



## MEMORANDUM

TO: Transportation Advisory Committee (TAC) Members

FROM: Anthony Prinz, TAC Secretary

DATE: July 7, 2017

RE: TAC Meeting – July 13, 2017

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A Transportation Advisory Committee meeting will be held at **3:30 PM** on **Thursday, July 13, 2017**, in **Conference Room Johnson Boulevard** (2<sup>nd</sup> floor) of **Jacksonville City Hall** (815 New Bridge Street).

The purpose of this meeting is to consider adoption of an update to our federally mandated Public Participation Plan; consider two resolutions of support for regional transportation planning initiatives; review the Draft 2018-2028 State Transportation Improvement Program; and to discuss the progress of on-going roadway projects within the Jacksonville urban area. An agenda for the meeting is attached.

Those unable to attend in-person are encouraged to participate via conference call - (910) 938-6543.



**AGENDA**  
**TRANSPORTATION ADVISORY COMMITTEE**  
July 13, 2017 – 3:30 PM  
Jacksonville City Hall, Conference Room Johnson Boulevard

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- |      |                           |                  |
|------|---------------------------|------------------|
| I.   | Call to Order             | Chairman Lazzara |
| II.  | Welcome and Introductions | Chairman Lazzara |
| III. | Adoption of the Agenda    | Chairman Lazzara |
| IV.  | Public Comment            | Chairman Lazzara |

**Action Items**

Consent

- |       |   |                  |
|-------|---|------------------|
| V.    | May 11, 2017 Meeting Minutes (Attachment 1)<br><i>Recommended Action: Approval of meeting minutes</i>                               | Chairman Lazzara |
| VI.   | Public Participation Plan Update (Attachment 2)<br><i>TCC Recommended Action: Adoption of draft Public Participation Plan</i>       | Anthony Prinz    |
| VII.  | Cape Fear Bicycle Plan Resolution of Support (Attachment 3)<br><i>TCC Recommended Action: Approval of the resolution as drafted</i> | Anthony Prinz    |
| VIII. | NC Corridor Study Resolution of Support (Attachment 4)<br><i>Recommended Action: Approval of the resolution as drafted</i>          | Anthony Prinz    |

Non-Consent

- |     |                               |                  |
|-----|-------------------------------|------------------|
| IX. | Election of Officers for 2017 | Chairman Lazzara |
|-----|-------------------------------|------------------|

**Discussion Items**

- |       |  |               |
|-------|--|---------------|
| X.    | Draft 2018-2027 State Transportation Improvement Program | Anthony Prinz |
| XI.   | U-5716 US 258/NC 24/NC 53 Interchange Alternatives       | Anthony Prinz |
| XII.  | Gum Branch Road Improvements                             | Anthony Prinz |
| XIII. | Fiscal Year 18 Initiatives                               | Anthony Prinz |

**Reports/Comments**

- |        |  |                  |
|--------|--|------------------|
| XIV.   | Report from TAC Secretary                        | Anthony Prinz    |
| XV.    | Report from NCDOT Division 3                     | Alan Pytcher     |
| XVI.   | Report from NCDOT Transportation Planning Branch | Mark Eatman      |
| XVII.  | Report from FHWA Field Officer                   | Ron Lucas        |
| XVIII. | Closing Comments                                 | Chairman Lazzara |



JACKSONVILLE URBAN AREA  
**JUMPO**  
METROPOLITAN PLANNING ORGANIZATION

**Attachment: 1**  
**Transportation Advisory Committee**  
**Consent - Action Required**

To: Transportation Advisory Committee  
From: Anthony Prinz, TAC Secretary  
Subject: May 11, 2017 Meeting Minutes

**7/13/2017**

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Recommended Action: Approval of meeting minutes

Attachments: May 11, 2017 meeting minutes

**TRANSPORTATION ADVISORY COMMITTEE  
REGULAR MEETING AGENDA  
May 11, 2017**

**JACKSONVILLE CITY HALL,  
JOHNSON BOULEVARD CONFERENCE ROOM**

Present: Mr. Jack Bright, Mr. Bob Warden

Absent: Mr. Michael Lazzara, Mr. Paul Buchanan

Others Present: Mr. Anthony Prinz, Ms. Peggy Holland, Lt. Sean Magill, Mr. Alan Pytcher, Mr. Roy Bredahl, Ms. Debbie Jefferson, Ms. Nazia Sarder, Mr. Ron Massey, Ms. Stephanie Kutz, Mr. Ron Lucas, Ms. Carol Long, Ms. Karen Collette, Mr. Tim McCurry

I. [Call to Order](#)

Mr. Anthony Prinz called the Jacksonville Urban Area MPO Transportation Advisory Committee Meeting to order at 3:30 pm on Thursday, May 11, 2017 at Jacksonville City Hall, Johnson Boulevard Conference Room.

II. [Welcome and Introductions](#)

Mr. Prinz welcomed everyone to the meeting.

III. [Adoption of the Agenda](#)

Mr. Prinz did not ask for a motion to adopt the agenda because a quorum was not present.

IV. [Public Comment](#)

No Public Comment was made.

**Action Items:**

**Consent:**

V. [Election of Officers for 2017](#)

Postponed due to lack of a quorum.

**Discussion Items:**

VI. [Prioritization 4.0 Update](#)

Mr. Anthony Prinz began the discussion by noting that we are wrapping up P4.0 but that

it is uncertain when the new TIP will be adopted. He mentioned several new projects, one retained project and projects that are no longer on the STIP. He noted that although we lost these projects, we did do very well overall in the process. He also noted that these projects were not bad projects there was just a lack of funds. He went on to discuss next steps in the P4.0 process. Finally, he noted that we will begin asking for resolutions from the City Council and the Onslow County Board of Commissioners.

VII. [Prioritization 5.0 Work Plan](#)

Mr. Prinz begins by mentioning the P5.0 Work Group; he noted that Ms. Peggy Holland is a member of this group. Mr. Prinz mentioned that we would like the TAC to approve a work program for P5.0. He noted that there was one change to the TCC subcommittee that we would like to make by including someone from project development. He noted that the ultimate goal from the P5.0 process is the draft TIP in 2019.

VIII. [Transportation Needs Workshop Report](#)

Mr. Prinz thanked those who participated in the Transportation Needs Workshop and noted that he feels with the report we have a very clear direction of where we are headed. He mentioned that we discussed local and regional needs and economic development and military sustainability needs. This workshop was more to set our priorities for the next five years rather than trying to distinguish who the MPO is.

IX. [MPO Website and Logo](#)

Mr. Prinz began by noting the three main reasons why the MPO decided to go in the direction of a new website. He noted that the webpage was outdated, the system did not work well within Citrix and that it was incredibly expensive for today's standard. He then showed the new webpage to the committee. Ms. Karen Collette suggested adding TIMS to the quick link section of the webpage.

Mr. Prinz went on to discuss the logo and name of the MPO. He showed examples for both the logo and the name changes. Mr. Prinz felt that it was at out disadvantage to stray away from "JUMPO" but to include a couple silent words into the name. Mr. Jack Bright liked the inclusiveness of "Jacksonville Onslow Urban Area Metropolitan Transportation Planning Organization." Mr. Bob Warden also agreed that the name needs to be more descriptive.

**Reports/Comments:**

X. [Report from TAC Secretary](#)

Mr. Prinz discussed the intersection/interchange project for the intersection of 258/24/53. He discussed the alternatives that are proposed for the interchange. A discussion ensued among meeting attendees on patterns of roads and changes that could be made. Mr. Ron Massey asked about the interchange at the Air Station. Mr. Prinz noted that it is in the

beginning stages and that there have been two scoping meetings.

XI. [Report from NCDOT Division 3](#)

Mr. Alan Pytcher gave his update on current projects. He noted that the US 17 widening to New Bern is at 41%. Mr. Prinz noted that the utilities are being moved to make way for construction at Ridge Road and Blue Creek Road.

XII. [Report from NCDOT Transportation Planning Branch](#)

Ms. Nazia Sarder gave her update on the Onslow County CTP. She noted that the new hire, Mark Eatman, would be handling the model update and that this would be her last meeting.

XIII. [Report from FHWA Field Officer](#)

Mr. Ron Lucas noted that this would not be his last meeting. He also noted that coordination in project development can help accelerate projects.

XIV. [Closing Comments](#)

There were no closing comments.

Sang Happy Birthday to Mr. Anthony Prinz

**Mr. Prinz concluded the meeting at 4:41p.m.**



To: Transportation Advisory Committee  
From: Anthony Prinz, TAC Secretary  
Subject: Public Participation Plan Update

**7/13/2017**

Federal law requires that all MPOs maintain a formal plan that addresses how they will engage the public in regional transportation planning processes. This plan is commonly referred to as a Public Participation Plan (PPP). While periodic updates are not specifically required by Federal regulations, MPO staff makes a point to review and update the PPP periodically to ensure that it is current and consistent with our operations. Historically, the plan has been updated biannually; however, a comprehensive re-write in 2013 has remained in effect until this point.

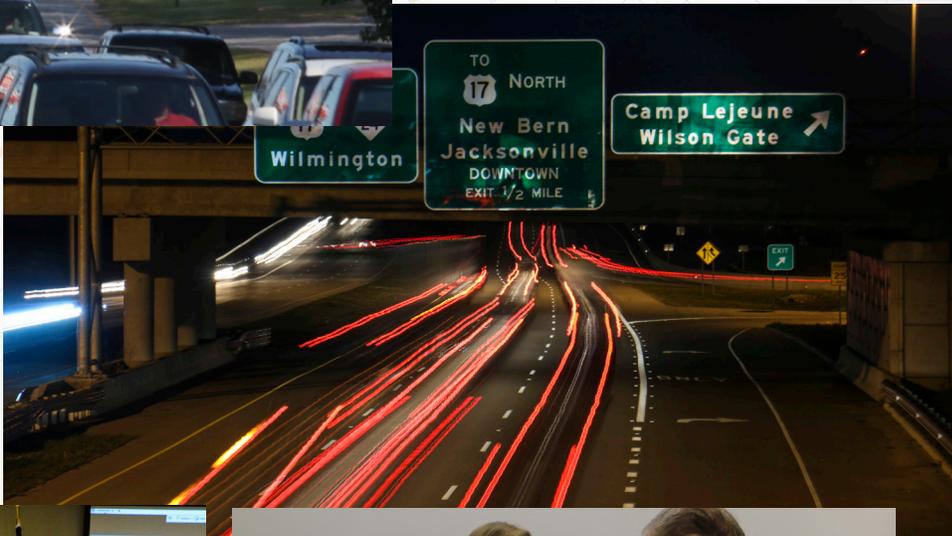
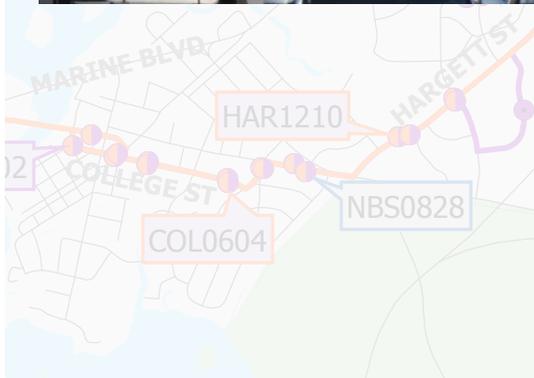
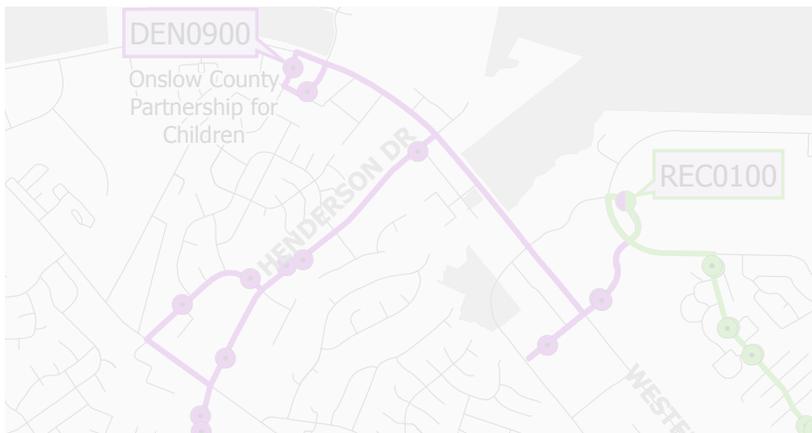
Per an agreement between the City of Jacksonville and JUMPO dated September 21, 2010, the MPO is obligated and empowered to conduct Federal Transit Administration (FTA)-required planning and programming activities on behalf of Jacksonville Transit. Recent feedback from FTA reflects the need to modify our PPP to ensure that Jacksonville Transit complies with all public engagement guidelines. In response, staff developed the "Publication of Jacksonville Transit Program of Projects (POP)" section contained within the draft PPP. The draft also includes several minor administrative changes that do not substantively alter the process or intent of current public engagement strategies.

The draft PPP was advertised for public comment for a period of 45 days - May 15 –June 30. No comments were received.

TCC Recommended Action: Adoption of the draft Public Participation Plan

Attachments: Draft Public Participation Plan  
Public Transportation Planning Agreement (September 2010)

# Public Participation Plan 2017





The Jacksonville Urban Area MPO (JUMPO) strives to ensure an open transportation planning process where the free exchange of ideas and information and the opportunity for input from interested parties at all stages of the transportation planning process can take place in an effective manner. The purpose of this plan is to outline the public participation process required for the successful completion, adoption and implementation of JUMPO plans and programs. This plan also serves as the required Public Participation Plan for Jacksonville Transit.

The Public Participation Plan (PPP) defines the process for providing individuals, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool programs, vanpool programs, transit benefit programs, parking cash-out programs, shuttle programs, or telework programs), representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan planning process.

Key components of the PPP include:

- Providing adequate notice of public participation activities and time for public review and comment
- Providing timely notice and reasonable access to information about transportation issues and processes
- Employing visualization techniques
- Making information available on the web
- Holding public meetings at convenient and accessible locations and times
- Demonstrating explicit consideration and response to public input
- Seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households
- Providing an additional opportunity for public comment if the final document differs significantly from the draft version
- Coordinating with the statewide transportation planning process
- Consultation with agencies and officials responsible for other planning activities
  - State and local planned growth
  - Economic development
  - Tourism
  - Natural disaster risk reduction
  - Environmental protection
  - Airport operation
  - Freight
  - Federal lands management agencies
  - Other governmental and non-profit agencies

The PPP shall be reviewed periodically by MPO staff, the Transportation Advisory Committee (TAC), and the Technical Coordinating Committee (TCC) to ensure a full and open process that is inclusive of all interested parties and conforms to federal transportation regulations is being followed. There will be a 45-day minimum public

review period for the PPP if changes have been made since the last opportunity for public review or if the Public Participation Plan has not been reviewed in the past three (3) years.

There are several laws and regulations that have been established by the Federal government to ensure the transportation planning process remains open and in the public interest. The following is a listing of federal legislation and regulations that guide the public participation process:

*Fixing America's Surface Transportation Act (FAST Act) (PL 114-94)* emphasizes participation by interested parties in the transportation plan:

- A In General: Each metropolitan planning organization shall provide citizens, affected public agencies, representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation (including intercity bus operators, employer-based commuting programs), representatives of users of public transportation, representatives of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with a reasonable opportunity to comment on the transportation plan.
- B Contents of Participation Plan:
  - (1) A participation plan shall:
    - (a) be developed in consultation with all interested parties; and
    - (b) provide that all interested parties have reasonable opportunities to comment on the contents on the transportation plan.
- C Method:
  - (1) In carrying out subparagraph A, the metropolitan planning organization shall, to the maximum extent practicable:
    - (a) hold any public meetings at convenient and accessible locations and times;
    - (b) employ visualization techniques to describe plans; and
    - (c) make public information available in electronically accessible format and means, such as the World Wide Web, as appropriate to afford reasonable opportunity for consideration of public information under subparagraph A.

*National Environmental Policy Act:* The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) regulations implementing the National Environmental Policy Act (NEPA) of 1969 (as amended) outline requirements to go through an environmental review process for implementing projects from a TIP. NEPA has its own set of public participation requirements for review period and notification of interested parties on a project basis. These requirements are not a substitute for earlier participation at the planning and programming stages.

*Americans with Disabilities Act of 1990:* The Americans with Disabilities Act (ADA) of 1990 encourages the participation of people with disabilities in the development and improvement of transportation and paratransit plans and

services. Also in accordance with ADA guidelines, all meetings conducted by the MPO will take place at locations which are accessible facilities so as to accommodate persons with mobility limitations.

*Title VI – Environmental Justice:* Title VI of the Civil Rights Act of 1967 sets standards which authoritatively outlawed discrimination in the conduct of all Federal activities. The term Environmental Justice (EJ) was created by people concerned that everyone within the United States deserves equal protection under the country's laws. A 1994 Presidential Executive Order directed every Federal agency to make Environmental Justice (EJ) part of its mission by identifying and addressing the effects of all programs, policies, and activities on "minority populations and low-income population." The U.S. Department of Transportation (DOT) issued its DOT Order to Address Environmental Justice in Minority Population and Low-income Population in 1997. The DOT Order accomplishes this goal by involving the potentially affected public in developing transportation projects that fit harmoniously within their communities without sacrificing safety and mobility.

*FTA Circular 9030.1E Chapter 5, Section 6C:* Federal transit law and joint FHWA/FTA planning regulations governing the metropolitan planning process require a locality to include the public and solicit comment when the locality develops its metropolitan long-range (twenty-year) transportation plan and its (four-year) metropolitan TIP. Accordingly, FTA has determined that when a recipient follows the procedures of the public involvement process outlined in the FHWA/FTA planning regulations, the recipient satisfies the public participation requirements associated with development of the Programming of Projects (POP) that recipients of Section 5307 funds must meet.

## **1. General**

The Jacksonville Urban Area MPO has developed policies, procedures, and techniques that will be used to ensure opportunities for participation of the public. Some types of projects or plans require specific actions while other activities may require a more versatile set of outreach options. JUMPO will strive to incorporate the policies and techniques listed below as well as other procedures as appropriate.

The Jacksonville Urban Area MPO will maintain copies of any plans, programs or amendments on file in its offices. Copies of the proposed plans, programs or amendments shall be distributed to all TCC and TAC members. This same information shall be made available to any interested party on the JUMPO website or upon request. The following outreach methods may be utilized to notify the public of new documents or public comment periods:

- a) A notice with a link to online documents placed on the website;
- b) Notification that new documents are available for public review be placed on social media sites;
- c) A notice published in at least one local newspaper with regional circulation shall be advertised indicating that plans, programs or amendments have been prepared and

- are available for public review and comment at all MPO member jurisdictions. The public review period shall be no less than 25 calendar days. Contact information for an MPO staff person shall be included in the public notice;
- d) Media notifications using the City of Jacksonville media contact list (approximately 8 news agencies covering printed media, television, and radio as well as 12 other media related contacts); and additional regional newspapers and non-government organizations representing other interested parties as deemed appropriate;
  - e) Both the TCC and TAC shall have an open formal public comment period at the beginning of each regularly scheduled board meeting;
  - f) Innovative methods to be utilized where possible to inform and involve the public in the transportation planning process. Such methods may include, but are not limited to: digital and paper maps, collages and photomontages, meetings at public gathering places such as malls or libraries, television and radio public service announcements, open house forums & public workshops, project specific web pages, PowerPoint presentations, and other visualization techniques where possible;
  - g) Member jurisdictions involved in the development or amendment of any plan or program may also notify citizens of the opportunity for public comment during regularly scheduled board and council meetings as well as through distributing notification to citizen contacts via email;
  - h) These general guidelines apply to the development or amendment of any plan or program administered by the Jacksonville Urban Area MPO. Additional requirements for the Metropolitan Transportation Plan, Transportation Improvement Program, and Program of Projects are described in this document. This Public Participation Plan shall be available for public information upon request and will remain viewable by the public on the website and in the offices of the Jacksonville Urban Area MPO.

## **2. JUMPO TAC and TCC Committee Meetings**

Meetings of the TAC and TCC are open to the public. The schedule of meetings and past meeting materials are available on the MPO's website. Prior to each meeting, a contact list of interested parties receives reminder notices, meeting agendas, and other material. (To join this list, please contact a JUMPO staff member.) Persons with disabilities needing auxiliary aids or services are requested to contact the MPO office 48 hours in advance of a meeting to make appropriate arrangements for their attendance.

## **3. Metropolitan Transportation Plan (MTP)**

The development of the MTP and all amendments shall meet all current Federal Highway Administration (FHWA), Federal Transit Administration (FTA) and North Carolina Department of Transportation (NCDOT) requirements for public participation. The MTP shall be open to public review and comment for a minimum of 25 calendar days prior to JUMPO approval. In addition to those outlined in this plan, development of the MTP may consider the following opportunities for public participation:

- a) Outreach
  - 1) Dissemination of newsletters and summaries;
  - 2) Development of public information on a dedicated website;
  - 3) Use of social media to provide timely updates
  - 4) Open public meetings to receive public comment;
  - 5) Member jurisdictions involved may also notify citizens of public meetings and opportunity for public comment during regularly scheduled board and council meetings as well as distributing notification to community contacts via email;
  - 6) Dissemination of media notifications to public news agencies in the JUMPO area;
- b) Opportunity for public comment on the Draft MTP will be made available during at least one TCC and one TAC meeting, the latter serving as a public hearing;
- c) The draft MTP shall be open to public review and comment for no less than 25 calendar days prior to approval by the TAC. The draft plan shall be advertised using the methods established in this plan.
- d) Amendments to the MTP shall be categorized as Formal or Administrative. Formal amendments impact the fiscal constraint of the document through the addition or deletion of projects or major revisions to project cost and will follow the PPP to solicit public participation in the modification of the plan. Administrative modifications are clerical in nature with no fiscal impact and not subject to the PPP.

#### **4. Transportation Improvement Program (TIP)**

The development of the TIP and all amendments shall meet all current FHWA, FTA and NCDOT requirements for public notification and participation. In addition, there will be a formal public comment period throughout the process, including the development of the draft project priority list and assignment of local input prioritization points. This comment period will be an opportunity for interested parties to comment on the project priorities and the method(s) used to derive them.

In addition to those outlined in this plan, development of the TIP may consider the following opportunities for public participation:

- a) A 25 calendar day minimum public review and comment period will be established for the Draft TIP;
- b) At least one public meeting will be held to provide information about the document and the projects included;
- c) Amendments to the TIP shall be categorized as Formal or Administrative.
  - 1) Formal amendments will follow the PPP and solicit public participation in the modification of the program.
    - i) Required when changes in the first four years of the document cause:
      - (1) Addition of a project
      - (2) Deletion of a project
      - (3) Changes in project cost beyond a predetermined amount
        - (a) \$2 million AND 25% of original cost for highway projects
        - (b) \$1 million OR 25% of original cost for transit projects
      - (4) Major changes in design concept or scope

- 2) Administrative modifications are clerical in nature and not subject to the PPP.
- d) Jacksonville Transit coordinates the development of the Programming of Projects (POP) with the MPO to ensure that the public is aware that the TIP development process is being used to satisfy the POP requirements. All public notices will contain an explicit statement that associated public participation activities and comment periods fulfill FTA POP requirements.
- 1) Sample Newspaper Notification:

*Public input is being solicited on a draft (INSERT DATES HERE) Jacksonville Urban Area Metropolitan Planning Organization (JUMPO) Transportation Improvement Program. The draft is available online at [jumpo-nc.org](http://jumpo-nc.org) or in print at Jacksonville City Hall – 815 New Bridge Street. Comments must be received on or before (INSERT DATES HERE). The Transportation Advisory Committee (TAC) will meet on (INSERT DATES HERE). Additional information regarding transportation initiatives may be found at [www.jumpo-nc.org](http://www.jumpo-nc.org) or by contacting: JUMPO, PO Box 128, Jacksonville, NC 28541-0128, 910-938-1732, [jumpo@jacksonvillenc.gov](mailto:jumpo@jacksonvillenc.gov)*

*Public involvement activities outlined by the adopted JUMPO Public Participation Plan fulfill requirements of the Federal Transit Administration public involvement process and Federal Highway Title VI compliance plan for Jacksonville Transit and the MPO. TIP public participation activities and review period fulfills annual Programming of Project (POP) obligations for Jacksonville Transit. The draft TIP is final unless modified following the public input portion of the TAC meeting.*

## 5. Publication of Jacksonville Transit Program of Projects (POP)

Annually, the MPO will publish a POP on behalf of Jacksonville Transit to ensure the public is aware of federal expenditures, and associated public transportation activities, planned for each fiscal year. The POP will be published on the MPO web page and will also be available in print format at Jacksonville City Hall. Upon initial publication, a notice will be issued in at least one local newspaper with regional circulation. During fiscal years where the MPO amends an existing or adopts a new TIP, publication of a separate POP is not required. It is intended that the process utilized to adopt and/or modify the TIP also satisfies annual POP publication requirements.

- a) Sample Newspaper Notification:

*In accordance with Federal Transit Administration regulations, the Jacksonville Urban Area Metropolitan Planning Organization (JUMPO) has published an annual Program of Projects on behalf of Jacksonville Transit for Fiscal Year (INSERT DATES HERE). The POP is available online at [jumpo-nc.org](http://jumpo-nc.org) or in print at Jacksonville City Hall – 815 New Bridge Street. Additional information regarding public transportation initiatives funded within the POP may be obtained by contacting: JUMPO, PO Box 128, Jacksonville, NC 28541-0128, 910-938-1732, [jumpo@jacksonvillenc.gov](mailto:jumpo@jacksonvillenc.gov)*

*Public involvement activities outlined by the adopted JUMPO Public Participation Plan fulfill requirements of the Federal Transit Administration public involvement process for Jacksonville Transit. The published POP is final unless modified by the JUMPO Transportation Advisory Committee.*

## **6. Common Transportation Terms and Acronyms**

Modern transportation planning is a comprehensive process that is filled with an ever increasing array of policies, boards, and agencies that all work to meet the transportation needs of the public. A list of common transportation planning related terms and acronyms has been included as Appendix B to assist interested parties in the transportation planning process.

## **Appendix A**

### Outreach Techniques

The Public Participation Plan of the JUMPO ensures participation opportunities for interested parties by using a number of outreach techniques to organizations and individuals working through media outlets, the internet, flyers and word of mouth to raise awareness of issues, to schedule meetings, and to provide opportunities and outlets for review and comments. Distribution to media outlets primarily serving low income and minority groups is also emphasized.

#### Committee Meetings:

Meetings of the TAC and TCC are open to the public and meeting minutes are available to the public. The schedule of meetings and past meeting minutes are available on the MPO's website. Prior to each meeting, a contact list of interested parties receives reminder notices, meeting agendas, and other material. (To join this list, please contact a JUMPO staff member.) Persons with disabilities needing auxiliary aids or services are requested to contact the MPO office 48 hours in advance of a meeting to make appropriate arrangements for their attendance.

#### Transportation Planning Forums:

JUMPO staff and the staff of other entities of the MPO may participate in transportation planning forums to obtain information at the time of creating or revising plans and programs such as the MTP and the TIP. The forums will be held in locations that are dispersed throughout the MPO area.

#### Transportation Focus Groups:

From time to time the MPO may use transportation focus groups to discuss special transportation needs of communities. Examples include environmental justice, freight movement, corridor studies and other special projects involving targeted groups.

#### Advisory Groups:

JUMPO staff meets with boards and commissions advising participating local governments on transportation matters relating to land use, zoning, transit, bicycle and pedestrian issues, and goods movement. In addition, the MPO staff meets with associations representing different interest groups, such as Onslow United Transit System, Jacksonville-Onslow Chamber of Commerce, and several groups associated with MCB Camp Lejeune and MCAS New River.

#### Newsletter:

JUMPO will utilize periodic printed and electronic newsletters to provide information on transportation planning activities. Newsletters will be distributed to the addresses on the e-mailing list and through the MPO's website [www.jumpo-nc.org](http://www.jumpo-nc.org)

#### Informational Material:

Informational material is a key component of the public participation process. The pamphlets and brochures published by the MPO provide information on the MPO composition, transportation planning process, and major documents and data produced by the MPO.

#### JUMPO Website:

The JUMPO website is a comprehensive library of MPO documents and activities. The website provides information on the MPO committee members, publications, meeting calendars, and links to other useful transportation planning websites. Visitors can use the website to stay informed and involved in the region's transportation planning process as well as submit comments and questions about JUMPO activities.

#### MPO Speakers:

The MPO provides speakers to civic organizations, clubs, schools, neighborhood associations, and other organizations who would like to know the transportation planning function of the MPO. The speakers provide information on the purpose, process, and products of the MPO and seek continued participation and comments from the public.

#### Targeted Activities for Traditionally Under-Served Communities:

Contacts with traditionally under-served communities are very important. The MPO contacts minorities, disabled and other traditionally under-served communities to exchange information regarding transportation planning.

#### Written Correspondence:

The MPO receives letters and comments from the public on a regular basis. These letters are always read and answered. This is an invaluable tool for maintaining an ongoing relationship with those members of the public motivated to write. Correspondents are placed on the mailing list.

#### News Releases:

At times, the MPO will distribute news releases to local media contacts including radio stations, television stations, and newspapers.

#### Public Access Channel:

The MPO posts its activities on the City of Jacksonville's television channel (G10TV).

#### Social Media:

The MPO will make use of social media (Facebook, Twitter, Instagram, etc.) to provide information on plans, projects, studies, meetings, and other opportunities for the public to comment and provide feedback.

#### Surveys:

Surveys provide an opportunity for public feedback with a minimum of time commitment. These are valuable for gaging opinions to assist with transportation planning decisions. Surveys will typically be posted on the website.

## **Appendix B**

### Common Transportation Definitions & Acronyms

**ADA** – Americans with Disabilities Act – Civil Rights legislation which requires accessibility of facilities and programs

**CTP** – Comprehensive Transportation Plan - long range, non-fiscally constrained multi-modal transportation plan that identifies regional transportation needs.

**FAST Act** – Fixing America’s Surface Transportation Act was signed into law on December 4, 2015 replacing MAP-21. The FAST Act builds on the changes brought about by MAP-21. It is the first long-term surface transportation authorization enacted in a decade and funds surface transportation programs for fiscal years 2016 through 2020.

**FHWA** – Federal Highway Administration - an agency of the U.S. Department of Transportation responsible for highways, bridges and ferries. Also responsible for ensuring ADA compliance within the public right-of-way.

**FTA** – Federal Transit Administration - an agency of the U.S. Department of Transportation responsible for transit systems.

**ISTEA** – Intermodal Surface Transportation Efficiency Act “Ice Tea” - landmark federal legislation signed into law in December 1991 called for broad changes in the way transportation decisions are made. ISTEA emphasized diversity and balance of modes, as well as the preservation of existing systems before construction of new facilities. Replaced by TEA-21.

**ITS** – Intelligent Transportation Systems - an integrated network of computer, electronics, communications technologies and management strategies to provide traveler information that increases the safety and efficiency of the transportation system. ITS also provides useful, real-time information to system operators. Goals of ITS are to increase safety and capacity while reducing congestion and air pollution.

**JUMPO** – Jacksonville Urban Area Metropolitan Planning Organization – established in 1983 to conduct comprehensive transportation planning for the designated planning area.

**JUMPO Planning Area** – an area of approximately 188 square miles in Onslow County that includes the Jacksonville metropolitan area, MCB Camp Lejeune and MCAS New River.

**LOS** – Level of Service – describes the volume of traffic in relation to the capacity of a transportation facility. LOS is defined by six categories ranging from “LOS A”, denoting free flow conditions, to “LOS F”, denoting fully congested conditions.

**MAP- 21** – Moving Ahead for Progress in the 21<sup>st</sup> Century – was signed into law on July 6, 2012, replacing SAFETEA-LU. A two-year bill, it completely reorganized the federal funding categories to streamline project delivery. Replaced by the FAST Act.

**MPO** – Metropolitan Planning Organization – a federally required planning body responsible for the continuing, cooperative and comprehensive (“3-C”) transportation planning and project selection in its region. An MPO provides a forum for cooperative decision making for the metropolitan planning area. The governor designates an MPO in every urbanized area with a population of more than 50,000. JUMPO has been designated this area’s MPO by the governor of North Carolina.

**MSA** – Metropolitan Statistical Area - an area defined by the Office of Management and Budget as a federal statistical standard. An area qualifies as an MSA in one of two ways: if there is a city of at least 50,000 in population, or an urbanized area of at least 50,000 population and a metropolitan population of at least 100,000. An MSA must contain a county with the main city and may include additional counties that meet specific criteria concerning economic and social ties to the central city. The Jacksonville MSA area is all of Onslow County.

**MTP** – Metropolitan Transportation Plan - a federally required, fiscally constrained long range transportation plan with a twenty-year horizon that identifies area transportation needs in light of projected growth patterns. It addresses all modes as well as operations and maintenance of existing systems. It charts major capital investments for transportation system development to meet these projected needs.

**NCDOT** – North Carolina Department of Transportation - state agency responsible for all different aspects and types of transportation throughout North Carolina.

**NEPA** – The National Environmental Policy Act of 1969 - basic national charter for protection of the environment. It established procedures that all federal agencies are required to implement to ensure environmental consideration is a part of an agency’s decision-making process. NEPA requires all federal agencies to take into account environmental consequences when making decisions that could be considered “major federal actions.” Federal agencies must assess the environmental consequences of proposed actions and consider that information when making decisions. Applies to any project using federal funds.

**POP** – Programming of Projects – projects identified in the first-year program of an approved STIP that utilize FTA funding resources.

**PPP** – Public Participation Plan - a planning document that explains the way JUMPO will engage and encourage participation in the transportation planning process with interested parties such as the public, resource agencies, and planning partners.

**SAFETEA-LU** – Safe, Accountable, Flexible, Efficient Transportation Equity Act – a Legacy for Users - was signed into law August 10, 2005, replacing TEA-21 legislation after it expired. Continued providing for transportation facilities and programs throughout the U.S. Replaced by MAP-21.

**SPOT** – Strategic Planning Office of Transportation – NCDOT office responsible for the strategic prioritization process for prioritizing major transportation projects

**STI** – Strategic Transportation Investments Act – signed into NC law in 2013 to fund and prioritize transportation projects to ensure they provide the maximum benefit to the state.

**STIP** – State Transportation Improvement Program - the federally required programming document for funding of projects expected over the next four years from all sources for transportation projects of all types in North Carolina. It includes illustrative projects for an additional three years.

**STBGP** – Surface Transportation Block Grant Program – a federal funding program for roads that may be used for any roads that are not functionally classified as local or rural minor collectors. Funds may be used for a wide variety of purposes.

**TAC** – Transportation Advisory Committee - a JUMPO committee, comprised of officials from the governing bodies of JUMPO member jurisdictions as well as a member of the NC Board of Transportation. The TAC provides policy direction for the transportation planning process for the Jacksonville Urban Area Metropolitan Planning Organization.

**TCC** – Technical Coordinating Committee - a JUMPO committee, comprised of a broad representation of JUMPO member organizations and advisory groups. The TCC reviews the plans, programs, studies and documents related to the transportation planning area and makes recommendations to the TAC.

**TEA-21** – Transportation Equity Act for the 21st Century - replaced the previous ISTEA legislation and included provisions to guarantee funding for highway and transit programs through FY2003. It represented the largest public works act in U.S. history at the time of its passage on June 9, 1998. Replaced by SAFETEA-LU.

**TIP** – Transportation Improvement Program – the federally required programming document for funding of projects expected over the next four years from all sources for transportation projects of all types in the JUMPO region. JUMPO prepares the TIP every two years based on information submitted by local and state governments. It can also be referred to as the Metropolitan Transportation Improvement Program (MTIP).

**U.S. DOT** – United States Department of Transportation is the federal cabinet-level agency with responsibility for all modes of transportation (highways, mass transit, rail, motor carrier, aviation, bicycle, pedestrian, and ports). It is headed by the Secretary of Transportation.



To: Transportation Advisory Committee  
From: Anthony Prinz, TAC Secretary  
Subject: Cape Fear Bicycle Plan Resolution of Support

**7/13/2017**

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Over the past year, JUMPO staff has collaborated with a team of transportation planning stakeholders throughout southeastern North Carolina to develop the Cape Fear Bicycle Plan. While the plan focuses primarily on New Hanover, Pender and Brunswick Counties, a portion of Onslow County (in the vicinity of Holly Ridge, Sneads Ferry, North Topsail Beach and the Greater Sandy Run Training Area of MCB Camp Lejeune) was included in the study area. Sneads Ferry is the only portion of the study area that is also within the JUMPO planning area.

The goal of JUMPO staff with this planning process was to ensure that recommendations of the Cape Fear Plan aligned with our current adopted plans - particularly our long-range Metropolitan Transportation Plan (2015) and the Sneads Ferry Community Plan (2016). As such, recommendations of the Cape Fear Plan in Onslow County are limited to a reflection of the desired East Coast Greenway alignment and an existing NCDOT-designated bicycle route, all of which are identified in our current plans.

To bolster support for the Plan, the project committee has requested that the JUMPO TAC consider adopting the document by resolution. While staff recognizes and appreciates the value of the Plan, our recommendation is for the TAC to support the Plan, but not formally adopt. This recommendation was confirmed by the TCC. As drafted, the attached resolution falls short of adoption, but does recognize value of the plan and alignment with JUMPO policies/plans.

TCC Recommended Action: Approval of the resolution of support

Attachments: Cape Fear Bicycle Plan Resolution of Support  
[Cape Fear Bicycle Plan \(by web link only\)](#)



**RESOLUTION SUPPORTING THE CAPE FEAR REGIONAL BICYCLE PLAN**

**WHEREAS**, communities throughout North Carolina increasingly recognize the benefits of bicycle-friendly infrastructure in terms of health, quality of life and economic development; and

**WHEREAS**, it is envisioned that a more bicycle-friendly southeastern North Carolina would offer multiple quality of life benefits to residents and visitors by increasing public safety, supporting health and the environment, expanding choices for mobility, and diversifying the strength of tourism in local communities throughout the region, and;

**WHEREAS**, to further this vision, stakeholders in southeastern North Carolina have worked cooperatively to develop the Cape Fear Regional Bicycle Plan (the Plan); and

**WHEREAS**, the Plan is intended to enhance the quality and safety of cycling through improved infrastructure as well as policies and programs for all types of cyclists; and

**WHEREAS**, the Plan is also intended to increase transportation options by improving multimodal connectivity for communities in Brunswick, Columbus, New Hanover, and Pender Counties as well as southern Bladen, western Onslow, and southern Sampson Counties; and

**WHEREAS**, while recommendations of the Plan do not directly affect the Jacksonville urbanized area, they are largely consistent, and in many cases match, infrastructure and policy recommendations outlined within our current Metropolitan Transportation Plan and other multimodal strategies.

**NOW THEREFORE, BE IT RESOLVED**, on this the 13<sup>th</sup> day of July 2017, that the Jacksonville Urban Area Metropolitan Planning Organization Transportation Advisory Committee has reviewed the Cape Fear Regional Bicycle Plan and supports infrastructure and policy recommendations contained within.

BY: \_\_\_\_\_  
Michael Lazzara, Chairman

ATTEST: \_\_\_\_\_  
Anthony Prinz, Secretary



To: Transportation Advisory Committee  
From: Anthony Prinz, TAC Secretary  
Subject: NC 24 Corridor Study Resolution of Support

**7/13/2017**

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In June, JUMPO staff participated in a discussion among stakeholders from the NC 24 corridor in Onslow and Carteret Counties. Consensus among the group reflected a desire to complete a study of the corridor between NC 172 and US 70 with the purpose of developing short- and long-term strategies for improving safety and efficiency. Each stakeholder agreed to present a resolution of support to his or her respective governing body to bolster support for the initiative.

While the extent of the proposed study does not fall within our planning area, it does adjoin our boundary at the intersection of NC 172. At the request of community leaders to our east, and in the interest of safety and efficiency of one of our primary gateway corridors, staff recommends that the TAC consider adopting the attached resolution to demonstrate regional support for the proposed corridor study.

Recommended Action: Approval of the resolution as drafted

Attachments: NC 24 Corridor Study Resolution of Support



## **RESOLUTION OF SUPPORT FOR A CORRIDOR STUDY OF NC 24**

**WHEREAS**, jurisdictions along the corridor have expressed the desire for a joint effort to study North Carolina Highway 24 (NC 24) for the purpose of developing a regional strategy to improve safety and efficiency of the corridor; and,

**WHEREAS**, the North Carolina Strategic Transportation Corridor Policy identifies NC 24 as a priority facility for movement of people and freight throughout eastern North Carolina; and,

**WHEREAS**, the Department of Defense identifies NC 24 as part of its Strategic Highway Network (STRAHNET), which is a system of roads that are essential for military mobility; and,

**WHEREAS**, the need for improving safety and efficiency of NC 24 is reflected by land use and transportation plans throughout the corridor; and,

**WHEREAS**, NCDOT is in the process of creating a Corridor Development Unit with the express purpose of studying high-value corridors and developing detailed recommendations to accommodate current and future motility needs.

**NOW THEREFORE, BE IT RESOLVED**, on this the 13<sup>th</sup> day of July 2017, that the Jacksonville Urban Area Metropolitan Planning Organization supports the request for the NCDOT Corridor Development Unit to evaluate NC 24, from NC 172 in Onslow County to US 70 in Carteret County, with the purpose of developing a comprehensive strategy to improve safety and efficiency.

BY: \_\_\_\_\_  
Michael Lazzara, Chairman

ATTEST: \_\_\_\_\_  
Anthony Prinz, Secretary