



JACKSONVILLE URBAN AREA
JUMPO
METROPOLITAN PLANNING ORGANIZATION

Public Participation Plan

2024 – 2026

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Executive Summary

Federal Highway Administration (FHWA) regulations, such as Title 23 CFR 450.316, requires that the Jacksonville Urban Area Metropolitan Planning Organization (JUMPO) develop and use a documented plan that defines the process for providing residents, and interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process. The Public Participation Plan (PPP) guides the Metropolitan Planning Organization's (MPO) public involvement efforts by identifying:

- Planning activities that require public involvement
- Guidelines for determining the level of public involvement needed for various planning activities
- Minimum and advanced notification guidelines for various planning activities
- The length of public input periods
- Communication and engagement methods that the MPO can use to solicit feedback during all stages of the plan, program, and project development
- How the MPO will respond to public comments
- Major decision points for plans and studies that require public involvement

Planning Activities, Decision Points, and Minimum Comment Periods

The table below summarizes common MPO planning activities that require public involvement, major decisions related to planning activities, and the minimum public input period.

Plan/Program	Action	Minimum Period
Public Participation Plan (PPP)	Amendments	45 Days
Metropolitan Transportation Plan (MTP)	Adoption and Major Amendments	25 Days
Metropolitan Transportation Improvement Plan (MTIP)	Adoption	14 Days
MTIP Amendment/Project Prioritization List	Release and Adoption	14 Days
Unified Planning Work Program (UPWP)	Adoption and Major Amendments	14 Days
Transportation Advisory Committee (TAC)	Meeting	7 Days
Technical Coordination Committee (TCC)	Meeting	7 Days
Other Significant Planning and Programming Activities	Approval, Adoption, and Amendments	14 Days

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I. Introduction

The JUMPO strives to ensure an open transportation planning process with the free exchange of ideas, information, and the opportunity for input from interested parties at all stages of the transportation planning process can take place in an effective manner. This plan outlines 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 people with disabilities, 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 internet
- 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 complete, open process that includes all interested parties and conforms to federal transportation regulations. A forty-five (45)

calendar day public review period will be conducted if changes have been made since the last opportunity for public review or if the PPP has not been reviewed in the past three (3) years.

II. Federal Requirements

The federal government has established several laws and regulations to ensure the transportation planning process remains open and in the public's interest. The following is a listing of federal legislation and regulations that guide the public participation process:

Infrastructure Investment and Jobs Act (IIJA): The IIJA 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, affordable housing organizations, and other interested parties with a reasonable opportunity to comment on the transportation plan.
- B. Contents of the Participation Plan shall:
 - 1. be developed in consultation with all interested parties; and
 - 2. provide all interested parties with reasonable opportunities to comment on the contents of the transportation plan.
- C. Methods: In carrying out subparagraph A, the metropolitan planning organization shall, to the maximum extent practicable:
 - 1. hold any public meetings at convenient and accessible locations and times;
 - 2. employ visualization techniques to describe plans; and
 - 3. make public information available in electronically accessible formats and means, such as the World Wide Web, as appropriate to afford reasonable opportunity for consideration of public information under subparagraph A.
- D. Use of Technology: A metropolitan planning organization may use social media and other web-based tools:
 - 1. to further encourage public participation; and
 - 2. to solicit public feedback during the transportation planning process.

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 Transportation Improvement Program (TIP). NEPA has its own set of public participation requirements for the review period and notification of interested parties on a project basis. These requirements are not substitutes for earlier participation in the planning and programming stages.

Americans with Disabilities Act of 1990: The *Americans with Disabilities Act of 1990* mandates that public facilities be made accessible to people with disabilities and has been the basis for requiring that transit buses and street curbs be retrofitted or reconstructed with appropriate equipment and design details.

Rehabilitation Act of 1973 (Section 504): The *Rehabilitation Act of 1973* (Section 504) states that “no qualified individual with a disability in the United States shall be excluded from, denied the benefits of, or be subjected to discrimination under” any program or activity that receives federal financial assistance.

Rehabilitation Act Amendments of 1998 (Section 508): The *Rehabilitation Act Amendments of 1998* (Section 508) states that federal agencies must ensure that electronic and information technology is accessible to employees and members of the public with disabilities to the extent it does not pose an “undue burden.”

Title VI – Environmental Justice: Title VI of the Civil Rights Act of 1964 sets standards that 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 populations.” 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.

Effective public involvement is a key element in addressing Title VI in decision-making. This PPP describes how JUMPO will disseminate vital agency information and engage the public. The MPO will seek out and consider the input and needs of interested parties and groups traditionally underserved by transportation systems who may face challenges accessing our services, such as minority and limited English proficient (LEP) persons. Underlying these efforts is JUMPO’s commitment to determining the most effective outreach methods for a given project or population. A copy of the Title IV Program Plan can be found at www.jumpo-nc.org

General public involvement practices will include:

- Expanding traditional outreach methods to think outside the box such as posting flyers where people congregate, community events, street fairs, etc.
- Providing for early, frequent, and continuous engagement by the public.
- Use of social media and other resources to gain public involvement.
- Coordinating with community and faith-based organizations such as the Hispanic Liaison, educational institutions, and other entities, to implement public engagement strategies that specifically reach members of affected minority and LEP communities.
- Providing opportunities for public participation through means other than written communication, such as personal interviews or the use of audio or video recording devices to capture oral comments.
- Considering radio, television, or newspaper ads in publications that serve LEP populations. Outreach to LEP persons could also include audio programming that is available on podcasts.

Public Notification

JUMPO will inform people of their rights under Title VI and related authorities about MPO-related programs. The primary means of achieving this will be posting and disseminating the

policy statement and notice. Additional measures may include verbally announcing our obligations and the public's rights at meetings, placing flyers at places frequented by targeted populations and an equal opportunity tag-on at the end of radio announcements. The notification method will be determined through an initial screening of the area.

Dissemination of Information

Information on Title VI and other programs will be crafted and disseminated to employees, contractors, sub-recipients, stakeholders, and the public. Public dissemination efforts may vary depending on factors present, but will generally include: posting public statements setting forth the nondiscrimination policy in eye-catching designs and locations; placing brochures in public places, such as government offices, transit facilities, and libraries; having nondiscrimination language within contracts; including nondiscrimination notices in meeting announcements and handouts; and displaying our Notice of Nondiscrimination at all our public meetings.

Meetings and Outreach

There is no one-size-fits-all approach to public involvement. Various comprehensive and targeted public participation methods will be used to facilitate meaningful public involvement. Methods for engaging stakeholders and target audiences, including traditionally underserved and excluded populations (i.e., minorities, youth, low-income, people with disabilities, etc.), will include the following:

Public Relations and Outreach

Public relations and outreach (PRO) strategies aim to conduct well-planned, inclusive, and meaningful public participation events that foster good relations and mutual trust through shared decision-making with the communities JUMPO serves.

- Staff will seek out and facilitate the involvement of those potentially affected.
- Public events will aim to be collaborative, fun, and educational for all, rather than confrontational and prescriptive.
- Media plans will typically involve multiple communication channels like mailings, radio, TV, and newspaper ads.
- Abstract objectives will be avoided in meeting announcements. Specific "attention-grabbing" reasons to attend will be used, such as "Help us figure out how to relieve congestion on [corridor name]" or "How much should it cost to ride the bus? Let us know on [date]."
- Efforts will be made to show how participants' input can or did, influence final decisions.
- Staff will do their best to form decision-making committees that look like and relate to the populations we serve.
- Staff will seek out and identify community contacts and partner with local community and faith-based organizations that can represent and help disseminate information to target constituencies.
- Demographic data will be requested during public meetings, and surveys from community contacts and committee members.

Public Meetings

"Public meeting" refers to any meeting open to the public, such as hearings, charrettes, open houses, and board meetings.

- Public meetings will be conducted at times, locations, and facilities that are convenient and accessible.
- Meeting materials will be available in various predetermined formats to serve diverse audiences.
- An assortment of advertising means may be used to inform the community of public meetings.
- Assistance to persons with disabilities or limited English proficiency will be provided as required.

Small Group Meetings

A small group meeting is a targeted measure where a meeting is held with a specific group, usually at their request or consent. These are often closed meetings, as they will typically occur on private property at the owner's request.

- If it is determined that a targeted group has not been afforded adequate opportunities to participate, the group will be contacted to inquire about possible participation methods, including a group meeting with them individually.
- Unless unusual circumstances or safety concerns exist, hold the meeting at the target group's chosen location.
- Share facilitation duties or relinquish them to members of the target group.
- Small group discussion formats may be integrated into larger group public meetings and workshops. When this occurs, the smaller groups will be as diverse as the participants in the room.

Community Surveying

Opinion surveys will occasionally obtain input from targeted groups or the public on their transportation needs, the quality or costs of JUMPO services, and feedback on the public outreach efforts. Surveys may be conducted via telephone, door-to-door canvassing, at community fairs, by placing drop boxes in ideal locations, or with assistance from other local agencies like social services. Surveys will be translated into languages other than English, when appropriate.

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 the development of the Program of Projects (POP) that recipients of Section 5307 funds must meet.

To comply with the last statement:

- MPO must have an adopted public participation plan.
- The TIP document (public participation plan, notice, or TIP) must have an explicit statement that public notice of public participation activities and time established for public review of and comments on the TIP will satisfy the POP requirements.

III. General

The JUMPO has developed policies, procedures, and techniques that will be used to ensure opportunities for participation of the public. Some projects or plans (such as the Metropolitan Transportation Plan, Metropolitan Transportation Improvement Program, and State Transportation Improvement Program) require specific actions. In contrast, other activities may require more versatile outreach options. The MPO will strive to incorporate the policies and techniques listed below and other procedures as appropriate.

The JUMPO 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 MPO website or upon request. The following outreach methods (also referenced in Appendix A) 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 JUMPO website;
- B. Notification that new documents are available for public review to be placed on the City of Jacksonville social media sites;
- C. Media notifications using the City of Jacksonville media contact list (known as the Sunshine List which includes eight news agencies covering printed media, television, and radio as well as twelve other media-related contacts); and additional regional newspapers and non-government organizations representing other interested parties as deemed appropriate;
- D. Both the TCC and TAC shall have an open formal public comment period at the beginning of each regularly scheduled board meeting;
- E. 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;
- F. 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 and through distributing notification to citizen contacts via email. Member jurisdictions include Onslow County, the City of Jacksonville, the Town of Swansboro, the Town of Holly Ridge, the Town of North Topsail Beach, and the Town of Richlands.

These general guidelines apply to the development or amendment of any plan or program administered by the JUMPO. Additional requirements for the Metropolitan Transportation Plan (MTP), Metropolitan Transportation Improvement Program (MTIP), and Program of Projects (POP) are described in this document.

This PPP shall be available for public information upon request and will remain viewable by the public on the website and in the offices of the MPO.

IV. TAC and TCC Committee Meetings

Meetings of the TAC and TCC shall be open to the public. The schedule of meetings and past meeting materials are available on www.jumpo-nc.org. Information on how to participate in the meetings, whether physical or virtual, will be published on the JUMPO website which will include a public comment period for a minimum of seven (7) calendar days prior to both TCC and TAC meetings. 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 no later than 48 hours in advance of a meeting to make appropriate arrangements for their attendance.

V. 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.

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, have no fiscal impact, and are not subject to the PPP.

MTP Formal Amendments shall be open to public review and comment for a minimum of twenty-five (25) calendar days prior to JUMPO approval. In addition to those outlined in this plan, MTP Formal Amendments should also allow for public comment period during at least one TCC and one TAC meeting, the latter serving as a public hearing.

VI. Metropolitan Transportation Improvement Plan (MTIP)

The development of the MTIP and all amendments shall meet all current FHWA, FTA and NCDOT requirements for public notification and participation. There will be a formal public comment period throughout the process, including during the prioritization process, with the development of the draft project priority list and assignment of local input points. This comment period will be an opportunity for interested parties to provide input on the project priorities and the methods used to derive them.

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

- A. A fourteen (14) calendar day minimum public review and comment period will be established for the Draft MTIP;
- B. At least one public meeting will be held to provide information about the document and the projects included;
- C. Amendments to the MTIP 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 or Deletion of a project
 - (2) Major changes in design concept or scope
 - (3) Changes in project cost beyond a predetermined amount
 - (a) \$2 million AND 25% of the original cost for highway projects
 - (b) \$1 million OR 25% of the original cost for transit project
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 MTIP 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.

Sample of statement indicating that the MPO's TIP documents satisfy Section 5307 POP requirements:

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.

VII. Publication of Jacksonville Transit Program of Projects (POP)

In years that an MTIP is not amended or adopted, the MPO will publish a POP on behalf of Jacksonville Transit at the beginning of that fiscal year 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, JUMPO will request that the City of Jacksonville publish a notice on its website. During fiscal years where the MPO amends an existing or adopts a new MTIP, publication of a separate POP is not required. It is intended that the process utilized to adopt and/or modify the MTIP also satisfies annual POP publication requirements.

Sample of Notice:

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 or in print at Jacksonville Station – 1300 N. Marine Blvd. Additional information regarding public transportation initiatives funded within the POP may be obtained by contacting by mail: JUMPO, PO Box 128, Jacksonville, NC 28541-0128, 910-938-7433, or email, 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.

Appendix A – Outreach Techniques

The Public Participation Plan of the JUMPO ensures participation opportunities for interested parties by using several outreach techniques to organizations and individuals working through media outlets, the internet, flyers, and word of mouth to raise awareness of issues, schedule meetings, and 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 no later than 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 the 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

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, emails, and/or 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 may posts its activities on the City of Jacksonville's television channel (G10TV).

Social Media:

The MPO will make use of the City of Jacksonville's 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 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

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.

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. Replaced by IIJA Act.

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.

IIJA – Infrastructure Investment and Jobs Act (IIJA) also known as the “Bipartisan Infrastructure Law”, is the largest long-term investment in infrastructure and economy in the US history. It provides \$550 billion over fiscal years 2022 through 2026 in new Federal investments in infrastructure, including in roads, bridges, and mass transit, water infrastructure, resilience, and broadband.

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 the 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 21st 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, 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.

MTIP – Metropolitan 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.

NCDOT – North Carolina Department of Transportation – the 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 – Program 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 on 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.

U.S. DOT – The 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). The Secretary of Transportation heads it.