 (GOAT FARM ROAD)	NCDOT	IMPROVE EXISTING SR 1687 (GOAT FARM ROAD) ACCESS ROAD INTO THE PROPOSED INDUSTRIAL PARK.	HIGHWAY	APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM	13	GREATER HICKORY MPO	R-5967	EXEMPT	ADHSL, L					2023	\$2,152,000			\$2,152,000	ARC PROJECT # 19768; AWARD AMOUNT = \$1,500,000; LOCAL FUNDING PROVIDED BY CITY OF HICKORY. UNDER CONSTRUCTION.
BURKE	NC 181	NCDOT	SR 1414 (ST MARY'S CHURCH ROAD) TO MORGANTON ETJ. WIDEN EXISTING ROADWAY.	HIGHWAY	STI (PRIORITIZATION)	13	GREATER HICKORY MPO	U-5836	REGION G	T	2027	\$3,000,000			2029	\$7,800,000			\$10,800,000	
BURKE	NC 181	NCDOT	SR 1440 TO SR 1419. WIDEN TO 3-LANES.	HIGHWAY	STI (PRIORITIZATION)	13	GREATER HICKORY MPO	U-5978	NOT FUNDED	T	NOT FUNDED	\$8,500,000	NOT FUNDED	\$1,700,000	NOT FUNDED	\$14,000,000			\$24,200,000	
BURKE	MORGANTON	NCDOT	SOUTH STERLING STREET TO WEST PARKER ROAD. CONSTRUCT CONNECTOR ROAD.	HIGHWAY	APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM	13	GREATER HICKORY MPO	U-6057	EXEMPT											UNDER CONSTRUCTION. ARC PROJECT NO. 18703. AWARD AMOUNT = \$1,374,714.
BURKE	US 64 (BURKEMONT AVENUE)	NCDOT	US 70 (W. FLEMING DRIVE) INTERSECTION. IMPROVE INTERSECTION.	HIGHWAY	STI (PRIORITIZATION)	13	GREATER HICKORY MPO	U-6123	NOT FUNDED	NHP	NOT FUNDED	\$200,000	NOT FUNDED	\$300,000	NOT FUNDED	\$2,000,000			\$2,500,000	
BURKE	NC 126	NCDOT	SR 1250 (WATERMILL ROAD) TO SR 1254 (FISH HATCHERY ROAD). MODERNIZE ROADWAY.	HIGHWAY	STI (PRIORITIZATION)	13	GREATER HICKORY MPO	U-6164	NOT FUNDED	BGLT5	NOT FUNDED	\$4,000,000	NOT FUNDED	\$6,500,000	NOT FUNDED	\$36,300,000			\$46,800,000	
BURKE, CALDWELL	US 321	NCDOT	INTERIM STRUCTURE IMPROVEMENTS ON US 321 SOUTHBOUND BRIDGE OVER LAKE HICKORY.	HIGHWAY	BRIDGES	11, 13	GREATER HICKORY MPO	U-4700AA	STATEWIDE MOBILITY	NHP					2022	\$2,400,000			\$2,400,000	UNDER CONSTRUCTION.
BURKE, MITCHELL, RUTHERFORD	US 321, US 70, US 19E, US 221A	NCDOT	UPGRADE GUARDRAIL.	HIGHWAY	SAFETY	13	GREATER HICKORY MPO, Foothills RPO, HIGH COUNTRY RPO	HS-2013F	STATEWIDE MOBILITY	HSIP					2021	\$348,000			\$348,000	COMPLETE
CALDWELL	HUDSON US 321A (MAIN STREET)/	NCDOT	CONSTRUCT PEDESTRIAN CROSSING IMPROVEMENTS FROM SR 1952 (CEDAR VALLEY ROAD) TO SR 1156 (LEGION ROAD).	BIKE/PED	LOCALLY SELECTED	11	GREATER HICKORY MPO	BL-0002	DIVISION 11	BGANY, BGDA, L	2024	\$24,000			2024	\$440,000	2022	\$80,000	\$544,000	\$352K IN STBG-DA FUNDS SWITCHED WITH \$352K IN BG-ANY AS PART OF FUND SWAP 5-19-22.
CALDWELL	LENIOR GREENWAY	LENOIR	HARPER AVENUE TO MORGANTON BOULEVARD. EXTEND MULTI-USE PATH.	BIKE/PED	LOCALLY SELECTED	11	GREATER HICKORY MPO	BL-0065	DIVISION 11	BGDA, L	2024	\$281,000			2025	\$1,581,000	2023	\$306,000	\$2,168,000	
CALDWELL	LENOIR	LENOIR	HOSPITAL AVENUE, HARPER AVENUE TO US 321 (BLOWING ROCK BOULEVARD). CONSTRUCT SIDEWALK.	BIKE/PED	LOCALLY SELECTED	11	GREATER HICKORY MPO	EB-5806	DIVISION 11	BGANY, BGDACV, L, TADA	2021	\$120,000			2023	\$1,000,000			\$1,120,000	\$414K IN STBG-DA FUNDS SWITCHED WITH \$414K IN BG-ANY AS PART OF FUND SWAP 5-19-22. UNDER CONSTRUCTION.
CALDWELL	US 321	NCDOT	REPLACE BRIDGE 130367 OVER CATAWBA RIVER.	HIGHWAY	BRIDGES	11	GREATER HICKORY MPO	B-4450												TO BE CONSTRUCTED WITH U-4700
CALDWELL	SR 1514	NCDOT	REPLACE BRIDGE 130130 OVER YADKIN RIVER.	HIGHWAY	BRIDGES	11	GREATER HICKORY MPO	HB-0056	DIVISION 11	DP, HFB	2026	\$66,000	2026	\$59,000	2027	\$809,000	2023	\$139,000	\$1,073,000	DP REPRESENTS RAISE GRANT FUNDS.
CALDWELL	SR 1356	NCDOT	REPLACE BRIDGE 130185 OVER JOHNS RIVER.	HIGHWAY	BRIDGES	11	GREATER HICKORY MPO	HB-0057	DIVISION 11	DP, HFB	2024	\$66,000	2024	\$59,000	2025	\$809,000	2023	\$139,000	\$1,073,000	DP REPRESENTS RAISE GRANT FUNDS.
CALDWELL	SR 1356	NCDOT	REPLACE BRIDGE 130186 OVER JOHNS RIVER.	HIGHWAY	BRIDGES	11	GREATER HICKORY MPO	HB-0058	DIVISION 11	DP, HFB	2024	\$66,000	2024	\$59,000	2025	\$809,000	2023	\$139,000	\$1,073,000	DP REPRESENTS RAISE GRANT FUNDS.
CALDWELL	SR 1356	NCDOT	REPLACE BRIDGE 130275 OVER JOHNS RIVER.	HIGHWAY	BRIDGES	11	GREATER HICKORY MPO	HB-0059	DIVISION 11	DP, HFB	2024	\$66,000	2024	\$59,000	2025	\$809,000	2023	\$139,000	\$1,073,000	DP REPRESENTS RAISE GRANT FUNDS.
CALDWELL	SR 1356	NCDOT	REPLACE BRIDGE 130317 OVER JOHNS RIVER.	HIGHWAY	BRIDGES	11	GREATER HICKORY MPO	HB-0060	DIVISION 11	DP, HFB	2024	\$86,000	2024	\$76,000	2025	\$1,052,000	2023	\$181,000	\$1,395,000	DP REPRESENTS RAISE GRANT FUNDS.
CALDWELL	SR 1574	NCDOT	REPLACE BRIDGE 130349 OVER JONES CREEK.	HIGHWAY	BRIDGES	11	GREATER HICKORY MPO	HB-0061	DIVISION 11	DP, HFB	2024	\$53,000	2024	\$47,000	2027	\$648,000	2023	\$111,000	\$859,000	DP REPRESENTS RAISE GRANT FUNDS.
CALDWELL	SR 1328 (BROWN MOUNTAIN BEACH ROAD)	NCDOT	MILEPOST 5.3 TO MILEPOST 7.5. INSTALL GUARDRAIL AT VARIOUS LOCATIONS.	HIGHWAY	FEDERAL LANDS ACCESS PROGRAM	11	GREATER HICKORY MPO	HF-0001	EXEMPT	FLAP, S(M)					2022	\$235,000	2022	\$5,000	\$240,000	FLAP PROJECT ID: NC 38. AWARD AMOUNT = \$240,000. STATE MATCH ARE HIGHWAY FUNDS. UNDER CONSTRUCTION.
CALDWELL	SR 1328 (BROWN MOUNTAIN BEACH ROAD)	NCDOT	WIDEN PAVEMENT TO 20 FEET IN FIVE LOCATIONS ALONG WILSON CREEK.	HIGHWAY	FEDERAL LANDS ACCESS PROGRAM	11	GREATER HICKORY MPO	HF-0003	EXEMPT	FLAP, S(M)					2024	\$1,575,000	2022	\$175,000	\$1,750,000	FLAP PROJECT ID: NC 39. AWARD AMOUNT = \$1,400,000. STATE MATCH ARE HIGHWAY FUNDS.
CALDWELL	SR 1001 (CONNELLY SPRINGS ROAD)	NCDOT	CATAWBA RIVER TO SR 1933 (SOUTH-WEST BOULEVARD)	HIGHWAY	STI (PRIORITIZATION)	11	GREATER HICKORY MPO	R-3430C	DIVISION 11	BGANY	2028	\$27,500,000	2028	\$4,000,000	2031	\$47,000,000			\$78,500,000	
CALDWELL	US 64/NC 90/NC 18 (WILKESBORO BLVD)	NCDOT	INTERSECTION OF US 64/NC 90/NC 18 (WILKESBORO BOULEVARD) AND US 64/NC 90 (TAYLORSVILLE ROAD). CONSTRUCT INTERSECTION IMPROVEMENTS.	HIGHWAY	STI (PRIORITIZATION)	11	GREATER HICKORY MPO	R-5745	DIVISION 11	T					2019	\$1,695,000			\$1,695,000	COMPLETE; BUILD NC BOND FUNDING: \$1.313M FOR CONSTRUCTION, PAYBACK FY 2019-2033 (FY 2019 / YR 1 SALE)
CALDWELL	GRANITE FALLS	NCDOT	INTERSECTION OF US 321 AND SR 1109 (PINEWOODS ROAD EXTENSION). CONSTRUCT INTERSECTION IMPROVEMENTS.	HIGHWAY	LOCALLY SELECTED	11	GREATER HICKORY MPO	R-5775	EXEMPT	BGANY, BGDA, S(M)					2022	\$1,935,000			\$1,935,000	UNDER CONSTRUCTION. PROJECT IS IN EXEMPT CATEGORY BECAUSE STBG-DA FUNDS ARE BEING USED ON REGIONAL CATEGORY PROJECT - STATE MATCH IS SPOT SAFETY (SS-4911 AL); \$487KM IN BGANY USED AS PART OF FUND SWAP.
CALDWELL	US 321	NCDOT	US 321A TO SR 1108 (MISSION ROAD)	HIGHWAY	STI (PRIORITIZATION)	11	GREATER HICKORY MPO	U-4700B	NOT FUNDED	NHP	NOT FUNDED	\$35,000,000	NOT FUNDED	\$4,000,000	NOT FUNDED	\$57,500,000			\$96,500,000	
CALDWELL	US 321	NCDOT	SR 1108 (MISSION ROAD) TO SR 1933 (SOUTHWEST BOULEVARD).	HIGHWAY	STI (PRIORITIZATION)	11	GREATER HICKORY MPO	U-4700C	NOT FUNDED	NHP	NOT FUNDED	\$5,000,000	NOT FUNDED	\$2,000,000	NOT FUNDED	\$12,000,000			\$19,000,000	
CALDWELL	US 321	NCDOT	SR 1160 (MOUNT HERMAN ROAD). UPGRADE INTERSECTION TO REDUCED CONFLICT INTERSECTION - WITHIN THE LIMITS OF U-4700 C.	HIGHWAY	STI (PRIORITIZATION)	11	GREATER HICKORY MPO	U-4700CA	REGION F	NHP	2020	\$420,000			2023	\$4,101,000			\$4,521,000	DESIGN BY DIVISION. UNDER CONSTRUCTION.
CALDWELL	US 321	NCDOT	SR 1809/1952 (PINE MOUNTAIN ROAD). UPGRADE INTERSECTION TO REDUCED CONFLICT INTERSECTION - WITHIN THE LIMITS OF U-4700 C.	HIGHWAY	STI (PRIORITIZATION)	11	GREATER HICKORY MPO	U-4700CB	STATEWIDE MOBILITY	NHP	2020	\$400,000	2020	\$100,000	2024	\$9,200,000			\$9,700,000	RIGHT-OF-WAY IN PROGRESS.
CALDWELL	US 321	NCDOT	SR 1108 (MISSION ROAD). UPGRADE INTERSECTION TO REDUCED CONFLICT INTERSECTION - WITHIN THE LIMITS OF U-4700 C.	HIGHWAY	STI (PRIORITIZATION)	11	GREATER HICKORY MPO	U-4700CC	STATEWIDE MOBILITY	NHP	2020	\$450,000	2020	\$100,000	2024	\$5,900,000			\$6,450,000	RIGHT-OF-WAY IN PROGRESS.
CALDWELL	US 64/ NC 18	NCDOT	SR 1142 (CALLICO ROAD) INTERSECTION. CONSTRUCT INTERSECTION IMPROVEMENTS.	HIGHWAY	STI (PRIORITIZATION)	11	GREATER HICKORY MPO	U-6033	DIVISION 11	T	2019	\$400,000	2019	\$450,000	2023	\$2,246,000			\$3,096,000	UNDER CONSTRUCTION.
CALDWELL	US 321 ALT	NCDOT	SR 1109 (PINWOOD ROAD) TO SR 1106 (DUKE STREET). UPGRADE ROADWAY.	HIGHWAY	STI (PRIORITIZATION)	11	GREATER HICKORY MPO	U-6034	DIVISION 11	BGANY	2024	\$9,000,000	2024	\$3,000,000	2026	\$14,400,000			\$26,400,000	
CALDWELL	SR 1002 (DUDLEY SHOALS ROAD)	NCDOT	SR 1002 (DUDLEY SHOALS ROAD) AND SR 1751 (GRACE CHAPEL ROAD/CAMPGROUND ROAD)/SR 1752 (PEACH ORCHARD ROAD). CONSTRUCT ROUNDABOUT.	HIGHWAY	STI (PRIORITIZATION)	11	GREATER HICKORY MPO	U-6035	DIVISION 11	T	2019	\$200,000	2019	\$230,000	2024	\$1,700,000			\$2,130,000	RIGHT-OF-WAY IN PROGRESS
CALDWELL	SR 1109 (PINWOOD ROAD)	NCDOT	US 321 TO SR 1931 (BERT HUFFMAN ROAD). UPGRADE ROADWAY.	HIGHWAY	STI (PRIORITIZATION)	11	GREATER HICKORY MPO	U-6036	DIVISION 11	T	2019	\$1,500,000	2019	\$400,000	2024	\$12,599,000			\$14,499,000	RIGHT-OF-WAY IN PROGRESS
CALDWELL	SR 1130 (CAJAH MOUNTAIN ROAD)	NCDOT	SR 1001 (CONNELLY SPRINGS ROAD) TO US 321A. MODERNIZE ROADWAY.	HIGHWAY	STI (PRIORITIZATION)	11	GREATER HICKORY MPO	U-6157	DIVISION 11	BGANY	2023	\$9,200,000	2023	\$10,200,000	2025	\$23,901,000			\$43,301,000	RIGHT-OF-WAY IN PROGRESS.
CALDWELL	US 321	NCDOT	SR 1002 (DUDLEY SHOALS ROAD) GRADE SEPARATION. CONSTRUCT RAMP ONTO US 321 SOUTHBOUND.	HIGHWAY	STI (PRIORITIZATION)	11	GREATER HICKORY MPO	U-6161	DIVISION 11	NHP	2025	\$800,000	2025	\$200,000	2027	\$4,000,000			\$5,000,000	COORDINATE WITH U-4700A
CALDWELL	SR 1159 (PLEASANT HILL ROAD)	NCDOT	CWCY CROSSING 729801L IN HUDSON. CONSTRUCT SAFETY IMPROVEMENTS.	RAIL	RAIL-HIGHWAY GRADE IMPROVEMENT	11	GREATER HICKORY MPO	RX-2011A	DIVISION 11	RR					2023	\$800,000			\$800,000	
CALDWELL, BURKE	SR 1001 (MALCOLM BLVD/ CONNELLY SPRINGS ROAD)	NCDOT	US 70 TO SR 1933 (SOUTH-WEST BOULEVARD) IN LENOIR. MODERNIZE ROADWAY TO INCLUDE BICYCLE AND PEDESTRIAN ACCOMMODATIONS.	HIGHWAY	STI (PRIORITIZATION)	11, 13	GREATER HICKORY MPO	R-3430												

2024-2033 STATE TRANSPORTATION IMPROVEMENT PROGRAM

BASIC PROJECT INFORMATION										FISCAL YEAR PROJECT PHASE SCHEDULED TO START										
COUNTY(S)	ROUTE/CITY	RESPONSIBLE AGENCY	DESCRIPTION	MODE	FUNDING PROGRAM	DIVISION(S)	MPOs/RPOs	PROJECT ID	STI CATEGORY FUNDED	FUNDING SOURCE (SEE FUNDING SOURCES TAB FOR MORE INFO)	RIGHT-OF-WAY PROJECTED SCHEDULE	TOTAL REMAINING FUNDS NEEDED FOR RIGHT-OF-WAY	UTILITIES PROJECTED SCHEDULE	TOTAL REMAINING FUNDS NEEDED FOR UTILITIES	CONSTRUCTION PROJECTED SCHEDULE	TOTAL REMAINING FUNDS NEEDED FOR CONSTRUCTION	PROJECTED SCHEDULE FOR OTHER ACTIVITIES	TOTAL REMAINING FUNDS FOR OTHER ACTIVITIES	TOTAL REMAINING FUNDS NEEDED	COMMENT
CALDWELL, CATAWBA, BURKE	US 321	NCDOT	NORTH OF US 70 IN HICKORY TO SR 1933 (SOUTHWEST BOULEVARD). WIDEN TO SIX LANES.	HIGHWAY	STI (PRIORITIZATION)	11, 12, 13	GREATER HICKORY MPO	U-4700												INCLUDES B-4450.
CATAWBA	HICKORY REGIONAL AIRPORT (HKY)	HICKORY REGIONAL AIRPORT (HKY)	600 FEET EXTENSION OF RUNWAY 6 - PHASE I AND II.	AVIATION	STI (PRIORITIZATION)	12	GREATER HICKORY MPO	AV-5741	DIVISION 12	O, T					2025	\$3,844,000			\$3,844,000	
CATAWBA	HICKORY REGIONAL AIRPORT (HKY)	HICKORY REGIONAL AIRPORT (HKY)	LAND ACQUISITION AND OBSTRUCTION REMOVAL.	AVIATION	STI (PRIORITIZATION)	12	GREATER HICKORY MPO	AV-5752	DIVISION 12	T	FUNDED FOR PRELIMINARY ENGINEERING ONLY	\$600,000							\$600,000	
CATAWBA	SPRINGS ROAD NE	HICKORY	SANDY RIDGE ROAD TO MCDONALD PARKWAY. CONSTRUCT SIDEWALK.	BIKE/PED	LOCALLY SELECTED	12	GREATER HICKORY MPO	BL-0066	DIVISION 12	BGDA, L, TADA	2024	\$313,000			2025	\$2,250,000	2023	\$437,000	\$3,000,000	
CATAWBA	AVIATION WALK CONNECTOR	HICKORY	CLEMENT BOULEVARD TO 17TH STREET NW. EXTEND MULTI-USE PATH.	BIKE/PED	LOCALLY SELECTED	12	GREATER HICKORY MPO	BL-0067	DIVISION 12	BGDA, L	2024	\$313,000			2025	\$1,500,000	2023	\$187,000	\$2,000,000	
CATAWBA	ISLAND FORD ROAD	MAIDEN	DON'S GRILL TO LIVING WORD CHURCH. CONSTRUCT SIDEWALKS.	BIKE/PED	LOCALLY SELECTED	12	GREATER HICKORY MPO	BL-0068	DIVISION 12	BGDA, L	2025	\$500,000			2027	\$850,000	2023	\$405,000	\$1,755,000	
CATAWBA	MAIN AVENUE NW/NE	HICKORY	7TH AVENUE NE TO 9TH STREET NW. CONSTRUCT GREENWAY WITH PARK NODES AND PEDESTRIAN BRIDGE OVER NC 127.	BIKE/PED	STI (PRIORITIZATION)	12	GREATER HICKORY MPO	EB-5750	DIVISION 12	BGANY, L, TAANY					2020	\$14,100,000			\$14,100,000	
CATAWBA	CLAREMONT	CLAREMONT	CENTENNIAL BOULEVARD, NORTH OXFORD STREET TO NORTH LOOKOUT STREET. CONSTRUCT SIDEWALK.	BIKE/PED	LOCALLY SELECTED	12	GREATER HICKORY MPO	EB-5828	DIVISION 12	BGANY, BGDA, L	2023	\$31,000			2024	\$541,000			\$572,000	\$433K IN STBG-DA FUNDS SWITCHED WITH \$433K IN BG-ANY AS PART OF FUND SWAP 5-19-22.
CATAWBA	OLD LENOIR ROAD MULTI-USE PATH	HICKORY	9TH STREET NW TO HICKORY WATER PLANT. CONSTRUCT MULTI-USE PATH.	BIKE/PED	STI (PRIORITIZATION)	12	GREATER HICKORY MPO	EB-5911	DIVISION 12	L, TAANY	2021	\$1,205,000			2023	\$8,123,000			\$9,328,000	RIGHT-OF-WAY IN PROGRESS. \$3.6M IN STBG-DA FUNDS PREVIOUSLY ALLOCATED TO THIS PROJECT, TO BE REASSIGNED TO U-2307B AS PART OF FUNDING SWAP.
CATAWBA	CLAREMONT	CLAREMONT	CONSTRUCT SIDEWALK ALONG CENTENNIAL BOULEVARD FROM NORTH LOOKOUT STREET TO MAIN STREET - (PHASE II).	BIKE/PED	LOCALLY SELECTED	12	GREATER HICKORY MPO	EB-5935	DIVISION 12	BGANY, L					2024	\$600,000			\$600,000	\$480K IN STBG-DA FUNDS SWITCHED WITH \$480K IN BG-ANY AS PART OF FUND SWAP 5-19-22.
CATAWBA	HICKORY	HICKORY	BOOK WALK. CONSTRUCT MULTI-USE PATH FROM CITY WALK TO RIDGEVIEW LIBRARY.	BIKE/PED	LOCALLY SELECTED	12	GREATER HICKORY MPO	EB-5937	DIVISION 12	BGANY, L, TADA	2021	\$225,000			2023	\$1,775,000			\$2,000,000	\$1,420,000 STBG-ANYAREA FUNDS ARE FROM A FUND SWAP IN MAY 2018. UNDER CONSTRUCTION.
CATAWBA	HICKORY	HICKORY	BOOK WALK SOUTH. CONSTRUCT MULTI-USE PATH FROM RIDGEVIEW LIBRARY TO WALMART.	BIKE/PED	LOCALLY SELECTED	12	GREATER HICKORY MPO	EB-5938	DIVISION 12	BGANY, L, TADA	2021	\$105,000			2023	\$3,095,000			\$3,200,000	UNDER CONSTRUCTION.
CATAWBA	9TH STREET NW CONNECTOR	HICKORY	CITY WALK TO OLD LENOIR ROAD IN HICKORY. CONSTRUCT MULTI-USE TRAIL ALONG 9TH STREET NW.	BIKE/PED	LOCALLY SELECTED	12	GREATER HICKORY MPO	EB-5977	DIVISION 12	BGDA, BGDACV, L	2021	\$108,000			2023	\$1,460,000			\$1,568,000	UNDER CONSTRUCTION.
CATAWBA	HICKORY - 9TH STREET NW & 11TH STREET NW MULTI-USE	HICKORY	CONSTRUCT MULTI-USE TRAIL FROM OLD LENOIR ROAD MULTI-USE TO HICKORY REGIONAL AIRPORT ALONG CLEMENT BOULEVARD, 13TH AVENUE DRIVE NW, AND 19TH STREET LANE NW (INCLUDES CONSTRUCTION OF BIKE/PED BRIDGE OVER US 321), AND CONSTRUCT MULTI-USE TRAIL FROM 9TH STREET NW ALONG MAIN AVENUE NW TO 11TH STREET NW AND ALONG 11TH STREET NW TO OLD LENOIR ROAD.	BIKE/PED	LOCALLY SELECTED	12	GREATER HICKORY MPO	EB-6038	EXEMPT	DP, L	2020	\$662,000			2021	\$19,216,000	2020	\$2,052,000	\$21,930,000	UNDER CONSTRUCTION. DP REPRESENTS FEDERAL INFRA GRANT FUNDS; ADMINISTERED BY CITY OF HICKORY; DESIGN-BUILD PROJECT.
CATAWBA	CLAREMOUNT	CLAREMOUNT	PRESERVATION OF BUNKER HILL COVERED BRIDGE.	HIGHWAY	TRANSITION	12	GREATER HICKORY MPO	B-5542	DIVISION 12	O					2022	\$296,000			\$296,000	UNDER CONSTRUCTION. OTHER FUNDS NATIONAL HISTORIC BRIDGE PROGRAM FUNDS.
CATAWBA	SR 1709 (ROCK BARN ROAD)	NCDOT	REPLACE BRIDGE 170173 OVER I-40.	HIGHWAY	BRIDGES	12	GREATER HICKORY MPO	B-5847	DIVISION 12	BFP	2023	\$1,400,000			2030	\$10,300,000			\$11,700,000	
CATAWBA	I-40	NCDOT	REPLACE BRIDGE 170177 AND 170178 OVER LYLE CREEK.	HIGHWAY	BRIDGES	12	GREATER HICKORY MPO	B-6041	STATEWIDE MOBILITY	BFP	2025	\$860,000			2030	\$13,500,000			\$14,360,000	
CATAWBA	CLAREMONT	CLAREMONT	CONSTRUCT SIDEWALKS AT VARIOUS LOCATIONS IN CLAREMONT.	HIGHWAY	TRANSITION	12	GREATER HICKORY MPO	C-5195	EXEMPT											UNDER CONSTRUCTION
CATAWBA	HICKORY	HICKORY	16TH STREET (SANDY RIDGE ROAD) AT 21ST AVENUE NE IN HICKORY. CONSTRUCT ROUNDABOUT.	HIGHWAY	TRANSITION	12	GREATER HICKORY MPO	C-5196	DIVISION 12	BGANY, CMAQ, L	2023	\$2,856,000			2025	\$4,988,000	2023	\$500,000	\$8,344,000	RIGHT-OF-WAY IN PROGRESS. \$2.39M IN BGANY USED AS PART OF FUND SWAP.
CATAWBA	VARIOUS	NCDOT	PROJECTS TO IMPROVE CONGESTION AND AIR QUALITY IN THE HICKORY MPO AND UNIFOUR RPO.	HIGHWAY	OTHER	12	GREATER HICKORY MPO	C-5608	EXEMPT	CMAQ, L	2020	\$51,000			2020	\$303,000	2020	\$153,000	\$507,000	IN PROGRESS
CATAWBA	CONOVER	CONOVER	CONSTRUCT 1ST STREET/US 70 BIKE AND PEDESTRIAN IMPROVEMENTS.	HIGHWAY	LOCALLY SELECTED	12	GREATER HICKORY MPO	C-5624	DIVISION 12	BGANY, L					2024	\$2,654,000			\$2,654,000	\$2.123M IN BGANY USED AS PART OF FUND SWAP.
CATAWBA	US 70	HICKORY	SR 1358 (4TH STREET DRIVE SW) INTERSECTION IN HICKORY. CONSTRUCT INTERSECTION IMPROVEMENTS.	HIGHWAY	LOCALLY SELECTED	12	GREATER HICKORY MPO	HL-0002	EXEMPT	BGANY, BGDA, L	2022	\$100,000			2023	\$400,000			\$500,000	UNDER CONSTRUCTION. \$320K IN STBG-DA FUNDS SWITCHED WITH \$320K IN BG-ANY AS PART OF FUND SWAP 5-19-22.
CATAWBA	17TH STREET NW	HICKORY	CONSTRUCT ROADWAY EXTENSION FROM 9TH AVENUE NW TO SR 1371 (CLEMENT BOULEVARD NW).	HIGHWAY	LOCALLY SELECTED	12	GREATER HICKORY MPO	HL-0004	DIVISION 12	BGANY, BGDA, L	2023	\$720,000			2024	\$4,800,000	2021	\$480,000	\$6,000,000	RIGHT-OF-WAY IN PROGRESS. \$3.84M IN STBG-DA FUNDS SWITCHED WITH \$3.84M IN BG-ANY AS PART OF FUND SWAP 5-19-22.
CATAWBA	SR 1849 (MOUNT PLEASANT ROAD)	NCDOT	INSTALL GUARDRAIL ON BRIDGE 163 ON SR 1849 OVER MOUNTAIN CREEK PORTION OF LAKE NORMAN	HIGHWAY	SAFETY	12	GREATER HICKORY MPO	HS-2012A	DIVISION 12	HSIP					2021	\$85,000			\$85,000	COMPLETE
CATAWBA	SR 1844 (SLANTING BRIDGE ROAD)	NCDOT	UPGRADE GUARDRAIL AND END UNITS AT BRIDGE 23	HIGHWAY	SAFETY	12	GREATER HICKORY MPO	HS-2012B	DIVISION 12	HSIP					2021	\$372,000			\$372,000	COMPLETE
CATAWBA	I-40	NCDOT	SR 1007 (LENOIR RHYNE BOULEVARD) INTERCHANGE. CONSTRUCT INTERCHANGE IMPROVEMENTS.	HIGHWAY	STI (PRIORITIZATION)	12	GREATER HICKORY MPO	I-5716	STATEWIDE MOBILITY	NHP					2026	\$8,500,000			\$8,500,000	RIGHT-OF-WAY IN PROGRESS
CATAWBA	I-40	NCDOT	US 321 TO NC 16. WIDEN TO SIX LANES.	HIGHWAY	STI (PRIORITIZATION)	12	GREATER HICKORY MPO	I-5991												
CATAWBA	I-40	NCDOT	US 321 TO SR 1476 (FAIRGROVE CHURCH ROAD). WIDEN TO SIX LANES.	HIGHWAY	STI (PRIORITIZATION)	12	GREATER HICKORY MPO	I-5991A	STATEWIDE MOBILITY	NHP			FUNDED FOR PRELIMINARY ENGINEERING ONLY	\$600,000	FUNDED FOR PRELIMINARY ENGINEERING ONLY	\$69,300,000			\$69,900,000	
CATAWBA	I-40	NCDOT	SR 1476 (FAIRGROVE CHURCH ROAD) TO NC 16. WIDEN TO SIX LANES.	HIGHWAY	STI (PRIORITIZATION)	12	GREATER HICKORY MPO	I-5991B	NOT FUNDED	NHP	NOT FUNDED	\$4,600,000			NOT FUNDED	\$85,000,000			\$89,600,000	
CATAWBA	NC 16	NCDOT	SR 1895 TO SR 1800 SOUTHEAST OF NEWTON. WIDEN TO FOUR LANES.	HIGHWAY	STI (PRIORITIZATION)	12	GREATER HICKORY MPO	R-3100												
CATAWBA	NC 16	NCDOT	SR 1895 (TOWER ROAD) TO SR 1814 (CALDWELL ROAD)	HIGHWAY	STI (PRIORITIZATION)	12	GREATER HICKORY MPO	R-3100A	DIVISION 12	T					2021	\$42,510,000			\$42,510,000	COMPLETE; BUILD NC BOND FUNDING: \$33.028 M FOR CONSTRUCTION, PAYBACK FY 2021-2035 (FY 2021 / YR 2&3 SALE).
CATAWBA	NC 16	NCDOT	SR 1814 (CALDWELL ROAD) TO SR 1801 (CLAREMONT ROAD)	HIGHWAY	STI (PRIORITIZATION)	12	GREATER HICKORY MPO	R-3100B	DIVISION 12											COMPLETE.
CATAWBA	NC 16	NCDOT	SR 1801 (CLAREMONT ROAD) TO SR 1800 (CALEB SETZER ROAD)	HIGHWAY	PRE-STI (HISTORIC)	12	GREATER HICKORY MPO	R-3100C												COMPLETE.
CATAWBA	SR 1005 (STARTOWN ROAD)	NCDOT	US 70 TO NC 10. WIDEN TO MULTI-LANES.	HIGHWAY	STI (PRIORITIZATION)	12	GREATER HICKORY MPO	R-5113	DIVISION 12	T	2028	\$38,600,000	2028	\$9,700,000	2031	\$42,600,000			\$90,900,000	



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COUNTY(S)	ROUTE/CITY	RESPONSIBLE AGENCY	DESCRIPTION	MODE	FUNDING PROGRAM	DIVISION(S)	MPOs/RPOs	PROJECT ID	STI CATEGORY FUNDED	FUNDING SOURCE (SEE FUNDING SOURCES TAB FOR MORE INFO)	RIGHT-OF-WAY PROJECTED SCHEDULE	TOTAL REMAINING FUNDS NEEDED FOR RIGHT-OF-WAY	UTILITIES PROJECTED SCHEDULE	TOTAL REMAINING FUNDS NEEDED FOR UTILITIES	CONSTRUCTION PROJECTED SCHEDULE	TOTAL REMAINING FUNDS NEEDED FOR CONSTRUCTION	PROJECTED SCHEDULE FOR OTHER ACTIVITIES	TOTAL REMAINING FUNDS FOR OTHER ACTIVITIES	TOTAL REMAINING FUNDS NEEDED	COMMENT
CATAWBA	HICKORY	NCDOT	EAST SIDE THOROUGHFARE (MCDONALD PARKWAY), US 70-321 TO NC 127. MULTI-LANES, PART ON NEW LOCATION.	HIGHWAY	STI (PRIORITIZATION)	12	GREATER HICKORY MPO	U-2307												STBG-DA FUNDS (W/ STATE MATCH) AS A RESULT OF FUNDING SWAP WITH EB-5911.
CATAWBA	HICKORY	NCDOT	US 70-321 TO NORTH OF I-40.	HIGHWAY	PRE-STI (HISTORIC)	12	GREATER HICKORY MPO	U-2307AA												COMPLETE
CATAWBA	HICKORY	NCDOT	NORTH OF I-40 TO SR 1453 (SPRINGS ROAD)	HIGHWAY	PRE-STI (HISTORIC)	12	GREATER HICKORY MPO	U-2307AB												COMPLETE
CATAWBA	HICKORY	NCDOT	NORTH OF I-40 TO NORTH OF SR 1692 (TATE BOULEVARD)	HIGHWAY	PRE-STI (HISTORIC)	12	GREATER HICKORY MPO	U-2307AD												COMPLETE
CATAWBA	HICKORY	NCDOT	NORTH OF SR 1692 (TATE BOULEVARD) TO SR 1453 (SPRINGS ROAD)	HIGHWAY	PRE-STI (HISTORIC)	12	GREATER HICKORY MPO	U-2307AE												COMPLETE
CATAWBA	MCDONALD PARKWAY	NCDOT	SR 1453 (SPRINGS ROAD) TO NC 127. WIDEN TO MULTI-LANES.	HIGHWAY	STI (PRIORITIZATION)	12	GREATER HICKORY MPO	U-2307B	DIVISION 12	BGANY, BGDA, S(M), T	2025	\$22,600,000	2025	\$9,800,000	2028	\$42,000,000			\$74,400,000	
CATAWBA	HICKORY	NCDOT	HICKORY EAST SIDE THOROUGHFARE TO 15TH AVE SE	HIGHWAY	PRE-STI (HISTORIC)	12	GREATER HICKORY MPO	U-2307C												COMPLETE
CATAWBA	NC 127	NCDOT	WIDEN NC 127 TO MULTI-LANES, SR 1132 TO SR 1008. UPGRADE AND EXTEND SR 1213 (CURRENTLY NC 127), PROPOSED US 321-NC 127 INTERCHANGE TO NORTH OF SR 1182.	HIGHWAY	STI (PRIORITIZATION)	12	GREATER HICKORY MPO	U-2530												
CATAWBA	NC 127	NCDOT	SR 1132 (HUFFMAN FARM ROAD) TO SR 1008 (ZION CHURCH ROAD).	HIGHWAY	STI (PRIORITIZATION)	12	GREATER HICKORY MPO	U-2530A	DIVISION 12	T	2025	\$23,900,000	2025	\$3,800,000	2027	\$25,500,000			\$53,200,000	
CATAWBA	NC 127	NCDOT	NORTH OF US 321-NC 127 INTERCHANGE TO NORTH OF SR 1182	HIGHWAY	PRE-STI (HISTORIC)	12	GREATER HICKORY MPO	U-2530B												COMPLETE
CATAWBA	NC 127	NCDOT	1ST AVENUE SE TO 2ND AVENUE SE. ADD TURN LANES.	HIGHWAY	STI (PRIORITIZATION)	12	GREATER HICKORY MPO	U-5777	REGION F	T	2019	\$2,150,000			2025	\$3,951,000			\$6,101,000	RIGHT-OF-WAY IN PROGRESS
CATAWBA	SR 1124 (33RD STREET SW)	NCDOT	SR 1124 (33RD STREET SW) AND (34TH STREET NW). REALIGN INTERSECTION.	HIGHWAY	STI (PRIORITIZATION)	12	GREATER HICKORY MPO	U-6042	DIVISION 12	T	2027	\$1,400,000	2027	\$200,000	2029	\$3,300,000			\$4,900,000	
CATAWBA	NC 127 (2ND STREET NORTHEAST, NORTH CENTER STREET)	NCDOT	8TH AVENUE NORTHEAST TO SR 1327 (30TH AVENUE NORTHWEST). CONSTRUCT ACCESS MANAGEMENT IMPROVEMENTS.	HIGHWAY	STI (PRIORITIZATION)	12	GREATER HICKORY MPO	U-6135	NOT FUNDED	T	NOT FUNDED	\$19,700,000	NOT FUNDED	\$6,100,000	NOT FUNDED	\$23,299,000			\$49,099,000	
CATAWBA	SR 1453 (16TH STREET NE, 12TH AVE NE, SPRINGS ROAD)	NCDOT	9TH AVENUE NE TO SR 1504 (CHARLOTTE STREET). CONSTRUCT ACCESS MANAGEMENT IMPROVEMENTS.	HIGHWAY	STI (PRIORITIZATION)	12	GREATER HICKORY MPO	U-6176	DIVISION 12	BGANY, T	FUNDED FOR PRELIMINARY ENGINEERING ONLY	\$26,200,000	FUNDED FOR PRELIMINARY ENGINEERING ONLY	\$2,900,000	FUNDED FOR PRELIMINARY ENGINEERING ONLY	\$20,499,000			\$49,599,000	
CATAWBA	TRIVIMUM PARKWAY, NEW ROUTE	HICKORY	EXTEND TRIVIMUM PARKWAY AND CONSTRUCT NEW ROADWAY IN TRIVIMUM CORPORATE CENTER.	HIGHWAY	ECONOMIC DEVELOPMENT	12	GREATER HICKORY MPO	U-6238	DIVISION 12	T					2023	\$1,316,000			\$1,316,000	THIS IS AN ECONOMIC DEVELOPMENT PROJECT FOR CATALER NORTH AMERICA.
CATAWBA	REGIONAL TRANSPORTATION WESTERN PIEDMONT	REGIONAL TRANSPORTATION WESTERN PIEDMONT	WESTERN PIEDMONT REGIONAL TRANSIT AUTHORITY	PUBLIC TRANSIT	CAPITAL (NON-STI)	12	GREATER HICKORY MPO	TA-6707	PUBLIC TRANSIT	5307, L							2020	\$2,520,000	\$2,520,000	
CATAWBA	REGIONAL TRANSIT AUTHORITY WESTERN PIEDMONT	REGIONAL TRANSIT AUTHORITY WESTERN PIEDMONT	REPLACEMENT BUSES	PUBLIC TRANSIT	CAPITAL (NON-STI)	12	GREATER HICKORY MPO	TA-6708	PUBLIC TRANSIT	5307, L							2021	\$2,477,000	\$2,477,000	FUNDING ADDED TO FY 21 AT THE REQUEST OF THE MPO (FUNDING UNCHANGED IN FY 20 ALREADY FLEXED FROM CMAQ TO FUZ)
CATAWBA	REGIONAL TRANSIT AUTHORITY WESTERN PIEDMONT	REGIONAL TRANSIT AUTHORITY WESTERN PIEDMONT	REPLACEMENT BUSES LIGHT TRANSIT VEHICLE	PUBLIC TRANSIT	CAPITAL (NON-STI)	12	GREATER HICKORY MPO	TA-6709	PUBLIC TRANSIT	5307, L							2020	\$2,535,000	\$2,535,000	MODIFY FUNDING IN FY 20, FY 21, FY 22, AND FY 23
CATAWBA	WESTERN PIEDMONT REGIONAL TRANSIT AUTHORITY	WESTERN PIEDMONT REGIONAL TRANSIT AUTHORITY	MOBILITY MANAGER	PUBLIC TRANSIT	OPERATIONS AND MAINTENANCE	12	GREATER HICKORY MPO	TG-6798	PUBLIC TRANSIT	5307, L							2020	\$970,000	\$970,000	MODIFY FUNDING IN FY 20, FY 21, FY 22, AND FY 23
CATAWBA	WESTERN PIEDMONT REGIONAL TRANSIT AUTHORITY	WESTERN PIEDMONT REGIONAL TRANSIT AUTHORITY	PREVENTIVE MAINTANENCE	PUBLIC TRANSIT	ROUTINE CAPITAL AND PREVENTIVE MAINTENANCE	12	GREATER HICKORY MPO	TG-6799	PUBLIC TRANSIT	5307, L							2020	\$3,894,000	\$3,894,000	MODIFY FUNDING IN FY 20, FY 21, FY 22, AND FY 23
CATAWBA	WESTERN PIEDMONT REGIONAL TRANSIT AUTHORITY	WESTERN PIEDMONT REGIONAL TRANSIT AUTHORITY	ROUTINE CAPITAL - BUS STOP SHELTERS, BENCHES, SHOP EQUIPMENT, SPARE PARTS, ENGINES, FAREBOX, SERVICE VEHICLES, COMPUTER HARDWARE AND SOFTWARE, AVL SOFTWARE, ETC.	PUBLIC TRANSIT	ROUTINE CAPITAL AND PREVENTIVE MAINTENANCE	12	GREATER HICKORY MPO	TG-6800	PUBLIC TRANSIT	5307, L							2020	\$1,559,000	\$1,559,000	MODIFY FUNDING IN FY 20, FY 21, FY 22, AND FY 23
CATAWBA	WESTERN PIEDMONT REGIONAL TRANSIT AUTHORITY	WESTERN PIEDMONT REGIONAL TRANSIT AUTHORITY	OPERATING ASSISTANCE - ADA PARATRANSIT	PUBLIC TRANSIT	OPERATIONS AND MAINTENANCE	12	GREATER HICKORY MPO	TG-6801	PUBLIC TRANSIT	5307, L							2020	\$2,117,000	\$2,117,000	MODIFY FUNDING IN FY 20, FY 21, FY 22, AND FY 23
CATAWBA	WESTERN PIEDMONT REGIONAL TRANSPORTATION	WESTERN PIEDMONT REGIONAL TRANSPORTATION	OPERATING ASSISTANCE-ADA PARATRANSIT	PUBLIC TRANSIT	OPERATIONS AND MAINTENANCE	12	GREATER HICKORY MPO	TG-6802	PUBLIC TRANSIT	5310, L							2020	\$300,000	\$300,000	
CATAWBA	WESTERN PIEDMONT REGIONAL TRANSIT AUTHORITY	WESTERN PIEDMONT REGIONAL TRANSIT AUTHORITY	PROGRAM ADMINISTRATION	PUBLIC TRANSIT	OPERATIONS AND MAINTENANCE	12	GREATER HICKORY MPO	TL-1000	PUBLIC TRANSIT	5310							2020	\$232,000	\$232,000	MODIFY FUNDING IN FY 20, FY 21, FY 22, AND FY 23
CATAWBA	WESTERN PIEDMONT REGIONAL TRANSIT AUTHORITY	WESTERN PIEDMONT REGIONAL TRANSIT AUTHORITY	OPERATING ASSISTANCE	PUBLIC TRANSIT	MISCELLANEOUS/OTHER	12	GREATER HICKORY MPO	TO-6162	PUBLIC TRANSIT	5307, L							2020	\$19,730,000	\$19,730,000	MODIFY FUNDING IN FY 20, FY 21, FY 22, AND FY 23
CATAWBA	WESTERN PIEDMONT REGIONAL TRANSIT AUTHORITY	WESTERN PIEDMONT REGIONAL TRANSIT AUTHORITY	CAPITAL PURCHASE OF SERVICE	PUBLIC TRANSIT	CAPITAL (NON-STI)	12	GREATER HICKORY MPO	TQ-9039	PUBLIC TRANSIT	5310, L							2020	\$1,161,000	\$1,161,000	MODIFY FUNDING IN FY 20, FY 21, FY 22, AND FY 23
CATAWBA	WESTERN PIEDMONT REGIONAL TRANSIT AUTHORITY	WESTERN PIEDMONT REGIONAL TRANSIT AUTHORITY	MOBILITY MANAGER	PUBLIC TRANSIT	CAPITAL (NON-STI)	12	GREATER HICKORY MPO	TQ-9040	PUBLIC TRANSIT	5310, L							2020	\$312,000	\$312,000	MODIFYING FUNDING IN FY 20, FY 21, FY 22, FY 23
CATAWBA	WESTERN PIEDMONT REGIONAL TRANSIT AUTHORITY	WESTERN PIEDMONT REGIONAL TRANSIT AUTHORITY	SAFETY AND SECURITY	PUBLIC TRANSIT	CAPITAL (NON-STI)	12	GREATER HICKORY MPO	TS-7002	PUBLIC TRANSIT	5307, L							2020	\$342,000	\$342,000	MODIFY FUNDING IN FY 20, FY 21, FY 22, AND FY 23
CATAWBA, ALEXANDER, BURKE, CALDWELL	VARIOUS	NCDOT	UNALLOCATED CARBON REDUCTION PROGRAM FUNDS IN THE GREATER HICKORY PLANNING ORGANIZATION.	HIGHWAY	LOCALLY SELECTED	11, 12, 13	GREATER HICKORY MPO	HL-0100	EXEMPT	CRPDA, L					2023	\$3,018,000			\$3,018,000	

2024-2033 STATE TRANSPORTATION IMPROVEMENT PROGRAM

BASIC PROJECT INFORMATION								FISCAL YEAR PROJECT PHASE SCHEDULED TO START												
COUNTY(S)	ROUTE/CITY	RESPONSIBLE AGENCY	DESCRIPTION	MODE	FUNDING PROGRAM	DIVISION(S)	MPOs/RPOs	PROJECT ID	STI CATEGORY FUNDED	FUNDING SOURCE (SEE FUNDING SOURCES TAB FOR MORE INFO)	RIGHT-OF-WAY PROJECTED SCHEDULE	TOTAL REMAINING FUNDS NEEDED FOR RIGHT-OF-WAY	UTILITIES PROJECTED SCHEDULE	TOTAL REMAINING FUNDS NEEDED FOR UTILITIES	CONSTRUCTION PROJECTED SCHEDULE	TOTAL REMAINING FUNDS NEEDED FOR CONSTRUCTION	PROJECTED SCHEDULE FOR OTHER ACTIVITIES	TOTAL REMAINING FUNDS FOR OTHER ACTIVITIES	TOTAL REMAINING FUNDS NEEDED	COMMENT
CATAWBA, ALEXANDER, BURKE, CALDWELL	VARIOUS	NCDOT	GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION (MPO) PLANNING (PL) SUPPLEMENT.	HIGHWAY	LOCALLY SELECTED	11, 12, 13	GREATER HICKORY MPO	U-5924	DIVISION 11, 12, 13	BGDA, L							2020	\$1,750,000	\$1,750,000	
CATAWBA, BURKE, CALDWELL	HICKORY	HICKORY	UPGRADE CURRENT PEDESTRIAN SIGNALS AND INSTALL NEW PEDESTRIAN SIGNALS.	BIKE/PED	LOCALLY SELECTED	11, 12, 13	GREATER HICKORY MPO	EB-5808	DIVISION 11, 12, 13	BGANY, L					2023	\$402,000			\$402,000	\$322K IN STBG-DA FUNDS SWITCHED WITH \$322K IN BG-ANY AS PART OF FUND SWAP 5-19-22.
CATAWBA, BURKE, CALDWELL, ALEXANDER	VARIOUS	NCDOT	GREATER HICKORY MPO TRANSPORTATION ALTERNATIVES (TAP) PROGRAM.	BIKE/PED	LOCALLY SELECTED	11, 12, 13	GREATER HICKORY MPO	U-5546	DIVISION 11, 12, 13	L, TADA					2023	\$5,834,000			\$5,834,000	
CATAWBA, BURKE, CALDWELL, ALEXANDER	VARIOUS	NCDOT	STBG-DA IN THE GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION (MPO) AREA.	HIGHWAY	LOCALLY SELECTED	11, 12, 13	GREATER HICKORY MPO	U-5615	DIVISION 11, 12, 13	BGDA, L					2020	\$51,171,000			\$51,171,000	
CATAWBA, CALDWELL, BURKE	US 321	NCDOT	NORTH OF US 70 IN HICKORY TO US 321A	HIGHWAY	STI (PRIORITIZATION)	11, 12, 13	GREATER HICKORY MPO	U-4700A	STATEWIDE MOBILITY	L, NHP, S(M)	2021	\$88,015,000			2026	\$220,299,000			\$308,314,000	RIGHT-OF-WAY IN PROGRESS. GARVEE BOND FUNDING: \$45M FOR RIGHT-OF-WAY, PAYBACK FY 2021-2035
CATAWBA, IREDELL, LINCOLN	NC 150	NCDOT	RELOCATED NC 16 (STIP PROJECT R-2206) TO US 21. WIDEN TO MULTI-LANES.	HIGHWAY	STI (PRIORITIZATION)	12	GREATER HICKORY MPO, CHARLOTTE REGIONAL TPO, GASTON-CLEVELAND-LINCOLN MPO	R-2307												SEGMENT B INCORPORATES WORK PREVIOUSLY UNDER I-5717.
CATAWBA, LINCOLN	NC 150	NCDOT	RELOCATED NC 16 (STIP PROJECT R-2206) TO EAST OF SR 1840 (GREENWOOD ROAD). WIDEN TO 4-LANES WITH A BYPASS OF THE TERRELL HISTORIC DISTRICT.	HIGHWAY	STI (PRIORITIZATION)	12	GREATER HICKORY MPO, GASTON-CLEVELAND-LINCOLN MPO	R-2307A	REGION F	BGANY, T	2027	\$92,259,000	2027	\$17,800,000	2030	\$115,901,000			\$225,960,000	BUILD NC BOND FUNDING: \$15.961 M FOR RIGHT-OF-WAY, PAYBACK FY 2027-2040 (FY 2026 / YR 8 SALE), BUILD NC BOND FUNDING: \$18.736M FOR RIGHT-OF-WAY, PAYBACK FY 2028-2042 (FY 2028 / YR 10 SALE)



*Transportation Planning*

**RESOLUTION ADOPTING THE GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION (GHMPO) 2024-2033 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM**

A motion was made by TAC Member \_\_\_\_\_ and seconded by TAC Member \_\_\_\_\_ for the adoption of the following resolution, and upon being put to a vote was duly adopted.

WHEREAS, the Draft 2024-2033 Metropolitan Transportation Improvement Program (MTIP) identifies State and federally funded transportation investments within the Greater Hickory Metropolitan Planning Organization (GHMPO) Area; and

WHEREAS, the MTIP is a subset of the adopted FY 2024-2033 State Transportation Improvement Program (STIP) which includes all federal and state funded projects for the State of North Carolina; and

WHEREAS, the NCDOT has demonstrated fiscal constraint on the 2024-2033 STIP adopted on 6/6/2023. The Greater Hickory MPO TIP is a subset of the STIP and by extension therefore demonstrates fiscal constraint; and

WHEREAS, the Board of Transportation adopted the FY 2024-2033 STIP in June 2023 after a public review period in the spring of 2023; and

WHEREAS, the MTIP includes the Highway Program, the Non-Highway Program (transit, rail, bicycle, and pedestrian, and aviation), and the Statewide Program; and

WHEREAS, the MTIP adheres to State law (Strategic Transportation Investments Act) requirements for project identification, prioritization, and selection as well as coverage over a ten year period; and

WHEREAS, per the GHMPO Public Participation Policy adoption of the 2024-2033 MTIP requires a fifteen (15) to thirty (30) day public comment period which was from June 28, 2023 through July 26, 2023; and a public hearing held on July \_\_, 2023; and

WHEREAS, the Metropolitan Planning Organization (MPO) develops the MTIP in cooperation with the North Carolina Department of Transportation (NCDOT) and area transit agencies.

NOW, THEREFORE, BE IT RESOLVED that the Transportation Advisory Committee of the Greater Hickory Metropolitan Planning Organization approves the 2024-2033 Metropolitan Transportation Improvement Program. Adopted on this the 26th day of July, 2023.

\_\_\_\_\_  
Bruce Eckard  
Greater Hickory MPO TAC Chair

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Averi Ritchie  
Greater Hickory MPO TAC Secretary